

LOG

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Great Lakes Inland Conference Held

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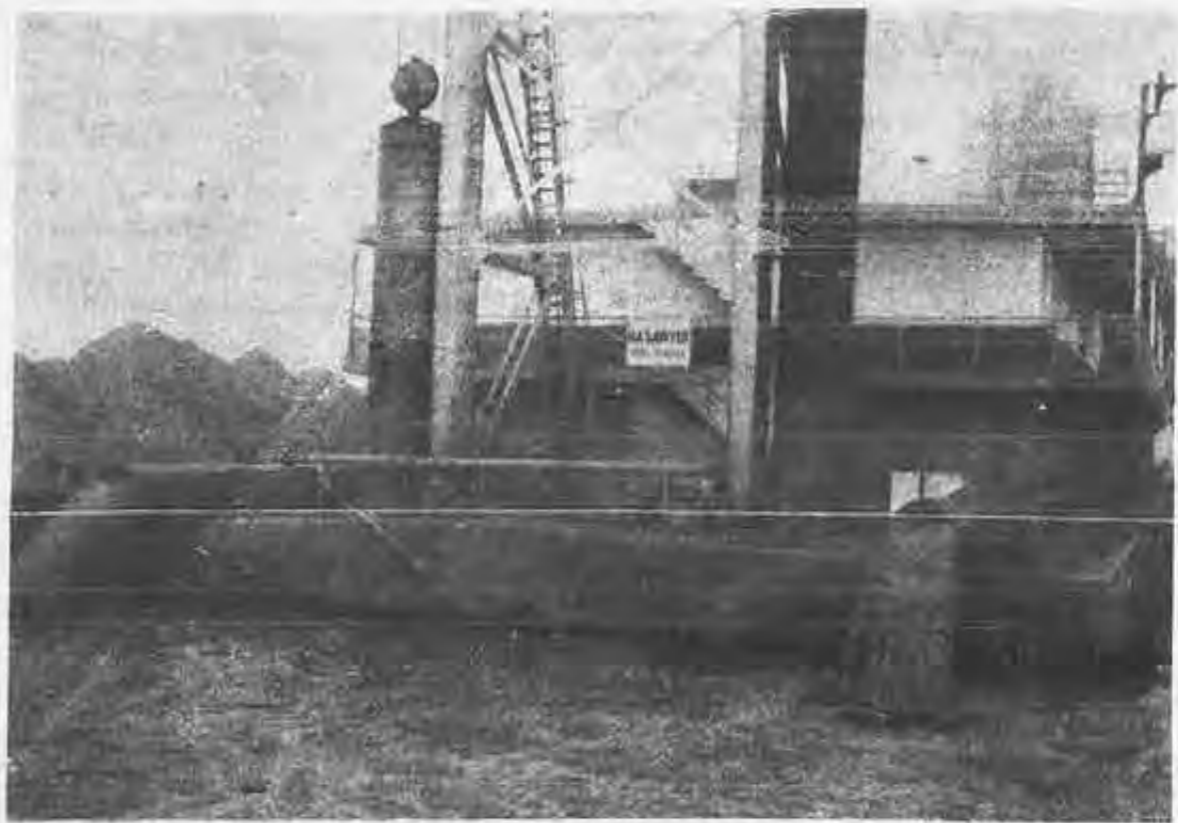
Seafarers Man Newly Acquired Ship—Point Susan

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Dredge Sawyer Gets SIU Crew

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Final Pension Supplement Checks Given

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SIU Backs House Bill to Rebuild Locks and Dam 26

The SIU has thrown its support behind H.R. 8309. This is the House of Representatives bill that provides for reconstruction of Locks and Dam 26 and institutes a fuel tax on commercial water transportation. That tax would be no more than 6 cents per gallon.

Locks and Dam 26 is located at Alton, Ill., a key point on the Mississippi River system. This obsolete facility has been causing costly barge jams and delays for years.

The SIU is still opposed to the concept of a user charge of any kind on the inland waterways. But it is backing H.R. 8309 under the threat of a much higher user charge system proposed in the Senate.

The higher charge proposal, made by Sen. Pete Domenici (R-N.M.), requires user charges that would return construction and operation costs of waterways improvement projects to the Government. These would be set to equal 50 per cent of the Federal construction costs and 100 per cent of the operation costs. They could go as high as 42 cents a gallon and would have a disastrous effect on the barge industry.

The Domenici proposal would require \$400 million a year in user fees for the industry, according to the National Committee on Locks and Dam 26. This tax burden would also be carried by farmers and ultimately consumers. The SIU is a member of the National Committee, along with waterways operators, farm groups and other interests involved in the barge industry, which all strongly oppose the Domenici proposal.



Farmers are directly involved since two-thirds of the tonnage carried on the waterways is farm or farm-related. Farm groups maintain that the higher Senate proposal could "cripple the en-

tire inland waterways system."

In short, the Domenici proposal threatens to destroy the low-cost, energy-efficient advantages of water transportation. Moreover, it does so in a discriminatory manner. The Transportation Institute (TI) has pointed out that the proposal would levy charges only on certain parts of the waterways—those in direct competition with the railroads.

TI is a Washington, D.C.-based educational and research group for the maritime industry. It is also supporting H.R. 8309.

A number of amendments and compromise positions on user charges have been submitted in the Senate. Lack of agreement has postponed the vote on H.R. 8309 and it will most likely not come up until March.

21st Anniversary of Lundeberg's Death

When Harry Lundeberg came onto the scene in 1934, America's maritime labor movement was in chaos and on the verge of extinction.

From then until his death 23 years later at the age of 56, Lundeberg led U.S. seamen through a gauntlet of long, bitter strikes from virtual economic obscurity to a place of prominence in the American trade union movement.

Although Jan. 28, 1978 marked the 21st anniversary of his death, the legacy he left lives on. This is because the work Lundeberg did to better the lot of American seamen served as a springboard for continued progress both for sailors and for the maritime labor movement.

Lundeberg, the founder of the SIUNA in 1938, came to the U.S. from Norway in 1919. He joined the Sailors Union of the Pacific that year and settled in Seattle.

He became Seattle agent for the SUP in 1934. He led the charge in the bloody West Coast strike of '34, which marked the reemergence of



Harry Lundeberg

maritime labor as a force with which to be reckoned.

Lundeberg succeeded Andrew Furuseth as SUP secretary treasurer, the highest office in the Union, in 1936. He held that office until his death in 1957.

After bitter political and jurisdictional disputes with the NMU and

the old International Seamen's Union, Lundeberg formed the SIUNA in 1938 after winning a charter from the AFL. He served as SIUNA president from then until his death.

Lundeberg truly had the heart of a sailor. During the first Eisenhower administration, Lundeberg turned down the U.S. Secretary of Labor's job to remain in the seamen's movement.

In 1947, Lundeberg worked his way across the Atlantic and back as an AB on a SUP ship so that he could visit his homeland for the first time in 30 years. Lundeberg had been voted funds by the SUP membership to pay for the trip, but he turned it down.

It seems only fitting that the SIU's School in Piney Point, one of the largest and best maritime training facilities in the country, be named after Harry Lundeberg. He was surely one of the most important figures in the history of the American maritime labor movement.



Paul Hall

The PRESIDENT'S Report

Working Together for a Future

Short of total extinction, the worst thing that can happen to a labor organization is stagnation.

It's a dangerously easy rut to fall into. You can become content with what you have and simply stop working to make it better. Or you can become so confident that the world around you will never change, you stop planning for the future.

There is no doubt in my mind that if this kind of thinking had existed in the SIU 30, 20 or even 10 years ago, our Union would possess no base of strength today. Nor would we have much to look forward to in the future other than slow and painful disintegration.

But this is by no means the case in the SIU. We have a strong Union today and a strong job structure. Our problem is maintaining this strength not only for present day Seafarers but for the next generation of Seafarers and the generation after that.

To say the least, maintaining this strength will not be an easy job. Right now, our industry is in the midst of a major technological revolution.

We are faced with the serious problem of automation cutting down crew sizes.

We are faced with the problem of crewing radically different ships like the LNG carriers—ships that require new and expanded job skills for proper manning.

On top of this, we are faced with the ongoing political problem of ensuring that Congress does not legislate the American merchant marine off the high seas.

We must also work to ensure that Congress does not exclude the U.S. merchant marine from new trends in international maritime activities, such as offshore drilling and ocean mining.

Essentially, the key to success in maintaining our strength is the same kind of joint cooperative effort between leadership and membership that has always existed in our Union.

An example of how this kind of cooperative effort has paid off for us can be seen with respect to the advent of LNG ships in the U.S. merchant fleet.

In the early 70's, it became apparent to us that it was just a matter of time before LNG ships would be a part of the U.S. fleet.

The SIU, through the Lundeberg School, developed a comprehensive LNG training program to help Seafarers prepare for the inevitable.

However, it was up to SIU members to take advantage of this program. And they did.

The U.S. fleet now has two LNG ships in its ranks. As a result of the SIU's cooperative effort on this issue, SIU members are manning both of them. Right now, two ships might not seem like such a big deal. But, 10 years from now, LNG ships could very well play a crucial part in providing jobs for American seamen.

Whether this happens or not, the fact remains that the SIU is preparing to take full advantage of any expansion within the U.S. flag LNG fleet tomorrow or 10 years from now.

The LNG ship, though, is only one aspect of the U.S. maritime industry's future. Another area that could be a very big job producer for American seamen in the future is ocean mining. But again, it will take a cooperative effort of leadership and membership to make this a reality.

Presently, the SIU is working in Congress on a long distance ocean mining bill that will ensure that ships used in any sea mining ventures by U.S. companies be American-manned vessels.

The whole subject of ocean mining is very unclear at the present time. No one is really sure how big an industry it can or will become. The point is, though, that it could mean a lot to the U.S. merchant marine. And the SIU is working on it right now to make sure that if ocean mining does develop, SIU members will get a fair share of the jobs it creates.

It is my belief that the only way to prepare for the future is simply never to become satisfied with what we presently have. Because if that ever happens, this organization will stop moving forward and begin to decline. Let's continue to work together to ensure that that day never comes.

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Senate Vote Due in Mid-March

AFL-CIO Pushes Labor Law Reform Bill

The labor movement has launched an all out final drive to win passage of the President Carter-backed Labor Law Reform Bill in the U.S. Senate.

The House of Representatives passed its version of the bill late last year. The vote in the Senate on the bill is due by mid-March.

The Senate Human Resources Committee recommended passage of the bill by the full Senate earlier this year. The committee vote was 13 to 2 in favor of the bill.

The long-needed reform bill is designed to speed up the judicial processes of the National Labor Relations Board. It would also give the NLRB increased authority to crack down on violators of the labor law.

Some of the key features of the bill include:

- Expansion of the National Labor Relations Board from five to seven members to better handle the board's heavy caseload.

- Holding of union certification elections no more than 30 days after pledge cards, showing majority support in the

shop for unionizing, are filed with the NLRB.

- Awarding employees fired for union activities during an organizing drive 1½ times back pay for time lost between discharge and reinstatement. The House version of the bill provides for double time back pay in such cases.

- Denial of Government contracts for a period of two years to companies that continually violate the labor law.

Big Business interests and right wing groups have mounted their own massive lobbying effort to block passage of the bill. It is feared that the right wing's allies in the Senate will attempt a filibuster to kill the bill. If this happens it would take a two thirds vote of the Senate to end the filibuster. (A filibuster is a delaying tactic accomplished through long speeches.) However, it is unlikely that the bill's supporters in the Senate could muster such a two thirds vote.

To combat the opposition, the AFL-CIO has succeeded in putting together a coalition of professional, civil rights and women's groups, as well as en-

vironmental concerns, in favor of the bill.

The AFL-CIO has sponsored regular strategy meetings to solidify this coalition and to map out a course of legislative action. A number of these meetings were chaired by SIU President Paul Hall, who serves as chairman of the AFL-CIO Executive Council's Special Committee on Legislation.

To say the least, the Labor Law Reform Bill has been a long time coming. Statistics compiled by the NLRB show an alarming increase of violations of the labor law over the years.

For instance, in 1947 the NLRB heard 115 cases involving unfair labor practices. However in 1976, the board heard 1,033 such cases.

In 1960, a total of 15,800 complaints were filed with the NLRB against employers for violations of their employees' rights. But in 1976, the number of these complaints rose to 34,302.

Secretary of Labor Ray Marshall, speaking for the Carter Administration, said that the increased violations of the law arise from the fact that "some em-

ployers have found it cheaper to disobey the law than to obey it."

Marshall added that opponents of the bill essentially want "to deny anything that would appear to improve collective bargaining and improve the right of workers to organize and bargain collectively."

Sen. Harrison Williams (D-N.J.), co-sponsor of the bill in the Senate, said that the bill will only be won "if trade unionists and their allies in the nation's communities make an all out push in the next month."

Williams also said that supporters of the bill in each state "must give their senators the feeling that this is it, that this is top priority."

From the individual union member's point of view, the "all-out push" referred to by Sen. Williams involves writing his or her senators demanding they vote in favor of the bill.

The SIU urges its members and their families to join in the fight for this bill. Write your senators. Tell them that they will lose your vote unless they vote in favor of the bill.

Outer Continental Shelf Lands Act Passes in U. S. House

WASHINGTON, D.C. — A heated floor battle that carried both good and bad news for American workers preceded passage in the House of the Outer Continental Shelf Lands Act. The final Feb. 2nd vote in the House of Representatives was 291 for and 91 against.

The OCS bill is aimed at controlling the offshore production and development of oil and natural gas resources on the U.S. outer continental shelf.

The House floor fight started out with the narrow defeat of a labor backed amendment to the bill involving jobs for U.S. shipyard workers.

The amendment was introduced by Rep. John Murphy (D-N.Y.). It would

have required that all rigs and other equipment used in the offshore drilling be built in American shipyards. The measure was defeated 208 to 201.

Later in the day, however, an attempt to scuttle a crucial section of the bill involving thousands of jobs for American seamen and roustabouts was soundly defeated 280 to 118.

Rep. Charles Whalen (R-Ohio) led the assault against the man-American provisions of the bill.

Basically, then, the final House-passed version of the OCS bill, as it affects American workers, reads as follows:

- American workers must be employed in the manning of all equipment

involved in oil and gas exploration on the U.S. outer continental shelf. This includes rigs and supply vessels.

- The rigs need not be built in American yards. Yet all rigs involved in the drilling must carry American registry. Also, they must meet U.S. construction, environmental, and safety standards.

Despite the narrow loss of the "Build-American" amendment, the House-passed version of the bill must be considered a victory for maritime labor. The House bill ensures that thousands of Americans will reap the employment benefits of the rapidly expanding offshore oil drilling industry.

It also carries the potential of creating some 3,000 to 5,000 new jobs for American seamen in the support and supply of drilling operations.

The fight for the bill, however, is far from over. The Senate passed its own version of the Outer Continental Shelf Lands Act on July 15, 1977.

The Senate version of the bill contains no section requiring the use of U.S. workers in manning and supplying the rigs.

As a result, the differences in the bills must be worked out by a House-Senate Conference Committee. As this issue of the *Log* goes to press, the conferees have not been selected. It may take several months before all details are finally worked out on the bill and it is signed into law by President Carter.

The SIU will be working to see that the final version of the bill will include protection for American workers in the employment opportunities created by the offshore drilling industry.

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R. F. 'Mickey' Wilburn, 55, Retired Houston Agent, Dies

Retired Houston Port Agent Robert F. "Mickey" Wilburn, 55, died of cancer in St. Luke's Hospital, Houston on Feb. 14.

Brother Wilburn joined the SIU in 1944 in the port of New Orleans sailing as an AB for nearly five years. He worked as an organizer for the Union during the 1950s and 1960s. From 1969 to 1975, he was elected a joint patrolman for the port of Houston. In 1976, he became Houston port agent, a post he held until his retirement last year.

Born in Missouri, he was a resident of Houston. He was an avid deer hunter.

Seafarer Wilburn willed his remains to Baylor University, Houston for medical research.

His family requests that friends, who wish to do so, make contribu-



tions in his name to the American Cancer Society.

Surviving are his widow, Pearl; a daughter, Cheryl, and a nephew.

Winter Bound Laker Destroyed in Waterfront Fire

Another in a rash of fires that have ripped through grain elevators in recent months claimed the Capitol 4 Elevator on the Duluth waterfront. The fire, which occurred on the morning of Saturday, Jan. 21, also destroyed the SIU-contracted bulk carrier *Harry L. Allen*.

The *Allen* was laid up for the season at the grain elevator's dock and was extensively damaged by debris that fell from the elevator and caused the ship's superstructure to ignite. Firefighters were unable to get close enough to the ship to contain its blaze because of the intense heat emanating from the elevator and because of fears that the fire might cause the ship, another nearby grain elevator or loaded rail cars to explode.

Officials feared the danger of the Kinsman-owned *Allen's* exploding was great because of the ship's closeness to the fire and its supply of bunker fuel.

A spokesman said the damage to the ship approached \$2 million. The entire port side of the vessel, the forward quarters and the lifeboats aft were destroyed. The company spokesman said the *Allen* will probably be scrapped. But when asked by the *Log* whether the ship will be replaced in the

fleet, the spokesman replied, "we're in the throes of determining what we want to do. We have not reached any decision yet."



Flames gut the tower of a Duluth waterfront grain elevator. The fire caused extensive damage to the Kinsman-owned *Harry L. Allen*, berthed at the elevator's dock for the winter.

Firefighters arrived at the site of Grain Elevator 4 at 3:30 p.m. after employees at the nearby Capitol 6 elevator saw smoke coming from the building.

The fire went unnoticed, perhaps smoldering for as long as six hours, according to Fire Chief Leonard Whalen, because no one was working in the elevator on that day.

Just as it appeared that the blaze was under control, a grain dust explosion tore through the elevator, toppling the building's tower and forcing a hasty evacuation by firefighters.

By 7:30 p.m. the elevator was destroyed and firemen were able to board the *Allen* and put out the fire on board.

Capitol Elevator No. 4 of International Multifoods Corp. was a wood-frame building constructed in 1888. There has been a high incidence of grain elevator fires in recent years. Four grain elevators burnt in a 10-day period last December. A total of 137 elevators have been destroyed by fire in the last 18 years. These statistics, coupled with the building's structural inadequacy, made it a prime target for fire.

Eight months ago Capitol No. 5 elevator, also a frame structure, was razed by the company because it posed a safety threat. There is presently only one wooden grain elevator remaining in the Duluth/Superior area.

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

Seafarer Greg Hamilton, who is 21 years old, made the mistake of believing a common myth about alcoholism—that it was a disease which afflicts only "old" people. "I thought an alcoholic was someone on skid row or the guy who couldn't move out of his bunk because he didn't have his drink. Now I know that an alcoholic is someone for whom booze causes a problem in his life."

Seafarer Hamilton believes that he started drinking when he was about 13 years old. About five years ago, he attended the basic vocational program at HLS as a member of Class #112. "HLS is the best thing that could have happened to me. I needed a place to go, and if I hadn't come to the School, I probably would have been a thief or something. But being a Seafarer helped give me a new approach to life."

Last fall, Brother Hamilton came to HLS and enrolled in the high school equivalency program. "After three weeks, I just quit. My drinking would not let me study or remember anything."

Hamilton then enrolled in the AB course at the School. But he went on a

drunk one night and became destructive. The next morning, he couldn't remember exactly what had happened the night before. He wanted to call the ARC immediately but it was several days before he found the courage to make the phone call and ask for help.

In describing the program at the Seafarers Alcoholic Rehabilitation Center, which is sponsored by the Seafarers Welfare Plan, Brother Hamilton said, "It works. The counselors really know what they are talking about."

"Our Union is very brotherly," he added. "They will help you in any way possible so that you can become a better person—from high school diploma to AB to recovering from alcoholism, and many other ways, too."

In finding freedom from alcohol, Seafarer Hamilton found a new life for himself. "I used to feel about an inch tall when people called me a drunk. I was even afraid to face people the morning after I had been on a drunk because they would know what I had done the night before, and I didn't."

Today things are different for Hamilton. He is enrolled in the AB course



Seafarer Greg Hamilton is shown studying for his AB endorsement at HLS.

again and will soon take his examination for that endorsement. He also has plans to attend the General Educational Development program at HLS later this year. After completing the recovery program at the ARC, Brother Hamilton is able to build upon the new approach to life he found when he

graduated from HLS five years ago and first became a Seafarer.

If you feel that you have a drinking problem, remember that you are never too old—or too young—to ask for help. Just call (301) 994-0010 any time and ask for "The Center." Or contact your SIU representative.

Dredge Sawyer Joins SIU Fleet

SIU-contracted Radcliff Materials recently acquired another dredge, the Sawyer, which brings 27 new jobs for the Union membership.

The new addition is 330 feet long by 50 feet wide. She is the second largest dredge in Radcliff's fleet, which includes about 17 dredges and support boats. Radcliff is based in Mobile, Ala. and also operates out of New Or-

leans, Houma, La., and Morgan City, La.

The Sawyer is now dredging shells from the Atchafalaya Bay, off Morgan City. She loads two barges at once and works 24 hours a day with relief crews. The shells are sold for cement and other construction materials.

The 27 SIU jobs on the Sawyer include all unlicensed positions and engineers.

Sea-Land Market Committee



Recertified Bosun Don Rood (front center) ship's chairman of the SS *Sea-Land Market*, gets ready to load on stores on the containership recently. At his immediate back (l. to r.) are some of the Ship's Committee and a crewmember: Engine Delegate E. Liwag; Quartermaster Nick Hrysagis, and Steward Delegate John Alberti. The vessel paid off in Port Elizabeth, N.J.

Porpoise Kills Down 75% Due to U.S. Tunamen Efforts

American tuna boat crews made great strides in 1977 in reducing the number of porpoise kills incidental to tuna fishing off the U.S. West Coast. A high percentage of these tuna fishermen belong to the SIUNA-affiliated Fishermen's Union of America, Pacific and Caribbean.

According to statistics compiled by the National Marine Fisheries Service, the number of porpoise killed during tuna fishing was down 75 percent per ton of tuna captured in 1977 as compared to 1976.

Further statistics showed that tuna fishermen were successful in releasing better than 99 percent of all porpoise encircled by tuna nets.

Senator Alan Cranston (D-Calif.) said that these statistics were "a tremendous tribute to the determination of the captains and their crews to show their skills and good faith" in reducing porpoise kills.

The U.S. tuna fleet was laid up for several months in late 1976 and early 1977 over the porpoise mortality controversy.

Environmentalists wanted a zero mortality rate. But the tuna industry claimed a zero rate was impossible to achieve if American tuna boats were to remain competitive with foreign boats.

Widespread Layoffs

The lengthy fleet layup also caused widespread layoffs of cannery workers in Southern California and Puerto Rico. Many of these workers belong to the SIUNA-affiliated United Cannery and Industrial Workers of the Pacific, Los Angeles and Vicinity District.

The fleet went back to sea only after Congress worked out a compromise between the tuna industry and the environmentalists.

The compromise was a quota on the number of porpoise that could be taken incidental to tuna fishing.

During Congressional hearings on the controversy, SIU Executive Vice President Frank Drozak called for quick action to keep the U.S. tuna industry, and the 30,000 jobs it provides, from being exported to Mexico and South America.

U.S. Unemployment Rate Dips to 6.3%; Still Very High for Blacks

WASHINGTON, D.C. — The U.S. jobless rate declined to 6.3 percent last month from December's 6.4 percent. This is the lowest unemployment rate since October 1974 when it was 5.9 percent. According to the Government's Bureau of Labor Statistics, 6,226,000 workers in the country were without jobs last month.

The dip in the jobless rate last month marked the fourth straight monthly decline. In November it was 6.7 percent, 6.8 percent in both October and September and 7 percent in August.

However, high joblessness among black workers continues to persist with their unemployment rate remaining unchanged in January at 12.7 percent. Their jobless rate was the same in January 1977. Teenage blacks have a 38.7 percent jobless rate!

The AFL-CIO said that, while the unemployment results were "hopeful," the persistence of high joblessness among blacks required the Federal Government to direct its employment programs more precisely to impoverished inner city areas.

Unemployment among white workers remained unchanged over the month at 5.5 percent. Those benefiting most from the January jobs improvement were women. Their unemployment rate fell to 6.1 percent from December's 6.6 percent. U.S. Commissioner of Labor Statistics Julius Shiskin said that the improved results for women might reflect the expansion of the financial and service sectors of the economy. Both have a substantial number of women workers.

The unemployment rate for teenagers rose to 16 percent from 15.6 percent the month before. Joblessness among adult men was up to 4.7 percent from December's 4.6 percent. Unemployment for fulltime workers was down to 5.8 percent.

Non farm payroll employment increased by 255,000 to 83.7 million workers in January. The biggest over-the-month gains were in manufacturing, wholesale and retail trade, and services.

Hard hit by the bad January weather

were employed construction workers who lost two hours in their work week. Workers in the transportation, public utility and other non farm industries

lost on the average about a half an hour in their work week. Not counted were the effects of the blizzard which swept the Middle West at the end of January.

Hubert Humphrey, a Labor Man

He was an American Senator in every sense of the word. Yet it was always obvious that Hubert H. Humphrey felt more at home in a union hall or in a factory simply talking to the people than in the marble and mahogany surroundings of the U.S. Senate Chamber.

Now, looking back on his political career, which spanned more than three decades of fighting for workers rights, civil rights, and human rights, Senator Humphrey's death from cancer on Jan. 13, 1978 can only be described as a monumental loss to American workers and the U.S. trade union movement.

Senator Humphrey knew he was going to die. Yet he met the toughest crisis of his life—inoperable cancer—the same way he met so many

political crises in his enviable career—with courage.

His first public appearance after learning he had terminal cancer was not at a news conference with bright lights and network cameras. It was at a union convention in his home state of Minnesota. He didn't talk about himself and his battle to live. He talked about unemployment and the need to provide a job for every American willing and able to work.

The last time Senator Humphrey spoke to a Union gathering was in early December at the AFL-CIO Convention in Los Angeles. He was too ill to make the trip, so he spoke to the Convention by phone.

In a memorable and moving address, he said, "the labor movement has been the conscience of American politics and the source of social progress in this country, and I've tried to be with you every step of the way. You all mean so much to me, especially this year."

There were very few dry eyes among the 1,500 people who jammed the Convention Hall and who greeted Humphrey's words with a long, loud, warm standing ovation.

Probably the best tribute to Hubert Humphrey, though, came from his close friend and fellow Minnesotan, Vice President Walter Mondale.

During funeral services for the 66-year-old Senator, Mondale said: "He taught us all how to hope and how to love, how to win and how to lose. He taught us how to live, and finally, he taught us how to die."



Hubert H. Humphrey

Dispatchers Report for Great Lakes

JAN. 1-31, 1978	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Alpena	0	0	0	1	4	0	1	0	0
Buffalo	0	0	0	0	1	0	2	1	0
Cleveland	0	0	0	1	3	0	0	0	0
Duluth	0	0	0	0	0	0	6	1	1
Frankfort	0	0	0	0	0	0	1	0	0
Chicago	0	0	0	0	0	0	18	3	0
Algonac	27	2	5	1	4	5	32	3	0
Totals	27	2	5	3	12	5	60	8	1
ENGINE DEPARTMENT									
Alpena	0	0	0	1	1	0	1	0	1
Buffalo	0	0	0	0	0	0	0	0	1
Cleveland	0	0	0	1	0	0	2	1	0
Duluth	0	0	0	0	0	0	0	0	1
Frankfort	0	0	0	0	0	0	1	0	0
Chicago	0	0	0	3	0	1	7	1	1
Algonac	25	4	2	2	0	0	32	6	2
Totals	25	4	2	7	1	1	43	8	6
STEWARD DEPARTMENT									
Alpena	0	0	0	0	0	0	0	1	0
Buffalo	0	0	0	0	0	0	1	0	0
Cleveland	0	0	0	0	1	0	0	0	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	0	0	0	2	0	0
Chicago	0	0	0	0	0	0	2	0	0
Algonac	2	3	0	0	2	0	6	4	0
Totals	2	3	0	0	3	0	11	5	0
ENTRY DEPARTMENT									
Alpena	0	0	0				1	7	2
Buffalo	0	0	0				1	3	9
Cleveland	0	0	0				2	6	0
Duluth	0	0	0				2	3	3
Frankfort	0	0	0				0	3	1
Chicago	0	0	0				9	3	6
Algonac	28	22	6				41	30	14
Totals	28	22	6				56	55	35
Totals All Departments	82	31	13	10	16	6	170	76	42

**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.

Don't Buy Bartlett-Collins Glassware, Says AFL-CIO

The AFL-CIO Executive Council has sanctioned a nationwide consumer "don't buy boycott" against the table and crystal glassware products made by the Bartlett-Collins Glass Co. of Sapulpa, Okla., near Tulsa.

The glassware is sold in department stores, supermarkets, discount stores, and drugstores. Some of it is sold to certain breweries and Playboy Clubs.

Members of Local 716, American Flint Glass Workers Union (AFGWU) of Sapulpa have been on strike since contract negotiations with the manufacturing firm broke down on Sept. 15, 1974.

The union won an NLRB certification election for collective bargaining representation at Bartlett-Collins by an 85 percent majority. A strike followed after eight negotiating sessions when the firm's negotiators failed to offer any wage or benefit improvements.

On the picketline, Charles Wiley,

who has been an employee of the company for 34 years, was arrested and jailed by police for allegedly preventing a scab from crossing the line. Later he, with two others, was fired by the company for union activity. But today he remains on the picketline, though he may lose his pension. The Union filed unfair labor practices charges with the NLRB against Bartlett-Collins for failing to honestly negotiate a contract and coercive interference with the employee's right to organize a union.

On July 2, 1976, the local NLRB upheld a charge that the company had not bargained in good faith. The next June the NLRB in Washington, D.C. ruled that Bartlett-Collins had to reinstate the strikers (except Charles Wiley) on request. The last contract negotiating session was held on July 29, 1976.

As of November 1977, the 25 to 35 strikers have been walking the picket-

line seven days a week. They refuse to return to work at the plant until the company makes a valid wage and benefit proposal and reinstates Charles Wiley with his pension. He's 55.

Bartlett-Collins is now operating its plant with inexperienced scabs 40 hours a week with production losses of 40 to 60 percent. Most of the loss comes from imperfect and smashed machine-made glassware. Of course, the scabs have been getting wage increases.

Union chief George M. Parker says "Bartlett-Collins Glass Co. is the only remaining unorganized major producer of automatic machine glassware in the nation."

The company, which started in 1913, pays its machine operators from \$2.60 to \$3.25 an hour. The workers now get two weeks vacation after five years on the job. They have a pension plan. It has branches in Costa Rica, Venezuela, Haiti, and Canada.

The Bartlett-Collins workers have no overtime or shift differential pay, seniority rights, grievance procedure, gloves, or protective clothing. They also don't have any paid holidays.

SAB Rules on 'C' Classified Men

In November the Seafarers Appeals Board ruled that effective Jan. 3, 1978, "C classification seamen may only register and sail as entry ratings in only one department."

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



Gulf of Mexico-Caribbean Sea

SIU-contracted Caribe Tugboat started a new service on Feb. 15 linking San Juan, P.R. to Lake Charles, La. The 9,000 hp. tug *Explorer* and the roll-on barge *Isla Grande* are making the run, which takes about six days one way. The barge is 400 feet long by 100 feet wide and carries 90 trailers.

Caribe already operates roll-on tug and barge service between San Juan, Jacksonville, Miami, Venezuela, the Dominican Republic, the Virgin Islands and the Leeward and Windward Islands. The Lake Charles service is another step forward in the company's rapidly growing Caribbean operation. But it has even bigger plans for the near future.

Caribe has two triple-deck, roll-on barges on order, which will be the largest in the world. These superbarges are 580 feet long by 105 feet wide and can carry 380 trailers. They are expected to enter the Jacksonville-San Juan service in June.

Caribe is also planning to build two triple-deck loading platforms, one in each port in this service. These will allow all three decks of the new barges to be loaded or unloaded at once.

The triple-deckers will take the place of some of the double-deck barges that now run between Jacksonville and San Juan. Once this happens, the double-deckers may be used to expand the Lake Charles service, a Caribe spokesman said.

Mississippi River System

Laid-up, jammed up and bottled-up.

That describes the current problems tug and bargemen are facing on the upper Mississippi River system.

The United Coal Miners strike, ongoing since Dec. 5, has laid-up from 15 to 18 SIU-contracted towboats on a daily count in this area. Blizzard winds,

frigid temperatures and severe ice jams have caused a number of mishaps on the rivers. And to top it all off, the ice build-up has increased the already serious problem of bottlenecks and delays at old lock and dam facilities.

The coal miners strike and the weather also seem to be working hand in hand to create problems. Since coal transportation is the major traffic on the rivers, laid-up boats mean less traffic moving and breaking up ice.

The biggest ice jams have been on the Ohio River. A towboat, the *Clare Beatty*, (non-SIU) and several barges were stuck in the ice-packed channel of the Markland Dam, just below Cincinnati on Jan. 27. Three SIU towboats, the *Charles Lehman*, the *Wally Roller* and the *James Nevin*, all American Barge Lines, tried to break up the ice and reach the vessels.

But the jam was one-half mile long, St. Louis SIU Port Agent Mike Worley reported, and the effort was unsuccessful. The *Beatty* and two of the barges finally sank. No one was on board at the time.

The next day at Jeffersonville, Ind., only a short distance downriver from the Markland Dam, 42 tied-up ABL barges were hit by a huge ice flow and broke loose. This happened during the christening of a new ABL towboat, the *Joe Bobzien*. The barges were eventually all rounded up. The *Bobzien* has not yet entered service because of weather problems.

Nine more ABL barges broke loose on Feb. 4 at Cairo, Ill., where the Ohio meets the Mississippi. They were rounded up by SIU Boatmen.

Locks and Dam 26, at Alton, Ill., where the Mississippi, the Illinois and the Missouri Rivers converge, is operating again with both locks. The smaller of its two locks broke down in early January and caused major delays. But "it's still very difficult going" according to a spokesman from the Army Corps of Engineers.

Moreover, the bottleneck hasn't disappeared. It has spread downstream 18 miles to Granite City, Ill., where Locks and Dam 27 is located. The larger of two locks in this facility has been shut down for maintenance. Twenty towboats were backed up there this month.

Great Lakes

Tug and dredgemen don't have even a fighting chance against the tough winter weather conditions in this area and most shipping shuts down for the season. The only year-round SIU-contracted towing company is Hannah Inland Waterways which uses tugs equipped with ice-breakers.

But inland members from this area have been stopping by the new Union Hall in Algonac, Mich. recently and are raving about its outstanding facilities. Fourteen SIU Boatmen and Dredgemen had a chance to see what their brothers have been talking about when they attended the first educational conference for Great Lakes inland members at the Hall from Feb. 6-8. (See full story and photos on pages 19 to 22.)



"This has to be the finest union hall in the country," SIU Boatman John DuFour said when he visited the new Algonac Hall recently. DuFour works for Great Lakes Towing in Detroit.



Rod Jeziorowski (l), a deckhand/tankerman with SIU-contracted Hannah Inland Waterways, came to the Algonac Hall last month to receive some Welfare information from SIU Dispatcher Tom Bluit.

Long Beach Committee



N.Y. Patrolman Teddy Babkowski (seated center) and SIU Representative George Ripoll (seated back to camera) check the books of part of the Ship's Committee of the *SS Long Beach* (Sea-Land). They are (seated l. to r.): Chief Cook John Tilley, steward delegate, and Engine Delegate Walter Jorgensen. Standing (l. to r.) are: Bosun Frank White, ship's chairman; AB David Manzanet, deck delegate, and Crew Messman Udjang Nurdjaja. The ship paid off recently in Port Elizabeth, N. J.

Tiger(Shark) in Their Tanker



Capt. Gus Kukunas "of the good old *ST Erna Elizabeth*" (Hudson Waterways) sent in this photo recently of (rear l. to r.): Chief Steward Bobby Fletcher holding on to fin of 8 foot, 9 inch marlin swordfish; Chief Pumpman Jim Beatty, and Recertified Bosun Neil "Blackie" Matthey hanging on to a 11½ foot tiger shark they hooked in Parita Bay, Panama while they were waiting for a cargo of Alaskan crude. Also helping in the catch was (front) AB Joe Stanton.

Christmas Goodies A-Comin'



On Christmas Day on the VLCC *Maryland* (IOM) Baker Richard "Jimmie" Sherman (left) displays a huge holiday cake he's just baked for the crew. In the center is Chief Steward Roy Fletcher. Messman Jim Pilski gets ready to serve the hors d'oeuvres. The yule dinner was served 40 miles off Galveston where the tanker was anchored in the offshore lightering area. (Photo by crew-member, Seafarer Vincent Cortellacci).



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

When you need medical care in a foreign port, how do you make sure you get it?

American seamen have the right to fair and proper treatment if they become ill or injured on a foreign voyage. But to protect your rights, you have to know your rights. This means following the procedures that have been established for your benefit.

The first step, if you have to leave your ship to receive medical treatment in a foreign port, is to notify the ship's medical officer and request a Master's Certificate. If you are not fully paid off when you leave, you also have the right to receive a reasonable money advance to cover necessary expenses.

These are your rights as Seafarers according to Maritime Law and collective bargaining agreements.

Equally important, you should notify the ship's chairman. The Union has received complaints recently from Brothers who have had problems getting proper medical treatment in foreign ports. In order to prevent these problems, we are now requesting all ship's chairmen to wire Union Headquarters anytime a crewmember is paid off in a foreign port due to illness or injury.

Last month, we notified all ship's chairmen of this procedure. But I'd like to point it out again here so that all Brothers will realize why it is important.

Some Seafarers have recently been denied their requests for a Master's Certificate. Others have been paid off in foreign ports without a pay voucher. They have arrived in the States, without funds, hundreds of miles from their port of engagement. To complicate these problems, they have arrived after normal business hours and on weekends or holidays, preventing contact with the company involved.

After the Union receives notice from the ship's chairman, we will be able to contact the company to request that proper medical attention be provided to the Seafarer involved, in accordance with his full rights. This includes specifying that he be sent back to the States as soon as his medical condition permits.

Letters have already been sent to all of our contracted companies, advising them to conform to these procedures. But we also need your cooperation in these matters to insure that your rights as American seamen are carried out.

* * *

I would also like to call your attention to recent events in the inland field that are covered in this issue of the *Log*. These are the latest educational conferences held for SIU Boatmen.

Two were held during the past month. One was for Great Lakes tug and dredgemen at the new SIU Hall in Algonac, Mich. (pages 19-22). The other was for Atlantic Coast shipdocking Boatmen and was held at the Harry Lundeberg School in Piney Point, Md. (pages 13-15).

If you've been reading the *Log*, you know that conferences like these have been going on for a full year now. They began with Boatmen from the Gulf and have now covered inland members from all geographic areas where SIU-contracted companies operate: on the Mississippi River system, the Atlantic Coast, and the Great Lakes.

While the educational agenda has been similar, each of these conferences is worth reading about because each provides some new information about SIU Boatmen in different parts of the country. Working conditions and industry economics differ from region to region. Each conference offers insight into how the membership works within these differences to achieve common Union goals—stronger contracts, better benefits and increased job opportunities. The Great Lakes conference should be especially interesting because it is the first one held in this area.

Since the merger of the Inland Boatmen's Union and the SIU in September, 1976, we have been searching for better ways to meet the needs of the inland membership. These conferences have proved to be an effective way to find out what those needs are throughout the country. And they have proved to be a very good way for the officials and the membership to work together to achieve these goals.

We've been doing it by communicating—by talking to each other at these conferences and breaking down the barriers of misinformation or misunderstanding that have stood in our way. I had the privilege of serving as chairman of the Great Lakes conference. Along with the 14 Lakes delegates who attended, I learned a great deal about that segment of the industry that I'd like to pass on to my brothers.

I'd like to share my experience with you because I think it will help you understand what we're up against and what we're trying to achieve for SIU boatmen. And the best way I can do that is through the *Log*. I urge you to read the articles on the Great Lakes and Atlantic Coast conferences and find out what's happening in these important parts of our industry.



The Lakes Picture

ALGONAC

Algonac Port Agent Jack Bluit said, "it looks like a real early fit-out this year." As soon as the weather breaks ships will begin fitting up to handle the demand for ore that is a result of the late settlement of the ore miners strike.

Figures from the U.S. Post Office in Detroit that provides mail service to all up- and down-bound vessels indicates there were 177 more vessel passages in 1977 than in 1976. The Detroit Post Office tallies all ships that pass by its central location. It said there were a total of 2,941 American vessel passages upbound Detroit, 1,615 Canadian upbound and 822 deep sea up-bound passages for a total of 5,378. The downbound passages included 2,907 American vessels, 1,570 Canadian and 822 downbound deep sea ships for a total of 5,299. Though the 1977 totals exceeded those for 1976, this does not mean more ships ran last year than the year before. In fact, fewer vessels were running last year but there were several newer ships which were able to make runs more frequently than the older vessels.

BUFFALO

Buffalo's shipping industry comes mostly from the city's flour mills. Along the waterfront are four major mills and there are two smaller mills in the city.

The 12 million tons of flour milled in Buffalo last year made the city the largest milling center in the country, a distinction it's held for 47 years in a row.

When Buffalo first became prominent as a flour-milling center it was because the most efficient way of producing and shipping flour was to move the wheat via laker as far east as possible, mill it, then take it to market by train or truck. Buffalo was that easternmost point.

Now, however, more and more wheat is coming from Kansas and other western areas that have no access to Great Lakes shipping.

Cargill, Inc., a grain concern, recently announced plans to construct a \$2.5 million bulk flour terminal in Barksdale, Md. which would receive the flour from the company's three Kansas-based mills. Fears have been voiced that Cargill's move could set a precedent and that other companies will abandon their Buffalo mills and open facilities in the west.

If these fears materialize, it will necessarily mean a severe cutback for Great Lakes grain carriers which include the entire SIU-contracted Kinsman fleet and some American Steamship Co. vessels.

With a never-say-die attitude, however, the state of New York has designated funds to the Niagara Frontier Transportation Authority for studies on a Buffalo-based, waterfront transshipment center. The facility, which will cost a projected \$32 million to build, will handle low-sulphur western coal and other bulk materials.

ENVIRONMENT

When the Soviet, nuclear powered naval reconnaissance satellite Cosmos 954 reentered the earth's atmosphere in late January and broke up over northwest Canada, the U.S. and Canadian governments sent out "sniffer" planes to assess the risk of radioactive contamination. In the weeks following the incident, conflicting reports surfaced on the danger posed by the uranium 235 that the reactor was carrying. Air samples over a wide area including western and central Canada and the Great Lakes area on both sides of the border were tested. But any problems resulting from the crash remain to be seen.

LAY-UP SCHEDULE

Following is the lay-up roster for all SIU-contracted Great Lakes vessels.

Chicago, Ill.	Detroit Edison and Sam Laud (both Am. Steamship Co.)
Cleveland, Oh.	Consumers Power (Am. Steamship) and Paul H. Townsend (Huron Cement Co.)
Detroit, Mich.	Buffalo (Am. Steamship), ST Crapo (Huron Cement), Columbia and Ste. Claire (both Bob Lo Co.)
Duluth, Minn.	Harry Allen (Kinsman Lines)
Erie, Pa.	Niagra, Lakewood, J.F. Schoelkopf, St. John, Loc Bay (all Erie Sand Steamship Co.)
Green Bay, Wisc.	J.B. Ford, E.M. Ford (Huron Cement Co.)
Lorain, Oh.	Richard J. Reiss (Am. Steamship)
Milwaukee, Wisc.	Medusa Challenger (Cement Transit Co.)
Monroe, Mich.	John T. Hutchinson (Am. Steamship)
Muskegon, Mich.	H. Lee White (Am. Steamship)
Sandusky, Oh.	John R. Emery (Erie Steamship)
Sturgeon Bay, Wisc.	Belle River, St. Clair (Am. Steamship)
St. Ignace, Mich.	Arnold Fleet (Seven vessels)
Superior, Wisc.	Frank Denton (Kinsman) and J.A.W. Iglehart (Huron)
Toledo, Oh.	George Steinbrenner, Paul L. Tietjen, Merle McCurdy, Alastair Guthrie, George D. Goble, Henry Steinbrenner, C.L. Austin, Kinsman Enterprise (Kinsman Lines), Nicolet, Joseph S. Young, John A. Kling, Adam E. Cornelius, John J. Boland, Roger M. Kyes (Am. Steamship) and William R. Roesch and Paul Thayer (Pringle Transit Co.)
Utica, NY	Day Peckinpaugh (Erie)

When the LOG went to press, the *Sharon, McKee Sons*, and *Charles E. Wilson*, all American Steamship, were on their way to lay-up. The Ann Arbor carferries, the *Chief Wawatam* (Mackinac Transportation Co.) and the Straits Transit Inc. fleet are still operating. Total lay-up of SIU ships on the Great Lakes is 49 vessels.

FRANKFORT

Mackinac Transportation Co.'s car ferry, the *Chief Wawatam*, had a close call in December. One of the *Wawatam's* mooring cables broke during a gale at St. Ignace, thrusting the vessel into the pilings of an old dock. The *Wawatam*, which received no damage, waited patiently until the Coast Guard came and righted her several hours later.

SMOOTH SAILING

A bill in the U.S. House of Representatives and one in the Senate include proposals to authorize funds for a Great Lakes icebreaker. The most powerful icebreaker currently in use on the Lakes is 35 years old.

Mark Austad, the former U.S. ambassador to Finland, and the Great Lakes Carriers Association are trying to get the government to agree to purchase a Finnish icebreaker.

Austad thinks the Finns build better icebreakers than the U.S. He claims that his interest is to keep the Lakes free of ice in the best way possible, not to help Finland. Pointing to figures from the U.S. Corps of Engineers, Austad said, "60,000 jobs are lost every day the lakes are frozen. That comes out to \$2 million a day in lost wages."

New Great Lakes Wage Rates— Effective January 1, 1978

Under the Collective Bargaining Agreement, Article 4, Section 3; Article 5, Section 3; Article 7, Section 3, the following wage rates are effective as of January 1, 1978:

	HOURLY RATE STRAIGHT TIME	TIME AND ONE-HALF 1.5	DOUBLE TIME 2.0	DOUBLE TIME & ONE-HALF 2.5
Wheelsman	6.685	10.03	13.37	16.71
Bosun	6.665	10.00	13.33	16.66
Able Seaman	6.63	9.945	13.26	16.575
Watchman	6.575	9.86	13.15	16.44
A.B.—Deckwatch	6.21	9.315	12.42	15.525
O.S.—Deckwatch	5.76	8.64	11.52	14.40
Deckhand	5.61	8.415	11.22	14.025
Gateman	6.58	9.87	13.16	16.45
Conveyor Engineer	7.15	10.725	14.30	17.875
Conveyorman	6.805	10.21	13.61	17.01
Q.M.E.D.	6.91	10.365	13.82	17.275
Assistant Conveyorman	6.62	9.93	13.24	16.55
Pumpman	6.58	9.87	13.16	16.45
Scraperman	6.58	9.87	13.16	16.45

	HOURLY RATE STRAIGHT TIME	TIME AND ONE-HALF 1.5	DOUBLE TIME 2.0	DOUBLE TIME & ONE-HALF 2.5
Oiler	6.685	10.03	13.37	16.71
Fireman-Watertender	6.61	9.915	13.22	16.525
Fireman-Handyman	6.61	9.915	13.22	16.525
Fireman	6.575	9.86	13.15	16.44
Wiper	5.61	8.415	11.22	14.025
Steward (Standard Lake Freighter)	8.21	12.315	16.46	20.525
Second Cook	6.425	9.64	12.85	16.06
Passenger Porter	5.71	8.565	11.42	14.275
Night Porter	5.71	8.565	11.42	14.275
Second Cook (Reduced Galley)	6.535	9.80	13.07	16.34
Porter (Reduced Galley)	5.71	8.565	11.42	14.275
Porter	5.61	8.415	11.22	14.025

NOTE: On February 1, 1978 a new "COLA" adjustment of seven cents (7¢) per hour became effective. The 7¢ COLA is an "ADD-ON" in addition to the above rates.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

FEBRUARY 1978

Legislative, Administrative and Regulatory Happenings

Congress Postpones Senate Debate On Rivers User Charge

The Senate has again postponed debate on legislation imposing a user charge on commercial operators on the nation's inland waterways. Last year, the House passed a bill which would put a 4 cents a gallon fuel charge on the users of most of the inland waterways system. That tax would rise to 6 cents a gallon in 1981.

The House-passed bill also authorizes construction of a new lock at Alton, Ill. on the Mississippi River. The Lock & Dam system at Alton has created a serious bottleneck on the upper rivers because of its deterioration.

In the Senate, a move is on to impose a much higher tax. This would create very serious problems for SIU-contracted inland waterways operators because it would force them to raise their rates to make them less competitive with the railroads.

The powerful railroad lobby has found a champion in Senator Pete Domenici, a Republican from landlocked New Mexico. Sen. Domenici's latest proposal is for a 15 cents a gallon tax on all of the inland system—and that could go higher.

The SIU continues to oppose any charge or tax on the rivers system. However, since the industry backed the House bill because it feared that Locks & Dam #26 would not be repaired without such a charge, our efforts are now aimed at keeping the charge within the limits set by the House.



Atlantic Coast Harbor Boatmen Examine SIU Washington Activities

Still another group of SIU Boatmen from Baltimore, Norfolk and Philadelphia came to Washington this month for a first-hand look at the legislative and political activities of their Union in the nation's capital.

During their visit, the group talked with the SIU's legislative and political staff at the AFL-CIO Maritime Trades Department, and the research and education staff at the Transportation Institute.

Later, they had lunch at the National Democratic Club where they met and talked with Senator Charles Mathias (R-Md.), Congresswoman Barbara Mikulski (D-Md.), Rep. Paul S. Trible (R-Va.), Rep. William Whitehurst (R-Va.), Rep. Raymond Lederer (D-Pa.), and Rep. Michael "Ozzie" Meyers (D-Pa.).

The Washington visits are part of the SIU's continuing efforts to keep the membership informed about the many problems facing the maritime industry, and to acquaint the membership with the Union's programs for encouraging the development of the industry.

OCS Bill Passes; 'Hire American' Wins House Approval

The House early this month passed a bill that would require that all exploration and drilling rigs on the U.S. outer continental shelf—including their crew and supply boats—be manned by American workers. The vote on final passage was 291-91.

However, an SIU-backed amendment which would have required that all equipment used on the outercontinental shelf be built in the U.S. was narrowly defeated, 208-201.

The Senate passed its version of Outer Continental Shelf legislation last July. The Senate bill does not contain any "Hire American" or "Build American" provisions.

The House and Senate bills will now go to a joint conference where the differences between the two versions of the bill will be ironed out. The SIU will continue its efforts—with the support of the AFL-CIO Maritime Trades Department—to make certain that the final draft of the bill includes provisions that will guarantee jobs and job security for American workers.

In Committee.

OCEAN MINING. Three bills relating to Ocean Mining have been reported by the House International Relations Committee, the House Merchant Marine and Fisheries Committee, and the House Interior and Insular Affairs Committee.

The SIU's legislative and political staff in Washington have been on top of these bills from the very beginning to make certain that the jobs that

On the Agenda in Congress...

will be created by this new industry will be reserved for American workers.

As reported by the Merchant Marine Committee, and the Interior Committee, the bills require that mining, processing and ore carrying vessels must be under the U.S. flag with American workers aboard, and that the minerals mined from the deep seabed must be processed in the U.S.

The bill coming out of the International Relations Committee is watered down in this area, but would require the "maximum employment" of U.S. workers.

Hearings

DEFENSE BUDGET. The Senate Armed Services Committee has begun its annual series of hearings on the Defense Budget. The SIU's legislative staff is attending these hearings to monitor the position of both the Congress and the Defense Department with respect to the U.S. merchant marine.

LNG. The Energy Subcommittee of the House Interstate and Foreign Commerce Committee is now holding hearings on the importation of liquefied natural gas.

COAL SLURRY PIPELINE. Legislation on granting rights to transport pulverized coal through pipelines has been bouncing around Congress for some time now. Once again, hearings are being held by the House Interior and Insular Affairs Committee. We're opposed to this because pipeline transportation of coal would seriously affect the business of SIU-contracted barge operators, and would undercut the job opportunities of Inland Boatmen.

MARAD BUDGET AUTHORIZATIONS. The Subcommittee on Merchant Marine of the House Merchant Marine and Fisheries Committee is now holding hearings on the 1979 Budget for the U.S. Maritime Administration.

COAST GUARD BUDGET. The Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee is holding hearings on the 1979 budget.

OCEANS AND ATMOSPHERE. The Oceanography Subcommittee of the House Merchant Marine and Fisheries Committee is continuing budget authorization hearings for the National Advisory Committee on Oceans and Atmosphere (NACOA).

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

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

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

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

SUPPORT SPAD

Young Engineer Made Full Use of HLS Courses

"You asked for it, you got it!"

Chief Engineer Larry White, 27, discovered, that when it comes to upgrading courses at the Harry Lundeberg School, this is more than just a catchy slogan.

Soon after Brother White started out as an SIU Boatman, he found out that he would have to get a license to get the kind of job he wanted. But this was 10 years ago when the Lundeberg School just opened in Piney Point, Md. The special courses he needed to prepare for the licensing exam were not yet available.

A native of Norfolk, Va., White got his first job away from home in 1968 as a deckhand with Steuart Transport of Piney Point, Md. But he had a natural inclination to "fiddle around with motors," he said. By 1970 he was helping out in the engine room of Steuart's towboats. He got a lot of help and encouragement at the time from Engineer Willard White (no relation), he added.

Fowt First

Steuart Transport is located very close to the Lundeberg School and White's desire to gain more engine skills led him there often in his spare time. His first step up was the FOWT endorsement. But that was the highest engine rating he could prepare for at the School at the time.



Chief Engineer Larry White prepared for his licensing exam at the Harry Lundeberg School and returned there recently for an Atlantic Coast Inland Boatmen's Educational Conference. He is shown here giving his wrap-up comments at the Conference.

Along with Boatmen like White, SIU officials were aware of the growing need for courses leading to inland licenses. White asked for one almost every time he visited the school. Before



too long, the Union was able to give him the chance he needed to move up.

"One day, Bob Kalmus (HLS Vocational Director) told me, 'Hey, we've got that diesel course you've been asking for.' I said, 'Okay, enroll me.'"

Only a year-and-a-half later, White had completed the courses for Assistant and Chief Engineer of Uninspected Towing Vessels and passed the exams for both licenses.

The Chief's license was White's ticket to higher pay and just the kind of job he was looking for. At Steuart he was sometimes away from home pushing barges for as long as a month at a time. This was hard on his wife, Jackie, and his three small daughters. He wanted harbor work closer to home and through the SIU Hiring Hall, he found it at Curtis Bay Towing in Norfolk where he now works as Chief Engineer on shipdocking tugs. "I never would have gotten the job without the license," he stressed. At 27, he is the youngest chief engineer in the company.

White had a chance to visit the Lundeberg School recently at the first Atlantic Coast Educational Conference held there for shipdocking SIU Boatmen

from Nov. 27 to Dec. 3, 1977. He said he was very impressed with the new Vocational Building and special engine room training facilities that have been added since he attended the School.

And he plans to take full advantage of these new additions. He wants to upgrade again so that he can work on vessels of higher horsepower. He is also very interested in the School's LNG courses, "for my own enlightenment and in order to prepare for the future," he said. White is looking forward to the tug and barge industry developing its potential to transport LNG.

"I don't want to be caught off guard in the future," he explained. "I'm still young and I'm still planning to move up with the times."



Tow Licenses Expire in '78

Towboat operators who received their licenses in 1973 should be aware that the licenses must be renewed in 1978.

Since this affects a large number of operators, the Coast Guard asks that all involved avoid the problems of a last minute rush. Licenses can be renewed within 90 days of expiration.

The license may be renewed at any Coast Guard Marine Inspection/Safety Office which conducts licensing transactions. Applicants for renewal should present a letter or other evidence of service under their license within the last three years.

They should also be prepared to complete an "open book" exercise on Rules of the Road, which apply to their licensed area, and an "open book" exercise on the Pollution Prevention Regulations.

2 Boatmen Get High School Diplomas at HLSS

Two more SIU members, one 43 and the other 27, have achieved their high school equivalency diplomas through the Lundeberg School. They are Boatmen Alexander Borawick and Carl Barrett.

Brother Borawick is from Baltimore, Md. and works for Curtis Bay Towing. He has been an SIU member for 22 years. Seafarer Borawick, 43, dropped out of school in the eighth grade. "In school there were a lot of kids and the teachers rushed you through the grades." Brother Borawick was very impressed by the teachers and the program at HLS. "The teachers were patient and understanding. They helped

me with a problem until I understood it."

This is not Seafarer Borawick's first visit to the Lundeberg School. He got his firefighting ticket and recently completed the course for his Lifeboat endorsement. Brother Borawick has plans to get his AB endorsement at HLS also.

When asked if being away from school for so many years affected him in the GED course, Brother Borawick commented, "I have read a lot aboard our boat and it was a joy to study at the Lundeberg School because I really wanted that high school diploma." Seafarer Borawick added that he did not think he would have the chance to get his diploma, but the Lundeberg School made it possible.

Seafarer Carl Barrett was curious about the Lundeberg School and the high school equivalency program. Brother Barrett learned about the GED program by reading the Log.



Alexander Borawick

Notice on Series

The nineteenth part of the Log series showing how various organizations and laws affect the job security of SIU members will not be run this month due to production difficulties. However, the series will be continued in the March issue of the Log.



Carl Barrett

He lives in Houston, Tex. and has been a member of the Union for nine years. Brother Barrett, 27, quit school at the beginning of his senior year. He feels that "the GED program is good. The teachers are patient and give each student individual attention." After being out of school for a while Carl said that, "the course wasn't as hard as I had anticipated."

This is Brother Barrett's first visit to the Lundeberg School and he encourages his fellow Seafarers to take advantage of the opportunity at HLS for a high school diploma. "I know I would never have gotten it on my own," he said.

So far, 980 Seafarers have earned high school diplomas through the GED program at HLS. If you are interested in attending the Lundeberg School to study for your high school equivalency diploma, contact your SIU representative or write to the following address:

Harry Lundeberg School
Academic Education Department
Piney Point, Maryland 20674

Newark's Minutes: Tragic

Kokhanok Bay, Homer, Kenai, Mt. Redoubt, and Palmer Mountain View are only a few places of interest you pass as the pilot takes you through Cook Inlet into Anchorage, Alaska.

In the ship's minutes of Dec. 18, 1977, Chairman W. Mason aboard the SS Newark (Sea-Land Service) had been piloted through Cook Inlet and his ship was on her way again out of Anchorage.

The pilot is transferred from ship to ship by chopper pilot. After assisting the SS Newark, the pilot was to meet the SS Great Land.

However, it was learned that an accident had occurred and the

pilot and chopper pilot had gone down in Cook Inlet.

All crewmembers and officers immediately offered help and searched the surrounding area for any sign of them.

However, it was to no avail and it was soon learned that they had succumbed to exposure and there was no hope.

The officers and crew offered their condolences and observed one minute of silence in their memory.



TI Scholarship Program for Boatmen Is Launched

Twenty four SIU Inland Boatmen have won scholarships at the Harry Lundeberg School to train for a Towboat Operator's license in an innovative program sponsored by the Transportation Institute.

The scholarship program provides \$125 weekly to each of the successful scholarship applicants, along with free room and board and all necessary supplies for the 12-week period of training at the Lundeberg School. The program was initiated by the Transportation Institute in order to insure an available source of skilled Boatmen aboard vessels of

the Institute's member towing companies.

Transportation Institute is a Washington based research and industry promotional organization consisting of 160 companies engaged in inland waters, harbor, and deep sea transportation.

Herb Brand, president of the Transportation Institute, stated that the scholarship program "was adopted by the Board of Trustees in view of the critical need of member companies for skilled mates and pilots. It is the Institute's view that the companies' employees are the

best potential source for obtaining additional skilled manpower."

Brand added that in addition to the advantage to the boat companies, the scholarship program provides greater incentives for SIU Boatmen to upgrade their skills and improve their earning power.

Classroom, Practical Training

The 12-week training period will include classroom and hands-on training, which will take place aboard the School's single-screw tug, the CL-2, and its twin-screw towboat, the *Susan Collins*. HLS is located in Piney Point, Md.

Each of the scholarship winners will be given intensive instruction and training. This will include maneuvering with single and multi-barge tows, firefighting, rules-of-the-road, navigation, and first aid.

The final period of the course will concentrate on preparing the Boatmen for the Coast Guard examina-

tion for towboat operator.

Upon completion of the course and passing the Coast Guard exam, the newly licensed operators will work aboard vessels operated by Transportation Institute member companies for a minimum of two years.

The SIU Boatmen who won the first scholarship were selected by a three-man Scholarship Selection Committee. It consisted of Transportation Institute President Herb Brand; Capt. Richard W. Stone, director of maritime affairs, and Richard Saul, director of inland waterways research.

The Institute advises that applicants who were not selected for the first round of scholarship awards are eligible for further consideration. Eligible Boatmen are urged to apply for the next towboat operator's scholarship which will start on May 29. Further information may be obtained from SIU port officials or from the Harry Lundeberg School.

Towboat Scholarship Winners

Name	Company	Port
George Mowbray	G & H Towing	Houston, Tex.
John Norris	National Marine	Piney Point, Md.
David Marotto	National Marine	New York, N.Y.
Luis E. Negrón Garcia	Caribe Towboat Corp.	San Juan, P.R.
George A. Johnson	Inland Tugs	St. Louis, Mo.
Emmett Proudfoot	Caribe Towing	Mobile, Ala.
James James	Red Circle	Tampa, Fla.
Robert Lukowski	Curtis Bay	Baltimore, Md.
Monte Cross	Moran Towing of Texas	Port Arthur, Tex.
John Brown	Crescent Towing	New Orleans, La.
Robert F. Hudgins	Inter Ocean Transportation (IOT)	Norfolk, Va.
Don Braddy	IOT	Philadelphia, Pa.
Alexander Sweeney	Hannah Inland Waterways Corp.	Detroit, Mich.
Frank Jewell	Sabine Towing	Port Arthur, Tex.
Michael Hladky	Allied Towing	Norfolk, Va.
James Price	Hunt Oil	Norfolk, Va.
Darrell Looney	Dixie Carriers	Mobile, Ala.
Donald Hyde	Dixie Carriers	New Orleans, La.
Glenn McDonough	Caribe Towing	Jacksonville, Fla.
Richard Kulakowski	IOT	Philadelphia, Pa.
Paul G. Pont	IOT	Philadelphia, Pa.
John Lane	American Commercial Barge Line	Jeffersonville, Ind.
Frederick Shiferdek	Caribe	Jacksonville, Fla.

10 HLS Entry Grads

Ten of the 24 winners of the Transportation Institute Towboat Operator Scholarship are graduates of the Harry Lundeberg School Inland Entry Training Program. This figure is a tribute to the job the Lundeberg School

is doing in preparing young men for careers in maritime.

Hazel Brown, president of the School, said she was pleased to see 10 HLS grads among the scholarship winners. She said, "these Boatmen, as graduates, are an example for all of their fellow Boatmen. At HLS, they received

scholastic abilities and basic skill training which helped them to succeed in the scholarship competition."

Ms. Brown also said, "their presence in this program—and really the scholarship program itself—confirms the faith of the SIU and its contracted companies in

the value of education. While these students are here, everyone at the School will be working to help them improve their careers. We're delighted with this opportunity, because our goal at HLS has always been to help every SIU Boatman advance on the career ladder as far as he wishes."



The Towboat Operator Scholarship Selection Committee was made up of three people from the Transportation Institute. On hand as an advisor to the Committee was Bob Kalmus, left, director of vocational education at the Lundeberg School. The Selection Committee included, from Kalmus' left: Herb Brand, president of the Transportation Institute; Rich Saul, director of inland waters research, and Capt. Richard Stone, director of maritime affairs.

Thomas Nelson Committee



Standing is SIU Patrolman Teddy Babkowski at a payoff recently aboard the SS *Thomas Nelson* (Waterman) at the Military Ocean Terminal in Bayonne, N. J. With him is most of the Ship's Committee of (seated l. to r.): Chief Steward S. Rothschild, secretary-reporter; Recertified Bosun Donald L. Chestnut, ship's chairman; AB W. E. Thomson, deck delegate, and Steward Delegate Bob Garrett.

Editor,

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Brooklyn, N. Y. 11232

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Poorly Maintained Greek Tanker Caused Explosion

On April 7, 1974, the master of the Greek registered tanker *M/V Elias* reported a fire aboard the vessel to the Coast Guard and requested emergency aid. Forty-four minutes after the first call the vessel, which was 100 miles out at sea, again contacted the Coast Guard, saying the fire was under control. The ship continued to the port of Philadelphia to discharge its cargo of crude oil.

Two days later, as the *Elias* was moored at the Atlantic Richfield Company Oil Terminal, the vessel exploded, burned and sank. Nine crew members and four visitors died or were missing; 13 others were hospitalized with injuries. The *Elias* was completely destroyed and damage occurred to a Liberian ship, the *Steiniger*, and to the ARCO terminal.

The Coast Guard investigation of the casualty was hampered by several factors. The "variety of dialects, technical language and the necessity of taking the witnesses testimony through an interpreter," were, according to the report, major reasons for delay. In addition, the report had to be revised in 1977 to include the findings of salvage operations and the testimony of eye witnesses to the explosion.

Though the Coast Guard determined that "the ignition source and location of the initial explosion aboard the *M/V Elias* cannot be determined," several factors strongly contributed to the accident.

Heavy corrosion and holes in the cofferdam were found which, the report stated, "amounted to an inherent safety defect in the vessel and indicated that the vessel was not well maintained." The Coast Guard determined that the responsibility for the hazardous condition of the tanker rested with the ship's owner and country of registry.

A recommendation that "an increase in the scope and frequency of examination of all tank vessels transferring hazardous materials in the U.S. ports," be undertaken was rejected by the Coast Guard. The Coast Guard said they already conduct adequate investigations of U.S. tankers and that international treaties place the onus for regular inspection of foreign flag vessels on their country of origin.

Knowledge of how a dangerous cargo, such as crude oil, reacts is essential to the safety of the crew and the vessel on an oil tanker. Lack of

knowledge, in the case of the *Elias*, may have been another contributing factor to the explosion.

The CG report determined that the "most probable cause" of the fire and subsequent explosion was the ignition of vapors under pressure in the vessel's No. 3 starboard cargo tank. This tank was nearly full while the vessel was in transit and heating of the oil in this tank would have caused it to expand even further, increasing the risk of explosion.

It is vital for crewmembers aboard a tanker to know that the vapors above crude oil in a cargo tank will ignite at a lower temperature than the cargo itself, and that these vapors are extremely volatile under pressure.

The Coast Guard's recommendations also included the following:

- that procedures for reporting fires on all inspected vessels scheduled to arrive at U.S. ports be implemented;
- that tankers transporting unrefined or spiked petroleum cargoes be required to be designed and operated to safeguard most effectively against explosions;
- that the wording of regulations covering visitors on tankers be clarified

to minimize the chance of accident;

• that all tank vessels of significant size (over 20,000 DWT) be fitted with an inerting system in the cargo tanks and that independent tests be conducted to identify the hazards associated with petroleum cargo and vapor aboard ship.

The Coast Guard determined that these recommendations required no action on their part as, in most cases, the existing procedures were judged adequate.

Point Julie Mate Has High Praise for Shipmates

In a letter to Recertified Bosun William E. Reeves and the deck department of the *SS Point Julie* (Birch Shipping) recently, the vessel's Chief Mate Robert MacAlvanah had high praise for his shipmates:

"As the voyage comes to an end, please convey to the entire unlicensed deck department my personal and sincere gratitude for your excellent work and devotion to duty. I have a warm, good feeling each time I think of you, one of the best (and finest) crews I've sailed with in almost 50 years at sea."

Mentioned were OSs D. Buckley and N. Garriott and ABs S. Bermudez, R. Dailey, S. Fabritsis, D. Pittman, S. Pottharst and S. Santos.

Mate MacAlvanah went on to say, in part, that "While your work and efforts cover a multitude of items, the following are outstanding:

"You stripped, cleaned, painted (with International orange) and restored the four life-boats inside and out to meet U.S.C.G. annual inspection. You painted the stack in less than half a day.

"You showed exemplary good conduct the eight days we were alongside the dock discharging. Not one performer. Nor was there an incident involving our gang, ashore or aboard. Your finest hour was when we experienced a full gale alongside the dock with our ship in the most exposed, vulnerable berth of the entire port. Our ship was breaking our heavy moorings, the cargo hose and the gangway were carried away. Other ships were breaking away from their moorings and dock dragging anchors. All hell was breaking loose. You could hear and see other ships plowing into each other. We saw two American ships get great damage by pounding up on the breakwater, right in front of our eyes, 50 yards away. It was a wild time for all hands. Your seamanship, your willingness to do your duty, your quick turnout when all hands were called and your intelligent handling of orders was outstanding and in the finest tradition of the sea.

"On the trip home we had very bad weather with only a few good days. During the heavy rolling and storm, you did a marvelous butterworth and mucking effort despite the usual problems of insufficient personnel, steam, pressure, hot water, etc. The mucking was most difficult, heavy with rust. Special mention should be made about the chief pumpman, E. Blanchard, who cooperated all the time. Also those other crewmembers who helped us with the tank cleaning.

"I would be most happy to sail with anyone or all of you again."

Shipping Report for Inland Waters

JAN. 1-31, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	2	1	2	5	0	1	1	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	2	0	0	2	1	0	0
Mobile	4	3	0	4	1	0	3	2	0
New Orleans	2	5	12	1	3	3	1	2	9
Jacksonville	3	0	2	2	0	2	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	22	0	0	5	0	0	17
Houston	1	0	3	1	0	0	1	0	3
Port Arthur	13	2	48	9	2	19	7	2	33
Algonac	36	3	3	0	0	1	36	3	2
St. Louis	7	20	8	5	8	4	5	15	5
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	9	0	61	1	1	27	8	0	40
Totals	78	35	162	25	20	63	64	25	111
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	1	0	0	1	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Port Arthur	1	0	0	0	0	0	1	0	0
Algonac	1	0	0	0	0	0	1	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	3	0	1	0	0	1	3	0	0
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	1	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	1	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	2	0	0	0	0	0	2
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	2	1	0	2	1	0	0	1	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	1	3	1	2	0	0	0	3
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	2	8	0	0	5	0	2	6
Totals	4	4	13	5	3	5	0	3	11
Totals All Departments	85	39	176	30	23	69	67	28	122

**"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.

3rd Shipdocking Confab Looks to Future



Art Miller, relief mate in port of Philadelphia, suggests that the Union negotiate an Early Normal Pension Benefit in contract negotiations later this year.

It was the third and last in a series of week-long educational conferences at the Lundeberg School for SIU tugmen who handle the shipdocking business in the ports of Philadelphia, Baltimore, and Norfolk.

The youngest delegate was a 21-year old deckhand from Baltimore. The oldest a 66-year old chief engineer from Norfolk. In between were 26 of their fellow Boatmen of varying ages, backgrounds, and work experience.

Yet all 28 men had one thing very much in common—concern for the future.

They were concerned about the political and economic problems facing the maritime industry. They were con-



The Lundeberg School was not new to Ed Hultz, mate for Curtis Bay in Philadelphia. Hultz got his pilot's license through the School in 1973.



Delegate Peter Schaefer suggests the SIU should negotiate a jointly administered labor-management vacation plan in upcoming contract talks. Schaefer sails captain for Independent Towing in Philadelphia.



Mike Sacco, HLS vice president and SIU Headquarters representative, says that educational conferences are an attempt to break down any communication barriers that may exist between officials and membership.

cerned about their wages, working conditions, and welfare benefits.

In brief, they wanted to know where they stood as Atlantic Coast harbor tugmen today. They wanted to know what the future prospects were concerning their jobs and job security. And they wanted to know what the SIU was planning to ensure a bright future for them and their dependents.

This six-day Educational Conference (Jan. 30 to Feb. 4) was designed to answer all these questions, as well as to give these members an overview of the inland industry. This included its history, its present situation, and where it is heading in the future.

Mike Sacco, SIU headquarters rep-



Norfolk Port Agent Gordon Spencer explains the role SPAD plays in the SIU's political activities.



Margaret Nalen, director of academic education at the School, tells delegates about the School's GED high school equivalency program.

representative and vice-president of the Lundeberg School, set the tempo of the Conference in the opening session.

Sacco said, "the SIU is an effective organization because we have a united, well-informed membership. But to remain effective, we must be sure that no communication barriers exist between the SIU leadership and SIU members."

He continued, "this Educational Conference, and others like it, is an attempt to break down any communication barriers that may exist today, as well as to prevent others from popping up in the future."

To present these delegates with the total spectrum of the inland industry and the SIU's involvement in it, the



Robert "Jake" Jacobs, engineer for Curtis Bay in Norfolk, says that the membership must stick together and support the Union "if we are to continue to move ahead."



Al Smith, relief man in Philadelphia, said he was glad for the opportunity to get together with Union officials and discuss the problems facing the Union.



Delegate Marvin Gilden represented SIU tankermen from the port of Norfolk. Gilden works for McAllister Bros.

first two days were spent going over the benefits already available to SIU members.

HLS President Hazel Brown and Charlie Nalen of the HLS vocational staff gave a rundown of all the upgrading programs available to Boatmen. Many of the delegates had never been to the School before and were very impressed with what they saw.

Tom Cranford, head of the SIU claims department in New York, gave a presentation on the benefits presently provided by the Welfare Plan. During this discussion, the delegates expressed a desire to increase these benefits dur-

Continued on Page 14



Delegate John Bethel, relief deckhand from Philadelphia, graduated the HLS Entry Training Program in 1973.



Pat Pillsworth, port agent in Piney Point, urges delegates to take advantage of upgrading opportunities available to Boatmen at the Lundeborg School.



Norfolk Republican Congressmen William Whitehurst (center, striped suit and tie) and Paul Trimble (third from right) get together with Norfolk delegation during trip to Washington. The Norfolk delegation, from the left are: Robert "Jake" Jacobs; James "Monroe" Meekins; Marvin "Tiny" Forbes; Marvin Gilden; Norfolk Patrolman "Scrap Iron" Jones; Sam Esely; George Papuchis; A. R. Daniels; Vince Kuhl; Dan O'Neal; L. H. Meekins, and Norfolk Port Agent Gordon Spencer.



Attorney Carolyn Gentile, head of the SIU's Legal Department in New York, talks about the Employee Retirement Income Security Act and how it affects the SIU Pension Plan.

Continued from Page 13
ing contract negotiations later this year.
 Baltimore Port Agent George Costango then gave a rundown of the SIU Pension Plan and how the plan was affected by the Employee Retirement Income Security Act. During this discussion, the delegates expressed a great deal of interest in establishing an Early Normal Pension in their new contracts. This would provide a pension at age 55 after 20 years of employment time.

The majority of the time during the Conference, however, was spent discussing prospects for the future.

Chuck Mollard, SIU inland coordi-

nator, talked about the possibility of establishing a Union administered vacation plan in the upcoming contract. Such a plan would provide benefits far above those already being paid to these Boatmen by their company vacation plans. The SIU recently negotiated a Union-administered vacation plan,

the first ever in the inland industry, with most of the Union's contracted companies in the Gulf area.

Mollard also gave a presentation of the SIU's involvement in political issues affecting inland Boatmen. During this discussion, the delegates were most interested in the SIU's fight to ensure

that American workers alone will man and service all oil rigs involved in drilling on the U.S. Outer Continental Shelf.

It was explained that this drilling could provide as many as 3,000 new jobs for American tugmen.

A look at the SIU's political involvement also included a trip to Washington, D.C. In the nation's Capital, the delegates visited the AFL-CIO Maritime Trades Department, which is headed by SIU President Paul Hall. The MTD is the center of maritime labor's political efforts to strengthen the U.S. merchant marine.



Greg Lukowski, deckhand for Baker Whitely in Baltimore, tells the delegates, "we already have a good contract. Let's work together to make it better."



Norfolk Boatmen Dan O'Neal (l.) and Marvin Forbes shown during Conference. O'Neal sails mate and Forbes sails engineer for McAllister Bros.



Baltimore Boatman Ron Roman emphasizes the need to stick together and work together to get better contracts and working conditions. Roman sails mate for Curtis Bay.



Philadelphia Port Agent John Fay answers delegate's question concerning SIU shipping rules.



Boatman John Evans says that additional educational conferences should be held in years to come in the interest of total communication. Evans sails captain for Curtis Bay in Baltimore.



Chuck Mollard, SIU inland coordinator, outlines the SIU's widespread political activities on behalf of SIU Boatmen.



Baltimore Port Agent George Costango talks about the possibility of establishing an Early Normal Pension benefit in the next contract negotiations with East Coast shipdocking companies.



Darry Sanders, SIU patrolman out of Mobile, told the delegates he was glad for the opportunity to learn about some of the problems facing Atlantic Coast Boatmen.



The Baltimore delegation met up with Democratic Baltimore Congresswoman Barbara Mikulski during their trip to Washington. The delegates with the Congresswoman are, from the left: Greg Lukowski; Manny Alvarez; Steve August; Baltimore Port Agent George Costango; Robby Machlinski; Herman Mooney; Dave Zents; John Evans; Ron Roman, and Bill Loesch.



Stanley Zebrowski, an oiler with Taylor and Anderson out of Philadelphia, calls for increased communication on contract issues among members of the three ports.

The trip also included a visit to the Transportation Institute, which is supported by SIU-contracted deep sea and inland companies. The Institute does research and educational work for the industry.

The last two days of the Conference were spent discussing the needs and desires of the delegates for their upcoming contracts. In general, the delegates want higher wages and welfare benefits, as well as adoption of an Early Normal Pension benefit and the new vacation plan concept.

Many of the delegates also want the language in their contracts firmed up so that the agreements for the three ports are more easily understood and add increased protection to their jobs and job security.

Overall, the delegates were grateful for the opportunity to get together and discuss their problems. In fact, in their closing comments, many of the delegates expressed interest in having additional educational conferences in years to come.

Something else was very evident in the delegates' closing comments. These men recognize that they do not live in a completely secure world; that the

industry and the SIU is faced with many problems. But as so many of them said, by sticking together and working together we can build a better future.

Probably, the person who summed

up the feelings and attitudes of these Boatmen best was Robert "Jake" Jacobs, who at 66 was the oldest among the delegates.

He said, "I was around before there were any unions for us. Since then,

though, we have come a long way and I realize we still have a ways to go. But, believe me, only through unionism, by working together, are we going to stay together and continue to move forward."



During the delegates' trip to Washington, Herb Brand (head of table right), president of the Transportation Institute, outlines the Institute's role in working for legislation beneficial to the towing industry. TI is supported by SIU-contracted deep sea and inland companies.



Tom Cranford, head of the SIU's Claims Department in New York, explains the benefits available to Boatmen through the Seafarers Welfare Plan.



Jim Gannon, managing editor of the Log, tells delegates that reading the Log is the best way to keep informed on the issues that affect the jobs of SIU members. The Log is the official publication of the SIU.



HLS President Hazel Brown explains to Conference delegates the kinds of upgrading programs available to SIU Boatmen at the Lundberg School. Many of the delegates had never been to the School before this Conference.



Dave Zents of Baltimore told the delegates he gained "a wealth of knowledge" about the Union during the Conference. Zents works as mechanics helper in the Curtis Bay repair shop.

SIU Scholarship Winner Follows Family Tradition

James Smith, son of Seafarer Stanford Smith, carried on a family tradition when he won the SIU four-year college scholarship in 1971. Both Jim's older brother and sister were SIU scholarship recipients. His brother has a Ph.D. in chemical engineering, his sister has a

Masters in library science and works in Houston.

Jim said his father, a baker on a Sea-Land ship, was "always interested in having his kids get an education." Jim caught the education bug. After attending Louisiana State University for



James Smith

four years as an English major, Jim went on to do graduate work at LSU in the same field. His long-range plans include getting a Ph.D. in English, teaching college, and writing articles for journals.

Smith enjoys early fiction, especially 18th and 19th century writers such as Trollope, Fielding, Hardy and Dickens.

Teaching Assistant

The jobs Jim has held during his schooling included senior clerk and assistant manager of a bookstore from 1974-76. Now he works as a Teaching

Assistant at LSU, teaching courses in Freshman Composition and doing remedial English work with students.

Hobbies also have a literary bent. Jim spends some of his free time writing both prose and poetry and hopes to have some of his short stories published. "What I like most," Jim said, "is to read and hunt around for old books in bookstores." A bibliophile, Jim is "very conscious of building a library for myself, including books for my work and my pleasure."

Jim and his wife Katherine also like movies, music and getting together with friends.

When asked if he's ever wanted to follow in his father's footsteps and go to sea, Jim answered that he's been "tempted a few times," and that he'd like to travel eventually. But so far, he hasn't joined his father on his New Orleans to Baltimore and the Philippines runs.

The elder Smith lives in New Orleans and is planning to retire soon.

Jim said the Union scholarship "helped out our family. The three of us," he said referring to himself and his brother and sister, "really had a good chance." Though Jim would have tried to go to college even if he hadn't won the scholarship, the award "made it a lot easier. It took a lot of the pressure off."

Arecibo Committee



Recreated! Bosun Herminio Pacheco (standing far l.), ship's chairman of the SS Arecibo (Puerto Rico Marine Mgt.) is at a payoff recently in Port Elizabeth, N.J. with the Ship's Committee and crewmembers, who are dressed to go ashore. They are (standing l. to r.): AB Richard Cornstack, deck delegate; Engine Delegate Rubin Martinez; AB Ed Siniak; Steward Delegate Pedro Martinez; and Chief Steward Felix Raso, secretary-reporter. Seated is Cook and Baker George Mi Chang.

Oakland Committee



N.Y. Patrolman Teddy Babkowski (seated) answers the questions of AB Albert Ahil, deck delegate, of the SS Oakland (Sea-Land) at a payoff recently at Port Elizabeth, N.J. Looking on are a crewmember and the rest of the Ship's Committee of (l. to r.): Chief Steward Joe Pifette, secretary-reporter, Steward Delegate Dick Gralicki; Chief Cook G. Grajale; and Recertified Bosun James Curder, ship's chairman.

Do You Have One of These?



The Seafarers Appeals Board ruled in November that effective Jan. 3, 1978 "a requirement for shipping is that all seamen must possess a valid up-to-date passport."

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

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

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

A MESSAGE FROM YOUR UNION



**NARCOTICS
HAVE NO
PLACE
IN
A
PROFESSIONAL
SEAMAN'S
CAREER**

**... AND YOU
LOSE YOUR
PAPER
FOR LIFE!**



Parita Bay, Panama

JAWS came to lunch here late last month for OMU Thomas A. Brown pictured with a 15-foot round nose bull shark he and the crew of the *ST Overseas Valdez* (Maritime Overseas) caught.

Waiting to take on Alaskan oil from the British tanker *Resolution*, Brown said "... when I saw a hammerhead shark about 5-foot long I baited up a big line and put it out. He wouldn't take the bait. Lunchtime came so I went to eat before going on watch at noon. After eating I checked the line. The first thing I noticed was that the line was pulled tight and back up under the stern. I got a hold and pulled on the line. It didn't give any ... I pulled a little harder, it gave a little and jerked back hard. I looked over the side to see a lot of shark on the line. ...

"I ran to the messhall" where AB Tommy Seager and several others left their lunch "to go shark fishing. Later "more and more men got involved ... OS John Chestnut and others got a (big) line around its head and using the winch pulled it up far enough to see that the shark was too big to go through the chock. So it was decided ... to come over the handrail. ...

"After relieving OMU Penton at 12:45 I saw they had put another line around his tail, too. AB Frank Reynolds and Recertified Bosun Leonard Olbrantz along with several others were pulling the shark in tail first but they had to stop because it looked like the handrails would break. ...



"When I got off watch at 16:00, I found out that some of the crew had used their 15:00 coffee break to lower the shark back into the water to pull it up forward and lift it up (onto the ship) with the boom. ... After the teeth collectors got finished the shark was returned to the water. ..."

New York, N.Y.

Bosun Frank Salvatore, Jr., a 30-year SIU vet here, recently was awarded his "One Gallon" pin by the Union's medical director, Dr. Joseph Logue for having donated that much blood to the SIU Blood Bank.

TT Williamsburgh

The sixth biggest tanker in the U.S. fleet, the 225,000 dwt SIU-manned *TT Williamsburgh* (Westchester Marine) is now on her third of four voyages carrying North Sea oil for the MSC from Hound Point, Scotland to the U.S. Strategic Petroleum Reserve on the Gulf Coast.

On Jan. 8 in Scotland she took on 1.6 million barrels of crude which on Jan. 23 was transhipped at Freeport, the Bahamas for storage delivery in Freeport, Tex. On her first MSC trip, the *Williamsburgh* offloaded 227,000 barrels on Dec. 19 onto the SIU-contracted *ST Mount Navigator* (Mount Shipping) for delivery in Texas on Dec. 28. Also earlier this year, she transferred 750,000 barrels to the SIU-contracted *ST Overseas Ulla* and the *Overseas Vivian* (both Maritime Overseas) for Texas delivery.

The SIU-contracted *ST Zapata Courier* and the *ST Zapata Rover* (Zapata Tankers) also carried for the MSC Mexican crude to Texas for the Strategic Petroleum Reserve.

Nearly 8.5 million barrels have been bought for delivery to the reserve. By 1980, 500 million barrels will be stored there.

27 Degrees, 48 Minutes, 82 Degrees, 46 Minutes

This position is where the late pensioner, Chief Steward Adrien Fecteau, 71, who died on Dec. 9, "crossed the bar and (his ashes) were laid to rest on Dec 17" by Capt. Dominic Lupinetti and First Mate Larry Weaver. A resident of Tampa, Brother Fecteau's last wish was that "the latitude and longitude be published in the Log."

Washington, D.C.

In doing research recently, it was discovered that Gen. Ulysses S. Grant, when he became President, was a strong advocate of a powerful U.S. merchant marine.

In his first message to Congress, Grant included this observation:

"A nation of the vast and ever-increasing internal resources of the United States, extending as it does from one to the other oceans of the world, with an industrious, intelligent and energetic population, must one day possess its full share of the commerce of these two great oceans, no matter what the cost."

At that time, the United States was paying out more than \$30 million a year to have her exports and imports hauled in foreign ships.

USNS Susquehanna

According to SIU Chief Steward Dave Velandra, "Cove Shipping, operators of the *Susquehanna*, are justly proud of her seasoned crew of 25 good men. To quote Capt. Daniel Haff, 'We don't always go with the most and the latest, but we get the job done well anyway.'

"Troubles have plagued the pumps, the engines and the electronics," says Brother Velandra, during their six-month stay in the Orient from Japan to the Persian Gulf and from Guam to Diego Garcia. "We have a fine group of men here. I don't have to wet nurse anybody at sea or in port," reports Capt. Haff.

One of the *Susquehanna's* recent assignments was a replenishment at sea in an all-night operation with the *USNS Navasota* in the Indian Ocean. Not one man in the *Susquehanna's* crew was experienced in this ticklish maneuver, but the job was completed without a hitch, said the chief steward.

In retrospect, Capt. Haff stated: "I think our tour here, where we've lived and worked closely together, has not only been of benefit to the Navy's Sealift Command and the company, but it reflects favorably on the men as well. The team spirit here and the mutual respect for each other is something each man will remember long after he completes his tour of duty on the *USNS Susquehanna*."

While off duty, AB Jim Thomas on this ship is studying navigation so he can sit for his third mate's license in the near future. AB John Aversa studies Morse Code and theory with Radio Officer P. L. Schmidt in hopes of some day getting a license, too. Most of the crew have short wave radio or a tape recorder. They loan, exchange, buy and sell recorded tapes for their own concerts when radio music is hard to find.

TT Stuyvesant

Capt. Franklin P. Liberty wrote to the widow of SIU Bosun Arthur V. Trotter, 51, who died on Sept. 2 "... we committed (him) to his final resting place in the Pacific Ocean ..."



MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Mar. 6	2:30 p.m.	7:00 p.m.
Philadelphia	Mar. 7	2:30 p.m.	7:00 p.m.
Baltimore	Mar. 8	2:30 p.m.	7:00 p.m.
Norfolk	Mar. 9	9:30 a.m.	7:00 p.m.
Jacksonville	Mar. 9	2:00 p.m.	—
Detroit	Mar. 10	2:30 p.m.	—
Houston	Mar. 13	2:30 p.m.	7:00 p.m.
New Orleans	Mar. 14	2:30 p.m.	7:00 p.m.
Mobile	Mar. 15	2:30 p.m.	—
San Francisco	Mar. 16	2:30 p.m.	—
Wilmington	Mar. 20	2:30 p.m.	—
Seattle	Mar. 24	2:30 p.m.	—
Piney Point	Mar. 11	10:30 a.m.	—
San Juan	Mar. 9	2:30 p.m.	—
Columbus	Mar. 18	—	1:00 p.m.
Chicago	Mar. 14	—	—
Port Arthur	Mar. 14	2:30 p.m.	—
Buffalo	Mar. 15	—	—
St. Louis	Mar. 17	2:30 p.m.	—
Cleveland	Mar. 16	—	—

Senate Bill OK Would Boom Dredging

Last August, SIU members crewed a multi-million dollar, privately-owned dredge, the *Manhattan Island*. The brand-new vessel, U.S.-built and U.S.-registered, was a first in the American maritime industry.

She was also a first in the pages of the *Log*. We carry articles every month about new ship and tug or towboat construction. But up until

now, we haven't had much to report about new dredges.

Why not? Because up until now, new dredge construction has been a dead issue—not in our books, but in terms of what happened to the private dredge industry over the years.

Competition with the large dredge fleet maintained by the Army Corps of Engineers slowed down the private

sector's growth and finally brought it to a standstill. The SIU has been urging Government action to stimulate new growth in the industry for some time now. We have been pleased to see the encouraging steps that have been taken recently in this direction.

But now the Government is only one step away from action that could create a boom in private dredge construction.

That step is passage of H.R. 7744, a bill that would give private industry a chance to bid on a greater portion of the dredging work now performed almost exclusively by the Corps. The House of Representatives recently passed the bill by a wide margin. The Senate is considering it now and we urge that body to approve this important piece of legislation.

Why is it important? Take a look at the *Manhattan Island*, for example.

She's a hopper dredge, a large and efficient kind of vessel that has a receptacle or hopper to hold the dredge material. Other dredges must load the material onto separate barges which are then towed by additional vessels. She's also a self-propelled, split hull hopper dredge, the largest ever built. Her hydraulic ram system allows the hopper to actually split open for ocean dumping.

The *Manhattan Island* is not only the newest and most technologically advanced dredge of her kind. She is also the only hopper dredge now operated by private industry in this country.

Until now, only the Corps of Engineers has operated these expensive vessels. This is not surprising. The Corps has performed most of the major dredging work on the nation's waterways and private industry has not had enough business to justify the large financial investment in hopper dredges.

North American Trailing Co. built the *Manhattan Island* at a cost of about \$13 million. The company is building a second hopper dredge

in an American shipyard for delivery next year. Three more hopper dredges will be built by other American companies this year at a total cost of \$100 million.

That's a lot of money. NATCO and other companies are now willing to spend it because the Corps is faced with budget cutbacks and has already started to turn over some Federal dredging projects to private industry.

H.R. 7744 will spark even greater investments in private dredge construction because it will guarantee that the Corps continue to let out bids to private firms. This is money that will go into shipbuilding and related industries. It is money that will mushroom into widespread economic benefits—benefits that would be lost if the bill is not enacted.

In short, H.R. 7744 makes financial sense for the American economy.

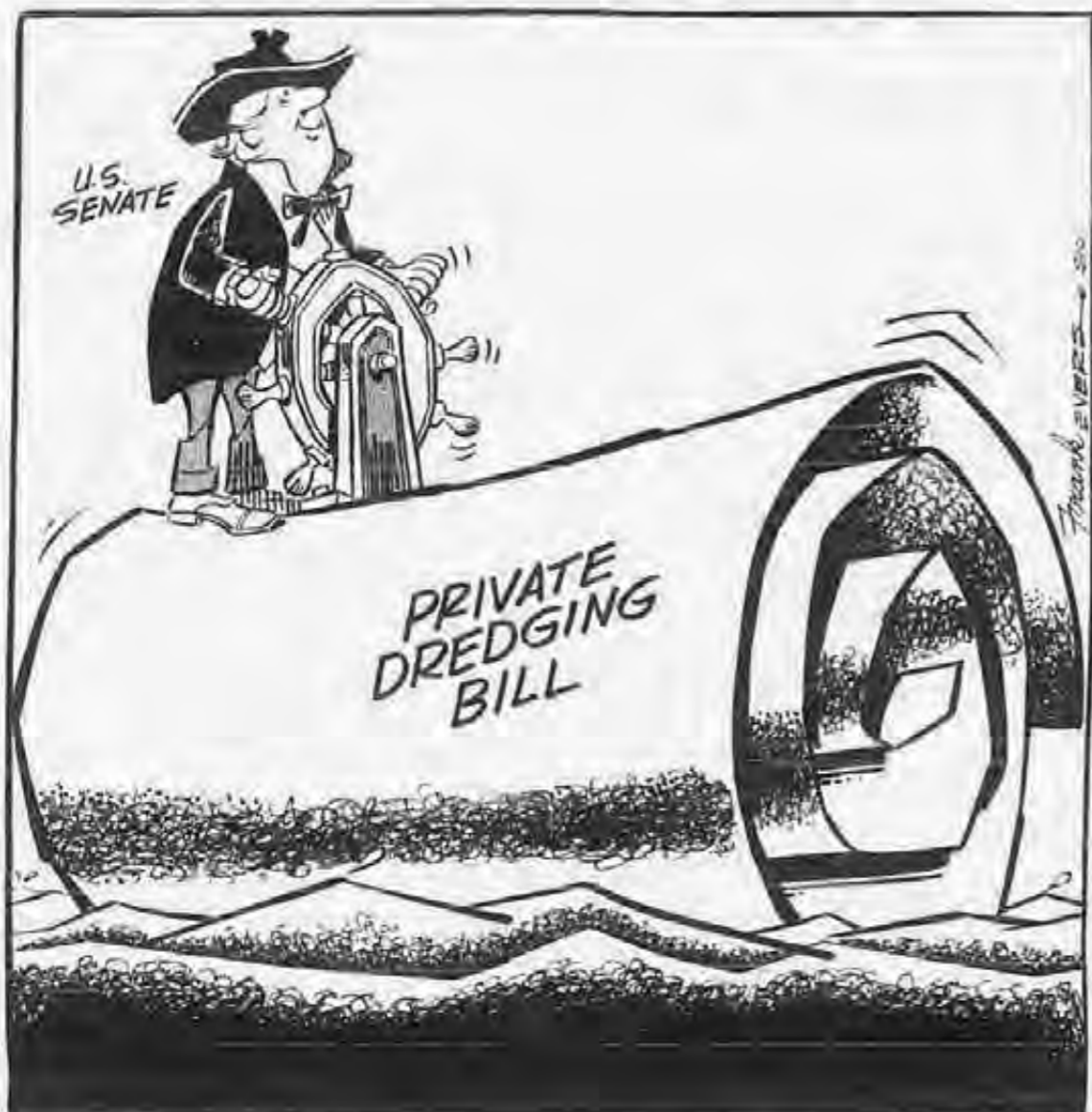
As SIU President Paul Hall stated in a recent letter to the Senate Subcommittee on Water Resources: "The Corps dredge fleet duplicates many of the private sector's resources and is a wasteful expenditure of tax dollars."

Herbert Brand, president of the Transportation Institute, added in his testimony before the Senate Subcommittee hearing last month on H.R. 7744 that the bill is consistent with Government's current desire to reduce the Federal budget.

The Institute is an educational and research organization that represents American maritime operators. Brand said that "our member dredging companies are confident that they can successfully compete with the existing Federal fleet by performing the required work, as stipulated in H.R. 7744, at reasonable prices and in a timely manner. Such competition is after all, a basic tenet of private enterprise and we support and encourage it."

The SIU is also confident that maritime labor can do the job that H.R. 7744 requires. We urge the Senate to pass this bill and give us the chance to prove it.

BRING IT INTO PORT



Letters to the Editor

'The Sea Was His Life'

It was very thoughtful of the *Log* to send me extra copies of the December issue which contained an article on my late husband, Art Lomas, and his burial at sea. I have sent some of the copies to our friends back in New York.

I would also like to thank the crew of the *SS Baltimore* for performing the service. Art wanted to be buried at sea because the sea was his life.

I just want to say thanks for me, my daughter, her husband and my three grandchildren.

Sincerely,
Catherine Lomas
Pittsburgh, Pa.

Pensioner Takes to Leathercraft

I am a disabled pensioner from the Great Lakes Tug and Dredge district. I sailed deep sea with the SIU in my younger days. I look forward to receiving each copy of the *Log*.

During the 10 years that I have been disabled, I have taken to leathercraft to help idle away the time. I've gotten pretty good at it.

Just wanted to give my best to the Union and all my Union Brothers retired or still sailing. Also, thanks for continuing to send me the *Log*. I enjoy reading the broad range of maritime news and related information contained in it.

Fraternally,
Thomas Dinwiddie
Carlyle, Ill.



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First Lakes Inland Conference Held



The Conference was held at the new Lakes Union Hall in Algonac, Mich. It took place in the second floor meeting room, which projects over the St. Clair River.



The chairman of the Conference was SIU Executive Vice-President Frank Drozak.



Ed Fike, delegate from Cleveland, served as chairman of the Conference delegates during their contract suggestion procedure. The Great Lakes tug and dredge contracts expire on Mar. 31.



The frozen St. Clair River provided the Conference members with a beautiful winter view from the Hall, as they made plans for the active shipping season ahead. The lighthouse is located just below the Conference room balcony.

"The Conference proved that we made the right move by going SIU," Henry Hanratty, delegate from Buffalo, N.Y. said about the merger of the IBU and the SIU.



Mike Sacco, vice-president of the Lundeberg School and Headquarters representative, outlined the SIU pension benefits that Lakes tug and dredgemen have now. He also explained additional benefits that are available to all SIU Boatmen.



An interior shot of the spacious first floor in the Great Lakes Hall.



Byron Kelley directs SIU inland operations on the Great Lakes. He presented the history of the inland industry at the Conference and urged the delegates to work with the Union for more job opportunities on the Lakes.



"We have to do much more than just pay dues," said Paul Stepan, delegate from Duluth, Minn. "We have to take part in the Union's efforts to protect our job security."



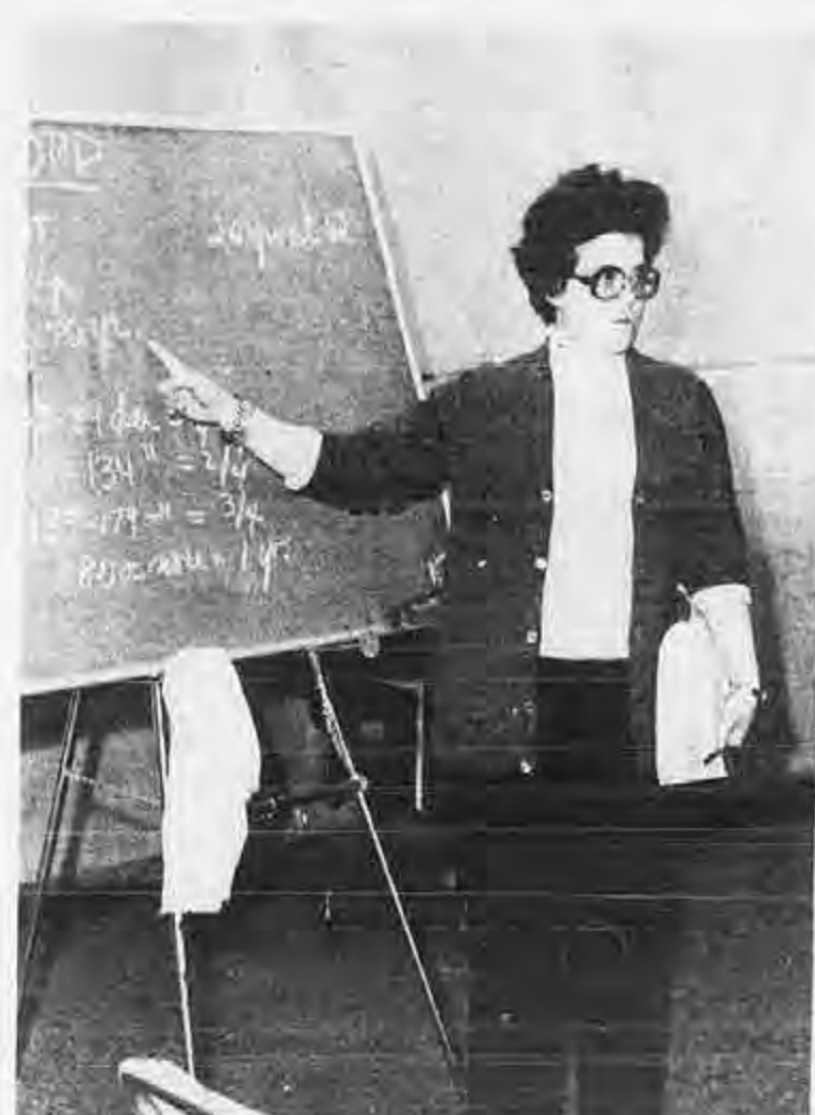
"Don't forget what you've seen and learned here," Dave LeBarron, SIU inland rep for the Lakes, told the delegates. "You can spread the word to many more Boatmen on the Lakes."



HLS President Hazel Brown explained how the Lundeberg School prepares Boatmen to move up in their careers.



"We need more jobs on the Lakes," Mike O'Donnell, delegate from Cleveland said. "And I'm ready to do whatever is necessary to make that happen."



Attorney Caroline Gentile, head of the SIU legal department, gave a thorough explanation of SIU pension benefits, including how the Plan works and how legal regulations govern it.



Richard Saul directs inland affairs for the Transportation Institute in Washington, D.C. He gave a run-down of pending bills in Congress that affect the inland industry and SIU Boatmen.



Jack Bluit, SIU port agent for the Great Lakes, explained that SPAD, the Union's voluntary political contribution fund, is used to protect job security of SIU members. It supports the election campaigns of pro-maritime candidates.

Lakes Tug and Dredgemen Take Stock of Present and Set Future Job Goals

"We all have to understand the problem," SIU Executive Vice-President Frank Drozak said when he opened the first SIU Inland Educational Conference for Great Lakes Boatmen on Feb. 6.

The problem for Lakes Boatmen is relatively simple. Declining job opportunities.

Ten years ago, Drozak explained, there were about 600 Great Lakes Boatmen and Dredgemen in the Inland Boatmen's Union, then an affiliate of the SIU. Today there are half that number.

Since the merger of the IBU and the SIU in September, 1976, the Union has

taken a close look at the needs of the entire inland membership. As in the Great Lakes area, Boatmen in other regions face problems—simple to define, perhaps, but not so simple to solve.

An ongoing series of inland conferences has been held for almost a year concerning the Gulf, the Rivers, the East Coast, and now the Lakes. In each case, the first step has been to tackle individual problems by placing them in the larger context of the major issues facing the SIU membership.

This may sound vague at first. But after three days of discussing problems, the 14 delegates who attended the Great Lakes Conference had a much clearer

idea of what it takes to protect their job security. It takes Union activity on many fronts and that's what the delegates had a chance to see—from pensions to political action.

The delegates came to the Conference, held at the new Union Hall in Algonac, Mich., from seven Great Lakes ports. They met there together with SIU officials, staff members, and industry representatives who came from Union Headquarters, the Harry Lundeberg School in Piney Point, Md., and from maritime groups in Washington, D.C.

The meeting room in the Hall, glass enclosed and projecting over the St.

Clair River, was an appropriate setting for this gathering. It is as up-to-date and forward looking as the future plans that were discussed at the Conference.

"Years ago," Drozak said, "all we thought we had to do was fight the companies. But we've learned that protecting our job security takes a lot more than that today." It takes political action, education, organizing and many other widespread efforts to keep on top of the maritime industry.

The officials and various representatives who made presentations at the Conference explained all of the ways that the SIU works to meet that challenge. They demonstrated how problems in individual ports are closely tied to the Union's activities to improve job opportunities nationwide.

Byron Kelley, SIU inland representative for the Great Lakes, explained in his talk on the history of the inland industry, that competition with the

Army Corps of Engineers has been a major factor in the loss of jobs for Great Lakes dredgemen. But this is not just a problem on the Lakes—and it's not just labor's problem.

Two representatives from the Transportation Institute related the problem to industry and to political action. TI is a Washington, D.C.-based research and educational organization for maritime industry companies.

James Patti, a TI attorney, and Richard Saul, TI inland director, explained that the problem is dealt with in an important piece of legislation now before the Senate. The bill, H.R. 7744, gives private industry a chance to bid

on a greater portion of the dredging work now performed almost entirely by the Corps of Engineers. TI and the SIU are strongly supporting this bill which would improve SIU job opportunities on the Lakes and throughout the country.

Education is another major Union effort to insure bigger and better job opportunities for the membership. Hazel Brown, president of the Lundeberg School, gave a slide presentation and talk on the wide range of courses available at the School. She stressed those leading to inland licenses and explained how they can tie in with organizing efforts on the Great Lakes.

The Union has recently organized two new companies on the Lakes, top to bottom SIU, and the officials at the Conference maintained that this will continue in the future. The tug and dredge industry has the potential to expand on the Lakes and a Union like the SIU that can promise stable working relations and a steady supply of skilled manpower is a definite attraction, Drozak said.

But the discussions at the Conference were not just about the future. "Before you can move ahead, you have to understand what you have," HLS Vice-President and Headquarters Representative

Continued on Page 22

INLAND WATERS

Lakes Conference

Continued from Page 21



Tom Cranford, head of the Seafarers Claims department, explained and answered questions on all current Welfare Plan benefits.

representative Mike Sacco said. For this reason, Tom Cranford, SIU Claims director came from Union Headquarters to fully explain all current SIU welfare benefits. And attorney Caroline Gentile, head of the SIU legal department, made a complete presentation of all pension benefits.

From there Sacco went on to explain additional benefits such as an early retirement pension plan, and an industry-wide inland vacation plan. He also explained the standard contract concept. These have been developed by SIU officials working together with Boatmen from many areas.

These discussions were especially helpful to the Lakes delegates, since their contracts expire on Mar. 31. In

their contract suggestions, compiled at the end of the Conference, they agreed to include higher pension benefits and the industry-wide vacation plan.

"I think we've had frank and honest answers to all of our questions," Ed Fike, the delegate who chaired the contract suggestion procedure, said in his wrap-up comments.

Dick Gimpel, from Detroit, summed up the general statements of the other delegates when he said that the Conference showed him a lot of things about the Union that he never knew. "Now I have a much better understanding of the direction the merger is going," he said.

That direction is forward and by working together at the Conference, everyone agreed that they had taken the first important step.



Dave Dolgen explained how the SIU has a louder voice on maritime issues in Government by belonging to the Maritime Trades Department of the AFL-CIO. He is political and legislative director for the MTD, which is made up of 43 unions and backs bills that promote maritime labor.



Shown here is a view of the St. Clair River and the town of Algonac from the Union Hall. The location of the new Hall allows SIU officials to easily service the Great Lakes vessels that pass by here.



Sharing an idea during the discussion are Detroit Delegate Dick Gimpel (l.) and Chicago Delegate Joe Sigler.



Marcia Reiss, assistant editor of the *Log*, told the delegates that the Union publication is part of their constitutional right as SIU members to be kept informed and to voice their needs.



Jim Patti, an attorney with the Transportation Institute, described how TI keeps a close watch on proposed legislation that could affect the maritime industry.

Digest of SIU Ships' Meetings



ST. LOUIS (Sea-Land Service), December 17—Chairman U. E. Nolan; Secretary C. Gibson; Educational Director J. Karonis. \$10 in ship's fund. Some disputed OT in deck department. Chairman reported that in order to get passes in the first port in the Gulf, all members must turn in seamans papers. Also discussed the importance of donating to SPAD. A vote of thanks was extended to the steward department for a beautiful and tasty Thanksgiving dinner and all around good food and service. Looking forward to Christmas dinner. Next port, Piraeus.

MOUNT WASHINGTON (Victory Carriers), December 25—Chairman, Recertified Bosun R. D. Schwarz; Secretary F. F. Fraone; Educational Director J. B. Huszar; Deck Delegate W. E. Hampson; Steward Delegate Charles Miles; Engine Delegate T. D. Owen. No disputed OT. Chairman held a discussion on the upgrading at Piney Point and on the LNG carriers. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for the fine meal we had today, Christmas day, and for the good job they are doing.

NEWARK (Sea-Land), December 18—Chairman W. Mason; Secretary Ken Hayes; Educational Director R. Coleman; Engine Delegate W. West; Steward Delegate Edward J. Kilford, Jr. Secretary reported that the Log arrived and the crew was asked to read everything and get to know more about the Union and what is going on in Washington. Report to the Log: "The officers and crew were saddened to hear that the pilot and the chopper pilot went down in Cook Inlet on their way to the Great Land. The SS Newark assisted in the search as we were outbound from Anchorage. We learned they are now lost from exposure. R.I.P." Next port, Seattle.

SEA-LAND FINANCE (Sea-Land Service), December 11—Chairman, Recertified Bosun J. Pulliam; Secretary Fletcher; Deck Delegate J. Long; Engine Delegate J. Fair. No disputed OT. Chairman reported that the November Log had been received and passed out for all to read. Also discussed the importance of donating to SPAD. The Power Pac is still a problem here. It is noisy and the fumes from it cause discomfort to the men forward. Report to the Log: "Mooring winches for these ships would make it more economical and safer for the men docking and undocking." Next port, Hong Kong.

SUGAR ISLANDER (Pacific Gulf Marine), December 23—Chairman, Recertified Bosun Ray E. Todd; Secretary J. G. Lakwyk; Educational Director R. L. Stegall, Jr. \$9 in ship's fund. No disputed OT. Chairman noted that a letter was sent to Headquarters concerning Armed Forces Radio channel. Educational Director to write to Headquarters for some clarifications. A vote of thanks to the steward department for a job well done.

CARTER BRAXTON (Waterman Steamship), December 18—Chairman, Recertified Bosun C. E. Thompson; Secretary J. Carter; Engine Delegate Martin A. Fox. No disputed OT. Chairman read and explained the Union's Washington activities to the membership and posted them on the bulletin board. Also explained the importance of fire and boat drills and keeping a clean ship. A vote of thanks to the steward department for a job well done.

DELTA BRASIL (Delta Steamship), December 18—Chairman, Recertified Bosun Charles Faircloth; Secretary B. Guarino; Educational Director Hugh Wells, Jr.; Steward Delegate Herbert O'Brien. \$95 in ship's fund. Some disputed OT in deck department. Chairman gave a talk on the importance of taking advantage of the upgrading school at Piney Point. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Houston.

OGDEN WABASH (Ogden Marine), December 30—Chairman, Recertified Bosun R. Darville; Secretary R. Muldonado; Educational Director A. Ratkovich. \$18.90 in ship's fund. No disputed OT. Received a radiogram from Paul Hall relating to the cost of living allowance which was posted on the bulletin board. A vote of thanks was given to the steward and his department for a fine Christmas dinner; a job well done.

ZAPATA RANGER (Zapata Bulk Transport), December 17—Chairman, Recertified Bosun A. G. Alexander; Secretary A. Areliano; Engine Delegate M. J. Brennan; Steward Delegate C. Hickox. Some disputed OT in deck department. \$17 in ship's fund. A vote of thanks to the steward department for a job well done. You don't get frog legs and lobster tails on many ships. Observed one minute of silence in memory of our departed brothers.

OGDEN WILLAMETTE (Ogden Marine), December 18—Chairman, Recertified Bosun Ray Broadus; Secretary E. Kelly; Educational Director C. D. Holmes; Deck Delegate M. Delacerda; Engine Delegate R. Couch; Steward Delegate C. Kreiss. No disputed OT. Chairman advised all crewmembers to go to Piney Point and get their LNG training as soon as possible. Also to get their firefighting certificate and to upgrade themselves. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

COASTAL CALIFORNIA (T. M. McQuilling), December 13—Chairman, Recertified Bosun Fred Olson; Secretary Jimmie Bartlett; Educational Director Bobby Edwards. \$10.65 in ship's fund. No disputed OT. Chairman informed the crew that weekly meetings would be held; talked about the importance of SPAD, and that plenty of jobs were available on the board at this time. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Port Hueneme.

CANTIGNY (Interocean Mgt.), December 25—Chairman, Recertified Bosun E. Granger; Secretary C. Loper, Jr.; Educational Director Long. No disputed OT. A vote of thanks to the steward department for a job well done, and for serving two wonderful holiday meals. Report to the Log: "The crew of the SS Cantigny was amiss of not telling you about the Thanksgiving dinner we had. We hope to make it up by telling you of the wonderful Christmas dinner; it was stupendous. The best steward department I have been with in 37 years." Report submitted by John Kelly—Book No. K-239. Next port, Tampa, Fla.

TRANSINDIANA (Hudson Waterways), December 12—Chairman, Recertified Bosun J. Delgado; Secretary W. J. Fitch; Educational Director O. Bermeo. Some disputed OT in deck department. Secretary discussed the importance of donating to SPAD. A vote of thanks to Tony for the movies and a vote of thanks to the steward for putting in speakers in the messroom at his expense. He also piped in the music from his room. Observed one minute of silence in memory of our departed brothers.

MARYLAND (Interocean Mgt.), December 4—Chairman, Recertified Bosun Albert Schwartz; Secretary I. R. Fletcher; Deck Delegate Vincent Costellaci; Engine Delegate Raleigh Minx; Steward Delegate Richard Sherman. \$25.50 in ship's fund. No disputed OT. Report to Log: "While anchored off Galveston crew is enjoying some good deep sea fishing. The steward and cook prepare fresh caught fish every week. Have \$25.50 in ship's fund to buy supplies for Christmas party. Everything going smooth, no beefs."

WALTER RICE (Reynolds Metal), December 10—Chairman, Recertified Bosun W. Jefferson; Secretary W. Benish; Educational Director F. Homer; Engine Delegate Tony A. Barani; Steward Delegate Ferdinand Bernard. \$171 in ship's fund. Some disputed OT in deck department. Chairman referred to the Log and the information contained therein on the Harry Lundberg School upgrading dates for classes. Same was posted on the bulletin board. Also posted was the Seafarers Educational Series Pamphlets. Next port, Longview.

DELTA SUD (Delta Steamship), December 11—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial. \$56 in ship's fund. No disputed OT. Chairman requested all crewmembers to leave the lifejackets hanging on the door knob so the deckhands can get to them during the annual inspection. The Union patrolman will be asked to see that a phone number be posted and available to all crewmembers so that they may call and inquire as to the whereabouts and the sailing time of the vessel. A vote of thanks to the steward department for a fine Thanksgiving dinner and also to the 2nd Asst. Engineer for working on and fixing the crew movie projector. The patrolman will be asked to check and see if bus service can be obtained for the crew. Observed one minute of silence in memory of our departed brothers.

NATCHES (Cove Shipping), December 7—Chairman, Recertified Bosun D. C. Gilmore; Secretary Ray Casanova; Educational Director Haywood Greens; Engine Delegate Harry A. Denigate. \$13.50 in ship's fund. No disputed OT. Report to Log: "I want to say Brother Frank Drozak that you are doing a wonderful job in our great Union, so are the rest of our wonderful SIU officials. Keep up the good work. May God Bless You Paul Hall and our whole SIU—wishing you a very Merry Christmas and a Happy New Year." Submitted by Brother Ray H. Casanova—Book No. C-580. Observed one minute of silence in memory of our departed brothers.

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

DELTA MEXICO
SEA-LAND CONSUMER
BEAVER STATE
WALTER RICE
SEA-LAND TRADE
ACHILLES
ROBERT TOOMBS
MONTICELLO VICTORY
HUMACAO
JOHN PENN
PONCE
MERRIMAC
BAYAMON
SEA-LAND GALLOWAY
OGDEN CHALLENGER
OVERSEAS ALEUTIAN
OVERSEAS ARCTIC
TRASCOLUMBIA
DELTA ARGENTINA
ARECIBO
VIRGO
SEATTLE
BORINQUEN
JOHN TYLER
CHARLESTON
WILLIAMSBURGH
OVERSEAS NATALIE
MAUMEE
SEA-LAND EXCHANGE
DEL RIO
ERNA ELIZABETH
OVERSEAS TRAVELER
SEA-LAND ECONOMY
COLUMBIA
ARTHUR MIDDLETON
BOSTON
HOUSTON
SAN JUAN
COVE COMMUNICATOR
ZAPATA ROVER
ALLEGIANCE
STUYVESANT
WESTWARD VENTURE
OVERSEAS VIVIAN
CANTIGNY

**Alcoholism is a
disease.**



It can be treated.



SIU Crews Newly Acquired Point Susan in Tampa

The SIU acquired a new deep sea vessel last month. The ship is the bulk freighter *Point Susan*, owned by Point Ventures Corp. of New York. The *Point Susan*, which has a 24,345 dead weight tonnage, crewed in Tampa, Fla. She was in New Orleans on Feb. 10 loading a cargo of grain and was headed for Alexandria, Egypt in mid-month on her first SIU-contracted voyage. Measuring 635 feet in length, with a 75-foot beam and a 33.5-foot draft, the *Point Susan* is a tramp vessel that will have no regular run but will be available for charter.



Four of the newly crewed *Point Susan*'s new timers are (l.-r.): David Henderson, OS; Chrys Brown, AB; Keith O'Bryan, AB, and Dan Penrose, OS.



On hand in New Orleans, where the *Point Susan* loaded her first cargo of grain as an SIU freighter were (l.-r.): Ray Pope, AB; Rudy Cancelli, AB; Robert Michael, AB, and Bill Robinson, bosun.



The 24-man SIU crew included the "galley gang" with from (l.-r.): Don Damsey, asst. cook; Revels Poovey, steward-cook, and Ralph Berlin, cook-baker.



The tramp vessel will be fired by (l.-r.): Curtis Lang, FWT, and Mark Freeman, oiler.

You May Be Able to Get Unemployment Benefits While at HLS

Attending an upgrading course at the Harry Lundeberg School in Piney Point, Md. is a sure way to improve job prospects and salaries in the future. But spending anywhere from two weeks to two months at School may prove financially difficult for some.

If certain government unemployment rules are met, however, upgraders can collect unemployment insurance. In this way, they can attend the courses they want to and receive financial aid from the government while doing so.

To collect unemployment insurance while at Piney Point, any Seafarer must have worked a certain amount of time during the preceding year. This varies according to the State he is filing against. In addition, the law requires

that a person cannot have been fired by a previous employer "for cause."

Those upgraders who are receiving substantial scholarship money or financial assistance which lasts during their stay at the HLS, are not eligible for unemployment insurance.

Eligibility for unemployment is based on a number of variable factors. Some of these factors include the state the upgrader is filing *against* and whether his is a "combined claim" against two or more states. But all upgraders file *from* the state of Maryland, since that's where HLS is.

Meet with Representative

The Vocational Office at the Lundeberg School makes it as easy as possible for upgraders to file for unemployment.

Upon arriving at the School, each Seafarer is asked whether he wants to file. Those who do will then meet with a representative from the Unemployment Insurance office in Leonardtown, Md. The representative visits the School once a week. This representative will discuss each upgrader's claim individ-

ually and complete the necessary forms.

All Seafarers must present their registration cards to the unemployment insurance representative or office at which they apply. The registration card—a Seafarer's ticket to work—can also be his ticket to collect unemployment when studying for self-advancement.



Deposit in the SIU Blood Bank—It's Your Life



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

PRESIDENT
Paul Hall
SECRETARY-TREASURER
Joe DiGiorgio
EXECUTIVE VICE PRESIDENT
Frank Drozak
VICE PRESIDENTS
Earl Shepard Lindsey Williams
Cal Tanner Paul Drozak

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

ALGONAC, Mich.
520 St. Clair River Dr. 48001
(313) 794-9375

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Shipping remained good to excellent at most deep sea A&G ports last month as nearly 1,500 Seafarers found jobs on SIU-contracted deep sea vessels. Good shipping is reflected in the fact that only 940 of the jobs shipped last month were taken by 'A' seniority book men, while more than one third of the jobs were taken by 'B' and 'C' seniority men.



Dispatchers Report for Deep Sea

JAN. 1-31, 1978

*TOTAL REGISTERED All Groups
Class A Class B Class C

TOTAL SHIPPED All Groups
Class A Class B Class C

**REGISTERED ON BEACH All Groups
Class A Class B Class C

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	5	2	0	3	4	0	10	3	1
New York	79	15	7	78	39	4	163	21	5
Philadelphia	3	2	0	17	13	0	12	4	0
Baltimore	28	1	0	18	11	2	64	4	2
Norfolk	14	2	3	20	9	4	28	7	4
Tampa	17	2	2	20	5	2	17	1	3
Mobile	11	1	0	20	9	0	54	5	0
New Orleans	97	13	4	70	27	1	182	24	6
Jacksonville	22	5	3	19	8	0	82	9	6
San Francisco	26	5	1	32	8	3	88	5	0
Wilmington	17	2	5	12	6	2	45	5	4
Seattle	42	2	5	20	11	6	121	4	7
Puerto Rico	3	1	0	9	1	0	18	2	0
Houston	68	12	10	70	22	11	172	16	13
Piney Point	0	0	0	0	8	0	0	1	0
Yokohama	3	0	0	2	1	0	4	0	0
Totals	435	65	40	410	182	35	1,060	111	51

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
ENGINE DEPARTMENT									
Boston	1	2	1	3	4	1	3	4	3
New York	77	23	1	61	38	1	165	52	5
Philadelphia	9	1	0	11	7	0	24	5	0
Baltimore	10	3	1	14	6	1	35	9	1
Norfolk	4	3	0	11	9	0	22	10	1
Tampa	6	3	0	15	8	0	7	5	0
Mobile	6	4	0	13	5	0	40	9	1
New Orleans	61	6	1	48	11	0	152	24	3
Jacksonville	17	6	0	8	9	0	63	16	2
San Francisco	38	3	1	36	5	2	82	12	1
Wilmington	12	3	0	7	1	0	28	11	0
Seattle	26	9	0	15	6	1	58	19	1
Puerto Rico	8	1	1	2	4	0	20	3	2
Houston	68	10	1	58	20	4	126	19	5
Piney Point	0	0	0	0	2	0	0	0	0
Yokohama	2	0	0	4	1	0	0	0	0
Totals	345	77	7	306	136	10	825	198	25

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
STEWARD DEPARTMENT									
Boston	1	3	0	2	1	0	1	2	1
New York	31	3	1	53	22	0	73	16	1
Philadelphia	1	0	0	3	5	0	14	2	0
Baltimore	11	3	0	11	6	3	24	11	0
Norfolk	7	0	0	14	5	2	20	2	0
Tampa	4	0	0	10	0	1	8	0	0
Mobile	8	0	0	11	14	0	26	3	0
New Orleans	35	4	0	33	19	4	103	11	0
Jacksonville	14	2	1	16	9	1	41	2	3
San Francisco	16	1	0	20	7	3	50	6	0
Wilmington	5	1	2	4	4	3	11	4	4
Seattle	13	1	1	11	8	7	41	4	1
Puerto Rico	5	1	0	4	5	1	15	3	0
Houston	21	7	0	32	7	8	60	13	0
Piney Point	0	5	0	0	24	0	0	0	0
Yokohama	0	0	0	0	1	0	1	0	0
Totals	172	31	5	224	137	33	488	79	10

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
ENTRY DEPARTMENT									
Boston	2	0	4				0	10	13
New York	30	74	34				55	132	203
Philadelphia	2	15	1				3	27	2
Baltimore	8	13	5				31	34	23
Norfolk	2	9	3				13	18	11
Tampa	2	7	2				3	9	2
Mobile	2	4	1				25	15	3
New Orleans	25	42	15				63	79	40
Jacksonville	7	13	3				19	36	14
San Francisco	12	15	6				48	36	19
Wilmington	4	12	9				11	21	19
Seattle	10	13	13				37	21	33
Puerto Rico	15	8	0				28	20	3
Houston	22	40	20				43	57	48
Piney Point	0	29	0				0	3	0
Yokohama	1	1	0				1	2	0
Totals	144	295	116				380	520	433

Totals All Departments 1,096 468 168 940 455 78 2,753 908 519

**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.

Radcliff, Crescent Members Set Contract Goals

In a week-long session at the Lundeberg School in Piney Point, Md., SIU rank-and-file delegates from Radcliff Materials, Inc. and Crescent Towing and Salvage Co. met to determine their goals for upcoming contract negotiations.

Radcliff is a tug and dredge and repair yard operation based in Mobile, Ala. Crescent Towing is a shipdocking outfit that services New Orleans Harbor as well as docking areas at oil and grain terminals north of the City on the Mississippi River.

Delegates representing Radcliff's yard operation included SIU members Albert Stampley, H. L. Thornton, and Gerald Fethke. The dredge and boat operation was represented by Boatmen Charles Knight, Larry Minchew, J. T. Rucker, and Terry Dowdy.

Member delegates representing Crescent Towing's workers included Gerald Keller, Earl Price, James Todd, and Russell Cognevich.

To prepare the contract proposals, the delegations split into two work shops so they could consider the prob-



SIU Inland Coordinator and Conference Chairman Chuck Mollard, second from right, makes some opening comments to rank-and-file delegates. Along with Mollard at the head table, from the left are: Mike Sacco, SIU headquarters representative and vice-president of the Lundeberg School; Hazel Brown, HLS president, Gerry Brown, port agent in Mobile, and Jimmy Martin, SIU rep in New Orleans.

lems affecting their individual company unit.

On the last day of the contract conference, the rank-and-file committee members from each company unanimously adopted contract proposals to

be negotiated by the SIU Contract Department. The Conference ran from Jan. 23-28, 1978.

In addition to contract meetings, the delegates participated in a number of educational forums dealing with activi-

ties of the SIU concerning the tug and dredge industry.

SIU officials gave presentations on maritime and labor history, as well as on the structure of the SIU and the AFL-CIO. Presentations were also given on the SIU Welfare and Pension Plans and on economic factors affecting the tug and dredge industry.

One day of the Conference was spent going over the SIU's activities concerning the tug and dredge industry in the political arena. This included a bus trip to Washington, D.C. where, among other places, the delegates visited the AFL-CIO Maritime Trades Department and the Transportation Institute.

The MTD, which is headed by SIU President Paul Hall, is the headquarters of maritime labor's political action force. The Transportation Institute is a maritime research and educational organization supported by American-flag deep sea and inland companies.

The presentations and the Washington trip gave the delegates an opportunity to take an indepth look at their industry and their Union.



Rank-and-file delegates to the Conference included, from the left: Charles Knight (Radcliff), Jimmy Todd (Crescent); H. L. Thornton and J. T. Rucker from Radcliff.



Conference delegates from the left are: Gerald Fethke (Radcliff); Terry Dowdy (Radcliff); Russell Cognevich (Crescent), and Albert Stampley (Radcliff).



Jimmy Rosser, SIU patrolman from New Orleans, left, participated in Conference along with rank-and-file delegates, from the left: Earl Price (Crescent); Larry Minchew (Radcliff), and Gerald Keller (Crescent).

Legal Aid

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

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

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

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

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

TAMPA, FLA.—Hamilton, Douglas and Bennett, P.A.
2620 W. Kennedy Blvd.
Tampa, Fla. 33609
Tel. #(813) 879-9482

SAN FRANCISCO, CALIF.—John Paul Jennings, Henning and Walsh
100 Bush St., Suite 1403
San Francisco, Calif. 94104
Tel. #(415) 981-4400

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

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

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

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

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

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

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

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

NMC Ads Promote U.S. Merchant Fleet

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

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

One if by land, ten if by sea.

It is ironic that the United States—a seagoing nation—should be Number One as a land power and leader in world trade, yet rank tenth in the size of its merchant marine. Our cargo ships number 577, pathetically behind Russia's 2400 and Japan's 2000, just to mention two. And, in shipbuilding, we've slipped to eighth.

This for a nation whose merchant fleet of over 4800 ships, 30 years ago, helped us win World War II!

This erosion is more

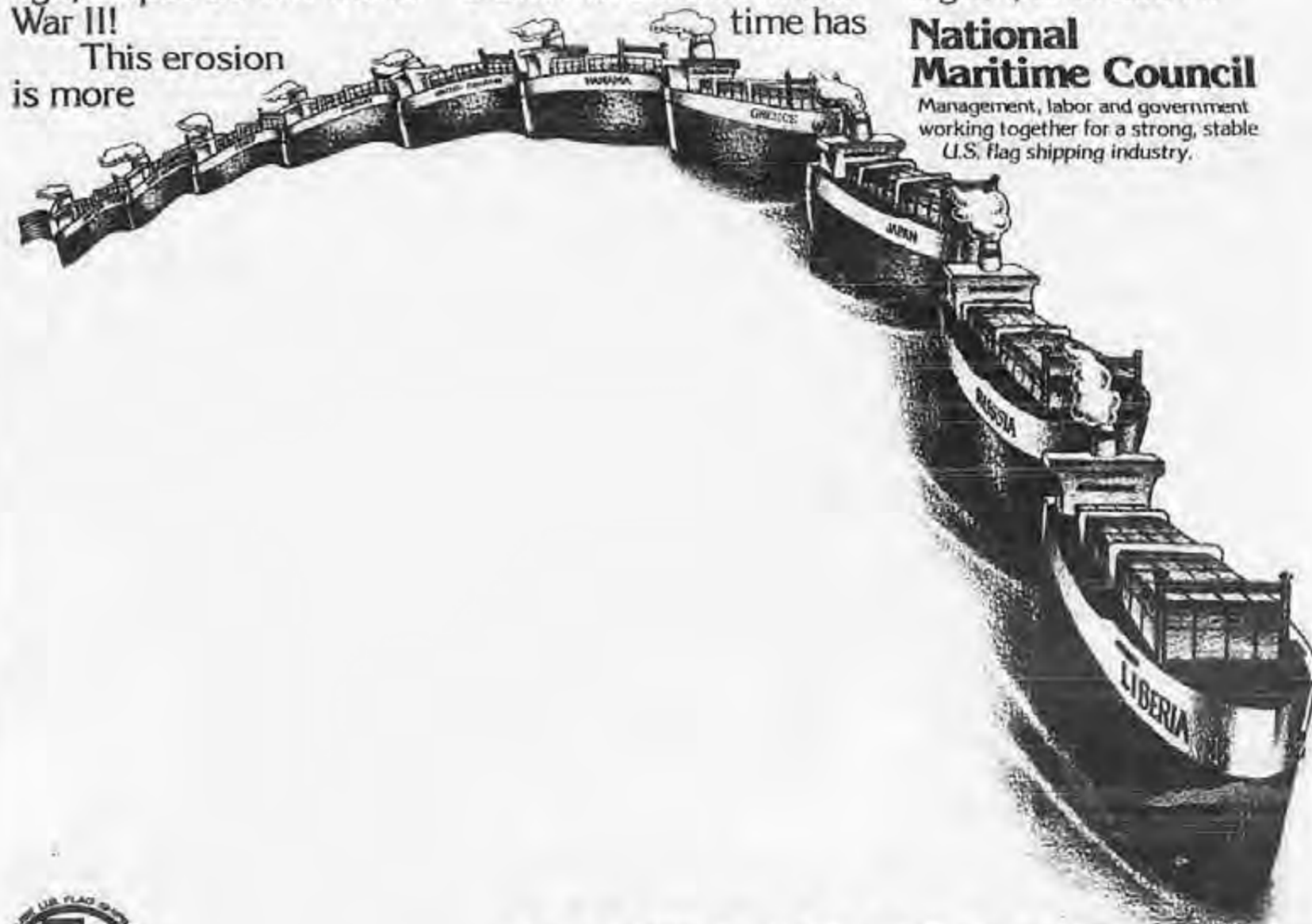
than ironic; obviously it represents a threat to our international trade position as well as our national welfare. Not so obvious: think of 577 American "representatives" pulling into ports around the world...compared to four times as many Russian ships. And think of how necessary it is to have a strong merchant marine supporting our armed forces in case of emergency...a merchant marine that in war-time has

transported over 90% of the needed military supplies and equipment. Think, too, of the economic contribution a stronger merchant marine makes in balance of payments, jobs and taxes.

Think about it. Then share your thinking with your Congressmen. If you'd like more information, send for our booklet on U.S. Flag Shipping. Write National Maritime Council, Box 7345, Washington, D.C. 20044.

National Maritime Council

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



DON'T GIVE UP THE SHIPS

In Emergency Notify USPHS by Telegram

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

In the past, many of our mem-

bers have made it a practice to notify USPHS by phone. Unfortunately, when it comes time to pay the bill, there have been cases when USPHS has refused to pick up the tab claiming they have no record of the telephone call. However, by using telegrams you will have permanent proof that you ac-

tually notified USPHS within the prescribed period and at the same time you will eliminate any confusion dealing with phone calls.

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

Made Simpler to Speed Handling of Claims

will help the Union plan its upgrading courses so that the right type of training will be scheduled at the time you need it. The benefit sections list the eligibility requirements, and the documents needed to make a claim. The Hospital, Maternity and Surgical Benefits and the Optical Benefits must be signed by the doctors as well as the person applying, and this has been made clear. The Pension section has been expanded to cover the Pension Plan's increased benefits. The form tries to cover all the cases and their basic requirements, but all Seafarers and Boatmen should write the Claims Department at Headquarters if they have any questions, before they swallow the anchor and come ashore. The form has been made clearer and easier to work with, and it is hoped this will speed the handling of your claims.

HOSPITAL, MATERNITY & SURGICAL BENEFITS

ELIGIBILITY—Basic searime/inland requirement. Claim must be filed not later than (a) 180 days after surgery or discharge from hospital, or (b) 365 days after birth. Enrollment card, marriage certificate, and children's birth certificate with names of both parents must be on file with Plan. For foster and step children, submit notarized copy of member's latest income tax return showing dependents.

Patient's name (last, first, middle) _____ Relationship to Member _____
 Address (street) _____ Birth date / / _____
 (city, state, zip) _____ Is this a work connected injury? YES NO

Attach a copy of Doctor/Surgeon/Hospital Bills. Indicate if paid. Have Doctors/Hospital fill in part below. Indicate if Bills are paid.

I hereby authorize hospitals and doctors listed below to release information concerning my treatment to the Seafarers Welfare Plan, in order to process my claim for benefits.

PATIENT'S/GUARDIAN'S SIGNATURE _____ Date _____
 Was this Emergency treatment? _____

Name of hosp. _____
 Address of hosp. (street, city, state, zip) _____
 Date hospitalized _____ Dates Doctor visited _____

State complete diagnosis: _____

Signature: ATTENDING PHYSICIAN _____ Fed. ID No. or Soc. Sec. No. _____

If surgery was performed, give dates _____ and particulars _____

If not in hospital, where performed _____ Fed. ID No. or Soc. Sec. No. _____

Signature: ATTENDING SURGEON _____

ATTACH SURGEON'S BILL AND INDICATE IF PAID. _____

Verified by: _____ (Union representative)

SICKNESS & ACCIDENT BENEFIT

ELIGIBILITY—Basic searime/inland requirement. Claim must be filed within 60 days (a) after discharge from hospital, or (b) from first day of outpatient disability. File USPHS medical abstract for outpatient benefits. Outpatients who have not been hospitalized must be not fit for duty for eight days before they can receive benefits, which are retroactive to the fifth day. You can not receive S&A benefits if you are entitled to M&C from your employer, or to State disability benefits, or State unemployment benefits.

Was illness or injury reported in Log Book? _____ Did you get Master's Certificate? _____

Were you hospitalized? _____ Hospital _____

Date in _____ Date out _____ Address _____

Describe nature of illness: _____

If accidental, attach doctor's letter on how the illness occurred. _____

Is this a recurring illness or injury? _____ If yes, explain: _____

Is it due to misconduct on your part? _____

If you collected in-hospital benefits for this illness or injury, what was the last day you were paid? _____

Have you applied for unemployment benefits? _____ Have you applied for State disability payments? _____

Have you taken up your injury with any one else? _____ If yes, with whom: _____

What did they do? _____

I hereby certify that to the best of my knowledge the above statements are true, and do also hereby authorize my attending physician(s) (Hospital or Clinic) to furnish and disclose all facts concerning my condition to the Seafarers Welfare Plan.

Signature of Applicant _____ Verified by: _____ (Union representative)

ALCOHOLIC REHABILITATION PROGRAM LOAN REQUEST

ELIGIBILITY—One day's searime/inland in the last six months and ninety days' searime in the last calendar year prior to the date of application. Check the boxes provided to show the reason for the loan.

Transportation Support Personal Items Clothing Prescriptions

Miscellaneous (explain): _____

ON DEMAND I PROMISE TO PAY TO THE ORDER OF THE SEAFARERS' WELFARE PLAN \$ _____ PLUS 6% INTEREST, PAYABLE AT 275 - 29th STREET, BROOKLYN, N.Y. 11215.

I authorize the Plans administration to deduct from the vacation benefit due me a sum equal to amount outstanding of my Alcoholic Rehabilitation Program loan plus its accrued interest.

VALUE RECEIVED \$ _____ Signature of Applicant: _____

Verified By: _____ Union Representative _____ For: _____

Page 3

OPTICAL

ELIGIBILITY—Basic searime/inland requirement. Enrollment card must be on file in Plan office along with Marriage Certificate and Birth Certificates. Claim must be filed within 180 days from the date the glasses were received. Glasses are available to the member and dependents once in every two year period at an optician of your choice.

TO BE COMPLETED BY OPTICIAN

Name of optician _____ Optician's Address (street) _____

Individual for whom prescribed _____ (city, state, zip) _____

Relationship to Member _____ PLEASE ATTACH YOUR BILL TO THIS FORM AND INDICATE IF PAID Yes No

Description of Lenses _____

Total cost of glasses, including examination \$ _____ Type of Lenses: Regular _____ Clear _____ Tinted _____ Sunglasses _____

SIGNATURE OF OPTICIAN _____ Optician's Soc. Sec. No. _____

Verified by: _____ (Union representative)

DEATH

ELIGIBILITY—Basic searime/inland requirement. Beneficiary form must be on file with the Plan office. Send a certified copy of the death certificate with the application. Enclose an itemized funeral bill indicating if paid with name and address of payer where applicable. (Claim must be filed within 365 days from the date of death.)

Name of deceased _____ Soc. Sec. No. _____

Name of applicant _____ Relationship to deceased _____

Address of applicant (street) _____ Funeral Bill paid? Yes No

(city, state, zip) _____ Age of Applicant _____

Date of death _____

SIGNATURE OF APPLICANT _____ Verified by: _____ (Union representative)

PENSION

ELIGIBILITY REQUIREMENTS - CHECK CAREFULLY IN PENSION BOOKLET FOR EXACT TERMS.

Check Pension desired:	Total Service Required	90 days in calendar year before application	Birth certificate or other proof of age required	Other requirements
<input type="checkbox"/> NORMAL	5,475 days	no	65 - Deep sea 62 - Inland	All Coast Guard discharges, NFFD forms, and M&C forms, or Company service letter.
<input type="checkbox"/> DEFERRED VESTED	10 years of vesting service	no	65 - Deep sea 62 - Inland	All Coast Guard discharges, NFFD forms, and M&C forms, or Company service letter.
<input type="checkbox"/> EARLY NORMAL (No disability) (Where applicable)	7,300 days	yes	55	All Coast Guard discharges covering sea time only.
<input type="checkbox"/> SPECIAL EARLY NORMAL (No disability) (Where applicable)	7,300 days	no	55	1) Withdrew completely from the industry before reaching age 55. 2) All Coast Guard forms covering searime only.

Deceased was active member, and eligible for one of the pensions above, not including disability pension.

Spouse's name _____ Soc. Sec. No. _____

SURVIVOR'S

Member's first date of employment by signatory company _____

DISABILITY 4,380 Days yes no

Name of Doctor _____

Doctor's Address (street, city, state, zip) _____

- 1) Must be permanently not fit for duty-USPHS record
- 2) Must have Social Security Disability Award or RRB B-6 certificate if under 65
- 3) All Coast Guard discharges, NFFD forms, and M&C forms, or Company service letter.

ATTACH A RECENT PHOTOGRAPH (PASSPORT SIZE) TO PENSION APPLICATION

MARRIED PENSIONERS MUST SUBMIT COPY OF MARRIAGE CERTIFICATE, AND SPOUSE'S BIRTH CERTIFICATE

VERIFIED BY: _____ (Union representative) DATE _____ PORT _____

ELIGIBILITY FOR AND PAYMENT OF BENEFITS ARE CONTROLLED SOLELY BY THE RULES AND REGULATIONS OF THE SEAFARERS WELFARE PLAN, THE SEAFARERS PENSION PLAN, AND THE SEAFARERS VACATION PLAN, AND BY THE APPLICABLE DECLARATIONS OF TRUST.

Comments by Union representative: _____

Signature of Union representative: _____

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REV. 1/78



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.

No Charge For 'Type I' Form

All Seafarers and Boatmen preparing to go on pension, please be advised that there is no longer any fee required for the "Type I" forms supplied by the Social Security Administration.

These forms are detailed statements of earnings, which must be obtained from Social Security and submitted to the Seafarers Pension Plan before pension benefits are given.

The charge for "Type I" forms

was removed almost two years ago. But many of the old applications for the forms are still in circulation and specify a schedule of fees at the top of the page. If you receive one of these old applications, disregard the charges when you send in the application for your Type I forms.

If you have already sent in money, it should be returned to you by Social Security. Contact your local Port Agent if you have any problems.



As the SIU-contracted *Mackinac Islander* pulled into the dock on Mackinac Island, white clapboard homes and one of the Island's old churches greeted ferry passengers.



The bare trees and shrubs on Mackinac Island make it hard to imagine a springtime hillside covered with lilacs. But the flowers were brought and planted by French settlers in the 17th century. The grassy area fronts Fort Mackinac, a British stronghold during the Revolutionary War.



This shoreline stretch of boardwalk runs along the clear, blue/green waters of the Straits of Mackinac. In the distance can be seen the five mile span of the Mackinac Bridge. "Big Mac," which opened in 1957, connects Michigan's upper and lower peninsulas.



Bicycles are a primary form of transportation around the nine miles of Mackinac Island. Bike racks line the dockside around the ferry slip.



Linda Horn, one of the Island's 500 or so permanent residents, has spent 16 winters there so far. Mrs. Horn said her great-great-grandparents were "Earlies" and that they owned three-quarters of Mackinac Island at one time.

Closed For Season—

Mackinac Island in Michigan's Upper Peninsula, is a scenic, thriving summer community. But it becomes a ghost town in the off-season. The waterfront hotels board up their windows, the ice-cream parlors, gift shops, and other tourist-oriented stores display "Closed for the Season" signs.

The eeriness is enhanced by the dust swirling down the main street and the Haunted Theatre's rusted, rickety chandelier creaking in the wind above the theatre's bolted doors.

Mackinac Island handles a summer crowd of as many as 500,000 people. But it reduces its population to as few as 500 during the winter, according to two year-round residents. Many of those who reside there year-round collect unemployment during the winter months when the grocery and drug stores, the Mustang Bar and the post office are the only things open. Many of the Island's permanent residents also share the fact that they are descended from the Island's early Canadian or English settlers who date as far back as 1600.

During the winter months, the only way to reach the mainland is via snowmobile. But from Apr. 1 to Dec. 23, SIU-contracted ferries make the 7½ mile run between St. Ignace and the Island. And between May 14 and Oct. 16, ferries make the 6 mile round-trip from Mackinaw City to the Island.

The Arnold Transit Co. owns and operates the seven boat ferry fleet that runs from St. Ignace. During the summer season it runs 600-capacity boats, but operates smaller, 400-capacity vessels in the off-peak months.

Straits Transit Inc. is the owner/operator of the four SIU-ferries that make the Mackinaw City/Mackinac Island run. That company is also owned by

Arnold which has 58 percent of Straits Transit stock.

Straits Transit fleet includes the *Christina Mae*, built in 1954 and the *Island Princess* which has only been running five years.

Arnold's vessels were all built between 1955 and 1962. The *Emerald Isle* is the senior member of that fleet; the *Chippewa* is the youngest.

A Beautiful Trip

The 40-minute ferry ride across the Straits of Mackinac is a beautiful trip. The ferries have indoor and outdoor benches and a large cargo area on deck that is filled with folding chairs during



Ray Wilkins, working as purser on the *Mackinac Islander*, is usually found on another Arnold Transit Co.-owned ferry, the *Chippewa*, where he acts as either the boat's captain or an engineer.



Since no cars or buses are allowed on the Island, horses are popular and necessary substitutes. Most of the Island's equine population is pastured on the mainland for the winter.



The *Mackinac Islander* waits at the Island dock to receive cargo for her return trip to St. Ignace. This ferry has been in operation since 1958.



Glimpsed from the ferry enroute to Mackinac Island is the Grand Hotel which claims to be the "world's largest summer hotel." The Grand first opened in 1887. In the summertime, its 880-foot long porch is decorated with flowers.

Due To Freezin'

the summer to carry the overflow of passengers. The cargo area is also used for conveying alternate forms of transportation to the Island where cars, trucks, and buses are not allowed. One SIU ferryboat captain, LeRoy Allers, has been ferrying passengers for 55 years. He said, "It's nothing for ferries to carry 25-50 bicycles per trip in the summer."

Horses are another popular form of transportation on Mackinac Island. No fewer than 250 of them spend the summer at the Carriage Tours' Corral and Stable and others are owned by Island residents. The ferries can carry 32-35 horses at a time.

A Log reporter and photographer in



Capt. LeRoy Allers has been an SIU member since 1949. Normally the captain of the ferry *Algomah*, Capt. Allers was filling in for another ferry boat captain, his son Paul.

mid-November took a trip on the *Mackinac Islander*, sharing the ferry with 10 Island residents, three horses and the ferry's SIU crew. Captain Allers, an SIU member since 1949, was at the wheel. The captain had taken over this run for his son, also a ferry boat captain, who had joined the ranks of deer hunters during Michigan's annual hunting season. Capt. Allers is usually behind the wheel of the *Algomah*.

Also on board were Raymond Wilkins, the purser on this trip. But he also doubles as a captain and an engineer during the summer months. Another member of the crew was Engineer Richard Carl Graham who's been with Arnold Lines for 26 years. The five-member crew also included two deckhands.

The crossing takes one past several landmarks. The Mackinac Island crib light warns freighters away from shallow waters that are only four feet deep in spots. And the colonnaded facade of the Grand Hotel, which dates from the 1800s and claims to have the longest porch of any hotel, nests on the shore.

In daylight, the ferry crossing seems straightforward enough. But when it's foggy and dark out, the ferry captains rely on the compass and time signals taped to the window in the wheelhouse to make the crossing. For example, from Dock #2 on St. Ignace to the Lake, the chart says it's 117 degrees and 24 minutes.

The *Mackinac Islander* loaded up for her return to the mainland with three horses heading for winter pasture and some hunters with their quarry. There were also several Islanders aboard who were taking advantage of the ferry service before the Straits freeze and Mackinac Island settles in until the spring thaw.



Large horses pull wagonloads of freight that is transported from mainland to island via ferry.



Engineer Richard Carl Graham joined the SIU in 1957 and has been with Arnold Transit for 26 years.

DEEP SEA

Notice to Members On Shipping Procedure

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

- membership certificate
- registration card
- clinic card
- seaman's papers
- valid, up-to-date passport

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

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

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

Further, the Seafarers Appeals Board has ruled that "C classification seamen may only register and sail as entry ratings in only one department."

IUE: 20th CENTURY PRODUCTS

Electronics has become one of the great growth industries of the 20th Century and the International Union of Electrical, Radio and Machine Workers, AFL-CIO, CLC, was in on the ground floor.

IUE was founded in 1949 and immediately drew to it many workers in the electronics industry who were impressed by its democratic ideals.

Today, IUE has 250,000 members (40% of them women) in the fields of electrical and electronics manufacturing and other industries. Its members are employed by General Electric, Westinghouse, General Motors, RCA, Sperry-Rand and many smaller companies.

IUE products reflect the technological history of America in the 20th century. The products include all kinds of home appliances, from fans to freezers, television sets, wires and cables, electronic components, semi-conductors, power equipment, office machines, lamps, batteries, computers, auto parts, aircraft engines and missiles, elevators, radar and atomic reactors. In fact, IUE produced products are

almost too numerous to list, ranging from optical lenses and frames to golf club shafts.

A strong advocate of the principle of multi-union coordinated bargaining, IUE also has been active in the struggle against job-stealing imports, against race and sex discrimination and for strict enforcement of health and safety regulations.

IUE pioneered in 1966 with the establishment of an On-the-Job-Training Program supported by funds from the U.S. Labor Department. This program has resulted in over 7,000 IUE members receiving better job opportunities over the last 10 years. The union is currently participating in a New Initiatives in Apprenticeship program to promote the enrollment of 700 new apprentices in IUE shops, particularly in developing fields such as computer repair and solar heating technology.

IUE is concerned with the effect foreign imports is having on worker's jobs and American technology. When you buy your new TV set or any other electrical product, check the label carefully to be sure the item has been made in America with American labor.



a UNION LABEL feature

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 employers. 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 employers, 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 your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE 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 Union 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 members 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 member 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 Union 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 maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen 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, and American trade union concepts.

If at any time a member 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 Paul Hall at headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.



Leo R. Dziesinski, 67, joined the Union in the port of Alpena, Mich. in 1965 sailing as an AB for the Huron Cement Co. from 1964 to 1977. Brother Dziesinski was born in Alpena and is a resident there. He is also a refrigeration service technician.



Robert E. Bowditch, 64, joined the Union in the port of Lorain, Ohio in 1961 sailing as an oiler and AB for the L. A. Wells Co., and Merritt, Chapman and Scott from 1946 to 1952, and for the Great Lakes Towing Co. from 1952 to 1976. Brother Bowditch was born in Lorain and is a resident of Amherst, Ohio.



Haywood J. Triche, 59, joined the Union in Port Arthur in 1964 and sailed as a captain and pilot on the *Tug Edgar Brown Jr.* for the Slade and Southern Towing Co. from 1948 to 1977. He also sailed as a deckhand for the Hawkins Towing Co. from 1946 to 1948. Brother Triche was born in Louisiana and is a resident of Gibson, La.



Roy E. Stern, 65, joined the SIU in 1948 in the port of New York and sailed as a bosun. Brother Stern is a veteran of the U.S. Army's Ordnance Corps in World War II. He is a machinist and toolmaker. Born in Michigan, he is a resident of Newark, N.J.



Edward Cole, 62, joined the SIU in 1943 in the port of New Orleans and sailed as a bosun. Brother Cole sailed 40 years. He was born in Barbourville, Ky. and is a resident of St. Petersburg, Fla.



Paul D. Morris, 58, joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender on the Lakes for 23 years. Brother Morris upgraded at Piney Point in 1974. He is also a radio, TV technician. Born in Hagerstown, Md., he is a resident of Toledo, Ohio.



German Aban, 74, joined the SIU in the port of Norfolk in 1957 and sailed as a chief cook. Brother Aban sailed 55 years and with the Bull Line in 1961. He is a veteran of the U.S. Navy before and during World War II. A native of San Juan's (P.R.) La Union, he is a resident of Chesapeake, Va.



Joseph E. Brooke, 60, joined the SIU in 1942 in the port of Philadelphia and sailed as deck engineer. Brother Brooke sailed 36 years. He was born in Philadelphia and is a resident there.



Ivan C. Buckley, 63, joined the SIU in the port of New York in 1952 and sailed as a chief steward. Brother Buckley sailed 30 years and walked the picket line in both the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. He upgraded at Piney Point in 1973. Born in Jamaica, B.W.I., he is a resident of Brooklyn, N.Y.



Jacob R. "Jake" Gnagey, Jr., 53, joined the SIU in the port of Baltimore in 1955 sailing as a cook. Brother Gnagey sailed 33 years. He is a World War II veteran of the U.S. Marine Corps. Seafarer Gnagey was born in Cumberland, Md., and is a resident of Baltimore.



Joseph Shefuleski, 63, joined the SIU in 1947 in the port of Philadelphia sailing as an OS. Brother Shefuleski sailed with the Bull Line in 1956. He was on the picket line in the 1961 N.Y. Harbor strike and the 1964 AGLIW District beef. Seafarer Shefuleski is a WW II veteran of the U.S. Army. He is a former coalminer. A native of Shenandoah, Pa., he is a resident there.



Recertified Bosun Albert J. Doty, 65, joined the SIU in 1941 in the port of Savannah. Brother Doty graduated from the Bosun's Recertification Program in September 1975. He also attended a Piney Point Educational Conference. Born in Illinois, he is a resident of Marrero, La.



Jens C. Madsen, 65, joined the SIU in 1946 in the port of New York sailing as a fireman-watertender. Brother Madsen sailed 40 years. He was born in Denmark and is a resident of Hoboken, N.J.



Francisco R. Napoli, 54, joined the SIU in 1947 in the port of New York and sailed as a chief steward. Brother Napoli worked on the Sealand shoregang in Port Elizabeth, N.J. from 1971 to 1977. He is a wounded World War II veteran of the U.S. Army's airborne forces. A native of New York, he is a resident of Middletown, N.Y.



John W. Polaski, 57, joined the SIU in 1943 in the port of New Orleans sailing as a fireman-watertender. Brother Polaski sailed 34 years. He was also an engine delegate. Born in Troy, N.Y., he is a resident of Brooklyn, N.Y.



John P. Schilling, Jr., 66, joined the SIU in the port of New York in 1952 and sailed as a deck engineer. Brother Schilling was also an engine delegate. He was born in Mobile and is a resident of Beaumont, Tex.



Frederick Whipp, 65, joined the SIU in the port of Baltimore in 1964 sailing as a fireman-watertender. Brother Whipp sailed 25 years and attended a Union Crew Conference in Piney Point in 1970. He is also a lathe operator. A native of Baltimore, he is a resident of Pasadena, Md.



Arthur W. Wroton, 65, joined the SIU in 1944 in the port of Norfolk and sailed as a deck engineer. Brother Wroton sailed 40 years. He is a veteran of the U.S. Army in World War II. A native of Virginia, he is a resident of Norfolk.



Rafael W. De Arce, 65, joined the SIU in the port of San Francisco in 1961 sailing as a cook. Brother De Arce sailed 32 years. He is a 1950 graduate of the U.S. Maritime Service. Seafarer De Arce is also a machinist. Born in Mayaguez, P.R., he is a resident of Hayward, Calif.

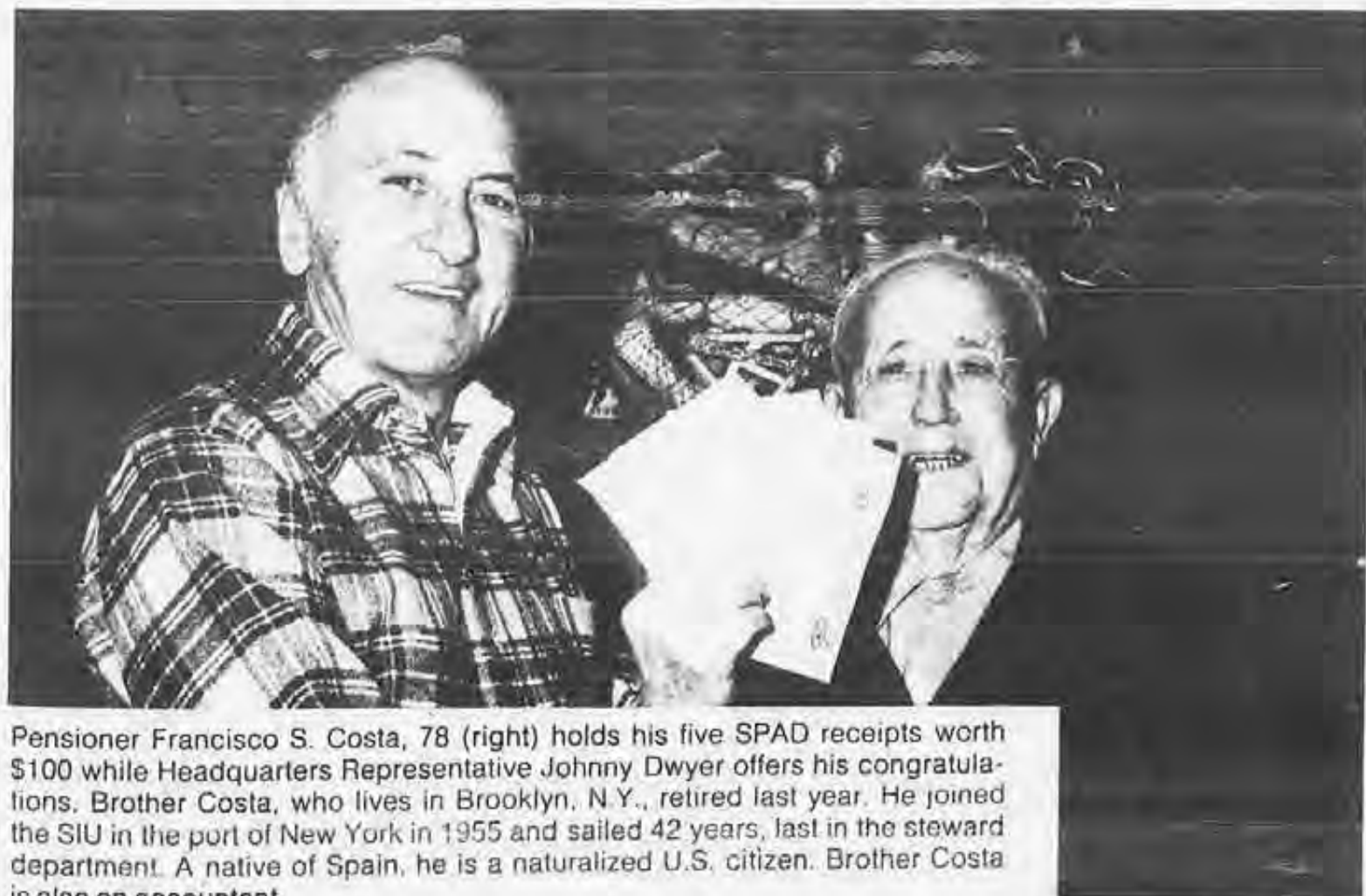


Recertified Bosun John B. Swiderski, 62, joined the SIU in 1948 in the port of New York. Brother Swiderski graduated in the 15th Bosun's Recertification Program class in August 1974. He is a World War II veteran of the U.S. Army. A native of Pennsylvania, he is a resident of Brooklyn, N.Y.



Vasser Szymanski, 61, joined the SIU in 1946 in the port of Galveston and sailed as a chief steward. Brother Szymanski also rode with the Isthmian Line. He is a veteran of the U.S. Army before and during World War II. Seafarer Szymanski was born in Massachusetts and is a resident of Springtown, Tex.

Pensioner Gives \$100 to SPAD



Pensioner Francisco S. Costa, 78 (right) holds his five SPAD receipts worth \$100 while Headquarters Representative Johnny Dwyer offers his congratulations. Brother Costa, who lives in Brooklyn, N.Y., retired last year. He joined the SIU in the port of New York in 1955 and sailed 42 years, last in the steward department. A native of Spain, he is a naturalized U.S. citizen. Brother Costa is also an accountant.



Lyles D. Brunson, 57, died on Jan. 28. Brother Brunson joined the SIU in the port of New Orleans in 1960 and sailed as deck maintenance. He sailed 26 years. Seafarer Brunson was a veteran of the U.S. Navy in World War II. Born in Bayville, La., he was a resident of Abysville, La. Surviving are his parents, Mr. and Mrs. Henry L. and Katherine Brunson of Raville, La., and a sister, Mrs. James (Kathleen) Bozeman of Abysville.



Peter A. Chaffin, 44, died in St. Mary's Hospital, Duluth on Jan. 28. Brother Chaffin joined the Union in the port of Duluth in 1971 sailing as an oiler for the American Marine Steamship Co. and the American Steamship Co. He was born in Clear Lake, Minn. and was a resident there. Surviving is his mother, Sarah of Clear Lake.



Pensioner Francisco Cornier, 66, died of a heart attack at home in Ponce, P.R. on Nov. 11, 1977. Brother Cornier joined the SIU in 1942 in the port of Mobile and sailed as a bosun. He sailed 45 years. Seafarer Cornier was born in Gayanilla, P.R. Surviving are two sons, Santiago and Francisco, and three daughters, Lourdes, Carmen and Nara.



Edward T. Devereaux, 54, died in the San Francisco USPHS Hospital on Nov. 16, 1977. Brother Devereaux joined the SIU in the port of Boston in 1967 and sailed as a pumpman and OMU. He sailed 14 years and was also a ship delegate. Seafarer Devereaux was a wounded veteran of the U.S. Navy in World War II. He was born in Somerville, Mass. and was a resident of Richmond, Calif. Surviving are his widow, Elenore; a son, Randolph, and two daughters, Deborah and Mrs. Maureen Colbert.

Earlie A. Broadus, Jr., 33, died on Dec. 23, 1977. Brother Broadus joined the Union in Port Arthur in 1973 sailing as a deckhand and tankerman for Dixie Carriers in 1974, for the Moran Towing Co. of Texas, the Marine Fueling Service Co., Port Arthur in 1977, and for the National Marine Service Co. from 1973 to 1977. He was a veteran of the U.S. Army. Boatman Broadus was born in Mobile and was a resident of Port Neches, Tex. Surviving are his widow, Ruby; a son, David, and a brother, Earl.



Pensioner Nathan Dixon, 80, passed away in Long Island College Hospital, Brooklyn, N.Y. on Dec. 23, 1977. Brother Dixon joined the SIU in 1938 in the port of New York and sailed as an assistant steward. He sailed 55 years. Seafarer Dixon was born in New Orleans and was a resident of Brooklyn, N.Y. Burial was in Evergreen Cemetery, Brooklyn. Surviving are two sons, Paul and Richard, and a niece, Mrs. Olive Moore of Brooklyn.



Pensioner Joseph Garello, 71, died of arteriosclerosis in the Charles Convalescent Home, Brighton, Mass. on Jan. 11. Brother Garello joined the SIU in 1946 in the port of New York and sailed as a chief steward. He sailed for 39 years and was on the picket line in the 1965 Chicago beef. Seafarer Garello was a veteran of the U.S. Navy. Born in Italy, he was a resident of Brighton. Interment was in St. Michael's Cemetery, Jamaica Plains, Mass. Surviving are two brothers, Albert of Dorchester, Mass. and John; a sister, Mrs. Mary Pergamo, and a nephew, John Pergamo, both of Burlington, Mass.



Pensioner John B. "Pat" Garrison, 66, died of heart failure in the Kissimmee (Fla.) Medical Center on Oct. 15, 1977. Brother Garrison joined the SIU in 1947 in the port of New York and sailed as a bosun. He sailed for 27 years. Seafarer Garrison was born in Pennsylvania and was a resident of Kissimmee. Burial was in the Osceola (Fla.) Memory Gardens Cemetery. Surviving is his widow, Patricia.



John L. Glover, 46, died of diabetes in the Houston VA Hospital on Dec. 6, 1977. Brother Glover joined the SIU in the port of Houston in 1962 and sailed as a cook. He sailed 18 years. Seafarer Glover was a veteran of the U.S. Army in World War II. A native of Oklahoma, he was a resident of Houston. Interment was in Forest Park Lawndale Cemetery, Houston. Surviving are his widow, Neva; his parents, Mr. and Mrs. Henry G. Glover, and a sister, Mrs. Louise Vichery of Houston.



Pensioner Thomas C. Hickey, 74, died of a tumor in the Riverhead (L.I., N.Y.) Central Hospital on Dec. 22, 1977. Brother Hickey joined the SIU in 1942 in the port of New Orleans and sailed as a bosun and in the steward department. He also sailed on the Bull Line during the Korean War. Seafarer Hickey walked the picket line in the 1961 Greater N.Y. Harbor strike. He was a veteran of the U.S. Navy. Born in Hampton, N.J., he was a resident of Riverhead. Burial was in St. John's Roman Catholic Cemetery, Riverhead. Surviving is his widow, Ermosa.



Walter "Wally" Kohut, 49, died at home in Baltimore on Jan. 10. Brother Kohut joined the SIU in 1946 in the port of Philadelphia sailing as an AB. Seafarer Kohut also sailed during the Korean War. He was a veteran of the U.S. Army. He was born in Pittsburgh. Burial was in Meadowridge Cemetery, Howard County, Md. Surviving are his widow, Bobbie; two sons, Philip and Scott, and his parents, Mr. and Mrs. John Kohut of Philadelphia.



Richard R. Leikas, 67, died on Jan. 4. Brother Leikas joined the SIU in 1942 in the port of New York sailing as an AB. He sailed 44 years. Seafarer Leikas was a veteran of the U.S. Army during the Korean War. A native of Ohio, he was a resident of Prescott, Ariz. Surviving is a brother, Matthew of Prescott.



Pensioner Steven Lenert, 65, died of cancer on Dec. 14, 1977. Brother Lenert joined the SIU in 1948 in the port of New York sailing as an AB. He sailed 37 years and on the Bull Line. Seafarer Lenert was born in Poland and was a resident of Santurce, P.R. He was a naturalized U.S. citizen. Burial was in Puerto Rico.



Bernard B. Mace, Sr., 67, died of arteriosclerosis on Jan. 14. Brother Mace joined the SIU in 1947 in the port of New York and sailed as a chief steward. He sailed 35 years and on the Bull Line. Seafarer Mace was on the picket line in the 1961 N.Y. Harbor strike and the 1962 SRP beef. He was also a bookkeeper. Born in Lee, Mass., he was a resident of Staten Island, N.Y. Interment was in Mox-aixan Cemetery, Staten Island. Surviving are four sons, Bernard of Staten Island, John, Thomas and Alberto; three daughters, Robin of the Bronx, N.Y., Mrs. Patricia D. Jamieson of Brooklyn, N.Y. and Bernadette of Westbury, L.I., N.Y.; a sister Lynn of Brooklyn, and a cousin, Frank Lawlor, also of Brooklyn.



Pensioner Oscar H. Manifold, 75, passed away on Jan. 27. Brother Manifold joined the SIU in 1947 in the port of New Orleans and sailed as a chief electrician. He was a World War I veteran of the U.S. Army. Seafarer Manifold was born in Covington, Ky. and was a resident of New Orleans. Surviving are his widow, Olive, and a son, Patrick.

Harmony E. Rigby died on Feb. 3. Brother Rigby joined the Union in the port of Houston in 1977 working for the G & H Towing Co., Radcliff Materials, and the Crown Cork Co. He was a resident of Houston.



Richard I. Price, 80, passed away on Dec. 25, 1977. Brother Price joined the SIU in the port of San Francisco in 1955 and sailed as a chief electrician. He sailed 31 years. He also sailed on the Bull Line. Seafarer Price was a veteran of the U.S. Army Signal Corps Air Force in World War I. A native of Kansas, he was a resident of Compton, Calif. Surviving is a daughter, Mrs. Raymond (Phylis) Sandford of Compton.



Pensioner Candido V. Reyes, 70, died of heart failure at home in San Francisco on Dec. 24, 1977. Brother Reyes joined the SIU in the port of New York in 1955 and sailed as a chief cook. He sailed 56 years. Seafarer Reyes was a graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. in 1959. He was also a veteran of the U.S. Coast Guard. Born in the Philippine Islands, he was a naturalized U.S. citizen. Burial was in Olivet Memorial Park Cemetery, San Francisco. Surviving are his widow, Rosario; three sons, Raymond, Richard and Ronald of Brooklyn, and a daughter, Cynthia.



Pensioner Antonio J. Sanchez, 65, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Dec. 16, 1977. Brother Sanchez joined the SIU in 1939 in the port of Philadelphia and sailed as a chief steward. He sailed 32 years and was on the picket line in the 1961 N.Y. Harbor strike and the 1962 Robin Line beef. A native of Puerto Rico, he was a resident of Brooklyn, N.Y. Burial was in Cypress Hills Cemetery, Brooklyn. Surviving is a daughter, Carmen of Brooklyn.



Wilmer J. Newsome, 55, died on Jan. 21. Brother Newsome joined the SIU in the port of New York in 1958 sailing as an OS and in the steward department for 20 years. He was a 1958 graduate of the Andrew Furuseth Training School, Mobile. Born in Alabama, he was a resident of Fort Walton Beach, Fla. Surviving are his mother, Vera of Pensacola, and a sister, Mrs. Sarah McLean of Fort Walton Beach.

Jack K. Adams, 32, was found drowned in the Mississippi River off the New Orleans Canal St. ferry landing on June 22, 1977. Brother Adams joined the Union in the port of Houston in 1977 sailing as a deckhand on the *Tugs Moss Bluff* and *Rusty Barrilleaux* (Inland Tugs Canal Division) from 1968 to 1977. Inland Boatman Adams was a veteran of the U.S. Army. He was born in McComb, Miss. and was a resident of Summit, Miss. Burial was in Hollywood Cemetery, McComb. Surviving are his mother, Mrs. Virginia Travis of McComb; his father, Jack, and grandfather, Ruben, both of Huff, Va., and three brothers, Alton Travis, Eugene Travis, and Milton Travis, all of Pike County, Miss.



Francisco "Frank" Sarmento, 60, died aboard the *SS Borinquen* (P.R. Marine Mgt.) off San Juan on Dec. 20, 1977. Brother Sarmento joined the SIU in 1943 in the port of New York sailing as an AB. He sailed 40 years and on the Isthmian Line. Seafarer Sarmento was on the picket line in the 1961 N.Y. Harbor beef. Born in Bahia, Brazil, he was a resident of Brooklyn, N.Y. He was a naturalized U.S. citizen. Surviving are his widow, Dorothy and a daughter, Euthimia of Brooklyn.



Pensioner Julius W. Scheidel, 61, died of lung failure in the New Orleans USPHS Hospital on Jan. 2. Brother Scheidel joined the SIU in 1946 in the port of New York and sailed as a bosun. He sailed 29 years and was on the Delta Line Shoregang in New Orleans from 1974 to 1976. Seafarer Scheidel was a World War II veteran of the U.S. Army Quartermaster Corps. Born in New Orleans, he was a resident of Metairie, La. Burial was in St. Roch Cemetery, New Orleans. Surviving are his widow, Estelle, and a brother, Arnold of New Orleans.



Thurman T. Young II, 24, died at home in Philadelphia on Dec. 15, 1977. Brother Young joined the SIU in the port of Baltimore in 1969 and sailed as an AB. He had graduated from the HLS in Piney Point that year. He returned to the HLS in 1974 to get an 'A' Seniority book. Seafarer Young was born in Philadelphia. Interment was in Fernwood Cemetery Delaware County, Pa. Surviving are his widow, Betty; a son, Thurman III; his parents, Mr. and Mrs. Thurman and Diverge Young of Philadelphia, and a brother William.



Nicholas A. Zaccariello, 53, died on Jan. 18. Brother Zaccariello joined the SIU in the port of New York in 1971 and sailed as an AB. He attended the HLS in 1976 and was on the Sea-Land Shoregang, Port Elizabeth, N.J. in 1971. Seafarer Zaccariello was a World War II veteran of the U.S. Navy. Born in Brooklyn, N.Y., he was a resident of Hoboken, N.J. Surviving are a brother, Peter Salazano, and a sister, Raffalina, both of Brooklyn.



Pensioner Herman C. Dinger, 66, died of liver failure in the West Shore Hospital, Mainstee, Mich. on Jan. 9. Brother Dinger joined the Union in the port of Elberta, Mich. in 1954 sailing as an AB for the Ann Arbor Railroad Car Ferries from 1966 to 1973. He sailed 23 years. Brother Dinger was also a locksmith. Born in Mainstee County, Mich., he was a resident of Kalvea, Mich. Burial was in the Cleon Township Cemetery, Copemish, Mich. Surviving is his widow, Florence.



Reeves S. Compton, 51, died at home in Portsmouth, Va. on Dec. 20, 1977. Brother Compton joined the Union in the port of Norfolk in 1969 sailing as a deckhand for the Allied Towing Co. and for McAllister Brothers from 1971 to 1977. He also sailed deep sea as an oiler, Boatman Compton was a veteran of the U.S. Navy in World War II. He was a native of Pittsylvania County, Va. Burial was in the Olive Branch Cemetery, Portsmouth. Surviving are a son, Dennis of Portsmouth; a daughter, Debie of Norfolk; his parents, Mr. and Mrs. Walter L. Compton, Sr., and a brother, Larry, also of Portsmouth.



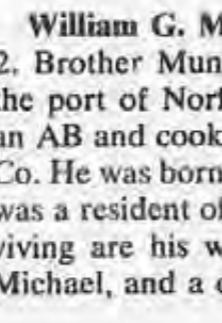
Francis J. Connolly, 65, died on Jan. 29, 1976. Brother Connolly joined the Union in the port of Houston in 1959 sailing in the deck department. He sailed for the Gulf Canal Lines from 1959 to 1976 and as an AB for the G & H Towing Co., Galveston in 1959. Boatman Connolly was a member of the Seamen National Union of Ireland from 1936 to 1946. He was born in Bangor, Ireland and was a resident of Mobile. And he was also a navigator and yacht rigger and finisher. Surviving are four sons, Brian, Rory, Sean, and Kevin and a daughter, Margaret.



Pensioner Ben R. Piner, Sr., 59, died of lung cancer at home in Beaufort, N.C. on Aug. 5, 1977. Brother Piner joined the Union in the port of Norfolk in 1961 sailing as a captain for the Allied Towing Co. from 1970 to 1977, the Carteret Towing Co., Morehead City, N.C., from 1957 to 1962 and the R. K. Davis Transportation Co. from 1955 to 1957. He was a World War II veteran of the U.S. Coast Guard. Boatman Piner was born in Morehead City. Interment was in the Ocean View Cemetery, Beaufort. Surviving are his widow, Julia; two sons, Ben and Eris; two daughters, Barbara and Beverley, and his parents, Mr. and Mrs. Thomas B. Piner.



Edward F. Riggs, 48, died of lung cancer in the Norfolk USPHS Hospital on Jan. 24, 1974. Brother Riggs joined the Union in the port of Norfolk in 1968 and sailed as an AB for the Curtis Bay Towing Co. from 1967 to 1977. He also sailed with McAllister Brothers. Boatman Riggs sailed deep sea from 1955 to 1967. He was born in Norfolk and was a resident there. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are his widow, Frances; a son, Jesse, and his parents, Mr. and Mrs. Joseph Riggs of Norfolk.



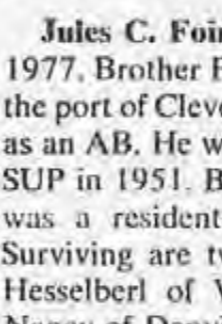
William G. Munn, 62, died on Feb. 2. Brother Munn joined the Union in the port of Norfolk in 1970 sailing as an AB and cook for the Allied Towing Co. He was born in Charlotte, N.C. and was a resident of Chesapeake, Va. Surviving are his widow, Frances; a son, Michael, and a daughter, Patricia.



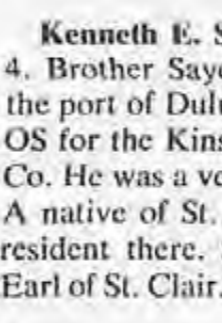
Pensioner Robert W. Simpson, 61, died on Jan. 28. Brother Simpson joined the Union in the port of New York in 1960 sailing as a floatman and mate for the Penn Central Railroad's Pier H, Jersey City, N.J. from 1939 to 1971. He was a veteran of the U.S. Navy in World War II. Born in New York City, he was a resident of Pascagoula, Miss. Surviving are four sons, John, Robert, Joseph and Michael, and a sister, Mrs. Robert Swangler of Bristol, Pa.



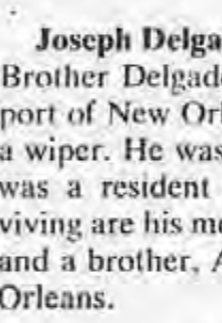
Joseph J. Smith, 68, died on Jan. 8. Brother Smith joined the Union in the port of New York in 1960 and sailed as a first deckhand, mate, deck cadet, and steamboatman for the Penn Central Railroad from 1929 to 1978. He also sailed with the American South Africa Line from 1927 to 1929. Boatman Smith was born in Brooklyn, N.Y. and was a resident there. Surviving are his widow, Anna; two sons, Joseph and James, and a daughter, Carol Ann.



Jules C. Foin, 54, died on Nov. 21, 1977. Brother Foin joined the Union in the port of Cleveland in 1973 and sailed as an AB. He was also a member of the SUP in 1951. Born in Pennsylvania, he was a resident of Washington, D.C. Surviving are two sisters, Mrs. M. D. Hesselberl of Washington, D.C., and Nancy of Danville, Calif.



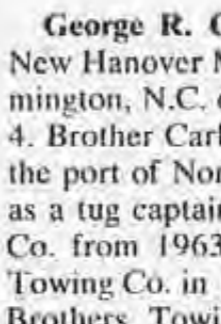
Kenneth E. Sayers, 25, died on Jan. 4. Brother Sayers joined the Union in the port of Duluth in 1977 sailing as an OS for the Kinsman Marine Steamship Co. He was a veteran of the U.S. Army. A native of St. Clair, Mich., he was a resident there. Surviving is his father, Earl of St. Clair.



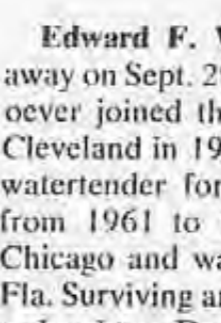
Joseph Delgado, 54, died on Jan. 31. Brother Delgado joined the SIU in the port of New Orleans in 1955 sailing as a wiper. He was born in Louisiana and was a resident of New Orleans. Surviving are his mother, Mrs. E. Delgado, and a brother, Anastacio, both of New Orleans.



Pensioner Morris "Jack" Tromba, 68, died of a heart attack on his way to Alamance County Hospital, Burlington, N.C. on Jan. 6. He joined the Union in the port of Detroit in 1960 sailing as an AB. He sailed 44 years. Brother Tromba was born in Brooklyn, N.Y. and was a resident of Statesville, N.C. Interment was in the Taylorsville (N.C.) Cemetery. Surviving are two sons, Dr. Charles B. Tromba of Yadkinville, N.C., and Edward, and three daughters, Judith of Statesville, Mrs. Toni Cagle, and Joy.



George R. Carlton, Jr., 57, died in New Hanover Memorial Hospital, Wilmington, N.C. of a heart attack on Jan. 4. Brother Carlton joined the Union in the port of Norfolk in 1962 and sailed as a tug captain for the Allied Towing Co. from 1963 to 1977, the Carolina Towing Co. in 1969, and for the Lynch Brothers Towing Co. from 1961 to 1964. He also worked as a mate for the Florida Towing Co. in Jacksonville from 1953 to 1962. Born in Wilmington, N.C., he was a resident of Castle Hayne, N.C. Burial was in the Greenlawn Memorial Park Cemetery, Wilmington. Surviving are his widow, Vera of Wilmington; a son, George; two daughters, Vera and Cynthia, and his parents, Mr. and Mrs. George R. Carlton, Sr.



Edward F. Wischoever, 71, passed away on Sept. 29, 1977. Brother Wischoever joined the Union in the port of Cleveland in 1959 sailing as a fireman-watertender for the J.T. Hutchin Co. from 1961 to 1973. He was born in Chicago and was a resident of Miami, Fla. Surviving are his widow, Lolly, and a daughter, Donna.

'Aussie's' Last Voyage



Capt. W. E. Franklin (center left) of the *SS Sea-Land Resource* says solemn burial prayer for the late Chief Steward Sydney P. "Aussie" Shrimpton on Dec. 18. In the background, two crewmembers prepare to commit the flag-draped departed's ashes to the deep. Taking part in the services were most of the off-watch crew. Brother Shrimpton had retired on an SIU pension two years ago after sailing 53 years. He was 71 when he died of a heart attack on Aug. 6.

HLS UPGRADING CLASS SCHEDULE 1978

Below is complete list of all upgrading courses, and their starting dates, that are available for SIU members in 1978. These include courses for deep sea, Great Lakes, and inland waters.

SIU members should be aware that certain

courses may be added or dropped from the schedule as the need arises. However, the Log will try to keep you abreast of these changes.

For further information regarding the courses offered at the Lundeberg School, members

should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674.

or call the School at (301) 994-0010

LNG

March 6
April 3
May 1
May 29
June 26
July 24
August 21
September 18
October 16
November 13
December 11

QMED

May 29
October 2

FOWT

March 30
May 11
July 10
August 31
October 16
November 23

Pumproom, Maintenance & Operation

October 9

Marine Electrical Maintenance

April 10

Maintenance of Shipboard Refrigeration Systems

June 2

Automation

March 6

Diesel Engineer

July 31

Welding

March 6
March 20
April 3
April 17
May 1
May 13
May 29
June 12
June 26
July 10
July 24
August 7
August 21
September 4
September 18
October 2
October 16
October 30
November 13
November 27
December 11
December 22

Able Seaman

March 20
May 1
June 12
July 10
August 17
September 18
November 13

Quartermaster

April 3
October 16



Towboat Operator Scholarship Program

May 29

Towboat Operator Western Rivers, Inland & Oceans

August 14

Mate & Master

September 25

Pilot

May 15

Chief Steward (maximum 1 student per class)

March 6
April 3
May 1
May 29
June 26
July 24
August 21
September 18
October 16
November 13
December 11

Chief Cook and Cook & Baker (maximum 2 students for Chief Cook and 2 students for Cook & Baker for each class scheduled)

March 6
March 20
April 3
April 17
May 1
May 13
May 29
June 12
June 26
July 10
July 24
August 7
August 21
September 4
September 18
October 2
October 16
October 30
November 13
November 27
December 11
December 22

Assistant Cook

Special Programs to be Set Up Upon Request

Lifeboat and Tankerman

March 2
March 16
March 30
April 13
April 27
May 11
May 25
June 8
June 22
July 6
July 20
August 3
August 17
August 31
September 14
September 28
October 12
October 26
November 9
November 24
December 7
December 21



Jeffrey Murray



Seafarer Jeffrey Murray, 21, joined the SIU following his graduation from the Lundeberg School in 1974. Since then he went back to Piney Point in 1976 to get his fireman-water-

tender endorsement and firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. Brother Murray was born in the port of Seattle in which he resides and from where he ships out.

Richard S. Gayle



Seafarer Richard S. Gayle, 22, like his brother, Larry, is a 1975 graduate of the Harry Lundeberg Trainee Program. He returned to Piney Point in 1976 to receive his AB endorsement.

He also earned his lifeboat, firefighting, and cardio-pulmonary resuscitation tickets. Brother Gayle is a native of Connecticut and resides in Annapolis, Md. He ships out of the port of Baltimore.

Richard Schwender



Seafarer Richard Schwender, 25, graduated from the Harry Lundeberg Trainee Program in 1974. In July 1977, he upgraded to FOWT in Piney Point. He has his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. A native of Seattle, he resides in nearby Olympia, Wash. and ships out from the port of Seattle.

Ned C. Pedersen



Seafarer Ned C. Pedersen, 22, first began sailing with the Union when he finished the HLS Trainee Program in 1976. Brother Pedersen in 1977 earned his FOWT rating with his fire-

fighting, lifeboat, and cardio-pulmonary resuscitation tickets. He was born in Brooklyn, N.Y. where he lives. New York is also his shipping out port.

Ted Lukawski



Seafarer Ted Lukawski, 21, graduated from the Harry Lundeberg School in 1975. He returned to the School in 1977 to upgrade to AB. Brother Lukawski also earned his firefighting, life-

boat, and cardio-pulmonary resuscitation cards. Born in Staten Island, N.Y., he's a resident there and ships out of the port of New York.

Lawrence Gayle, III



Seafarer Lawrence "Larry" Gayle, III, 21, first sailed with the SIU in the engine room after his graduation from Piney Point in August 1975. He earned his fireman-water-

tender endorsement in September 1977. Brother Gayle also holds firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. Born in Maracaibo, Venezuela, he is a resident of Annapolis, Md. and ships out of the port of Seattle.

George Castle



Seafarer George Castle, 24, began sailing in the engine department in 1975, the year of his graduation from the Lundeberg School. Last year he earned his fireman-water-

tender endorsement there. Brother Castle is a native of Spokane, Wash. He lives in Seattle and ships out of the port of New Orleans.

Louis Zizzo



Seafarer Louis Zizzo, 27, began sailing with the SIU in 1972. The next year he graduated from the Harry Lundeberg School of Seamanship Trainee Program, Piney Point, Md.

Last year he upgraded to AB there. Recently he picked up his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. Brother Zizzo was born in San Diego, Calif. where he lives in the Mission Hills section. He ships out of the port of San Francisco.

Don Shadrick



Seafarer Don Shadrick, 24, has been shipping with the SIU since he graduated from the Piney Point Entry Program in 1974. He sails in the deck department. Brother Shadrick re-

turned to the HLS in 1977 for his AB endorsement. Then he also got his firefighting, lifeboat, and cardio-pulmonary resuscitation cards. He was born in Valdosta, Ga. Now he resides in Cocoa Beach, Fla. For shipping out, Jacksonville is his port.

Golden Monarch SPAD-Giver



Showing off his SPAD receipt is Utility Messman Ismael Rivera, steward delegate of the ST Golden Monarch (Westchester Marine).

Coors Beer Boycott Causes Sales Dip

Partly because of the effects of the 10-month nationwide consumers boycott imposed by the AFL-CIO on the Adolph Coors Beer Co. of Golden, Colo., the brewery reported early this month that its national sales and profits were sliding downward.

U.S. sales were down 19 percent in July with the fifth leading brewery in the country losing first place in beer sales in the state of California. September production at the brewery was off by 30 percent. Coors shares on the stock market have dropped from \$31 a share to \$14 a share.

Despite the apparent success of the don't buy, drink boycott, consumer apathy keeps the company in business. Coors claims that although 39 percent of its customers are union members only 18 percent of those union brothers have quit drinking their beer.

The more than 1,472 members of Brewery Workers Local 366 at the plant have been on strike since Apr. 5, 1977 when the company and the union disagreed on contract terms in a new wage agreement. Fifteen other affiliated unions in 13 Western states where Coors beer is sold also joined in the walkout. In retaliation, Coors has hired scabs to "permanently" replace strikers. The AFL-CIO boycott followed on Apr. 19, 1977.

Why did the strike start in the first place at this time? There hasn't been a strike at Coors in 20 years. It can all be traced back to the company's 44-year history of trying to bust the union by whittling away union contract provisions.

Mainly at issue are a pre-employment lie detector test requirement, the open shop, five-day week, seniority for best shifts and differential pay. Coors subjects its employees anytime to physical exams by company doctors and search and seizure of employees' persons, cars and lockers by company cops.

The company began using the lie detector in the early '60s. At first it was used just on brewery workers. But today both management and all other Coors employees have to take it before being hired.

Typical of the coercive, personal questions asked on the lie detector test of new employees are: politics, religion, sexual habits, alcohol or marijuana user, abortion, financial condition and if they were ever dissidents or protesters.



Among the many reasons for immediate discharge at the plant are conduct which violates the common decency or morality of the community, lying to superiors on work duties and making disparaging remarks about the employer or any words or deeds which would discourage anyone from drinking Coors beer!

The last major strike in 1957 lasted 117 days. It began when the company tied its wage offer to a demand that the union scrap its crossing-the-picket-line clause in the contract.

When Local 366 refused, Coors posted notices announcing that the union business agent couldn't visit the plant without special permission, and that union dues would no longer be deducted by the company. Also union bulletin boards would be abolished and grievances would no longer be considered.

At the strike's end, Coors agreed to take back all striking employees, except five union members who had been fired and 120 members who had been replaced.

They got three-months severance pay if they quit. Ten other strikers were laid off for a few weeks. Others came back after six months. One of them was told he'd have to apologize to his supervisor for offensive language if he wanted his job back.

Up to now, the union has lost its dues checkoff and the right of its business agent to visit the plant without special company permission.

So, Seafarers, PLEASE don't buy or drink COORS BEER.



Shipping is big business in New Orleans and some of the newer offices have come right down to the banks of the Mississippi where they overlook the activity that keeps them going. The International Trade Mart, the tall building in the center, provides a handsome backdrop for the *Brian Smith*, a shipdocking tug in the SIU-contracted fleet of Crescent Towing.



Paulsen Wire Rope also has a hand in New Orleans port activity. Shiploading lifts and slings are fashioned in this shop, which has been organized by the United Industrial Workers, an affiliate union of the SIU. UIW splicer Raymond Penns is shown here putting a cargo runner through the hydraulic press.



Gary Fortner, standing left, just joined the crew of the *Dixie Vandal* after his graduation in December from the Harry Lundeberg School Entry Program. Next to him is Carson J. Abshire, pilot. Seated are (l. to r.): James Bourque, captain, and Billy Sanders and Jerry Mooneyhan, both tankermen/deckhands.



The SIU-contracted *Dixie Vandal* (Dixie Carriers) was in New Orleans, getting ready to push an oil barge up the Mississippi to Baton Rouge, La.

It's High River on the Mississippi—New

It was high river time on the Mississippi when the *Log* visited the port of New Orleans in January. Strong river currents gave shipdocking companies, like SIU-contracted Crescent Towing, cause to send out extra tugs on the job. Normally one of the most active ports in the country, New Orleans was even busier than usual last month, on land as well as on the water.

While tugs worked hard to keep their

ships under control on the Mississippi, the Dallas Cowboys pulled in the reins of the Denver Broncos in the Superdome. Planes, buses, and cars discharged thousands of football fans who piled up in the city's hotels for the annual Superbowl. Meanwhile, ships like the SIU-contracted *Delta Paraguay* arrived on the riverfront and unloaded more typical cargo.

The *Paraguay* came in from a four

month run to West Africa and brought back some of the goods that create the mixed flavor of New Orleans cooking—rice, grits, and coffee. We visited with some of the crew and found out that they weren't interested in talking about Creole cooking, football, or the current price of coffee.

They had more exciting tales to tell, stories of pirate raids on Norwegian ships off of Lagos, Nigeria. These raids

had occurred while the *Paraguay* was in that area. Fortunately, the Seafarers on the *Paraguay* had no first-hand experience of this kind to report. Bosun Raymond "Blackie" Ferrera conveyed the crew's "vote of thanks" to the ship's radio operator for getting their messages through to home during the voyage.

The *Paraguay's* cargo swung over our heads on wire slings and runners as



New Orleans chefs aren't the only ones known for their cooking. The crew of the *Paraguay* vouched for the talents of their steward department, shown here. They are (l. to r.): Chief Cook James Abrams; Saloon Messman Warren Hymel; Third Cook Bruce Eckhaus, and Pantryman Carlos Rodriguez.



The *Robert N. Stout* (Orgulf Transport) was an exception to the busy pace of the port last month. She normally pushes coal barges between New Orleans and Paducah, Ky., but was laid up due to the coal miners strike.



The SIU-contracted *Delta Paraguay* (Delta Steamship Lines) was unloading coffee from West Africa when the *Log* paid a visit. She sailed to South America the next day.



The SIU-contracted *Dixie Raider* (Dixie Carriers) normally pushes chemical barges from New Orleans to Houston. But she was in the Avondale Shipyard last month getting a partial new bottom and a remodeled galley.



The Ship's Committee and some crew members on the *Della Paraguay* posed for a group shot. They are (l. to r.): Clarence Lofton, AB; Robert Marion, chief steward; Eugene Washington, steward delegate; Raymond "Blackie" Ferrera, recertified bosun and chairman, and Jack Lofton, deck delegate.



SIU Representative Don Tillman, right, visited the *Dixie Raider* during her stay in the shipyard. He talked with Chris Horrigan, seated left, a December graduate of the Lundeberg School Entry Program, and Capt. Sidney Bonvillain.

Orleans Harbor Has Its Ups and Downs

we left the ship. Soon afterward, we had a chance to see the union shop where these stevedoring tools are made.

Paulsen Wire Rope is not far from the riverfront since it plays a direct part in the activity there. The shop has been organized by the United Industrial Workers, an affiliate union of the SIU. The UIW workers there showed us how they cut, splice, and weave the wire rope into strong lifting devices. The rope it-

self comes from the UIW mill that Paulsen operates in Pennsylvania.

But port activity wasn't all upbeat during our New Orleans trip. The effect of the coal miners strike up North was also evident on the Mississippi in the midst of its busy season.

We visited the *Robert N. Stout*, a 6,500 hp., modern pushboat that seemed even more spacious than she is because all but two of her 10-man crew

had been laid off due to the strike. Part of the SIU-contracted fleet of Orgulf Transport, she normally pushes 30 barges filled with coal between Paducah, Ky. and New Orleans. But the barges too were standing half empty and idle beside her. They had been there since December, when the United Mine Workers strike began.

We found more SIU Boatmen and a bit more activity on two SIU-contracted

Dixie Carriers towboats. The *Dixie Vandal* was waiting to take an oil barge up river to Baton Rouge, La. And the *Dixie Raider* was laid up in Avondale Shipyard for repairs.

The waiting boats were a quiet contrast to their fighting names. They seemed to be a reminder that working on the water is like the Mississippi itself. It's a mixture of high river and low river, of being extra busy and just biding your time.



LOG

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Paul A. Switch, right, who earned his 'A' book in 1951, gets a \$4,560 pension supplement check from John Dwyer, New York SIU representative. Switch sailed in the engine department.



Alfred R. Fry, left, joined the SIU in 1944, sailing as a FOWT. Here he receives a \$4,740 supplement check from SIU Vice President Cal Tanner at the Union's Tampa Hall.

Benefit Totaled \$56,880

12 Get 1st Early Pension Supplement

Last March, the Trustees of the Seafarers Pension Plan added a new pension benefit for eligible Seafarers. The feature, called the Early Normal Pension Supplement, applies to those who qualify for the Early Normal Pension Benefit and two increments.

The Pension Plan Trustees consist of Union and management representatives.

In January of this year, the first group of pensioners became eligible for the Early Normal Pension Supplement. Twelve checks, totalling \$56,880, were presented to these retired seamen.

The Seafarers who received checks included: Morris Berlowitz, Charles P. Breaux, Dominic Fuschillo, Roy E. Stern and Vasser Szymanski who each earned pensions of \$410 per month and received supplements of \$4,920 each.

Alfred R. Fry and John P. Zimmer each received a \$4,740 check and will be collecting \$395 monthly.

And Kristian Korneliusen, Miguel Salcedo, Charles G. Swain, Paul A. Switch and Joseph E. Brooke received \$4,560 each which is 12 times their monthly pension payment of \$380.

The Early Normal Pension Supplement is a one-time lump-sum bonus which is available to

seamen who meet the proper qualifications.

First of all, the applicant must be qualified to receive the Early Normal Pension Benefit. This means he must be a deep sea or Lakes seaman, at least 55-years-old, and have a minimum of 7,300 days of service. He must also have worked at least 90 days in the calendar year preceding the date of his application.

If a Seafarer meets these requirements, he may apply only for the Early Normal Pension Benefit of \$350 per month. If, however, the Seafarer continues working, he will be able to add an extra \$15 per month to his pension for every additional 365 days he works.

In order to receive the lump-sum pension supplement, a Seafarer must work at least 730 days beyond the time that he is eligible for an Early Normal Pension.

Seafarers can receive a maximum pension from the Seafarers Pension Plan of \$455 per month. So, if a Seafarer works two years (or 730 days) after the time he meets the requirements for the Early Normal Pension Benefit, he will up his monthly pension benefit to \$380 per month and his Early Normal Pension Supplement will equal \$4,560. If the seaman works seven years (or 2,555 days) beyond his eligibility time, he can collect

\$455 as his monthly pension and his Early Normal Pension Supplement will equal \$5,460.

Since \$455 is the maximum allowable pension, any time the Seafarer works in addition to the 2,555 days of extra service will not earn his extra pension payments.

Equals 12 Months

The Early Normal Pension Supplement is awarded in addition to the monthly benefits earned. It is a one time, lump sum payment equal to 12 times the Seafarer's monthly pension benefit. It will be paid during the month of January in the calendar year following the date the Seafarer begins receiving the Early Normal Pension Benefit.

These supplements are only paid once; only actual seetime is counted towards them and an applicant must have at least 90 days of seetime after Jan. 1, 1977 to be eligible.

In addition, the Early Normal Pension Benefit Supplement will not be paid to anyone other than the eligible Seafarer. If an eligible Seafarer should die prior to applying for the Early Normal Pension Benefit, the lump-sum Early Normal Pension Supplement will not be paid.



New York SIU Representative Jack Caffey, left, presents a pension supplement check to Roy E. Stern of Newark, N. J. Stern will collect a monthly pension of \$410 for working an extra four years after becoming eligible for the Early Normal Pension Plan.



Vasser Szymanski, right, displays his supplement check of \$4,920. At left is Houston Port Agent Joe Sacco. Szymanski joined the Union in 1946 and sailed as chief cook and baker.



Pensioner Charles G. Swain, right, picked up his Early Normal Pension Supplement check of \$4,500 at the Jacksonville Hall from SIU Port Agent Leo Bonser. Brother Swain, who sailed as an AB, joined the SIU in the port of Philadelphia in 1944.