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DEEP SEA  
GREAT LAKES  
INLAND WATERS

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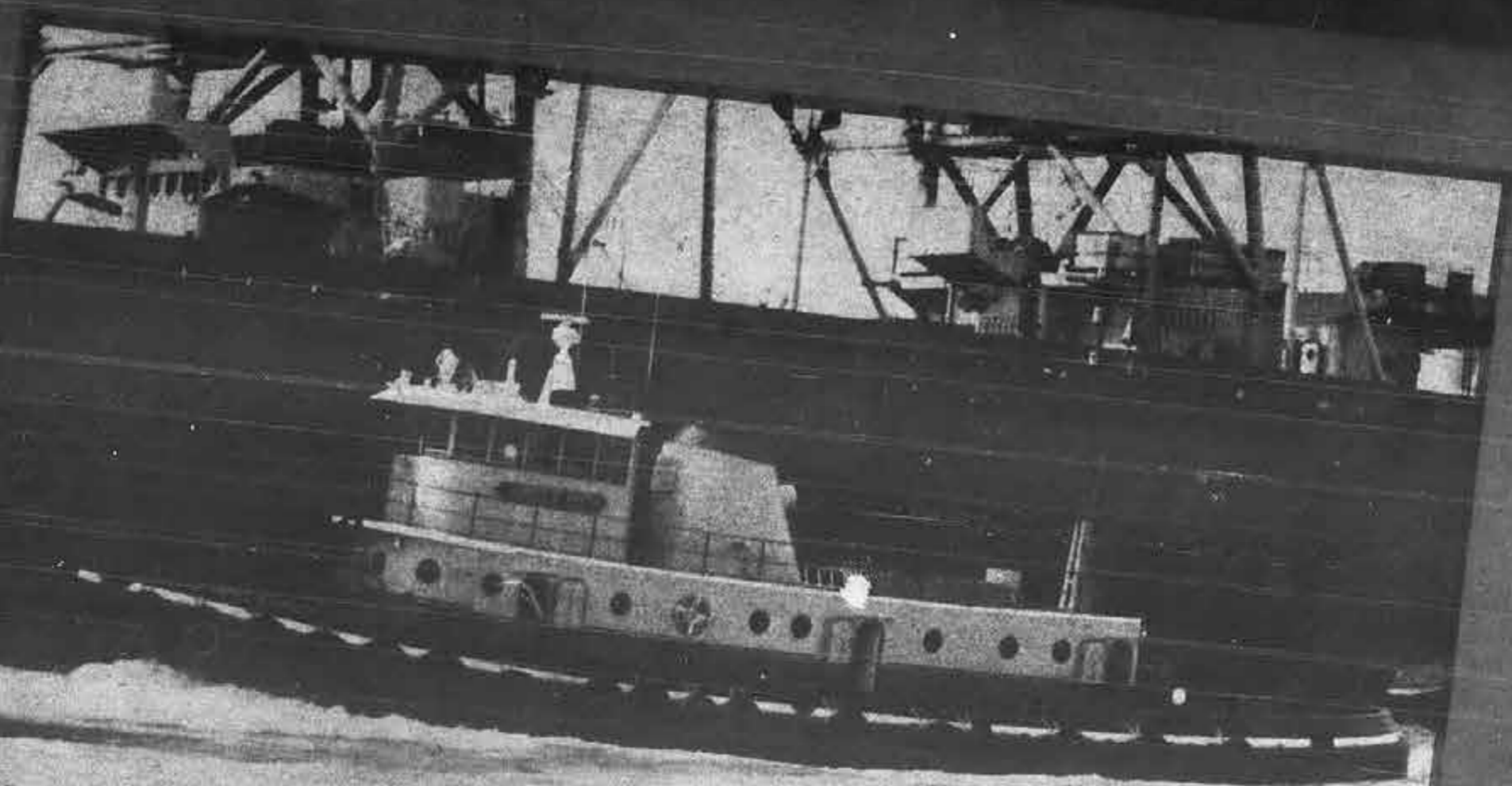
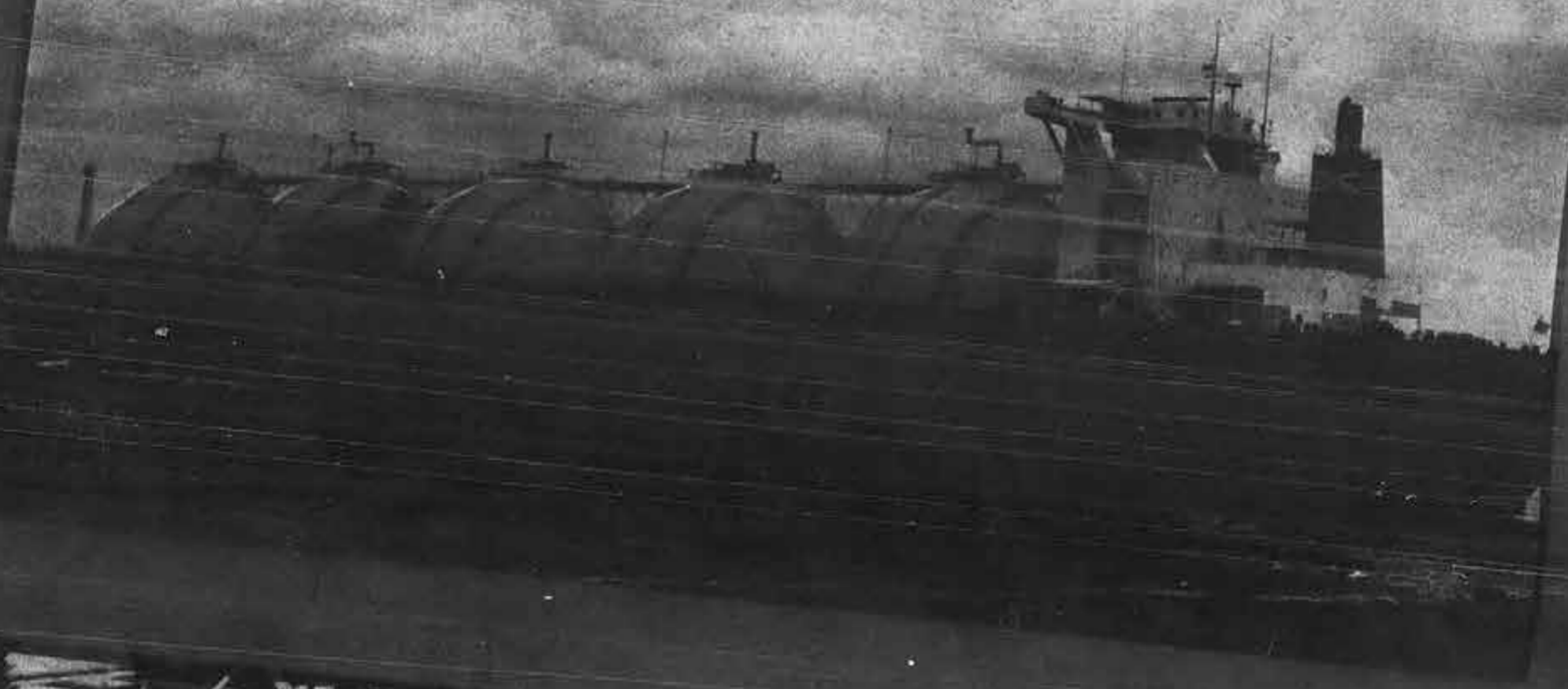
June, 1977

# Log



## SIU Mans First U.S.-Flag LNG Ship

See Special Supplement



## Newly Acquired Union-Contracted Tug

See Page 5

## Deep Sea Wage and COLA Increases

See Page 24

## Atkinson May Sail Again

# New Company Looks to Revive Mich. Carferries

The future looks brighter for the SIU-contracted carferries *M/V Viking* and *M/V Arthur K. Atkinson*. Ever since the parent company, the Ann Arbor Railroad went bankrupt, it was touch and go as to whether the ferry operation across Lake Michigan would be continued.

However on May 25, the Michigan State Highway Commission chose a new group of investors to operate the parent rail line and the carferries.



Organizers of the company, the Michigan Interstate Railway Co. (MIRC), feel they can put the railroad on a profit basis within a few years. They said they would give top priority to carferry service which is good news for the SIU crews and the Union which supported MIRC in its takeover attempt.

The *Arthur K. Atkinson*, which ran rail cars from several ports in Wisconsin to Frankfort, Mich. had been laid up since 1973. The carferry had an SIU crew of about 38. Vincent Malanaphy, key organizer of MIRC and seasoned railroad operator, wants to put the

*Atkinson* back in service—probably between Manitowoc, Wisc. and Frankfort.

According to a local Frankfort paper, the Benzie County Ad-visor, the repair bill for its broken crank shaft and needed engine work could come to about \$120,000.

### Even Viking Threatened

Even the *Viking* had been threatened by rate cutting on rail lines coming from the Northwest and Canada through Chicago. But Malanaphy feels that he can put the railroad and car ferry service in the black with an aggressive marketing program, repairs, and new equipment.

When the Ann Arbor railroad first went bankrupt, it came under ConRail under the Regional Railroad Reorganization Act of 1973. Then the State of Michigan and ConRail kept it running, with the backing of the SIU, using state and Federal funds.

The State, industry, and the Union felt that if the ferry route linking rail lines on either side of Lake Michigan were lost, the rail lines running through Chicago could raise their rates since there would be no competition. Many small companies would have been put

out of business by higher prices for lumber and other goods.

However, according to Detroit Port Agent Jack Bluit, had ConRail continued to run the line, the route north of Ann Arbor, Mich., including the ferries might have been abandoned as unprofitable.

At present only the route between Ann Arbor and Toledo, Ohio functions in the black.

The State didn't seem to want to run the railway either. So when the MIRC group came along offering to revitalize the system, the SIU backed them. "We felt we were better off with this private

group. They can do more for the line and offer the members more jobs," Bluit said. Michigan State Senator Patrick McCullough and other state legislators supported the SIU position.

At first the MIRC will use available government subsidies to upgrade the Ann Arbor line, promote freight and develop on-line industry. Eventually, they would buy the railroad and continue its operation. Under the MIRC which takes over officially on Oct. 1, 1977, the employees will be guaranteed all the rights and protection they had under ConRail according to Title V of the Railroad Reorganization Act.

## Notice for SIU Boatmen Planning to Go on Pension

SIU Boatmen planning to go on pension soon should be aware that they must file a Social Security form before their benefits can begin.

The form is called a "Type I Statement of Detailed Earnings" and is available at any Social Security office. Since the form takes from three to four months

to be fully processed, members should apply for it as soon as possible to avoid delays in receiving pension benefits.

If you have any questions about the procedure, just write to: Claims Department, Seafarers Pension Plan, 275-20th St., Brooklyn, N. Y. 11215.



Paul Hall

## The PRESIDENT'S Report

### It Is Up to You To Get the Job Done

Something very important concerning the SIU happened this month that I believe merits special attention. I am referring to the crewing by SIU members of the 936-foot long *Aquarius*, the first liquified natural gas carrier ever built in this country, and the first such ship to fly the American flag.

Actually, this historic event is significant for us on many levels. First, the *Aquarius* is a new ship and it represents new job opportunities for SIU members. It was built under the auspices of the Merchant Marine Act of 1970, a bill that the SIU spearheaded through Congress.

Also, the LNG carrier, itself, is a new concept in American merchant shipping—a concept that vividly reflects the future direction of the U.S. maritime industry.

However, I believe the single most important point that must be made here is that the crewing of the *LNG Aquarius* demonstrates in plain and simple black and white that education—training and upgrading—is the key to job security in today's and tomorrow's U.S. maritime industry.

Before I say more about education, I think SIU members should be aware of some history concerning the *Aquarius*.

A couple of years ago, it became apparent to us that the U.S. merchant marine would soon be seeing the advent of the LNG carrier. In response, the Lundeberg School developed an LNG/LPG upgrading program to help prepare Seafarers for the inevitable. As a result of this and other actions, the SIU won the contract to crew the *Aquarius*, which is only the first of 12 identical sisterships scheduled to be put into service in the next few years.

In other words, it was the SIU's commitment to education for its members that played a great role in helping us to bring the *Aquarius* under the SIU banner. This is a tremendous accomplishment and a tremendous victory for both the Union and the collective SIU membership.

As important, though, as the advent of this kind of ship is to the SIU and to the U.S. maritime industry as a whole, we must remember that the

*Aquarius* is only the latest in a long line of new, high technology vessels that have become an integral part of the American merchant fleet in the last seven years.

Today, in addition to the LNG ship, Seafarers are manning a growing number of such highly automated vessels as ULCC's, VLCC's, LASH ships, RO/RO's, and more. In addition, there is a good possibility that we will soon be involved in the growing offshore oil drilling industry.

This cumulative situation presents us with an ongoing challenge to man these new vessels with experienced, well-trained seamen. So our goal in this area, then, must be to continue to build and maintain a manpower pool of SIU members that reflects a well-balanced cross-section of age and experience.

Right now, I feel the SIU is well on its way to achieving this goal. We have a good percentage of older, experienced members to fill the top rated jobs, and we have a good pool of younger men to fill our middle and entry rating jobs.

However, we must face the fact that there is a constant manpower turnover in our Union for a number of reasons. Each month, we lose close to 100 men to retirement or death. We lose others who upgrade to the licensed positions on ships. And we lose some who simply leave the industry.

We must compensate for this loss, and again, the only effective way to do this is through the educational programs provided at the Lundeberg School. For instance, a young man comes into the industry. He ships as an ordinary seaman. He puts in his time and then upgrades to able-seaman. By doing this, he is not only helping himself in the way of higher pay, but he is taking the place of a rated person who has left the industry for one reason or another. Equally important, he is providing another young man with the opportunity to begin a career at sea. It's as simple as that.

Our situation, in a nutshell, is this. The SIU has been manning a number of new vessels and more are on the way. This, coupled with the inevitable loss of manpower each month, is providing our younger members, now sailing entry, with the unique opportunity to increase their skills and their earning power by upgrading to such ratings as able-seaman, FOWT, and assistant cook. And it is providing our members who already hold these middle ratings with the opportunity to upgrade to the higher shipboard ratings. Essentially, this is the manpower cycle.

In respect to education, the Union has done its job. Through the staff at the Lundeberg School, the SIU has developed the most comprehensive and progressive educational programs anywhere in the nation for merchant seamen.

With the help of the Lundeberg School, SIU members can upgrade from their entry rating job to the top of their respective department in a few short years. And this is the way it should be.

Brothers, the opportunity for advancement in today's maritime industry is great. The Lundeberg School is providing you with the educational tools to take advantage of it. It is now up to you, the individual SIU member, to get the job done.

# Map Out Course for Legislative Action

WASHINGTON, D.C.—Representatives from a coalition of U.S. maritime unions met here this month to map out a plan of action on a wide range of pressing legislative issues affecting the U.S. maritime industry and its workers.

The meeting produced unanimous agreement on the course of action to be followed on such vital issues as oil cargo preference; manning of oil rigs on the U.S. Outer Continental Shelf; ocean mining; user charges on the inland waters; Alaska oil movement; maritime authorizations; military procurement, and safety and manning standards on U.S.-flag vessels.

The group met under the auspices of the Joint Legislative Subcommittee of the Ad Hoc Committee on Maritime Industry Problems. National MEBA President Jesse Calhoun, acting chairman of the legislative subcommittee, presided over the meeting. Calhoun is also chairman of the Legislative Committee of the AFL-CIO Maritime Trades Department.

President Paul Hall represented the SIU at this meeting. Also in attendance were: Gloria Rudman and Tom Scotto of the ILA; Tal Simpkins of the NMU; Jack Brady and Ed Kelly of MEBA District 2; Margarite Bryan and Ben Man of National MEBA; Joe O'Hare of Local 333 of the ILA; R. C. Smith of the Radio Officers Union; Frank

Seavo and William Rich, Jr. of MM&P; Bill Moody, administrator of the AFL-CIO Maritime Trades Department; Dave Dolgen, director of the MTD Port Council for New York; Carolyn Gentile, SIU counsel.

Former Secretary of Labor John Dunlop, who is chairman of the full Ad Hoc Maritime Committee, was also in attendance.

In brief, the legislative objectives, as mapped out by the committee, are as follows:

- Passage of a bill to require up to 30 percent of America's oil imports be carried on U.S.-flag tankers.
- A legislative amendment to require that on a prescribed date, all rigs drilling on the U.S. Outer Continental Shelf must comply with American standards and employ American workers.
- Regulations to require that U.S. ships be used in ocean mining projects undertaken by American companies.
- The defeat of legislation that would impose user charges on America's inland waterways.
- A bill to force the Coast Guard to upgrade manning scales on U.S. vessels to reflect the health and safety needs of maritime workers.
- To bring to an end the jurisdictional dispute between the Coast Guard and those enforcing the Occupational

Safety and Health Act. Presently the two factions are warring over who should have the last word on safety issues involving workers on inland, deep sea, and offshore equipment.

- Prevention of any measure allow-

ing the exportation of Alaskan oil.

- To defeat any measure that would cut back proposed maritime authorizations for fiscal year 1978, which includes appropriations of \$135 million

*Continued on Page 5*



National MEBA President Jesse Calhoun, head of table, chairs recent meeting at which representatives of shoreside and seagoing maritime unions mapped out a plan of legislative action on pressing maritime issues. Representing the SIU was President Paul Hall, back to camera. Former Secretary of Labor John Dunlop is seated to Hall's left. Calhoun is acting chairman of the committee, entitled the Joint Legislative Subcommittee of the Ad Hoc Committee on Maritime Industry Problems.

## Hall Presses HEW, OSHA on Hygiene

A major food sanitation problem is endangering the health of SIU members working on inland tugs, towboats and coastal supply vessels, SIU President

Paul Hall complained in recent letters to the heads of two Federal agencies.

Hall urged Joseph Califano, secretary of the Department of Health, Edu-

### INLAND WATERS

cation and Welfare (HEW), and Eula Bingham, assistant secretary of Labor for Occupational Safety and Health Administration (OSHA) to act quickly toward correcting the dangerously low levels of hygiene aboard inland and coastal vessels.

HEW's Food and Drug Administration has this responsibility, but the FDA has largely failed to carry it out, Hall stated.

"Because of the failure of the FDA to enforce vessel sanitation laws or to bring them up to modern standards, the health of the 40,000 workers on over 5,000 tugs, towboats and supply vessels in interstate commerce is being jeopardized."

The problem is caused by several factors, Hall noted.

- More and more vessels have dropped the position of a trained cook and require that a member of the crew

double up as cook. These members not only lack food preparation training, but their other duties deny them proper time to cook or cleanup.

- Many vessels do not have adequate kitchen equipment.
- New boats are not inspected at first to insure that they are built to proper standards or on a regular basis to make sure that they are kept clean, and
- There are no real penalties for violations.

Hall proposed specific corrections for each of these conditions. The Government must require a trained cook on board all vessels engaged in interstate commerce and operating for more than 12 hours, he said. And if they have other duties, the cooks must have two hours to prepare and clean up after each meal.

Regulations such as these, plus more inspections and stiff penalties for violations, are "minimal requirements to safeguard the health of our members," Hall maintained.

## Sick Pay Tax Change

Seafarers who received disability or sick pay last year can now exclude these benefits in their 1976 income tax returns. If eligible, you can refile your returns and receive a substantial reduction due to a recent change in the tax law.

The impact of this change is especially important to SIU disability pensioners who were over age 64 in 1976 and to all others who received sick pay benefits during that year.

These members were previously

denied a sick or disability pay tax deduction by the Tax Reform Act of 1977. But an amendment to the Act, effective May 23, 1977, has extended the deduction period to include calendar year 1976.

Even if you have already filed your 1976 income tax return, you can now take advantage of this deduction by filing two additional forms: Form 1040X, the amended U.S. Individual Income Tax Return, together with Form 2440, Sick Pay Exclusion. Both are available at your local Internal Revenue Service office.

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**THE COMMITTEE PAGE**

**Puerto Rico Committee**



At a payoff in the port of Baltimore on May 19, the Ship's Committee of the *SS Puerto Rico* (Puerto Rico Marine) take time out for a group photo. They are (l. to r.): Steward Delegate Clarence Jones; Deck Delegate Edgel Luzier; Recertified Bosun Frederick Walker, ship's chairman; Chief Steward T. A. Jackson, secretary-reporter; Educational Director J. A. Tagliaferri, and Engine Delegate Terry McNee.

**American Heritage Committee**



SIU Patrolman Lou Guarino (seated) checks off dues payment in a member's book at a payoff at Stapleton Anchorage, S.I., N.Y. while the Ship's Committee of the *SS American Heritage* (Westchester Marine) await their turn. From left are: Engine Delegate Larry Westchester; Recertified Bosun and ship's chairman; Chief Steward S. Piatak, secretary-reporter, and recent 'A' seniority upgrader Deck Delegate Freddie Goethe.

**San Juan Committee**



Last month aboard the *SS San Juan* (Puerto Rico Marine) at a payoff are the members of the Ship's Committee of (l. to r.): Engine Delegate Rafael Bonefont; Chief Steward Frank Vega, secretary-reporter; Deck Delegate Rafael L. Torres; Recertified Bosun Bob Gorbea, ship's chairman, and Educational Director Roy Pierce.

**Houston Committee**



N.Y. Patrolman Teddy Babkowski (seated) fills out his report at a payoff last month aboard the *SS Houston* (Sea-Land) at Port Elizabeth, N.J. with the Ship's Committee of (l. to r.): Deck Delegate Juan Ayala; Steward Delegate Pedro Sanchez; good feeder Chief Steward F. T. Di Carlo, secretary-reporter, and Recertified Bosun William "Bill" Kleimola, ship's chairman.

**Mount Explorer Committee**



Making his first voyage is April Piney Point grad Messman Efrain Tosado (standing center) with the Ship's Committee of the *ST Mount Explorer* (Mount Shipping). Sitting (l. to r.) are: Deck Delegate Frank Schwartz; Educational Director E. G. Colby, and Recertified Bosun Pete Garza, ship's chairman. Others on the committee at the payoff are (standing) Chief Steward Alfred Salem (left), secretary-reporter and Steward Delegate Young C. McMillan. The tanker came from Texas City, Tex. to offload her crude at the GATX Dock in Carteret, N.J.

**Sea-Land Resource Committee**



Good feeder Chief Steward Jim Lomax (right), secretary-reporter of the Ship's Committee of the *SS Sea-Land Resource* stands by with the rest of the committee at a payoff in Port Elizabeth, N.J. They are (l. to r.): Chief Electrician K. Katsalis, educational director; Recertified Bosun Sven Jansson, ship's chairman; Steward Delegate Phil W. Pron and Deck Delegate Mike Nash.

# SIUNA Affiliate of Chicago Cabdrivers Wins Important Victory

The SIUNA affiliate union representing Chicago cabdrivers won an important victory this month when the National Labor Relations Board reversed

a year-old decision and sided with the union in its unfair labor practices suit against the Yellow and Checker Cab Companies.

The cabdrivers, members of the Democratic Union Organizing Committee (DUOC), Local 777, won the right to full back pay and union fringe benefits which they had lost since the beginning of the dispute, about a year-and-a-half ago.

The dispute was in connection with the companies' practice of leasing its cabs to the drivers. As lessees, the drivers were treated not as employees but as so-called independent contractors. Under this arrangement, they suffered a wage cut and loss of union benefits.

When the companies refused to bargain in good faith with the union, DUOC filed charges with the NLRB. The first decision by a NLRB administrative law judge last year was against

DUOC, but on June 7 the full five-man NLRB ruled four to one in favor of the union's appeal.

## Full Coverage

The new ruling is in full agreement with DUOC's position that the companies must treat the cabdrivers as employees who are entitled to full coverage under their collective bargaining contracts.

DUOC's three-year contract with the Yellow and Checker Cab Companies expired during the course of the dispute. As *The Log* went to press this month negotiations for a new contract were still pending.

DUOC is one of 33 autonomous unions in the SIUNA federation.

## Servicing the Tug Gobbler



On board the tug *Gobbler* (Radcliff) near MacDuffee Island, Ala., some SIU members enjoy the southern sunshine. From (l. to r.) are: Henry "Red" Hammac, deckhand; N. Rufus Webster, cook; William H. Faison, engineer; Gerry Brown, SIU Mobile Port Agent, and Champ Jackson, deckhand.

## Map Out Course

Continued from Page 3

for construction differential subsidies, and \$372.1 million for operation differential subsidies.

### Notice to Members On Shipping Procedure

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

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

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

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

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

### Six Months' Discharges

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

• A measure to require the Defense Department to utilize the private merchant fleet, both inland and deep sea, to the fullest possible extent.

A spokesman for the Legislative Subcommittee noted after the meeting that "these are not our only legislative priorities. However, legislation of some sort concerning each of these issues has already been introduced in Congress. Therefore, we are giving these issues our immediate attention."

The Ad Hoc Committee on Maritime Industry Problems was formed approximately three years ago by AFL-CIO President George Meany. In addition to the Subcommittee on Legislation, other subcommittees have been established such as Training and Education. The various groups participating have worked well together and have succeeded in resolving numerous problems of the maritime industry and the workers in it.

## A Long Way from Mobile Bay



Eighty miles up the Mobile River from Mobile Bay in Alabama the SIU crew of the Radcliff dredge *Flamingo* pauses for a photo. They are (l. to r. standing): Deckhand John Edmond II; Leverman Willie Lee James; Deckhand Nelson Williams, and (kneeling in front) Cook Clifford Lee James.



### Pat Marinelli Retires

San Francisco Patrolman Pasquale F. "Pat" Marinelli, 56, retired on Apr. 1. He had been a Union official there since 1968 and had been working in

the port of Wilmington this year.

Brother Marinelli joined the SIU in the port of New York in 1945. He started sailing in 1942 and began shipping out as a bosun in 1954.

Seafarer Marinelli was San Juan, Puerto Rico port agent in 1960. In 1961, 1962, he walked the picketline in both the Greater N.Y. Harbor beef and the Robin Line strike. Previously, he had participated in the 1947 garment strike and Isthmian beef. Also, he said, he was involved in many other strikes.

A native of Brooklyn, N.Y., he is a resident of San Francisco.

Brother Marinelli says he'll be returning to New York soon.

## Warren R. Leader of the SIU-Affiliated UIW,

### Dies at Age 53

Warren R. Leader, 53, who was the Atlantic Coast assistant area director for the SIU-affiliated United Industrial Workers, died of a heart attack in Maryland General Hospital, Baltimore on May 6.

A member of the UIW's Executive Board, Brother Leader was introduced to the organized trade union movement by his father, William M. Leader, who was president of the textile workers in Philadelphia for 48 years.

He started with the UIW in 1955 in Baltimore as a representative and organizer. In 1960, he was elected assistant East Coast regional director of the UIW, negotiating contracts and managing the union's business affairs.

In 1961 he was elected a delegate to the first UIW Biennial Convention in Brooklyn, N.Y. Again in 1967 and in 1969 he was an elected convention delegate in Washington, D.C.



After U.S. Army service in this country and in British Guiana from 1942 to 1946, Leader was national representative of the American Federation of

Hosiery Workers in Philadelphia until 1954. From 1954 to 1960, he was business manager and national representative for the Upholsterers' International Union.

A native of Philadelphia, he was a resident of Baltimore.

Leader was also an executive board member of the Baltimore Council AFL-CIO and vice president of the Maryland State AFL-CIO. He also was a former executive board member of the Baltimore Committee on Political Education and secretary-treasurer of the Maritime Trades Department of the Baltimore Port Council.

He served on the board of Big Brothers of Baltimore Criminal Justice Commission from 1958 to 1962.

Surviving are his widow, Alma; a son, John; a daughter, Molly Ann, and a brother, John of Philadelphia.

Burial was in the Delaney Memorial Park Cemetery, Baltimore.

# May Jobless Rate Drops to 6.9%; 'True' Rate is 9.6%

WASHINGTON—For the first time since October 1974, the U.S. unemployment rate has dropped below April's 7 percent to May's 6.9 percent. Thirty months ago the nation's jobless rate was 6.7 percent. However, the AFL-CIO's chief, George Meany, still maintains that the "true" national unemployment rate is a whopping 9.6 percent.

Meany also warns that the Government's total of unemployed—nearly 7 million persons—doesn't coincide with the "true total number of unemployed"—9.5 million. He says the Government statisticians don't include in their jobless total the 3,290,000 persons working parttime because they can't find fulltime jobs and the 930,000 persons not employed because they gave up looking for jobs.

"The rapid employment growth dur-

ing the last month, at a time when there was no real change in the unemployment rate, indicates that a large number of people want jobs—many more than are officially counted as unemployed," Meany said.

"America's goal must be full employment, achieved as rapidly as possible and consistently maintained," he said.

Last year about 20.4 million persons (19.1 percent of the country's workforce) experienced some form of employment. Hard core unemployed—those looking for work for more than 15 weeks—averaged nearly two million people.

The unemployment rate for adult women dipped to 6.6 percent from 7 percent while the jobless rate for adult men rose to 5.3 percent from 5 percent. Joblessness rates also rose for teenagers and blacks.

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

### Schedule of Events

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

Send your reservation to the Center by Friday, Aug. 5, 1977. Accommodations will be available at the Harry Lundeberg School. Your family is welcome. Please indicate on the reservation how many people will be coming with you.

Join in our celebration of living sober.

Mail the below reservation today or call the Center at (301) 994-0010, Ext. 311.

<b>Send to:</b>	The Center Star Route Box 153-A Valley Lee, Maryland 20692	<b>Reservation deadline:</b> August 5, 1977
<b>Phone:</b>	301-994-0010, Ext. 311	
.....	I am planning to attend the first annual "Living Sober" Reunion at the Center and the Harry Lundeberg School.	
	Number of rooms requested .....	Number of people .....
.....	I will not be able to attend the reunion.	
<b>NAME</b>	.....	
<b>ADDRESS</b>	.....	
<b>TELEPHONE</b>	.....	



### Rochester, N.Y.

The SIU has successfully organized a marine construction company, Wayne Terminal and Dock Co., of Rochester. Wayne Terminal and Dock is currently working on the water intake for a nuclear power plant in Oswego, N.Y.

### Owensboro, Ky.

A new SIU-contracted towboat, the *M/V Dennis Hendricks*, will be christened and crewed this month in Owensboro. The 8400 hp. towboat will be operated primarily on the Lower Mississippi River by a new SIU-contracted company, Northern Towing, Inc.

### Mobile

At a recent meeting in Mobile the Southwest Alabama Labor Council unanimously elected SIU Port Agent Gerry Brown as Recording and Corresponding Secretary and a member of the Executive Board.

### Paducah, Ky.

Lock 53 on the Ohio River near Paducah is becoming another Locks 26. On a typical day this month there were 36 boats waiting to lock through, and some had been waiting for several days. Like Locks 26 on the Mississippi River, Lock 53 is a bottleneck, as it must accommodate traffic from both the Cumberland and Tennessee Rivers as well as the Ohio.

### Cleveland

Peter Kiewit and Sons, an SIU-contracted dredging company on the Great Lakes, has just begun work on a new job in Gorden Park near Cleveland. Kiewit will be helping construct a diked disposal area on Lake Erie for the disposal of materials dredged from the lake.

### Memphis, Tenn.

Towboat captains are fighting barge breakaways on the Lower Mississippi River as widespread drought conditions in the midwest have brought rivers to record low levels for this time of year. As one Corps of Engineers official said, "this is supposed to be the high water season. Who knows what might happen when the low water season begins on Aug. 15." The Corps may have to activate all of its river dredges a bit sooner than usual. About the only thing the rest of us can do is pray for rain.

### St. Louis

The low water certainly hasn't put a dent in the shipping situation in this port. SIU Port Agent Mike Worley reports that shipping is still booming here. All SIU Boatmen looking for a new job are urged to head west.



What do you mean, "your kingdom for a harpoon?"



# Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

The SIU has had a long-standing complaint against the U.S. Coast Guard for not living up to its responsibility for insuring safety of life at sea. This month we finally have a chance to make our voices heard before a group that can do something to correct this dangerous problem.

I will soon testify, along with other SIU representatives, at hearings conducted by the House Sub-Committee on the Coast Guard. The hearings will go on for the greater part of the month or more and are the Government's first long look at a situation which threatens the lives of all seamen and boatmen.

These hearings did not just happen. They are the result of an intensive effort over the past several years by the SIU and other maritime unions to convince

legislative leaders that the Coast Guard's failures can no longer be ignored.

Thanks to the cooperation of concerned Congressmen we can now present our case. And it's a strong one.

Our testimony and that of other unions is backed by months of research and first-hand interviews. It relies on well-documented evidence of the Coast Guard's lax and haphazard procedures.

Stories of accidents at sea that could have been prevented by stricter or different Coast Guard policies have filled the pages of the *Log*. Through the hearings we hope to gain wider recognition of the seriousness of this issue. Our first concern is to protect the lives of our brothers. Shipboard health and safety demands national reaction for the sake of American seamen and boatmen alone, but it also deserves attention on environmental and labor policy grounds.

Excessive overtime and other harmful shipboard conditions risk accidents such as oil spills which can take their toll both in human life and environmental damage.

Accidents have occurred in some cases because of the Coast Guard's policy of allowing unmanned engine rooms. This decision to reduce shipboard jobs was made without consulting the unions. It shows a complete disregard for our safety and our collective bargaining rights.

We have worked long and hard for a chance to speak out on problems like these. We will be reporting on our actual testimony in upcoming issues of the *Log* and after that on our continuing fight to put it to work.

Our goal is an all-out Congressional investigation of Coast Guard practices and new legislation to end their irresponsible treatment of the American seaman and boatman.

## James Smith Added to Fleet

The SIU-contracted company, Crescent Towing and Salvage of New Orleans, has added a new tug to its fleet and new jobs for SIU Boatmen.

The *James Smith*, a recon-verted 1850 hp. harbor tug, was recently acquired by Crescent Towing from the Penn Central Railroad and got its first SIU crew on Apr. 25.

She was reconverted from 1200 hp in 1971 at the Main Iron Works in Houma, La. Her gross tonnage is 252 tons; net tonnage, 171 tons. She measures 98.4 ft. in



SIU crews work in tandem in the New Orleans harbor as the *James E. Smith*, a new addition to the SIU-contracted company Crescent Towing and Salvage, brings in the SIU-contracted deep sea vessel *Jeff Davis* (Waterman).  
The *James Smith* carries a crew of one captain, one engineer and two deckhands and works the New Orleans harbor.

## 'SIU' Little League Team Is First in Puerto Rico Championship



Recently the "SIU" Little League baseball team of Puerta de Tierra, sponsored by the SIU of Puerto Rico, placed first in the Puerto Rico Championship after beating the Goya team 15-0. The "SIU" Little League champions have an outstanding record including two no-hitters pitched by Jorge Luis Rodriguez. Later this month the "SIU" team will fly to Santo Domingo, Dominican Republic to compete in the Caribe Little League Tournament. The boys standing from left to right are: Rafael Santos, manager; Jaime Caruajal; Pablo Rodriguez; Antonio Joanel; Nicholas Rodriguez; Samdriel Serrano; Jose D. Cruz Lopez; Gerado Ramos; Jose A. Soto, and Genaro Bonefont, Sr., coach. Kneeling left to right are the following boys: Jorge L. Rodriguez; Carlos Suarez; Genaro Bonefont; Tomas Marciano; Rey de Garcia, and Cinibal Diaz. The two unidentified girls are the mascots of the team.



# The Lakes Picture

## Frankfort

The Arnold Transit Co. which operates 7 SIU-contracted ferry boats running between St. Ignace on Michigan's Upper Peninsula and Mackinac Island has taken over the Straits Transit Co. The Straits Transit Co. operates a ferry service between Mackinac City and Mackinac Island during the tourist season. Seamen on the former Straits Transit boats will become part of the SIU bargaining unit under the recognition clause of the SIU contract with Arnold. The Arnold Line has a history going back to 1878, while Straits Transit was established in 1958.

## Buffalo

Once again plans are in the air for an all-American canal linking Lake Erie and Lake Ontario. Congressmen from Western New York State presented the idea in Washington and in May the House of Representatives authorized \$1.5 million for the Army Corps of Engineers to study the possibility.

The study will also explore building a U.S. controlled waterway between the Atlantic Ocean and the Great Lakes. This route would take ships up the Hudson River and across a rebuilt Erie Canal to Buffalo or across the Erie Canal to the Oswego Canal to Lake Ontario. The Senate has not yet approved the study.

Supporters say that the Welland Canal in Canada which links the two lakes may not be able to cope with increased Lakes traffic in the coming years. Other reasons are: the political situation in Quebec and the possibility of increased tolls on the St. Lawrence seaway, energy conservation, and interest in owning and operating an all-American modern waterway from the Great Lakes to the Atlantic Ocean. Residents of Western New York State which has been hit by high unemployment also favor the plan which would create hundreds of jobs for several years, especially in the Buffalo area.

## Alpena

The SIU-contracted Huron Cement Co. Lakes fleet won an award from the National Safety Council's Marine Section on June 9. The fleet took top honors in the self-unloader category for injury-free operations.

## Cleveland

The *J. F. Schoellkopf* (Eric Sand) laid up in Lorain for the first week in June due to cable getting caught in the propeller.

## SHIPPING

The water level on the Great Lakes is dropping—hurting the shipping business. Already, Lakes freighters are carrying less cargo in order to pass through the Detroit and St. Clair Rivers and the Soo Canal and St. Mary's River. The problem is caused by the drought last summer and the snowless winter which affected the rivers that feed the Lakes. According to the *Chicago Tribune*, there is evidence that water levels run in seven-year cycles, and the Great Lakes is moving out of a high-water phase into a low-water one.

The low water level will mean millions of dollars lost for Lakes steamship companies. For most ships, the *Chicago Tribune* estimates, every one-inch drop in the water level means 100 tons less cargo. More trips at higher expense will be needed to carry the regular amount of cargo. In the Detroit and St. Clair Rivers, for example, ships usually can carry a draft of 28 feet. However, by early June, the maximum in the Detroit and St. Clair Rivers was already down by a foot to 27 feet and even lower in the Soo Canal. In theory, many Lakes ships can load up to a draft of 30 feet.

\* \* \* \*

SIU old-timers who worked aboard the Great Lakes passenger steamer, *South American* will be sad to know that the vessel may be sold for scrap. Right now she is tied up to a dock on the Delaware River in Camden, N. J. The current owner, the South Jersey Port Corporation, is looking for a buyer. The port agency took her over when the last owner, Ships Inc., defaulted on its lease with the port. If no one steps forward by mid-June, the vessel will be scrapped.

\* \* \* \*

The Lakes Carrier Association reports that shipments of bulk commodities on the Great Lakes fell in April 1977 compared to April of last year. Shipments of iron ore and coal also slipped.

\* \* \* \*

The Maritime Administration has approved in principle a construction loan and mortgage insurance to help finance the *Belle-River* for Armstrong Steamship Co. in New York City. The SIU-contracted *Belle River* is a 63,000 dwt self-unloading Great Lakes bulk carrier. Armstrong, a new wholly owned subsidiary of American Steamship Co., expects delivery of the \$42.8 million ship about Aug. 1 from Bay Shipbuilding Corp., Sturgeon Bay, Wis.

## SIU Member for 20 Years

# Jimmy Logan Prepares For Chief Engineer's Test

He got his original set of Coast Guard papers on his 16th birthday. A few days later he was at the old SIU hall on Beaver St. in downtown Manhattan looking for a job. A few days after that, he was on his first ship, a well traveled Liberty, sailing as wiper. The year was 1949.

Next month, if everything goes alright for him, Jimmy Logan, now 43 years of age, will again be looking for a job—but this time it will be a chief engineer's job.

Right now, Logan is studying hard at the MEBA District 2 School of Marine Engineering and Navigation in Brooklyn, N.Y. in preparation for his upcoming Coast Guard exam. He predicts it will not be an easy test, remarking, "I know 15 guys who took their master's exam last month and only one of them passed."

"Even if I don't pass the first time," he continued, "there's always another day, another test."

One way or the other, Jimmy Logan, a native New Yorker now living in Daytona, Fla., is a success story.

He dropped out of school at 15 to go to sea. For the next 20 years, he

shipped with the SIU in the engine department accumulating a lot of experience and learning the business of the blackgang.

## Grabbed Opportunity

In 1969, he recalls, "the SIU gave me the opportunity to get a license through the Engineering School here in Brooklyn, and I grabbed it."

Brother Logan got his original second assistant engineer's license that year. In 1974, he upgraded to first assistant engineer. Now a member of Marine Engineer Beneficial Association District 2, with a retired SIU book, he is close to getting his chief's license for steam engines.

When he takes his exam he will have quite a cheering section, in particular, his wife Jo Ann and his four children. Cheering loudest of all, though, will probably be his big brother, William, who had already gone this route.

In fact, William Logan, 45, also sailing now with District 2, was the first SIU member to get a chief's license for both steam and diesel powered ships.

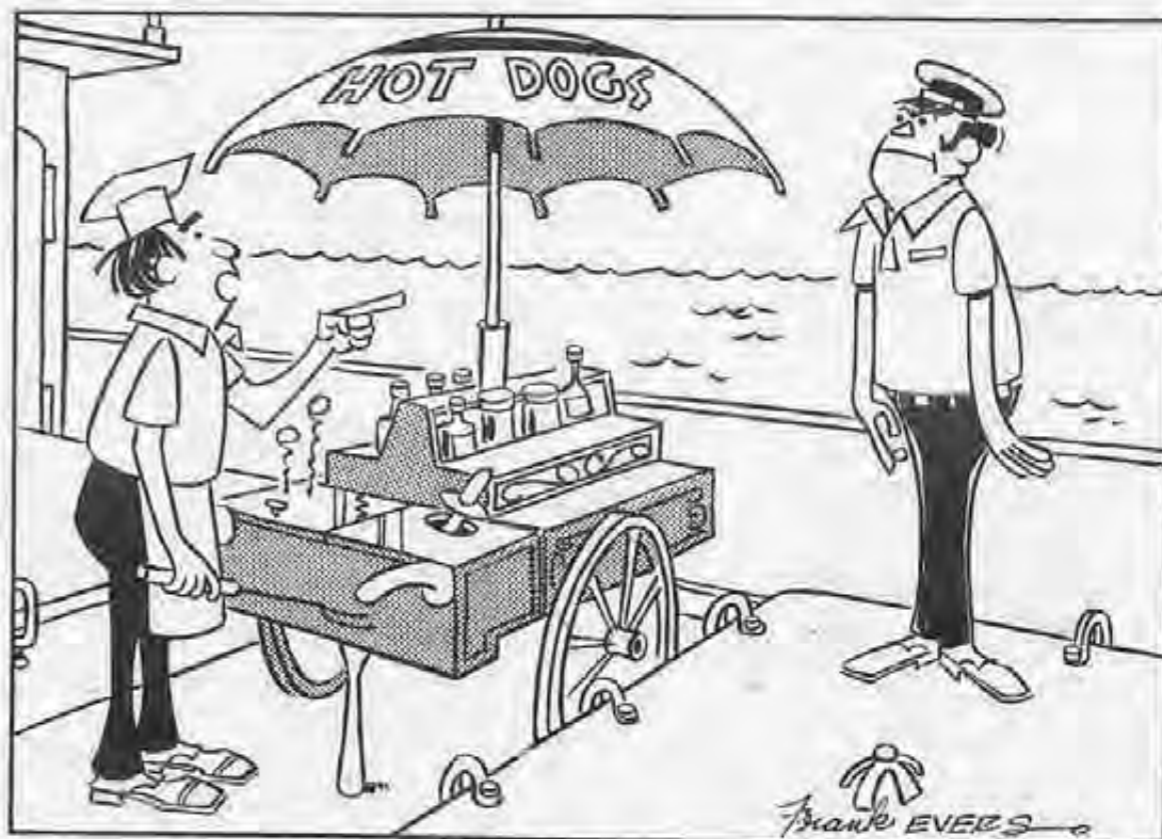
Looking back at his sailing career, Jimmy Logan has one regret—that he didn't upgrade sooner. He says, "I hear guys talking about upgrading all the time, but I know very few of them that actually follow through on it. I was the same way, but then in 1969, I made up my mind to try and see how far I could go."

Brother Logan has visited the Lundeberg School on several occasions, and remarks, "I am extremely impressed with the facilities there, as well as the opportunities it provides SIU members."

Logan also has some advice for young SIU members just starting out. He says, "the opportunity for advancement is available and accessible to SIU members at the Lundeberg School. There's no reason why every member can't take advantage of these opportunities."

Before coming to the Engineering and Navigation School just across the street from the SIU hall in Brooklyn, Logan was first assistant engineer on the tanker, *American Heritage*. He says he would like to return to the *Heritage*, but this time as a chief engineer.

We wish him luck.



You distinctly said "your free time is your own."



# House OKs Porpoise Quota for Tuna Fleet

The embattled U.S. tuna fishing industry, which employs nearly 30,000 American workers, can finally see a light at the end of the tunnel in its year-long fight to settle the heated porpoise mortality controversy.

The breakthrough came earlier this month when the House of Representatives passed a bill setting a quota of 69,000 porpoise that may be taken incidental to tuna fishing this year, and a slightly higher quota for 1978. Earlier this year, the National Marine and Fisheries Service set a mortality quota of 59,050 porpoise, which the tuna industry opposed as "unrealistically low."

Rep. John Murphy (D-N.Y.), who sponsored the bill in the House, expressed confidence that the bill would also pass in the Senate and eventually be signed into law by President Carter.

The bill itself is an attempt to achieve an equitable compromise on the porpoise question between the tuna industry and environmental groups.

The SIU has been in the forefront of the fight to get a reasonable porpoise mortality quota.

In addition to raising the porpoise kill quotas for this year, the bill also provides for a Government observer to be placed on each of the U.S. tuna fleet's 140 purse seiners to monitor the catch. The bill also calls for a fine of \$32 a porpoise to be levied on boat owners who exceed their quotas.

The \$32 fine provision, which industry officials term "harsh," was not a part of the original Murphy bill, but was introduced as an amendment to the bill by Rep. Paul McCloskey (R-Calif.).

In the meantime, the West Coast tuna fleet, which was laid up for three

months earlier this year, remains at sea this month trying to make up for lost time. The fleet set out for the Pacific fishing grounds in early May to demonstrate their support for the Murphy measure.

Some of the boats have already brought back their first catches, which in turn is helping to normalize conditions at U.S. canneries in California and Puerto Rico. Many of the 2,500 plus cannery workers, who had been laid off because of a lack of incoming tuna, have been called back to their jobs. In addition, the canneries themselves, which had cut back to four-day or other shorter work schedules, are resuming regular operations.

The canneries also got some good news this month from the National Marine and Fisheries Service. The NMFS announced that it was extending until Aug. 1, 1977 the effective date of an embargo on imported yellowfin tuna which is not caught in compliance with U.S. marine mammal regulations. A spokesman for the Government agency said that the extension was granted "to insure the continuous flow of tuna into the country."

It is uncertain if the industry's problems earlier this year will cause a jump in the retail cost of tuna to American consumers. However, an official of the Tuna Research Foundation predicted last month that consumers would see a price boost "of a minimum of 5 cents a can and a maximum of 20 cents a can" by the end of the summer.

Tuna industry officials claim that their three-month layoff cost the fleet more than \$30 million, while the canneries claim a four-month loss of \$60 million.

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

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

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

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

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Tele. #(313) 532-1220

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

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

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

# Washington Activities



By B. Rocker

## MARITIME AUTHORIZATION

The Senate has passed and sent to the House S.1019, to authorize funds for maritime programs for fiscal year 1978 and 1979.

The total amount is \$551,774,000. Of that, \$135 million is to be used for construction differential subsidy, to assist U.S. shipyards in building and selling commercial ships at prices equivalent to foreign shipyards. This will fund seven ships, with the \$100 million left over from previous years.

Another \$372.1 million is earmarked for operating differential subsidy, and \$20.7 million for research and development, to reduce shipbuilding and operating costs.

\$14.6 million is authorized for operation of Kings Point Maritime Academy and \$4.1 for subsistence allowance to students at State maritime schools.

The bill would also create a new post of Assistant Secretary of Commerce, who would act as principal advisor on Congressional relations.

A similar bill was reported out of the House Merchant Marine and Fisheries Committee, but has not come to the floor for a vote.

## CARGO PREFERENCE

Hearings are continuing in the House Merchant Marine Subcommittee on H.R. 1037, to guarantee a percentage of oil import cargo for U.S.-flag ships.

The maritime industry has long urged that such legislation be passed, not only to provide jobs for Seamen, but also for national security and economic reasons.

In December, 1974, a similar bill passed both houses, but was vetoed by President Ford.

## TANKER SAFETY

A tanker safety bill, introduced in February by Senator Warren Magnuson (D-Wash.) was passed in the Senate by voice vote on May 26. The bill imposes stricter regulations on both foreign and domestic tankers using U.S. ports.

A large number of tanker accidents involving oil spills in U.S. waters by flag-of-convenience ships aroused public concern and prompted support for the bill when it came to the Senate floor.

## TUNA-PORPOISE BILL

The House passed a compromise bill this month setting annual quotas for taking of porpoise during tuna fishing operations. The bill, H.R. 6970, had been introduced by Rep. John Murphy (D-N.Y.) to provide time for the government to compile data on porpoise and improved fishing techniques. In its final form, it allowed 10,000 fewer porpoise to be killed or injured than Murphy had proposed—68,910 per year.

The 1972 Marine Mammal Protection Act had required the Commerce Department to determine the number of porpoise which swim in the world's oceans and how many could be killed or injured without endangering the species. A U.S. district court decided, in May 1976, that the Commerce Department had not developed the data and therefore that the tuna fishermen would not be permitted to fish "on porpoise" with their purse seine nets.

Tuna schools are sighted by the presence of air-breathing porpoise that travel with them, and for several years, American tuna fishermen have used fine-mesh nets and special fishing techniques designed to reduce taking of porpoise.

# Support SPAD



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

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

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

## 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

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

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

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



Bosun Daniel Gardiner adjusts the gangway.



The SS Sharon waits for a load of coal at the B&O coal dock in Toledo, Ohio.



Lloyd Shaw, oiler, poses for a photo in the engine room.

## SS Sharon—A Lady With a Loyal Following



Most of the crew on the *Sharon* gives to SPAD. Here, Joe Arle, fireman, shows \$100 worth of SPAD receipts.

In the April 1953 engine room log of the *S.S. Sharon*, along with figures showing propellor revolutions and fuel consumption, there is a list of ports of call—Bremerhaven, Boston, Houston and Galveston. It's a long way from Bremerhaven to the B&O coal dock in Toledo, Ohio, but the *S.S. Sharon* sailed around the world before settling down into hauling coal on the Great Lakes. Originally a salt water tanker built in 1945, the *Sharon* was converted to a self-unloader for the Lakes trade in 1957. Now she is owned by the American Steamship Co. and crewed by SIU Lakers.

Many of the Lakers return to the *Sharon* year after year. For example, Jim Henri, the oiler, has worked on board for 18 seasons. As Gene Koss, oiler, put it, "The chow is good so we stick around." Second Cook Ed Brown had an explanation, "You know who you are cooking for, so you are careful. In a restaurant, you don't put in that personal touch."

According to the crew, the *Sharon* can run 17 miles per hour and holds the cargo from 200 rail cars of coal.



Second Cook Ed Brown quit working in restaurants to ship out with the SIU. "The pay is better here," he noted.



OS Robert Lewis went on the *Sharon* after graduating from the Lundeborg School last October. He plans to upgrade to AB.



Dewey Sack, conveyorman (l.) and Henry Schultz, gateman, take fuel oil on board in Toledo.



AB Clifford Cadreau is glad he went through the Alcoholic Rehabilitation Program at Piney Point. "My shipmates are glad I quit too," he says. Now instead of getting drunk while calling at a port, he brings along a CB radio. "People who are interested in ships come down and show you around their town. I'm having a better time."



Cadets from the Kings Point Merchant Marine Academy provided a colorful highlight of the New York Maritime Day festivities.



Maritime Day memorial services in the port of New York were held in the Seaman's Church Institute Chapel.



SIU Patrolman Trevor Robertson took part in the Seamens Memorial Service held aboard the *C. A. Thayer* in the port of San Francisco.



Shown during a Maritime Day get together in the port of Yokohama, Japan are (l. to r.): SIU members Julio Ruiz and Lenny Zintz; SIU Yokohama port agent Frank Boyne; Roger Koner, manager of the United Seamens Service there; Captain Gerald Dyer of the Military Sealift Command, and SIU Brother Huyett Hoban.



Senator Daniel K. Inouye (D-Hawaii), chairman of the Senate Subcommittee on Merchant Marine and Tourism, spoke at the Washington, D.C. ceremonies.

## Americans Pay Tribute to Seamen on Maritime Day

From the port of New York to the port of San Francisco and beyond to the port of Yokohama,

SIU members joined leaders of the maritime industry and Government on May 23 in commemora-

tion of National Maritime Day.

The mood was both proud and somber as honor was paid in all ports to the men and women who are now part of the U.S. merchant marine and to those who have died in its service.

"Those who serve in the merchant marine have the spirit, the character and devotion to duty that have made our nation strong,

free and prosperous," President Carter announced in his annual Maritime Day proclamation.

The spirit of his words was carried in the many speeches, processions and memorial observances which took place that day as Americans remembered the past and rededicated themselves to the future strength of the nation's merchant fleet.



Maritime Day, celebrated on Mar. 13 in the port of New Orleans, included from left: SIU port agent Buck Stephens; Congresswoman Lindy Boggs (D-La.); Rev. Donald F. Grady, S.J., director Apostleship of the Sea, and SIU pensioner Tony Conti.



HLS trainees and upgraders came up from Piney Point, Md. to attend the ceremonies in Washington, D.C.



George McCartney, SIU port agent for New York, (center) is shown here flanked by other participants in New York's Maritime Day program. On his far left is NMU Secy/Treas. Mel Barisic and next to him is Congressman John Murphy (D-NY), chairman of the House Merchant Marine and Fisheries Committee. On McCartney's right are Frank Braynard, Director of Operation Sail, 1976, and Captain Herman Fritzke of the Atlantic Area Military Sealift Command.



The SIU-manned *Vantage Horizon* loading grain for Russia.



## U.S.-USSR Grain Pact



The *Ogden Wabash* is one of a number of Ogden Marine ships that made runs to Russia.

# It Means More Cargo for U.S.-Flag Vessels

*This is the twelfth in a series of articles which the Seafarers Log is publishing to explain how various factors affect the jobs and job security of SIU members.*

It can be the biggest, most modern merchant ship in the world, but if there is no cargo to fill its holds, the ship is as useless as a priest in hell.

There's no two ways about it—cargo is the name of the game in merchant shipping today. With it, ships can sail and turn a profit; without it, ships lie idle, more a burden to their owners than an asset.

The SIU recognizes this basic point of maritime life. In fact, the major thrust of the SIU's political action programs is aimed at, first, protecting the U.S. merchant fleet's existing cargo sources, and second, generating new cargo sources to insure continued employment for American-flag ships.

The U.S. fleet does have guaranteed sources of cargo, such as domestic waterborne commerce protected by the Jones Act, military cargoes and more, but these cargoes alone cannot support the fleet's needs.

In addition, U.S.-flag companies compete on a daily basis in the open market for cargoes generated by America's foreign commerce. However, with communist bloc, state owned fleets and cut-rate, third-flag carriers dominating this trade, U.S. companies are at a big disadvantage in this area. Statistics bear this out, since U.S.-flag vessels carry only approximately six percent of America's total foreign commerce.

The simple fact is that the constant fight for new cargo is a tough uphill battle, but not an impossible one. The SIU proved that point five years ago when we succeeded in pressuring the government to sign a bilateral shipping agreement with Russia to cover U.S. grain movement to the USSR.

This particular agreement, which is still in effect today, was one of the most important victories ever won by U.S. maritime for a number of reasons. First, the bilateral agreement in itself, set a national precedent. This was the first, and re-



The SIU-manned *Overseas Alice* awaiting turn to load grain in the Gulf for delivery to USSR.

mains, the only such shipping agreement between the U.S. and its trading partners on the books today.

In addition, the fact that such an agreement exists, and is working, creates the possibility that we may be able to get the government to negotiate similar agreements with other major trading partners.

However, the most important thing the U.S.-USSR shipping agreement did for the U.S. fleet was to provide the American tanker industry with an important new source of cargo during some very difficult times. At the time, significant numbers of U.S. tankers were in layup due to a general slump in the world tanker market. The new grain cargoes brought these vessels out of layup, and consequently provided hundreds of jobs to American seamen who would otherwise have been unemployed.

### There Have Been Problems

The original U.S.-USSR agreement, signed in 1972, provided that all grain cargoes moving from the U.S. to Russia would be allocated fairly and evenly—one third to U.S. ships, one third to Rus-

sian ships, and the rest to other carriers.

However, there has always been a number of problems in trying to enforce the one third rule. U.S. ships, until recently, were not receiving their rightful one third share. This was due to a number of schemes initiated by the Russians to get around the use of U.S. ships in the grain trade.

The most serious rift in the agreement occurred in August 1976, when the Russians set "conditions," such as demanding delivery of grain in dry bulk vessels at a time when no U.S.-flag dry bulk ships were available, that completely negated U.S. ship movements in the grain trade for that month and the next. In addition, the Russians demanded deliveries from off-beat routes such as the U.S. Pacific Coast to the Baltic Sea, and the U.S. Gulf Coast to Siberian ports instead of the other way around.

To fight back, at that time, the SIU helped organize a series of demonstrations at which hundreds of American seamen marched in front of Federal buildings from coast to coast to protest the situation.

These demonstrations were a big success because American ships got their one third share for the next few months. The demonstrations also prompted the Maritime Administration to straighten out the grain agreement once and for all. The talks finally ended last April, with U.S. maritime winning another important victory.

The new agreement includes a plan to make up an estimated 1.2 million tons of grain due U.S.-flag vessels under 1975 and 1976 agreements but not allocated them. This, of course, means more sailings for U.S. ships and more jobs for U.S. seamen.

No doubt there may continue to be problems in enforcing the U.S.-USSR bilateral shipping agreement. But the fact remains that the agreement is worth fighting for because it provides an important cargo source for U.S.-flag tankers. And after all—cargo is what it's all about.



The SIU-contracted *Montpelier Victory* has made several trips to Soviet Union with grain.

# From Memphis—St. Paul—Pittsburgh, 'Sweep' Rivers



Above is a view of the tow of ammonia barges being pushed by the *National Progress* (National Marine Service) on the Illinois Waterway near Peoria, Ill.



The crew of the *National Progress* is SIU from top to bottom. The galley provided an ideal place for them to meet with St. Louis Port Agent Mike Worley (back to camera) and SIU Rep. Dave LeBarron (l.). The crewmembers are (l. to r.): Mike Tierney, refrigeration technician trainee; Ed Henleben, mate; George Warren, engineer; Edward Stringfellow, refrigeration technician; Karl Watts, captain; Dave Marotta, deckhand—an HLSS graduate; and Michael Arendt, deckhand—an HLSS graduate.



On board the *J. W. Hershey* (Inland Tugs), SIU Rep. Dave LeBarron (l.), Deckhand Tom Williams (center), and St. Louis Port Agent Mike Worley talk about going to the River Boatmen's Educational Conference in Piney Point. After the Conference, Brother Williams was glad he had decided to attend.



Cook Martin Kroen takes on stores for the *J. W. Hershey*.



The SIU-contracted boat *Frank Rader* (Inland Tugs) pushes a tow of barges past Cairo, Ill. where the Mississippi and Ohio Rivers meet.

St. Louis—As reported in last month's *Log*, the SIU has recently been conducting special servicing swings on the inland waterways. Two-man teams of SIU representatives visit all the boats in a given area in order to acquaint SIU Boatmen with the many new programs and goals which the Union has established since the merger of the SIU and IBU nine months ago.

The latest two-week servicing swing was headquartered at St. Louis, Mo. However, because of the wide area served by this port, the three SIU servicing teams spent almost the entire time on the road.

A large map in the St. Louis Mall was used to keep track of more than 50 boats which were spread out over 3,600 miles of inland waterways, including the Mississippi, Ohio, Illinois, Tennessee, Cumberland, and Green Rivers. To meet the boats, SIU representatives traveled to such distant ports as Pittsburgh, Pa., Chicago, Ill., Memphis, Tenn., and St. Paul, Minn.

The servicing swing on the rivers was an important learning experience for both SIU Boatmen and Union representatives. The members were able to get answers to their questions concerning the Union, and SIU representatives received from the membership many good suggestions for the Union's future.



Deckhand Bob Vinson ties up the *M/V Dan Hogan* (American Barge Line) at Cairo, Ill.

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**Left Photo:** On the *Frank Rader* (l. to r.): John Hughes, deckhand; Ron Roth, deckhand—an HLSS graduate; Jim Taylor, engineer; and Jerome Pellegal, lead deckhand, find a moment to relax. **Center Photo:** On the *Frank Rader*, Leadman Jim Strong (l.) and Deckhand Karl McHane drop off a tow. **Right Photo:** Going over the Seafarers Welfare Plan on board the *Dan Hogan* are (clockwise from far left): Clarence Taylor, cook; Leo Geiser, engineer; and, SIU Rep. Ed Morris.

## 23 River Boatmen Attend Educational Conference

There was a free and frank exchange of opinions at the Rivermen's Educational Conference held May 31-June 5, 1977 at the Harry Lundeberg School in Piney Point, Md.

Twenty-three Boatmen from five Mississippi River towing companies attended, along with SIU officials.

The meetings helped the Union officials learn firsthand about the particular problems of members who work on the Mississippi River sys-

tem. At the same time, the Boatmen learned how, since the merger, the Union could bring them better wages, job security and fringe benefits. "Call your Union hall every time you have a problem," the delegates were told.

Throughout each day there were talks on labor history, the economics of the towing industry and rundowns of the Union's Pension, Welfare and Vacation Plans, the Lundeberg School and the standardized contract.

By the time the week ended, the Boatmen knew how the Union was working for them. They understood how the Union Plans give them a lifetime of security, free from the worry that a sickness in the family would put them in debt or that they would go hungry in their old age.

Tom Williams, a lead deckhand with Inland Tugs, decided to come back to Piney Point to study for engine room work. William Gaines, a

deckhand for Ozark Marine, noted that "Most people feel they don't have control over their own lives or the world around them, but the Union working for us in Washington changes this. It is the most powerful aspect of the Union's activity."

The delegates resolved to bring their briefcases of material back to their boats, where they would help the brothers and sisters on the river understand the Union's policies.



Delegates to the River Boatmen's Educational Conference posed for a photo in the lobby of the AFL-CIO building in Washington, D.C. In the front row (l. to r.) are: Jerry Gifford; Earl McKnight; Tom Williams; Randy Holmes; William Stubblefield; Tim Hagen; William Gaines, and Randy Crosby. Standing in the rear are (l. to r.): SIU Rep. Lou Guarino; Clayton Duggan; John Skabo; HLSS Vice-President Mike Sacco; Robert Wallace; Charles Robertson; Karl Watts; Ronnie Campbell; Lyle Parish; SIU Rep. Carl Peth; Duane Embrey; Bob Sells; John Varner; Gary Shedron; George Mentel; William Mitchell; Gerald Suedemeyer; SIU Rep. Don Tillman, and SIU Rep. Tony Aronica.



SIU Inland Coordinator Chuck Mollard explained how a Boatman's pension depends upon the amount of money his company contributes to the pension fund.



Getting sworn in with his "A" book, Boatman Randy Crosby (r.) repeats the SIU pledge after Union Vice President Paul Drozak, "... I will look upon every member as my brother." Crosby is a deckhand with American Barge Line.



Tom Cranford, director of the SIU Claims Department, answered any questions the delegates had about applying for benefits.



"Take a lesson from union history," HLSS Vice President Mike Sacco said. "It's been a long hard struggle and we have to work together to protect our gains."



At the Conference, several of the rivermen received their "A" books. Here, HLSS Vice President Mike Sacco (far left) swears in (l. to r.): Jerry Gifford, a chief engineer with Inland Tugs; Randy Holmes, a deckhand with American Barge Line; Ronnie Campbell, a lead deckhand with American Barge Line; Orby Clayton, a mate-utility with Orgulf; and Robert Wallace, a cook with American Barge Line.



At the Transportation Institute in Washington, D.C., delegates from the Mississippi River system heard researcher Richard Saul go over the economics of their industry. He explained how TI speaks for the inland towing and deep sea companies in Washington, by providing the public with information and statistics on the American maritime industry.



Brother Gary Shedron, a deckhand with Inland Tugs, said that his questions about the Union had been answered at the Conference. "I've benefited and I'm ready to go back on the boats and help other people benefit from this information," he concluded.



At the final wrap-up of the conference, Charles Robertson, a mate with Orgulf, stated, "I'm impressed with the service the Union gives the members. Before, I knew little about it, so I must say that it's been a pleasure."



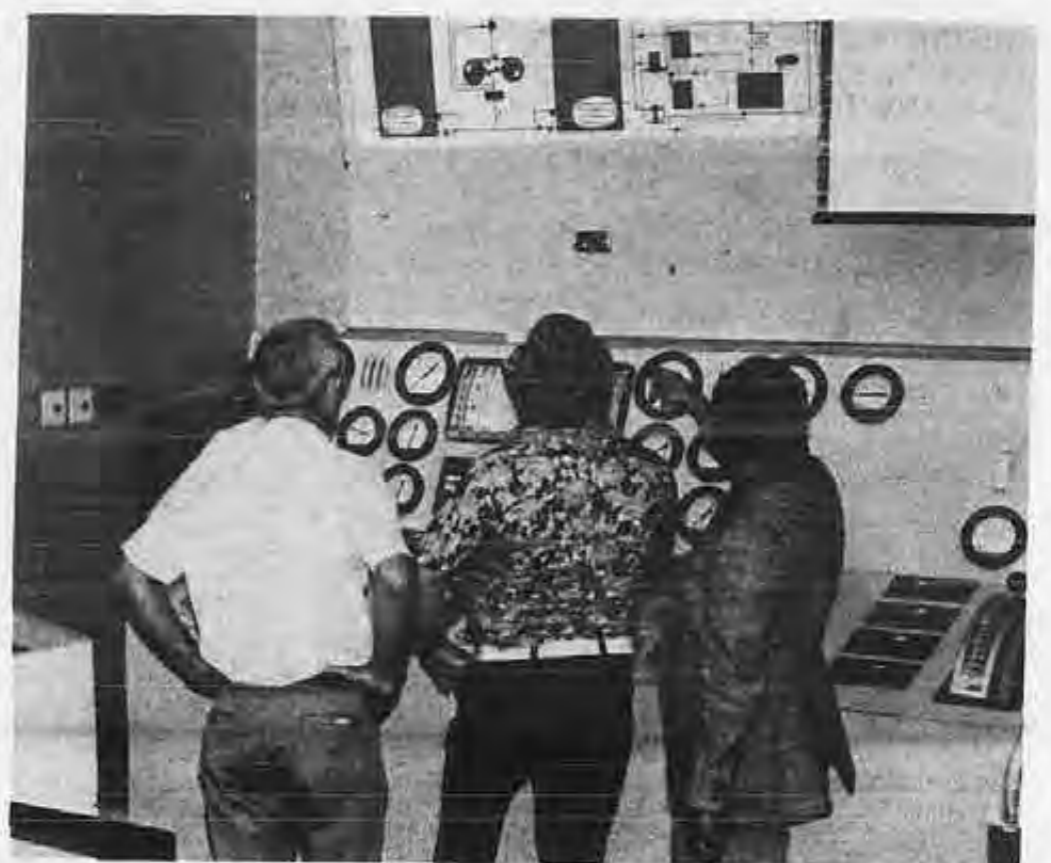
While touring the Lundeberg School, Boatmen from the rivers watched the trainees learn how to make up a tow.

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As the Boatmen learned how political activity protected their job security, many decided to donate to SPAD. **Left Photo:** Duane "River Red" Embrey (l.) and Tim Hagan, who graduated from the HLSS several years ago, show their SPAD receipts. Both men are utility tankermen with National Marine. **Center Photo:** Gerald Suedemeyer (l.), an engineer with National Marine, just got his SPAD receipt from Piney Point Port Agent George Costango (r.). **Right Photo:** At the Maritime Trades Department of the AFL-CIO in Washington, D.C., Lyle Parish (l.), a lead deckhand with Inland Tugs and Karl Watts, a captain with National Marine, are told how the maritime unions present their point of view in Congress.



**Left Photo:** Delegates discuss the films on labor history and the history of the SIU. **Right Photo:** Boatmen look over the full scale ship's engine room console which was wired up by teachers at the Lundeberg School. Delegates said they were impressed by the way the instructors helped seamen and boatmen to study and learn at Piney Point.



At the Piney Point Hiring Hall, delegates got a rundown on shipping procedures for new job openings on the inland waters. They learned that the river towing companies had agreed in the Union contract to use the hiring hall for these new openings. The more we work together to enforce all provisions of the contract, the Boatmen were told, the stronger the Union will be.



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& Inland Waters  
United Industrial Worker

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Shipping remained from good to excellent at most deep sea SIU ports last month as 1,234 Seafarers, 848 of them full book members, found jobs on SIU-contracted ships. This number reflects an increase of more than 100 jobs shipped over the same period last year. Seafarers can expect good shipping in all areas for the foreseeable future.



## Dispatchers Report for Deep Sea

MAY 1-31, 1977

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	7	3	0	4	4	0	10	3	1
New York	90	9	6	63	30	4	155	10	5
Philadelphia	9	3	0	18	6	0	12	1	0
Baltimore	17	2	0	21	6	0	48	5	1
Norfolk	9	1	1	12	3	1	21	6	2
Tampa	12	2	0	8	5	0	13	1	0
Mobile	16	0	0	13	0	0	36	2	0
New Orleans	78	12	0	50	31	0	121	15	1
Jacksonville	23	1	3	26	3	3	41	1	3
San Francisco	26	1	0	17	3	0	61	3	1
Wilmington	16	1	1	6	0	0	27	4	1
Seattle	50	3	0	46	6	0	57	5	0
Puerto Rico	12	1	0	12	6	0	15	2	0
Houston	68	5	6	62	15	9	125	7	4
Piney Point	0	0	0	0	2	0	0	0	0
Yokohama	2	1	0	2	0	0	3	1	0
Totals	435	45	17	360	120	17	745	66	19
<b>ENGINE DEPARTMENT</b>									
Boston	1	1	0	0	0	0	4	3	0
New York	71	20	1	55	29	0	124	29	6
Philadelphia	10	5	0	8	5	0	10	3	0
Baltimore	15	3	0	20	3	0	38	10	0
Norfolk	8	3	0	7	3	0	21	7	0
Tampa	6	3	0	4	5	0	6	2	0
Mobile	12	2	1	9	4	0	27	2	0
New Orleans	67	8	0	46	18	0	98	17	0
Jacksonville	20	2	3	16	3	3	37	4	0
San Francisco	27	4	1	25	6	1	45	8	1
Wilmington	7	4	0	2	3	0	18	4	0
Seattle	36	11	1	30	13	2	40	8	1
Puerto Rico	12	3	0	5	3	0	12	2	0
Houston	33	11	6	54	12	2	82	13	4
Piney Point	0	0	0	0	7	0	0	0	0
Yokohama	0	0	0	0	2	0	0	0	0
Totals	325	80	13	281	116	8	562	112	12
<b>STEWARD DEPARTMENT</b>									
Boston	2	0	0	1	0	0	2	1	0
New York	45	3	1	47	20	0	63	8	1
Philadelphia	7	0	0	8	4	1	13	0	0
Baltimore	10	0	0	16	8	1	21	4	0
Norfolk	6	0	0	5	1	2	16	0	0
Tampa	1	0	0	2	0	0	2	0	0
Mobile	8	0	0	2	2	0	20	1	0
New Orleans	42	1	0	34	15	0	58	2	0
Jacksonville	11	1	0	18	5	2	17	1	1
San Francisco	20	0	0	16	9	0	32	2	0
Wilmington	3	1	0	1	2	0	7	1	0
Seattle	14	3	0	20	7	12	14	3	0
Puerto Rico	6	0	0	6	5	0	9	0	0
Houston	21	2	0	27	11	7	62	2	1
Piney Point	1	4	0	1	11	0	0	1	0
Yokohama	1	0	0	3	0	0	1	0	0
Totals	198	15	1	207	100	25	337	26	3
<b>ENTRY DEPARTMENT</b>									
Boston	0	1	2				2	4	11
New York	46	88	44				53	129	112
Philadelphia	4	16	2				6	20	1
Baltimore	14	24	5				26	45	7
Norfolk	5	7	2				12	17	2
Tampa	3	4	1				3	3	1
Mobile	7	9	0				22	13	0
New Orleans	42	45	0				59	63	1
Jacksonville	13	18	3				19	27	1
San Francisco	17	22	4				35	44	5
Wilmington	2	7	2				7	17	3
Seattle	14	24	11				19	36	6
Puerto Rico	10	7	0				14	12	0
Houston	16	20	14				25	47	42
Piney Point	0	16	0				0	1	0
Yokohama	2	2	0				2	3	0
Totals	195	310	90	0	0	0	304	481	192
Totals All Departments	1,153	450	121	848	336	50	1,948	685	226

\*"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.

# 1971 Scholarship Winner Glad She's Accountant

When Angela Sue Nuckols won the SIU four-year scholarship in 1971, she had to decide what field she would study. After considering teaching, she picked accounting instead and has not been sorry for one minute.

Ms. Nuckols graduated cum laude from Marshall University in Huntington, W.Va. in 1975. Then she landed an exciting job in Pittsburgh, Pa. with Arthur Andersen Co.—one of the eighth largest accounting firms in the country. Starting in July, she will be working with H. K. Porter, a national accounting firm headquartered in Pittsburgh.

Her mother, Helen Nuckols, teaches French and English in a local high school near her family's hometown of Ansted, W.Va. "She encouraged me to

go to college," Angela said, "but she didn't think I would like teaching. I'm glad now, because finding a teaching job is difficult today. Besides, I enjoy mathematics, which I use in my work.

She specializes in tax accounting and prepares returns for corporations and partnerships. "January through April are the miserable months," she explained, "but then, it is very challenging. Even run-ins with the Internal Revenue Service are interesting because it is nice to be able to defend your position and interpretation of the tax laws."

Because she worked two years with a public accounting firm, Arthur Andersen, she will be able to sit for her Certified Public Accountant exam in the fall. A public accounting firm, she explained, prepares impartial audits on

corporations. Investors depend heavily on the accountants' opinions when they are deciding where to place their money.

"I definitely owe a lot to the Union," she said. "Without the scholarship I would have gone to a local college and commuted. But living at school teaches you how to be independent and make your own decisions."

While at school, she met her husband, Steve Zemba, who comes from Pittsburgh. That is why Ms. Nuckols, now Mrs. Zemba, left Ansted, W.Va. Other benefits of living at school, she

added, were the extra-curricular activities, with sports high on her list of favorites. She also served as a resident advisor during her junior and senior years, helping new students with their problems.

Billy "Bud" Nuckols, is proud of his daughter and she is proud of him. Brother Nuckols, an SIU recertified bosun, is presently the bosun on the *Aquarius*, the first American-flag and the first SIU-contracted LNG carrier, which sailed from Massachusetts early in June. (See Special supplement in this Log)

## Former scholarships winners—

Seafarers, Boatmen and their dependents who are former SIU scholarship winners—let us know what you are doing. Write *The Log*, Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232. Make sure to include an address, and phone number if possible, so that we can contact you for an interview.



Angela Sue (Nuckols) Zemba



### SS Robert Toombs

Hurt in a fall late last month on the *SS Robert Toombs* (Waterman) was OS John M. Cataldo who was lowered over the side to be put ashore for medical treatment at the San Miguel Islands in the Azores. The crew commended the captain for his fast action in calling for help.

### Maritime Overseas Corp., Waterman SS Co., Delta Line, and Sea-Land Service

A Tampa college grad won a \$500 first prize on June 5, a Honolulu high school girl a \$200 prize, two others \$700 and three other high schoolers won free voyages on SIU-affiliated company ships in the national maritime essay contest sponsored by the 14,000-member Propellor Club of the U.S. Eighteen other students also won free voyages in the 40-year-old competition.

The contest's goal is to increase interest in a strong American merchant marine.

First prize winner was David F. Gould, 20, of the University of South Florida whose essay stressed the erosion of U.S. maritime supremacy and the national security danger. He attributed the American shipping decline to benign "negligence on the part of private industry and incompetence on the part of the Government."

The SIU-affiliated companies' winners were: Hawaii's Marie Therese Duben who got \$200 from the Maritime Overseas Corp. Kathryn Marie Knight of Bogalusa, La. who got a free voyage to Europe and back from the Waterman Steamship Corp., Andrew Preslar of Port Arthur, Tex. who'll ride free round-trip to South America on a Delta Line ship and Chi Kueng Wai of San Diego, Calif. who's set for a trip from Long Beach to Oakland and Seattle on a Sea-Land Service vessel.

### USNS Potomac

A new design in astern refueling rig was used by the Seafarers on the MSC fleet-support command tanker *USNS Potomac* (Hudson Waterways) last month to point-to-point refuel the Bluejacket-manned fleet oiler *USS Canisteo* and U.S. Navy tincans (destroyers) in a two-week combined services mock invasion of the Carolina coast. Twenty-two Navy ships and 40,000 Armed Services personnel took part in the maneuvers.

### SS Delta Mar

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

### SS Delta Norte, Huron Cement Co.

The LASH *SS Delta Norte* (Delta Line) was given a safety award this month by the National Safety Council for sailing 827-accident free days. Another safety winner was the Huron Cement Co.'s Lakes fleet which took top injury-free honors in the self-unloader category.

### Washington, D.C.

Early installation of electronic collision avoidance aids aboard ships using radar to navigate inland waterways was proposed last march to MARAD by the National Transportation Safety Board.

The recommendation stemmed from the board's probe of the bow collision between the inbound Norwegian bulk carrier *SS Baune* 20 feet into the starboard forward tanks of the U.S. tankship *ST Keytrader* in the lower Mississippi River on Jan. 18, 1974.

Spilled gasoline burned for 53 hours killing six and injuring 10. Ten are still missing.

The Board said the *SS Keytrader's* pilot made an improper starboard to starboard passing. It added that both ships were going too fast to fix a radar trackline for safe passing and that their sound signals were inadequate.

### Menlo Park, N.J.

Sea-Land Service has signed a \$50-million contract to remodel four of its T3 containerships in a Kobe, Japan shipyard starting January 1978. New bow and stern sections will be joined to refurbished containership midsections and engines will be converted to diesel for completion set for mid-1978. The ships will operate on the Rotterdam to Mideast run.

### Newark (N.J.) Bay

The removal or replacement of a 50-year-old, lightly-used (20 trains daily) railroad passenger drawbridge linking Bayonne and Elizabeth, N.J., cited, as a hazard to navigation by the U.S. Coast Guard, has been urged to the port of New York's congressional delegation.

Last year the span wouldn't open for 28 days and so far this year it has been shut down for nine days. In 1975, 50,000 ships passed under the bridge. Since April, freight trains have used a bridge to the north of the structure.

### ST Mount Navigator

Anytime from July 5 to July 15, the tanker *ST Mount Navigator* (Mount Shipping) from a Gulf of Mexico port will carry 27,164 tons of bulk wheat to Alexandria or Port Said, Egypt.



The 936-foot *Aquarius*, the first LNG tanker ever built in the U.S., sails past Castle Island in Boston harbor enroute to historic maiden voyage.

## Age of *Aquarius* Dawns for U.S. Merchant Marine

A new age in American merchant shipping was born this month at a sprawling shipyard in the old New England town of Quincy, Mass. where SIU members crewed the first liquified natural gas carrier ever built in the Western Hemisphere.

This incredible ship, named after the free spirited zodiac sign of *Aquarius*, marks the advent of a new breed of U.S.-flag sailing vessel and a new trend in merchant shipping that may some day change the entire makeup of the American merchant fleet.

The imposing 936-foot *Aquarius* is the first of 12 U.S.-flag LNG tankers scheduled to be built at the General



Dynamics Shipyard in Quincy. She has a 25-year charter to haul liquified natural gas from Indonesia to Osaka, Japan. However, her first stop will be ports in England for extensive testing of her cargo tanks under actual sailing, loading and unloading conditions. From

there, the *Aquarius* will traverse the Suez Canal to pick up her first LNG load in Indonesia.

The *Aquarius'* 11 identical sister-ships, some, like herself, to be built under the auspices of the Merchant Marine Act of 1970, will be ready for

service at a rate of three per year. Presently, it is planned that six of them will be employed on the same trade route as the *Aquarius*, while the others will carry LNG from Algeria to the U.S. East Coast. Each ship will cost approximately \$100 million to build.

### Safety Top Priority

The *Aquarius*, herself, is an engineering marvel that places a great deal of emphasis on safety. Seafarer Imro Solomons, who is one of the ship's three QMEDs, said "there are more safety features on this ship than I've ever seen on any type of merchant vessel."

*Continued on next page*



QMED Vasco Worell, kneeling, said that the biggest challenge for him was learning the new techniques of the LNG engine room. Standing is Don McClendon, third assistant engineer.



The imposing *Aquarius*, with her five spherical cargo tanks towering above her deck is ushered through Boston harbor by regiment of tugs.



QMED Imro Solomons, who is especially impressed with the new ship's safety features, looks over automated engine room console.



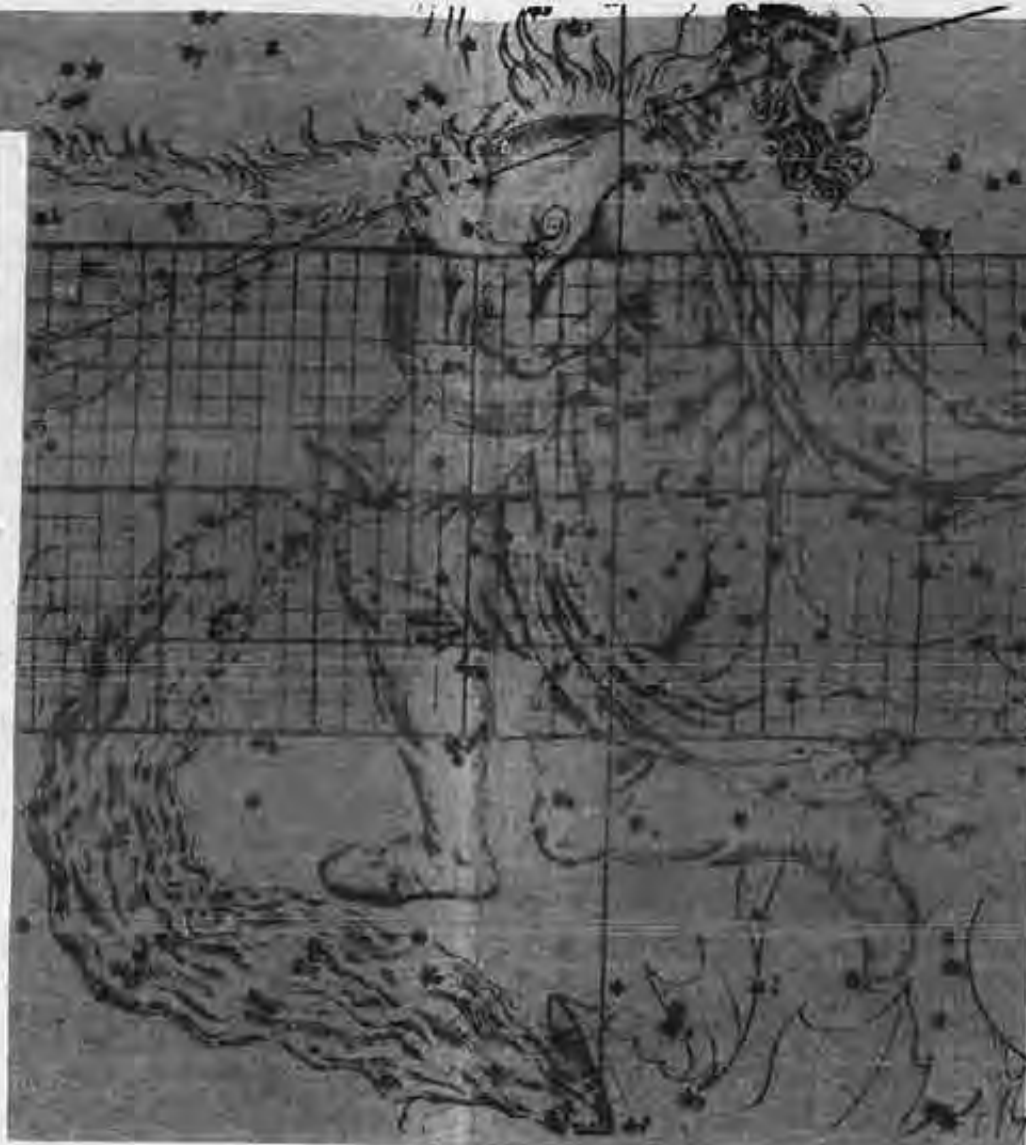
Able-Seaman Billy Mitchell inspects one of the eight dry chemical firefighting stations located at strategic points on deck.



Photo shows good view of the *Aquarius*' automated engine room console. Taking readings is third Assistant Engineer Joe St. Denis.



The galley crew of the *LNG Aquarius* are from the left: Frank Costango, steward/cook; Robert Gonzalez, Larry Dockwiller and Emmett Albert, all on their first trip, utility messmen, and Chris Haggerty, baker.



Seafarer Tom Murray, the only wiper on the ship, enjoys steak dinner on eve of ship's maiden voyage.



Ordinary-Seaman Ed Sullivan gets a workout on mechanical bike in the ship's exercise room. The *Aquarius* is also equipped with an outdoor pool.

## This Is the Dawning of the Age of Aquarius

*Continued from preceding page*

Among the ship's more outstanding safety features are a double bottom hull; a collision avoidance system; the most sophisticated kind of navigation and electronics equipment; and extensive firefighting capabilities, including automatic sprinkler systems and eight dry chemical Ansul firefighting stations located at strategic points on deck.

The most unique feature of this ship, however, is its five spherical cargo tanks, which tower 40 feet above her 143-foot wide burnt orange deck, giving the ship the appearance of a huge thermos bottle.

The eight-inch thick aluminum tanks, which are 120 feet in diameter and weigh 800 tons each, were constructed at a special facility in Charleston, S.C.,

and transported via barge to the Quincy yard for installation. The tanks are protected from the elements above deck by thick steel yellow outer shells.

Overall, the five cargo tanks have the capacity to carry 125,000 cubic meters of LNG at 265 degrees below zero, Fahrenheit. The ship can load and unload in 12 hours, and all such operations are handled from a cargo control room, located above deck amidship. All ballast operations are also controlled from this point. The cargo engineer explains that whether carrying ballast or cargo, the ship will draw the same amount of water, 36 feet.

When sailing while loaded, the ship will be powered by the natural evaporation, or boiloff of the LNG, from the cargo tanks. In addition, each crew member has his own quarters with private bath.

tem is a special feature of LNG ships.

Also in relation to their special cargo, the ship is outfitted with a huge inert gasification plant to purge the cargo tanks of active gases such as oxygen after unloading. Seafarer Solomon notes that he has been on tankers with inert gas plants, but none of them were this large nor this sophisticated.

Brother Solomon noted, "I've heard a lot of talk among the membership about these ships being dangerous. But I've been on a lot of ships, and I can truthfully say that this is the safest one I've ever been on. I'm really looking forward to working on her."

The ship, however, is not all work and no play. The *Aquarius* is equipped with an outdoor swimming pool and an exercise room. In addition, each crew member has his own quarters with private bath.

The *Aquarius*' SIU crew, headed by Recertified Bosun Billy Nuckols, went through an intensive training program in preparation for crewing the vessel. They spent one month at the Lundeberg School in Piney Point learning about the business of cryogenics, that is, the physics of refrigeration.

During this course, the crew participated in classes dealing with the properties and handling of liquefied natural gas; the automated engine and cargo control rooms; the dual fuel systems and firefighting. They also went on a field trip to the LNG Terminal in Cove Point, Md., where they received special safety hints from a Coast Guard LNG specialist.

In addition to their training at Piney Point, the *Aquarius* crew participated in a second month of schooling in Quincy, Mass. Here they were able to

get a first-hand look at the *Aquarius* and become more familiar with her specifics. A special LNG firefighting course was a part of this training.

While in Quincy, SIU Executive Vice President Frank Drozak visited the crew to handle any problems that might have arisen prior to sailing.

From bosun to utility messman, the crew agreed that the emphasis of all their training was on personal and ship-board safety.

Seafarer Vasco Worell, sailing QMED, said that "the training and the learning was a great challenge for me. I wasn't sure if I could do it. But I worked hard and came through it okay. I am now looking forward to the challenge of working on her."

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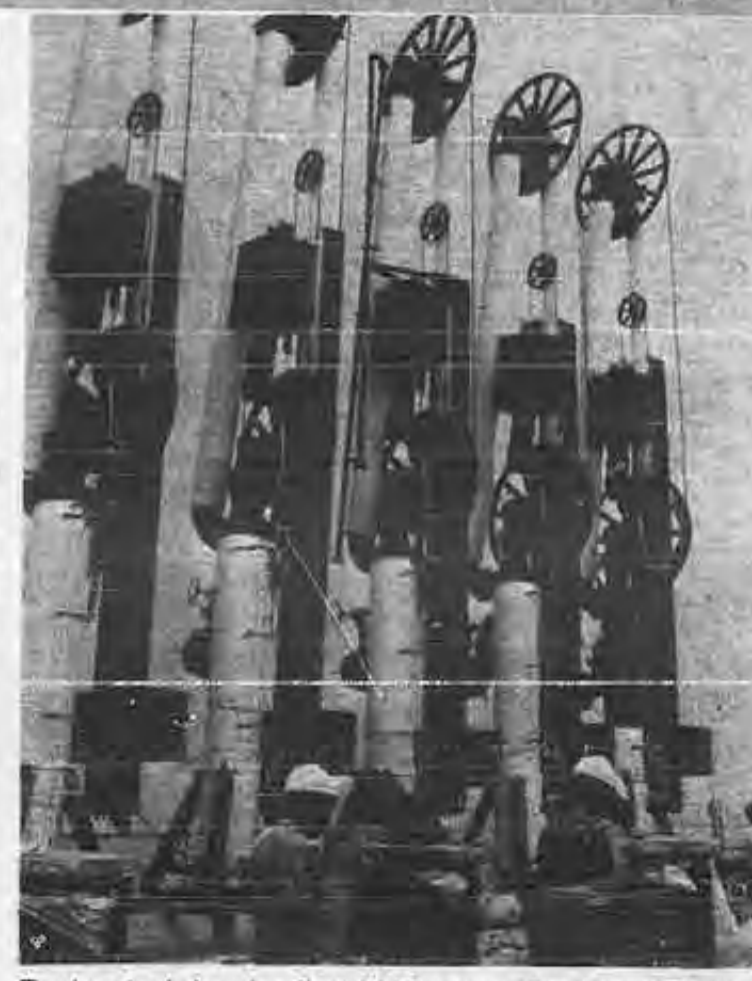
Seafarers, preparing for first voyage on the *Aquarius*, underwent intensive firefighting training at Earle, N.J. Firefighting School and at a special facility used for training by the Boston Fire Department. (photo by crewmember Billy Mitchell.)



In the *Aquarius*' cargo control room, located above deck midship are, from the left: Billy Nuckols, recertified bosun; Neil McGowan, on his first trip, ordinary seaman; John Smith, cargo engineer, and Clyde Phillips, third mate.



SIU Executive Vice-President Frank Drozak, in talking about the crewing of the *Aquarius* at a recent membership meeting in New York, emphasizes importance of upgrading in meeting the future manning needs of the U.S. merchant marine.



During training for first LNG crew, Seafarers visited LNG terminal at Cove Point, Md. Here they inspect empty LNG tank the once-over.



At Cove Point LNG Terminal, Seafarers give empty LNG tank the once-over.



Instructor Bill Eglinton, who teaches part of the LNG course at the Lundeberg School, demonstrates properties of LNG to upgraders.



In above photo, SIU Yokohama Port Agent Frank Boyne, left, and National MEBA's Lech Shapiro visit LNG terminal in Osaka Japan, the unloading site for the *Aquarius*' cargo. Photo below gives a good view of the terminal itself.

## *Aquarius - the Water Bearer*

*Aquarians "take a keen delight in all sorts of travel, and will, no doubt, travel much in the course of their lives. Travel affords an outlet for their adventurous and enterprising nature, and adds much to their store of knowledge."*

*Aquarians "possess a good degree of the spirit of adventure."*

*"It has been said that the Aquarian's universal interest will one day be the attitude of the entire world."*

*Aquarians "represent the intellectual and scientific spirit of their age and generation."*

All quotes from "It's All in the Stars" by Zolar.



The entire unlicensed crew of the *Aquarius* pose for their graduation photo after completing their LNG training at the Harry Lundeberg School in May. They are, (kneeling l. to r.): Billy Mitchell, able-seaman; Imro Solomons, QMED; Robert Gonzalez, utility/messman; James Mullally, able-seaman; Emmett Albert, utility/messman, and Tom Murray, wiper. In the second row, from the left are: Joe Morrison, able-seaman; Vacso Worell and Dominick Orsini, QMED's; Frank Costango, steward/cook; Tom Schou, ordinary seaman, and Larry Dockwiller, utility/messman. In the third row, from the left are: Ed Sullivan, ordinary seaman; Chris Haggerty, baker; Neil McGowan, ordinary seaman; Gene Bousson, able-seaman; Billy Nuckols, recertified bosun, and George Bruer, able-seaman.

*Continued from preceding page*

Another crewmember, Seafarer Joe Morrison, sailing able-seaman, said, "these ships are the future for us, and it is up to us to accept the challenge to upgrade ourselves and man these ships properly."

He continued, "my advice to SIU members is don't get left behind, get your training now."

Brother Morrison, who jokes that he

"could almost register to vote in Piney Point," has attended educational conferences at the Lundeberg School and has upgraded to Quartermaster there in addition to his LNG training.

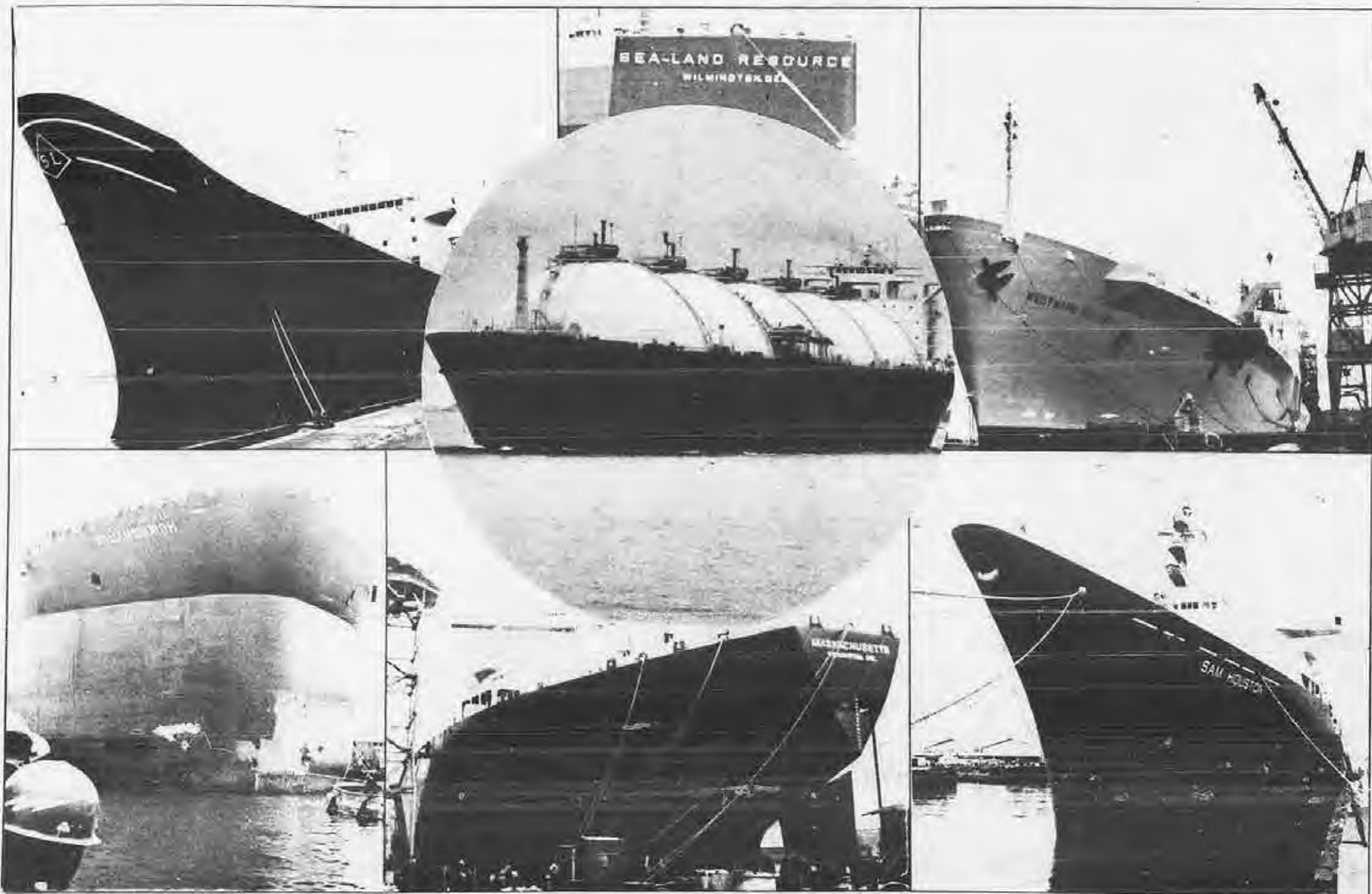
The remarks of these Seafarers, which were echoed by many of the *Aquarius* crewmembers, serves to underscore the absolute necessity of training and upgrading to the future of the SIU.

LNG ships are only the latest in a long line of high technology merchant vessels that have burst onto the scene in recent years, and that require highly skilled seamen to man them. Since 1970, the U.S. merchant fleet has seen the advent of the SL-7, LASH ships, roll-on/roll-off vessels, and supertankers like the SIU-manned *Brooklyn*, *Williamsburgh*, *New York* and *Massachusetts*.

The SIU has been able to bring the vast majority of these new ships under SIU contract because SIU members have taken the time to learn the necessary new skills by upgrading themselves. But to keep winning these contracts, SIU members must continue to do their part and upgrade.

As one member of the *Aquarius* crew put it, "the future is now and its up to us to meet the challenge."

## *Aquarius Follows a Long Line of Innovative Ships*



# Adequate LNG Facility Needed in California

A crucial link in the chain of approval for the all-Alaska natural gas pipeline now rests in the hands of the State of California.

This all-American route can bring the nation enormous economic and energy benefits. But if California fails to do its part, the entire project may fall apart.

The all-Alaska gas pipeline, which has been proposed by the El Paso-Alaska Gas Company, would bring natural gas down from Alaska's rich North Slope fields to a liquefaction plant to be built near the southern port of Valdez. From there it would be carried on LNG tankers down the coast to a proposed regasification terminal off California.

The California terminal is an essential part of the El Paso system, but it has not been fully approved yet by the State legislature.

Last month SIU President Paul Hall wrote California Governor Edmund G. Brown, Jr. urging his support for the siting of one or two LNG terminals off the California coast. Hall explained that the facility must be large enough to handle natural gas from the North Slope as well as from South Alaska and Indonesia.

California's support would be a significant factor to be considered by President Carter and Congress before they make their final decision on the pipeline route.

The SIU has supported the El

Paso project since it was proposed. Seafarers would, of course, gain jobs aboard the LNG ships used in this pipeline route as well as in the tug and barge traffic hauling materials and equipment for its construction.

But we also support it because, unlike the two competing trans-Canadian pipeline proposals, its construction and operation would use American labor. Moreover, El Paso's construction schedule promises delivery of the much-needed gas to U.S. markets one to two years ahead of the Canadian projects. And last winter demonstrated the value of the promise to states throughout the country where severe gas shortages developed—including California.

California is not being asked to make any sacrifices for the rest of the country in approving the LNG terminal. It would benefit not only by quick delivery of the gas but also in a big way from the jobs and other economic advantages of the entire project.

In his letter to Gov. Brown, Hall stated that the El Paso project would create an estimated 121,000 man-years of employment in California, including 16,500 man-years in the construction of the regasification terminal alone. He also pointed out that the total capital investment of the project in California would be about two-and-one-half times greater than

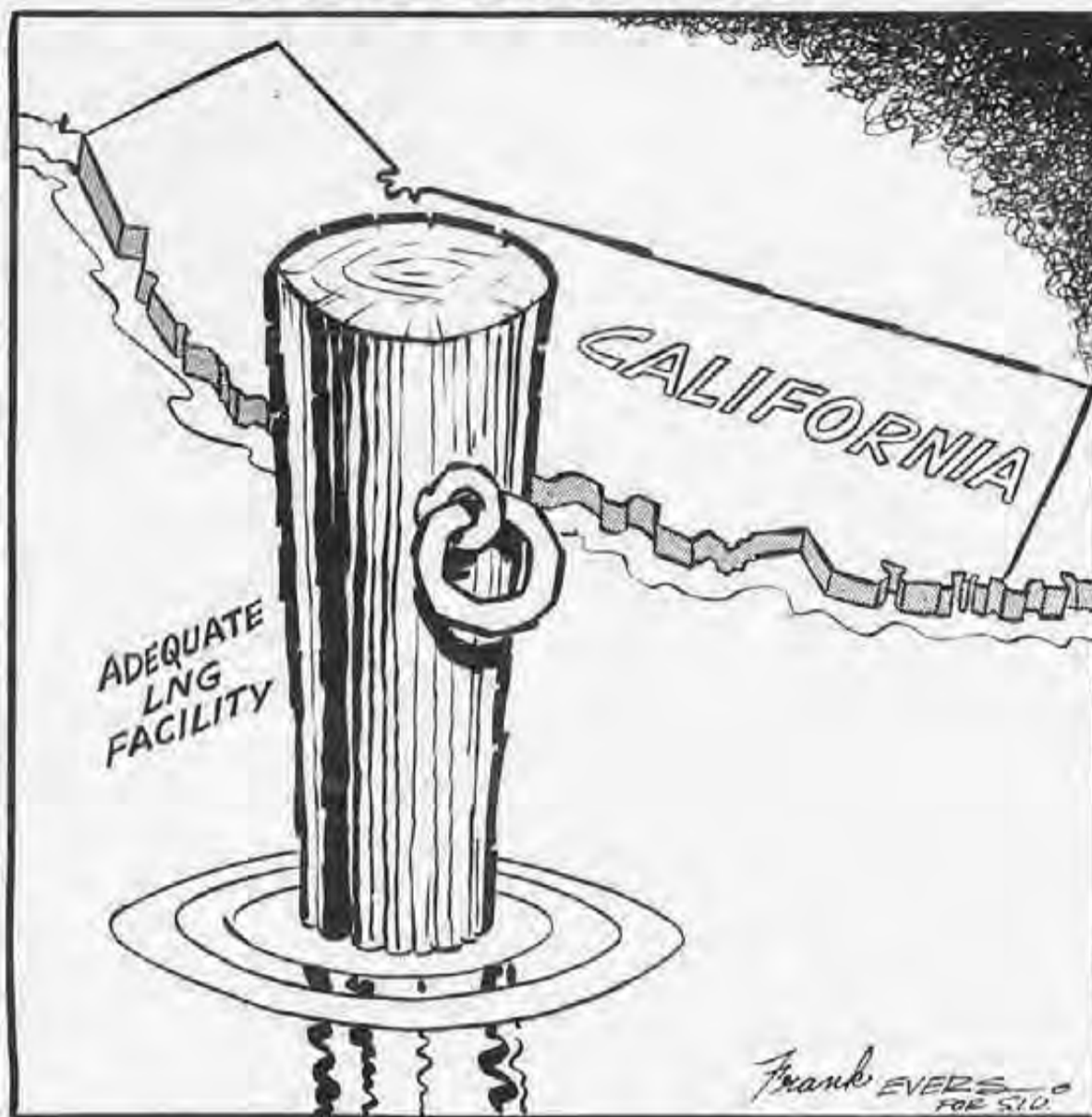
the Canadian proposals.

The El Paso pipeline has received praise from another West Coast Governor Dixie Lee Ray of Washington. In her March letter to President Carter, Governor Ray outlined the many benefits it holds for her state and the country—just as

Alaska Lieutenant Governor Lowell Thomas, Jr. did before the California Commission for Economic Development last month.

We now ask Gov. Brown to approve an adequate California LNG terminal that could handle the gas from an all-Alaska pipeline.

## A PLACE TO TIE UP



## LETTERS TO THE EDITOR

### Will Study Chemistry

I received the Union's letter of May 14, 1977, advising that I am one of the recipients of a \$10,000 scholarship which is granted by the Seafarer's Union.

I am indeed grateful to the Seafarers' Union for providing such an opportunity to dependents of the union members. This is especially meaningful to my parents because my younger brother will be attending college in two more years.

It is a very secure feeling to know that my college plans will be able to proceed for the next four years without any financial pressures.

These are my plans for the time being. I plan to attend the University of North Carolina at Chapel Hill where I have been accepted since last November. There I will study along a chemistry orientated line in which I hope to obtain a Bachelor of Science degree with my major in chemistry. I will keep you informed of later developments.

Gratefully yours,  
L. Warren Collier, IV  
Coinjock, N.C.

### Commends Heroism

On Jan. 6, 1977, Seafarer Harold Wallace was involved in rescue operations aboard the SS *New York*.

In reviewing the reports concerning this incident, we note the rescue attempt undertaken by him to have displayed a high degree of personal heroism. This action was taken with full knowledge of the risk involved. However, his concern for his fellow shipmates caused him to undertake such risk.

The courage which he displayed is truly in keeping with the highest tradition of the U.S. merchant marine. On behalf of myself and the entire organization, we commend him for his participation.

(Story, page 32, April 1977 Log.)

Very truly yours,  
Robert Bassett,  
Vice President  
Intercoast Management Corp.

June, 1977 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 39, No. 6

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# Wage, Cost of Living Increases Up Scale 7 Percent

Following is a complete breakdown of how the 5 percent contractually negotiated wage increase and the 2 percent cost of living adjustment in the deep sea contracts affect the base wage, overtime, premium overtime and penalty rates for all shipboard ratings sailing under both the Standard Tanker agreement and the Standard Freightship agreement. Both increases went into effect as of June 16, 1977. The increases are based on wages earned as of Dec. 16, 1976.

Seafarers are reminded that vacation pay will also be increased by the cost of living adjustment.

It is suggested that you cut out the information below and make it a permanent part of your present Freightship and Tanker agreements.

## Standard Tanker Agreement

Rating	Base Monthly Wages 6/16/77	Premium Rate Sat-Sun & Holidays 6/16/77	Overtime Rate Excess of 8 hrs. Mon-Fri 6/16/77
Boatswain (On vessels constructed since 1970)	1220.85	10.60	5.78
Boatswain (25,500 DWT or over)	1106.69	10.19	5.78
Boatswain (under 25,500 DWT)	1065.19	9.29	5.78
A.B. Deck Maintenance	908.33	7.92	4.43
Able Seaman	799.38	6.99	4.43
O.S. Deck Maintenance	733.96	6.42	3.51
Ordinary Seaman	633.88	5.55	3.51
Q.M.E.D.	1220.85	10.60	5.78
Chief Pumpman	1116.81	9.73	5.78
Second Pumpman/Engine Maintenance	1116.81	9.73	5.78
Ship's Welder Maintenance	988.70	8.52	5.78
Engine Utility	899.27	7.99	5.78
Oiler Maintenance Utility	910.26	7.85	4.43
Oiler	799.38	6.99	4.43
Fireman/Watertender	799.38	6.99	4.43
General Utility Deck/Engine	733.96	6.42	3.51
Wiper	733.96	6.42	3.51
Chief Steward (On vessels constructed since 1970)	1220.85	10.60	5.78
Steward/Cook	1220.85	10.60	5.78
Chief Steward (25,500 DWT or over)	1111.10	9.68	5.78
Chief Steward (under 25,500 DWT)	1069.61	9.31	5.78
Chief Cook	960.10	8.37	5.78
Cook & Baker	937.46	7.92	5.78
Third Cook	831.53	6.83	4.43
Assistant Cook	831.53	6.83	4.43
Messman	612.77	5.38	3.51
Utilityman	612.77	5.38	3.51

### PENALTY RATES OFF WATCH—MONDAY THROUGH FRIDAY EFFECTIVE 6/16/77

Group I 6.45    Group II 5.17    Group III 4.60

## Standard Freightship Agreement

Rating	Base Monthly Wages 6/16/77	Premium Rate Sat-Sun & Holidays 6/16/77	Overtime Rate Excess of 8 hrs. Mon-Fri 6/16/77
Boatswain (SL 7's, SL 18's, Lash & Mariner)	1173.34	10.10	5.78
Boatswain	1037.77	9.04	5.78
Carpenter	954.79	8.32	5.78
A.B. Maintenance	882.34	7.69	4.43
Quartermaster	832.21	7.25	4.43
Able Seaman	790.10	6.89	4.43
O.S. Maintenance	660.23	5.40	3.51
Ordinary Seaman	617.59	5.40	3.51
Chief Electrician (SL 7's, SL 18's, Lash & Mariner)	1255.31	11.01	5.78
Chief Electrician	1220.85	10.60	5.78
Crane Maintenance/Electrician	1220.85	10.60	5.78
Electrician Reefer/Maintenance	1220.85	10.60	5.78
Second Electrician	1141.26	9.94	5.78
Engine Utility Reefer Maintenance	1141.26	9.94	5.78
Refrigerating Engineer (When one is carried)	1141.26	9.94	5.78
Refrigerating Engineer (When three are carried)	1141.26	9.94	5.78
Chief	1170.64	9.12	5.78
1st Assistant	1040.24	8.70	5.78
2nd Assistant	970.40	8.44	5.78
Q.M.E.D.	1173.34	10.10	5.78
Plumber/Machinist	1046.47	9.12	5.78
Unlicensed Junior Engineer (Day)	998.52	8.70	5.78
Unlicensed Junior Engineer (Watch)	899.09	7.84	5.78
Deck Engineer	968.30	8.44	5.78
Engine Utility	912.00	7.96	5.78
Evaporator/Maintenance	836.50	7.31	5.78
Oiler	790.10	6.89	4.43
Oiler (Diesel)	850.25	7.42	4.43
Watertender	790.10	6.89	4.43
Fireman/Watertender	790.10	6.89	4.43
Fireman	790.10	6.89	4.43
Wiper	733.92	6.42	3.51
Ship's Welder/Maintenance	980.16	8.44	5.78
Oiler Maintenance Utility	912.00	7.42	4.43
General Utility Deck/Engine	733.92	6.42	3.51
Chief Steward (SL 7's, SL 18's, Lash & Mariner)	1173.34	10.10	5.78
Steward Cook	1173.34	10.10	5.78
Chief Steward	1037.77	9.04	5.78
Chief Cook	922.40	8.05	5.78
Cook & Baker	899.08	7.84	5.78
Second Cook	790.10	6.83	4.43
Third Cook	779.42	6.83	4.43
Assistant Cook	779.42	6.83	4.43
Messman	612.78	5.38	3.51
Utilityman	612.78	5.38	3.51

### PENALTY RATES OFF WATCH—MONDAY THROUGH FRIDAY EFFECTIVE 6/16/77

Group I 6.45    Group II 5.17    Group III 4.60

# \$3.50 for a 10-Hour Day, 6-Day Week, in 1918 on Harbor Boats

Among the papers of his father, Capt. Fred T. Tribble, a New York City compass adjuster, SIU pensioner Paul S. Tribble found a wage scale agreement for N.Y. Harbor boatmen on tugs, barges, lighters, and ferryboats that in 1918 paid a barge captain \$3.50 for a 10-hour day, 6-day week at \$85 a month. That was a 60 hour work week!

Other barge and lighter captains with steam or gasoline hoisting gear capacity of over 15 tons got up to \$3.75 to \$4 for their 10-hour day . . . between 6 a.m. to 7 p.m., one hour being allowed for the noon meal . . .

Another provision in their contract was that "For being required to be on his boat at night for watching or towing, the captain shall receive \$1.50 per night."

For "Work in connection with cargo as distinct from watching, in excess of 10 hours per day where these hours were in effect at the time of or prior to this award, or in excess of 12 hours per day where a 10 hour day was not in effect, and in excess of six days per week, shall be compensated at the rate of time-and-one-half."

And "All carfares in excess of 10 cents per day are to be paid by the employer to men living within the metro-

politan district, and all carfares to be paid by the employer when the men are on company business."

Captains of coal, grain and scow-boat were paid \$85 a month and got . . . \$1 per night when required to be active on their boats in connection with the loading or discharging of cargo at piers or alongside any vessel or in coal port."

## 'More Fortunate'

Stationary hoisting engineers were fortunate. They received from \$4.25 to \$5 per day for their efforts.

Ferryboat wheelmen, oilers (without licenses) and firemen received the magnificent sum of \$95 per month wage. Deckhands got a measly \$85 a month pay. An oiler with a U.S. marine license was well paid, he thought, at \$100 a month.

And their working conditions were gems: "One day off each week with pay shall be granted to all the above employes, the day to be determined by the employer."

Lower employes in the pecking order, like deckhands, oilers, firemen, cooks and floatmen on tugs were paid anywhere from \$75 to \$80 a month with board.

These poor souls had to work 12 hours a day and " . . . If board is not furnished by the company, 75 cents per day in lieu thereof for six days per week, or seven days if the employe does

not receive his day off, shall be allowed each employe."

All this is a far cry from today's pay and working conditions won by Inland Boatmen.

## Mom, Son Sail on Boat Twice



Here's Boatman David Tackett (left) at home with his mother, Boatwoman Lucille Thompson with whom he's sailed twice on towboats plying the Ohio and Mississippi Rivers during the last three years. She's a relief cook for the Orgulf Transport Co. of Cincinnati, Ohio and he's a leadman and deckhand for both the SIU-contracted Orgulf and the American Commercial Barge Line Co. of Jeffersonville, Ind. They both reside in Granite City, Ill.

## Personals

### Manuel Luis Perry, Sr.

Ms. Shirley Perry asks that you contact her at 10301 Burin Ave., #1, Inglewood, Calif. 90304.

### Matthew Olko

Emil Olko asks that you contact him as soon as possible at 115 East Clifton Ave., Clifton, N.J. 07011.

### John Joseph Reel

Karen at the Heart of Jacksonville asks that you contact her as soon as possible at 355-3744.

### Charlie Gard

Chris Killeen asks that you contact him as soon as possible c/o 926 Monroe, Scranton, Pa. 18510, tel. (717) 347-4449.

### Antonio Rodriguez

Enoy Napoles asks that you contact him as soon as possible at (212) 992-3688.

### Larry Richardson

Mont (Fingers) McNobb asks that you contact him as soon as possible at 98 Mason St., San Francisco, Calif. 94162, tel. (415) 362-0326.

### Larry Richardson

Mont (Fingers) McNobb asks that you contact him as soon as possible at 98 Mason St., San Francisco, Calif. 94162, tel. (415) 362-0326.

### Richard Mottram, Sr.

Your daughter Linda asks that you contact her as soon as possible at 374-7323.

### James Andrew Donohue

Your mother asks that you contact her at 33 Lamash Cres., House No. 35, Glasgow G-33 3L.J., Scotland, U.K.

## Personals

### Eusebio Figueroa

Your son asks that you contact him immediately. Contact Eusebio and Carmen Magaly, 1921 Morris Ave., Apt. 32, Bronx, N.Y. 10452, or call your brother Angel at (212) 293-6610.

### Hans Jensen Hammer

Courtland Smith asks that you contact him at (212) 624-3075.

## Personals

### John T. Ross

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

### Gary Lee Spell

Cindy asks that you contact her at the following address: Mrs. Cindy Spell, Fulbright and Jaworski, 6th floor, 800 Bank of the Southwest Building, Houston, Tex. 77002.

## Personals

### Jimmy Harrington

Pedro Del Valle asks that you contact him as soon as possible on the SS Houston (Sea-Land) or write him at 721 Del Parque St., Santurce, Puerto Rico.

### Leonard E. Maham

Mrs. Jimmy Nettles asks that you contact her at (904) 751-0043.

## Personals

# Dispatchers Report for Great Lakes

MAY 1-31, 1977

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Alpena	2	2	0	12	23	0	7	2	0
Buffalo	3	0	1	4	2	2	4	1	1
Cleveland	7	1	1	7	1	1	8	5	2
Detroit	22	0	0	24	15	5	11	0	3
Duluth	4	1	2	8	5	0	6	1	4
Frankfort	4	0	0	9	5	4	1	0	0
Chicago	2	1	0	3	2	0	2	1	0
Totals	44	5	4	67	55	12	39	10	10
<b>ENGINE DEPARTMENT</b>									
Alpena	4	1	0	12	8	1	6	2	0
Buffalo	0	0	1	2	0	1	0	0	0
Cleveland	3	2	0	2	2	0	4	0	0
Detroit	13	2	0	10	7	2	11	2	1
Duluth	2	2	4	5	1	0	5	4	6
Frankfort	2	0	0	2	0	0	1	0	0
Chicago	1	0	0	2	0	0	1	0	0
Totals	25	6	5	35	14	3	28	7	11
<b>STEWARD DEPARTMENT</b>									
Alpena	0	0	0	3	3	1	1	0	0
Buffalo	1	0	0	1	0	0	0	0	0
Cleveland	0	0	0	1	0	1	1	0	0
Detroit	7	1	1	12	5	7	1	0	1
Duluth	0	0	0	1	1	0	1	0	2
Frankfort	0	0	0	1	0	2	1	0	0
Chicago	4	0	0	4	0	0	2	0	0
Totals	12	1	1	23	9	11	7	0	3
<b>ENTRY DEPARTMENT</b>									
Alpena	2	17	11				7	12	27
Buffalo	2	2	11				2	0	20
Cleveland	4	1	9				7	5	15
Detroit	16	15	23				13	12	74
Duluth	3	2	17				4	3	39
Frankfort	5	4	13				2	4	18
Chicago	1	3	0				1	1	0
Totals	33	44	84				36	37	193
Totals All Departments	114	56	94	125	77	26	110	54	217

\*"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.



a UNION SHOP CARD feature:

## Sign of Better Service



Need a trim, a set, a manicure? Next time you need barber or beauty services, be sure to look for the Union Shop Card. The card is more than your guarantee of quality service, it also insures your continuing support of union labor.

The Barbers, Beauticians and Allied Industries International Association, AFL-CIO, CLC, founded December 5, 1887, received its charter in April 1888 from the American Federation of Labor.

In its long, proud history, the Barbers and

Beauticians Association has made the sponsorship and promotion of educational advancement one of its most important goals for all its members. This benefits the public as well as barbers and beauticians—well-trained operators mean well-groomed customers!

In the 1960's and early 70's, the barber and beauty professions were dealt an economic blow as long hair became fashionable.

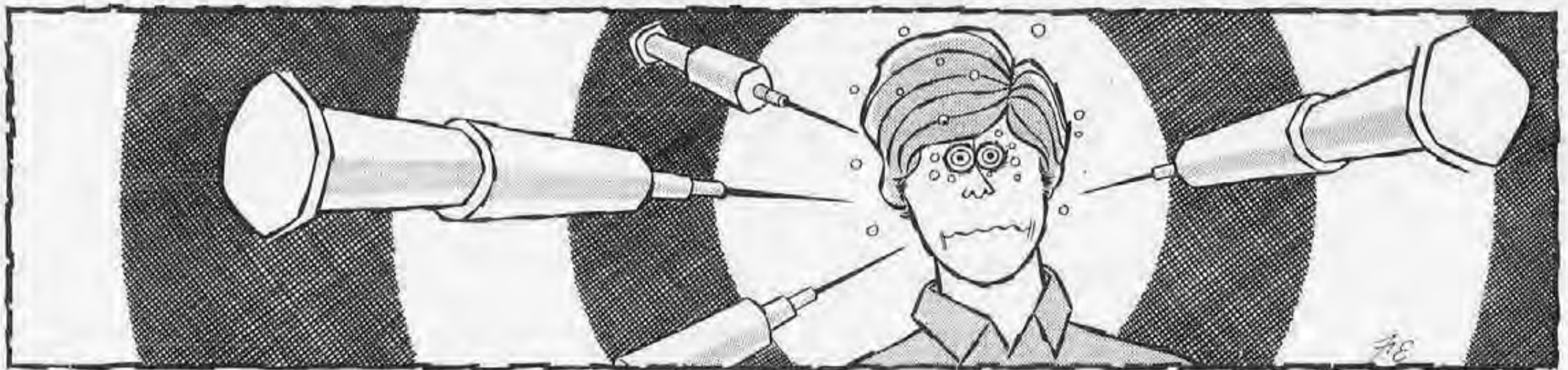
Today, a returning interest in personal grooming has meant that the number of barbers and beauticians is growing. And so is the importance of the Union Shop Card, the symbol of skilled, professional service.

Plants manufacturing barber and beauty products are also being organized, and their products bear the "Union-Made" label of the Association.

All union members can lend their support to the Barbers and Beauticians Association by always patronizing Union Shop Card establishments.



Union Label and Service Trades Department, AFL-CIO



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

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

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

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

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

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

was still in neutral. Crisis over.

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

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

### Flashing Lights

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

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

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

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

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

The policeman, looking a little bit shocked, then asked Tom how fast he thought he was going. Tom didn't really know for sure, but since the speed limit was 50 mph, he said he thought he was doing about 60 or 65.

The cop, looking more shocked than ever, opened Tom's door and politely said, "Son, would you mind stepping out of the car."

In a deep panic now, Tom blurted out, "Why, what seems to be the matter officer?" The cop said simply, "Son, you were doing four."

Tom was arrested for driving while under the influence of drugs, and was booked for possession after a search

turned up his grass and hashish.

In the long run, Tom got off pretty easy, though. He was convicted of possession of small amounts of grass and was given a fine. And the traffic judge suspended his license for one year, along with slapping him with a fine.

All in all, things worked out okay for Tom. But if he had been a merchant seaman, his trouble would just have started.

You see, any drug conviction of any kind is a sentence of life for a merchant seaman. That is, the Coast Guard, by no means as lenient as some local authorities when it comes to drugs, will revoke your seaman's papers for life, and that means the end of your career at sea.

No matter what anyone says about pot, however, there are some people who will smoke it anytime, anywhere. If you're one of those people, at least have the courtesy not to smoke while on duty, for your own good and the good of the entire crew. There are enough dangers involved with working at sea. So don't make the situation worse for anyone by trying to work while flying alongside the flying bridge.



Port agents met daily during the two-day confab in the fantail of the HLS schoolship *Zimmerman*.



SIU President Paul Hall led the conference discussion on manpower.

## Port Agents Prepare to Meet Manpower Need

Manpower was the key word at the SIU port agents' conference held on May 26 and 27 at the Harry Lundeberg School in Piney Point, Md.

Port agents and Union officials from coast-to-coast came to the School to exchange ideas on the best way to meet the maritime industry's growing need for qualified seamen and boatmen.

The HLS setting was appropriate to the issue at hand since its excellent training facilities were referred to again and again as the Union's best hope for the future. "I wish we had something like this when we were starting out," SIU Headquarters Representative Fred Farnen remarked. (Farnen celebrated his 73rd birthday at the conference.)

HLS President Hazel Brown, who serves on two Government committees for labor apprenticeship programs, reported that the HLS is nationally recognized as one of the nation's outstanding union schools.

The port agents all had good reports to convey on the HLS trainees they had shipped or put on boats. Several plans were discussed to get more members from all divisions to take advantage of the HLS upgrading programs, which are the SIU member's ticket to higher pay and better job security.

The Gulf ports are one area where more manpower may soon make the difference between meeting and not meeting the challenge of new job opportunities, SIU Vice President Cal Tanner pointed out. He alerted the port agents to the possibility of Cuban trade opening up for the Miami, Tampa and Jacksonville areas.

The port agents conference immediately followed the Trustee meetings, a regular gathering of SIU and management representatives who are the overseers of the Union's welfare, pension and vacation plans as well as funds for the HLS and the SIU hiring halls.

Held back to back every two months with the Trustee meetings, these two-day port agent confabs foster stronger ties among the SIU leadership so that it can offer the best representation for the Union's widespread membership.



The meeting began with individual reports on port activity. Speaking, from left to right, are: Port Agent Gerry Brown from Mobile; Joe Sacco, Headquarters Representative from Houston, and George Costango, Piney Point port agent.



Philadelphia Port Agent John Fay, left, and Puerto Rico Port Agent Juan Reinososa presented their views. At right is HLS President Hazel Brown who explained her role this year serving on Government labor training committees.



In photo at left, SIU Headquarters Representative Fred Farnen (second from right) celebrated his 73rd birthday during a break in the conference. He is shown here flanked by well-wishers, from left: Joe Sigler, Chicago port agent; Jack Bluit, Detroit port agent, and Leon Hall, Headquarters Representative. Photo at right shows some of the management representatives, front row, at the SIU Trustees meeting, which preceded the port agents conference.

# What Does "Service" Mean Under the Seafarers Pension Plan?

In the February, 1977 edition of The LOG, a summary outline of the Seafarers Pension Plan was printed. Due to space limitations, many details of the rules and regulations could not be included. Some questions arose concerning "Service," such as:

1. What is Service?
2. Does Service include only time an employee actually works?
3. Does an employee get credit for service during periods when he is unable to work due to temporary illness or injury?
4. What else may be counted towards Service?

The answers to these questions will be found in the Summary Plan Description booklet which will be distributed to all participants of the Seafarers Pension Plan within the next several months. In the meantime we have prepared this article to provide answers to these specific questions about Service.

## WHAT IS SERVICE?

The Seafarers Pension Plan uses the term "SERVICE" to mean:

- a. Periods of employment with an employer who is obligated to contribute to the Pension Plan Fund, and
- b. Periods of temporary disability during which an employee receives Sickness and Accident Benefits or Hospital Benefits from the Seafarers Welfare Plan or Maintenance and Cure Benefits from his employer;

c. Also included as Service are those periods of service in the Armed Forces of the United States which must be credited pursuant to the Military Selective Service Act of 1967. [Note: not all service in the Armed Forces will necessarily be counted, so please check this with the Plan office.]

d. Credit for Service will be given for periods prior to July 1, 1962, during which a Seafarer or Boatman was certified as "NOT FIT FOR DUTY" by the United States Public Health Service or other appropriate medical authority, provided the employee engaged in covered employment prior to said period of disability.

## RECEIVING CREDIT FOR SERVICE

The amount of Service an employee is given credit for is based upon the number of days he accumulates during these periods of Service. Service lost due to a Break in Service will not, of course, be counted.

## DEFERRED VESTED PENSION

An employee will receive credit for One Year of Service for each calendar year during which he receives credit for 125 days of Service. An employee with at least 10 Years of Service is eligible for a Deferred Vested Pension.

## MEETING THE SERVICE REQUIREMENTS FOR THE OTHER PENSION PLAN BENEFITS

It is most important for an employee to know which periods of Service are counted in determining whether he has satisfied the Service Requirements for a particular Pension Benefit. This information follows:

### EARLY NORMAL PENSION

#### In Satisfying the 7,300 Days of Service Requirement—

1. Only periods of employment (Deep Sea or Great Lakes) and
2. Certain periods of service with the Armed Forces of the United States, shall be considered.

[It is important to note: Periods of temporary disability are NOT counted in determining whether an employee has met the 7,300 Days of Service Requirement.]

#### In Satisfying the 90 Days Requirement—

An employee shall be given credit for the number of days he accrues or accumulates during periods of temporary disability during which he receives Sickness and Accident, Hospital or Maintenance and Cure Benefits for the purpose of meeting the "90 Days of Service" during the calendar year preceding the employee's date of application, requirement. [NOTE: If the period of disability

should overlap two calendar years, only the first 39 weeks (273 days) during one continuous period of disability, shall be counted.]

### SPECIAL EARLY NORMAL PENSION

#### In Satisfying the 7,300 Days of Service Requirement—

1. Only periods of employment (Deep Sea-Great Lakes), and
2. Certain periods of service with the Armed Forces of the United States, shall be considered.

[It is important to note: Periods of temporary disability are NOT counted in determining whether an employee has met the 7,300 Days of Service Requirement.]

### REGULAR NORMAL PENSION

#### In Satisfying the 5,475 Days of Service Requirement—

1. At least 2/3rds of the required Service must be accrued during:

- a. Periods of employment, and
- b. Certain periods of service with the Armed Forces of the United States; And NO MORE than 1/3rd of the required Service may be accrued during:

- a. Periods of temporary disability during which employee received Sickness and Accident, Hospital or Maintenance and Cure Benefits, and/or
- b. Periods, prior to July 1, 1962, during which an employee was certified as "NOT FIT FOR DUTY" by the USPHS, etc.

### DISABILITY PENSION

#### In Satisfying the 4,380 Days of Service Requirement—

1. At least 2/3rds of the required Service must be accrued during:

- a. Periods of employment, and
- b. Certain periods of service with the Armed Forces of the United States; And NO MORE than 1/3rd of the required Service may be accrued during:

- a. Periods of temporary disability during which employee received Sickness and Accident, Hospital, or Maintenance and Cure Benefits, and/or
- b. Periods, prior to July 1, 1962, during which an employee was certified as "NOT FIT FOR DUTY" by the USPHS, etc.

#### In Satisfying the 90 Days of Service Requirement—

An employee shall be given credit for the number of days he accrues or accumulates during periods of temporary disability during which he received Sickness and Accident, Hospital, or Maintenance and Cure Benefits, for the purpose of meeting the requirement of 90 Days of Service during the calendar year preceding the employee's date of application. [NOTE: If the period of disability should overlap two calendar years, only the first 39 weeks (273 days) during one continuous period of disability shall be counted.]

**IF YOU HAVE QUESTIONS ABOUT YOUR ELIGIBILITY OR THE PENSION BENEFITS PLEASE CONTACT YOUR LOCAL UNION REPRESENTATIVE OR WRITE:**

**SEAFARERS PENSION PLAN  
275 20th Street  
Brooklyn, N.Y. 11215**

## Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

Apr. 21 - May 25, 1977

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	13	73	\$ 41,000.00	\$ 247,543.06
In Hospital Daily @ \$1.00 .....	579	1,962	579.00	1,964.00
In Hospital Daily @ \$3.00 .....	416	1,283	1,248.00	3,849.00
Hospital & Hospital Extras .....	13	74	4,111.85	11,153.08
Surgical .....	1	12	35.00	1,579.00
Sickness & Accident @ \$8.00 .....	5,652	26,345	45,216.00	215,560.00
Special Equipment .....	1	10	900.00	4,164.71
Optical .....	12	578	3,742.50	17,541.31
Supplemental Medicare Premiums .....	69	16	2,767.20	7,684.50
<b>TOTAL</b>	<b>539</b>	<b>274</b>	<b>\$ 47,922.96</b>	<b>\$ 20,337.23</b>
<b>PENSIONERS &amp; DEPENDENTS</b>				
Hospital & Hospital Extras .....	101	74	24,678.05	99,845.74
Surgical .....	13	11	7,600.00	37,834.00
Maternity .....	2	13	215.50	1,347.86
Blood Transfusions .....	1	171	3,371.43	13,844.51
Optical .....	1	66	350.00	1,300.00
<b>TOTAL</b>	<b>140</b>	<b>839</b>	<b>\$ 36,565.03</b>	<b>\$ 152,372.11</b>
<b>DOCTORS &amp; MEDICAL EXPENSES</b>				
Doctors .....	125	300	5,288.00	17,200.00
Surgical .....	16	109	2,620.00	14,437.55
Optical .....	63	276	1,876.00	8,206.05
Blood Transfusions .....	2	2	75.00	75.00
Special Equipment .....	8	22	1,080.00	3,300.25
Dental .....	1	4	154.00	1,204.00
Supplemental Medicare Premiums .....	1	1	165.70	68,228.40
<b>TOTAL</b>	<b>217</b>	<b>839</b>	<b>\$ 11,665.70</b>	<b>\$ 25,291.65</b>
<b>SEAFARERS WELFARE PLAN</b>				
<b>TOTAL</b>	<b>756</b>	<b>1,583</b>	<b>\$ 60,153.69</b>	<b>\$ 265,000.99</b>



**Eino A. Salo**, 65, joined the SIU in the port of Duluth in 1960 sailing as an oiler for the Buckeye Steamship Co. Brother Salo sailed 38 years on the Great Lakes. He was born in Superior, Wisc. and is a resident of Wentworth, Wisc.




**Ralph E. Seckinger**, 62, joined the SIU in the port of Tampa sailing as an AB. Brother Seckinger sailed 41 years. He was born in Ocala, Fla. and is a resident of Tampa.



**William J. Shadeck**, 59, joined the SIU in the port of Detroit in 1959 sailing as an oiler on the Great Lakes for 38 years. Brother Shadeck was born in Karthaus, Pa. and is a resident of Erie, Pa.



**James C. Stewart**, 65, joined the SIU in 1947 in the port of New Orleans and sailed as a chief electrician. Brother Stewart was also a member of the International Sailors Union (ISU) in 1936 and the National Maritime Union (NMU) in 1947. He sailed 32 years, attended the HLSS in 1967 and graduated from the SIU-MEBA District Engineering School. Seafarer Stewart is a veteran of the U.S. Army Infantry before World War II. Born in Delaware, he is a resident of Mobile, Ala.



**Chester I. Spinks**, 61, joined the SIU in 1946 in the port of New Orleans sailing as an OS for 31 years. Brother Spinks is a veteran of the U.S. Army in World War II. He was born in Mobile and is a resident of Andalusia, Ala.



**Robert E. Lee**, 63, joined the Union in the port of Norfolk in 1963 working as a watchman for the McAllister Brothers Pier Employees Co. from 1956 to 1977. He was born in Martin County, N.C. and is a resident of Chesapeake, Va.



**William L. Rains**, 63, joined the Union in the port of Norfolk in 1960 sailing as a deckhand for the Penn-Central Railroad from 1937 to 1977. Brother Rains is a veteran of the U.S. Army in World War II. He was born in Bohannon, Va. and is a resident there.



**Robert C. Smith**, 53, joined the Union in the port of New Orleans in 1956 sailing as a deckhand and oiler on the tug *Sandra* for the Crescent Towing and Salvage Co. from 1954 to 1977 and the West Bank Electric Co. from 1951 to 1956. Brother Smith sailed 25 years. He was born in Chunky, Miss. and is a resident of Algiers, La.



**Melvin L. White**, 65, joined the Union in the port of Norfolk in 1960 sailing as a deckhand and barge captain for the Penn-Central Railroad from 1941 to 1977. Brother White sailed 49 years. He was born in Mathews, Va. and is a resident of Mobjack, Va.



**Charles R. Pischner**, 63, joined the Union in the port of Frankfort, Mich. in 1959 sailing as an AB. Brother Pischner is a veteran of the U.S. Army in World War II. He was born in Michigan and is a resident of Green Bay, Wisc.



**Hoyt L. Tanner**, 57, joined the SIU in the port of New York in 1950 sailing as a fireman-watertender and oiler. Brother Tanner sailed 33 years. He is a veteran of the pre- and World War II U.S. Coast Guard. A native of Rockdale, Ga., he is a resident of New Orleans.



**Harvey Trawick**, 62, joined the SIU in 1939 in the port of Mobile sailing as a bosun. Brother Trawick sailed 41 years and has a chief mate's license. He was born in Alabama and is a resident of Mobile, Ala.



**Anthony J. Zaleski**, 65, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Zaleski sailed 35 years and was a ship's delegate. He was born in New York City and is a resident of East Meadow, L.I., N.Y.



**Joseph C. Wallace**, 60, joined the SIU in 1941 in the port of New York sailing as an AB. Brother Wallace sailed 36 years. He is a veteran of the U.S. Army in World War II. Seafarer Wallace was born in South Norfolk and is a resident of Virginia Beach, Va. where he will continue his hobby of woodworking.



**Lars Brekke**, 62, joined the Union in 1948 in the port of Galveston sailing as an AB and captain for the Caribe Tugboat Corp from 1974 to 1977, as a mate for the Sabine Towing Co. in 1971 and for the G & H Towing Co. in Galveston in 1955. Brother Brekke was born in Aakra, Sumhordland, Norway and is a naturalized U.S. citizen. He is a resident of Hitchcock, Tex.



**Waley A. Thomas**, 58, joined the Union in the port of Baltimore in 1962 and sailed as a chief steward. Brother Thomas sailed 21 years and upgraded at the Lundeborg School. He was born in Campbell County, Va. and is a resident of Gambrills, Md.



**William R. Merrill**, 62, joined the Union in the port of Norfolk in 1961 sailing as a deckhand for the Curtis Bay Towing Co. from 1948 to 1976 and as a fisherman from 1945 to 1948. Brother Merrill was born in Morehead City, N.C. and is a resident of Norfolk.



**Martin Hicks**, 66, joined the Union in the port of Cleveland in 1951 sailing as an AB. Brother Hicks sailed for the Ann Arbor (Mich.) Railroad Car Ferries and was a HLS upgrader in 1974-75 in the Assistant Cook and Baker Course. A native of Dublin, Ireland, he is a naturalized U.S. citizen and is a resident of Benzonia, Mich.



**Pedro A. Suarez**, 61, joined the SIU in 1949 in the port of New York sailing in the steward department for 31 years. Brother Suarez was born in Spain and is a naturalized U.S. citizen. He is a resident of Carnoedo, Spain.



**Sidney A. "Sid" White**, 61, joined the SIU in the port of New York in 1957 sailing as an AB. Brother White sailed 26 years and as a wiper for the Construction Aggregates Corp., Chicago in 1952. He was also an organizer for the inland waters. Seafarer White is a veteran of the U.S. Navy in World War II. Born in Philadelphia, he is a resident of Pineville, La. where he will pursue his hobby of duck hunting.



**Rene M. Wittbecker**, 65, joined the SIU in the port of Elberta, Mich. in 1954 sailing as a cook for 26 years. Brother Wittbecker was born in Freeport, Ill. and is a resident of Eau Claire, Pa.



**Anthony S. Vardian**, 67, joined the SIU in the port of Detroit in 1960 sailing as a conveyor gateman for the McKee and Sons Steamship Co. on the Great Lakes for 38 years. Brother Vardian was born in Michigan and is a resident of Escanaba, Mich.



**Edward E. Zubatsky**, 65, joined the SIU in the port of New Orleans in 1961 and sailed as a bosun and chief steward. Brother Zubatsky sailed 18 years. He was born in Manitowoc, Wisc. and is a resident of New Orleans.



**Benjamin Franklin Pruitt**, 63, joined the Union in the port of Norfolk in 1961 sailing as a deckhand and launchman for McAllister Brothers Towing Co. from 1953 to 1956, for Allied Towing from 1963 to 1977, Merritt, Chapman & Scott from 1955-56 and 1962 to 1963 and as operating engineer, mate and captain for the Southern Transport Co. and the Carolina Towing Corp. in 1964. Brother Pruitt was born in Pikeville, Ky. and is a resident of Norfolk.



**Melvin L. Schrade**, 58, joined the SIU in 1942 in the port of New Orleans sailing as an AB. Brother Schrade sailed 33 years. He was born in North Dakota and is a resident of Minneapolis, Minn.



**Thomas Snow**, 59, joined the SIU in 1947 in the port of Boston sailing as an AB. Brother Snow is a veteran of the U.S. Marine Corps in World War II. A native of Boston, he is a resident of Dorchester, Mass.



Recertified Bosun **Manuel "Blackie" Sanchez**, 60, joined the SIU in 1938 in the port of Miami and sailed as a bosun. He was at the meeting there when the Union was voted in. Brother Sanchez was bosun on the *SS Ogden Willamette* (Ogden Marine) the first SIU tanker to carry U.S. grain to the Soviet Union and return with oil here in 1973. Born in Tampa, Fla., he has been retired in Jacksonville, Fla. where he is an avid golfer.



**John J. Pelish, 67,** joined the SIU in the port of Toledo in 1970 sailing as an OS for the American Steamship Co. and Bob-Lo Co. on the Great Lakes for 23 years. Brother Pelish was born in Scarboro, W.Va. and is a resident of Toledo, Ohio where he plans to "work around the house and yard and visit his sister in St. Ignace, Mich. and also visit West Virginia."



**Harry E. Larson, 62,** joined the Union in the port of Philadelphia in 1961 sailing as a lighter captain for the Independent Lighterage and Pier Co. from 1948 to 1977. Brother Larson was born in Pennsylvania and is a resident of Philadelphia.



**Alfred P. Marquand, 61,** joined the Union in the port of New York in 1960 sailing as a deckhand for the Murry Towing Line Co. in 1939 and for the Penn-Central Railroad from 1939 to 1977 as a deckhand and cook. Brother Marquand is a veteran of the U.S. Army in World War II. Born in Canada, he is a naturalized U.S. citizen. Boatman Marquand is a resident of Brooklyn, N.Y.



**Joseph F. Aysien, 56,** joined the Union in the port of New Orleans in 1959 sailing as a tankerman, mate and barge captain for the Tidewater Towing Co. in 1955, Coyle Lines in 1958, Interstate Oil Transport Co. from 1969 to 1974 and for the Mariner Towing Co. and Dixie Carriers that year. Brother Aysien is a veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident there.



**Chang Ling, 65,** joined the SIU in the port of New York in 1957 sailing as a fireman-watertender. Brother Ling graduated that year from the Andrew Furuseth Training School, Brooklyn, N.Y. He is a veteran of the U.S. Army infantry in World War II. Born in Wenchow, China, he is a naturalized U.S. citizen. Seafarer Ling is a resident of New York City.

## Unclaimed Wages

The SIU members listed below have unclaimed wages due them from Maritime Overseas Corporation. If your name is below, the company asks that you contact: Paymaster, Maritime Overseas Corporation, 511 Fifth Ave., New York, N.Y. 10017. Also, the company says that the following information should be given by applicants: Social Security number and current address.

### NAMES

W. Flaherty	C. B. Troy
J. Duhadaway	R. L. Opper
W. Sears	J. L. Boyce
C. Mills	E. S. Spooner
J. S. Matthews	H. Chamberlain
R. F. Flournoy	B. W. Warren
C. J. Cosner	T. B. Fleming
F. J. Howard	H. Scott
L. D. McDuffie	D. A. Clark
J. R. Bradley	J. Canfield
J. W. Mullis	D. L. Smith
J. C. Leach	J. Downey
A. Maben	D. Murray
O. Gatlin, Jr.	P. Salowsky
S. B. Crader	R. A. Hogan
A. Mravec	M. Eschenko
C. E. Demers	J. Lopez
J. L. Burk	D. Gomez, Jr.
R. D. Rains	H. Vera
M. A. Freeburn	T. R. Bolger
F. L. Hall	S. H. Al-Maklani
H. J. Breen	

## Shipping Report for Inland Waters

FOR THE MONTH OF MAY 1977

	TOTAL JOBS SHIPPED			TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs	Relief Jobs		Class A	Class B
	Class A	Class B	Class C	Class A	Class B
BALTIMORE	0	0	0	2	2
BOSTON	0	0	0	0	0
HOUSTON	6	6	14	10	7
JACKSONVILLE	0	0	0	0	0
NEW YORK	0	0	0	0	0
MOBILE	0	0	0	0	0
NORFOLK	0	0	0	50	0
NEW ORLEANS	3	1	2	0	2
PADUCAH	4	1	14	1	14
PHILADELPHIA	0	0	0	136	93
PINEY POINT	0	0	0	0	0
PORT ARTHUR	4	1	27	2	0
PUERTO RICO	0	0	5	0	0
RIVER ROUGE	14	0	0	12	0
ST. LOUIS	8	1	9	10	3
TAMPA	0	0	0	0	0
TOTAL ALL PORTS	39	10	71	223	121

## Federal Garbage Rules

Federal garbage regulations apply to ships arriving at U.S. ports from all foreign countries (except Canada) and from Hawaii, Puerto Rico, the U.S. Virgin Islands, and Guam, according to the Animal and Plant Health Inspection

Service of the U.S. Department of Agriculture.

The regulations are necessary to prevent the spread to this country of destructive plants pests and livestock or poultry diseases by garbage.

tion of an inspector of the Animal and Plant Health Inspection Service to an approved facility for incineration, sterilization, or grinding into an approved sewage system.

### FOR INFORMATION

For further information, write to: Port Operations Development Staff, APHIS, PPQ, U.S. Department of Agriculture, Federal Building, Hyattsville, Md. 20782.

### DEFINITION OF GARBAGE

"Garbage" means all waste from fruits, vegetables, meats, and other plant or animal (including poultry) materials. Also, nonfood items that have come in contact with food—such as table refuse, galley refuse, food wrappers or containers, and other waste materials from ship's stores, food preparation areas, passengers' or crews' quarters, and dining rooms.

### HANDLING GARBAGE ABOARD SHIP

Garbage left aboard must be contained in covered, leakproof receptacles inside the ship's guardrail while in territorial waters of the United States.

### UNLOADING GARBAGE AT U.S. PORTS

Garbage may be removed in covered, leakproof receptacles under the direc-

## Retroactive Checks

Retroactive pay checks in amounts ranging from \$1.50 to \$8.66 are being held for the following men by Puerto Rico Marine Management. The checks had been returned to the company's office because of insufficient and incorrect addresses. Any member whose name appears below can claim his check by contacting W. A. Prindiville, assistant manager of vessel operations, Puerto Rico Marine Management, Inc., Fleet and Bombay Sts., P.O. Box 1910, Elizabeth, N.J. 07207, telephone (201) 352-2700, ext. 2414.

T. W. Dodson R. Oriano  
L. Martinez R. Rutzisky

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

## MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	July 5	2:30 p.m.	7:00 p.m.
Philadelphia	July 5	2:30 p.m.	7:00 p.m.
Baltimore	July 6	2:30 p.m.	7:00 p.m.
Norfolk	July 7	9:30 a.m.	7:00 p.m.
Jacksonville	July 7	2:00 p.m.	—
Detroit	July 8	2:30 p.m.	—
Houston	July 11	2:30 p.m.	7:00 p.m.
New Orleans	July 12	2:30 p.m.	—
Mobile	July 13	2:30 p.m.	—
San Francisco	July 14	2:30 p.m.	—
Wilmington	July 18	2:30 p.m.	—
Seattle	July 22	2:30 p.m.	—
Piney Point	July 9	10:30 a.m.	—
San Juan	July 7	2:30 p.m.	—
Columbus	July 16	—	1:00 p.m.
Chicago	July 12	—	—
Port Arthur	July 12	—	—
Buffalo	July 13	—	—
St. Louis	July 15	2:30 p.m.	—
Cleveland	July 14	—	—
Jersey City	July 11	—	—

# Digest of SIU Ship Meetings



**ARTHUR MIDDLETON** (Waterman Steamship), April 24—Chairman, Recertified Bosun D. Dammeyer; Secretary R. Boyd; Educational Director B. Waddell; Engine Delegate Joseph R. Kearney; Steward Delegate M. Agiunc. \$32 in ship's fund. No disputed OT. Chairman advised that anyone who wants to can put any extra money they have in the ship's safe. Also discussed the importance of donating to SPAD, and the need to upgrade at Piney Point. Observed one minute of silence in memory of our departed brothers.

**JEFF DAVIS** (Waterman Steamship), April 10—Chairman, Recertified Bosun G. E. Annis; Secretary D. Collins; Educational Director C. S. Langley; Deck Delegate H. P. Lopez; Steward Delegate Leonardo Manca. Some disputed OT in deck department. Chairman reported that the *Seafarers Log* was received in Assab and one copy was passed on to the *Thomas Lynch*. A vote of thanks to the steward department for big improvements in the menus and the food. Next port, Jeddah.

**THOMAS NELSON** (Waterman Steamship), April 17—Chairman, Recertified Bosun R. Chaisson; Secretary C. Prestwood; Educational Director A. Delaney; Deck Delegate Cesar A. Crespo; Engine Delegate Alfred Ragas. No disputed OT. Previous minutes were read and accepted with some repairs still to be worked on. Chairman reported that the captain wants all doors to be locked in Canal and all ports over here with the exception of the door by the gangway. A vote of thanks to the steward department for good food and service. Observed one minute of silence in memory of our departed brothers. Next port, Suez Canal.

**OGDEN WILLAMETTE** (Ogden Transport), April 10—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director H. Meredith; Deck Delegate B. Anding; Engine Delegate L. Campos; Steward Delegate W. Scopolites. No disputed OT. All communications received were read and posted. Chairman held a discussion on the Seafarers Alcoholic Center at Piney Point and the good it is doing for those brothers who need the help. Also discussed was the importance of donating to SPAD.

**SEA-LAND GALLOWAY** (Sea-Land Service), April 7—Chairman, Recertified Bosun George Burke; Secretary A. Seda. No disputed OT. Chairman reported that everything ran smoothly this trip. 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, Elizabeth, N.J.

**AQUILA** (Aquila Steamship), April 24—Chairman, Recertified Bosun C. Pickle; Secretary S. Sylvester; Educational Director F. Tobi; Steward Delegate Henry C. McCullough. Some disputed OT in steward department. \$75 in ship's fund for extra movies. Everyone in the crew gave \$5 so more movies can be purchased. Chairman reported that it was a good trip and everyone worked together. A vote of thanks to the steward department for a job well done.

**DELTA BRASIL** (Delta Steamship Lines), April 3—Chairman, Recertified Bosun L. Guadnud; Secretary R. P. Marion; Educational Director H. Wells; Deck Delegate R. Rudolph; Engine Delegate J. Cruz; Steward Delegate H. O'Brien. \$95 in ship's fund. \$300 in movie fund. Some disputed OT in deck department. Chairman gave a talk on the importance of donating to SPAD and the benefits to be derived from upgrading at Piney Point. Next port, Abidjan.

**PHILADELPHIA** (Sea-Land Service), April 3—Chairman James H. Parnell; Secretary Paul Lopez; Educational Director Kasimirs Abarons; Deck Delegate Richard Heikus; Engine Delegate Forrest Burris; Steward Delegate Pedro Alvarez. No disputed OT. Chairman held a discussion on a number of stories that appeared in the *Seafarers Log*. Next port, Seattle.

**SAN PEDRO** (Sea-Land Service), April 10—Chairman, Recertified Bosun M. Kerngood; Secretary R. Donnelly; Educational Director C. McBrien. \$5 in ship's fund. No disputed OT. Chairman reported on the center that is now open at Piney Point for the help of alcoholics. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**NEWARK** (Sea-Land Service), April 24—Chairman A. Vilanova; Secretary Ken Hayes; Educational Director R. Coleman; Engine Delegate W. West. \$8 in ship's fund. No disputed OT. *Seafarers Logs* were received and distributed to delegates. Latest pamphlet received from Headquarters received, discussed and posted. Report to *Log*: "With salmon season coming expect to have quite a few of the brothers getting off. The fishing should be good after a very light winter. This was one of the warmest in Alaska history." Next port, Seattle.

**SEA-LAND FINANCE** (Sea-Land Service), April 24—Chairman, Recertified Bosun James Pulliam; Secretary W. Benish; Deck Delegate J. Long; Engine Delegate W. Cole; Steward Delegate F. Pappone. No disputed OT. Chairman reported that the patrolman at payoff talked about the change in Pension Plan and how it works. Plan was discussed and a copy will be posted for all to read. March issue of the *Seafarers Log* has some good reading. Education Series No. 7 was received and passed out for all to read. Reminded steward department to fill out upgrading applications. Next port, Hong Kong.

**ROBERT TOOMBS** (Waterman Steamship), April 17—Chairman, Recertified Bosun Lee J. Harvey; Secretary Bob L. Scarborough; Educational Director Rudolph Davis; Deck Delegate Harry M. Fisher; Engine Delegate Calvin Bethard; Steward Delegate Lawrence Smith. Some disputed OT in deck department. Chairman held a discussion on the importance of SPAD. Report to the *Seafarers Log*: "This was a 146-day trip and everything went smoothly. A very good SIU crew in all departments." Next port, New Orleans.

**LONG BEACH** (Sea-Land Service), April 10—Chairman, Recertified Bosun T. R. Price; Secretary M. Costello; Educational Director S. Green. \$26.50 in ship's fund. No disputed OT. The captain called a safety meeting and it was attended by the officers on watch and members of the unlicensed personnel. Observed one minute of silence in memory of our departed brothers.

**ZAPATA COURIER** (Zapata Bulk Transport), April 10—Chairman, Recertified Bosun Sal Sbriglio; Secretary P. Franco; Educational Director A. Bell; Deck Delegate Jones; Engine Delegate James Chiaese; Steward Delegate Ronald Fluker. No disputed OT. Steward advised all brothers to read the *Log* as it has a lot of good reading in it and keeps you informed as to what is going on in the Union. Also received the education series No. 7 which is great for all of our young members to read. If a lot of brothers read these things they would not be sitting around the messroom telling young members what they can get out of going to sea by not working or knocking our Union and Piney Point.

**OVERSEAS JOYCE** (Maritime Overseas), April 17—Chairman, Recertified Bosun A. H. Anderson; Secretary S. Szeibert; Educational Director H. Granger; Deck Delegate Jose M. Nova; Engine Delegate Daniel Boleria. No disputed OT. Chairman advised all crewmembers to be aware of the curfew in Russia and that everyone must observe the law. If there are any problems, the Russian authorities will revoke passes. Also discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND MARKET** (Sea-Land Service), April 10—Chairman, Recertified Bosun D. Rood; Secretary R. Hutchins; Deck Delegate V. Genco; Engine Delegate C. C. Hall; Steward Delegate A. Mohamed. No disputed OT. Chairman extended a vote of thanks to each department delegate for their running of a smooth ship. It takes all departments to achieve this aim. Observed one minute of silence in memory of our departed brothers. Next port, Portsmouth.

**ERNA ELIZABETH** (Hudson Waterways), April 17—Chairman, Recertified Bosun F. C. Cooper; Secretary L. Banks; Deck Delegate A. W. Saxon; Engine Delegate Joseph Collins. No disputed OT. Received the *Seafarers Log* which contained lots of information. Report to *Log*: "With Sonny Rankins aboard we have around-the-clock news. Sonny Rankin says he will retire after this voyage with 39 years." Next port, Leningrad.

**MASSACHUSETTS** (Interocean Mgt.), April 3—Chairman, Recertified Bosun J. L. Bourgeois; Secretary A. Hassan; Educational Director C. W. Dahlaus; Deck Delegate Thomas R. Reading. No disputed OT. Educational Director C. W. Dahlaus advised all crewmembers to take advantage of the Piney Point upgrading classes as they are there for your benefit. A vote of thanks to the steward department for a job well done.

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

AMERICAN EXPLORER  
FLOR  
MERRIMAC  
JOHN TYLER  
WORTH  
WALTER RICE  
CAROLINA  
SEA-LAND CONSUMER  
OVERSEAS NATALIE  
ALLEGIANCE  
DEL RIO  
FORT HOSKINS  
IBERVILLE  
SEA-LAND COMMERCE  
GUAYAMA  
GOLDEN MONARCH  
OVERSEAS TRAVELER  
PANAMA  
PENN  
ANCHORAGE  
SEA-LAND RESOURCE  
TRANSEASTERN  
ROSE CITY  
ACHILLES  
EAGLE TRAVELER  
OAKLAND  
PORT JULIE  
HUMACAO  
MAYAGUEZ  
GOLDEN DOLPHIN  
SEA-LAND EXCHANGE  
HOUSTON  
DELTA MEXICO  
YUKON  
MOUNT VERNON VICTORY  
ZAPATA ROVER  
VIRGO  
PUERTO RICO  
TRANSCOLUMBIA  
AMERICAN HERITAGE  
DEL ORO  
TRADE  
SEA-LAND ECONOMY  
VANTAGE DEFENDER  
SAN JUAN  
SEA-LAND MEEAN  
MOUNT NAVIGATOR  
OGDEN WABASH  
LAMP  
OVERSEAS VALDEZ  
TRANSCOLORADO

## We Need Your Latest Address

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

SIU Soc. Sec. No. ....

Name .....  
 Print Last Name First Name Middle Initial

Address .....  
 Print Number and Street City State Zip Code

Date of Birth .....  
 Mo / Day / Year

# Final Departures



**Pensioner Daniel Behrens, 72,** passed away on May 31. Brother Behrens joined the Union in the port of Baltimore in 1956 sailing as a machinist for the Curtis Bay Towing Co. from 1922 to 1962. He was a 1961 elected delegate to the first IBU Convention held in Brooklyn, N.Y. A native of Germany, he was a naturalized U.S. citizen. Surviving is his widow, Louise.



**Pensioner John W. Fitchett, 70,** passed away in the Horn Harbor Nursing Home, Mathews, Va. on Apr. 27. Brother Fitchett joined the Union in the port of Norfolk in 1959 sailing as an engineer and captain for the Chesapeake and Ohio Railroad from 1926 to 1963. He served on the 1965 Polls and Tallying Committee for elected delegates of the Railroad Marine Region of the IBU Convention. Boatman Fitchett also worked for the U.S. Lighthouse Service. Surviving are a son, John; a daughter, Mrs. Irene Billets of Seal Beach, Calif., and a sister, Mrs. M. J. Green of Ocean View, Va.



**James M. Farlow, 56,** died of injuries from an explosion aboard the *Interstate Barge No. 12* at the Gulf Oil Refinery on the Schuylkill River near Philadelphia on Apr. 9. Brother Farlow joined the Union in the port of Philadelphia in 1968 sailing as a tankerman and barge captain for the Delmarva Oil Transportation Co. and for the Interstate Oil Transportation Co. from 1967 to 1977. He was a veteran of the U.S. Army in World War II. A native of Salisbury, Md., he was a resident of Princess Anne, Md. Burial was in Asbury Cemetery, Princess Anne. Surviving are his widow, Virginia and a stepson, Richard L. Bloodsworth.



**Elias J. Luostari, 53,** died of a heart attack in St. Mary's Hospital, Duluth, Minn. on May 2. Brother Luostari joined the Union in the port of Chicago in 1962 sailing as a tug oiler and deckhand for the Great Lakes Dredge and Dock Co. from 1962 to 1977 and for the Hannah Inland Waterways Inc. on the tug *William W. Stender* from 1969 to 1976. He was a veteran of the U.S. Army in World War II. Born in Wakefield, Mich., he was a resident of Lake Nebagamon, Wisc. Cremation took place in the Park Hill Crematory, Duluth. Surviving are his widow, Eleanor; a daughter, Cheryl of Wentworth, Wisc.; his parents, Mr. and Mrs. Elias E. Luostari of Massachusetts; a foster daughter, Deborah, and five foster sons, Francis, Robert, Lon



**Pensioner Johnnie E. Hudgins, Sr., 65,** died of heart failure in Eastern State Hospital, Williamsburg, Va. on May 12. Brother Hudgins joined the Union in the port of Norfolk in 1960 sailing as a mate and tug captain for the Penn-Central Railroad from 1936 to 1962. He was born in Diggs, Va. and was a resident of Mathews County, Va. Burial was in Milford Cemetery, Mathews. Surviving are a son, Johnnie of Mathews; a daughter, Deborah, and a brother, C. F. Hudgins of Norfolk.



**Stephen F. Murawski, 60,** died of a heart attack in San Juan, P.R. on May 13. Brother Murawski joined the Union in the port of Norfolk in 1968 sailing as a cook for the Gulf Atlantic Towing and Transportation Co. (GATCO) from 1967 to 1977. He also worked for the Jacksonville (Fla.) Ship Chandlery Co. from 1964 to 1966. Brother Murawski was a retired U.S. Air Force veteran of World War II. Born in Baltimore, he was a resident of Jacksonville. Cremation took place in the Giddens-Griffith Crematorium, Jacksonville. Surviving are his widow, Gladys, and two daughters, Linda and Susan.



**Pensioner Stanley Paul, 70,** died of cancer in the Fairview (Ohio) General Hospital on Mar. 31. Brother Paul joined the Union in the port of Cleveland in 1956 sailing 21 years as an oiler and dredgeman for the Great Lakes Dredge and Dock Co. from 1961 to 1972 on the *Dredge Alaska* of Bay City, Mich. He was born in Lyndhurst, N.J. and was a resident of Fairview Park, Ohio. Burial was in Sunset Memorial Park Cemetery, North Olmstead, Ohio. Surviving are his widow, Helen, and a sister, Mrs. Theresa Gittinger of North Olmstead.



**Pensioner Wayne W. Weston, 73,** passed away on Apr. 11. Brother Weston joined the Union in the port of Sault Ste. Marie, Mich. in 1961 sailing 27 years for the Great Lakes Dredge and Dock Co., the Dravo Corp., and the Peter Kuiwit Sons Co. A native of Bay Mills, Mich., he was a resident of Brimley, Mich. Surviving are his widow, Gertrude and a son, Richard.

**Louis D. Gilmore** died on July 13, 1976. Brother Gilmore joined the SIU in 1947 in the port of Mobile. He also sailed during World War II. Surviving is his widow.

**George C. Stone, 67,** passed away from a brain tumor at the Corny Brook Hospital in Pasadena, Newfoundland, Canada on Mar. 30. Brother Stone sailed from the port of Boston for 40 years until 1968. He was a resident of Brooklyn, N.Y. until that year. Surviving is his widow, Mary; a son, Almon; five grandchildren, and two great-grandchildren.



**Pensioner Thomas Barich, 84,** died of heart failure in the U.S. Veterans Administration Lakeside Hospital, Chicago, Ill. on May 2. Brother Barich joined the Union in the port of Detroit in 1960 sailing as a bosun. He sailed 31 years and also worked as a welder in a shipyard. Born in Croatia, Yugoslavia, he was a naturalized U.S. citizen and was a resident of Chicago. Burial was in Oakland Memory Lanes Cemetery, Dolton, Ill. Surviving are a niece, Mrs. Ann M. Kokoszynski, and a nephew, Michael A. Kokoszynski, both of Chicago.



**Pensioner Henry L. Bramer, 73,** died of kidney failure in the Munson Medical Center, Traverse City, Mich. on May 17. Brother Bramer joined the Union in the port of Elberta, Mich. in 1953 sailing as an oiler for the Ann Arbor Railroad Co. He was born in Frankfort, Mich. and was a resident there. Interment was in the Gilmore Township Cemetery, Benzie County, Mich. Surviving is his widow, Laura.



**Pensioner Fred F. Kallstrom, 67,** died of a heart attack in the Doar County Memorial Hospital, Sturgeon Bay, Wisc. on Apr. 18. Brother Kallstrom joined the Union in the port of Detroit in 1960 sailing as a chief steward for McKee Sons. He sailed 30 years. Born in Jefferson, Ohio, he was a resident of Sturgeon Bay. Burial was in the Bayside Cemetery, Sturgeon Bay. Surviving is his widow, Tessie.



**Clarence L. Schimmelpennig** died of cancer in the Baltimore USPHS Hospital on Mar. 7. Brother Schimmelpennig joined the Union in the port of Detroit in 1965 sailing as a cook for the Reiss, American and Boland Steamship Companies. He was a veteran of the U.S. Army in World War II. Laker Schimmelpennig was a resident of Moran, Mich. Surviving is a sister, Mrs. George (Viola) J. Pulsipher of Saline, Mich.



**Frank T. Senich, 59,** died of lung cancer in the Cleveland (Ohio) Memorial General Hospital on Apr. 11. Brother Senich joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender for the Kinsman Marine Steamship Co. He sailed 17 years and was a veteran of the U.S. Army in World War II. A native of Cleveland, he was a resident of Brecksville, Ohio. Interment was in St. Theodosius Cemetery, Brooklyn, Ohio. Surviving is a sister, Mrs. Rose S. Grossnickle of Brecksville.

**Kevin Menz** was lost overboard off a National Marine Service barge on May 27. Brother Menz worked for the company from 1976 to 1977 and also for the Inland Tug Co. last year. His body was not recovered and he was presumed to have drowned.



**Carleton J. "Carl" Amundson, 51,** died in a Helsinki, Finland hospital on May 22 while a crewmember of the SS *Carter Braxton* (Waterman). Brother Amundson joined the SIU in 1944 in the port of Mobile and sailed as a bosun. He was born in Sandstone, Minn. and was a resident of Minneapolis. Surviving are his mother, Mrs. Lena E. Teich, and a sister, Mrs. Marlene L. Nelson, both of Minneapolis.



**Pensioner Alonzo "Lonnie" Bettis, 65,** died on May 30. Brother Bettis joined the SIU in 1946 in the port of Philadelphia sailing as a cook. He sailed for 33 years. Seafarer Bettis was born in Gosport, Ala. and was a resident of Mobile. Surviving are his widow, Vivian; two sons, Lonnie and Robert, and three daughters, Daphne, Hattie and Jeanne.



**Pensioner Carl I. Copper, 62,** died on June 8. Brother Copper joined the SIU in 1946 in the port of New York sailing as a chief steward. He was a veteran of U.S. Navy aircraft carrier action during World War II. Born in Indiana, he was a resident of Zephyrhills, Fla. Surviving are his widow, Ila; two sons, Hal and Carl, and a daughter, Mrs. Lynda Hicks.



**Pensioner Carl De Marco, 78,** passed away on June 7. Brother De Marco joined the SIU in 1944 in the port of New York sailing as a cook. He was a veteran of the U.S. Army Infantry Corps in World War I. Seafarer De Marco was born in Palermo, Italy and was a naturalized U.S. citizen. He was a resident of Miami Beach, Fla. Surviving are his widow, Jennie, and a son and daughter-in-law, Mr. and Mrs. Louis De Marco of New York City.



**Pensioner Fred R. England, 69,** passed away on June 3. Brother England joined the SIU in 1938 in the port of New York sailing as a deck engineer. He sailed for 34 years. A native of Missouri, he was a resident of Cassville, Mo. Surviving are a son, Ray of Tulsa, Okla.; his mother, Kate, and a sister, Mrs. Mabel E. Anderson, both of Seattle.



**Pensioner Damaso De Jesus, 62** died. He joined the SIU in 1938 in the port of New York and sailed as a bosun. Brother De Jesus sailed 40 years and was on the picket line in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. He was born in Puerto Rico and was a resident of Fajardo, P.R. Burial was in Puerto Rico. Surviving is his widow, Luisa.



**Pensioner Santiago H. Rosario**, 74, died of a heart attack on May 17. Brother Rosario joined the SIU in 1947 in the port of Baltimore sailing as a fireman-watertender and in the steward department for 32 years. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Frances*. And he was a 1959 lifeboat graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. A native of San Juan, P.R., he was a resident of Santurce, P.R. Burial was in the Rio Piedras (P.R.) Cemetery. Surviving are his widow, Maria, and a daughter, Sandra.



**Howard F. Starbuck**, 67, died on Mar. 14. Brother Starbuck joined the SIU in 1941 in the port of New York and sailed as a bosun. He sailed 34 years. Seafarer Starbuck was born in Tama, Iowa and was a resident of Torrance, Calif. Surviving are his widow, Fern; a stepdaughter, Judy Ann Shepherd, and a sister, Anna of Los Angeles.



**William H. Johnson**, 55, died of cancer in the U.S. Naval Regional Medical Center, Portsmouth, Va. on May 2. Brother Johnson joined the SIU in the port of Norfolk in 1965 sailing as a cook. He sailed 20 years. Seafarer Johnson was a veteran of the U.S. Navy in World War II. Born in Jackson, Ga., he was a resident of Chesapeake, Va. Cremation took place in the Lynnhaven Crematorium, Virginia Beach, Va. Surviving are his widow, Jeanette of Norfolk; five sons, George, Rod, Tony, Gregory and Grandison, and seven daughters, Yvonne, Theresa, Jeanette, Mamie, Mary, Denise and Andra.



**Jay W. Savage**, 53, died on Mar. 27. Brother Savage joined the SIU in 1944 sailing as an AB. He sailed for 35 years. Born in Missouri, he was a resident of New York City. Surviving is his widow, Gertrude.



**Pensioner Herman E. "Tommy" Thompson**, 52, died of cancer in the San Antonio Community Hospital, Upland Calif. on Apr. 28. Brother Thompson joined the SIU in 1942 in the port of Mobile sailing as an AB. He was born in Grand Cayman, B.W.I., was a naturalized U.S. citizen and was a resident of Ontario, Calif. Burial was in Georgetown Cemetery, Grand Cayman. Surviving are two sisters, Mrs. Ted C. (Pearl) Carrigan of Ontario and Mrs. Leon (Iris I.) Dusa of Cadillac, Mich.

**Raymond I. Perez** died in Seattle in June. Brother Perez sailed 28 years. He sailed in the inland field from 1970 to 1977.



**Pensioner Lester C. Long**, 70, died of a heart attack in the Martinsburg (W.Va.) Veterans Administration Hospital on May 6. Brother Long joined the SIU in 1947 in the port of Norfolk sailing as a bosun. He sailed 24 years and was a veteran of the U.S. Air Force in World War II. Seafarer Long was born in Martinsburg and was a resident there. Cremation took place in the J. William Lee Crematorium, Washington, D.C. and interment was in Rosedale Cemetery, Martinsburg. Surviving are his mother, Mazzie of Martinsburg; a brother, Perry, also of Martinsburg, and two sisters, Mrs. Lillian M. Elliott of Cobb Island, Md. and Mrs. Alice M. Jenkins of Martinsburg.



**Pensioner John D. McDaniel**, 76, died of pneumonia in the Blount Memorial Hospital, Maryville, Tenn. on Apr. 15. Brother McDaniel joined the SIU in 1947 in the port of Norfolk and sailed as a bosun. He sailed 23 years. Born in Danville, Va., he was a resident of Maryville. Burial was in Highland Park Cemetery, Danville. Surviving are a son, Jamie of Danville; a brother, Carson of Washington, D.C., and a sister, Mrs. B. B. (Virginia L.) Foster of Oak Ridge, Tenn.



**Pensioner Rodolfo I. Rodriguez**, 56, died in January 1976. Brother Rodriguez joined the SIU in 1947 in the port of New York sailing in the steward department for 33 years. He walked the picket line in both the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. A native of Manila, the Philippines, he was a resident of Brooklyn, N.Y. Burial was at sea off the *SS Falcon Princess* (Falcon Tankers). Surviving are his widow, Purita; a son, Roderick, and a sister, Mrs. Bettina R. Umahi of Manila.



**Larry D. Olson**, 41, drowned on May 7. Brother Olson joined the SIU in the port of Detroit in 1961 sailing as an oiler. He sailed 18 years. Laker Olson attended a 1969 Maritime Trades Department Convention in Atlantic City, N.J. Also, he was a veteran of the post-World War II U.S. Army. A native of Ellison Bay, Wis., he was a resident there. Surviving are his parents, Mr. and Mrs. Gilbert Olson of Ellison Bay.



**Pensioner Joseph E. "Hunry" Wilaszak**, 64, died of lung failure in the San Francisco USPHS Hospital on Mar. 29. Brother Wilaszak joined the SIU in 1944 in the port of Baltimore sailing as a chief steward. He sailed 29 years. A native of Palmer, Mass., he was a resident of Hayward, Calif. Burial was in Mater Dolorosa Cemetery, South Hadley, Mass. Surviving are his parents, Mr. and Mrs. Vincent and Sophie Wilaszak of Holyoke, Mass., and a sister, Mrs. Helen Brach, also of Holyoke.



**John M. Schoch**, 61, died on May 15. Brother Schoch joined the SIU in the port of Baltimore in 1956 sailing as a chief electrician. He helped to organize the Atlantic Refining Co. in 1952 and was on the picket line in both the Bull Line strike and the American Coal Co. beef in 1956 and on the Wilson Line and Curtis Bay Towing Co. strikes. Seafarer Schoch also sailed during the Vietnam War and was a veteran of the U.S. Navy in World War II. A native of Brockaway, Pa., he was a resident of Hazel Park, Mich. Surviving are his widow, Josephine of Dubois, Pa.; a son, Keith; his mother, Pearl of Brockaway and a sister, Mrs. Paul (Lucille) Walsh of Hazel Park.

**Joseph P. "Joe" Rowland**, 50, died of a cerebral shock in the Veterans Administration Hospital, Nashville, Tenn. on Apr. 6. Brother Rowland joined the Union in the port of St. Louis, Mo. in 1975 sailing as a barge lead deckhand for the Orgulf Transportation Co. from 1973 to 1975 and for the Inland Tug Co. from 1975 to 1977. He was a veteran of the U.S. Navy in World War II. Born in Kentucky, he was a resident of Princeton, Ky. Interment was in the Rowland Cemetery, Caldwell County, Ky. Surviving are his widow, Thelma; a son, Rickey of Lincoln Park, Mich.; a daughter, Mrs. Leonard (Vickie Jo) Banasiak, also of Lincoln Park; his parents, Mr. and Mrs. Paul and Violet Rowland, and a sister, Mrs. Glenn Bright, all of Princeton.

**Pensioner Porter P. Carroll**, 76, died of a heart attack on Apr. 8. Brother Carroll joined the Union in Port Arthur, Tex. in 1961 sailing as an engineer for the D. M. Picton Co. of Port Arthur from 1944 to 1966. Boatman Carroll was a veteran of the U.S. Army in World War II. A native of Quintana, Tex., he was a resident of Beaumont, Tex. Burial was in the Olvin (Tex.) Memorial Cemetery. Surviving are his widow, Ethel, and two daughters, Mrs. Eleanor Goodridge of Beaumont, and Mrs. Eileen Holland.



**James W. Robertson**, 48, died on May 18. Brother Robertson joined the SIU in 1946 in the port of New York sailing as a fireman-watertender and QMED. He upgraded to QMED at the Harry Lundeberg School of Seamanship at Piney Point, Md. in 1967 and took engineering training at the HLSS in 1969. Seafarer Robertson was a veteran of the post-World War II U.S. Army. Surviving are two sisters, Mrs. Hazel Nester and Lucille, both of Norfolk.



**Pensioner Hilliard L. Trahan**, 68, died of heart failure in the Orange (Tex.) Memorial Hospital on May 1. Brother Trahan joined the SIU in 1938 in the port of Galveston sailing as an oiler. He was a veteran of the pre-World War II U.S. Army. Born in Louisiana, he was a resident of Orange. Interment was in Forest Lawn Memorial Park Cemetery, Orange. Surviving is a sister, Mrs. Wilfred (Bessie Mae) White of Orange.

**Earl L. Bryant**, 56, died at home in Paducah, Ky. on Nov. 4, 1976. Brother Bryant joined the Union in the port of Paducah in 1975 sailing as a deckhand for National Marine Service, Inland Tug Co., and for the Orgulf Co. from 1973 to 1976. Boatman Bryant was born in Clarksville, Tenn. Burial was in the Maplewood Cemetery, McCracken County, Ky. Surviving are his parents, Mr. and Mrs. Joseph Bryant; two daughters, Mrs. Gaston (Sharon) L. B. Mounce of Duncanville, Tex., and Mrs. Ted (Patricia) A. Foreman of Grand Saline, Tex., and a nephew, Dave B. O'Bannon.

## SS Newark's Final Farewell



To the words of the English poet Alfred Lord Tennyson's "Crossing the Bar", Seafarers of the *SS Newark* (Sea-Land) said their final farewells to Brother C. A. Morrison as a funeral service was read and his ashes scattered on the sea on Mar. 31 at Latitude 54 degrees N., Longitude 137 W.



# Don't Buy Coors Beer, Croft Metals Boycotts Set by AFL-CIO

A nationwide boycott of Coors beer has been called for unanimously by the AFL-CIO Executive Council.

The boycott campaign against the Adolph Coors Beer Co. of Golden, Colo. was triggered by a strike of the state's 1,500 members of the Brewery Workers Local 366 on Apr. 5. The directly-affiliated union is seeking renewal of a contract which expired on Dec. 31.

The anti-union firm caused the walk-out by proposing, in a new contract, 56 reasons why a union worker could be disciplined or fired. And the firm is trying to deny members grievance procedures to rectify unjust firings and discipline.

Included in the Coors' demands was the stipulation that would let a supervisor order a production worker to take a lie detector test and physical examination.

When the company refused collective bargaining on these issues, the local filed unfair labor practice charges with

the National Labor Relations Board.

At mediation on Apr. 19, Coors said it was rescinding the union shop clause in the contract. Since then the company has hired scabs.

"The company," (which in 1975 earned \$41-million in profit after taxes), AFL-CIO chief George Meany stated, "is clearly determined to try to bust the union."

"The success of the Coors boycott depends upon the wholehearted cooperation and full support of every union member, his family, his friends and neighbors," he declared.

"This is clearly the struggle of all workers and all union members. This boycott will remain in effect until a fair and decent collective bargaining agreement is reached."

## Croft Metals

In a related development, another U.S. don't buy boycott of Croft Metals of Magnolia, Miss.—makers of alumi-

num doors, shower stalls and doors and other home building products — has been asked for by the AFL-CIO and the United Brotherhood of Carpenters Union.

After five fruitless years of trying to get a union contract with Croft, 500 of the firm's 800 employees went out on strike on Jan. 16.

## Iowa Beef Processors

Also, out in Dakota City, Neb., the 2-million members of the AFL-CIO Food and Beverage Trades Department spiritually joined the 2,000 striking

workers of Iowa Beef Processors who are members of the Amalgamated Meat Cutters and Butcher Workmen Local 22.

The meatcutters struck to close up the \$1 an hour wage gap between Iowa Beef and other major meat producers with union contracts. The union has asked the National Labor Relations Board for relief from certain unfair labor practices by the company. Before the strike, there was a five-week extension of the contract and intervention by the Federal Mediation and Conciliation Service.

## Ventriloquist Is No Dummy



Ventriloquist Jerry Goodspeed is now doubling as an OS aboard the *Aloundria* (Sea-Land). Between watches he entertains the men with his two little friends. Accomplished world travelers, they surprised residents in India last year when they learned how to speak Hindi. Brother Goodspeed graduated from the HLSS trainee program in 1976. While at the school, he performed for children in the nearby Lexington Park, Md. Day Care Center and then carried the act over onto his first voyage aboard the SIU-contracted *Williamsburg*. He taught himself ventriloquism when he was 10 years old.



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.

## KNOW YOUR RIGHTS

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

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

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

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

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

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

## KNOW YOUR RIGHTS



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

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

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

## KNOW YOUR RIGHTS

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

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

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

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

# 12 'A' Seniority Upgraders

**William Lough**



Seafarer William Lough, 24, has been shipping out with the SIU ever since he graduated the entry rating program at the Lundeberg School in 1974. A member of the deck department, Brother Lough upgraded to AB in 1976. He was born and raised in Florida, and now lives in Coconut Grove, Fla. He ships from the port of New Orleans.

**Charles Johnson**



Seafarer Charles Johnson, 33, has been shipping out with the SIU ever since he graduated from the Andrew Furuseth Training School in 1961. After sailing in the black gang for several years, he got his FOWT endorsement and lifeboat ticket through the Harry Lundeberg School in 1968. Brother Johnson was born in New York City, shipping out from that port. While taking the "A" seniority upgrading course, he successfully earned his Basic Cardiac Life Support card.

**James Mann**



Seafarer James Mann, 23, graduated from the Harry Lundeberg School entry rating program in 1973. A member of the steward department, he upgraded twice at Piney Point, earning his third cook's endorsement and then his cook and baker's endorsement. He also finished the Basic Cardiac Life Support Course while at the HLSS for the "A" seniority program. Brother Mann was born in Teaneck, N.J. He lives in Ramsey, N.J. and ships out of the port of New York

**Rex A. Rayner**



Seafarer Rex A. Rayner, 23, graduated from the Harry Lundeberg School Trainee Program in 1973 and has sailed with the SIU in the deck department ever since. In 1976 he returned to Piney Point to earn his AB ticket. During May of this year, he took the Basic Cardiac Life Support course. Brother Rayner was born in Torrance, Calif. and raised in Jacksonville Beach, Fla. He lives in New Orleans and ships out of that port.

**Dan Marcus**



Seafarer Dan Marcus, 23, first shipped out with the SIU in 1972 after graduating from the HLSS entry rating course. In 1976, he went back to the School to earn his AB ticket. A member of the deck department, he also has his Basic Cardiac Life Support ticket. Brother Marcus was born and raised in Baltimore, Md. where he still lives, shipping out of that port.

**David Timmons**



Seafarer David Timmons, 22, went through the Trainee Program at the Harry Lundeberg School in 1973. Since then he has shipped out with the SIU in the engine department. He upgraded in 1977 taking the HLSS pumproom operation maintenance course and recently took the Basic Cardiac Life Support course as well. He holds an FOWT ticket. Brother Timmons was born in Corpus Christi, Tex., was raised in Hurley, Miss. and makes his home in New Orleans. He ships out of New Orleans.

**David Goyette**



Seafarer David Goyette, 24, first sailed with the SIU in 1971 after graduating from the Lundeberg School. He ships out in the deck department and earned his AB ticket at the Lundeberg School earlier this year. He also completed the Basic Cardiac Life Support course. Brother Goyette was born in New York, N.Y. and lives in Beltsville, Md. He ships out of the port of New York.

**Earl T. Holman**



Seafarer Earl T. Holman, 56, started shipping with the SIU in 1970 after serving for 20 years on U.S. Navy "pigboats" (subs). In 1974 he went to the Harry Lundeberg School to earn his QMED and tankerman endorsements. He took the Basic Cardiac Life Support course while at Piney Point for the "A" seniority program. Brother Holman was born in Tuscaloosa, Ala. and now lives near San Francisco. He ships out from the port of San Francisco.

**Vincent Tatures**



Seafarer Vincent Tatures, 20, sails with the SIU in the engine department. He made his first trip in 1973 after completing the Trainee Program at the Harry Lundeberg School. In 1975 he upgraded to FOWT at Piney Point. During the current "A" seniority course, he got his Basic Cardiac Life Support ticket. A native and resident of Brooklyn, N.Y., Brother Tatures ships out from the port of New York.

**Michael Kuithe**



Seafarer Michael Kuithe, 24, finished the Trainee Program at the HLSS in 1973 then went to sea with the SIU. He earned his AB ticket back at the School in 1976. During the "A" seniority program, Brother Kuithe, a member of the deck department, finished the Basic Cardiac Life Support course. Brother Kuithe was born in St. Louis and makes his home in St. Louis, but he ships out of all SIU ports.



**Tomas Rodriguez**



Seafarer Tomas Rodriguez, 23, first shipped out in 1974 after attending the Lundeberg School Trainee Program. A member of the black gang, he returned to Piney Point in 1976 to get an FOWT endorsement. While attending the "A" seniority program, he finished the Basic Cardiac Life Support course. A native and resident of Puerto Rico, Brother Rodriguez was born in Mayaguez and lives in Rio Piedras. He ships out of the port of San Juan.

**Mitchell Hartshorn**



Seafarer Mitchell Hartshorn, 23, completed the trainee course at the Harry Lundeberg School in Piney Point in 1974, finishing the third cook's training at the same time. He has been sailing with the SIU in the steward department ever since. He also has his card for Basic Cardiac Life Support. Brother Hartshorn, a native and resident of the state of Washington, now lives in Seattle and ships out of that port.

## Brotherhood in Action

...for SIU members with Alcohol problem

As Seafarers and Boatmen who live and work in close contact with our brothers who have alcoholism, we are all familiar with the effect this disease has on each of us. We know the problems that missed watches, unfinished work and unsafe work habits create. There is no denying the aggravation and inconvenience to each of us that the alcoholic causes.

For our own sakes, then, we have plenty of good reasons for wanting our alcoholic brother to take advantage of the Seafarers Alcoholic Rehabilitation Center and begin his recovery.

But sometimes it is easy to overlook the best and most basic reason for wanting to help the alcoholic recover. This reason is our commitment to the welfare of every Seafarer and Boatman because they are our Union brothers. As we complain and mutter about "that

drunk", and the problems he causes, we may forget what the alcoholic himself is suffering.

It's important to remember that the outward symptoms of alcoholism seem to be shiftlessness, irresponsibility, carelessness and, of course, drunkenness. But the symptoms the alcoholic suffers inside himself are much worse than the irritation he causes us.

Inside, our alcoholic brother is feeling terrible fears, deep anxieties, and a lot of guilt and self hatred. In addition to this mental pain, he is seriously physically ill. Death or a mental breakdown are very real possibilities for his immediate future.

No true trade unionist could abandon a brother to this suffering. The improved wages and working conditions we have won through union solidarity will mean nothing to a man suffering the way an alcoholic suffers.

### Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name ..... Book No. ....

Address .....  
(Street or RFD) (City) (State) (Zip)

Telephone No. ....

Mail to: THE CENTER  
Star Route Box 153-A  
Valley Lee, Md. 20692  
or call, 24 hours-a-day, (301) 994-0010

This, then, is the most basic reason for the Seafarers Alcoholic Rehabilitation Center. It's the most basic reason for our commitment, as SIU members, to helping our alcoholic brothers recover from their illness. None of us, as

trade unionists and SIU members, will have achieved our final goal until every brother is able to enjoy the better way of life which we are working so hard to build for ourselves and our fellow members.



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

## AB Endorsement Means Better Pay, Security

How does a young ordinary seaman get a better job, better pay and increased job security all at once? Simple! He upgrades to Able-Seaman through the Lundeborg School's four-week long vocational program leading to this important endorsement.

In fact, there's no better time than right now to get your AB ticket because shipping has been excellent and there are a wide range of job opportunities available to SIU members holding this endorsement.

The Lundeborg School will conduct its next Able-Seaman Course beginning August 4, 1977. Check the course requirements below, and if you qualify, simply fill out an Upgrading Application and send it to the HLSS Vocational Education Department.

There are still plenty of openings available for the course. But send in your ap-

plication as soon as possible to insure a seat in the class.

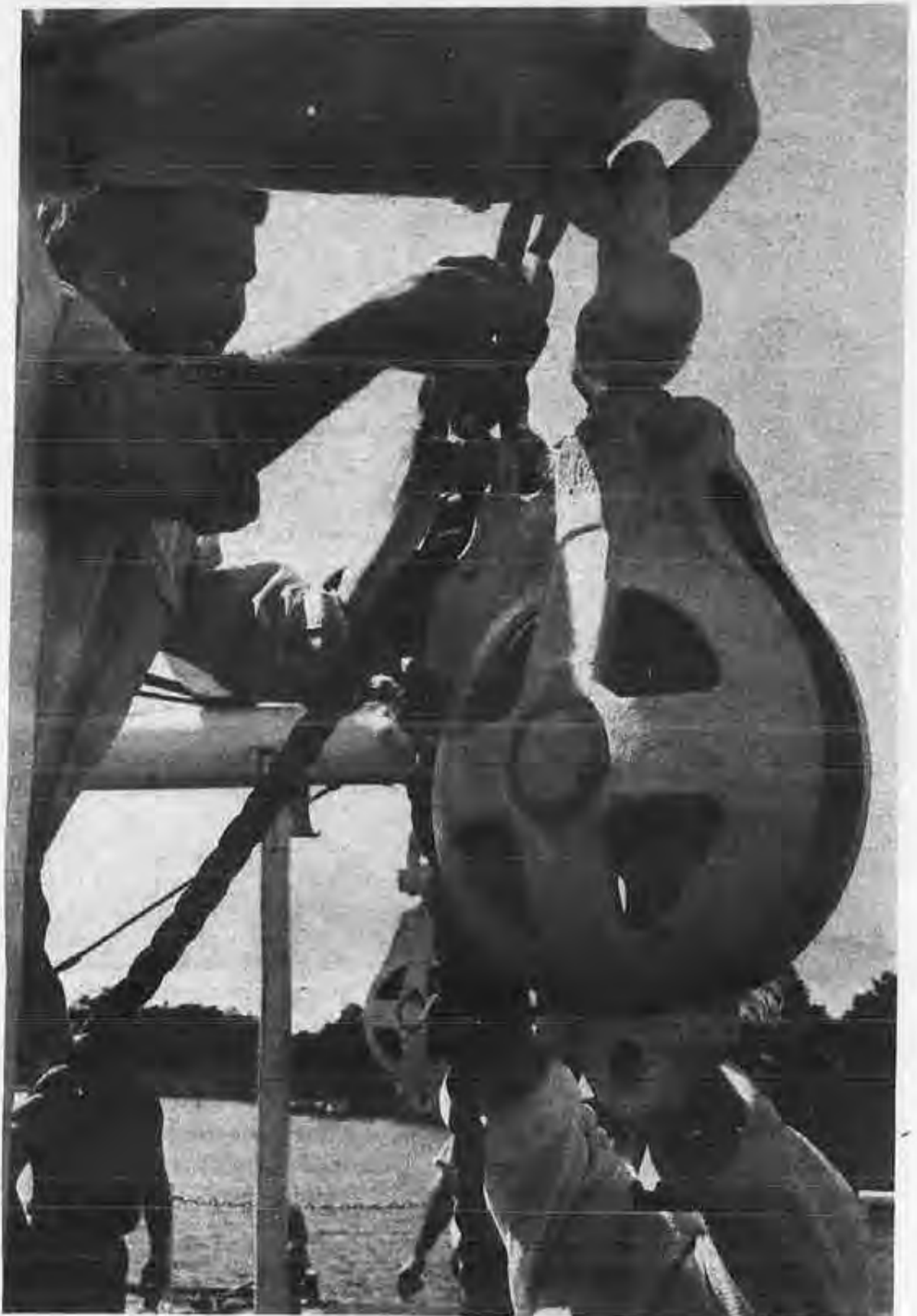
The opportunity to upgrade to a better job is easily accessible to you. But it is up to you to take advantage of this opportunity. Don't delay any longer.

### Course Requirements

- You must be 19 years of age.
- You must pass a physical.
- Must have normal color vision.
- Must have, either with or without glasses, at least 20/20 vision in one eye, and at least 20/40 in the other.
- Must either have or first complete the separate Lifeboat Course offered at the School.
- For the endorsement of Able-Seaman 12 Months Any Waters, you must have 12 months seetime as ordinary seaman, or eight months seetime if you are an HLSS graduate.



Seafarers upgrading to Able-Seaman learn wire splicing as part of their on-the-job training.



Seafarers Jim Gilmartin and Keith O'Brien, enrolled in the current AB Course, get some on-the-job training on the Lundeborg School's schooner.

### LUNDEBERG UPGRADING APPLICATION

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) Mo./Day/Year

Address \_\_\_\_\_  
(Street)

Telephone # \_\_\_\_\_  
(City) (State) (Zip Code) (Area Code)

Deepsea Member  Inland Waters Member  Lakes Member

Book Number \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) Now Held \_\_\_\_\_

Piney Point Graduate:  Yes  No (if so, fill in below)

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Upgrading Program:  
 From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Do you hold a letter of completion for Lifeboat:  Yes  No;

Firefighting:  Yes  No

Dates Available for Training \_\_\_\_\_

**(Refer to Directory for all course listings.)**

I Am Interested in the Following Course(s) \_\_\_\_\_

**RECORD OF EMPLOYMENT TIME**—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**RETURN COMPLETED APPLICATION TO:  
 LUNDEBERG UPGRADING CENTER,  
 PINEY POINT, MD. 20674**

## Steward Department

All Steward Department Courses Lead To Certification By HLSS.

### CHIEF STEWARD

The course of instruction is six weeks long and covers all phases of steward department management and operation.

**Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:**

- Three years seetime in a rating above 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for each program OR
- 12 months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for the cook and baker and chief cook programs OR
- 12 months seetime as 3rd cook or assistant cook, 12 months seetime as cook and baker, and six months seetime as chief cook and hold an HLS certificate of completion for the chief cook program.

**Starting dates: July 7, Aug. 18, Sept. 29, and Nov. 10.**

### CHIEF COOK

The course of instruction is six weeks in length and students specialize in the preparation of soups, sauces, meats, seafoods, and gravies.

**Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:**

- 12 months seetime as cook and baker OR
- Three years seetime in the steward department, with six months as 3rd cook or assistant cook and six months as cook and baker OR
- Six months seetime as 3rd cook or assistant cook and six months as cook and baker OR
- 12 months seetime as 3rd cook or assistant cook and six months seetime as cook and baker and hold a certificate of completion for the HLS cook and baker training program.

**Starting dates: June 9, July 21, Sept. 1, Oct. 13, and Nov. 25.**

**Note: Courses and starting dates are subject to change at any time. Any change will be noted in the LOG.**

### COOK AND BAKER

The course of instruction is six weeks in length and students specialize in the selection and preparation of breakfast foods, breads, desserts, and pastries.

**Course Requirements: All candidates must have seetime and/or**

## He's a Chief Cook



Seafarer Gilbert Murray displays Chief Cook's endorsement he just achieved by upgrading through the Lundeberg School's program for this rating.

**training in compliance with one of the following:**

- 12 months seetime as a 3rd cook or assistant cook OR
- 24 months in the steward department with six months as a 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook and hold a certificate of completion from the HLS assistant cook training program.

**Starting dates: June 9, 23; July 7, 21; Aug. 4, 18; Sept. 1, 15, 29, and Oct. 13, 27.**

### ASSISTANT COOK

The course of instruction is six weeks in length and students specialize in the selection and preparation of vegetables and salads.

**Course Requirements: All candidates must have 12 months seetime in the steward department, OR three months seetime in the steward department and be a graduate of the HLS entry rating program.**

**Starting dates: June 23, Aug. 4, Sept. 15, Oct. 27, and Dec. 8.**

## Directory of All Upgrading Courses

### DEEPSEA, LAKES COURSES

#### Deck Department

- Able-seaman, 12 Months Any Waters
- Able-seaman, Unlimited Any Waters
- Lifeboatman
- Quartermaster

#### Engine Department

- Fireman, Oiler, Watertender (FOWT)
- QMED—Any Rating
- Advanced Pumpman Procedures
- Automation
- LNG-LPG
- Refrigerated Containers
- Welder
- Diesel Engines
- Marine Electrical Maintenance
- Pumproom Maintenance and Operation

#### Steward Department

- Assistant Cook
- Cook and Baker
- Chief Cook
- Chief Steward

### INLAND WATERS COURSES

- Able-Seaman
- Pre-Towboat Operator
- Original Towboat Operator
- Master/Mate Uninspected Ves-

sels Not Over 300 Gross Tons Upon Oceans

- First Class Pilot
- Radar Observer
- Pre-Engineer Diesel Engines
- Assistant Engineer Uninspected Motor Vessels
- Chief Engineer Uninspected Motor Vessels
- Tankerman
- Towboat Inland Cook
- Vessel Operator Management and Safety Course

**Course Requirements: Must have 90 days seetime in any department.**

**Starting dates: June 9, 23; July 7, 21; Aug. 4, 18; Sept. 1, 15, 29, and Oct. 13, 27.**

## Engine Department

### FOWT

The course is four weeks in length and leads to endorsement as Fireman, Watertender, and/or Oiler.

**Course Requirements: If you have a Wiper endorsement only, you must:**

- Be able to pass the prescribed physical, including eyesight requirements
- Have six months seetime as Wiper, OR
- Be a graduate of HLS at Piney Point and have three months seetime as Wiper
- If you have an engine department rating there are no requirements.

**Starting dates: July 7, Sept. 29.**

### WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in

electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

**Course Requirements:**

- Engine department personnel must have 6 months seetime in an engine room rating
- Deck and steward department personnel must hold a rating in their department.

**Starting date: Sept. 19.**

### LNG/LPG

The course of instruction leading to certification as LNG/LPG crew consists of basic chemistry, tank and ship construction, gasification, reliquefaction procedures, inert gas and nitrogen systems, instrumentation, safety and fire-fighting, loading, unloading and transporting LNG/LPG.

**Course Requirements: Engine room personnel must hold QMED—Any Rating. Others, deck and steward department personnel must hold a rating in their department. The normal length of the course is four (4) weeks.**

**Starting date: Nov. 28.**

### LIFEBOATMAN

The course of instruction is two weeks in length and leads to the Coast Guard endorsement of Lifeboatman.

## H.S. Equivalency Diploma Available to All Members

Get the reading, writing and math skills you need for job security and upgrading through the high school equivalency (General Educational Development) Program at the Harry Lundeberg School. It only takes four to eight weeks, and your Brothers who have gone through this program can tell you that it's really worth it!

Interested? Pick up a copy of the pre-test kit in your port or write to this address:

**Margaret Nalen, Director  
Academic Education Department  
Harry Lundeberg School  
Piney Point, Md. 20674**

When you complete the test, return it to the Lundeberg School. HLS will tell you the results and give you an estimate of the length of time you'll need to complete the GED Program.

**REMEMBER!** This test is not to see who scores high or low. It helps HLS design a study program just for you—a program that will enable our teachers to help you get your high school diploma as soon as possible.

So apply today. It's easy to qualify. Just make sure that you have:

- One year of seetime.
- Are a member of the Union in good standing.

Your classes will be small (usually just six to eight students). You'll get lots of individual help. And completing the GED Program opens the door to the other educational opportunities that the SIU has for you. A high school diploma is the first step towards qualifying for one of the three scholarships for Seafarers that are offered each year.



First Class Pilot Course Gets Under Way Aug. 1

One of the most important courses the Lundeberg School has to offer SIU Boatmen will begin Aug. 1, 1977. The course

leads to a Coast Guard license as first class pilot.

The course includes both classroom in-

struction and on-the-job training on the Lundeberg School's pushboat. Students will be trained in inland rules of the road; pilot rules applicable to the student's local area, and local knowledge of winds, weather, tides and currents. The course will also include instruction in chart navigation, aids to navigation, ship handling, chart sketch of the route, and such further information as the Coast Guard OCMI may consider necessary to establish the applicant's proficiency for his local area.

To be eligible for the course, which is six weeks in length, an applicant must have three years seetime on deck on steam

or motor vessels, of which 18 months must have been spent as able-seamen or the equivalent. And of this 18 months, at least one year must have been spent in a position which included standing regular watches on the wheel in the pilothouse as part of the routine duties.

Applicants must also be U.S. citizens, 21 years of age and pass a physical exam. If you are interested in the course, fill out the upgrading application on this page and send it to the Lundeberg School Vocational Education Department. It is suggested you do so as soon as possible to ensure yourself a seat in the class.

## Guiding A Ship on Buffalo R.



Two SIU-contracted tugs were needed to tow the *Joan M. McCullough* up the Buffalo River, Buffalo, N.Y., recently. As part of their regular ship steering and docking chores, the *Washington* (fore) and the *California* (aft) (Great Lakes Towing) guided the Canadian lakes freighter to her dock at Republic Steel Corp. where she discharged 13,000 tons of iron ore pellets. Pictures of SIU-contracted tugs are regular features in the Buffalo papers. This one appeared in the Buffalo Evening News.

## 7 College Scholarships Awarded Yearly to Members, Dependents

Another part of the SIU's total educational program for its members is the Union's College Scholarships Fund. Each year the SIU awards five \$10,000 four-year scholarships, of which one is reserved for a Union member and four for dependents of members.

The Union also awards two \$5,000 two-year scholarships reserved exclusively for members. The two-year scholarships offer various opportunities especially for the member who plans to keep shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as helping you obtain a better paying job when you are ashore.

The \$10,000 scholarships may be used to pursue any field of study at any accredited college or university in the U.S. or its territories.

In regard to our members, application requirements are geared for the man or woman who has been out of school for a

number of years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April of each year and the deadline for the receipt of all applications is usually around April 1.

Eligibility requirements are as follows:

- Have not less than two years of actual employment (three years for the parent or guardian of dependents) on vessels of companies signatory to the Seafarers Welfare Plan.
- Have one day of employment on a vessel in the six-month period immediately preceding date of application.
- Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available for you and your dependents at the local Union hall or by writing to the Seafarers Welfare Plan, College Scholarships, 275 20th St., Brooklyn, N.Y. 11215.

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

The following Seafarers and other concerned individuals, 317 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1977. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Seven who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, and two \$600. For the rest of the year the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of Seafarers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

NOTE: Each month's SPAD Honor Roll contains the names of those individuals who have given \$100 or more as of the last Friday of the previous month.

Abas, I. Darden, J.  
Adams, W. Davidson, W.  
Adamson, R. R. Davis, J.  
Adlum, M. Davis, J.  
Air, R. N. Davis, S.  
Algina, J. Debarrios, M.  
Ali, A. Dechamp, A.  
Allen, J. Delgado, J.  
Anderson, A. Delrio, J.  
Anderson, A. Demetrios, J.  
Anderson, R. Dernbach, J.  
Antici, M. Diaz, R.  
Aquino, G. Diercks, J.  
Arle, J. Digiorgio, J.  
Aronica, A. Donk, W.  
Aumiller, R. Dolgen, D.  
Avery, R. Domenico, J.  
Badgett, J. Domingo, G.  
Bailey, J. Donovan, P.  
Barroga, A. Drozak, P.  
Bartlett, J. Drury, C.  
Bauer, C. Dryden, J.  
Baum, A. Ducote, C.  
Beeching, M. Dudley, K.  
Bellinger, W. Dwyer, J.  
Benoit, C. Dyer, A.  
Bergeria, J. Evans, M.  
Berglund, B. Fagan, W.  
Berlin, R. Farnen, F.  
Bishop, S. Faust, J.  
Bland, W. Fay, J.  
Bobalek, W. Fergus, S.  
Bonser, L. Fgrshee, R.  
Boyne, D. Firshing, W.  
Brand, H. Fischer, H.  
Brongh, E. Fiune, V.  
Brown, G. Fletcher, B.  
Brown, I. Florous, C.  
Browne, G. Fox, P.  
Bryant, B. Franco, P.  
Bucci, P. Francum, C.  
Buczynski, J. Frank, S., Jr.  
Bullock, R. Frederickson, E.  
Burke, T. Fuller, G.  
Burnette, P. Furukawa, H.  
Caffey, J. Gallium, R.  
Caga, L. Garcia, R.  
Callahan, J. Gard, C.  
Campbell, A. Gardner, E.  
Campbell, A. Gaston, T.  
Campbell, A. Gentile, C.  
Celgina, J. Gimbert, R.  
Cheshire, J. Glidewell, T.  
Cofone, W. Goff, W.  
Conklin, K. Goldberg, J.  
Conning, E. Gooding, H.  
Costango, G. Goodspeed, J.  
Cousins, W. Gorbea, R.  
Cresci, M. Guarino, L.  
Cross, M. Guillen, A.  
Cunningham, W. Hagerty, C.  
Curry, M. Haggagi, A.  
Curtis, T. Hall, P.  
Da Silva, M. Hall, W.  
Danzey, T. Hall, M.

Hannibal, R. Johnson, R.  
Harildstad, V. Johnsted, R., Jr.  
Harris, E. Jones, R.  
Harris, W. Jones, T.  
Harris, W. Kastina, T.  
Hatton, M. Keller, D.  
Hauf, M. Kerngood, M.  
Haynes, B. Kerr, R.  
Heimal, W. Kingsley, J.  
Heroux, A. Kizzire, C.  
Holmes, W. Knutsen, E.  
Homayonpour, M. Koflowitch, W.  
Howse, A. Kouvardas, J.  
Hunter, W. Kramer, M.  
Iovino, L. Kwiatek, G.  
Jacobs, R. Kydd, D.  
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# Log



## Port of New Orleans: 3rd Most Active in World

New Orleans is the third largest port in the world, following only Rotterdam and New York in total waterborne commerce. The harbor at New Orleans is a complicated network consisting of the Mississippi River and several man-made canals. When the *Log* visited New Orleans we found SIU Boatmen spread out over many miles of waterway.

Our first stop was the Gulf Canal Lines fleet at the foot of Carrollton Ave. on the east bank of the Mississippi. We had a nice visit with the crew of the towboat *Port of Mobile*,



On board the tug *Kevin Smith* (Crescent Towing and Salvage), deckhands William Campbell (l.) and Keith Schneider prepare the lines for a ship docking assignment.

which was at the dock awaiting its tow.

We crossed the river and headed for the Crescent Towing and Salvage Co. dock, located just below treacherous Algiers Point. We were lucky to catch the crew of the tug *Kevin Smith* before they left to dock a ship.

Finally we headed upriver to an oil refinery at Norco, La. to meet the *Dixie Progress*, an SIU-contracted deep sea tug. The *Progress* was waiting for a heavy tug to lift before departing for Tampa with its 150,000-barrel barge loaded with gasoline.



Cook Jim Blackwell prepares steaks for lunch on board the deep sea tug *Dixie Progress*.



The tugs *Shannon Smith* and *Kevin Smith* wait at the Crescent Towing and Salvage dock in New Orleans.



Chief Engineer Glen Wheeler (l.) and Assistant Engineer Alfred Marriott change fuel injectors in the main engine of the *Dixie Progress* (Dixie Carriers).



At a Union meeting on the *Port of Mobile* (Gulf Canal Lines), crewmembers sit round the galley table. They are (l. to r.): Randy Kent, utility; Patrick Peters, deckhand; Don May, deckhand; Walter Cannon, captain and Fred Nation, captain.



AB Tankerman Mike Maleno (r.) checks ullage on the 150,000 barrel gasoline barge that the *Dixie Progress* will be taking to Tampa, Fla. Captain Walter Williams (l.) and Pilot Richard Uetman (c.) look on.

