

DEEP SEA  
GREAT LAKES  
INLAND WATERS

Vol. 39, No. 5

May, 1977

# Log



## Eight Win Annual Union Scholarships See Page 10



Boatman Stephen Magenta



Seafarer Jack Utz



Seafarer Ashton Woodhouse



Seafarer William Bernis

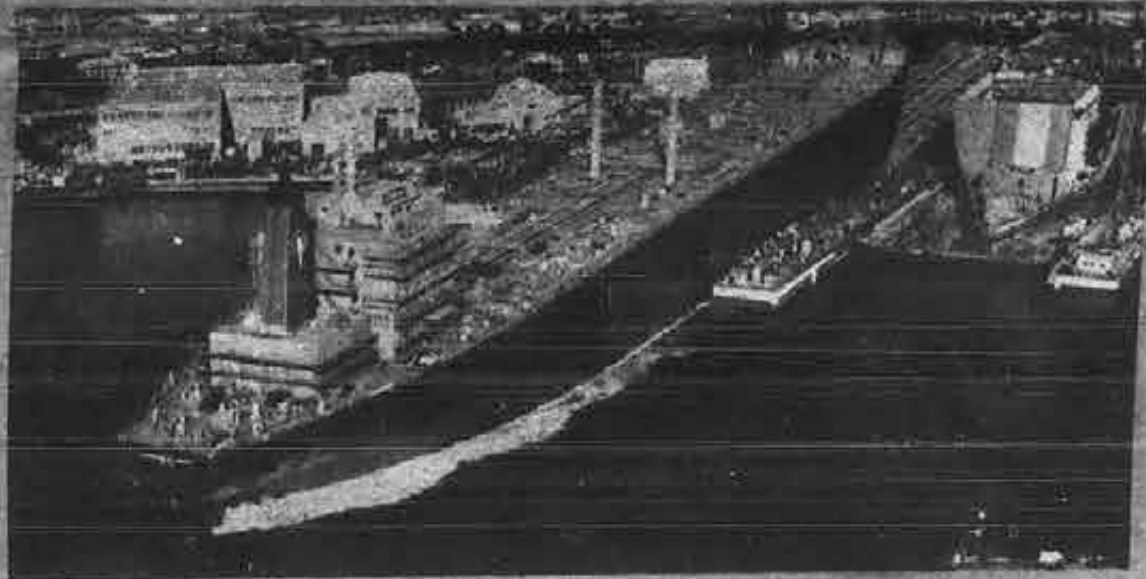


Osvaldo Rios



Elizabeth Harrington

## Overseas Ohio Will Enter SIU-Contracted Fleet

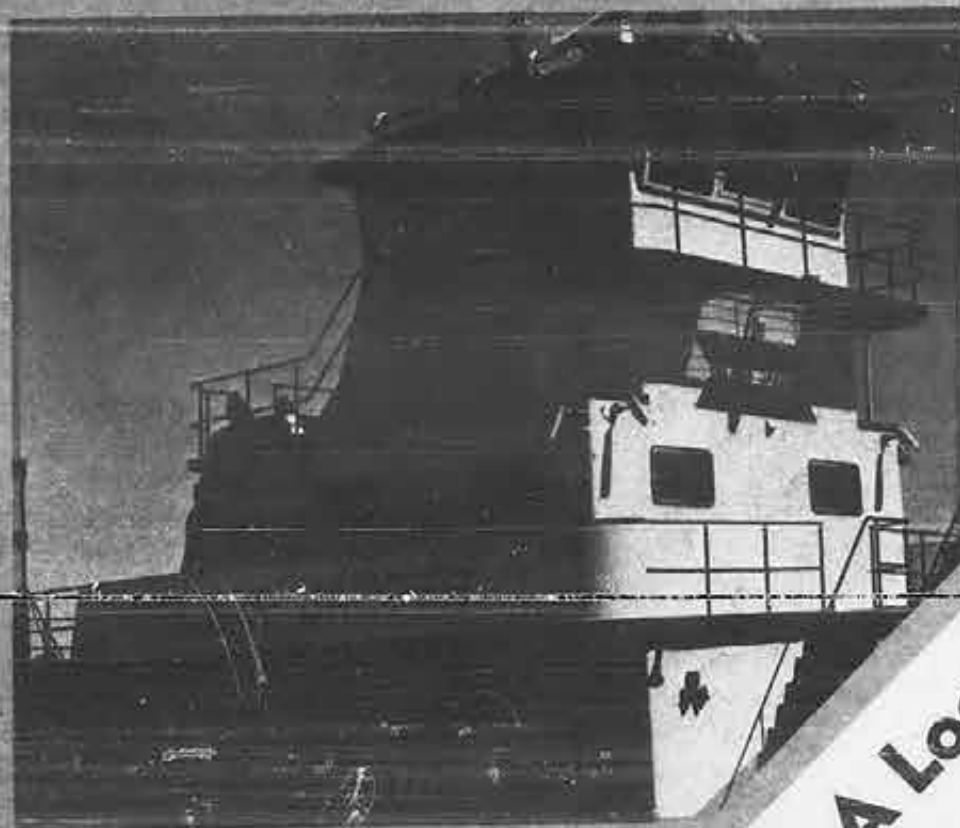


Charles Foshee

## New Tug Delmar Jaeger Starts Service See Page 5



Leslie Warren Collier IV



**A Look at What Has Happened Since SIU-IBU Merger**  
See Page 3 and Special Supplement



## Lakes Fatal Boarding Ladders, Cooperation Cited

# LOG Story Triggers Rep. Ruppee's CG Quiz on Safety

An article about dangerous boarding ladders on Great Lakes vessels which appeared in the March *Log* prompted U.S. Rep. Philip E. Ruppee (R-Mich.) to take up the safety issue with the Coast Guard.

After reading the article, Ruppee, a ranking minority member of the House Committee on Merchant Marine and Fisheries, got in touch with SIU Detroit Port Agent Jack Bluit and requested more information. The Michigan Congressman has also asked the Coast Guard about its possible lack of cooperation with the unions concerning matters that are vital to labor's "legitimate interests."



## GREAT LAKES

In an Apr. 27 reply, SIU Executive Vice President Frank Drozak told Ruppee that Lakes Seafarers boarded their ships using common aluminum or wood household ladders. There are no cargo nets or lifelines attached to the ladder.

"If the seaman fell," Drozak points out, "he would likely fall between the dock and the ship's side, causing serious injury or death." After climbing aboard, the seaman lowers a line for his suitcase

or sea bag. "There is no way for the seaman to board the vessel with his gear without risking serious personal injury," the SIU vice president protested.

He noted that three SIU members were killed in 1976 in accidents involving these ladders.

Drozak told Ruppee that the SIU brought this matter to the attention of the Coast Guard at a Marine Seminar in March. "Notwithstanding the evi-

dence of injuries and death," he said, "and the successful use of gangway ladders on vessels in Europe, the Coast Guard said that gangways were not practical for use on vessels on the Great Lakes. Most significantly, the Coast Guard has not required the companies to develop any alternative which would better protect the safety of the seamen."

### "A Legitimate Concern"

Rep. Ruppee forwarded this letter to Adm. Owen W. Siler, commandant of the U.S. Coast Guard, asked for comments, and added that, "A legitimate concern is raised that might reflect not

*Continued on Page 29*



Paul Hall

## The PRESIDENT'S Report

### Why Is a Merger So Significant?

Right now, representatives and the membership of the Marine Cooks and Stewards Union, and the SIU's Atlantic, Gulf, Lakes and Inland Waters District, both affiliates of the Seafarers International Union of North America, are discussing and considering a proposal to merge their unions into one district organization. In the very near future the members will vote on the proposal in referendum.

In a sense, this is a very important moment in the history of the American seamen's labor movement because it can represent a true effort to effectively, efficiently, and collectively improve the economic security of the seamen directly affected.

Some might ask, "what is particularly significant about such a move, when the MCS is part of the SIU of NA already?"

First, it is well to remember that the SIU of NA is a federation of autonomous unions. This, of course, means that all work together on common problems under the banner of the international union. But each is free to pursue whatever course of action it desires on any issue. There is both strength and weakness in such a structure.

The merger presently under consideration between the MC&S and the AGLIWD would integrate the two organizations and would result in a single force operating in behalf of its membership instead of two different forces as is presently the case.

One of the most persistent questions about the maritime industry that is constantly being asked is "why isn't there one union of unlicensed seamen and one officers' union instead of the multiple organizations that exist today?" The licensed officers unions are quite capable of answering the question from their standpoint, but what is the problem from the point of view of the unlicensed personnel? There is more than a little evidence to indicate that there is a basic inability on the part of the unlicensed unions to look upon the industry and the problems from the standpoint of all American union seamen. As such, each organization's views are somewhat colored and distorted by its own conception and perception of what the problems are. In the unlicensed deep-sea jurisdiction there are five separate and autonomous organizations representing American seamen—the same number that existed after the war when the U.S. had 2,300 ships as compared with approximately 550 today. Obviously, there has been a failure to face the factors of this industry in terms of absolute reality. Each organization is functioning as though their world of shipping is exactly as it was some 30 years ago.

Which means that the membership of the organizations are not getting a precise and accurate picture of the difficult and dangerous position in which their industry sits. They are not getting a clear view of the uncertain condition of their job security. Instead of going away, the problems of the American seaman continue to mount. Where we solve one problem, two new ones arise. Consider some of the problems that we routinely face every day in this industry:

In spite of the Merchant Marine Act of 1970, a new maritime program, we have fewer ships in operation today than we had then. At less than five percent, our share of our nation's foreign commerce is no better than it was in 1970. And it is substantially less than the 30 percent it was when the 1936 Merchant Marine Act was set up with one of the objectives being to improve our cargo carrying position.

We have been experiencing a gradual disappearance of our American-flag passenger ships—a factor which the SIU has consistently maintained requires a totally new approach—if we are to resolve the problem.

And we are continually facing a massive but sinister oil company campaign that seeks to destroy all maritime initiatives and to erode what strength there is in the American merchant marine. Right now they are embarked on an effort to bring about the exportation of Alaskan oil and to defeat efforts at obtaining cargo preference for American cargo ships.

Just these few problems themselves are sufficiently challenging and threatening to warrant the fulltime efforts of the maritime unions and the industry itself.

But how well do the American seamen understand these problems, how much in-depth knowledge do they have of them? And are they sufficiently aware of these and other problems to enable them to properly focus their efforts and direct their energies so that they can be effective in dealing with them to their advantage?

Conditions in the industry certainly seem to indicate that the American seaman is not fully cognizant of the multitude of adverse conditions which surround him.

The degree of information and education of the American seaman varies, of course, from union to union; and seamen in one organization oftentimes are better informed on one issue than their brothers of another union. But generally speaking, it is safe to say that on the broad scale of industry problems affecting job security, the American seaman could be better informed as to the nature and condition of the world in which he makes his living. Consider, for example, the impact of these problems on his wellbeing:

- The constant attack on the Jones Act by the oil companies and other interests to invade domestic waters with foreign-flag, foreign-manned ships.
- The increasing use of foreign-flag registries by American corporations at the expense of U.S.-flag fleets.
- The massive expansion of the merchant fleet of the Soviet Union and its invasion of the U.S. trades through the use of predatory rate cutting.
- The rapidly growing number of foreign nations that are building merchant ships through cargo reservation policies and direct state ownership of fleets.
- The increasing threat of foreign domination of offshore drilling and deep ocean mining, even in U.S. coastal waters.
- The failure of Coast Guard to carry out the basic tenants of shipboard safety and its neglect in enforcing the provisions of the Port Waterways and Safety Act against foreign-flag shipping.
- The ever-apparent hostility of Federal agencies and departments toward the U.S. merchant marine which has hampered its ability to compete with foreign shipping. Of particular concern at the moment is the pursuit by the Federal Maritime Commission and the Anti-Trust Division of the Department of Justice of outmoded 19th century theories of free competition which has tied the hands of U.S. ship operators while foreign competitors mock our restrictions and follow an approved practice of rebating.
- The continued encroachment by the military sector on shipping operations that can and should be performed by the private sector.

These are but a few of the problems faced every day in the U.S. maritime industry. Any one of them alone is sufficient to deal a staggering blow to the industry and combinations of them could eventually bring down the entire structure.

But these problems are merely the manifestation of the larger and overriding problems which confront the American maritime worker—and that is the lack of a U.S. maritime policy.

These are the problems and issues on which the wellbeing of the American seaman will rise or fall and these are the problems that the American maritime unions must be structured to deal with. And now is a good time—as it always is—for the unlicensed unions to develop an appropriate structure in which they can function toward resolving the problems besetting the American seamen. But the physical structure itself is only a vehicle or a medium. A structure is not a problem-solver in itself, so that a requirement of an effective physical merger is an agreement on the substance, and scope of the problems. The mere physical housing of unions within a single framework will not produce the desired objective. What we should be working for, at least, in addition to one single union for all unlicensed seamen, is to make certain that all seamen are fully involved in every respect with the problems and issues confronting them and as to the best ways for resolving them. When we reach that point, we will have provided a basis on which the organizations can merge their thinking and efforts, and a structural merger will then come easy.



# SIU-IBU Merger Posts Vital Gains

When all the votes were counted and it was announced that the proposed merger of the SIU and IBU had been accepted by an overwhelming majority, there was no doubt in anyone's mind that the merger would help the SIU membership in a big way. The only question was, how long would it take?

The answer to that has to be, not very long. In the eight short months since the SIU-IBU merger went into effect, the Union has made significant progress in such vital areas as collective bargaining, organizing new companies, political action, training and upgrading, and Union-membership communication. (In this issue, the *Log* has an entire 12-page supplement which focuses on the merger and what it has done for us so far.)

Of these five areas, though, the most progress has probably been achieved on the collective bargaining front for the inland membership. Since the merger, the SIU has succeeded in taking the first giant steps in establishing an industry-wide vacation plan for SIU Boatmen, as well as the establishment of a standard-

ized contract, with standard language and provisions, for all SIU-contracted inland companies.

Both the vacation plan and standardized contracts, which are already in effect at several inland companies, are collective bargaining firsts for inland contracts anywhere in the nation. These victories have to be considered as major breakthroughs in establishing the most progressive contracts ever for SIU Inland Boatmen. Since the first vacation plan was negotiated late last year, 92 checks have been issued to members.

The merger has also produced good things on the organizing and job front. In the last eight months, the SIU has won organizing drives at four inland outfits, three on the East Coast and one on the Western rivers. These successful campaigns have resulted in the signing up of 100 new SIU members, as well as an addition of 14 new tugs and towboats to the Union's contracted inland fleet.

The new companies are Carteret Towing of Moorehead City, N.C.; W. P. Hunt Oil Co. of Hampton, Va.; Marine Contracting and Towing of

Charleston, S.C., and Ozark Marine of Linn Creek, Mo. This brings the SIU membership in the inland field to nearly 6,000.

### Politics, Training

The merger has also enabled the SIU to widen its political horizons as well as its political base from a geographic standpoint. The SIU's program for political action, concerning both deep-sea and inland issues, is the most ambitious the Union has ever undertaken.

In regard to education, the Harry Lundeberg School has initiated new efforts in encouraging both Seafarers and Boatmen to upgrade their skills through the school's vocational courses. As part of this program, the school is now offering its courses more frequently to accommodate the work schedules of SIU members.

The school offers a wide-range of programs covering all ratings from deckhand or tankerman to captain or chief engineer for inland members, and all ratings including specialized training for LNG and automated ships for deep sea members.

### Better Communication

In yet another area, the SIU has bolstered its efforts in fostering Union-membership communication, as well as an understanding on the part of SIU members of the problems facing the maritime industry.

In the last three months alone, the SIU has held three Educational Conferences for inland members from the Gulf area. More such conferences are scheduled at the Lundeberg School so that representatives of Boatmen from all areas will eventually have an opportunity to participate. Overall, these conferences are providing Union members and officials with the unique opportunity both to get to know each other on a more personal basis, and to talk about plans and goals for the Union's future.

To sum up what the SIU-IBU merger has done so far for the Union's membership in as few words as possible, you would have to say, simply, that it has injected greater intensity into all the SIU's programs as well as fostering a greater awareness among SIU members as to what our Union and industry are all about.

## Turner Pays Tribute to Lost Seamen on Maritime Day

Leaders of the maritime industry, labor, management and Members of Congress paid tribute on May 23 to the memory of merchant seamen who lost their lives in the service of their nation. They also called for a revitalization of the American merchant marine at the 8th Annual Merchant Marine Memorial Service held on the west steps of the Capitol Building in Washington, D.C. The service was part of the coun-

trywide National Maritime Day ceremonies.

Ed Turner, president of the Marine Cooks and Stewards Union and a vice president of the SIUNA told the gathered audience that words are not enough in the current "tragic" situation when foreign-flag ships carry 96 percent of the nation's foreign commerce.

Instead, we should work hard "so that ships flying the American flag, loading and unloading cargo in ports throughout the world, are once more visible everywhere," he declared.

"If we effectively revitalize American-flag shipping to the point where our ships carry a substantial portion of our nation's commerce, and thus would assure us of an adequate capability in the event of a war or other security crisis," Turner stated, "then we will be paying the appropriate and lasting tribute to those who have lost their lives at sea in the service of their country."

### MARAD, NMC Are Sponsors

The memorial service was sponsored by the U.S. Maritime Administration and the National Maritime Council. Each year the President proclaims National Maritime Day to make the nation more aware of the American merchant

marine and to salute the merchant marine's service to the country.

There was a large crowd at the Washington service consisting of industry executives, union representatives, Government officials and employees, Members of Congress and a large contingent from the Harry Lundeberg School of Seamanship and other maritime schools.

W. J. "Jim" Amoss, Jr., president of Lykes Brothers Steamship Co. of New

Orleans served as master of ceremonies for the event.

Besides Turner, other speakers included Sen. Daniel Inouye (D-Hawaii), chairman of the Senate Subcommittee on Merchant Marine and Tourism; Howard Casey, deputy assistant secretary of Commerce for Maritime Affairs, and Rep. Philip Ruppee (R-Mich.), member of the House Merchant Marine and Fisheries Committee.



Paying tribute to sailors who lost their lives in service to the nation, Ed Turner, President of the Marine Cooks and Stewards Union, speaks at the Maritime Day Memorial Service in Washington, D.C., May 23.

## DEEP SEA

### 5% Wage Boost

Seafarers on freightships and tankers will get an across the board 5 percent wage boost in their monthly base pay starting June 16 under the terms of the three-year agreements signed in 1975 between the SIU and its deep sea contracted companies. There will also be a 5 percent increase in premium, overtime and penalty rates. (See copies of the New Standard Freightship and Tanker Agreements for more details.)

During the first year of the new contracts—June 16, 1975 to June 16, 1976—Seafarers received an approximate 12½ percent wage hike. Starting on June 16, 1976 they received a 5 percent increase followed by a 2 percent cost of living adjustment on Dec. 16, 1976.

There may be an additional Cost of Living Adjustment coming in June. If and when this is negotiated, Seafarers will be notified in the *Log*.

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# Fit-Out Meeting Is Special in Detroit

Outside the Detroit Hall on Apr. 8 there was typical fit-out weather: snow flurries alternating with warm sunny skies. Inside, Lakes Seafarers gathered waiting for their 1977 shipping season assignments and throwing in their cards for new jobs.

During the monthly membership meeting that day, Port Agent Jack Bluitt predicted a good season for shipping on the Lakes. The new 1000-ft. *M/V Belle River* will be crewing up in August, he said, when it will begin running coal from Duluth, Minn. to the St. Clair, Mich. electricity generating station. And more good news, the Union hall now under construction in Algonac, Mich. will be ready in the summer. He also thanked the members for their SPAD donations last year.

The members were particularly interested to hear a summary of suggestions for the up-and-coming contract negotiations with Great Lakes shipping companies. Later, they discussed the Coast Guard and conditions on Lake vessels. Outdated life-saving equipment, the lack of proper lifeboat drills and undermanning were their major concerns.

After Headquarters reports and reports from all ports were read aloud, the new early normal pension supplement was explained to an enthusiastic audience.



As chairman of the meeting, SIU Headquarters Representative Fred Farnen (center) reads aloud the news from the other ports. Duluth Port Agent Jack Allen (left), who served as reading clerk, looks on, while Detroit Port Agent Jack Bluitt (right) takes notes.



Showing up in force for the April Detroit meeting, Lakes Seafarers listen attentively to an explanation of the early normal pension supplement.



Jack Allen (left) fills out a dues receipt for William McDonald, bosun on the *John Kling* (Reiss Steamship). Brother Allen works as Port Agent in Duluth but came into Detroit to help with the heavy April fit-out workload.



Lakes Seafarers Dave Hood, OS (left) and Joe Surwilla, wheelsman, look over the Log before the meeting begins.



Deckhand Mohammed Ahmed (left) is pleased to meet his uncle Fireman-Watertender Hassan Ahmed at the Detroit Hall and talk over the latest shipping news.



In April, the International Union of Operating Engineers, Local 547, went out on strike against the Detroit area luxury hotels. Here, men on the picket line outside the Dearborn Hyatt Regency use the loudspeaker system in the Maritime Trades Department Detroit Port Council van to let patrons know what is going on.



# Hall Tells Tulane Forum He Sees a 'Happy Day' in Maritime Future

NEW ORLEANS—SIU President Paul Hall, commenting in a speech here on "Our Maritime Status—Today and Tomorrow," said he saw a "happy day" in the future of the maritime industry

when the Congress and the President approve an oil cargo preference bill.

In his remarks before a large gathering of Tulane University's 28th Annual Institute on Foreign Transportation

## Unemployment Rate Fell to 7% In April; 7-M Still Jobless

WASHINGTON, D.C.—The national jobless rate dropped to 7 percent last month from March's 7.3 percent—the lowest unemployment figure since November 1974 (6.7 percent).

As more than a half million persons in America found jobs last month, bringing the employed total in this country to 90-million, there were still almost 7-million who are jobless. The employment gain was attributed to those who found new jobs or were recalled to their old jobs after being laid off.

However, a significant sign is emerging that those who have worked on and off and rarely—youths, blacks and women—are still encountering difficulty in finding jobs. The teen-age unemploy-

ment rate, although it fell from 18.8 percent, is still 17.8 percent.

The improved job picture in April was found among the adult male sector whose unemployment rate sunk to 5 percent from 5.4 percent. Adult women's rate fell to 7 percent from 7.2 percent and the rate for blacks fell to 12.3 percent from 12.7 percent.

Average duration of unemployment increased to 14.3 weeks from 14 weeks. But the proportion of jobless out of work 15 weeks or longer declined.

Incidentally, the unemployment rate reached its recession high of 9 percent in May 1975 and was above 8 percent the rest of that year ending 1975 at 8.3 percent.

## Drozak Sees Supply Lines Pinch In the Event of War Crises

In the event of a war, the U.S. will be in a pinch when it comes to keeping supply lines moving. That's what SIU Executive Vice President Frank Drozak predicted at a Seapower Conference, Apr. 30, when students and naval personnel, shipping executives and people interested in America's military readiness gathered to learn about the latest developments in the nation's naval posture.

The all-day seminar was sponsored by the New York Council of the Navy League and held at the Fort Hamilton Base, Brooklyn, N.Y.

"In a wartime emergency the U.S. merchant marine would be hard pressed

to continue to supply the U.S. as well as meet the military's needs," he said. "No matter how strong our Navy, it cannot carry the material necessary to fight in a distant war zone. It must rely on civilian ships to perform this task." Yet the U.S. merchant fleet has declined to about 550 vessels, in comparison with the over 2,000 merchant vessels under Soviet control, he noted.

Those opposed to a larger merchant marine claim that American-owned foreign-flag vessels are under "effective U.S. control" and could be drafted during an emergency. But as Drozak pointed out, "These foreign ships are not reliable, and although owned by U.S. companies, are a breed apart from U.S. vessels. One such effective control vessel was the *SS Sansinena* which blew up in Los Angeles Harbor last December. What American sailor would want a ship like that in a convoy with him?"

The SIU vice president had several suggestions for improving the situation. First, cargo preference legislation would strengthen the U.S. merchant marine. Second, there should be peacetime exercises to practice Navy-merchant marine cooperation. Third, there should be a greater effort to build the type of merchant ships that the Navy will most need in a crisis, a possibility that is being considered in Congress now.

Drozak told the audience that the SIU has been a strong supporter of the Navy and has fought in Congress "for funds to insure that the Navy has adequate new vessels and weapons to maintain its supremacy.



SIU President Paul Hall at the mike making a point at Tulane University, New Orleans on May 6.

and Port Operations forum in New Orleans on May 6, Hall declared to the forum's fifth and last day audience that "we'll win in the end." He made a direct appeal for unity to all in the industry to work for the passage of cargo preference.

The institute, attended by all segments of the maritime industry, has as its broad objective "the advancement of maritime commerce of the United States by improved transportation."

Commenting on today's bleak maritime status, the SIU chief compared the 5 percent cargo U.S.-flag ships now carry and the 32 percent our ships carried during the depths of the Great Depression. At that time, the 1936 Merchant Marine Act was passed to build up the U.S. maritime fleet.

## MARAD Unit at Headquarters



A group of employees of the U.S. Maritime Administration in Washington, D.C. listen to a Union staff member explain SIU administration operations while on a tour of Union Headquarters recently.

## Merger Talk Progresses

During May, meetings on the proposed merger of the SIU-AGLIWD and the Marine Cooks and Stewards Union resumed in San Francisco, Calif. Most issues were resolved during this round of talks between the MC&S Committee on Merger headed by that union's president Ed Turner and the SIU Committee on Merger which includes President Paul Hall and Executive Vice President Frank Drozak.

The matter of the merger is now being submitted to the first draft. After it is down in black and white, the Committees will review it again and then the merger proposal will be presented to the members for a vote.

Before any merger between the MC&S and the SIU A&G District can take place, of course, secret ballot referendums would be conducted by both unions for their respective memberships. The merger would only take place if both the SIU and MC&S memberships vote positively on the issue.

## J. Duane Vance, 62, Dies

IBU of the Pacific General Counsel J. Duane Vance 62, top maritime lawyer, died on Apr. 3 in Seattle, losing a two-year fight with lung cancer.

Brother Vance became general counsel for the union in late 1971 and also represented the SIU, SUP and the Teamsters Union there. He had previously provided legal service for the IBU of the Pacific's Puget Sound Region and was the principal architect of language comprising the union's national constitution.

IBUP's President Merle Adlum, who recalled him as a history buff and horse breeder, cited his fantastic memory and legal knowhow in winning a 5-day ferry boat strike in the courtroom by forestalling restraining orders when it was considered pretty illegal for public employes to strike.

As a member of the Seattle law firm of Bassett, Geisness and Vance (later Vance, Davies, Roberts, Reid and Anderson) he also represented

the Marine Cooks and Stewards Union in its organizing days in the 1940s and 1950s. In 1975, the maritime unions named him as their "Maritime Man of the Year."

The deceased was an expert in maritime customs and admiralty law. His writings on the rights of injured seamen are considered the very thing to be used in litigation.

Born in Colorado, Vance was a cum laude grad of the University of Nebraska Law School in 1939. A few years later, he joined the U.S. Justice Department's Antitrust Division in Seattle.

In December 1941, he entered the World War II U.S. Army as a second lieutenant and at the end in 1945 he was a captain serving in Alaska and Europe winning the Silver and Bronze Stars. In 1960, he was admitted to practice before the U.S. Supreme Court.

Surviving are his widow, Carlene and two married daughters, Joan and Barbara.

## Delmar Jaeger Enters Service

The SIU-contracted American Commercial Barge Line Co. of Jeffersonville, Ind. has just brought out another new towboat, the 1,800 hp. *Delmar Jaeger*. The new boat is the last of a series of eight identical boats built for ACBL over the past three years by Graf-

ton Boat Works of Grafton, Ill.

American Commercial Barge Line is the largest towing company on the inland waterways, with a fleet totaling 49 boats which operate on the Gulf Intracoastal Waterway, the Mississippi River,

the Ohio River, and a number of smaller tributaries.

ACBL plans to continue expanding. The company is currently constructing two new 8,400 hp. towboats, the first of which, the *Dennis Hendricks*, is due out this July.



# Offshore Rigs Crews, Flag, Safety, a Must: Drozak

Offshore drilling rigs in U.S. coastal waters should have U.S. crews and U.S. safety standards, SIU Executive Vice President Frank Drozak testified this month before the House of Representatives' Ad Hoc Committee on the Outer Continental Shelf (OCS).

Drozak urged that these regulations be included as an amendment to OCS legislation now before the committee. The bill, one year after enactment, should also require mandatory U.S. registry of all rigs on our Outer Continental Shelf, he maintained.

OCS oil and gas drilling will be a key part of the nation's efforts to achieve greater energy self-reliance. Moreover, the proposed SIU amendment is important to Seafarers who travel in crowded coastal waters and to shipbuilders and fishermen in SIU affiliated unions. U.S. shipbuilding workers hope to share in the construction market for rigs and platforms and fishermen are concerned over the threat of oil spills by rigs in rich fishing grounds.

The amendment is needed to stem the recent influx of foreign rigs to our shores, Drozak said. Today only 78 percent of the rigs on U.S. shores are of American registry, down from 94 percent in 1973. The requirement for U.S. crews would protect American jobs and provide much needed regulation of OCS operations.

## "Significant Hazard"

Foreign rigs pose a "significant hazard" to our coastline, Drozak warned, because they are "virtually unregulated"

by the U.S. or the country of their registry. Uniform U.S. safety and environmental standards are necessary for all rigs in our waters, similar to the anti-pollution safeguards proposed for foreign tankers.

"We cannot afford to depend on foreign nations to regulate their tankers or oil rigs operating near our coastline," he stressed. "These nations do not have to clean up the mess or live with the results. We do."

Present Coast Guard inspection procedures on foreign rigs is inconsistent, Drozak complained, and the Coast Guard seems content to "defer" to the standards of other nations in the future. "We have only to look to the tanker industry to see what can happen when we defer to the standards of Panama and Liberia."

U.S. registry of rigs in our waters is the "only way to truly insure accountability to U.S. standards," Drozak concluded. The Coast Guard not only inspects foreign rigs inconsistently, but lacks the authority to examine the papers of their marine crew and their structural marine features. U.S.-flag rigs, by contrast, are inspected thoroughly and frequently.

U.S. registry will also mean more rigs built in American shipyards. The U.S. share of the rig construction market has slipped from 59 percent in 1972 to only 22 percent in 1977. Several thousand jobs are now in jeopardy as a result, particularly in large U.S. yards in the Gulf of Mexico area.

## The River's in His Blood Already



The river is in his blood, says Steve Pohlman, shown with his girlfriend at the St. Louis Hall. Well Steve, there's plenty about the river in each issue of the Log.

SIU member Steve Pohlman was no stranger to the river when he applied to the Union's Harry Lundeberg School two years ago.

Born in St. Charles, Mo., a historic port on the Missouri River near St. Louis, Brother Pohlman comes from a long line of river people. Both his uncle and his great-uncle are ferry captains in the St. Louis area, and his whole family has always loved the river and lived near it. As a boy, Steve spent many a summer working on the ferries, water skiing, fishing, or just hanging around the riverbank watching the big towboats go by.

Brother Pohlman graduated from the Lundeberg School's Deckhand/Tanker program in October of 1975. He has worked for the SIU-contracted American Commercial Barge Line Company and National Marine Service,

first as a deckhand and then as a tanker man.

Brother Pohlman's career on the river has just begun. He is currently back at Piney Point studying for his Towboat Operator's license for Western Rivers and Inland Waters. "I'm sure I'll get my license if I go to Piney Point," says Steve. "They really go out of their way to help you there."

What will Brother Pohlman do with his expanded earnings as a towboat captain? "I'd like to buy a cattle ranch in Calhoun County," he replies immediately. No need to ask whether his ranch would be near the river—it's impossible not to be near the river in Calhoun County, a narrow strip of land bounded on the west by the Mississippi River and on the east by the Illinois River.

Good luck to Brother Steve Pohlman, a living example of the old saying, "The river gets in your blood."



## Louisville, Ky.

For the first time in three years, the SIU-contracted steamboat *Delta Queen* sports atop her wheelhouse the gilded antlers which signify that she won the 14th annual steamboat race here. The *Delta Queen* ran the 14-mile course on the Ohio River in two hours, nosing out her nearest opponent, the *Belle of Louisville*, by about 1500 feet. Placing a distant third was the *Julia Belle Swain*, piloted by the well-known bluegrass musician John Hartford. The use of gilded antlers to symbolize speed is an old steamboat tradition from the 19th Century.

## Philadelphia

The SIU-contracted Curtis Bay Towing Company has just christened and crewed the new tug *Sewells Point*, to replace a tug by the same name which capsized in November of 1975. The new boat, which was built by Jakobson Shipyard of Oyster Bay, Long Island, is reputed to be one of the most beautiful and luxurious ship-docking tugs on the Atlantic Coast.

## Bay City, Mich.

Another SIU-manned boat, the pusher tug *Jordan Sensibar*, has joined the Construction Aggregates Corporation dredging project here. The additional boat will be busy pushing 300-foot barges loaded with stone for the construction of a diked disposal area for the safe containment of dredged material.

## St. Louis

Port Agent Mike Worley reports that shipping is good here, and "we need manpower." SIU Boatmen looking for a change of scene are welcome at the St. Louis Hall.

In addition, The National Maritime Council held an International Shipping Forum here last month to urge midwestern shippers, freight forwarders, exporters, and importers to utilize U.S. flag merchant ships. SIU Port Agent Mike Worley attended the meeting, along with over 100 representatives of labor, business, and government.

A group of panelists from U.S. maritime labor, U.S. maritime management, the Maritime Administration, and the Federal Maritime Commission answered questions about U.S. flag shipping. The panel included Mr. Thomas Harrelson from the SIU-contracted Delta Steamship Lines.

## Chicago

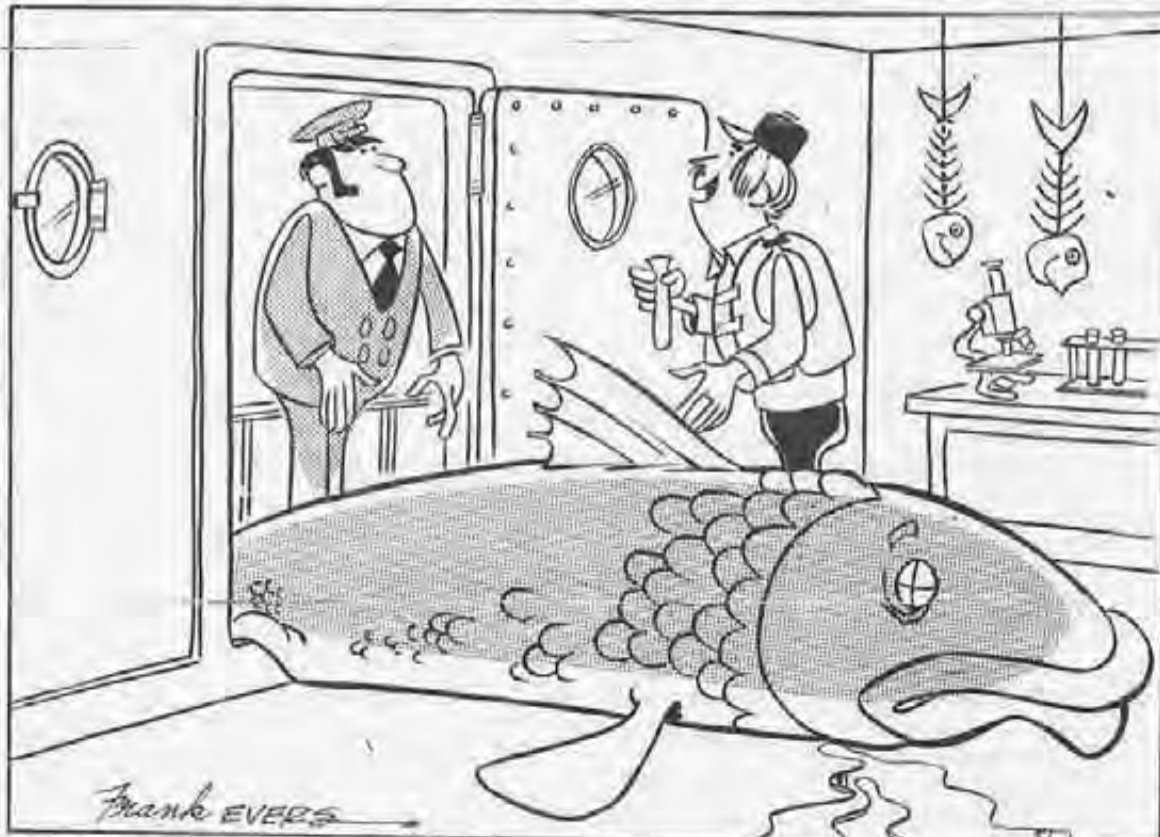
The SIU negotiating committee has submitted its proposals and negotiations are under way for new contracts with Bigane Vessel Fueling Co. and Energy Cooperative, Inc. Both companies operate small tankers for fueling ships in and around Chicago harbor.

## New Orleans

The SIU-contracted Crescent Towing and Salvage Co. has added a newly reconverted tug, the *James Smith*, to its fleet. The new boat will be engaged in ship-docking and other towing duties in the New Orleans harbor.

## Buffalo

There was still ice on Lake Erie in the Buffalo harbor early this month, and while a Coast Guard cutter was breaking it up the boat sustained damage and began taking on water. The cutter called a fireboat which began pumping out the sinking Coast Guard boat. The SIU-manned tug *California* was passing by, and stood by to offer whatever assistance might be needed as the fireboat towed the cutter to shore.



I'm studying marine biology on the side, sir!



# Headquarters

## Notes

by SIU Executive Vice President  
Frank Drozak



When the SIU wrapped up its latest three-year contract with Steuart Transportation late last year, we had achieved one of the most significant collective bargaining gains ever won for unionized inland boatmen in the United States.

This landmark provision was the establishment of a jointly (union-management) administered vacation plan for SIU Boatmen at this company. It was the first such plan ever negotiated for workers in the towing industry.

As important, though, as being the first jointly administered vacation plan for Boatmen, this bargaining breakthrough laid the groundwork for achieving the SIU's overall goal of an industry-wide vacation plan for all SIU Boatmen.

Since the Steuart contract, the SIU has succeeded in winning similar vacation plans for other Boatmen in the industry as contracts come up for negotiation. In all the SIU has issued vacation benefit checks to 92 SIU Boatmen, totalling over \$57,000, since the program began six months ago.

To achieve the goal of an industry-wide plan for Boatmen, the SIU will simply keep plugging at the bargaining table as each inland contract comes up for renewal. I don't expect it to be an easy fight, because in each of our victories so far management has strongly opposed establishing the vacation benefit. Winning it at some companies, of course, will be harder than at others. But in the long run, I'm sure that we will succeed in getting our industry-wide plan.

Many of our inland members are probably not familiar with how the vacation

plan will work. So, using the vacation plan already negotiated at American Barge Line, I would like to give a brief explanation.

First of all, a member's eligibility to the vacation benefit is based totally on the number of days worked during the year. The member becomes eligible to collect the benefit after accumulating at least 90 days of employment.

The amount of the benefit would vary depending on the rating a man sails. For instance, in the third year of the ABL contract, and based on 240 days of employment that year, the benefits would be as follows: \$933.60 for deckhands; \$1,065.60 for lead deckhands, cooks, tankermen, utility engineers and trainee engineers; \$1,200 for licensed assistant engineers, and \$1,334.40 for licensed chief engineers. Of course if a man works more than 240 days, the benefit would be higher accordingly, and if he works less than 240 days in a year, the benefit would be less accordingly.

The SIU's victory in setting the cornerstone for an industry-wide vacation plan for Boatmen was the Union's first significant achievement since the SIU-IBU merger just eight months ago.

Since then the SIU has also taken the first steps in establishing a standardized contract for all SIU Boatmen. Initially, the standardized contract would mean considerable increases in wages and benefits, in particular pension and welfare, for SIU Boatmen. Thereafter, it would be a great deal easier winning even larger benefits, because the SIU would be negotiating for the entire inland membership instead of fighting for these benefits, as we now have to do, one company and one contract at a time.

Also since the merger, a number of Educational Conferences have been held for inland members at the Lundeberg School so that we can plan and discuss, in the most democratic atmosphere possible, our goals for the future of the inland waters industry. (See special supplement in this issue of the Log.)

As much work as has already been done since the merger, though, it has really only begun. We are aiming at achieving the goal of ultimate job and financial security for all SIU members—deep sea, Lakes and inland.

We are well on our way to reaching these goals. And I am confident that with the help and support of the collective SIU membership, we will come out on top.

## Bonanza of Jobs Seen With All-Alaska Gas Pipeline

SIU San Francisco Port Agent Steve Troy, spelled out the numerous job opportunities the All-Alaska Gas Pipeline would create for Seafarers and a wide range of American workers in his testimony before the California Commission for Economic Development on May 4 in Los Angeles.

Troy urged approval for the combination pipeline-LNG tanker system, which would carry natural gas down from Alaska's North Slope to Southern California. He was joined by two other strong supporters: John C. Bennett, vice president of the El Paso Alaska Co., which has proposed this route, and Lowell Thomas, Jr., lieutenant governor of Alaska.

All agreed that the El Paso route would provide the quickest delivery of gas and the greatest economic and environmental benefits for the U.S.

Two competing trans-Canadian pipeline proposals by Arctic Gas and Alcan Pipeline Co. were approved by the Fed-

eral Power Commission on May 2. The El Paso advocates urged the California commission to express support for the all-American route to President Carter, who will review all recommendations and present his decision to Congress by Sept. 1.

### Put 22,500 to Work

The El Paso project would put about 22,500 Americans to work at the peak of construction. Troy said, compared to only 10,000 for Arctic and 15,000 for Alcan. Moreover, El Paso estimates there will be 1,470 permanent U.S. jobs after completion of its project, while Arctic would employ only 400 and Alcan 600.

Lt. Gov. Thomas remarked that these employment figures, based on a private study, "are a goal I find it hard to believe President Carter would ignore."

"Jobs for American seamen would increase by the use of eleven 165,000-cubic meter LNG tankers in the El Paso

route," Troy said. Their construction would generate more than 68,600 man-years of employment in American shipyards, he added.

These vessels would take the gas from a liquefaction plant, to be built at Gravina Point, Alaska, to a regasification plant to be built at a point along the Southern California coast. From there the gas would be sent via existing and new pipelines to Central and Eastern U.S. markets.

### Tug and Barge Work

Tug and barge traffic, hauling equipment and material for construction of the pipeline and the LNG plants would also provide many jobs—for at least 540 tugboatmen as well as shoreside personnel at peak construction. Troy pointed out to the commission that California industries and labor would play a large part in this work.

Troy also maintained that LNG tanker transportation is "one of the saf-

est seagoing operations being carried on today"—with more than 12 years of accident-free deliveries.

He stressed the value of the LNG Technology Course at the Harry Lundeberg School of Seamanship in Piney Point, Md. which is preparing well-trained crews.

Another major selling point for the all-Alaska route, El Paso Vice President Bennett said, is that it could be developed two years ahead of the longer Canadian pipelines—an important plus in view of the serious gas shortages now facing the nation. It would parallel the Alaskan Oil Pipeline and get a headstart from the \$1-billion support system of roads and equipment already there, Lt. Gov. Thomas explained.

The Arctic and Alcan routes must not only carve out new territories in a brutal climate, but must first face unsettled native and national wildlife claims that would cause even further delays and cost overruns, Thomas said.

## SIU Issuing New Books To Inland Members

With the merger late last year of the IBU and the SIU A&G District, Headquarters began a program of issuing new Union books to all inland members to replace their old IBU books.

To date, though, many inland members have not applied for the new SIU books, which are necessary for identification for voting in Union elections and other Union functions.

To get your new book, inland members need only pick up an application at the nearest Union hall or from a Union representative when he visits your boat. Just fill it out and send it to Headquarters. The Union will then issue you a new book and get it back to you.

## Shipping Report for Inland Waters

FOR THE MONTH OF APRIL 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	Class C	Class A	Class B
BALTIMORE	0	0	0	1	1	0	5	2
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	9	4	18	0	0	0	16	3
JACKSONVILLE	1	0	1	0	0	0	1	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	141	0	0	0	0
NORFOLK	0	0	0	10	0	0	59	0
NEW ORLEANS	0	2	4	0	0	0	6	21
PADUCAH	8	1	6	3	1	15	0	1
PHILADELPHIA	0	0	0	138	48	0	185	105
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	6	3	32	0	0	0	8	0
PUERTO RICO	0	0	0	0	0	0	0	0
RIVER ROUGE	24	4	1	0	0	0	9	0
ST. LOUIS	12	4	20	0	0	0	12	6
TAMPA	0	0	0	0	0	0	0	0
<b>TOTAL ALL PORTS</b>	<b>60</b>	<b>18</b>	<b>82</b>	<b>293</b>	<b>50</b>	<b>15</b>	<b>301</b>	<b>138</b>



# Tuna Fleet Fishing With Promise of Compromise



Hundreds of concerned cannery workers, members of the SIUNA-affiliated United Cannery Workers Union, demonstrate earlier this month outside Federal Building in Wilmington, Calif.

After nearly three months in lay-up to protest what tuna industry officials call "unrealistically low" porpoise mortality quotas for 1977, the U.S. tuna fishing fleet of 140 purse seiners set to sea this month to resume fishing.

The tuna boats sailed from San Pedro and San Diego to the Pacific fishing grounds after Rep. John Murphy (D-N.Y.) introduced a bill that would allow 78,900 porpoise kills incidental to tuna fishing for the rest of this year and the same amount for 1978. The National Marine and Fisheries Service had previously set the 1977 quota at 59,050, which tuna industry officials called "totally unacceptable."

Murphy practically guaranteed passage of the bill, predicting that the environmentalists would be able to muster "no more than 100 initial votes" against the bill in the House. Murphy also predicted that if the bill gets to the White House it would be signed because it is "a fair compromise on the porpoise issue."

Nevertheless, a spokesman for 14 environmentalist groups said they would fight the Murphy measure. In addition, the Humane Society of the United States has called a boycott of tuna, which according to the Society, will include advertisements and efforts by its members to stop the serving of tuna in restaurants and cafeterias.

In the meantime, several thousand members of the SIUNA-affiliated United Cannery Workers Union remain out of work due to last month's layoffs in San Diego, Terminal Island and Puerto Rico. Still others will remain on a cut-back work schedule. U.S. canneries, in general, will continue to feel the squeeze until the U.S. fleet starts bringing in the first boatloads of tuna later this year.

Also this month, angry cannery workers in San Diego and Wilmington, Calif. demonstrated in force outside Federal buildings urging the Government to clear up the porpoise controversy.

Some workers carried picket signs stating: "Congress, the honeymoon is over. Get busy and save our jobs."

Other workers carried signs saying, "Congress, wake up. The siesta is over. We need your help."

On top of the loss of jobs to fishermen and cannery workers, consumer prices on canned tuna are expected to rise sharply by summer.

A spokesman for the Tuna Research Foundation predicts boosts of "a minimum of five cents a can and a maximum of 20 cents."

Overall, the U.S. tuna fleet has lost more than \$30 million since Jan. 1, while the hard pressed canneries have recorded a four month loss of almost \$60 million.



It's the cook, sir, he's sulking!



## The Lakes Picture

### Buffalo

Because of the shortage of oil and natural gas, more industrial plants are switching over to coal. In the east there is an increased demand for non-polluting western coal. This means more shipments of coal for Great Lakes freighters and possibly more cargo arriving in the port of Buffalo. Two coal docks in Buffalo may reopen to accommodate the trade. A related result of the energy crisis is that Lakes shipyards report an increase in construction of self-unloaders capable of carrying coal.

The SIU-contracted *Consumers Power* (Boland and Cornelius) received extensive repairs and refitting work while laid up in Buffalo this past winter.

### Frankfort

At the beginning of May, the SIU-contracted *Chief Wawatam* was granted a ninety-day extension by the Coast Guard, allowing her to run through July 29 without a five-year inspection.

### St. Lawrence Seaway

As part of the national switchover to the metric system, the St. Lawrence Seaway Development Corporation has announced that metric measurement units will be used in all operational procedures on the Seaway effective this season. The regulations in the 1977 Seaway Handbook will list measurements in both metric and customary U.S. units. Dimensions of vessels are to be expressed in meters, engine power in terms of kilowatts, and lock and bridge distance markers will indicate only meters. However channel markers will indicate mileage in nautical miles. The units for registered tonnage will remain the same as in the past.

Also, beginning this year, Great Lakes navigation charts will begin listing both traditional and metric scales. The first new chart will cover Lake Erie and list the standard feet-fathom measurements on one side with the reverse carrying a Mercator scale and metric units. These dual navigation charts eventually will cover the entire Great Lakes area, with the fathoms-feet system gradually phased out.

The U.S. and Canada are having discussions about toll increases on the St. Lawrence Seaway and the Welland Canal. The Canadians have made their toll proposals which the U.S. authorities circulated last month asking shippers, carriers and other concerned parties to comment.

For the Seaway, the Canadians proposed a toll of \$1.05 per ton for general cargo, \$.45 per ton for bulk cargo, and \$.04 per gross registered ton for each vessel. For the Welland Canal they proposed a toll of \$.90 per ton for general cargo, \$.40 per ton for bulk cargo, and \$.04 per gross registered ton for each vessel. At present the Seaway Development Corp. and the U.S. share of the operating costs are supported by money collected from users.

The Maritime Trades Department of the AFL-CIO has come out against any toll increases because it feels that higher tolls would cripple American and Canadian shipping in and out of the Great Lakes via the Seaway.

### Lakes History

Although few Seafarers on the *Joseph S. Young* (Boland and Cornelius) may know it, their ship once had a fancy guest lounge equipped with a pipe organ. That was back in 1907 when she was called *Wilpen 204238* and sailed as the newest vessel in the Shenango Furnace Co. fleet. The SIU-contracted *Medusa Challenger* (Cement Transit Co.) was the original ship in the fleet of six and was built in 1906 under the name *William P. Snyder 202859*, according to Steamboat Bill, the journal of the Steamship Historical Society of America.

### Lakes Reading

Seafarers may be interested in subscribing to *Lake Log Chips*, a weekly newsletter dealing with shipping and shipyards on the Great Lakes. Subscription rate for the United States and possessions is \$5.00 per year, or \$11.00 for first class mail. Write to Subscription Department, *Lake Log Chips*, Fifth Floor, University Library, Bowling Green State University, Bowling Green, Ohio 43403.

The Great Lakes Red Book for 1976 is available for \$4.00 from the Fourth Seacoast Publishing Co., 24145 Little Mack Ave., St. Clair Shores, Mich. 48080. It contains a complete list of vessels that sail the Great Lakes along with their licensed personnel, construction statistics and call signals. There is also a general information section.



# Washington Activities



## McKINNEY AMENDMENT PROHIBITS OIL EXPORT

The House of Representatives passed an amendment last month which would prohibit export of domestically produced crude oil for a period of two years. Proposals to swap Alaskan crude for Mideast oil would cost hundreds of seagoing jobs.

Stewart McKinney (R-Conn.) in introducing his amendment to the Export Administration Act of 1969, stated that we cannot justify exportation of 400,000 barrels per day of Alaskan crude at a time when we are faced with an impending national catastrophe from energy shortages.

Rep. McKinney continued, "We are concerned with providing more jobs in our struggling industries. Why, then, should we create more work for the foreign tanker industry by transporting the oil to Japan while our merchant tanker fleet suffers through hard times?"

John F. O'Leary, administrator of the Federal Energy Administration, testified Apr. 29 before the House Interior and Insular Affairs Subcommittee on Special Investigations on the disposition of Alaskan North Slope crude.

Mr. O'Leary said there are three short-term options for distribution of the excess North Slope crude: 1) swapping with a foreign country, 2) shipping to Gulf Coast ports by tanker, and 3) shutting in North Slope production until a west-to-east pipeline is constructed.

Following extensive discussion with Maritime Administration and Coast Guard officials, Mr. O'Leary said, FEA has concluded that by converting some subsidized U.S.-flag tankers now engaged in foreign trade to domestic service, the total U.S.-flag fleet will be adequate to handle the surplus.

The Senate defeated a similar amendment on May 5 by tabling it. Significantly, following the Senate's vote to table, the House voted 240 to 166 to instruct its conferees to retain the McKinney amendment in conference. No conference date has been set.

## HOUSE ENERGY COMMITTEE

The House has created an Ad Hoc Committee on Energy to coordinate the energy program. It will bring an overview of various pieces of legislation relating to energy reported by standing committees.

Rep. Thomas L. Ashley (D-Ohio) was named chairman.

## OUTER CONTINENTAL SHELF

Hearings are continuing on outer continental shelf oil and gas management policy in the House Ad Hoc Committee on the outer continental shelf and the Senate Energy and Natural Resources Committee.

## CABINET LEVEL ENERGY DEPARTMENT PROPOSED

Under the terms of legislation now moving through both houses of Congress, a new Department of Energy would be created and would absorb the functions now performed by the Federal Energy Administration, Federal Power Commission and Energy Research and Development Administration. The Secretary of the new Department is expected to be Dr. James Schlesinger, who is now White House Energy Advisor.

The House Bill has been reported out of the Government Operations Committee; the Senate bill is stalled over the question of whether the Department would have authority to set oil and gas prices.

Under a compromise being considered, the Secretary would propose natural gas price changes to a three-member regulatory board in the Department. The Board would set oil prices, subject to veto by the House and Senate.

## TRANSPORTATION TAX AND INCENTIVES

Senator Russell Long (D-La.) has introduced Senate Res. 150 to authorize a study of "present tax incentives and revenue measures relating to the commercial transportation system of the United States and the Federal programs which such incentives and measures finance."

In introducing the resolution, Sen. Long said his committee (Finance) has been urged to review present methods of financing navigation improvement because of alleged statements that Federal subsidy to the waterways is inequitable to other transportation modes. The senator said that what is needed is "a comprehensive review of all direct and indirect incentives, aids and facilities available to all modes."



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.

# Drozak Lauds NMC on Productivity, Stability, Growth

The U.S. maritime industry has been "a model of the benefits close labor-management cooperation can achieve," SIU Executive Vice President Frank Drozak told a shipper seminar sponsored by the National Maritime Council in Corning, N.Y. late last month.

The NMC, a coalition of labor, management and Government heads, deserves the credit for this achievement, Drozak said. It has made "massive gains for the industry in productivity and

stability over the past several years, as well as a greater effort towards new growth."

Drozak's praise for the NMC was echoed by Robert J. Blackwell, assistant secretary of commerce for maritime affairs, and Thomas W. Gleason, president of the International Longshoremen's Association, who were also featured speakers at the seminar.

Both men discussed the ILA contract negotiations which began this month

and were hopeful that agreement could be reached without another strike. A five day ILA workout in April over a container handling ruling was actually a dispute with the National Labor Relations Board rather than a labor-management problem, they stressed.

Their hopes were later realized by a strike-free settlement reached on May 12 by the ILA and seven shipping companies, which extended the contract to Sept. 30.

Maritime labor-management relations are now "among the most stable of any major American industry," Blackwell maintained.

## Drozak Urges Support

Drozak not only praised the NMC but urged support for its efforts to build up all sectors of U.S. shipping, specifically: oil cargo preference legislation, a greater share of bulk cargo for U.S. flagships and the need to maintain a strong domestic fleet.

He noted that less than 4 percent of U.S. oil imports are carried in U.S. vessels and while 85 percent of our trade is made up of bulk commodities, U.S. vessels carry practically none.

"We need new national policies to regain the maritime strength our nation once had," he stated.

A strong domestic fleet is essential, Drozak explained, because water transportation will play a major role in the increased movements of coal to meet the country's energy needs.



Speaking before the National Maritime Council's Eastern Shipper Forum in Corning, N.Y., SIU Executive Vice-President Frank Drozak praised the NMC's gains in stability for the maritime industry. Drozak is holding the Seafarer Education Series pamphlet which describes the Council's work in bringing together maritime labor, industry and government.

## 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 Over-

seas 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.

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



## Another First: A Sixth Four-Year Winner

# A First, SIU Boatman Wins Scholarship

For the first time since the SIU's Annual Scholarship Program began in 1953, a Boatman has won the four-year award reserved for an active SIU member. Stephen Peter Magenta, 20, who works as a relief captain aboard a tank barge for the Interstate and Ocean Transport Co. in Philadelphia, Pa. was selected in May to receive the \$10,000 grant.

Also, one active Seafarer and four dependents of eligible members normally receive the no-strings attached scholarship which they can use to take up any course of study they wish at any accredited college or university in the United States or its territories. The \$10,000 award is disbursed over a four-year period.

However this year, in another first, there was a sixth full scholarship winner—SIU Brother Ashton Woodhouse, 24, who sails on the deep sea as a member of the engine department. The sixth award was made possible last March when the trustees of the Seafarers Welfare Plan voted that an additional four-year scholarship could be granted to an active SIU member if an outstanding applicant appeared. Ashton Woodhouse fit the bill.

Among the four dependents who won the award, two were children of Boatmen and two of members who sail deep sea. They are Leslie Warren Collier IV, son of Boatman Leslie Warren Collier III of Coinjock, N.C.; Charles Foshee, son of Boatman Woodrow Foshee of DeRidder, La.; Elizabeth Harrington, daughter of Seafarer Arthur Harrington of Charlestown, Mass.; and Osvaldo Rios, son of Seafarer Osvaldo Rios of Carolina, Puerto Rico.

Three alternate winners selected by the committee—Lisa Kondylas, daughter of SIU Pensioner Nicholas Kondylas of Baltimore, Md.; Anthony DiDomenico, son of SIU Boatman Alphonso DiDomenico of New York, N.Y. and Patricia Ansell, daughter of SIU Boatman Gerald Ansell of Chesapeake, Va.—will receive the scholarship in case one or more of the winners cannot accept.

For the second consecutive year, there were two \$5,000 two-year scholarships awarded to active Seafarers. This year's winners are William Berulis, 28, and Jack Utz, 47, both of Seattle, Wash. Seafarers Berulis and Utz will receive their \$5,000 grants over two years and can use the money to study at any accredited junior college, community college, or post-secondary trade or vocational school.

### 123 Four-Year Scholarships

The 1977 awards brings to 123 the number of four-year scholarships awarded since the program began, with 32 received by Seafarers and 92 by dependents of Seafarers.

The winners of all eight grants were,

## Miss Newby Retires

Miss Edna Newby, a retired officer of Douglass College, New Brunswick, N.J., had worked on the SIU Scholarship Selection Committee since 1953 when the program began. After 23 years of unselfish service, she decided to retire from the committee after helping to pick the 1976 winners. The SIU salutes Miss Newby and wishes her the best in the years to come.



Seafarer Arthur Harrington



Seafarer Osvaldo Rios



Boatman Leslie Warren Collier III



Boatman Woodrow Foshee

as in the past, chosen by the SIU Scholarship Selection Committee, an impartial panel of reputable scholars. As specified in the guidelines for the awards, the committee based their selection on the individuals' scholastic ability as shown by high school grades and College Boards or American College Test scores and the individual's character as reflected by letters of recommendation and participation in extracurricular activities.

According to the committee, which met at the Transportation Institute in Washington, D.C., all applicants were the best ever to the point that their task was most difficult this year. They urged those who did not get awards to keep trying because, in the past, unsuccessful applicants have received the award the next year.

Members of this year's Selection Committee were: Dr. Charles Lyons, retired dean of admissions at Fayetteville State University, Fayetteville, N.C.; Dr. Charles D. O'Connell, director of admissions at the University of Chicago, Chicago, Ill.; Dr. Bernard Ireland, a retired official of the College Boards; Dr. Elwood Kastner, dean of registration at New York University, New York, N.Y.; Dr. Richard M. Keef, professor at Lewis and Clark Community College, Godfrey, Ill.; Dr. Donald Maley, professor at the University of Maryland, College Park, Md., and Dr. Gayle Olson, professor at the University of New Orleans, New Orleans, La.

### Boatman Stephen Magenta

Stephen Magenta's academic record at Northeast Catholic High School in Philadelphia, Pa. was outstanding. He went in for varsity track and cross-country racing and participated in the band. He also found time to become a certified diver, because as he explained, "the sea has held a special fascination in my heart."

After high school he went through the Harry Lundeberg School Entry Rating Program, graduating in 1974. In April of that year, he began working on coastwise tugs and barges for the Interstate and Ocean Transport Co., rapidly advancing to the position of barge captain.

Praising Brother Magenta's character and career, the company's operations manager noted that the young Boatman had successfully served as relief captain aboard barge *Interstate 55*, which involved pumping and loading two grades of petroleum simultaneously. "In addition to handling multiple cargoes," he said, "Mr. Magenta has become proficient in the handling of benzene and styrene cargoes."

While traveling between ports and reading and thinking, Brother Magenta concluded that "the only way to become a more well-rounded individual and meet the technical demands of today's society would be a formal college education. Using the \$10,000 four-year

scholarship he hopes to prepare for a career related to the maritime industry at the University of Rhode Island.

### Seafarer Ashton Woodhouse

Determination has been the mark of Ashton Woodhouse's career in both academic and at sea. The winner of the special four-year \$10,000 SIU award did exceptionally well in high school and has been earning his way through college by shipping out, off-and-on during the past few years. The nationwide Standard Achievement Tests showed him to be among the top 2 percent of students in the country.

As an SIU member sailing in the black gang, Woodhouse took full advantage of the opportunity to upgrade himself. Since he graduated from the Lundeberg School Trainee Program in 1972, he has received his FOWT-pumpman and QMED endorsements as well as his 'A' book. In the future, he hopes to sit for a third engineer's license.

It is no surprise, therefore, that Brother Woodhouse would like to become a mechanical engineer. His professors at the University of Virginia in Charlottesville have no doubt that he will succeed. Although he had been out of school for a while and was "very rusty", according to one professor, Woodhouse is now at the top of his class "in the toughest two-year engineering course in our school."

The scholarship will enable Brother Woodhouse to get an undergraduate degree from the University of Virginia and pursue a master's degree program.

### Seafarer Jack Utz

Winning the two-year \$5,000 SIU scholarship is just one landmark in the academic career of Seafarer Jack Utz.

Brother Utz, who has been shipping out with the SIU since 1948, dropped out of school in the sixth grade because of a speech impediment and to help his mother support the family. Since then, determined to better himself, he studied and sat for the GED exam and earned a high school equivalency diploma.

"I received speech therapy at the Seattle Speech and Hearing Center," Utz told the Selection Committee. "This therapy has given me the confidence to return to school." After accumulating 7,400 days seetime in the steward department, he wants to come ashore and work in the hotel management field. Using the scholarship, he hopes to attend South Seattle Community College in Seattle, Wash. while living at home with his wife, Younghi, and his two sons.

As the commissary superintendent for Sea-Land put it, Brother Utz "has the ability to accomplish whatever he sets his mind to." He has worked as a chief steward on the *S.S. Newark* since 1969. He also holds firefighting and lifeboat tickets which he earned at the Harry Lundeberg School in 1976.

### Seafarer William Berulis

"I have wanted to be in, at, or near the sea ever since I can remember," SIU Brother William Berulis said. The \$5,000 two-year scholarship will enable him to devote uninterrupted time to learning his chosen trade of marine carpenter. "The art is in the long tradition of skilled craftsmen who also loved the sea," Berulis explained.

In classes at the HLSS in Piney Point, the young Seafarer discovered his ability to excel in subjects that he found interesting and important. He graduated from the Harry Lundeberg School of Seamanship Entry Rating Program in 1970, and later went back for his AB certificate and to take the LNG, Welding and Diesel Engineer Courses. He also went through the "A" Seniority Program in 1974.

The people who recommended Brother Berulis predicted that he would become an outstanding shipbuilder if given the chance to learn the trade. He plans to attend Seattle Central Com-

*Continued on Page 29*



Members of the SIU Scholarship Selection Committee go over applications for the 1977 awards. They are (clockwise l. to r.): Dr. Donald Maley, professor at the University of Maryland, College Park, Md.; Dr. Charles D. O'Connell, director of admissions at the University of Chicago, Chicago, Ill.; Dr. Bernard Ireland, a retired official of the College Boards; Dr. Richard M. Keefe, professor at Lewis and Clark Community College, Godfrey, Ill.; Dr. Charles Lyons, retired dean of admissions at Fayetteville State University, Fayetteville, N.C.; Dr. Elwood Kastner, dean of registration at New York University, New York, N.Y., and Dr. Gayle A. Olson, professor at the University of New Orleans, New Orleans, La.



# FMC Carries the Biggest Regulatory Stick

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

More Government bodies have a hand in regulating maritime affairs than in any other American industry. But the one that carries the biggest stick is the Federal Maritime Commission.

The FMC is an independent, regulatory agency headed by five commissioners appointed by the President and charged by Congress with carrying out a number of Federal shipping statutes. Their responsibilities may sound like maritime mumbo jumbo to the layman or even to the Seafarer, but in the end they spell out job security for the American seaman and economic health for the entire nation.

The FMC's main business is regulating our ocean commerce. That means seeing to it that freight rates and other means of competition practiced by U.S. and foreign shipping lines in our trade are fair and equitable.

For over 100 years, the answer to unfair competition and destructive rate wars by shippers has been the conference system. The way this works is that competitive steamship lines organize according to different trade routes and collectively set uniform rates. The FMC has the right, authorized by the Shipping Act of 1916, to grant conference members immunity from antitrust legislation, which would otherwise outlaw their restrictions of competition.

Standard conference rates have been essential to American shippers. Without them, U.S.-flag lines, which have higher operating costs than their foreign competitors, would not be able to carry a substantial percentage of cargo in the liner trade. While the U.S. fleet carries only about 5 percent of our foreign trade, the American liner fleet has over 30 percent of U.S. liner shipments.

The FMC monitors the many different conferences in our liner trade routes and has the power to impose stiff penalties—heavy fines and even suspension of antitrust immunity—against shippers who grant discounts, rebates or other violations of the uniform rates. It also can make rules to counter foreign regulations that hurt American shipping.



## Became Separate Agency in '61

Once part of a larger Government maritime board within the Department of Commerce, the FMC was organized in 1961 as a separate agency to concentrate on these important regulatory functions.

But while the FMC carries a big stick, it has no easy task putting it to use in the complex maritime world where ships operate under many flags and under many laws.



Federal Maritime Commission Chairman Karl E. Bakke directs the important regulatory functions of his agency which focus on preventing unfair competition in U.S. ocean trade. He is shown here addressing the Propeller Club and the Maritime Association of New York.

FMC Chairman Karl E. Bakke has said that he is determined not to deal more severely with U.S.-flag shippers than their foreign competitors. But just getting the facts from foreign documents held overseas is a difficult and time-consuming process for the FMC.

## Pollution Control Authority

The problem is similar to the hidden snarls behind foreign ownership registration of flag-of-convenience vessels, which have stalled the FMC's exercise of its pollution control authority over foreign tankers. The commission is responsible for getting owners of tankers, which travel in U.S. waters, to show evidence of funds for cleanups in the event of oil spills or other pollution hazards.

But the real problem in regulating shipping rates in our foreign trade is not foreign conference members, but outside shippers capable of drastic undercutting. The state-controlled Soviet fleet has been among the biggest offenders.

Last year Chairman Bakke negotiated an agreement with the Russians which would have brought the Soviet Baltatlantic Line into North Atlantic conferences. But the agreement never materialized and Bakke recently announced that the answer to unfair Soviet competition is Congressional legislation. A Third-Flag bill, which has been in and out of favor in Congress, would give the FMC the right to suspend state-controlled ship lines from carrying cargo in our trade if their rates are judged unjust or unreasonable.

Bakke and many strong supporters of the U.S. merchant marine believe that the FMC should be given a larger hand in regulating our foreign trade. But some of their stiffest opposition comes from other U.S. regulatory agencies such as the Department of Transportation and the Antitrust Division of the Department of Justice which have said that the FMC already has enough power to restrict competition.

How far the FMC is allowed to extend its power may be controversial. Yet there is no doubt that its regulatory stick must be long enough to reach the forces that threaten the vitality of the U.S. merchant marine and the stable flow of our multi-billion dollar ocean trade.

## MEMBERSHIP MEETINGS' SCHEDULE



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

## Early Normal Pension Supplement

In case some Seafarers did not see the story in the April issue of the Log on the new Early Normal Pension Supplement, we are rerunning below one very important section of that article.

If any member has a question about the new benefit, he should contact the Seafarers Pension Plan, 275 20th St., Brooklyn, N.Y. 11215.

### HOW THE EARLY NORMAL PENSION SUPPLEMENT WORKS:

If an employee is at least 55 years of age and has credit for 7,300 days of service, he is eligible for the Early Normal Pension Benefit of \$350 a month. If such eligible employee continues his employment (Deen Sea-Great Lakes) and receives credit

for an additional 730 days of service, he is entitled to two increases, an additional \$30 a month pension benefit, and the Early Normal Pension Supplement equal to 12 times his monthly pension benefit.

Therefore, in addition to his monthly benefit of \$380 he will receive a lump-sum, one time payment of 12 times \$380 = \$4,560. Of course, if he continues his employment and receives additional service credit his monthly pension benefit will increase by \$15 a month for each additional 365 days of service up to a maximum of \$455. His Early Normal Pension Supplement will likewise increase, as shown in Chart I.

### CHART I Monthly Pension Benefit Supplement

7,300 Days of service plus 730 days of service—	\$380.00	\$4,560 lump-sum
7,300 Days of service plus 1,095 days of service—	395.00	4,740 lump-sum
7,300 Days of service plus 1,460 days of service—	410.00	4,920 lump-sum
7,300 Days of service plus 1,825 days of service—	425.00	5,100 lump-sum
7,300 Days of service plus 2,190 days of service—	440.00	5,280 lump-sum
7,300 Days of service plus 2,555 days of service—	455.00	5,460 lump-sum



# THE COMMITTEE PAGE

## Mount Washington Committee



At a recent payoff in the port of Baltimore is the Ship's Committee of the SS *Mount Washington* (Victory Steamship) of (l. to r.): Steward Delegate Lorenzo Rinaldi; Engine Delegate Earl Chappel; Deck Delegate Edward Adams; Recertified Bosun Leo Paradise, ship's chairman, and Educational Director John Quinter.

## Golden Endeavor Committee



Just before the payoff of the *ST Golden Endeavor* (Westchester Marine) at Stapleton Anchorage, S.I., N.Y., the Ship's Committee got together for this photo. They are (l. to r.): Chief Steward Carl Jones, secretary-reporter; Engine Delegate John Griffith; Baker James Dies, steward delegate; Bosun Andy Thompson, ship's chairman, and Deck Delegate Dave Kydd.

## Sam Houston Committee



During a payoff at Pier 7 in Brooklyn, N.Y. of the *LASH Sam Houston* (Waterman), the Ship's Committee relaxes in the vessel's lounge. They are (l. to r.): Chief Electrician David Rojas, educational director; AB Gordon L. Davis, deck delegate; Engine Delegate Gary Bryant; Chief Steward Roscoe L. Alfred, secretary-reporter, and Recertified Bosun Homer O. Workman, ship's chairman.

## Sea-Land Market Committee



In the middle of last month, the Ship's Committee and crew of the *SS Sea-Land Market* were paid off at the MOTBY Dock in Bayonne, N.J. Part of the crew and committee there were (l. to r.): AB Nick Hrysazhis; Deck Delegate Tom McNellis; Recertified Bosun Don Rood, ship's chairman; Engine Delegate Cliff Hall, and Steward Delegate Abdul Karim.

## Council Grove Committee



Here's the Ship's Committee on the *ST Council Grove* (Inter Ocean Mgt.) of (seated l. to r.): Third Cook Al Ranew, steward delegate; Chief Steward L. O. Wong, secretary-reporter, and Engine Delegate Julius Salazar. Standing (l. to r.) are: Chief Pumpman Robert Blockwell, Educational Director; AB D. R. McFarland, ship's chairman, and Deck Delegate Jim Martin. The tanker was paid off at Stapleton Anchorage, S.I., in the port of New York.

## Sea-Land Galloway Committee



Late last month the *SS Sea-Land Galloway* had a payoff in Port Elizabeth, N.J. with a Ship's Committee on hand of (l. to r.): Engine Delegate Peter Triantafilos; Chief Electrician Mike O'Toole, educational director; Steward Delegate Sovandus Sessoms; Recertified Bosun George Burke, ship's chairman, and Chief Steward A. Seda, secretary-reporter.



## Credits College Education

# Former SIU Scholarship Winner Lands Good Job

"I have salt water in my veins," former SIU scholarship winner Phillip Lee Gaskill of Sea Level, N.C. told the *Log*. After a four-year stint inland at East Carolina University in Greenville, N.C., he is happy to be back home where he can go sailing, water skiing, and fishing after a day's work.

Thanks to his college education, he

landed a good job with the Trumbull Asphalt Co. Division of Owen-Corning Fiberglass Corp. He has worked in their nearby Morehead City, N.C. plant since graduating in 1972 and now serves as plant operator.

The plant makes all kinds of roofing products, road asphalt, and asphalt for electronics, Gaskill explained. "That's why it's hard to describe a day's work," he said. "Each day is different according

to the orders that come in." He is in charge of processing, including switching the plant from one production operation to another. He also must check samples of the product to make sure it meets standards of quality.

At first Phillip Lee Gaskill worked in the shipping department. Then, while working for a year as assistant plant operator, he studied the mechanics of the job he now holds.

At East Carolina University, young Gaskill majored in mathematics and minored in computer science. "I guess

they are difficult subjects," he admitted, "if you are not interested." But he liked studying mathematics a lot. Coming from a small town, he also enjoyed meeting new people at college.

"The SIU scholarship really helped," the 1968 winner said, "because it took the financial burden for college off my parents."

Right now young Gaskill's father, SIU Boatman James T. Gaskill, is enjoying his retirement after working as a tugboat captain for C. G. Willis Co. on the intercoastal waterway.

### 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.



Phillip Lee Gaskill



SS Galveston

In the midafternoon on Mar. 15, all crewmembers of the seaborne *SS Galveston* (Sea-Land) watchstanding, assembled on the ship's fantail for funeral services for Seafarer Eugene N. Dore, 50, who died in the Seattle USPHS Hospital on Feb. 28.

"We are gathered here today," intoned the vessel's Capt. C. T. Miller, "for the burial of the remains of a good shipmate and Union brother. He may be unknown to some and a shipmate to others in this crew, but will be missed by all."

The master went on to say that "... Eugene made his living on the seas so it is only proper we return his ashes to the sea in Latitude 54-51 N., Longitude 139-35 W."

The 23rd Psalm, Lord's Prayer, Hail Mary, Our Father were said and his ashes were committed to the sea.

### Colombo, Sri Lanka (Ceylon)

U.S.-flag ships and their crews were warned to be on their guard about harbor looting in the port of Colombo, Sri Lanka by roving pirate gangs who have been reported to be illegally boarding merchant ships to plunder them.

MARAD says that the crew of one American-flag ship observed six to eight-man bands boarding other ships. The report was confirmed by harbor police.

### SS Overseas Alaska

The tanker *SS Overseas Alaska* (Maritime Overseas) this month carried 50,000 tons of crude oil from the Persian Gulf to a port in Australia.

### Governors Island, N.Y.

A new 24-hours-a-day satellite distress hotline has been installed which would enable ships to communicate directly with Coast Guard Rescue Centers in New York and San Francisco.

Using the MARISAT (Maritime Satellite) the hotline allows rescue coordinators to contact instantaneously through telex the 30 vessels now with MARISAT.

Today 93 percent of all communications with ships at sea are still conducted by Morse Code telegraphy over high frequency radio.

The worldwide MARISAT system uses two communications satellites positioned in synchronous orbits 22,300 miles above the equator.

### ST Cove Communicator

One person was killed and two others were hurt aboard the SIU-contracted 18,752-ton *ST Cove Communicator* (Cove Tankers) when a boiler blew up at Latitude 36-16 N., Longitude 71-20 W. recently. None of the dead or injured were unlicensed or licensed personnel. The tanker was repaired at the SIU-affiliated Seatrain Shipyard facility in Brooklyn, N.Y.



Menlo Park, N.J.

SIU-contracted Sea-Land Service has inaugurated weekly containership runs between Port Everglades, Fla. and the port of Rotterdam, The Netherlands with the departure of the 733-container *SS Sea-Land Venture* from the latter port of call. Four 23-knot SL-18's are earmarked for the new route.

Starting May 8, the company doubled its weekly runs to the Mideast with the sailing of the *SS Elizabethport* from Rotterdam. Adding three more vessels to the run which are the *SS Los Angeles*, *SS San Juan* and the *SS Seattle*, the shipping firm now has eight containerships calling at the port of Dammam, Saudi Arabia; Bandar Abbas, Iran; Dubai, United Arab Emirates; Muscat, Oman; Boston; Elizabeth, N.J.; Philadelphia; Baltimore; Portsmouth, Va.; Charleston, S.C.; Jacksonville and Port Everglades, Fla.; New Orleans, and Houston.

Also on the run are the *St. Louis*, *SS San Pedro*, *SS Pittsburgh* and the *SS San Francisco*.

Sea-Land also expanded Caribbean runs opening weekly service between St. Lucia, Guadeloupe and Martinique via the port of San Juan from Elizabeth, N.J.; Baltimore, Jacksonville, and Long Beach and Oakland, Calif.

### ST Connecticut, Overseas Ulla, Zapata Patriot, Mount Washington, Fort Hoskins, Eagle Traveler

Anytime from June 1 to June 30, the *Mount Washington* (Mount Shipping), *Overseas Ulla* (Maritime Overseas), *Zapata Patriot* (Zapata Bulk), *Connecticut* (Ogden Marine), *Fort Hoskins* (Interocean Mgt.) and the *Eagle Traveler* (United Maritime) will be carrying heavy grains from the Gulf of Mexico to Soviet ports on the Black Sea.

### New York

On Aug. 17, a 40th birthday will be celebrated for the National Apprenticeship Act by the U.S. Labor Department's Bureau of Apprenticeship and Training here. Through the act, the bureau sets up programs with employers to improve the craft skills of their apprentice employees.

### New York, Los Angeles and New Orleans

Deep-sea ship arrivals at the 10 major U.S. ports totaled 43,600 vessels during 1976 for a gain of 4,379 ships over the year before, reported the Maritime Association of the Port of New York.

New York Harbor ranked first in the nationwide standings with 7,730 ships arriving last year, 17 percent of the total.

Los Angeles-Long Beach Harbor had 5,071 vessels ranking second in the country or 11.6 percent of the total. It was an increase of 267 more ships than in 1975.

The port of New Orleans came in third with 4,538 ship arrivals and 10.4 percent of the grand total.



# \$10 Billion in Freight Profits—But No Taxes to Pay

Each and every year, as U.S.-flag and other national flag shipping lines pay their taxes and contribute to their nation's economies, the owners of flag-of-convenience fleets are getting away scott free with an estimated \$10 billion in untaxable freight revenue profits. This incredible figure was made public this month in a study conducted by the United Nations Conference on Trade and Development.

As far as we are concerned, this study dramatically points out something that the SIU has been saying for a long, long time—flag of-convenience carriers, through their exploitation of cheap labor and their 'man-without-a-country' status, are raping the economies both of the nation's the vessels are registered in (Panama, Liberia, the Bahamas, Bermuda, Cyprus, Singapore and Somalia), and the nations of the vessels' effective owners. And since a high percentage of these vessels are owned by American oil companies, more often than not, the nation of the vessels' effective owner is the United States.

It is little wonder that with such a sweetheart arrangement with the world, third-flag fleets have nearly doubled in size since 1965. These fleets now make up 26.7 percent of the total world tonnage, or 89.9 million gross tons.

To make the situation worse, flag-



## HOOKED

of-convenience carriers, while they make up a quarter of the world's fleet, account for a staggering 40 percent of all ships and all tonnage lost each year. Who can forget the terrible rash of disasters involving flag-

of-convenience tankers that occurred in American waters near the end of last year? Especially the sad tale of the *Argo Merchant* which ran aground off Nantucket on Dec. 15, 1976, dumping 7.6 million gallons of heavy industrial crude into the sea—the worst oil spill ever in American waters.

The problem in a nutshell is this. Flag-of-convenience fleets are growing at an alarming rate. They are undermining the competitiveness of the merchant fleets of every major mari-

time nation of the world. They contribute to the financial security of no one but their oil company owners. And they pose a major environmental hazard to the world's oceans and shorelines.

What, then, can be done about these vessels and who is going to do it?

First of all, the burden of action must fall on the United States, because it is the U.S. that is providing the largest market for the third-flag fleets.

The SIU believes that the initial step that must be taken to cut into the flag-of-convenience stronghold is passage of a bill to require that at least 30 percent of all U.S. oil imports be carried on American-flag tankers, built in American yards and manned by American seamen.

Secondly, the government must develop and enforce stricter construction and operational standards for all tankers entering American waters.

Next, the government should develop a system of taxing the runaway profits of the flag-of-convenience ships, which reap their bounty from American markets.

In addition, the U.S. should be trying to negotiate bilateral shipping arrangements with our major trading partners to insure that flag-of-convenience vessels will not capture a large part of these trades.

The SIU feels that the serious problems posed by flag-of-convenience fleets have been allowed to get way out of hand.

The time is now to end this rip-off and to take action to curb the growth and influence of these fleets in the world transportation market.

## Post Office Must Serve Public

The purpose of the U.S. Post Office is to serve the American public. Lately this seems to be a forgotten motto as service is cut back and rates increase. In a vicious cycle, people stop using the mails, causing further rate hikes and service cutbacks.

The Commission on Postal Service, which issued its report in April, was supposed to find ways of improving mail delivery. But instead of calling for the logical solution—a return to the idea of public service—it has recommended cutbacks that would mainly hurt the people and organizations who cannot afford to use private mail delivery.

For example, the non-profit press such as church, labor, farm and veteran's newsletters will be hard hit by the Commission's proposal that they pay the full second class postage rate. The purpose of non-profit organizations is to serve their communities. Non-profit

newspapers rarely carry advertising and subscriptions are usually free. Paying the full commercial second class rate will kill these journals and with them an important source of news that is not available elsewhere.

For two hundred years labor and community-organization papers have played a vital role in promoting free speech and free press. In the past, Congress recognized this role and the limited financial resources of these publications by allowing them to pay less than the commercial second class postal rate.

Therefore, the SIU, the AFL-CIO and the International Labor Press Association are urging Congress to continue this tradition by establishing a ceiling on the postal rates of non-profit organizations. We also oppose more service cutbacks that will only lead to further deterioration of the Postal System.

## LETTERS TO THE EDITOR

### Thanks His Shipmates

I would like to express my sincere thanks to the officers and crew of the *SS Mt. Vernon Victory* for the generous donation and thoughtfulness in memory of my mother who passed away March 28th. Also, I understand there was much difficulty in trying to contact me while I was docked in Russia and it was through the efficiency of Victory Carriers Inc. that I received an immediate notification of my mother's death. I now realize the importance and true dedication of the SIU Brotherhood.

Fraternally,  
A. W. Spanraft  
Tinley Park, Ill.

### Desperate Attempt Fails

On the morning of April 22, 1977 about 3:30 a.m. the 4 to 8 O.S., Ward Anderson, was very ill. He was unconscious and could not be awakened, and was breathing rapidly. The Bosun, Albert Schwartz, Book 1133 who attended the Bosun Recertification School in 1976 and completed the course in First Aid, gave him artificial respiration and when the heart stopped used mouth to mouth resuscitation. He took his pulse and temperature. It looked good for a while. Then he tried chest thumps and heart massage, and the heart began beating at a normal rate. He took a turn for the worse again. All hands tried artificial respiration, to no avail, he then died.

We the crew of the *S.S. Flor*, thank the Union for having such a course as Bosun Recertification and First Aid. I hope I never become ill, but if I do, I hope there is a man like Brother Schwartz on board. We all thank him for his valiant efforts to save his shipmate.

Fraternally,  
Thomas Reynolds

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DEEP SEA  
GREAT  
LAKES

Vol. 39, No. 5

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# Log



## Flexibility, Foresight Hallmark of Merger

The ability to change with the times and prepare for the future has always been a trademark of the SIU membership. This flexibility and foresight has enabled the SIU to become the leader among U.S. maritime unions in such vital areas as education, political action, collective bargaining and job security for its mem-

The most recent example of the SIU doing what's right for the times, with an eye on the future, is the merger eight months ago of the SIU A&G

and the Inland Boatmen's Union.

The merger was accepted by a tremendous majority of deep sea and Lakes, and inland members. It has already produced important benefits for the SIU, especially in the areas of organizing new inland companies and collective bargaining on our inland contracts.

The benefits we have already realized as a result of the merger are very important. But there are many more gains from the merger that we will

see in years to come. These gains will effect the lives and livelihoods of all SIU members.

The inland waters industry is a growing one. It may soon become the most dominant force in America's domestic cargo transportation system.

Basically, the merger has presented us with both a great opportunity and a great challenge. That is, the opportunity to more fully and effectively participate in the indus-

try's growth. The challenge is to see that the SIU membership is part of this growth.

The merger has already benefitted the SIU and its members, and it does hold great potential for us in the future.

We feel that all SIU members have the right and responsibility to know what's going on in all areas of our Union. This supplement outlines our growth gains and goals in the short time since the merger of the SIU and IBU.





# 21 SIU Boatmen Set Contract Goals at HLS Confab

A group of 21 SIU Boatmen and Union officials made the first Boatmen's contract and Educational Conference a historic success. The Conference was held Mar. 11-19, 1977 at the Harry Lundeberg School in Piney Point, Md.

As part of the Conference program, the participating Boatmen developed and recommended an original and progressive program for collective bargaining goals for the SIU's inland contracts. These recommendations will set the pattern for the Union's contract demands in upcoming negotiations with inland operators.

Among the recommendations made concerning contracts were:

- One standardized contract, with standard language and provisions, for all unlicensed SIU Boatmen.
- One standardized contract, language and provisions, for all licensed SIU Boatmen.
- Establishment of an industry wide vacation plan for all SIU Boatmen, to be administered jointly by

Union and management trustees.

Successful establishment of the recommended programs will be collective bargaining firsts for Inland Boatmen anywhere in the U.S.

In addition to contract goals, the Boatmen, representing members from seven major SIU contracted towing companies, observed and discussed the SIU's training programs

for inland members. The Conference delegates unanimously recommended that the "Union membership in the towing industry take a more active role in promoting the Harry Lundeberg School," and that "all Boatmen should upgrade their skills through attendance at the Lundeberg School."

The delegates took special note of the School's Vessel Operator Management and Safety program, recommending that "all wheelhouse men participate in the course to become more familiar with the educational programs being offered, and assist in furthering the education of our Brothers in the towing industry."

The delegates themselves expressed great satisfaction in the Conference's accomplishments. They unanimously recommended that "the Union and the Lundeberg School review and study the possibility of establishing further Educational Conferences so that more of our Brothers from all areas have the same opportunity as we to learn more about the conditions which so greatly affect our lives."



Group shot shows opening session of March Contract and Educational Conference for Boatmen, the first such meeting since the SIU-IBU merger eight months ago.



SIU Port Agent from St. Louis, Mike Worley, answers questions about work rules and working conditions for shorebased bunkermen and tanker-men.



Anthony Primeaux, SIU Boatman working for Slade Towing of Port Arthur, makes a point during March conference. Talking about the HLSS, he said "they have everything here and it is much better than I thought it would be."



SIU Mobile Port Agent Gerry Brown uses *Seafarers Log* in leading discussion on the constitution of the merged SIU.



Boatman Edward Touchette represented Boatmen from National Marine Service of Houston, Tex. He stated, "When I get back to Houston, I want to share the information in this briefcase with others."



SIU Headquarters representative Joe Sacco from the port of Houston talks about offshore and harbor contract proposals during Contract and Educational Conference.



Conference delegates get a close-up look at operations on the Lundeberg School's 1,000-acre farm, situated near the School.



SIU Boatman Fred Nation, of Gulf Canal Lines of New Orleans, reads resolution in support of a standardized contract for all SIU Boatmen. The resolution was unanimously accepted.



# Vacation, Standard Pacts – Merger Breakthroughs

Two of the major breakthroughs achieved by the SIU-IBU merger have been the formation of a standardized contract for the inland Boatmen and the provision for an industry-wide vacation plan.

The vacation plan is jointly ad-

ministered by the SIU and its contracted companies—a first in the inland waterway industry. What this means is real vacation benefits that most SIU Boatmen never even came close to before the increased collective bargaining strength of the

merger. The benefits include:

- Significant vacation pay, and
- Vacation eligibility after 90 days of employment.

Before the plan, which is already in effect in several SIU-contracted inland companies, few Boatmen received any vacation at all. Those who did often had to work a year before they were eligible and then their vacation pay was usually small.

Under the SIU industry-wide plan, the amount of vacation pay increases with additional days worked. This means active members will receive a minimum vacation of \$450 to \$700 per year depending on his rating. Members currently receiving company vacation will receive an additional amount depending on the number of days worked. The vacation benefit increases in the second and third years of the contract. Now more and more SIU Boatmen will have the time and the money to enjoy a real vacation. Members wishing to

take advantage of the free upgrading programs at the Harry Lundeberg School will now have the money to pay their bills while they upgrade.

The Union's goal is to bring the vacation plan to all SIU contracted tug, towboat and dredging companies one by one as each company's contract comes up for renewal. The first plan was negotiated with Steuart Petroleum of Piney Point, Md. late last year and was effective back to Aug. 1, 1976. Since that first negotiation 92 vacation checks have been issued to SIU Boatmen.

At the historic SIU Boatmen conference last March, in which the delegates recommended contract standardization, two standardized inland contracts were drawn up, one each for licensed and unlicensed members. With the strength of a merged SIU behind them, these contracts will continue to bring a wide range of increased benefits for all inland brothers.



The first SIU Boatman to receive a vacation benefit check under new Vacation Plan was Brother Arthur Lawson (r.), a deckhand for Steuart Transportation. The SIU broke the ice on a vacation plan for Boatmen with this company late last year. The Union's goal is an industry-wide plan for all SIU Boatmen. Presenting the check is SIU representative Tony Aronica.



The Union Negotiating Committee for Marine Contracting and Towing of Charleston S.C. negotiate terms for standardized contract with company officials. From left around table are: Boatman Norton White, Giles Hollowell, company treasurer; Lewis Seabrook, company owner; Chuck Mollard, SIU inland coordinator; Paul Drozak, SIU vice-president, and Boatmen John Waters, Ben Whaley and Steve Browder.

## 21 SIU Boatmen Set Contract Goals at HLS Confab



Don Anderson, SIU representative from Port Arthur, Tex., leads group discussion on the contract with SIU Boatmen.



SIU Boatman, Capt. Roldin Dinet, lets his views be known at Conference.



Stan Zeagler, SIU Headquarters representative from New Orleans, has some things to say about the training and upgrading opportunities available at the Lundeberg School for Boatmen.





After pulling into Houston harbor, the crew of the tug *Jennifer George* (G&H Towing) takes a breather. They are (l. to r.): Chuck Hill, AB; D. L. Martin, captain; John Rhyne, deckhand, and Joe Webber, engineer, who is standing at the top.



SIU Patrolman Jim Martin explains the medical programs to the crew of the tug *Marathon* (Sabine Towing) in Texas City. Tankerman John Holst (r.) and Pilot Milton Harris (with his back to the camera) ask about the details.



With help from J. E. Allen, pilot (l.) and Doyle Weller, deckhand (r.), the Pushboat *Gazelle* (Barge Harbor Towing) operates around Houston Harbor.



The tug *Trojan*, operated by G&H Towing of Houston, was just one of many SIU manned boats visited by Union representatives during servicing sweep of the Texas Gulf area.

## 2-Man Service Teams

Since the merger of the SIU and IBU eight months ago, the Union has established new programs and set new goals for collective bargaining, education, organizing and political action as it specifically applies to the inland waters industry and SIU Boatmen.

It is essential that the SIU's inland members know about and understand these programs and plans because the Union needs the support and participation of Boatmen to achieve these goals.

To insure that our inland members are aware of all the new develop-

ments, the SIU initiated a wide-ranging program last month of dispatching two-man teams of SIU representatives to service the tugs and towboats in the SIU's inland fleet to meet first-hand with the membership on these issues.

The first leg of the program was a two-week April swing of the Houston, Galveston, Port Arthur, and Corpus Christi areas. Earlier this month, SIU representatives completed a similar two-week swing in New Orleans harbor and surrounding areas. Presently, SIU representatives are participating in a swing of



On board the *Dixie Challenge* (Dixie Carrier) SIU Patrolman Joe Perez (l.) talks about the towing industry in Pasadena, Tex. with (l. to r.) R. L. Griffin, assistant engineer, and Elliot Pendarvis, chief engineer.



It's a proud crew on the *Dixie Rebel* (Dixie Carrier) with (l. to r.): Canon Powell, captain; J. H. Ross, pilot, and Bill Bolling, deckhand. They just pulled into the Shell Oil Dock, Houston.





Taking a snack break while filling in some Union forms are (l. to r.) Harold Moore, oiler; Tony McDuffy, deckhand; Ervin Jeffery, deckhand; Harris "toots" Morgan, captain; and Fred Hickman, chief engineer. These SIU brothers work on the tug *Tardon* (G&H Towing) which is docked in Houston.

## Sweep Texas, Louisiana

St. Louis and many other important river ports.

While servicing the boats, the Union representatives are leading discussions and soliciting suggestions from the membership on the SIU's plans for the future.

These special servicing swings are something new to the SIU, and there has already been a good deal of positive feedback concerning them from both the membership and the participating Union representatives.

It appears, from this feedback, that the servicing swings have not only opened a new channel of communication between the Union and its membership, but they have added a new dimension in Union-membership interaction and understanding.

These swings are enabling Union officials from Headquarters and other areas around the country to meet with scores of SIU members away from their usual servicing areas. As a result, both the membership and Union officials alike are benefiting from a learning process that is giving

everyone concerned a better view of the entire maritime picture as it applies to the SIU.



Cook Robbie Hayeslip forks a done roast on the towboat *Robert A. Talt* (Orgulf).



Reaching for his book from HLSS Port Agent George Costango (left) is Tankerman Marv Duncan (standing left) of the towboat *National Pride* (National Marine) while Tankerman John La Bleu (standing right) and the rest of the crew of (seated l. to r.): Pilot Martin Trayson; Capt. Andy Johnson, and Tankerman Bud Crabtree, wait their turn to discuss Union business.



Piney Point Port Agent George Costango (far right) looks on as New Orleans Patrolman Don Tillman writes up report for ABs Mike Haney of Blackrock, Ark. (far left) and Charles Morris of Slidell, La. aboard the *Lenward Stephens* (Inland Tugs).



Topside of a barge securing a tow, Mate James Frank Brown (left) of the *Robert A. Talt* (Orgulf) watches his boatmates in the background. Note his walkie-talkie and lifejacket.



SIU Representative Dave "Skip" Le Barron (right) on the *Dixie Power* listens across the mess table to motioning Engineer Freddie Adams who is talking about the contract. Listening to the conversation are Engineer Lee O. Stabler (at head of table) and Tankerman Sideny Pelas, standing in the corner. On the far left, Capt. Buddy Unkrich waits for a cook while Tankerman Don Hyde (second from left) fills out an application.



# Gulf Boatmen Learn More About Their Industry

Before the first Boatmen's Contract and Educational Conference (Mar. 11-19, 1977) came to an end, the 21 SIU Boatmen-delegates heartily

recommended that similar Educational Conferences be held in the future so that "more of our Brothers from all areas have the same oppor-

tunity as we to learn about the conditions which so greatly affect our lives." Since the original March confab

there have been two more Educational Conferences for inland members at the Lundberg School in Piney Point, Md.

One week-long conference was held for members representing Houston and other Texas Gulf areas, and another week-long gathering was held for Boatmen from the New Orleans area. The next Conference will be conducted for St. Louis area members.

The Conferences are designed to give the participating Boatmen an overview of the U.S. towing industry, while focusing on the SIU's role in the historical development of the industry, where we stand today and our prospects and potential for the future.

A good deal of time is also spent in observing first hand the SIU's training and upgrading programs for inland members. The delegates then have the opportunity to give their suggestions on how these educational programs can be expanded or improved to better meet the educational needs of today's Boatmen.

Delegates also have the opportunity to discuss other important issues such as political action, organizing the unorganized segment of the towing industry, and new contracts.

One complete session is devoted to explaining the welfare and pension benefits as well as the new, and very difficult, Pension Reform bill and how it applies to inland members.

The Conference also includes a full day outing to Washington, D.C. so the delegates can have an opportunity to see politics in action. They visited the AFL-CIO Maritime Trades Department offices in the AFL-CIO building, as well as the Transportation Institute and Capitol Hill.

What do these conferences mean

to those who have participated in them? One member put it well. He said, "I've received \$10,000 worth of knowledge since I've been here." You can be sure these men will be sharing this knowledge with fellow Boatmen when they get back to their jobs.



Group shot shows SIU Boatmen and officials who participated in second Educational Conference focusing on the Texas Gulf area. Front row, from the left, are: Boatmen M. Hebert, B. Rogers, H. Champaigne, E. Bertrand and J. Creppon; SIU Inland Coordinator Chuck Mollard; Boatmen M. Harris, E. D. Adams and J. Woody; HLSS Vice President Mike Sacco, and Boatmen J. Holst, R. Costilow, and C. Boone. Second row, from the left are: Union Officials Tom Glidwell, George Costango and Gene Taylor; Boatmen J. Feldman; SIU reps Jim Martin and Ed Morris, and Boatman J. Wall. Third row are Boatmen L. Walters, A. Clark, J. Wathan, G. Strickland and A. Bryant. Way in the back is SIU representative Sal Salazar. These brothers donated 100% to SPAD.



Ken Conklin, center, of the HLSS staff, gives Conference delegates from Texas a tour of the Lundberg School's boat museum on the School's grounds.



Fellow Boatmen surprised SIU member M. Hebert, left, with a cake for his birthday. With Brother Hebert, from the left, are: SIU representative Tom Glidwell and Boatmen B. Rogers, J. Wathan and M. Harris.



HLSS Vocational Education Director Bob Kalmus, left, demonstrates use of the Lundberg School's full scale engine room console, used for instruction in numerous engine upgrading courses for deep sea members. Those present, from the left, include: Boatmen E. Bertrand, H. Champaigne and A. Clark; SIU representative Tom Glidwell and Boatman C. Boone.



Texas Boatmen are shown during opening session of the second Educational Conference to be held since the SIU-IBU merger eight months ago.



The delegation of Louisiana Boatmen toured the AFL-CIO Building in Washington, D.C.



"In order to protect our gains, we must understand our contract and our Union and enforce the contract," SIU Vice President Paul Drozak warned.



While visiting the Maritime Trades Department, the Louisiana delegates learned how cooperation among unions in the maritime field protects all the members' job security.



Looking over a pamphlet on SPAD are (l. to r.): Al Douglas, captain with Dixie Carriers; Charles Wood, captain with Dixie Carriers; Frank Smith, mate with Orgull; James Faircloth, captain with Dixie Carriers; and Charles Roberts, AB with Caribe.



Louisiana delegates study the textbook for the Conference. They are (l. to r.): Alfred House, AB; Richard Nelson, deckhand; and Oscar Smith, mate, all from Sabine Towing.



HLSS Vice President Mike Sacco challenges the delegates. "When you leave here, don't lose your enthusiasm."



Blackie Allemand, who is a captain with National Marine, has been to Piney Point three times. "Every time I come back I see more improvements," he noted.



Jerry Maurice, Louisiana tankerman with Dixie Carriers, said after the conference, "I have learned that if we can't work together we won't make it."



SIU Inland Coordinator Chuck Mollard told the Louisiana delegates, "You are the organizers." He conducted some of the classes at the Conference.



# Boatmen Learn Why Politics Is Porkchops on Waters

Some Boatmen think that politics is not important to them. Yet the Federal government, Congress, state and local governments, and thirty-one agencies, boards, commissions and committees have great influence over the inland waterways and therefore control the jobs of Boatmen on the tugs and towboats.

Here are just a few examples of how political issues affect the Boatman.

• **THE JONES ACT** requires that

cargo shipped between two U.S. ports be carried on American-flag vessels. Without it, you might see foreign-flag boats and barges moving right up the Mississippi River to pick up cargo bound for New Orleans—or foreign tugs docking ships in the Chesapeake Bay. Oil companies and flag-of-convenience shipowners are always applying for waivers of the Jones Act. Without the SIU keeping a watchful eye in Washington, they would get their boats on the inland waterways.

• **THE VIRGIN ISLANDS LOOPHOLE** of the Jones Act allows foreign vessels to move cargo between the Virgin Islands and the U.S. mainland. Since tug barge combinations can move this cargo, Boatmen are being cut out of jobs by this regulation. The SIU is fighting to close the Virgin Islands loophole.

• The outmoded **LOCK AND DAM 26** on the Upper Mississippi River needs to be replaced. SIU President Paul Hall, along with management, farm groups, coal shippers, etc. sits on the committee that is leading the battle for a new Lock and Dam 26.

• The SIU has been protesting the unfair policies of the **INTERSTATE COMMERCE COMMISSION** which allows rail lines to cut their rates in a discriminatory manner to put water transportation out of business.

One way you can solve these problems is by giving to SPAD. Your

voluntary donation to SPAD helps elect legislators who understand the need for a strong inland waterways industry. SPAD represents the unity of Seafarers and Boatmen working together to provide greater job opportunities for American maritime industries—and a better security for themselves and their families.

Protecting shipping on the inland waterways is one interest the SIU has in common with management. When the industry prospers and grows, workers have an opportunity to prosper and grow. Therefore, the Union works with the companies in the political arena.

Many of the SIU contracted inland-waterways companies also belong to the Washington, D.C. based Transportation Institute in which, together with deep sea companies, they educate the public about the need for a strong American maritime industry on the seas, in the harbors and on the rivers.



Laws affecting the inland waterways are passed right here on Capitol Hill. After seeing how Congress works first hand, this group of Boatmen from Texas posed for a photo on the steps of the Capitol.



A group of Boatmen from Louisiana, who were delegates to the May Educational Conference in Piney Point, visited the Transportation Institute in Washington, D.C. There they met with T.I. President Herb Brand who is sitting at the head of the table.

## '70 Marine Act: 12 Tugs, 28 Towboats, 265 Barges

What has the SIU-backed Merchant Marine Act of 1970 done for the American maritime industry?

Ask that question of just about anyone in the maritime industry, and 99 out of 100 times you will probably get the same answer—new ships.

Well, that's very true. The 1970 Merchant Marine Act has provided the incentive for the construction of a significant number of U.S.-flag deep sea vessels.

However, new deep sea vessel construction is only part of the story of the Merchant Marine Act of 1970. A more in-depth look at this important law shows that it has also sparked a great deal of new tug, towboat, dredge and barge construction in the U.S. inland waters industry. Consequently, this new construction has created significant numbers of jobs for U.S. workers in the building of this equipment and for U.S. boatmen manning the new boats.

New construction for the inland waters has by no means been localized or regionalized. The 1970 Act, by extending Title XI Government loan guarantees for new construction to inland operators, has spurred tug and towboat construction on the East, Gulf and West Coasts, the Western Rivers and the Great Lakes.

During the original battle for the bill,

the SIU carried the fight to have Title XI guarantees for inland operators included under the provisions of the 1970 Act.

As far as SIU Boatmen are concerned, though, more significant than the fact that new construction is going on in the towing industry, is the point that SIU-contracted towing companies are involved in expanding and upgrading their fleets under provisions of the Act.

To date, SIU towing companies have applied for and received Title XI Government loan guarantees for the construction of 28 river towboats, 12 ocean going tugs, two integrated tug/barge systems, and 265 barges of various dimensions and diverse cargo handling capabilities, including double skin petroleum and chemical tank barges.

Some of this equipment has already been completed and is providing many jobs for SIU Boatmen in their operation, while some of the equipment is presently either under construction or on the planning boards.

SIU members should not get the impression, though, that the above figures represent the total picture involving new construction in SIU inland companies in the last seven years.

Since 1970, SIU towing companies have added, and SIU Boatmen are manning, more than 100 new tugs and

towboats around the country. And less than half of these new boats were built directly under Title XI loan guarantees of the 1970 Act.

However, just about all of the construction that has taken place in the towing industry since 1970 could probably be linked either directly or indirectly to the 1970 Act because the bill set off a wave of new competitiveness in the industry. The tremendous amount of new construction in the towing industry since passage of the 1970 Act attests to this fact.

An overall look at the Merchant Marine Act of 1970, the most significant

piece of maritime legislation to be passed since the 1936 Merchant Marine Act, turns up an important common denominator for the collective SIU membership. And that is that both SIU deep sea and inland waters companies are still taking advantage of, and benefiting from, the 1970 Act. As a result, SIU Boatmen and SIU deep sea members have more jobs to choose from and are enjoying a higher degree of job security.

The SIU put a great deal of time and effort in working for the passage of this important bill. As all indications seem to point out, it was time well spent.



Underway in the port of New Orleans, the tug *Ambassador*, Title XI boat, is manned by SIU Boatmen. She is operated by Interstate.





The oceangoing tug *Venturer*, operated by SIU-contracted Mariner Towing, Title XI vessel, is shown tied up at a dock in Philadelphia.



This photo shows the launching of the SIU manned towboat *Carl Shelton*, one of about 40 boats built under Title XI since passage of the 1970 Act. She is operated by ACBL.



National Marine Service of St. Louis, the operator of the *National Pride* and many other SIU-manned boats, received loan guarantees under Title XI for the construction of six towboats and numerous barges.



Nearly 200 river barges, such as these, were built by SIU companies with Title XI government loan guarantees.



SIU companies built 11 chemical tank barges, like this one, with Title XI loan guarantees.



The Great Lakes SIU company Hannah Inland Waterways, operator of the above tank barge, built two huge 51,000 barrel tank barges under the auspices of the 1970 Merchant Marine Act.





This crew of new SIU members looks pretty happy as they pose for pix on their boat, the *Peter Fanchi*, operated by newly organized company Ozark Marine. They are, from the left: Frank Chambers, Albert Bartsch, and Bill Gaines, deckhands; Bill Payne, lead deckhand; Mike Mulligan, deckhand; Glenda Plumlee, cook; Al Myers, lead deckhand, and SIU St. Louis Port Agent Mike Worley.



The crew of the Ozark Marine boat, *Ed Renshak*, vote a unanimous aye on their first SIU contract as St. Louis Port Agent Mike Worley, back to camera, and SIU representative Ed Morris, to Worley's left, count the show of hands. The crewmembers, from left around table, are: Chuck Smith; Charlie Lytle; Greg Platt; Kevin Lombardo; Michael Conklin, and Wayne Weaver.



The tug *Samuel A. Guilds*, one of six boats operated by new SIU company, Marine Contracting and Towing, is shown at work in Charleston harbor.



In the port of Charleston, S.C., new SIU members of the tug *Lewis G. Seabrook*, are from the left: Paul Hendricks, deckhand; George Baggot, captain; James Wilgies, engineer, and Jerry Skelton, deckhand. These men, employed by Marine Contracting and Towing, are four of 26 Boatmen at the company who voted unanimously to join the SIU.

## Four Companies Organized Since Merger

The merger of the Inland Boatman's Union into the SIU has resulted in many new Boatmen joining the SIU. So far, since the merger, there have been four successful organizing drives.

• **CARTERET TOWING CO.**, Morehead City, N.C. Boatmen on the three tugs owned by Carteret voted in an NLRB election to join the SIU on May 16. The new SIU members aboard the *Mamie*, the *Sharon*, and the *Swanee* dock all the ships that come into Morehead City. Contract negotiations will begin soon.

• **W. P. HUNT OIL CO.**, Hampton, Va. The SIU wrapped up a new contract with the W. P. Hunt Co. on Dec. 16, 1976. Members employed on the three tugs, the *Elizabeth Hunt*, the *Connie Hunt*, and the *Eileen Hunt* now have the protection of an SIU contract. In addition, they gained increases in wage and fringe benefits as well as improved working conditions.

• **OZARK MARINE SERVICE, INC.**, Linn Creek, Mo. After an overwhelming majority of unlicensed personnel working for Ozark Marine

signed SIU pledge cards, the company agreed to recognize the SIU as the collective bargaining agent on Apr. 27. The SIU contract with Ozark Marine was negotiated and accepted earlier this month by 100 percent of the crewmembers covered. The Boatmen now enjoy increased wages and improved working conditions.

Ozark Marine Service, Inc. currently operates two 5,600 h.p. towboats, the *Peter Fanchi* and the *Ed Renshaw*, pushing general cargo barges on the Upper Mississippi River between St. Louis, Mo. and St.

Paul, Minn.

• **MARINE CONTRACTING AND TOWING CO.**, Charleston, S.C. As reported in the *April Log*, the SIU recently wrapped up the contract for 26 new SIU Boatmen who voted unanimously to join the Union in an election held last December. The new members learned about the SIU when they were docking many of the Union's contracted deep sea vessels. The company operates six boats in all in Charleston harbor—five harbor tugs and one pushboat—and handles about half the ship docking chores for the port.



On the tug *Samuel A. Guilds*, another Marine Contracting boat, are new SIU members, from the left: Jim McNamara, deckhand; Eddie Richardson, deckhand; Jim Gaillard, engineer, and Captain James Earnest Baggot.



Group shot shows most of the 26 new SIU members at Marine Contracting during meeting to accept their first SIU contract





Boatmen delegates to the March Contract and Educational Conference observe as SIU inland trainees learn the art of splicing.



Boatmen D. L. Martin, left, and Bert Mangiarancina take bearings on gyro repeater while participating in Vessel Operator Management and Safety program at the Lundeberg School.

## Lundeberg School is the Open Door to Advancement

The SIU knows that education pays! It means better jobs, more money and increased job security. The Harry Lundeberg School opens the door to career advancement to Boatmen and helps each member enjoy the better way of life that can be achieved through education.

The School provides professional instruction for every rating and license on the waterways. The goal of the teachers at Harry Lundeberg School is to help each individual member succeed. To reach this goal, these instructors work with the student as an individual.

Classes are small. Every member learns at his own pace. He uses study materials which are designed to meet his individual career and educational needs. In short, the emphasis at Harry Lundeberg School is always on helping our brothers to advance and to build better lives and careers.

Among the programs available at Harry Lundeberg School are diesel engineering, wheelhouse licensing and towboat cooking. Any career option a member chooses is fully covered at the School.

In addition, academic opportunities are available through the High School Equivalency Program, which leads to a high school diploma.

The staff at HLS knows that many

workers today never had the chance to finish high school—they had to go to work to earn a living. This Program can be a member's second chance for a high school diploma. It also provides many math and reading skills which are needed in the licensing courses for upgraders. Any member who wants to advance academically can do so at HLS—90 percent of the students in the High School Equivalency Program have earned their diplomas at HLS.

To assure well trained manpower for the towing industry and to open the benefits of Union membership to young people today, the Lundeberg School also offers the entry program. This program provides basic skills in decking, cooking and engineering. It is the first step toward career development, which is available to members through the upgrading and academic programs.

The SIU encourages members to recommend this program to young

people—it can mean the beginning of a good paying career for a young friend or relative.

The educational programs at HLS are free of charge—there is no cost to the member for tuition, books or room and board. The membership has, of course, recognized the great value of this benefit and they have recommended that the SIU negotiate a clause in the standardized contract that will cover transportation costs to and from the school. In addition the new vacation plan provides the member with the necessary money to cover his bills and expenses at home while he is attending school.

These efforts by the SIU are aimed at making the benefit of education easily and readily available to every member.

To take advantage of the chance to move up and earn better pay simply fill out the upgrading or High School Equivalency Program application forms which are available in the back pages of the Log.

Remember your opportunities for education and advancement are limited only by your willingness to try the Harry Lundeberg School and its many educational programs which are dedicated to just one goal—helping you get ahead.



On-the-job training takes up a good part of all the Lundeberg School's vocational education programs for trainees and upgraders. Above photo shows inland entry trainees getting some practical experience while underway on one of the School's barges.



Boatman Jeff Gremillion, deckhand on the SIU-contracted boat, *Robert A. Taft*, is a graduate of the Lundeberg School's entry training program.



Boatman Ruben Salazar of Houston is shown as he studied for mates license in Master/Mates program at the Lundeberg School.



Boatman Jim Parese gets right down to it in his first day working on the rivers. Parese, also a graduate of the Lundeberg School's entry program, is a deckhand on the *Robert A. Taft*.





Help filing for welfare benefits is as close as your nearest SIU hall. Here Baltimore Port Agent Ben Wilson (r.) goes over the forms with Boatman Gerald Freeburger, who works at Baker-Whitely.



After the Philadelphia job call, SIU Port Agent John Fay ships out three boatmen: (l. to r.) Kenny Guth, captain at Interstate; Bill Trindle, cook; and Mike Jager, head tankerman, Marine Towing.

## Here's How the SIU Hiring Hall Works for Boatmen

Winning the right to have their own hiring halls was a major victory for maritime unions after a long and often bloody struggle. In the old

days, a sailor would be blackballed by the company if he was a union man or just because someone in the company did not like him. Shipping com-

panies would try to hire "finks" who would work for less pay and not support their fellow workers in the struggle for job security, better wages, and benefits such as medical care and pensions.

Today, the SIU hiring hall serves all members of the merchant marine, inland boatmen, Lakes and deep sea sailors alike. Here are some ways the hiring hall works for Boatmen on the tugs and barges:

- Through the hiring hall all Boatmen have a fair chance to get a job when there is a new job opening. In the hiring hall, the job goes to the Boatman with the most seniority.
- The hiring hall is a place to hold meetings, learn about what the Union is doing and vote on Union business.

- At the hiring hall, you can get help settling beefs and filing for Union benefits.

- The hiring hall makes sure we have SIU members on the boats. That protects our job security and Union benefits. If a man is hired "off the bank" that means one of our SIU brothers doesn't have a job. And the man hired "off the bank" may not live up to the Union contract and the objective of the members.

- When you use the hiring hall, you protect your own job security. The company knows that the Union can supply skilled manpower and is not as tempted to hire men "off the bank". With skilled SIU co-workers, you know you are safer on the tug or barge.



Louisiana Boatmen had a chance to tour the hiring hall at Piney Point while they were attending an educational conference this May at the Lundberg School.



SIU members pack the regular monthly membership meeting in the Houston Hall so they can keep up-to-date on Union affairs.



SIU Atlantic, Gulf, Lakes  
& Inland Waters  
United Industrial Worker

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Paul Hall

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

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

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

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

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

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

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

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

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

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

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

Shipping at deep sea A&G ports  
picked up again last month as more  
than 1,561 Seafarers found jobs on  
SIU-contracted vessels. April's fig-  
ure is more than 100 jobs over  
March's figure and 400 more than  
February's. In addition, the April  
1977 shipping figure is 329 jobs  
above the April 1976 figure. Good  
to excellent shipping at most ports  
is expected to continue for the fore-  
seeable future.



## Dispatchers Report for Deep Sea

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	DECK DEPARTMENT								
Boston	5	3	1	3	3	0	9	2	1
New York	84	14	4	76	33	3	143	10	9
Philadelphia	17	0	0	24	9	0	19	1	0
Baltimore	36	3	1	19	11	2	59	5	2
Norfolk	21	5	1	18	4	3	22	7	2
Tampa	7	0	0	9	2	0	10	1	0
Mobile	23	6	0	31	12	0	40	4	0
New Orleans	56	9	0	68	31	0	111	13	1
Jacksonville	25	0	11	29	6	11	46	1	2
San Francisco	37	4	1	35	12	0	55	4	1
Wilmington	9	3	0	9	6	0	19	4	0
Seattle	37	3	0	32	10	2	62	2	0
Puerto Rico	10	1	0	10	1	0	13	4	0
Houston	85	4	7	95	15	10	140	5	5
Piney Point	0	0	0	0	2	0	0	0	0
Yokohama	1	1	0	2	3	0	3	0	0
Totals	453	56	26	460	160	31	751	63	23
Port	ENGINE DEPARTMENT								
Boston	2	1	0	1	2	0	3	3	0
New York	73	12	4	67	30	3	112	26	7
Philadelphia	12	1	0	20	3	0	12	2	0
Baltimore	34	3	0	21	8	0	48	7	1
Norfolk	13	3	0	4	4	0	27	6	0
Tampa	5	2	0	4	3	0	7	3	0
Mobile	16	1	0	11	6	0	35	2	0
New Orleans	46	19	0	52	19	0	95	19	0
Jacksonville	26	5	1	32	12	1	36	4	0
San Francisco	29	7	0	32	7	1	53	8	1
Wilmington	7	2	0	6	4	0	18	2	0
Seattle	25	4	0	20	11	2	34	7	0
Puerto Rico	2	0	0	5	1	0	9	2	0
Houston	77	11	4	60	27	8	114	11	2
Piney Point	0	1	0	0	6	0	0	0	0
Yokohama	0	1	0	0	1	0	1	1	0
Totals	367	73	9	335	144	15	604	103	11
Port	STEWARD DEPARTMENT								
Boston	1	0	0	1	2	0	1	1	0
New York	30	5	1	40	28	0	49	7	1
Philadelphia	11	2	0	13	11	0	15	0	0
Baltimore	13	2	0	11	8	2	23	5	0
Norfolk	7	0	1	3	2	2	14	1	0
Tampa	2	1	0	3	2	0	2	0	0
Mobile	9	1	0	14	6	0	20	1	0
New Orleans	24	2	0	53	23	0	53	2	0
Jacksonville	11	0	0	17	7	5	25	0	1
San Francisco	15	2	0	29	12	2	31	2	0
Wilmington	3	0	0	7	0	0	7	2	0
Seattle	16	1	0	14	7	13	16	0	0
Puerto Rico	7	0	0	7	8	0	8	0	0
Houston	30	1	0	27	20	5	73	2	2
Piney Point	0	3	0	0	11	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	179	20	2	239	147	30	337	23	4
Port	ENTRY DEPARTMENT								
Boston	0	5	4	0	0	0	3	6	12
New York	25	80	45	44	110	105	44	110	105
Philadelphia	12	14	0	9	18	0	9	18	0
Baltimore	20	32	5	29	43	7	29	43	7
Norfolk	9	12	4	16	20	2	16	20	2
Tampa	2	4	0	2	4	0	2	4	0
Mobile	16	14	0	19	13	1	19	13	1
New Orleans	29	42	0	48	63	2	48	63	2
Jacksonville	18	21	4	24	24	2	24	24	2
San Francisco	19	34	4	31	49	2	31	49	2
Wilmington	2	13	0	6	14	2	6	14	2
Seattle	14	27	12	24	39	8	24	39	8
Puerto Rico	4	12	0	12	16	1	12	16	1
Houston	25	42	29	32	63	50	32	63	50
Piney Point	0	16	0	0	1	0	0	1	0
Yokohama	2	2	0	2	2	0	2	2	0
Totals	197	370	107	0	0	0	301	485	194
Totals All Departments	1,196	519	144	1,034	451	76	1,993	674	232

\*"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.



## AFL-CIO, SIU Oppose

# Top Court: It Is Not Sex Bias to Bar Disability Pay for Pregnancy

The U.S. Supreme Court on Dec. 7, 1976 ruled that it is not sex discrimination to deny disability benefits for pregnancy and childbirth.

"The Court may have ignored it," the AFL-CIO Executive Council replied, "but the facts of life are that discrimination against pregnant people is discrimination against women alone."

The SIU fully supports the AFL-CIO in its fight against pregnancy discrimination. This discrimination may not directly affect deep-sea members since few of them are women. (Although their wives and daughters who work would be affected.) But women hold a significant number of jobs on the SIU's inland operations and make up a large percentage of the SIU-affiliated United Industrial Workers of North America.

Moreover, women are now a major part of the American work force and their unequal treatment constitutes a widespread attack on labor.

Legislation to prohibit pregnancy discrimination in the workplace has been introduced in Congress and is strongly supported by the AFL-CIO. Without it, many women temporarily disabled by pregnancy and childbirth, will continue to be fired or forced to take leave without pay—often with devastating results for their families.

The great majority of women in the labor force work because, like men, they have to support their families. Twenty-five million women working

now do so because their husbands earn less than \$7,000 a year or because they are the sole source of their families' income.

The fact that only women can be-

come pregnant should not be an excuse for job discrimination. When they are unable to work, pregnant women should be granted all benefits and privileges given other workers not physically able

to perform their jobs, the AFL-CIO maintains.

In most pregnancies (95 per cent) the medically certified period of disability is six weeks or less.

	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>APRIL 1-30, 1977</b>									
<b>DECK DEPARTMENT</b>									
Alpena	9	2	0	8	8	2	9	1	0
Buffalo	7	0	1	9	1	0	3	1	1
Cleveland	28	4	1	32	11	0	6	4	2
Detroit	27	5	5	53	20	6	12	1	5
Duluth	14	0	2	11	2	0	9	0	3
Frankfort	6	1	0	11	10	0	3	0	0
Chicago	54	3	0	67	12	6	2	0	0
Totals	146	15	9	191	64	14	44	7	11
<b>ENGINE DEPARTMENT</b>									
Alpena	5	0	1	7	4	3	7	3	0
Buffalo	3	0	3	3	0	0	1	0	3
Cleveland	9	1	0	18	2	0	2	0	0
Detroit	18	3	1	38	6	0	9	0	1
Duluth	12	2	0	13	5	0	5	2	2
Frankfort	4	0	1	4	0	0	1	0	1
Chicago	12	1	0	25	3	0	2	0	0
Totals	63	7	6	108	20	3	27	4	7
<b>STEWARD DEPARTMENT</b>									
Alpena	1	1	0	2	2	0	1	0	0
Buffalo	3	0	0	3	0	0	1	0	0
Cleveland	5	0	1	11	3	1	1	0	0
Detroit	3	0	0	17	0	0	3	2	2
Duluth	4	0	2	5	0	0	2	0	2
Frankfort	2	0	0	5	2	0	1	0	0
Chicago	2	1	0	9	5	0	0	0	0
Totals	20	2	3	52	12	1	9	2	4
<b>ENTRY DEPARTMENT</b>									
Alpena	0	5	13				8	12	22
Buffalo	6	1	8				4	0	13
Cleveland	22	9	4				9	7	13
Detroit	28	19	38				16	17	77
Duluth	3	8	17				4	6	22
Frankfort	8	10	6				1	5	11
Chicago	29	15	5				2	0	0
Totals	96	67	91				44	47	158
<b>GREAT LAKES DISPATCHERS REPORT</b>									
Totals All Departments	324	91	109	351	96	18	124	60	180

\*"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.

### Alcoholism

is a disease.

It can be treated.

## 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.



# LOG Story Triggers Quiz on Safety

Continued from Page 2

only in safety per se but also in various insurance and workmen's compensation rates." On his own, Ruppee is looking into gangways used in Europe on ships that have runs similar to those on the Great Lakes.

Earlier in April, Rep. Ruppee asked Adm. Siler about the Coast Guard's decision to permit oil and chemical tankers to operate with unattended engine rooms on the Great Lakes. He also requested Adm. Siler's views on some issues which Jack Bluit raised during field hearings of the U.S. House of Representatives Subcommittee on Coast Guard and Navigation last July.

In particular, Ruppee asked about:

1. General procedures for consultation with the (union) representatives of merchant seamen.
2. Policies regarding the development of uniform minimum manning standards applicable to similar-type vessels.
3. Engine room manning standards in general.

4. Consideration given to collective bargaining agreements in preparing manning certificates.

5. Feasibility/justification for increased watertight compartmentation

on Great Lakes bulk carriers.

The Congressman will be pursuing these issues during oversight hearings before the Coast Guard and Navigation Subcommittee later this year.

## In Emergency Notify USPHS By Telegram

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

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

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

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

## Overseas Ohio

Another new tanker will be ready to enter the Alaska oil trade with an SIU crew this fall. The 89,700-dwt SS *Overseas Ohio*, one of four SIU-contracted sister-ships built by Maritime Overseas Corp., is expected to be ready for service on Oct. 22, 1977.

She will follow the first of the four in service, the SS *Overseas Chicago*, which will be delivered on June 30. The SS *Overseas New York* will bring more jobs for Seafarers only a month after the *Ohio* on Nov. 29. The fourth new tanker, the SS *Overseas Washington*, is expected by the end of February, 1978.

The *Ohio*, like all her sister-ships, was built at the National Steel Shipyards in San Diego, Calif. She is 894 feet long, her beam is 106 feet and when fully loaded she will have a 49-foot draft.

## SIU Scholarships

Continued from Page 10

munity College, Seattle, Wash. where he has already taken courses in astronomy and navigation.

### Leslie Warren Collier IV

Leslie Warren Collier IV is looking forward to a career as a chemist or biochemist and hopes to use his four-year scholarship at the University of North Carolina. An honor student, Collier ranks third in his class of 115 at Currituck County High School in North Carolina. He shows "outstanding leadership qualities" one teacher said.

As if earning high grades wasn't enough, Collier is also president of the student body, works on the school newspaper and folk magazine, and is active in intramural sports. To earn money, he has been driving a school bus each day for over a year and painting barges during the summer.

His proud father, Boatman Leslie Warren Collier III, who works as a tugboat captain for the Interstate Oil Transport Co. in Philadelphia, Pa., received his masters license through the Lundberg School Upgrading Program. Before that he worked as an unlicensed engineer on the tugs. Brother Collier has been an SIU member since 1970.

### Charles Wayne Foshee

Using the four-year scholarship, Charles Foshee hopes to attend McNeese State University in Louisiana to study chemical engineering. His science and mathematics scores in school and in national tests show him to be a top student and a natural for that career. Young Foshee had an all around good record at DeRidder High School, DeRidder, La. He was in the Drama Club, the Pilot Pak, and managed the freshman football, basketball and track teams. An Eagle Scout and member of the National Beta Club, Foshee was listed in the 1975-76 edition of "Who's Who Among American High School Students." In his spare time he enjoys fishing, camping, and listening to music.

Boatman Woodrow Foshee, the father of the winner, has been an SIU member since 1963 and works as a chief engineer aboard Sabine Towing boats. He joined the Union in Port Arthur, Tex.

### Oswaldo Rios

An "A" student at the Dr. Jose M. Lazaro High School in Carolina, Puerto Rico, Oswaldo Rios ranks third in his class. Because of his academic excellence, he was able to finish high school in two years. Although he had a heavy study load, young Rios found time to help other students through a tutorial program and to play on the basketball, volley ball and track and field teams.

Outside of school, he has been active in Leos Club (Lions Club) and the Muscular Dystrophy Association, showing a true sense of concern for his fellow man. "But there are still more things I would like to do," Rios told the committee. With the help of the four-year scholarship he hopes to study pre-med at the University of Puerto Rico and become a doctor in order "to help my country and community."

His father, Oswaldo Rios, Sr. has been sailing deep sea with the SIU in the steward department since 1958 when he joined the Union in the port of New York.

### Elizabeth Harrington

With help from the four-year scholarship, Elizabeth Harrington plans to attend Massachusetts College of Pharmacy in the fall. Dentistry is her goal and with that in mind she intends to take up a pre-med course, majoring in chemistry or biochemistry.

Although she worked parttime as a switchboard operator to pay her tuition at Julie Billiard Central High School, Boston, Mass., she still managed to maintain a rank at the top of her class. Aside from her excellent scholastic record, she also was involved in the Drama Club, creative writing, Biology Club, basketball and volleyball teams and was a member of the yearbook photography crew.

Recertified Bosun Arthur C. Harrington, Elizabeth's father, joined the Union in the port of New York in 1954 and has been sailing with the SIU ever since.

The SIU extends its sincere congratulations to these scholarship winners and their families, and hopes that all their educational goals will be achieved.



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.

## 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 .....

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

### Change of Address Or New Subscriber

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below or send mailing-label from last issue received.

ADDRESS .....  
 CITY ..... STATE ..... ZIP .....





**Frederick T. Anderegg, 51**, joined the SIU in 1943 in the port of Savannah sailing as an AB. Brother Anderegg sailed 35 years, was a ship's delegate and attended both the Quartermaster and LNG Courses at the Lundeberg School. He was born in San Francisco and is a resident of Pacifica, Calif.




**William F. Luhrsen, Jr., 64**, joined the SIU in the port of New York in 1960 and sailed as a pumpman. Brother Luhrsen sailed 29 years and walked the picket line in the 1961 N.Y. Harbor strike. He attended the Piney Point Crew Conference No. 5 in 1970. Seafarer Luhrsen is also a machinist, mechanic and flyer. Born in North Little Rock, Ark., he is a resident of Waveland, Miss.



**Ralph Armstrong, 57**, joined the SIU in 1946 in the port of New Orleans sailing as an AB. Brother Armstrong sailed 37 years and attended the HLSS 1972 Educational Conference at Piney Point, Md. He is a veteran of the U.S. Navy in World War II. Born in Birmingham, Ala., he is a resident of Shelby, Ala.



**John A. Denais, 57**, joined the SIU in the port of New Orleans in 1956 sailing as a chief steward. Brother Denais sailed 32 years and during the Vietnam War. He was also a steward department delegate. Seafarer Denais is a veteran of the U.S. Army serving as a technician in the Special Task Force in the China, Burma, India Theater in World War II. Born on one of the "islands of France", he is a resident of Sunrise, Fla.



**Frank Mamerto, 65**, joined the SIU in the port of New Orleans in 1957 sailing as a chief steward. Brother Mamerto sailed 48 years. He is a veteran of the U.S. Coast Guard. Born in the Philippines, he is a resident of Metairie, La.



**Ernest B. Avant, 57**, joined the SIU in the port of Jacksonville in 1969 sailing as an AB. Brother Avant sailed 39 years. He is a veteran of the U.S. Navy. A native of McRae, Ga., he is a resident of Hialeah, Fla.



**Frank R. Farmer, 47**, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Farmer was born in Seattle and is a resident of Copalis Beach, Wash.



**Abel Manuel, 65**, joined the SIU in the port of Houston in 1962 sailing as a cook. Brother Manuel sailed 23 years. He was born in Louisiana and is a resident of Mamou, La.



**Roberto C. Cadalzo, 72**, joined the SIU in the port of Seattle in 1962 sailing in the steward department for 30 years. Brother Cadalzo was born in Narvacan, Ilocos Sur, the Philippines and is a resident of Baguio City, P.I.



**Hugo "Bill" Jeffcoat, 61**, joined the SIU in the port of New York in 1950 sailing as an AB. Brother Jeffcoat sailed 34 years. He is a veteran of the U.S. Navy in World War II. A native of Columbia, S.C., he is a resident of Houston.



**Henry J. McCue, 65**, joined the SIU in the port of Boston in 1955 sailing as a bosun. Brother McCue sailed 45 years and was ship's delegate. He was a member and helped to reorganize the Union-affiliated Atlantic Fishermen's Union in 1960 in Boston. A native of Newfoundland, Canada, he is a resident of Woodbridge, N.J.



**Alfred B. "Fred" Calano, 64**, joined the SIU in the port of New York in 1960 sailing as an oiler. Brother Calano sailed 32 years and was also a member of the SUP in 1951. He was born in Manila, P.I. and is a resident of Daly City, Calif.



**Recertified Bosun Tom Karatzas, 61**, joined the SIU in the port of Baltimore in 1957 sailing 31 years. Brother Karatzas graduated from the Union's Recertified Bosun Program in April 1975. He is also a retired member of the SUP. Born in Kikinos, Greece, he is a naturalized U.S. citizen and is a resident of Baltimore.



**John J. N. McKenna, 55**, joined the SIU in 1944 in the port of New York sailing as a QMED. Brother McKenna sailed 31 years and upgraded at the HLSS in 1974. He was born in Canada, is a naturalized U.S. citizen, and is a resident of New Orleans.



**Benigno Cortez, 67**, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Cortez sailed 37 years. He was born in Puerto Rico and is a resident of Puerto Nuevo, P.R.



**Edward L. Kaznowsky, 65**, joined the SIU in 1941 in the port of New York sailing as a chief steward. Brother Kaznowsky sailed 47 years and during World War II. He was on the picket line in the 1961 Greater N.Y. Harbor strike. Born in Carteret, N.J., he is a resident of Brooklyn, N.Y.



**Lauren D. Santa Ana, 65**, joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. Brother Santa Ana sailed 45 years. He was born in Bacon Sorsogon, P.I. and is a resident of New Orleans.



**Ezekiel E. "Zeke" Daniels, 56**, joined the SIU in 1948 in the port of New York sailing as a fireman-watertender. Brother Daniels sailed 33 years. He is a veteran of both the U.S. Army and the U.S. Coast Guard in World War II. Born in North Carolina, he is a resident of Wanchese, N.C.



**Recertified Bosun Leo J. Koza, 57**, joined the SIU in 1945 in the port of New York sailing for 35 years. Brother Koza graduated from the eighth Bosun Recertification Program class in January 1974. He also sailed during World War II and was on a vessel then in the port of Antwerp, Belgium when the harbor was bombed for 28 consecutive days. A native of Lowell, Mass., he is a resident of Baltimore.



**Franklin Roosevelt Strickland, 42**, joined the SIU in the port of Mobile in 1952 and sailed as a chief cook. Brother Strickland sailed 25 years. He was born in Mobile and is a resident of Wilmer, Ala.



**Lorenzo N. Diana, 60**, joined the SIU in the port of New York in 1955 sailing as a cook. Brother Diana sailed 28 years. He was born in the Philippine Islands and is a resident of New Orleans.



**Samuel J. Lemoine, 65**, joined the SIU in 1942 in the port of New Orleans sailing as a bosun. Brother Lemoine sailed 35 years. He was born in Louisiana and is a resident of New Orleans.



**Lee W. Snodgrass, 63**, joined the SIU in 1948 in the port of San Francisco sailing as an AB and deck delegate. Brother Snodgrass sailed 33 years. He was born in South Dakota and is a resident of Irvine, Calif.



**Arthur J. Endemann, 61**, joined the SIU in 1946 in the port of Mobile sailing as an oiler. Brother Endemann sailed 43 years. He was born in Estonia, U.S.S.R. and is a resident of Pasadena, Md.



**William A. MacGregor, 56**, joined the SIU in 1946 in the port of Baltimore sailing as an OS. Brother MacGregor sailed 29 years. He is a wounded 1941 veteran of the U.S. Army's Parachute Infantry Corps where he served as a rigger. A native of Germany, he is a resident of Pearl River, La.



**John W. Murphy, 65**, joined the SIU in the port of Seattle in 1965 and sailed as a chief steward. Brother Murphy sailed 38 years. He was born in St. Louis, Mo. and is a resident of Bisbee, Ariz.



**William L. Forrest, 59**, joined the SIU in the port of Lake Charles, La. in 1956 and sailed as a chief steward. Brother Forrest sailed 26 years. He is a wounded veteran of the U.S. Marine Corps in World War II. Born in Texas, he is a resident of Lufkin, Tex.



**Cyril A. Scott, 65**, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Scott sailed 49 years and was on the picket line in both the 1962 Robin Line strike and the 1961 N.Y. Harbor beef. Born in Jamaica, B.W.I., he is a resident of Laurelton, L.I., N.Y.





**Lester A. Pugh**, 62, joined the SIU in 1938 in the port of Mobile sailing as an oiler. Brother Pugh sailed 35 years. He is a veteran of the U.S. Army in World War II. A native of Winn, Ala., he is a resident of Mobile.



**Harry N. Schorr**, 65, joined the SIU in the port of New York in 1955 sailing as a cook. Brother Schorr sailed 25 years and was on the picket line in the 1961 N.Y. Harbor strike. He is a veteran of the U.S. Air Forces in World War II. Seafarer Schorr is also a watch and instrument repairman. A native of New York City, he is a resident of Hemet, Calif.



**Alfonso Vallejo**, 65, joined the SIU in 1944 in the port of New York and sailed as a bosun. Brother Vallejo sailed 36 years. He was on the picket line in the 1961 N.Y. Harbor strike and the 1965 District Council No. 37 beef. Born in Puerto Rico, he is a resident of The Bronx, N.Y.



**Raymond R. Shaynick**, 59, joined the SIU in 1943 in the port of Norfolk and sailed as a QMED. Brother Shaynick was born in Philadelphia and is a resident there.



**William R. London**, 65, joined the Union in the port of Detroit in 1959 sailing as an AB and in the steward department. Brother London sailed 32 years in the steward department. He is a veteran of the U.S. Navy in World War II sailing as an aviation medical technician. A native of Pennsylvania, he is resident of Buffalo.



**George Lukas**, 66, joined the Union in the port of Cleveland in 1966 sailing as a fireman-watertender. Brother Lukas sailed 20 years for the Reiss Steamship Co. He is a veteran of the U.S. Army infantry. Born in Erie, Pa., he is a resident there.



**John Simik**, 65, joined the Union in the port of Buffalo in 1957 sailing as a fireman-watertender. Brother Simik sailed 40 years. He was born in Perth Amboy, N.J. and is a resident there.



**Thomas E. Smolarek** joined the Union in the port of Detroit in 1959 sailing as a fireman-watertender on the *SS Metalfa*. Brother Smolarek is a resident of Buffalo, N.Y.



**Arthur W. Klotz**, 73, joined the Union-affiliated UIW in 1965 and became an Inland Boatman in 1966 in the port of Norfolk sailing for McAllister Brothers Towing Co. in 1965 and the Norfolk Oil Transport Co. from 1956 to 1965. Brother Klotz was born in Walnutport, Pa. and is a resident of Norfolk.



**Rene M. Wittbecker**, 65, joined the Union in the port of Frankfort, Mich. in 1954 sailing as a cook. Brother Wittbecker sailed 27 years in the steward department on the Lakes. He sailed on the *SS Ann Arbor No. 3, 5, 6 and 7*; *SS Wabash*; *SS A. K. Atkinson* and the *MV Viking*. A native of Freeport, Ill., he and his wife, Viola are residents of Eau Claire, Pa. where he plans to "do a lot of hunting, fishing and some traveling."



**Peter J. Bakarich**, 62, joined the Union in the port of New York in 1963 sailing as a deckhand on the tug *Utica* for the Erie-Lackawanna Railroad from 1936 to 1977. Brother Bakarich is the proud father of 1965 SIU scholarship winner Peter B. Bakarich who is now studying law at Rutgers University Law School in New Jersey. Inland Boatman Bakarich was born in Hoboken and is a resident of Boonton, N.J.



**John F. Dunlap**, 64, joined the Union in the port of Detroit in 1960 sailing as an AB. Brother Dunlap sailed 40 years and for the Reiss Steamship Co. from 1960 to 1970. He was born in Ashland, Wisc. and is a resident there.



**Adolph F. Kalisch**, 64, joined the Union in 1948 in the port of Toledo, Ohio sailing as an oiler. Brother Kalisch sailed 40 years. He is a veteran of the U.S. Army Corps of Engineers in World War II. Born in Alpena, Mich., he is a resident there.

**Charles D. Hulburd**, 67, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a lead deckhand for the Great Lakes Dredge and Dock Co. from 1961 to 1976 and for Merrit, Chapman and Scott from 1959 to 1961. Brother Hulburd sailed 36 years. Born in Buffalo, he is a resident there.

**Herbert E. Tipton**, 67, joined the Union in 1940 in the port of Detroit sailing as a chief steward on the *SS Metalfa*. Brother Tipton sailed 38 years. He was born in Virginia and is a resident of Rogersville, Tenn.

### Notice to Members

#### On Shipping Procedure

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

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

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

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

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

Mar. 24 - Apr. 20, 1977

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	13	60	\$ 55,000.00	\$ 206,543.06
In Hospital Daily @ \$1.00 .....	268	1,383	268.00	1,385.00
In Hospital Daily @ \$3.00 .....	84	867	252.00	2,601.00
Hospital & Hospital Extras .....	19	61	2,696.16	7,041.23
Surgical .....	4	11	816.00	1,544.00
Sickness & Accident @ \$8.00 .....	4,553	21,293	36,424.00	170,344.00
Special Equipment .....	—	9	—	3,264.71
Optical .....	126	454	3,769.88	13,798.81
Supplemental Medicare Premiums .....	10	97	766.60	4,917.30
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	389	1,541	125,729.58	476,092.57
Doctors' Visits In Hospital .....	85	312	3,956.25	15,944.27
Surgical .....	133	440	21,545.00	75,217.69
Maternity .....	20	82	8,600.00	30,234.00
Blood Transfusions .....	2	10	698.91	1,132.36
Optical .....	106	357	3,136.40	10,473.08
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	12	54	50,000.00	209,600.00
Hospital & Hospital Extras .....	208	699	30,925.25	110,300.57
Doctors' Visits & Other Medical Expenses ..	125	407	4,932.86	19,201.62
Surgical .....	9	53	1,327.85	8,817.55
Optical .....	67	211	2,031.00	6,330.05
Blood Transfusions .....	—	2	—	70.00
Special Equipment .....	5	14	370.51	2,220.75
Dental .....	1	3	300.00	1,050.00
Supplemental Medicare Premiums .....	2,152	6,455	17,239.60	52,058.70
<b>SCHOLARSHIP PROGRAM</b>				
	13	43	5,770.67	19,658.10
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	8,404	34,918	376,556.52	1,449,840.42
Total Seafarers Pension Plan .....	2,716	8,082	689,815.81	2,070,393.28
Total Seafarers Vacation Plan .....	787	3,655	743,997.81	3,644,436.88
Total Seafarers Welfare, Pension & Vacation	11,907	46,655	\$1,810,370.14	\$7,164,670.58



# Final Departures



**Pensioner Franklin E. Hughes, 61,** died of kidney failure in St. Joseph's Hospital, Houston, Tex. on Apr. 4. Brother Hughes joined the SIU in 1944 in the port of New York sailing as a bosun and deck maintenance. He was an HLSS upgrader. Born in Georgia, he was a resident of Houston. Burial was in Pine Crest Cemetery, Mobile. Surviving is his widow, Elizabeth.



**Pensioner Samuel G. F. Howard, 80,** passed away from natural causes in the Staten Island, N.Y. USPHS Hospital on April 13. Brother Howard joined the SIU in 1938 in the port of New York sailing as a cook and baker. He sailed 47 years, walked the picket line in the 1961 N.Y. Harbor strike and rode the Liberty ship, the *SS John C. Calhoun* (Calmer) in the first year of World War II. A native of Mississippi, he was a resident of Brooklyn, N.Y. Interment was in Pinelawn Memorial Park Cemetery, L.I., N.Y. Surviving is his widow, Bertha.



**Recertified Bosun John D. "Johnnie" Hunter, 55,** died of heart failure in the University of Southern Alabama Medical Center, Mobile on Feb. 11. Brother Hunter joined the SIU in 1943 in the port of Mobile. He sailed 31 years, graduated from the Bosuns Recertification Program last year, rode the Bull Line and was on the Mobile Alcoa Shoregang. Seafarer Hunter was born in the British West Indies and was a naturalized U.S. citizen. He was a resident of Mobile. Burial was in the Mobile Memorial Gardens Cemetery. Surviving are a son, John of Mobile; two daughters, Julie and Jeanne; his parents, Mr. and Mrs. Joseph and Olinell Hunter of Mobile, and a sister, Mrs. Olinell Bailey of Mobile.



**Antoine N. Christophe, 63,** died in the New Orleans USPHS Hospital on Mar. 9. Brother Christophe joined the SIU in the port of New York in 1957 sailing as a cook. He sailed for 26 years. Born in New Orleans, he was a resident there. Surviving is his widow, Sarah.

**Pensioner Alf N. Pedersen, 67,** died on Feb. 5. Brother Pedersen joined the Union in the port of Duluth, Minn. in 1951 sailing as a wheelsman for the Kinsman Marine Transit Co., Huron Cement Co., and for the Buckey Steamship Co. He sailed 26 years. A native of Cooperstown, N.D., he was a resident of Superior, Wis. Surviving are his widow, Ada, and three sons, Richard, Gregory and Earling of Superior.



**George Armstead, Jr., 24,** was dead on arrival at the Jefferson General Hospital, Gretna, La. on Mar. 26. Brother Armstead joined the SIU in 1973 following his graduation from the HLSS in Piney Point, Md. He sailed as a general utility. Born in New Orleans, he was a resident of Gretna. Interment was in Restlawn Park Cemetery, Avondale, La. Surviving are his widow, Kathy; a son, Desi; a daughter, Delise; his father, George; his mother, Mrs. Roberta Brown of New Orleans; two brothers and two sisters, two grandmothers, Mrs. Maude Armstead and Mrs. Adlie Brown, both of New Orleans; an uncle, Fred Edwards; a cousin, William Armstead, Jr., and his mother-in-law, Mrs. Deloria Ceullier.



**Pensioner John J. Flynn, 81,** passed away of natural causes on Mar. 24. Brother Flynn joined the SIU in 1944 in the port of New York sailing as a fireman-watertender. He sailed 29 years and was on the picket line in the 1961 N.Y. Harbor beef. A native of New York, he was a resident of Woodside, Queens, N.Y.C. Interment was in Calvary Cemetery, Woodside. Surviving is a sister, Mrs. Margaret Leonard of Woodside.



**Bjorn A. Granberg, 58,** died in New Orleans in March 1976. Brother Granberg joined the SIU in 1947 in the port of Norfolk sailing as a bosun. He sailed 42 years. A native of Sweden, he was a resident of Leasburg, Mo. Surviving are his widow, Jeanne, and his mother, Mrs. Anna Lindgren of Falun, Sweden.



**Mayo M. LaCroix, 58,** died of a heart ailment in the Patrick Air Force Base Hospital, La. on Feb. 7. Brother LaCroix joined the SIU in the port of Houston in 1972 sailing as an AB. He was a veteran of the U.S. Navy in World War II. Seafarer LaCroix was born in Vinton, La. and was a resident of Lake Charles, La. Burial was in Hurricane Creek Cemetery, Jena, LaSalle, La. Surviving are his widow, Frances and a brother, Carl of Houston.



**Kenneth M. "Kenny" Lynch, 27,** was found dead aboard the *Sea-Land Galloway* off Staten Island, N.Y. on Feb. 19. Brother Lynch joined the SIU in 1974 after graduation from the HLSS where he was chief bosun in his class. He sailed as a fireman-watertender. Seafarer Lynch was a veteran of the post-World War II U.S. Army. He also attended Kingsborough Community College, Brooklyn, N.Y. and studied liberal arts at Suffolk (L.I., N.Y.) Community College for a year. Born in New York, he was a resident of Brooklyn. Burial was in L.I. National Cemetery, N.Y. Surviving are his parents, Mr. and Mrs. Joseph and Marion Lynch of Brooklyn.



**Damian G. "M.D." Mercado, 67,** died of a coronary thrombosis on Jan. 4. Brother Mercado joined the SIU in the port of New York in 1956 sailing as a fireman-watertender. He sailed 19 years. A native of Fajardo, P.R., he was a resident there. Surviving are his widow, Maria; four sons, Domingo, Ramon, Juan and Jose; three daughters, Evelyn, Yolanda and Zulma, and two sisters, Eulalia and Isabelle, both of The Bronx, N.Y.



**Stavros G. "Steve" Petrantes, 47,** died of a heart attack in the Bay Memorial Medical Center, Panama City, Fla. on Feb. 26. Brother Petrantes joined the SIU in the port of Mobile in 1955 sailing as a chief cook. He sailed for 24 years. A native of Patmosdodecanese, Greece, he was a resident of Mobile. Interment was in Evergreen Memorial Cemetery, Panama City. Surviving are his widow, Zafiria; three sons, Steve, George and William; a daughter, Maria; his father, George of Greece; his mother, Marie of Galveston, and a brother, Michael.



**Harold J. Romero, 50,** died of lung cancer in the Park Place Hospital, Port Arthur, Tex. on Mar. 7. Brother Romero joined the SIU in the port of New York in 1953 sailing as a fireman-watertender. He was a veteran of the U.S. Army during the Korean War. Born in New Iberia, La., he was a resident of Port Arthur. Burial was in Calvary Catholic Cemetery, Port Arthur. Surviving are his widow, Shirley; two sons, David and Albert; a daughter, Tonyia; his father, Laury, and his mother, Emerette.



**Pensioner Jan V. Rooms, 65,** died of a heart attack in the North Arundel Hospital, Glen Burnie, Md. on Feb. 25. Brother Rooms joined the SIU in 1946 in the port of Galveston and sailed as a chief steward. He sailed 48 years. His father and two brothers and a sister also went to sea. Seafarer Rooms was on the picket line in the 1961 N.Y. Harbor strike. Born in Antwerp, Belgium, he was a naturalized U.S. citizen and a resident of Glen Burnie. Interment was in Cedar Hill Cemetery, Baltimore. Surviving are his widow, Hendrina; a son, Henry of Antwerp, and two daughters, Mrs. Diana Lanette and Katrina of Antwerp.



**Donald B. Wasson, 72,** died of arteriosclerosis in Piraeus State Hospital, Nikea, Greece on Aug. 29, 1976 while on the *SS St. Louis* (Sea-Land). Brother Wasson joined the SIU in the port of New York in 1953 sailing as a bosun. He sailed 48 years and was a veteran of the U.S. Navy after World War I. A native of New York, he was a resident of Gonzales, Tex. Burial was at sea on Sept. 4, 1976 off the *SS Elizabethport* (Sea-Land).



**Augustin W. Morales, 57,** died of cancer in the New Orleans USPHS Hospital on Mar. 30. Brother Morales joined the SIU in the port of Wilmington in 1962 sailing as a chief steward. He sailed 22 years and was a graduate of the San Francisco Dietitian School. A native of Paincourtville, La., he was a resident of Donaldsonville, La. Burial was in St. Elizabeth Catholic Cemetery, Paincourtville. Surviving are two sons, Robert and Richard, and a sister, Mrs. Ruth M. Cedotal of Donaldsonville.



**Ward W. Anderson, 21,** died on the *SS Flor* (Altair Steamship) on Apr. 22 enroute to the port of Haifa, Israel. Brother Anderson joined the SIU in 1975 following his graduation from the HLSS in Piney Point. He sailed since 1973 as an OS with the U.S. Geodetic Survey. Born in Seattle, he was a resident of Keene, Tex. and Mesa, Ariz. Surviving are his mother, Patricia and his father, Fred.



**James T. "Red" Baker, 55,** died on Apr. 11. Brother Baker joined the SIU in the port of Wilmington in 1961 sailing as a chief electrician. He sailed for 27 years and was a veteran of the U.S. Coast Guard in World War II. Seafarer Baker's son, Tom was a 1966 Union scholarship winner. Born in Thatcher, Colo., Brother Baker was a resident of Groton, Conn. Surviving are his widow, Virginia; a son, Tom, and a daughter, Mrs. Barbara Reed of Boston, Mass.



**Pensioner Cyril H. Sawyer, 81,** passed away in the Florida Christian Health Center, Jacksonville on Feb. 13. Brother Sawyer joined the SIU in 1939 in the port of Miami sailing as an OS and as a "gloryhole steward." He sailed for 27 years and was a veteran of the U.S. Army Transportation Corps in World War II. Born in Key West, Fla., he was a resident of Jacksonville. Interment was in Arlington Memorial Park Cemetery, Jacksonville. Surviving is his daughter, Cornelia of Jacksonville.

**Pensioner Arthur M. Swindell, 87,** died of heart failure in the Norfolk General Hospital and Medical Center on Dec. 13, 1976. Brother Swindell joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for the Curtis Bay Towing Co. from 1922 to 1962. He was born in North Carolina and was a resident of Norfolk. Interment was in Forest Lawn Cemetery, Norfolk.

**Pensioner John J. Mahoney, 74,** died of cancer in Keyport, N.J. on Apr. 3. Brother Mahoney joined the Union in the port of New York in 1963 sailing as a deckhand on the tug *Hoboken* for the Erie-Lackawanna Railroad from 1936 to 1967. He was born in Jersey City, N.J. and was a resident of Seaside Heights, N.J. Surviving are his widow, Helen and three daughters, Dorothy, Patricia and Margaret.





**Pensioner Carl C. Spears, 67,** died of a heart attack in Gallipolis Ferry, W. Va., on Feb. 28. Brother Spears joined the Union in the port of St. Louis in 1965 sailing as a deckhand for the American Commercial Barge Line, Jeffersonville, Ind. from 1948 to 1961 and as a lead deckhand and mate for the Inland Tugs Co. from 1961 to 1970. He was born in Gallipolis Ferry and was a resident there. Interment was in the Austin, Hope, McCloud Cemetery, Gallipolis Ferry. Surviving are his widow, Jewel; a son, Robert; two daughters, Janet Louise and Betty, and a sister, Mrs. Molly Siders of Point Pleasant, W. Va.

**Edward L. Wolfe, 73,** passed away on Dec. 22, 1976. Brother Wolfe joined the Union in the port of Philadelphia in 1962. He sailed as an engineer for the Marine Towing Co. from 1956 to 1976 and as an engineer for the City of Philadelphia from 1948 to 1955. He was born in Philadelphia and was a resident of Camden, N.J. Surviving is his widow, Nora.



**Harold C. Pemberton, 80,** passed away on Mar. 30. Brother Pemberton joined the Union in the port of Detroit in 1960 sailing as an oiler and engineer for the Dunbar and Sullivan Dredge Co. from 1957 to 1977 and as a rigger for the Great Lakes Steel Mill from 1940 to 1945. He worked on dredges for 32 years. Boatman Pemberton was a veteran of the U.S. Army in World War I. Born in Alpena, Mich., he was a resident of Madison Heights, Mich. Surviving is a son, Hubert of Madison Heights.

**Joe P. Rowland, 49,** died on Mar. 6. Brother Rowland joined the Union in the port of St. Louis in 1973 sailing as a lead deckhand for Inland Tugs from 1976 to 1977 and for the Orgulf Co. in 1974. He was a veteran of the U.S. Navy. A native of Princeton, Ky., he was a resident there. Surviving is his widow, Thelma of Lincoln Park, Mich.; a son, Ricky; a daughter, Mrs. Vickie Banasack of Lincoln Park; his mother, Violet of Princeton and his father, Paul.

**Charles L. McDonald, 69,** died on Apr. 1. Brother McDonald joined the Union in the port of Norfolk sailing for NBC Lines from 1954 to 1976. He was a resident of Norfolk. Surviving is his mother, Mrs. Annie E. Gibbs of Norfolk.



**Pensioner Earl C. Rayford, 70,** died of arteriosclerosis on the way to the U.S. Medical Center, Mobile on Mar. 3. Brother Rayford joined the Union in the port of Mobile in 1956 sailing as a leaderman and cook on river and harbor boats and dredges. He was born in Mobile and was a resident there. Burial was in Magnolia Cemetery, Mobile. Surviving are his widow, Evelyn; a sister, Mrs. Ruby Robinson, and a cousin, Elizabeth Green, both of Mobile.

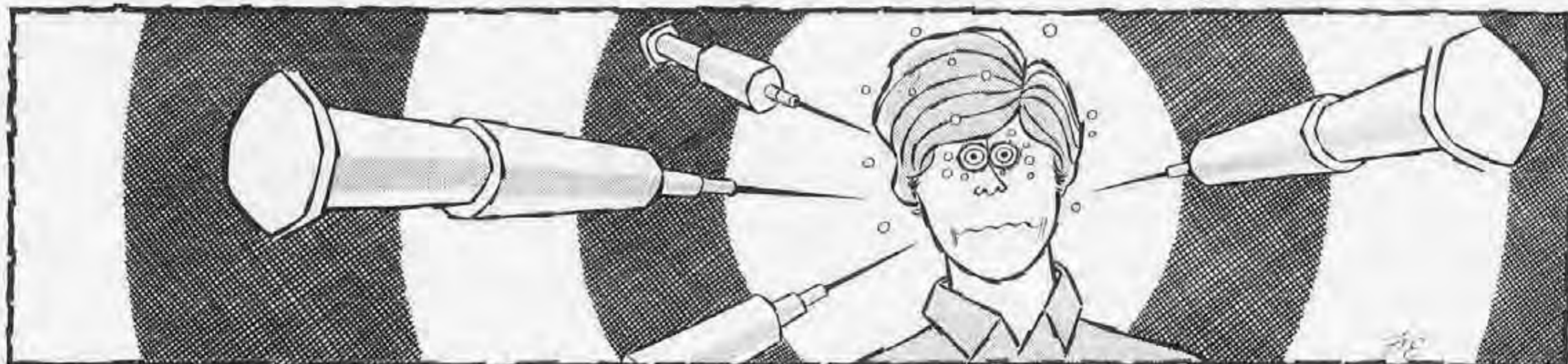
**Pensioner Robert E. Bankston, 53,** died on Apr. 10. Brother Bankston joined the Union in the port of Elberta, Mich. in 1953 sailing as an AB. He sailed for 27 years. Laker Bankston was a veteran of the U.S. Navy in World War II. A native of Benzonia, Mich., he was a resident of Frankfort, Mich. Surviving are his widow, Jeanette of Ludington, Mich.; his father, Arthur of Frankfort, and two daughters, Mrs. Martha Adamczek and Mrs. Roberta Victor, both of Mainstee, Mich.

**William Young** died in New Orleans in January. Brother Young joined the Union in 1969 sailing for the Tug Management Co. from 1965 to 1969 and for the General Towing Co. from 1968 to 1969. He was a resident of New Orleans and was retired.



**Pensioner Fred J. Haker, 72,** died of heart disease at home in Buffalo on Jan. 29. Brother Haker joined the Union in the port of Buffalo in 1961 sailing as a tug oiler for the Great Lakes Dock and Dredge Co. in 1961 and for Merritt, Chapman & Scott from 1961 to 1973. He was born in Wisconsin and was a resident of Buffalo. Burial was in Ridge Lawn Cemetery, Cheektowga, N.Y. Surviving are a son, Fred; two daughters, Mary and Mrs. Karen A. Anthony of Buffalo, and a son-in-law, John Sullivan, also of Buffalo.

**Archie D. Lewis, 53,** died of a heart attack in the Erlanger Hospital, Chattanooga, Tenn. on Apr. 10. Brother Lewis joined the Union in the port of St. Louis in 1972 sailing as a tankerman and captain for National Marine Service Co. from 1970 to 1977, for South Towing in 1967, Sabine Towing in 1968, Slade Towing Co. from 1968 to 1969 and for Dixie Carriers from 1972 to 1974. He was a veteran of the U.S. Air Force in World War II. Born in Montgomery, Ala., he was a resident of Chattanooga. Burial was in National Cemetery, Chattanooga. Surviving are a son, David of Chattanooga; two daughters, Cynthia and Lynn; his parents, Mr. and Mrs. Archie and Jean Lewis, Sr., and a son-in-law, Jim Morgan.



## '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.



**JOSEPH HEWES** (Waterman Steamship), March 6—Chairman, Recertified Bosun W. D. Crawford; Secretary J. Temple; Educational Director R. C. Miller. Some disputed OT in deck department. Report to *Seafarers Log*: "James Wheatley shipped from the Harry Lundeberg School of Seamanship on February 15, 1977 as 3rd cook. This is his first trip and he has been doing a wonderful job. He is clean and knows how to take orders about his job. We hope he keeps up the good work." A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

**NEWARK** (Sea-Land Service), March 16—Chairman, T. Vilanova; Secretary Ken Hayes; Educational Director R. Coleman; Engine Delegate B. Jensen; Steward Delegate Edward J. Killford, Jr. No disputed OT. The *Seafarers Log* was received and a discussion was held on items in the *Log* and opinions asked for. Report to the *Seafarers Log*: "Has not been a major beef on the ship as far back as most men can remember, this is credited to the Seafarers that man the ship and the belief in a strong Union." Next port, Seattle.

**GUAYAMA** (Puerto Rico Marine Mgt.), March 4—Chairman, Recertified Bosun William Velazquez; Secretary H. Ortiz; Educational Director Mainers; Deck Delegate H. F. Welsh. No disputed OT. Educational Director reported that the Alcoholic Rehabilitation program has been a success and all members should give encouragement to those affected. A vote of thanks to the steward department for a job well done. A vote of thanks to all crewmembers for good brotherhood and good companionship. Observed one minute of silence in memory of our departed brothers.

**BALTIMORE** (Sea-Land Service), March 23—Chairman, Recertified Bosun W. Osborne; Secretary J. DeLise; Educational Director N. Reitti. \$40.50 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. Educational Director talked to crewmembers to upgrade themselves in the department they like at Piney Point to better their future. A vote of thanks to the steward department for good service and good food. Next port, Elizabeth, N.J.

**COLUMBIA** (Mount Shipping), March 27—Chairman, Recertified Bosun Gus Magoulas; Secretary O. Oakley; Educational Director H. Hunt; Deck Delegate Dempsey Nicholson; Engine Delegate Richard Groening; Steward Delegate Osburn Williams. Some disputed OT in deck, engine and steward departments. Chairman reports that everything is running smooth and the next port is Donges, France, then Theamshaven, England and then to St. Croix, V.I., Norfolk, and Port Reading, N.J. Subject to change by the Navy.

**OVERSEAS ARCTIC** (Maritime Overseas), March 26—Chairman, Recertified Bosun E. LaSoya; Secretary C. L. Shirah; Educational Director L. Philips; Deck Delegate E. Frazier; Engine Delegate D. Turner; Steward Delegate J. Juzang. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. Secretary reported that a collection of \$30 has been taken up to pay for rental of 30 films for the voyage to Russia. A thank you to those who have donated. Next port, Novasis, Russia.

## Digest of SIU Ships' Meetings



**MASSACHUSETTS** (Interocean Mgt.), March 13—Chairman, Recertified Bosun J. L. Bourgeois; Secretary A. Hassan. No disputed OT. The *Seafarers Log* and several pamphlets were received aboard ship and were read and passed around. Chairman advised all members to read your *Log* and get to know your Union. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for fine food and service.

**ANCHORAGE** (Sea-Land Service), March 19—Chairman, Recertified Bosun Juan C. Vega; Secretary C. L. White; Educational Director Dimitrios Papageorgiou. No disputed OT. The steward read the minutes of the last safety meeting which was accepted by the crew. Held a discussion on having a ship's fund which had been talked about before. Also the importance of donating to SPAD. All communications that were received were discussed by the crew and posted. A vote of thanks to the steward department. Next port, New York.

**SEA-LAND FINANCE** (Sea-Land Service), March 27—Chairman, Recertified Bosun James Pulliam; Secretary William Benish; Educational Director Herbert Martin. No disputed OT. Chairman advised crewmembers that the next issue of the *Seafarers Log* will note tentative changes in the pension plan. Secretary reported that the SIU benefit applications are available for the asking. SIU pamphlets were noted and discussed. Chairman urged all crewmembers to stay active in the Union. Observed one minute of silence in memory of our departed brothers.

**INGER** (Reynolds Metals), March 13—Chairman, Recertified Bosun Hans S. Lee; Secretary Duke Hall; Educational Director Theodore Martinez; Engine Delegate Allison Herbert. No disputed OT. Chairman praised the Alcoholic program at Piney Point and congratulated two graduates in the crew. Also discussed the importance of donating to SPAD. The quality and quantity of food on board ship is excellent. Observed one minute of silence in memory of our departed brothers. Next port, New Orleans.

**SEA-LAND GALLOWAY** (Sea-Land Service), March 7—Chairman, Recertified Bosun George Burke; Secretary A. Seda. No disputed OT. Report to the *Seafarers Log*: "On March 18, 1977 Kenneth Lynch died on board ship. We the crew on the *Galloway* regret to inform the membership of the sudden passing of Brother Kenneth Lynch. He was well liked by the officers and crew alike. He always had a smile and kind word for his fellow shipmates. Why God called for him in the prime of his life we will never know but he will be well remembered by his shipmates." Next port, Elizabeth.

**OGDEN WILLAMETTE** (Ogden Marine Transport), March 6—Chairman, Recertified Bosun E. Bryan; Secretary E. Kelly; Educational Director H. Meredith; Deck Delegate B. Anding; Engine Delegate L. Campos; Steward Delegate I. Gray. No disputed OT. Chairman held a discussion on large tankers and advised all members to read the *Seafarers Log*. Also advised if anyone feels that they should go to the Alcoholic clinic at Piney Point they should go. Only you know if you need the help.

**DELTA SUD** (Delta Steamship), March 27—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial. \$42 in ship's fund. No disputed OT. Chairman reported that once again this was an accident free voyage for the fifth trip in a row. It was also reported that it would be helpful to all if the latest time and or delayed sailing was to be posted on the outside of the door to the launch service shack; this way everyone would know whether or not to send off their transportation.

**GALVESTON** (Sea-Land Service), March 27—Chairman, Recertified Bosun Denis Manning; Secretary L. Crane; Educational Director B. Reamey; Deck Delegate Fred T. Miller; Engine Delegate A. G. Andersen; Steward Delegate C. S. Crane. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. Next port, Seattle.

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

**ZAPATA COURIER** (Zapata Bulk), March 13—Chairman, Recertified Bosun Sal Sbriglio; Secretary Paul Franco; Educational Director A. Bell; Steward Delegate William Theodore. No disputed OT. Chairman reported that SIU Patrolman Teddy Babkowski was on the Zapata Courier for more than two hours in Linden. He filled the crewmembers in on what is going on with the Union and brought us up to date on Union business. A vote of thanks for his help. The ship's reporter received the Maritime Newsletter Volume 9—No. 1 and all crewmembers were asked to read it from front to back as it is very important that all members be well informed as to what is going on in the Union. So take an interest as it pays off in jobs and benefits, and SPAD can help in this fight. Next port, New York.

**MOUNT EXPLORER** (Mount Shipping), March 27—Chairman T. Densmore; Secretary A. Salem; Educational Director L. Nixon; Deck Delegate F. R. Scharz; Engine Delegate Emil Nordstrom; Steward Delegate Young McMillan. No disputed OT. Encouraged new members to enter the Steward department and present members to upgrade within it. A vote of thanks to the Steward department for good service and a job well done. Next port, Texas City.

**VIRGO** (Apex Marine), March 21—Chairman, Recertified Bosun Stanley Jandora; Secretary B. B. Henderson; Educational Director Francisco Torres; Engine Delegate Thomas J. Lundy; Steward Delegate Jerry Wood. No disputed OT. Chairman advised all crewmembers that there was to be no smoking anywhere on deck. Also held a discussion on the importance of donating to SPAD. A vote of thanks to the steward department for keeping food hot at all times. Next port, Baltimore.

**ZAPATA PATRIOT** (Zapata Bulk), March 27—Chairman, Recertified Bosun R. Murry; Secretary D. E. Edwards; Educational Director George Meaden; Deck Delegate James Ware. No disputed OT. T. J. Thomas, QMED was injured in Romania and shipped home. For safety reasons the man on the wheel must work on bridge and no one is looking out for any traffic. Mate is generally in the chart room and we believe it is unsafe for all on board. A vote of thanks to the steward department.

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

OVERSEAS ALICE  
BAYAMON  
SEA-LAND EXCHANGE  
OVERSEAS ANCHORAGE  
AQUILA  
OVERSEAS TRAVELER  
MAYAGUEZ  
PUERTO RICO  
THOMAS NELSON  
THOMAS JEFFERSON  
MERRIMAC  
BORINQUEN  
SUSQUEHANNA  
HUMACAO  
CAROLINA  
DELTA URUGUAY  
MAUMEE  
ALLEGIANCE  
OVERSEAS ULLA  
CONNECTICUT  
HOUSTON  
OVERSEAS JOYCE  
SEA-LAND RESOURCE  
MONTICELLO VICTORY  
JACKSONVILLE  
FORT HOSKINS  
OAKLAND  
PISCES  
ARECIBO  
AGUADILLA  
PONCE  
ALEUTIAN DEVELOPER  
TAMPA  
JAMES  
DEL SOL  
PANAMA  
NECHES  
SEA-LAND McLEAN  
BOSTON  
ELIZABETHPORT  
SEA-LAND VENTURE  
SEA-LAND CONSUMER  
SEA-LAND PRODUCER  
COLUMBIA  
SAN PEDRO  
SAM HOUSTON  
SAN JUAN  
MANHATTAN  
COASTAL CALIFORNIA  
DELTA PARAGUAY  
WACOSTA  
DELTA NORTE  
TEX  
OVERSEAS VIVIAN  
BANNER  
VANTAGE HORIZON  
BEAVER STATE  
OVERSEAS VALDEZ  
GATEWAY CITY  
SEA-LAND MARKET  
SEA-LAND COMMERCE  
JOHN TYLER  
SEA-LAND ECONOMY





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

## On-the-Job Training Is Heart of FOWT Course

Instruction via diagrams and theory are okay, but there's no substitute for good old fashioned on-the-job-training for learning the ins and outs of the engine room.

You might call the Lundeberg School's Fireman, Oiler, Water-tender Course old fashioned, then, because on-the-job training is the heart of the School's FOWT Program.

The photos on this page show some of the most recent participants in a FOWT Course practicing the principles of valve repacking and repair. The setting is the Lundeberg School's brand new machine shop in the equally new HLSS Upgrading Center on School grounds.

Other FOWT Courses will be offered on July 7 and Sept. 29. If you are interested in taking one of these courses, write the Vocational Education Department of the Lundeberg School.



SIU members upgrading to FOWT get some good old fashioned on-the-job type training in the Lundeberg School's new machine shop.



Seafarer Mike Stewart displays the finer points of the wrench while upgrading to Fireman Oiler Watertender.



Seafarer S. Pariama makes work look easy while upgrading to FOWT

### 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.

#### COOK AND BAKER

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

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

- 12 months seetime as a 3rd cook or assistant cook OR

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

**Starting dates:** 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.



## Deck Department

### ABLE SEAMAN

This course consists of classroom work and practical training to include: basic seamanship, rules of the road, wheel commands, use of the magnetic compass, cargo handling, knots and splices, block and booms, firefighting and emergency procedures, basic first aid, and safety.

#### Requirements:

- All candidates must be at least 19 years of age.
- Must pass a physical examination.
- 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. The candidates who wear glasses, however, must also be able to pass a test without glasses of at least 20/100 in each eye.
- Must either have, or first complete, the separate Lifeboat Course offered at the school.
- For Able-Seaman 12 Months Any Waters, you must have 12 months seetime or eight months seetime if an HLSS graduate.
- For Able-Seaman Tugs and Towboats, you must have 18 months seetime, or 12 months seetime if an HLSS graduate.

Starting dates: Aug. 4, Oct. 27.

## QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

**Course Requirements: Must hold endorsement as Able Seaman (Unlimited—Any Waters).**

Starting dates: Sept. 6, Nov. 28.

## LIFEBOATMAN

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

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

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

#### Note on Lifeboat:

The requirements and course material for the endorsement of Lifeboatman is identical for all personnel. So the above outline and starting dates of the Lifeboat course applies to our deepsea and Lakes Seafarers as well as to boatmen.

## Engine Department

### QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating is eight weeks in length and includes instruction leading to the Coast Guard endorsements which comprise this rating.

**Course Requirements: You must show evidence of six months seetime in at least one engine department rating, and hold an endorsement as Fireman/Watertender and Oiler.**

Course is 12 weeks in length.

Starting date: June 13.

### 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 firefighting, 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.

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



### Tankerman Grad

SIU member Alan Kohajda holds tankerman endorsement he earned through study at Lundeberg School.

## 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 Vessels Not Over 300 Gross Tons Upon Oceans
- First Class Pilot
- Radar Observer
- Pre-Engineer Diesel Engines
- Assistant Engineer Uninspected Motor Vessels
- Chief Engineer Uninspected Motor Vessels
- Tankerman
- Towboat Inland Cook
- Vessel Operator Management and Safety Course

## Trio Are Quartermasters



Seafarers Eric Johnson, Robert McGonagle, and Dick McGuire, Jr. (l. to r.) show off quartermaster endorsements after completing Lundeberg course.

## 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.



# 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 OCM1 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.



## He's a Tankerman

SIU member Bill Foley displays certificate of achievement after completing Lundeberg School's Tankerman Course.

## They're Pumpmen Now



Seafarers David Timmons (left) and Guy Venus will be shipping as pumpmen from now on after completing Engine Room Course at HLSS and getting their Coast Guard endorsements.

## Automation Course Set For July

A four-week specialty course for deep-sea engine room members will begin at the Lundeberg School on July 25. The course, entitled automation, prepares the student for work in automated engine rooms aboard the new, technologically advanced vessels of the U.S. merchant fleet.

The course of instruction includes both classroom and practical training in the operation and control of automated boiler equipment; systems analysis; and the operation of remote controls for all components in the steam and water cycles such as the main and auxiliary condensate systems, generator, fire pumps, sanitary

system, bilge pumps and other associated engine room equipment.

Students will receive their training on the Lundeberg School's full scale simulator of an automated engine room console.

To be eligible for the Automation Course, applicants must hold a Coast Guard endorsement as QMED-any rating.

## Kitchen Magician



Seafarer Kvetoslav Svoboda is cooking up a storm in a Lundeberg galley as he participates in the School's Assistant Cook Program.



## Cook and Baker

Seafarer Chris Hagerty is another step closer to chief steward after completing Cook and Baker Course at HLSS.

## 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.

### LUNDEBERG UPGRADING APPLICATION

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

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

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

Deepsea Member  Inland Waters Member  Lakes Member

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

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

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

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

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

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

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

Firefighting:  Yes  No

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

(Refer to Directory for all course listings.)

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

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

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



# 12 'A' Seniority Upgraders

**Russell Barrack**



Seafarer Russell Barrack began sailing with the SIU in 1975. He is a graduate of the trainee program at the Harry Lundeberg School. A member of the deck department, he has his AB ticket, lifeboat and firefighting tickets and tankerman endorsement. Brother Barrack was born in Kilmarnock, Va. and lives in Whitestone, Va. He ships from the port of Norfolk.

**Chris Killeen**



Seafarer Chris Killeen first went to sea with the SIU in 1973 after graduating from the Harry Lundeberg School. A member of the black gang, he went back to Piney Point in 1976 for his FOWT. He also took the welding course at the Lundeberg School and has his firefighting and lifeboat certificates. Brother Killeen is a native and resident of Scranton, Pa. He sails from the port of Houston.

**Richard Johnson**



Seafarer Richard Johnson, who works in the black gang, began sailing with the SIU in 1973 after completing the trainee program at the Harry Lundeberg School. In 1976 he upgraded to FOWT and later became a pumpman. Brother Johnson also holds the firefighting and lifeboat certificates as well as a tankerman endorsement which he earned in 1977 at the HLSS. He was born in Jacksonville, Fla., but now lives in New Orleans and ships out from there.

**Dave Bradley**



Seafarer Dave Bradley first shipped out with the SIU in 1974 after graduating from the Harry Lundeberg School. A member of the deck department, he upgraded to AB in 1977 at the Lundeberg School. Brother Bradley, who holds firefighting and lifeboat tickets, plans to attend the next LNG course at Piney Point. He was born in Philadelphia, Pa., lives in Pensacola, Fla. and sails from New Orleans.

**Charles Petersen**



Seafarer Charles Petersen has been sailing with the SIU in the engine department since he graduated from the Harry Lundeberg School trainee program in 1974. In 1975 he upgraded to FOWT and plans to attend the June QMED course at the HLSS. He already has his firefighting and lifeboat endorsements. A native of Maryland, Brother Peterson lives in Millersville, Md. and ships out of Baltimore.

**Stephen Copeland**



Seafarer Stephen Copeland graduated from the Harry Lundeberg School trainee program and then went to sea in 1972. A member of the deck department, in 1974 he received his AB certificate through the HLSS and got his firefighting and lifeboat endorsements as well. Born in San Bernardino, Calif., he now lives in Oakland, Calif. Brother Copeland sails from the port of Houston.

**Fred Washington**



Seafarer Fred "Worm" Washington first shipped out with the SIU in 1965 after attending the Harry Lundeberg School of Seamanship in his home town of New Orleans, La. Brother Washington, who sails in the steward department as a chief cook, also holds the firefighting and lifeboat endorsements. He still makes New Orleans his home and ships from that port.

**Thurman Young**



Seafarer Thurman "Butch" Young has been sailing with the SIU since 1969. A graduate of the trainee program at the Harry Lundeberg School, he upgraded to AB in 1974. Brother Young also obtained a lifeboat and firefighting certificate at the School, then returned again this year to complete the quartermaster and LNG course before attending the "A" seniority program. A native and resident of Philadelphia, Pa., Brother Young ships out of New York.

**George Vorise**



Seafarer George Vorise started sailing with the SIU in the steward department in 1971. In 1975 he went to the Harry Lundeberg School for his chief cook endorsement. He received his lifeboat certificate in 1976 and also holds a firefighting endorsement. A native of Louisiana he lives in the bayous in Maringouin, La. and ships out of New York City.

**Alan R. Gardner**



Seafarer Alan R. Gardner graduated from the Harry Lundeberg School in 1975 and then shipped out in the engine department. In 1976, he returned and got his FOWT endorsement. Brother Gardner also has the lifeboat and firefighting tickets and plans to enroll in the June Piney Point QMED course. He was born in Nashua, N.H. and lives in Clyde, Ohio. Brother Gardner sails from the port of New York.



**Stephen Connor**



Seafarer Stephen Connor graduated from the Harry Lundeberg School in Piney Point, Md. in 1969. Since then, he has sailed with the SIU in the deck department. Brother Connor holds firefighting and lifeboat tickets as well as a tankerman endorsement. He upgraded to AB at the Lundeberg School this year. He was born in Oakland, Calif. and lives in Orinda, Calif. Brother Connor ships out from San Francisco and New York.

**Joe Mele**



Seafarer Joe Mele is a 1974 graduate of the Harry Lundeberg School. Since then he has been sailing with the SIU in the deck department. In 1976 he upgraded to AB. He has his lifeboat and firefighting endorsements. Brother Mele was born in Livingston, N.J., grew up in Jacksonville, Fla., lives in New Orleans and ships from that port.

## Brotherhood in Action

...for SIU members with Alcohol problem

Alcoholism is certainly one of the great equalizers in American society. It strikes rich, poor, and middle-class people; black, white, red, yellow and brown people; old and young.

As Seafarers and trade unionists we have always believed in brotherhood. This belief—that by sticking together we can make things better for all of us—is what makes our Union work.

This belief is also the basis of our determination to solve the problem of alcoholism among our membership. We do not need any equalizers because we know that it is only through Union brotherhood that we can achieve our goals.

And it's brotherhood that led to the establishment of the Seafarers Alcoholic

Rehabilitation Center. Since the Seafarers who have alcoholism are our Union brothers, we know that by sticking together and supporting the rehabilitation program we can help them.

After all, these men are our fellow trade unionists. They have worked the sea lanes and the waterways with us, studied and upgraded with us, and walked the picket lines with us. They were our equals—our brothers—then, and we certainly won't treat them as anything less than our brothers now that they are sick.

This basic commitment of Seafarers to the welfare of their fellow Union members has made it possible for the ARC to help over 150 of our brothers in the past year. If each of us takes the rehabilitation of fellow Seafarers who

have alcoholism as a personal goal and responsibility as well as a trade union effort, we can be sure that the program

at the ARC will eventually reach and help every brother in the SIU who is an alcoholic.

### 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

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



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

The following Seafarers and other concerned individuals, 260 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.) Six 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 one \$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.  
Adamson, R. R.  
Adlum, M.  
Air, R. N.  
Algina, J.  
Ali, A.  
Allen, J.  
Anderson, A.  
Anderson, A.  
Anderson, R.  
Antici, M.  
Aquino, G.  
Arle, J.  
Aumiller, R.  
Avery, R.  
Badgett, J.  
Bailey, J.  
Barroga, A.  
Bartlett, J.  
Bauer, C.  
Baum, A.  
Beeching, M.  
Benoit, C.  
Bergeria, J.  
Berglund, B.  
Berlin, R.  
Bishop, S.  
Bland, W.  
Bobalek, W.  
Bonser, L.  
Boyne, D.  
Brand, H.  
Brongh, E.  
Brown, G.  
Brown, I.  
Browne, G.  
Bryant, B.  
Bucci, P.  
Buczynski, J.  
Caga, L.  
Caffey, J.  
Callahan, J.  
Campbell, A.  
Campbell, A.  
Celgina, J.  
Cheshire, J.  
Cofone, W.  
Conklin, K.  
Costango, G.  
Cresci, M.  
Cross, M.  
Cunningham, W.  
Curtis, T.  
Da Silva, M.  
Danzey, T.  
Davis, S.  
Davis, J.  
Debarrios, M.  
Dechamp, A.  
Delgado, J.  
Delrio, J.  
Dernbach, J.  
Diaz, R.  
Diercks, J.  
Digiorgio, J.

Doak, W.  
Dolgen, D.  
Domenico, J.  
Domingo, G.  
Donovan, P.  
Drozak, P.  
Drury, C.  
Dryden, J.  
Ducote, C.  
Dwyer, J.  
Dyer, A.  
Evans, M.  
Fagan, W.  
Farnen, F.  
Faust, J.  
Fay, J.  
Fergus, S.  
Fgrshee, R.  
Fischer, H.  
Fiune, V.  
Fletcher, B.  
Fox, P.  
Franco, P.  
Francum, C.  
Frank, S., Jr.  
Fuller, G.  
Frounfelter, D.  
Furukawa, H.  
Garcia, R.  
Gardner, E.  
Gaston, T.  
Gentile, C.  
Gimbert, R.  
Goff, W.  
Goldberg, J.  
Gooding, H.  
Goodspeed, J.  
Gorbea, R.  
Guarino, L.  
Guillen, A.

Hagerty, C.  
Haggagi, A.  
Hall, W.  
Hall, P.  
Hall, M.  
Hannibal, R.  
Harildstad, V.  
Harris, E.  
Harris, W.  
Hauf, M.  
Haynes, B.  
Heroux, A.  
Holmes, W.  
Homayonpour, M.

Hunter, W.  
Iovino, L.  
Jackson, J.  
Johnson, D.  
Jones, R.  
Jones, T.  
Kastina, T.  
Keller, D.  
Kerngood, M.  
Kerr, R.  
Kizzire, C.  
Koflowitch, W.  
Kouvardas, J.  
Kramer, M.

Kydd, D.  
Lankford, J.  
Lawrence, W.  
Lee, K.  
Lelonek, L.  
Lennon, J.  
Lewis, L.  
Loleas, P.  
Lombardo, J.  
Lynch, C.  
Lyness, J.  
Magruder, W.  
Malesskey, G.  
Manafe, D.

Martinussen, C.  
McNabb, J.  
McNally, M.  
McCartney, G.  
McCaskey, E.  
McClinton, J.  
McElroy, E.  
McKay, D.  
McNeely, J.  
Mesford, H.  
Mollard, C.  
Mongelli, F.  
Mooney, E.  
Morrison, J.  
Mortensen, O.  
Mosley, W.  
Munsie, J.  
Murray, J.  
Murray, M.  
Napoli, F.  
Nash, W.  
Neffe, J.  
Olson, F.  
Pacheco, E.  
Paladino, F.  
Papuchis, S.  
Paradise, L.  
Paschal, R.  
Patterson, D.  
Perez, J.  
Peth, C.  
Piper, K.  
Prentice, R.  
Prevas, P.  
Prott, T.  
Purgvee, A.  
Quinnonez, R.  
Reck, L.  
Reinosa, J.  
Reiter, J.

Rhoades, G.  
Richburg, J.  
Riddle, D.  
Ripoll, G.  
Roades, O.  
Roberts, J.  
Robinson, W.  
Rodriguez, R.  
Rondo, C.  
Rosenthal, M.  
Roshid, M.  
Roy, B.  
Royal, F.  
Rudnicki, A.  
Sacco, M.  
Sacco, J.  
San Fillippo, J.  
Sanchez, M.  
Schuffels, P.  
Seagord, E.  
Selzer, R.  
Selzer, S.  
Shabian, A.  
Sigler, M.  
Silva, M.  
Smith, L.  
Smith, T.  
Soresi, T.  
Spencer, G.  
Stancaugr, R.  
Stearns, B.  
Stephens, C.  
Stevens, W.  
Stewart, E.  
Stubblefield, P.  
Sulaiman, A.  
Sullins, F.  
Surrick, R.  
Swiderski, J.  
Tanner, C.  
Taylor, F.  
Taylor, J.  
Telegadas, G.  
Terpe, K.  
Tobio, J.  
Troy, S.  
Trucnski, C.  
Tsmirx, L.  
Turner, L.  
Underwood, G.  
Velandra, D.  
Weaver, A.  
Webb, J.  
West, D.  
Whitmer, A.  
Whitsitt, M.  
Wilburn, R.  
Williams, L.  
Wilson, C.  
Wilson, J.  
Wingfield, P.  
Woody, J.  
Worley, M.  
Worster, R.  
Yarnola, J.

## SPAD Honor Roll

### \$600 Honor Roll

Pomerlane, R.

### \$500 Honor Roll

Lilledahl, H.

### \$300 Honor Roll

Manuel, R. Quinter, J. Romolo, V.

### \$200 Honor Roll

Bernstein, A. Drozak, F. Pow, J.  
Combs, W. McFarland, D. Shields, J.

**SEAFARERS POLITICAL ACTIVITY DONATION**  
(SPAD)  
675 FOURTH AVENUE BROOKLYN, N.Y. 11232

Date \_\_\_\_\_ S.S. No. \_\_\_\_\_

Contributor's Name \_\_\_\_\_ Book No. \_\_\_\_\_

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I acknowledge and understand that SPAD is a separate segregated fund established and administered by my Union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions, and I have the right to refuse to make any contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$ \_\_\_\_\_. This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

Signature of Solicitor \_\_\_\_\_ 1977 \_\_\_\_\_ Port \_\_\_\_\_  
Solicitor's No. \_\_\_\_\_





In the port of Chicago, Able-Seamen Gene Tech, left, and Stan Thompson prepare the tanker *Joseph Bigane* for loading.



On the Great Lakes Towing tug *Arizona*, SIU Boatmen Rudy Jadrich and William Blanchard make some routine engine repairs.

## A Busy Friday the 13th in the Windy City

It was a beautiful day in the Great Lakes port of Chicago, and lots of SIU inland members were in town when the *Log* visited the Windy City.

At the Great Lakes Towing dock on the Calumet River at 94th St., we were lucky to meet a couple of SIU retirees, John Ritchie and Martin Ozmina, who talked for a while about old times on the Lakes. The tanker *Joseph Bigane* passed by after having fueled a ship in Lake Michigan, and we caught the *Bigane* and her crew a little later at the 102nd St. coal dock.

On the way to the Dunbar and Sullivan dredging job site in East

Chicago, Ind., we saw the launch *Camphauser* underway on Lake Michigan with one barge alongside, on her way to the same job site. Traveling by auto, we reached the job site on the Indiana Harbor Canal

before the *Camphauser* did.

Finally we headed back west toward downtown Chicago. The *James Verslius*, a tug operated by the city of Chicago, had just returned to her dock on the North Branch of the Chicago River after transporting a crew of workers from the water cribs which the city maintains on Lake Michigan. Our last stop was right on the Lake at Navy Pier, where the tug *Daryl C. Hannah* was tied up waiting for a gasoline barge to transport to Upper Michigan.

It had been a hot day and a busy day. And a lucky day, considering that it was Friday the 13th, and no one fell overboard!



These two oldtimers may be retired now, but you can't keep them away from the Chicago docks. They are Boatmen John Ritchie, left, and Martin Ozmina.

In top photo, SIU representative Joe Sigler, center, talks with deckhands Jerome Weber, left, and Danny Boyle on their tug, the *James Verslius*, operated by the city of Chicago. In photo below, the crew of the tug *Daryl C. Hannah*, from the left are, Boatmen Louis Pion, Phil Kleineren, Rodney Jeziorowski, Charles Mclean and Dave Bishneau.

It's a tight squeeze for the SIU-manned tug *Camphauser* but everything turned out fine even though it was Friday the 13th. On bow of the tug is Boatman William Goodhue.



AROUND THE HARBOR

