

Happy Thanksgiving to All Our Members

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DEEP SEA  
GREAT LAKES  
INLAND WATERS

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# Log

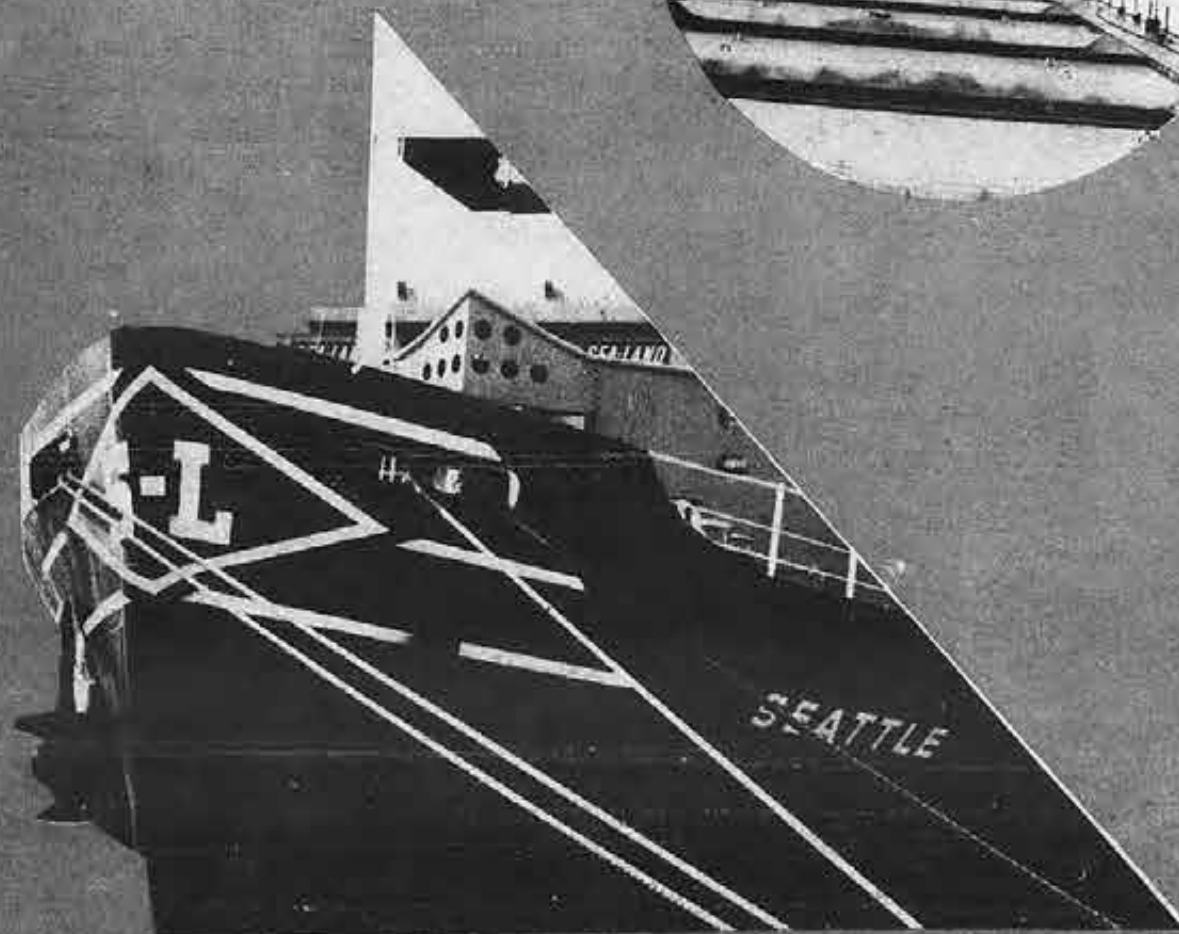


## SIU-Contracted Tug Eileen C Sinks

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# Tug Eileen C. Sinks; Cook Drowns

At 6 a.m., on the cold morning of Nov. 7, the SIU-contracted tug *Eileen C* (Marine Towing) sank in Buzzards Bay near West Falmouth, Mass. while towing an oil barge. The cook, SIU Brother James Aument, drowned. His body was recovered the next week by commercial divers, although a search for Aument was made the day of the tragedy.

Brother Aument, 56, who lived in



Elizabeth City, N.C. is survived by his wife, Estelle. A native of Wilmington, Del., Boatman Aument joined the Union in 1973 in the port of Norfolk.

The other eight crewmembers managed to save themselves by jumping onto the attached barge carrying No. 4

fuel oil. According to the Coast Guard, after the crew sent out their distress signals, patrol boats from Woods Hole, Mass. went to the scene.

Lt. Comdr. Paul Dux of the U.S. Coast Guard Marine Safety Office in Providence, R.I., said that the cause of the accident has not yet been determined. He commented that the tug may have been pulled over on its side by the barge but that an inquiry could not be held until the Coast Guard had a chance to examine the equipment on the vessel. The owners began salvage operations on Nov. 18.

The *Log* was not able to contact survivors of the incident by press time, but their stories will be run in the next issue. Survivors include SIU brothers James Rondyl Lupton, mate; Sam Bonnette and Rabe Walton, deckhands, and John Cartos and Jerry Kleva, tankermen.

Other survivors are Marine Engineer Beneficial Association members Walter Hazel, captain, Ed Ellison, chief engineer and T. McCormick, second engineer (relief).

In the true tradition of the brotherhood of the sea, the tug *Mariner* (Mariner Towing), which was nearby came to the aid of the stricken *Eileen C*. Captain John Blank of the SIU-contracted *Mariner* told his story to the SIU Boston Port Agent, Ed Riley, who forwarded it to the *Log*.

It seems that on Sunday, Nov. 7, 1976 there was a call for help from the tug *Eileen C*. *Mariner* left her dock and proceeded at full speed to assist the tug.

When the *Mariner* arrived, the crew found eight men on the barge and took them on board. Already, divers were searching for the missing cook, but

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## Study Steward Program

A special meeting was held on Nov. 19 in all SIU constitutional ports to select one qualified chief steward from each port for a nine-man Steward Department Recertification Committee.

This special Committee will

study and then recommend a steward Department Recertification Program curriculum to the entire membership at the December Union meetings.

The *Log* will carry details on the Steward Department Program in upcoming issues.

# Unemployment Up to 7.9% as the Economy Lags

The nation's unemployment rate was 7.9 percent last month as the country's economy continued to lag. Added to this was the bad news from the U.S. Labor Department that wholesale prices for food, etc., soared sharply in October for the second straight month fueling further inflation and a higher cost of living for U.S. wage earners.

The department's Bureau of Labor Statistics (BLS) reported also that 7,569,000 (79 out of every 1,000 work-

ers) were jobless last month, a rise of 185,000 persons more than September. During the same time, the number of Americans working dropped, for the second consecutive month, 46,000 to 87,773,000 working out of a total workforce available of 95,342,000.

A total of 208,000 jobs nationwide has been lost since August and the unemployment rate has been essentially unchanged since August. Recently in the Joint Congressional Economic

Committee, Sen. William Proxmire (D-Wisc.) said there had been no progress in unemployment since January when the jobless rate was 7.8 percent.

The most gloomy aspect of the BLS report was an increase of the joblessness for adult males as it edged up last month from 6.1 percent to 6.3 percent and for adult women unemployment went up to 7.6 from 7.5 percent.

Jobless rates for blacks was 13.5 percent from 12.7 percent; whites 7.3

percent from 7.1 percent. Teenagers' rate went upward to 13.5 percent from 12.7 percent. Even total nonfarm employment fell by 54,000 people to 79,513,000 working.

During October those unemployed 27 weeks or longer rose by 73,000 to 1,264,000 jobless representing 16.4 percent of those without work. The average duration of unemployment was 15.4 weeks last month identical with September.



Paul Hall

## The PRESIDENT'S Report

### Still a Tough Fight Ahead

When the final word came down that Jimmy Carter had been elected President, I'm sure that a lot of people in the maritime industry popped open a bottle of champagne and drank to his victory.

Maritime people should be happy that Carter got elected, because the new President elect made it clear in his campaign promises that he favored a strong U.S. merchant fleet capable of carrying a significant percentage of the nation's foreign commerce.

However, I think the corks should remain in the champagne bottles—for a while at least—because the election of the pro-maritime Carter-Mondale ticket, a great victory in itself for maritime labor, is really only the first step in a long line of things that must be accomplished before the U.S. merchant fleet will rank among the world maritime leaders once again.

In a sense, we can forget about the White House for a while because the most important area of involvement for maritime for the next six months to a year will be in Congress.

Right now, the SIU and its friends are regrouping their legislative forces and re-evaluating priorities. In this way we will be ready to push forward a coordinated legislative effort concerning maritime soon after the 95th Congress takes office.

Among the important programs we will be pushing for next year is a bill similar to the pocket-vetoed Energy Transportation Security Act of 1974, which would insure that a fair share of U.S. cargo be carried in U.S. bottoms.

We won a very tough Congressional fight for this bill back in late 1974, despite tremendous opposition from the powerful multinational oil lobbies.

I'm sure that our renewed fight for a fair cargo preference bill will be equally tough this time.

In addition, we will be working to get a Congressional reaffirmation and recommitment to the original terms and intent of the Merchant Marine Acts of 1970 and 1936. Despite the fact that the 1970 Act has given the U.S.-flag fleet an important shot in the arm, it has fallen far short of the original plan, in terms of actual ships built.

As our top priority in matters concerning the inland waters, we will intensify our efforts to get the stalled Lock & Dam 26 project off the drawing boards and finally into the construction stages.

We will also remain vigilant in our efforts to block any Congressional attempt to institute a system of waterway user taxes. I believe this will be a hot issue in the 95th Congress.

In areas affecting the deep sea, Lakes and inland waters, we will be pushing for a bill to establish an Office of Maritime Affairs Coordinator at the White House level. Such an office would have the unique responsibility of serving as a liaison between the executive level and all departments, Federal agencies, and Congressional committees having anything to do with developing U.S. maritime policy.

In two other areas affecting all SIU members—deep sea, Lakes and inland waters—we will be continuing our fight to preserve and upgrade the eight remaining USPHS hospitals. And we will be on our toes to defeat any new attack on provisions of the Jones Act.

Actually, we will have to be working harder than ever before on our legislative programs because—let's face it—if we can't get these programs through Congress and to the President's desk for his signature, it doesn't really matter too much who is in the White House.

Looking at the total maritime picture as objectively as possible, I believe we are in a good position to help transform campaign promises into progressive maritime programs.

However, the fact remains that nobody in Congress or the White House is going to hand us these programs during Sunday services. We have to work aggressively for them, always keeping the pressure on to nullify our opposition wherever it exists.

It won't be an easy fight. But with the continued support by our membership for the Union's political, educational and organizational programs, I firmly believe that we will be successful in achieving our ultimate goal of a sound, secure U.S. maritime industry. And when that day comes, we can all break out the champagne.

## 2 SIU Firefighters With Endorsements First on Scene

# Blaze Cripples SS Seattle in Midatlantic

An engine room fire aboard the SIU-contracted *Seattle* (Sea-Land) threatened the lives of the entire crew when it burned out of control for over six hours in the middle of the North Atlantic this month.

The ship was three days out of New York and bound for Rotterdam, Hol-

O'Krogly, who'd been through the firefighting school when upgrading to QMED, reacted quickly. (Of the 28 SIU crewmembers aboard, nine had firefighting certificates.)

Shouting for someone to "knock off the board," he grabbed a CO<sub>2</sub> extinguisher and tried to keep the fire contained in the generator which was only a few feet away from the settling tank.

SIU member Ray Gould, a day-working wiper, was in a storage locker when, he said, "I thought I heard a faint cry of 'Fire!'"

Gould, who also went through the firefighting school, ran out of the locker and saw O'Krogly fighting the blaze.

Grabbing another CO<sub>2</sub> extinguisher, he ran over to the generator and the two began fighting to keep the fire under control.

By this time they were joined by the 8 to 12 fireman, Seafarer Walter Stevens who stood by ready to feed O'Krogly and Gould CO<sub>2</sub> bottles.

They had emptied three CO<sub>2</sub> extinguishers into the generator and, "We had the fire under control," O'Krogly said when they ran out of CO<sub>2</sub>.

The fire then got out of control and reached the lube sump. "She blew and we had to get the hell out of there," noted O'Krogly who was blown against the bulkhead by the explosion.

With the fire spreading quickly, Gould said the chief engineer told the three to leave so they could use the CO<sub>2</sub> firefighting systems.

### Smoke from Ventilator

Meanwhile, many crewmembers were asleep in the fo'c'sles. The smoke woke Brother Tommy Stark, the four

to eight ordinary, when it started coming out of his ventilator.

"At first I thought there was something wrong with the ventilator, but then I opened the door and saw the passageway was full of black smoke," he said.

Rousing his sleeping partner, he threw some clothes on as the smoke started rushing in and fought his way through the smoke to his fire station.

As thick smoke filled all the passageways, crewmembers realized the danger and began pounding on doors, helping those who had been overcome with smoke.

AB Charlie Fediw was also asleep in his fo'c'sle which was right over the fire when AB Harold Spillane woke him. Throwing on a pair of pants and his shower slippers, he groped his way

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land when the fire started in an auxiliary generator around 10:30 a.m. on Sunday, Nov. 7.

Seafarer Al O'Krogly, the 8 to 12 oiler on watch, said he noticed lube oil on the floor around the generator and was going over to investigate when he saw a spark in the generator which was followed by thick smoke.

## Rail Car Operations Threatened

# SIU Strives to Keep Lake Michigan Ferries Afloat

The SIU is trying to keep its contracted railroad car ferries afloat on Lake Michigan. These ferries provide a direct link across the water for rail cargo entering Michigan. But their operation has been threatened for years by the severe financial difficulties of the parent rail companies.

In addition, a lot of rail cargo coming from the Upper Michigan peninsula, Wisconsin, Minnesota and Canada has been rerouted through Chicago, instead of being shipped directly across the Lakes.

One ferry, the *Chief Wawatam*, shuttles rail cars across the Straits of Mackinac from St. Ignace on the Upper Michigan peninsula to Mackinaw City



in the south. Freight from Canada can be sent directly to Michigan through this route. The *Chief Wawatam* is a hand-fired coal burning steam vessel that has been serving the Straits of Mackinac since 1911. Thirteen SIU members are employed aboard.

The other ferry route runs from Keweenaw Point in Wisconsin to Frankfort, Mich. and was formerly operated by the Ann Arbor Railroad Co.

Before it went bankrupt, the Ann Arbor Railroad ran two ferries, the *M/V Viking* and the *M/V Arthur K.*

*Atkinson*, between Frankfort and five ports in Wisconsin. The *M/V Arthur K. Atkinson* has been laid up for three years and now only Keweenaw Point is served. The remaining *Viking* shuttle employs 38 SIU members.

### Using State, Federal Funds

Right now, using state and Federal funds, the State of Michigan is keeping the Ann Arbor line operating, including

the ferry runs, and is helping the *Chief Wawatam* stay afloat.

The SIU cooperated in this effort. State officials feel that direct rail lines through Michigan help economic development. They also fear that if rail lines running through Chicago raised their rates, and there was no alternate route into Michigan, the price of lum-

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# SIU Signs 1st Vacation Plan for Inland Boatmen

The SIU has taken a giant step toward the establishment of an industry-wide vacation plan for all Inland Boatmen.

The collective bargaining breakthrough came recently when the SIU and its contracted operator, Steuart Petroleum of Piney Point, Md., reached agreement on terms of a jointly administered vacation plan, the first such plan ever negotiated in the inland waterway industry.

In 1951, the SIU broke the ice in



negotiating the first industry-wide vacation plan for deep-sea members.

On the heels of the Steuart negotiations, the Union also won an agreement on the vacation plan with Allied Towing, based in Norfolk, Va.

The Steuart contract was effective Aug. 1, 1976. The Allied contract, which has been accepted by the mem-

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# Discuss SIU-IBU Merger at P.P. Meeting



HLSS Vice-President Mike Sacco chaired the meeting and told the membership of the importance of the SIU-IBU merger. He urged extended efforts in organizing non-union workers.

**U**pgaders at the Lundeberg School filled the auditorium aboard the Charles S. Zimmerman for the monthly Union informational meeting in the port of Piney Point, Md.

The meeting was chaired by Mike Sacco, vice president of HLSS. The Headquarters' reports were given by Port Agent Gerry Brown, who served as reading clerk.

During the proceedings, the importance of the recent IBU-SIU merger was discussed by the members, and five Seafarers in the A-Seniority Upgrading class gave their views on the merger and the vital political issues facing the membership.

Chairman Sacco urged the listeners to "spread the gospel" of unionism and stressed the importance of union membership to job security, fair contracts and pension and welfare benefits. Brother Brown also stressed the importance of organizing the unorgan-



Shown here are some of the Brothers who attended the Union Informational meeting for October. They are all upgrading at HLSS.

ized and suggested that much of the material learned in union education classes would be a great value in organizing. Port Agent Brown also gave special recognition to

SIU Representative Frank Mongelli, who served during the meeting as recording secretary, for his many years of work in organizing for the Union.



Kenneth Hall from New York said that the SIU-IBU merger will build the Union's strength and help in the fight against flag-of-convenience ships.



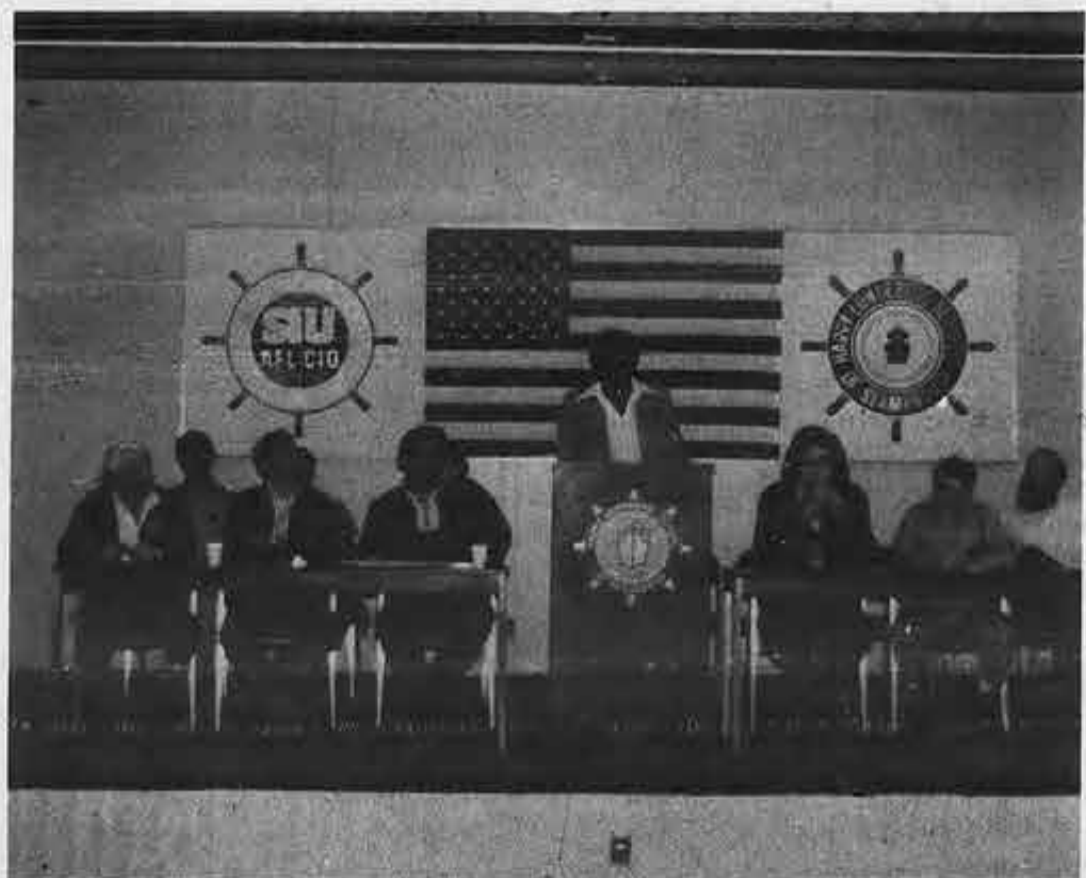
Seafarer Mike Gunter of the port of Wilmington told the membership that they "have a duty to inform the public about Seafarers and the threats to our jobs." He added that "the keyword for our success is unity."



Craig Smith, who is from the Port of New Orleans, told his listeners that individual contributions to SPAD were the most effective means of fighting for Seafarers' needs.



Brother Mike Bacha of New York said, "A good seaman or boatman has two sides like a coin. First, he knows and does his job to the best of his ability; and secondly, he is a good union man. Coming to HLSS is the first step in becoming a good seaman or boat man."



Seafarer Eddie Washington welcomed the HLSS trainees to "The Brotherhood of the Sea" and told the audience that, "there are people who say they're Americans but who push legislation to help foreign countries."

# Health, Safety on Runaway Ships Attacked by ILO

Health and safety conditions on board substandard deep sea vessels came under attack at an International Labor Organization (ILO) meeting held in Geneva, Switzerland in October.

Ships registered under flags of convenience were clearly the target of the Proposed Convention Concerning Minimum Standards in Merchant Ships drafted by representatives of the 78 countries present at the 62nd ILO Maritime Session. These are the flags of such countries as Liberia and Panama under which the runaway shipowners enjoy windfall tax benefits while imposing substandard conditions on the crews.

According to the Proposed Convention, when a ship calls in a port of a ratifying country, a complaint could be submitted by a "member of the crew, a professional body, an association, a trade union, or generally any person with an interest in the safety of the ship, including an interest in safety or health hazards to its crew."

Officials in the port could then check on the conditions and make a report to the ILO and the country where the ship

is registered. They would also have the right to take action to correct conditions on the ship which are "clearly hazardous to safety and health."

However, the Convention assured that the ship would not be unreasonably detained or delayed, and that a consular or diplomatic representative of the country of registry would be notified to be present at the inspection.

### "Giant Step"

Earl "Bull" Shepard, SIU vice president for the Atlantic Coast, said this was one of the "giant steps" the conference took toward giving governments the means of guaranteeing that seamen sail under acceptable conditions whatever flag their ships fly.

"The rules for preventing substandard ships from operating are there," Shepard said in commenting on the 17-day session. "But the maritime nations must ratify the convention and then take the action needed to enforce its provisions."

Brother Shepard served as the vice president representing workers at the conference, and led the seven-member

worker team on the U.S. delegation. At ILO meetings, worker, employer, and government representatives each have an equal vote.

The president of the conference at Geneva, Modolv Hareide, Norwegian director general of shipping and navigation, called the Convention a "significant breakthrough."

### Safety Standards

The Proposed Convention also requested that members ratifying the agreement pass laws to insure that ships flying their flag meet minimum ILO standards regarding safety.

This includes standards of competency, hours of work and manning, appropriate social security measures and shipboard living conditions.

Members were asked to warn seafarers in their country about the dangers of signing on a ship registered in a state that hadn't ratified the agreement.

The conference also adopted a convention fixing a seafarer's minimum annual leave with pay at 30 calendar days after one year of service. Public holi-

days and periods of incapacity for work would not be counted as part of the leave. The previous ILO agreement on the issue, dating from 1949, provided for a minimum paid annual leave of 18 working days for officers and 12 working days for other crewmembers.

Because the maritime industry is suffering the effects of the economic recession, and unemployment is spreading among seafarers around the world, the meeting adopted a convention on the continuity of employment. It declared, "... it shall be national policy to encourage all concerned to provide continuous regular employment for qualified seafarers in so far as this is practicable," or that a minimum income or monetary allowance be provided instead.

A convention for the protection of the health, safety, and morals of seafarers under 18 years of age was also adopted.

These conventions apply to all merchant vessels. They will come into force if they are ratified by at least 10 countries with a total share in world shipping gross tonnage of 25 percent.

## Carter Victory Highlights Labor's Role in the Election

This time last year, few people outside of Georgia had ever heard his name. But today, Jimmy Carter, whose campaign was spurred on by nationwide support from organized labor, will be the 39th President of the United States.

The election of the labor-backed Carter-Mondale ticket can be viewed as an especially important victory for maritime, because during his campaign Carter came out strong in support of a U.S. merchant fleet capable of hauling "a major portion of our own foreign cargo."

Carter's endorsement of a viable U.S.

maritime industry also included a four-point program, aimed at rebuilding the deficient U.S.-flag fleet, as follows:

- Assure continuing Presidential attention to the objective of having our nation achieve and maintain the desired U.S.-flag merchant marine.
- Dedicate ourselves to a program which would result in a U.S.-flag merchant marine with ships that are competitive with foreign-flag ships in original cost, operating cost and productivity.
- Enact and develop a national cargo policy which would assure our U.S.-flag merchant marine a fair share of all

types of cargo.

• Continue to enforce our American cabotage laws, such as the Jones Act, which require that U.S. ships trade between our U.S. domestic ports.

These four points were made in a letter sent to National MEBA President Jesse Calhoun last May.

Carter's personal endorsement of maritime is also backed by the Demo-

cratic Party's 1976 Platform, which commits the Dems "to a strong and competitive merchant fleet, built in the U.S. and manned by American seamen."

Maritime proposals were presented to the Democratic Platform Committee by SIU President Paul Hall and James R. Barker, chairman and chief executive officer of Moore-McCormack Resources.

This dual support of maritime by both Carter and the Democratic Party as a whole would indicate that the future of the U.S. maritime industry is brighter today than it has been for many years.

The Presidential election itself was an extremely close one. Final tabulation of the popular vote shows that Jimmy Carter got 51 percent of the vote (40.2 million) to President Ford's 48 percent (38.5 million), with the final 3 percent going to other candidates, most notably Sen. Eugene McCarthy

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## Meany Names Hall, 4 Others to Panel on Legislation for Congress

SIU President Paul Hall and four other international union presidents have been named by AFL-CIO President George Meany to a special ad hoc committee which will develop and decide labor's legislative priorities on bills to be pushed in the 95th Congress.

Serving with Hall will be International Presidents I. W. Abel of the Steelworkers; Martin J. Ward of the United Association of Plumbers and Pipefitters; Sol Chaikin of the International Ladies Garment Workers Union, and James T. Housewright of the Retail Clerks International Association.

At the top of the priority list will probably be full employment legislation to get America's almost 9-million unemployed men and women back to work. Hand in glove with full employment measures will be bills to stimulate especially hard hit areas of the American economy. Maritime legislation will also receive careful scrutiny by the committee.

The committee will work closely with Federation president Meany and the AFL-CIO's Legislative Director An-

drew J. Biemiller to develop a legislative package for action by the full AFL-CIO Executive Council at its mid-winter meeting in February, 1977.

### COPE Successes

Labor's legislative goals will hopefully be realized during the Jimmy Carter Administration. Carter, unanimously backed by labor in the campaign, has already pledged himself to getting America back to work.

Al Barkan, head of the AFL-CIO's political arm, the Committee of Political Education (COPE) said that more than 120,000 COPE volunteers worked nationwide on the campaign. He said that these volunteers made nearly 10-million phone calls during get-out-the-vote drives. And he said that COPE's "Operation Big Vote" and other labor-backed organizations succeeded in registering 6-million new voters before the election.

According to Barkan, labor played a major role in Carter victories in such crucial industrial states as New York, Ohio, Pennsylvania, Maryland, Texas, and Missouri.



Carter

## SIUNA Backs MC&S vs. Japanese Cartel's Pooling

SIUNA President Paul Hall has informed the Federal Maritime Commission (FMC) that the SIUNA supports the Marine Cooks and Stewards Union (MC&S), one of its affiliates, in its challenge of a monopolistic arrangement among six Japanese shipping lines operating in the Japan-U.S. West Coast trades.

In a letter to Karl Bakke, chairman of the FMC, Hall said that the International was in accord with the MC&S's action, and he vigorously protested interference by the Council of European and Japanese Shipping Associations (CENSA) in the FMC's investigation of the Pacific Coast Japanese shipping cartel.

Last year the MC&S challenged a pooling agreement which allowed six Japanese companies to combine their

shipping services and which gave them a strong competitive advantage over U.S. lines in the trades.

Japanese-flag vessels carried nearly 60 percent of all eastbound Japan to U.S. liner cargoes in 1975 while U.S.-flag vessels carried only 33 percent.

Charging that this arrangement was a monopolistic, anti-competitive attempt by the Japanese lines to gain a stranglehold on West Coast cargo movements, the Marine Cooks and Stewards asked the FMC, which has jurisdiction over U.S. liner trades, to end the Japanese pooling agreement by withdrawing its approval.

After a review of the testimony submitted by the Marine Cooks and Stewards, and the Japanese steamship lines, an FMC administrative law judge ruled

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# The Lakes Picture

## Alpena

It was reported here that the crew of the S.S. *E.M. Ford* (Huron Cement) dispute the Log that the *M/V Lakewood* is the second oldest operating SIU-contracted vessel. After being checked out here, it was noted that the oldest is the sandsucker *M/V Niagra* (Erie Sand) built in 1897, the next oldest is the bulk cement carrier *E.M. Ford*, 1898, and the third is the sandsucker *Lakewood*, 1903.

"The *E.M. Ford* crew claim their vessel is the oldest one operating," it was reported. "They contend that the *Niagara* is not really operating since it sails primarily in Saginaw Bay while the *E.M. Ford* sails all over the Lakes. The *Niagra* crew say their vessel could ship out all over if necessary, but is needed primarily in the Saginaw area. There's quite a friendly rivalry there."

In the winter of 1974-75 the boiler room of the *E.M. Ford* was automated. Till then it was a handbomber and the black-gang shoveled coal into the fires. The *J.B. Ford* (Huron Cement), built in 1904, had its boiler room automated last winter. On Nov. 10, the *J.B. Ford* was laid up for the winter.

## Detroit

The *M/V Atlas Traveler* (Erie Navigation) arrived Nov. 8 in Picton, Ontario, where the company checked to see if the vessel could fit the docking facilities. Now she is in Rochester, N.Y., being fitted out for Great Lakes operations.

Originally built as a tanker by the U.S. government in 1943, the vessel was then converted to carry bulk cement. She last ran from upstate N.Y. on the Hudson River to Norfolk, Va., but lost out to a foreign-flag operation carrying cement from the Caribbean.

The *Atlas Traveler* is a sturdy sea-going vessel and will replace the *M/V Peerless* on the Picton-Rochester bulk cement run. The *Peerless* was not able to brave the weather on Lake Ontario and often had to lay up waiting for calm days. Detroit Port Agent Jack Bluitt is now negotiating the vessel's manning.

## Duluth

The S.S. *George Gobel* (S & E Shipping) went into the shipyard for its

five-year inspection in late October and then moved to the Capital Elevator (grain) dock for the winter lay-up. Boats rarely lay-up in the Duluth-Superior Harbor. They usually wait out the winter in ports further south. On Nov. 11 the temperature in Duluth was 0° F.

## St. Lawrence Seaway

The St. Lawrence Seaway will be closed to navigation for the winter season on Dec. 18, the administrator of the St. Lawrence Seaway Development Corporation announced. This year's closing date is the same as last year's, which was the latest in the Seaway's history. It will open again Apr. 1, but only daylight navigation will be permitted until navigation aids are installed.

The Welland Canal linking Lakes Erie and Ontario will be closed to navigation for the winter season on Dec. 30.

## All Ports

The combined volume of shipments of iron ore, coal and grain has been rising on the Great Lakes, according to the Lake Carrier's Association. These are the major bulk commodities in the Lakes maritime trade.

A total of 18,840,453 net tons of the three commodities were loaded at ports on the Great Lakes and in the St. Lawrence River during September 1976, compared with some 16.2 million tons and 12.72 million tons in September 1975 and September 1974, respectively.

These figures, reprinted in the *Journal of Commerce*, did not distinguish between domestic shipping, which employs SIU members, and foreign-flag operations.



"Bad weather never gets Quentin down!"

## Coast Guard Remiss on Crews' Health, Safety, Says HLSS Head

The U.S. Coast Guard is regulating the maritime industry "in a vacuum," according to Hazel Brown, president of the SIU's Harry Lundeberg School of Seamanship in Piney Point, Md.

Speaking before a gathering of 35 Coast Guard officers at the U.S.C.G. Merchant Marine Safety School in Yorktown, Va. last month, Ms. Brown accused the Coast Guard of being far behind the times in providing for the physical and mental health and safety of today's merchant marine crews. She said the Coast Guard has shown a great deal of concern for ships and equipment, but has done relatively nothing to deal with the real life problems encountered by the modern-day Seafarer.

Ms. Brown said that the Coast Guard should be conducting studies to determine the cause of shipboard stress and human error, boredom on automated, fast turn-around vessels, and alcoholism and drug abuse among seamen. She said the Coast Guard was making decisions, such as arbitrary manning reductions, without doing the proper research to justify such decisions.

She also cited three recent studies, including the Morely Study, *The Human Element in Shipping*, which tells of the lack of concern that exists for crew fatigue and stress factors, to support her position that the Coast Guard was not doing its job in dealing with purely human factors.

Also included in Ms. Brown's re-

marks was an attack on Coast Guard testing and evaluation procedures. She said that Coast Guard tests for the same rating or license vary from port to port, when they should be standardized so those who have to take the tests would know what is expected of them.

She questioned the validity of some tests, noting that "the tests are asking old questions no longer meaningful." She then pointed out to the audience several examples of poor test items and ambiguous test questions. And she relayed an often-voiced complaint by seamen that not enough time is allowed for some tests.

### HLSS Programs

In addition to these remarks, Ms. Brown outlined for the Coast Guard gathering a rundown of the Lundeberg School's programs as well as its immediate objectives and long-term goals.

She said that the school places a great deal of emphasis on job safety, job satisfaction and responsibility of the individual. "Our school tries to develop concerned workers," she affirmed.

Ms. Brown added: "Our programs are patterned to encourage career advancement—trying through education to reduce the high rate of turnover in the industry by developing career-oriented individuals—young men who will move up the ladder within the industry."

She also noted that the school's programs were aimed at developing leadership qualities in the student, and that

the school's Vessel Operator Management and Safety Program for licensed, experienced towboat captains is a good example of a leadership-oriented course.

Ms. Brown concluded that a 'job' involves a lot more than simply going through the motions. She said that "possession of skills, belief in one's abilities, change, responsibility, ad-

vancement and achievement must be a part of a job for a man to do a good job."

In closing, the Lundeberg School president told the Coast Guard officers that "the U.S. maritime industry is too important to be handled lightly," and reminded them that "the Coast Guard has a responsibility to help make it a safe and viable industry."

## Delta, 2 Other Lines Face Loss of Cargoes Under Brazilian Law

The SIU-contracted Delta Steamship Co. and two other American-flag shipping lines, Prudential and Moore-McCormack, are facing the loss of cargoes as a result of a Brazilian law that discriminates against foreign carriers.

The law is actually a tax incentive program which gives Brazil's exporters an 8 to 15 percent rebate on freight taxes when they ship their goods on Brazilian-flag ships. Prudential Lines has reportedly already lost some cargoes of frozen concentrated orange juice, a major commodity for Prudential on this route.

The controversy prompted Robert J. Blackwell, assistant secretary of commerce for maritime affairs, to visit both Brazil and Argentina last September to discuss the problem with South American officials.

Upon returning, Blackwell noted: "I think we made some progress in obtain-

ing fair minimum shares for U.S. carriers," but the matter is by no means settled.

SIU President Paul Hall, in a letter to Blackwell, urged that "the U.S. Maritime Administration seek to obtain equal treatment for U.S. vessels on Brazil-U.S. trades, whether through a bilateral shipping arrangement or other type of agreement."

Brazilian officials are expected to visit Washington, D.C. this month to discuss the problem further.

In the past, all such problems concerning maritime affairs with South America have been handled diplomatically. However, if the situation cannot be resolved to assure U.S. flag ships a fair cargo share, the Federal Maritime Commission can order any of a number of retaliatory steps. One of these steps could include barring ships of an offending country from U.S. ports.



## Headquarters

### Notes

by SIU Executive Vice President  
Frank Drozak

A near tragedy was avoided this month by the alertness of the crew of the SIU-contracted *Seattle*, and the excellent training in safety techniques many of them had received.

An engine room fire broke out, Nov. 7, while the *Seattle* was in the middle of the North Atlantic. The oiler on watch had been through firefighting school, so he knew just what to do when he saw a fire starting in the auxiliary generator. The day-working wiper, who also had been through firefighting school, helped him get the blaze under control.

Seven other SIU brothers on the *Seattle* had firefighting training, making a total of nine out of the 28 SIU men on board. The complete story of their action is on Page 3 of this Log.

If the two men in the blackgang had not learned the proper way to extinguish that type of oil fire, the blaze might have raged out of control before the entire crew was alerted. Instead, the ship was eventually saved, although the fire lasted about six hours. On board ships using modern technology there are many types of fires and many different situations where a fire can break out. If the wrong method is used to extinguish the blaze, the result can be disastrous.

At our firefighting course in Piney Point and Earle, N.J., you get theoretical knowledge as well as practical experience. Therefore, I can only urge you to

take a cue from the men on the *Seattle* and enroll in the firefighting course immediately.

Later, on Nov. 7, a lifeboat had to be lowered aboard the *Seattle*. Twenty-two men in the SIU crew had lifeboat training. Without this training, considering the choppy seas, there might have been a disaster just trying to get the crew off the ship.

Working on ships and tugs can be a dangerous business. The recent example of the *Seattle* and the tragic sinking of the tug *Eileen C* (page two) that same day, Nov. 7, point this out. One of our brothers, Boatman James Aument, drowned when the *Eileen C* went down in Buzzards Bay, Mass. We extend our sympathies to his wife and his family.

Of course, even when you know what you are doing, you can lose your life on the ships and boats. But safety training makes your chances of survival and your buddies' chances better.

**You cannot jump off a ship in case of an emergency and expect to walk on the water. The Union makes this training available to you and you should take advantage of it. In addition, the Coast Guard will probably require all Seafarers and Boatmen to have lifeboat and firefighting training in the near future.**

\* \* \* \* \*

On Nov. 8, 17 more brothers received their 'A' books through the 'A' Seniority Upgrading Program. This is a good program and the men who go through it learn about their Union, they learn about firefighting and other skills, and they get a lifetime of security in the bargain. I urge all those who are eligible for this program to apply.

Other courses are available at the Lundeberg School for upgrading your skills. Whether you are a Boatman or a Seafarer on the oceans or Great Lakes, whether you sail in the engine, deck or steward department, there is a course for you. I urge you to look over the list of courses in the Log (Pages 36-37) and apply as soon as possible. To preserve your job security, you should be prepared for present technology and for the technology of the future.

## Could Generate More Jobs

### Government Study Recommends Storing Oil in Laid-Up Tankers

WASHINGTON — The Maritime Administration this month published a study which proposes using laid-up 100,000-ton tankers as floating storage tanks for the Government's Strategic Petroleum Reserve Program. MARAD said in the report that its initial analysis of the cost of such a program demonstrates that "there is sufficient benefit and economic justification for an immediate pilot program" involving two prototype tankers.

The study was prepared at the request of the Federal Energy Administration which is exploring various methods of storing oil reserves as a buffer against possible oil embargoes from the Arab states. Other storage alternatives under study by the FEA include the

use of regional shoreside tanks or caverns, and centrally-located salt domes.

In recommending the "floating storage" concept, which would ultimately involve the use of 75 tankers, MARAD said that this type of storage has economic advantages over other proposals, that it would provide transportation flexibility, and that it would allow different grades of crude oil to be stored in the same area.

#### Use of Clusters

The study proposes the use of "clusters" of tankers anchored at various sites on the East Coast. These areas would include Long Island Sound, Portland, Me., and Narragansett Bay. The tankers would be anchored in clusters

of 15 separated by "Yokohama fenders."

The vessels used in this program would be purchased abroad and laid up at various anchorage sites along the East Coast. If tankers purchased by the Federal Government are at lay-up sites abroad, U.S. crews might be used to bring the vessels to the United States whether they are towed or sailed under their own power.

Additional jobs for American seamen would also be provided when the tankers are under storage at anchor in the U.S. The MARAD report projects that four AB's and four fireman/oilers and two licensed officers, be assigned as maintenance crew for every five tankers. In addition, five watchmen would

also be assigned each cluster of 15 tankers.

The MARAD reports note that the "floating storage" idea is not new. It cites the Government's Grain Storage Program of the 1950's as an example. The report also notes that some major oil companies such as Gulf and Continental are presently using tankers for storage overseas. In addition, the study notes that after private interests in Japan successfully used tankers for oil storage, the Japanese Government this year announced its intention to embark on a major floating storage program which will involve 54 tankers totalling 10,215,000 deadweight tons.

The MARAD study is presently being reviewed by the Federal Energy Administration.

## Hall Sees Tariff Cut as Loophole in 200-Mi. Fishing Limit

A proposed tariff exemption on certain fish product imports from underdeveloped nations would "Create a loophole in the new U.S. 200-mile limit that could completely nullify the effects of this bill," SIUNA President Paul Hall charged in a letter to Kenneth Mason, secretary of the U.S. International Trade Commission.

In his letter to the ITC—the government agency empowered to propose and implement tariffs and tariff exemptions—Hall said, "The Seafarers Union feels that this proposal is both poorly timed and extremely harmful to the interests of American fishermen and would undermine the intent of Congress in

passage of the Fishery Conservation and Management Act of 1976."

While the U.S. imports over 75 percent of its fish, much of it caught off American shores and then imported to the U.S., "American fishermen have for years had extreme difficulty in competing against foreign fishing fleets which use large fishing vessels and fishing techniques that have practically wiped out many species," Hall wrote.

#### Fishery Conservation Act

The Fishery Conservation Act which established the 200-mile fishing limit, Hall continued, was designed to correct this situation by giving "U.S. fishermen first preference in the taking of all species of fish found in U.S. waters."

Considered in this light, the proposed tariff reduction would be counterproductive because, "foreign nations would be encouraged to catch and import fish into the U.S.," he said.

Hall also warned the ITC that "the international fishing industry is characterized by highly mobile vessels often owned by multinational corporations. These foreign fleets are susceptible to reregistry in underdeveloped countries

where they could take advantage of the low tariff barriers on fish imports."

"It would indeed be economic tragedy," he concluded, "if the U.S. International Trade Commission reduces the

tariff on a particular fish product import at the very time a U.S. company may be planning to engage in this fishery under the protection of the new U.S. 200-mile limit."

## Pensioners' Eligibility For Welfare Benefits

Only the following groups of Pensioners are eligible to receive benefits, including the Death Benefit, from the Seafarers Welfare Plan:

1. Employees receiving Disability Pensions from the Seafarers Pension Plan;
2. Employees receiving any Pension other than a Disability Pension from the Seafarers Pension Plan who have credit for at least 90 days of Covered Employment in the calendar year immediately

preceding the date their Pension commences and who have credit for a total of at least 5,475 days of Covered Employment.

3. Employees receiving an "Option B" Pension by virtue of article 8 of the Seafarers Pension Plan; and
4. Employees receiving a Normal, Early Normal or Disability Pension by virtue of Article 9 of the Seafarers Pension Plan.

## Gavin Not On Pension

Inadvertently, last issue we reported that Recertified Bosun Joseph P. Gavin had gone on pension. Actually, he is registered to ship as a bosun in the port of Jacksonville at this time. Our apologies to Bosun Gavin for the mistake.



### Baltimore

Baltimore Towing and Lighterage has signed a new three-year contract with the SIU. SIU Boatmen man their boat the *C.L. No. 1*, a harbor tug.

### Houston

Boatmen working aboard the nine Slade Towing boats have begun submitting contract negotiation proposals as the SIU prepares to enter contract talks with Slade.

The contract covering the Boatmen on Slade boats expires in December.

### New Orleans

The new paddlewheeler *Mississippi Queen* has gone back into the Avondale Shipyard after a trial run. It is expected that she will be back in service before the end of the year.

### Detroit

Hannah Inland Waterways will be working the tug *Margaret* around-the-clock moving petroleum barges and has added four more Boatmen to her crew.

SIU Dredgemen working for Mobile Dredging are now completing a hydraulic job for Cleveland Illumination Co. This is Mobile's first dredging job on the Great Lakes under an SIU contract.

### Port Arthur

Sabine Towing will be taking delivery of a new boat within the next two months. As yet unnamed, the tug will be put into the intercoastal trade.

### Washington, D.C.

In the aftermath of the collision between the ferry *George Prince* and a Norwegian tanker near Luling, La. which killed 76 people last month, two influential senators have demanded to know why the U.S. Coast Guard does not require collision avoidance radar on all tankers operating on U.S. waterways and in U.S. ports.

"Extremely distressed" by the accident, Senators Warren Magnuson (D-

Wash.) and Russel B. Long (D-La.) told the Coast Guard that "We would like to know whether collision avoidance radar might have prevented the accident."

They called the decision by the Coast Guard not to require the radar "confusing" and said that it might "indicate that the Coast Guard is not carrying out its mandate."

### Mississippi River

Low water on the Mississippi and its tributaries has brought the wrecks of two turn-of-the-century steamboats "up for air."

The first wreck sighted was the *Bluff City* which emerged from the Mississippi near Chester, Ill. during low water. The *Bluff City* sank in 1897 when she caught fire and exploded while enroute from St. Louis to New Orleans.

Only a year old when she met her fate, the 225-foot sternwheeler was carrying a cargo of racehorses, hay and explosives when a spark from one of her stacks set her afire.

The low water has also brought the remains of a steamboat believed to be the *New Mattie* to the surface in Desha County, Ark. where the White River runs into the Mississippi.

The *New Mattie* sank in 1900 while enroute from Desarc, Ark. to Memphis. Carrying 35 passengers and a cargo of baled cotton, two deckhands were lost when the sternwheeler went down.

### Philadelphia

SIU Boatmen will be crewing a new Interstate Oil boat, the *Ambassador* early next year. A deep sea tug, the new boat will be hauling oil barges.



"Oh, you found my ball, Captain."

## Scholarship Winner Finds Teaching Rewarding

Every day at Cleveland Elementary School in Tampa, Fla., former SIU scholarship winner Diane Ortega Dessy sees 60 children who are having trouble with their reading and mathematics. The children work in small groups with Mrs. Dessy and two teacher aides under a program sponsored by the Federal Elementary-Secondary Education Act.

"It's very rewarding," Mrs. Dessy says. "I follow some of the children from the first through third grade and I can definitely see improvement over the years—not only in their attitude toward school but in their performance. If it weren't for our program these children would be lost in the shuffle. I know because I had a second grade

class with 35 children. You just can't meet individual needs with that many students. The fast and the slow learners suffer."

In addition to helping students with special problems, Mrs. Dessy serves as acting assistant principal in her school. This demanding but fulfilling career was made possible by the SIU Scholarship Fund.

When Diane Ortega Dessy won the four-year scholarship in 1963, she was already working and attending the University of South Florida in Tampa.

### Could Finish School

"It was really a wonderful opportunity," she said. "I was working and

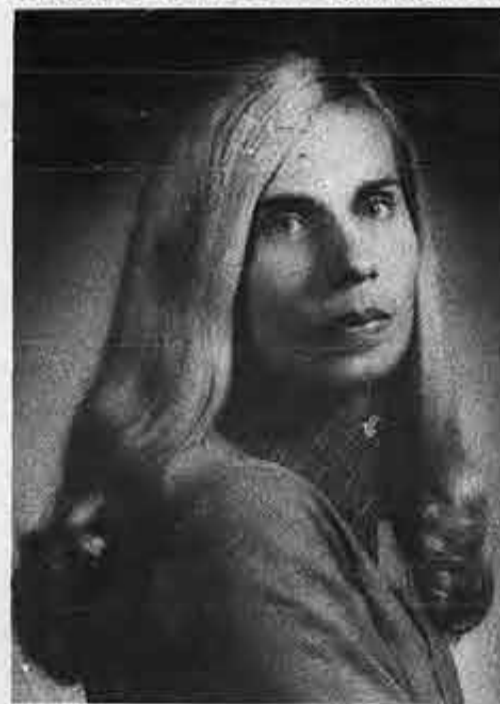
going to school, and then when I got married I couldn't have possibly con-

tinued because my husband wasn't earning much money then. The scholarship allowed me to finish school and get a teaching job. I only had to use the scholarship for three years."

At school she majored in teaching the mentally retarded and minored in elementary education. Although she enjoyed teaching second grade and the mentally retarded, she prefers her present job.

Right now she is going back to school in a masters program for teaching reading, which requires special techniques. Her husband is the dean of boys at a local junior high school.

Mrs. Dessy's father, Alfredo Ortega, retired in 1972 on his well-deserved SIU pension. Brother Ortega joined the Union back in 1939 and sailed for 33 years as an AB and bosun. "He's keeping busy and enjoying himself," his daughter reports. Alfredo Ortega still lives in the port of Tampa.



Diane Dessey

## Personals

### John Snyder

James Bates asks that you contact him at Rt. 1, Box 159, St. Amant, La. 70774, or call him at (504) 675-5298.

### Lionel Shaw, Jr.

Please contact the editor of the *Seafarers Log*, 675 Fourth Ave., Brooklyn, N.Y. 11232, phone (212) 499-6600, Ext. 242.

### Paul Goodman and Jimmy Sumpter

Leo Watts asks that you contact him at Rt. 2 Box 240A, Livingston, La. 70754, or call him at (504) 698-6521.

### R. Johnson

Please contact the editor of the *Log* at 675 4th Ave., Brooklyn, N.Y. 11232, or call (212) 499-6600, ext. 242.

### Leo Gallager

Please contact Red Campbell at Headquarters.

### James R. Eagan

Robert J. Eagan asks that you contact him at 480 Fountain St., New Haven, Conn. 06515.

### William Edward Bradley

Mary E. Bradley asks that you contact her at 2129 E. Susquehanna Ave., Philadelphia, Pa. 19125.

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



# Washington Activities



The 95th Congress will convene on Jan. 4, with the Democrats having retained their large majority in both the House of Representatives and the Senate, during the Nov. 2 Federal election. An organizational meeting will be held Dec. 6, for the selection of House Democratic leadership, the adoption of certain caucus rules and proposed reforms, and the selection of a Democratic Caucus Chairman. However, an individual member's committee assignments will be made at a later date.

On Dec. 10, House Republicans will meet to select House Minority Leader and Minority Whip, as well as Republican Conference Chairman.

## ALASKA GAS PIPELINE

On Oct. 22, 1976, President Ford signed into law H.R. 3521, a procedural bill, designed to expedite the selection of a route for the proposed Alaska Gas Pipeline. The new law sets a deadline of May 1, 1977 for the Federal Power Commission (FPC) to make a recommendation, and gives the President until Sept. 1, 1977 to select a route. Congress will then have to vote on the President's decision within 60 days.

## WATER RESOURCES DEVELOPMENT ACT

On Oct. 22, President Ford also signed the Water Resources Development Act, providing for the construction, repair and preservation of certain public works on rivers and harbors, and certain flood control projects. Included in the law is authorization relative to the improvement of the Gallipolis Locks on the Ohio River and the Vermillion Locks and Dam in the New Orleans area.

Originally, this act included language providing for the replacement of Locks and Dam 26, but the provision was taken out at the last minute on the Senate floor, as a compromise to assure passage of the act.

## WAR RISK INSURANCE

A law extending the War Risk Insurance Program to Sept. 30, 1979, was signed by the President on Oct. 18, and includes restrictions on foreign-flag carriers. The legislation requires the secretary of commerce to consider the characteristics, employment, and general management of an American-owned foreign-flag vessel, prior to issuing or reissuing war risk insurance to the vessel.

## DELTA QUEEN

On Oct. 18, the President signed a bill that exempts the paddlewheel steamboat *Delta Queen* from Federal fire safety standards until 1983. This is the fourth extension given to the wooden vessel, which has been operating since 1928.

"This legislation will preserve a splendid reminder of America's past," the President said upon signing the bill.

## SS UNITED STATES

On Oct. 18, the President also signed a bill authorizing the sale or charter of the *SS United States* as a floating hotel, on or in the navigable waters of the United States. The vessel has been laid up in Norfolk, Va. since December, 1969, and was acquired by the secretary of commerce in February, 1973. According to a Maritime Administration spokesman, this legislation expands the possible uses of the *United States*, and enlarges the market of possible purchasers which will increase the value of the vessel for sale or charter, providing a higher return to the Government.

## REP. SULLIVAN TO HEAD CONSUMER GROUP

Rep. Leonor K. Sullivan, chairman of the House Merchant Marine and Fisheries Committee has been appointed as head of the Federal Reserve Board's new Consumer Advisory Council. A long-time consumer advocate, Mrs. Sullivan is retiring from the House of Representatives after 24 years service, and 12 years as head of the Consumer Affairs Subcommittee of the House Banking Committee.

The new 25-member council is presently headed by William D. Warren, dean of the law school at the University of California.

## COMMITTEE ADDRESSES U.S. OCEAN POLICY

The House Subcommittee on Oceanography has begun hearing testimony from key Government officials to determine the future direction of America's total oceans policy. Rep. John Breau (D-La), subcommittee chairman, intends to use these sessions as a preamble to the consideration of legislation during the first part of the 95th Congress.

Secretary of Commerce Elliot Richardson told the committee that one problem he sees is, "the lack of a comprehensive approach to setting ocean policies." He said that a Cabinet-level policy body could help the President in setting priorities.

J. William Middendorf, secretary of the navy, also testified, suggesting the U.S. Navy be given "a major role in these areas . . . to avoid duplication and provide maximum economy." Secretary Middendorf maintains that the U.S. is behind the Soviet Union in all but one area of ocean technology—research and development. But, he says, the U.S. has been literally giving away to the Soviets much of its scientific and even technological information and it has received little in return.



**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.**

# HLSS President Elected Co-Chairman of the NTATC in 1977

Hazel Brown, president of the Harry Lundeberg School of Seamanship, has been elected to serve as co-chairman representing labor of the National Transportation Apprenticeship and Training Conference in 1977. She was unanimously chosen for the post by the approximately 200 delegates to this year's NTATC meeting held recently in San Francisco.

Ms. Brown said that the goal of the annual conference, which draws representatives from all the major modes of U.S. transportation, is to enhance cooperative labor-management relations in the areas of apprenticeship and training as well as to discuss mutual problems in these areas and share the finer points of individual organization's training programs.

Along with Bob Kalmus, director of vocational education at the Lundeberg School, Ms. Brown outlined for this year's NTATC meeting the kinds of

training and upgrading programs available for SIU members at the school. They also explained the Lundeberg School's approach of providing total educational opportunities for SIU members, which includes academic training to bolster the student's comprehension of the advanced, technical skills needed by the modern-day Seafarer.

## Good Cross Section

The conference featured speakers from a good cross section of management as well as labor people from the air, rail, water and trucking industries. The speakers described the training programs available in their individual industries and almost unanimously agreed that well-trained men and women are the keys to job safety and worker production.

The NTATC gathering also included one full day of subcommittee meetings during which the delegates broke up

into groups to discuss their own special areas of training and apprenticeship.

Ms. Brown met with people involved

in running union schools or industry and private vocational academies. She said this meeting gave her an opportunity "to more fully discuss the programs and philosophy of the Lundeberg School."

The conference also featured two speakers from outside the transportation industry, Dr. F. Ray Marshall, chairman of the Federal Committee on Apprenticeship, and Ross A. Von Weigard, director of Labor Management Services of the National Council on Alcoholism.

Marshall told the conference that the growing problem of unemployment in the nation was causing a tragic waste of good manpower, while Von Weigard spoke about alcoholic rehabilitation programs in industry and noted that "companies without rehabilitation programs will soon be out of step with the rest of industry."



Hazel Brown

# Soviet Subverting of Grain Pact Focus of New Talks

Ever since signing the U.S.-USSR Bilateral Shipping Agreement in 1972, which stipulates that at least one third of all grain cargoes moving between the two nations be carried on U.S.-flag ships, the Russians have tried all kinds of schemes to circumvent its terms.

The unfortunate thing is that the Russians have been so successful at it that in the four years of the treaty, U.S. ships have only carried about 22 percent of the grain cargoes.

As a U.S. delegation, headed by MARAD chief Robert J. Blackwell, prepares to negotiate a new shipping agreement for 1977 and beyond, ways and means to prevent a repeat Russian performance should be high on the list of things to do. Negotiations are supposed to begin Nov. 29, 1976, as the old agreement runs out at the end of this year.

## 'Quid Pro Quo' Scheme

The latest Russian scheme to get around terms of the 1972 agreement is a cozy little 'quid pro quo' deal with big American oil companies, which was brought to the public eye in a story carried in the Oct. 14 issue of a New York newspaper.

Under this scheme the Russians charter tankers from U.S. oil companies to carry grain to the USSR, and in return the oil companies charter Russian ships to carry oil to the U.S. Several such arrangements were carried out in September and October, having the effect of freezing out independent tanker operators who depend heavily on the grain trade to stay in business.

Fortunately, though, for the independents, after the story came to light the oil companies passed down the word that the 'quid pro quo' deal must stop.

Although the news story said there was technically "nothing illegal" about the arrangement, the abruptness of the oil companies' abandonment of the practice seems to suggest a fear of legal actions being brought against them. The practice could be viewed as an antitrust violation in the form of placing conditions on the availability of one service or product on another.

## Grain Demonstrations

The 'quid pro quo' deal with the oil companies actually came right on the heels of another scheme in which the Russians tried to shut American ships

out of the grain trade.

Last August the Russians set "conditions," such as demanding delivery of grain in dry bulk vessels at times when, conveniently, no U.S.-flag dry bulk ships were available, that completely negated U.S. ship movement in the grain trade for August and September. During this period, the Russians also demanded deliveries from off-beat routes such as the U.S. Pacific Coast to the Baltic Sea, and the U.S. Gulf Coast to Siberian ports instead of the other way around.

As a result, hundreds of angry American seamen, many of them SIU members, protested the situation at the footsteps of Federal Buildings in ports throughout the country.

The demonstrations proved a success because American ships got their one-third share in October and are expected to get their one third shares for November and December.

However, for the entire year, U.S. ships have received only 24.6 percent of the grain cargoes to Russia, far short of the U.S. flag's rightful 33 1/3 percent share.

As negotiations near for the new agreement, the Soviets say they will take a "positive approach" in working out the treaty.

Maritime Administrator Robert Blackwell said, "we hope this means we will get off to a good start on this round of negotiations."

Blackwell affirms that he will try to settle two very important points before signing a new agreement—a specific plan under which the Soviets will make up the shortage in using U.S. ships, and more importantly, a new set of ground rules for hiring U.S. ships for the grain trade.

Whatever the result of the new round of negotiation, the question will probably still remain—What else do the Russians have in their bag of tricks?

## NOTICE OF THE APPLICATION BY THE BOARD OF TRUSTEES OF THE SEAFARERS PENSION PLAN TO THE INTERNAL REVENUE SERVICE FOR AN ADVANCE DETERMINATION AS TO THE QUALIFIED STATUS OF THE SEAFARERS PENSION PLAN UNDER THE INTERNAL REVENUE CODE.

Notice is hereby given to all employees covered by collective bargaining agreements pursuant to which the Seafarers Pension Plan is maintained that on December 27, 1976, the Board of Trustees of the Seafarers Pension Plan, Taxpayer Identification Number 136-100-329, the administrator of the Seafarers Pension Plan, Plan Identification Number 001, will make an application for a determination as to the qualified status of the Seafarers Pension Plan under Section 401(a) of the Internal Revenue Code. This application will be made to the District Director of the Internal Revenue Service, at 35 Tillary Street, Brooklyn, New York 11202. The application relates to Plan amendments, and the Internal Revenue Service has previously issued a determination letter as to the qualified status of the Plan.

Participants in the Seafarers Pension Plan include:

1. Employees or former employees who had any credit for service under the Plan as of January 1, 1976; and
2. Employees who are not Participants under paragraph 1 above, but who receive credit for 125 days of service within the 12 month period immediately following their first day of employment under the Plan subsequent to December 31, 1975; and
3. Employees who are not Participants under paragraphs 1 and 2 above, but who receive credit for 125 days of service in any calendar year beginning on or after January 1, 1977.
4. Pensioners, and Beneficiaries receiving Survivors' Benefits under the Plan.

Each person to whom this notice is addressed is entitled to submit, or request the Department of Labor to submit, to the District Director of the Internal Revenue Service at 35 Tillary Street, Brooklyn, New York 11202 a comment on the question of whether the Plan meets the requirements for qualification under part I of Subchapter D of Chapter 1 of the Internal Revenue Code of 1954. Two or more such persons may join in a single comment or request. If such a person or persons request the Department of Labor to submit a comment and that department declines to do so in respect of one or more matters raised in the request, the person or persons so requesting may submit a comment to the District Director in respect of the matters on which the Department of Labor declines to comment. A comment to the District Director of the Internal Revenue Service must be received on or before February 10, 1977. However, if the comment is being submitted on a matter on which the Department of Labor was first requested, but declined to comment, the comment must be received by the District Director on or before the later of February 10, 1977 or the 15th day after the day on which the Department of Labor notifies such person or persons that it declines to comment, but in no event later than February 25, 1977. A request of the Department of Labor to submit such a comment must be received by such department on or before January 21, 1977 or, if the person or persons making the request wish to preserve their right to submit a comment to the District Director in the event the Department of Labor declines to comment, on or before January 11, 1977.

Additional informational material regarding the Plan and the procedures to be followed in submitting, or requesting the Department of Labor to submit, a comment, may be obtained at your local Hiring Hall or by writing to:

Seafarers Pension Plan  
275 20th Street  
Brooklyn, New York 11215



## Politics Is Porkchops

## Donate to SPAD

## NOTICE OF THE APPLICATION BY THE BOARD OF TRUSTEES OF THE GREAT LAKES TUG AND DREDGE PENSION PLAN TO THE INTERNAL REVENUE SERVICE FOR AN ADVANCE DETERMINATION AS TO THE QUALIFIED STATUS OF THE GREAT LAKES TUG AND DREDGE PENSION PLAN UNDER THE INTERNAL REVENUE CODE.

Notice is hereby given to all employees covered by collective bargaining agreements pursuant to which the Great Lakes Tug and Dredge Pension Plan is maintained that on December 27, 1976, the Board of Trustees of the Great Lakes Tug and Dredge Pension Plan, Taxpayer Identification No. 131-953-878, the administrator of the Great Lakes Tug and Dredge Pension Plan, Plan Identification No. 003, will make an application for a determination as to the qualified status of the Great Lakes Tug and Dredge Pension Plan under Section 401(a) of the Internal Revenue Code. This application will be made to the District Director of the Internal Revenue Service, at 35 Tillary Street, Brooklyn, New York 11202. This application relates to Plan amendments, and the Internal Revenue Service has previously issued a determination letter as to the qualified status of the Plan.

Participants in the Great Lakes Tug and Dredge Pension Plan include:

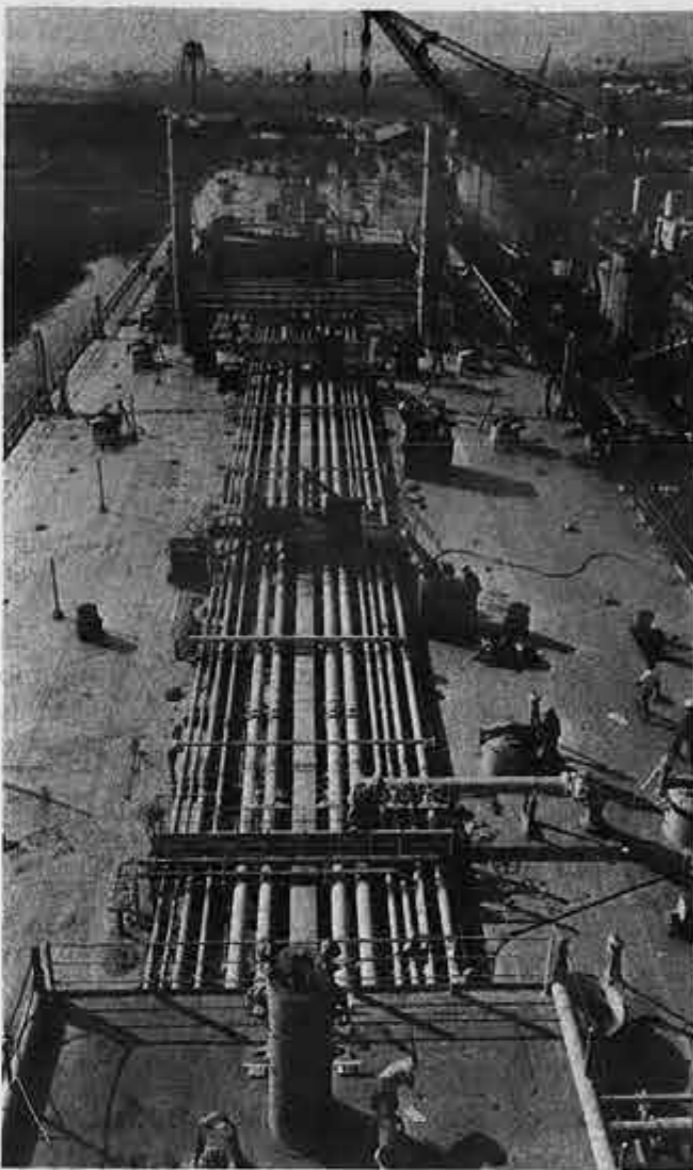
1. Pensioners, and Beneficiaries receiving Survivors' Benefits under the Plan.
2. Employees or former employees who satisfy the service requirements for a Normal, or Deferred Vested Pension.
3. Employees or former employees who are eligible to receive a Withdrawal Benefit.

Each person to whom this notice is addressed is entitled to submit, or request the Department of Labor to submit, to the District Director of the Internal Revenue Service at 35 Tillary Street, Brooklyn, New York 11202, a comment on the question of whether the Plan meets the requirements for qualification under part I of Subchapter D of Chapter 1 of the Internal Revenue Code of 1954. Two or more such persons may join in a single comment or request. If such a person or persons request the Department of Labor to submit a comment and that department declines to do so in respect of one or more matters raised in the request, the person or persons so requesting may submit a comment to the District Director in respect of the matters on which the Department of Labor declines to comment. A comment to the District Director of the Internal Revenue Service must be received on or before February 10, 1977. However, if the comment is being submitted on a matter on which the Department of Labor was first requested, but declined to comment, the comment must be received by the District Director on or before the later of February 10, 1977 or the 15th day after the day on which the Department of Labor notifies such person or persons that it declines to comment, but in no event later than February 25, 1977. A request of the Department of Labor to submit such a comment must be received by such department on or before January 21, 1977 or, if the person or persons making the request wish to preserve their right to submit a comment to the District Director in the event the Department of Labor declines to comment, on or before January 11, 1977.

Additional informational material regarding the Plan and the procedures to be followed in submitting, or requesting the Department of Labor to submit, a comment, may be obtained at your local Hiring Hall or by writing to:

Great Lakes Tug and Dredge Pension Plan  
275 20th Street  
Brooklyn, New York 11215

More jobs were made available to Seafarers early this month when the modern 35,000-dwt tanker, the *SS Zapata Rover* (Zapata Bulk) recrewed in Todd Shipyards, San Pedro, Calif. The 711-foot, 16.5-knot ship was first crewed by the SIU on Oct. 26 but due to engine trouble, the crew had to get off on Oct. 29. At present, the ship is laid up for engine repairs until some time in December. She joins her sisterships, the *SS Zapata Ranger* and the *SS Zapata Patriot*. Another new tanker, the *SS Zapata Courier* will be ready later this year.



Looking forward from the ship's flying bridge we can see the deck of the modern tanker.



## DEEP SEA



The smokestack and radar boom of the *Zapata Rover*.



QMED/Pumpman Joseph Arpino checks a gauge in the pumproom.

# New Tanker *SS Zapata Rover* Crews in San Pedro



Piney Point QMED grads Joseph McGauley (left), Mitchell Hill (center) and Jack Davis check out the vessel's main engine control panel.



AB Louie Alleluia (left) and Recertified Bosun Sal Sbriglio scan the automated bridge controls.



Looking forward out from the wheelhouse of the 35,000-dwt ship.



Chief Steward/Cook Joseph "Joe Potatoes" Pitetta is glad he has an ultra modern galley.

## Moscow Moves to Join 2 N. Atlantic Conferences

The Soviet Union has taken the first steps towards joining international conferences which set shipping rates on key North Atlantic trade routes, a move which could lead to the end of Russian rate slashing.

However, the Soviets have not actually signed any agreements and have set a condition on their entry into two of the Atlantic conferences: the conferences must be restructured to give Soviet shippers special status which would allow them to undercut conference rates by 10 percent in 1977 and

6.5 percent in 1978.

And although the Soviet line operating between the U.S. West Coast and the Far East, FESCO, has also discussed the possibility of joining Pacific conferences, thus far it has failed to reach any agreement with representatives from those conferences.

Of all the Soviet block shipping lines, it is FESCO which has most deeply cut into the U.S. trades as a third-flag carrier by continually slashing freight rates to unprofitable levels far below conference rates.

Even if they were willing to take a loss to meet this Russian competition, U.S.-flag and other carriers in the American trades are legally bound to the conference rates and cannot individually lower their freight charges.

Last year, with the U.S. Congress threatening to limit Soviet participation in the American trades because of their predatory rate-cutting, the Soviets told the Federal Maritime Commission they would consider entering rate conferences if the FMC could end "rebating" by conference carriers.

Rebating is an illegal practice whereby a carrier returns a portion of a posted cargo tariff to the shipper. Although always a problem, many conference carriers said they had to rebate in a desperate attempt to compete with Soviet price cutting.

Realizing that the security of the entire U.S. merchant marine was being severely threatened by the Russian rate-cutting practices, the FMC began a drive against rebating last year in the hope of bringing Soviet carriers into the rate conferences.

## Hall Urges Construction Restart on Cross-Florida Canal

"The Seafarers, representing nearly 6,000 workers crewing towboats and tugboats serving our nation's coastal and inland waterways, is convinced that the Cross-Florida Barge Canal will provide the State of Florida and the U.S. as a whole with a multitude of benefits, not the least being jobs and better and more efficient water transportation," SIU President Paul Hall told Col. Donald Wisdom, the U.S. Corps of Engineers' Jacksonville district engineer, in a letter last month.

struction of the Cross-Florida Barge Canal because, "once completed, the canal, as an essential viaduct of trade, will attract over 100 industries and generate approximately 27,000 new jobs."

"In addition," Hall told the Corps' district engineer, "we see the Cross-Florida Barge Canal aiding the marine transportation mode to better serve the energy needs of our nation. It will allow Gulf Coast-produced petroleum products to reach markets on the Atlantic Coast faster and at considerably less cost.

"Also, as power plants begin to convert from petroleum to coal consumption, they will need ever increasing amounts of Midwest coal. The canal, linking the Atlantic Coast with the Gulf and river navigation systems, will be the natural route for the transportation of this essential energy resource," Hall wrote.

The district engineer's draft impact statement, which includes Hall's letter, must be put into final form and filed with the Council of Environmental Quality, the Federal courts and Congress by February 1977.

Congress will make the final determination on continuing construction of the Cross-Florida Canal based on this final statement and on recommendations by the State of Florida's cabinet.



### GREAT LAKES

Construction of the canal which began in 1964 was illegally halted by President Nixon in 1971 when it was about 40 percent completed.

The proposed canal route started at Jacksonville, headed south along the St. John River and then cut west to Dunnellon on the Gulf of Mexico.

A Federal court found this Presidential action unconstitutional but ordered the Corps of Engineers to compile an environmental impact statement before continuing with the construction.

After two-and-one-half years the Corps has prepared a draft of this statement which included Hall's letter.

This letter urged resumption on con-

## Bad News—Seven Shots!



On a Pier 7, Brooklyn, N.Y. sign on the overseas bound SS *Stonewall Jackson* (Waterman), 2nd tripper Saloon Messman Jack Sutton (right) gets the bad news that he needs seven shots after Dr. Manuel Alvarez (center) and Nurse Maureen Lynch (left) checked his inoculation card for shots required in foreign ports. Seafarer Sutton graduated from Piney Point last year sailing on the SS *Mount Vernon Victory* (Mount Shipping) since then.



Boatman Jim Bernachi is shown here with his wife, Lu Ann, his son Buddy, and 16-month old baby, Kenny.

## Fate Seems to Link Boatman Jim Bernachi to the Rivers

SIU member Jim Bernachi seems to be connected by fate to things maritime.

Brother Bernachi was born in St. Louis and spent the first year of his life in a house across the street from the building which now houses the SIU Hall there. He is the son of a 30-year Navy man, builds model boats, and sails even in his spare time. And he currently lives in St. Louis with his wife, Lu Ann and sons, Buddy and Kenny in an

Intracoastal Waterway.

But Brother Bernachi is not content to remain a deckhand. He hopes to attend the next Towboat Operator Course at the Harry Lundberg School:

"The Union gives us all a chance to advance," he says. "I'd be crazy not to take advantage of Piney Point. I mean, I can improve myself with just a plane ticket."

Brother Bernachi knows what to expect from Piney Point because he has just returned from the conference on alcoholism which was held there. "What impressed me the most about Piney Point," he says, "was the friendly way everyone there treated me. It made me understand the meaning of the Brotherhood of the Sea."

In addition to being impressed with the friendly atmosphere and the extensive facilities at the Lundberg School, Brother Bernachi reports that he learned a lot about alcoholism. "Above all, I learned that it is a disease which can be treated and cured. Maybe I'll be able to steer some of my brothers on the boats who need help to the program at Piney Point."

Brother Bernachi will be in an even better position to help his fellow Boatmen—someday soon—when he's captain of his own boat.



apartment overlooking the Mississippi River.

So it is only natural that Jim Bernachi now works on SIU-contracted towboats. He tried other occupations such as machinist and mechanic, but, as he puts it, "I've found my career on the river."

Brother Bernachi first came to the St. Louis SIU Hall a year-and-a-half ago. He soon shipped out and has been working as a deckhand on SIU boats ever since. His work has taken him over many thousands of miles of inland waterways, including the Mississippi, Illinois, and Ohio Rivers and the Gulf

# HEW Seen Easing on Closing of 8 USPHS Hospitals

The U.S. Department of Health, Education and Welfare may be softening its longtime, hardline stand that the eight remaining USPHS Hospitals should be closed and care for its nearly 250,000 recipients, including 200,000 American seamen, be transferred to community centers.

The apparent change in some of HEW's attitudes toward the USPHS Hospitals came to light recently in an HEW published report entitled "Forward Plan for Health—Fiscal Year 1978-82," which contains the first positive statements by HEW concerning the hospitals in years.

Taking into full consideration the fact that repeated attempts by HEW to close the hospitals had failed in the face of strong opposition from the SIU and other concerned groups, the report, published in August 1976, stated:

**"It is unrealistic to believe that either closure (of the PHS hospitals) or transfer without financing is possible, and it would therefore seem more appropriate to concentrate on maximizing and in-**

**tegrating the utilization of these resources."**

The report suggests that to maximize their use, the PHS hospitals should be allowed "full provider" status, which would allow the hospitals to provide full services to third-party recipients, such as Medicare and Medicaid patients. This move would increase third party reimbursements to the hospitals, which in turn could offset costs of running and refurbishing the hospitals.

The HEW report also suggests that in PHS communities where an excess of inpatient beds already exist, the hospitals could be partially converted for specialized services such as longterm care and rehabilitation, as well as consolidation with other public health services like primary and ambulatory care and community education. The report noted that such moves involving the PHS hospitals "make economic and planning sense."

In addition, the HEW report made it clear that "primary and secondary beneficiaries (which includes Seafarers) could still retain favored eligibility sta-

tus at PHS hospitals by being exempt from any cost-sharing or service limitations."

### Still Only Proposals

It must be remembered that points made in the HEW report are still only proposals and not statements of intention.

However, it should be noted that the HEW report was published just after a two-month long hearing in the House Merchant Marine and Fisheries Committee, during which representatives of the SIU and other maritime unions, as well as representatives from the maritime industry and civic groups called on Congress to halt any attempt to close the hospitals.

As a result, the House Committee report on the hearings recommended that Congress "not act" on legislation proposed by HEW earlier this year that would allow the Administration to close the PHS hospitals.

In addition, the House Committee report also recommended that:

• The hospitals be fully funded for fiscal 1978 at least at the minimum level

as outlined in the 1973 Military Procurement Bill.

• The PHS system should be modernized to meet all applicable health and safety standards.

• HEW should end its continuing efforts to shut down the hospital system "and develop an adequate, well expressed continuation policy which includes expansion of needed services, and the retention of competent staff with assurances to beneficiaries that they will not be shoved from pillar-to-post under an uncertain process of contract care."

The committee report, coupled with the HEW proposals concerning the PHS hospitals, seem to indicate that HEW may finally be seeing the handwriting on the wall—the SIU and other concerned groups are not about to let the PHS hospitals go down the drain.

What all this means to the individual seaman who depends on the PHS hospitals for medical care is that the hospitals may be secure against HEW closure and cutback attempts for the first time in years.

# California Could Stall Movement of North Slope Oil

The State of California appears to be tossing a monkey wrench into the long awaited machinery that would bring North Slope oil from Valdez, Alaska in U.S. tankers to a proposed new Standard Oil of Ohio Co. (SOHIO) Terminal in Long Beach, Calif.

Citing environmental concerns, California's Air Resources Board said that the proposed unloading of 1.2 million barrels of Alaskan oil per day in 1977 and 1.6 million barrels by 1980 would add hydrocarbons to the already polluted air of Southern California. Concern was also voiced over increased tanker traffic in the area. As a result of these concerns, the board has ruled that only enough tankers to serve the California market may enter Long Beach Harbor.

The board's ruling, however, is by no means the final word in this controversy because the port of Long Beach has come out with its own report which shows that the ARB's projected emis-

sion statistics are "grossly exaggerated," and are 31 to 48 times higher than they should be.

Public hearings will soon be held to break the environmental impasse.

### Several Alternatives

Whatever the outcome of the hearings, SOHIO's original plan—which includes a good deal of construction—will be delayed for several years. The complete plan called for the carriage of Alaskan oil in U.S. tankers to a new Long Beach Terminal where it could be transhipped via an existing 600-mile gas pipeline (with 300 new miles of extension pipe added on) to Houston. From there, some of the oil could be transhipped again via existing pipeline relays to a number of sites in the Midwest.

But now that this plan appears in serious jeopardy, or at the very least delayed, several alternatives have been advanced.

The most talked-about alternative is to ship the oil, which will begin to flow in the summer or early fall of 1977, via U.S. tankers through the Panama Canal to Houston and then by pipeline to the Midwest.

Another alternative, though less likely because of significantly increased carriage costs, is to ship the oil via supertanker around Cape Horn to the U.S. East Coast.

In either event, U.S. tankers would benefit from at least the same, if not increased, employment opportunities as the original Long Beach plan.

However, a third alternative, the least likely of all at this time, could seriously hurt U.S.-flag tanker participation in the carriage of Alaskan oil. It is a "swap" plan where the Alaskan oil would be shipped to Japan while more Middle East oil would be brought to the U.S. East Coast predominantly in foreign-flag tankers. The "swap" plan is unlikely because it would actually increase the nation's dependency on foreign energy sources despite increased oil production in the U.S.

### MARAD to Intervene

Robert J. Blackwell, assistant secretary of commerce for maritime affairs,

has made it clear that no matter what the final outcome of the controversy, the Administration wants the Alaskan oil to be moved in U.S.-flag tankers.

Blackwell said that if California in-

sists on making a major environmental issue of the Alaska oil movement through the state, the Maritime Administration would intervene to insure the oil carriage for U.S. ships.

# Great Land's Fine Galley Team



Getting the glad hand (center) is Chief Steward/Cook Ken Hayes, secretary-reporter of the SS *Great Land* (International Ocean Transport) from Saloon Messman M. Abdulla (left) for the clear and clean galley while Cook/Baker Frank Hall (right) helps to keep the galley shipshape.

### Change of Address Or New Subscriber

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

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

NAME .....

ADDRESS .....

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

SIU members please give:

Soc. Sec. # \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Bk # .....

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 .....

## 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:

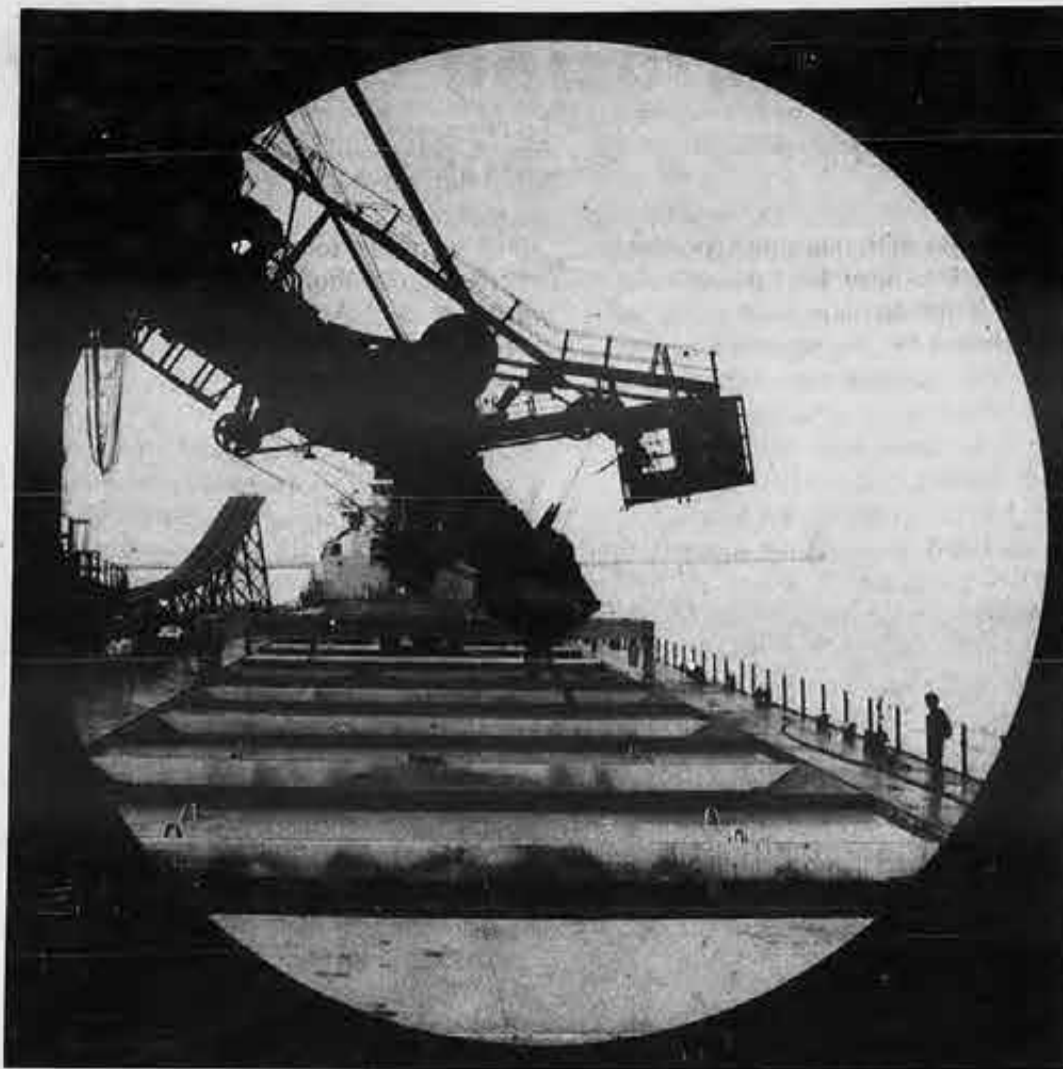
- membership certificate
- registration card
- clinic card
- seaman's papers

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."



Wheelsman Louis Talarico works the deck controls.



The *M/V Paul Thayer* takes on coal in Lorain, Ohio.



Steward Allen Sholette puts up the rice for dinner.

## Laker Paul Thayer Speeds Coal-Ore Cargo

**S**eventeen Lakes Seafarers are on board the *M/V Paul Thayer* (Pringle Transit Co.) which carries coal and iron ore between ports in Lake Superior and Lake Erie. Here the ship is making one of its frequent stops in Lorain, Ohio on Lake Erie to take on a load of coal.

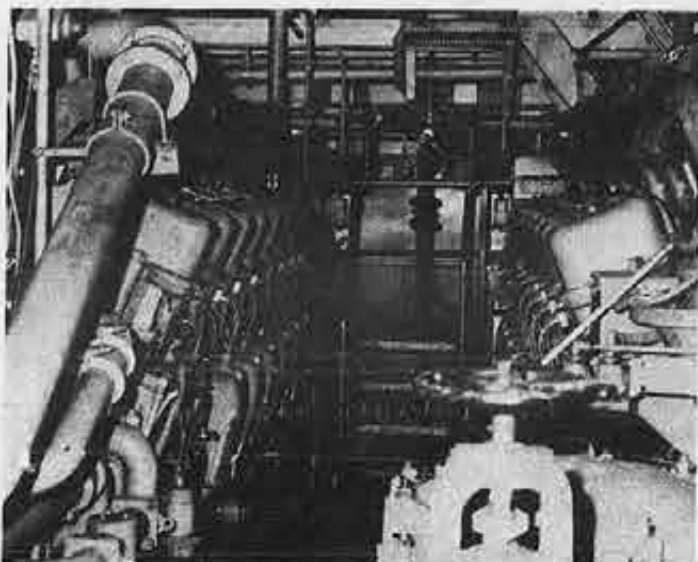
The cranes on land are stationary and pick up the boxcars, turning them upside down to dump the coal into the chute. The ship moves back and forth to take cargo into the various holds. The *Paul Thayer* can carry 19,700 short tons of taconite iron ore pellets, or 11,500 short tons of coal. Two special Lakes ratings are employed aboard this self-unloading vessel—one SIU conveyorman and one SIU gateman. When the ship unloads, material is fed from the gates at the bottom of the cargo hold to the tunnel conveyor below. The conveyorman controls the belt system while the gateman works in the tunnel and watches the amount of cargo being discharged. If the system jams, they have to take care of the trouble. The *M/V Paul Thayer* has an overall length of 630 feet with a beam of 68 feet. Its midsummer draft is 26 feet and its speed is 15 mph. The vessel, which was launched in 1973, was one of the first Lakes ships to be built with all the cabins aft and the boom aft.



QMED William Ziolkowski, an HLSS upgrader, said, "It's hard to get Lakes guys to go to the Lundeberg School, but once you've been there, you can't stay away." He intends to return for a refrigeration mechanic certificate.



Past the lighthouse and breakwaters of Lorain, Ohio, the waters of Lake Erie seem vast as the ocean.



One of the *M/V Paul Thayer's* diesel engines.



While enjoying their afternoon coffee, (l. to r.) Steward Allen Sholette, Wheelsman Louis Talarico, SIU Cleveland Representative George Telegadas, and Porter Maneh Ahmed talk about shipping on the Lakes.

# Union Brotherhood Key to Alcoholic Rehabilitation Program

The key to the success of the Alcoholic Rehabilitation Program for Seafarers is that same quality which has made the SIU successful—Union brotherhood. The program began less than a year ago. Already it has helped many members make a new start in life.

This success would not have been possible without the understanding and moral support of every SIU member. We know that alcoholism is a disease and that it can be treated. We are dedicated to helping each and every boat-

—the same plan that provides for hospital and medical benefits—the Alcoholic Rehabilitation Center has been established for our members at Valley Lee, Md. Through the encouragement of our officials and fellow members, many brothers have come to the center and started down the road to complete recovery from alcoholism.

The program at the ARC is designed to meet the special needs of Seafarers who are suffering from alcoholism. A competent and professional staff works

quality of life for our members. We recognize alcoholism as a disease. Through the Welfare Plan, we have established a program to help our members recover from that disease. And at the Seafarers Alcoholic Rehabilitation Center, alcoholic members are getting well and building new lives.

These are successes of which we can all be proud. But the task is not finished. If the program is to remain successful, every member must continue to contribute both his moral support and his understanding of his alcoholic brother. We must work to make the program work.



## Brotherhood in Action

man, Seafarer and Laker in our Union have the best possible life. When wages and working conditions stood in the way of this goal, we worked together to beat that problem. When we saw that our members needed vocational and academic education to get more pay and better jobs, we founded HLSS and overcame that obstacle, too.

Now we are turning our attention to a disease that afflicts many of our members. Anything that hurts one of us, hurts all of us; and we are working to help these members get well and stay well.

Through the Seafarers Welfare Plan

with each member to assist him in building a new life without alcohol. At the same time, fellow Seafarers—both on the staff at the center and in treatment with him—support him in his decision not to drink.

The surroundings at the ARC also contribute to the Seafarer's recovery. Green lawns and colorful flower beds surround the buildings. Living quarters are quiet and pleasant. Meals are nourishing and are eaten in a family-style dining room. Weight lifting, pool tables, reading materials and other forms of recreation are available.

In short, we are once again making a pioneering effort in improving the



Seafarer Leland ("Lee") Buchan (left) is the cook at the ARC and is himself a recovered alcoholic. Brother Buchan serves his fellow SIU members at the Center with nourishing, family-style meals prepared in the ARC's newly-re-modelled kitchen. Good nutrition is an important part of the program for recovery at the Center. (All the individuals in this photo gave permission for their picture to be taken).

**Alcoholism is a disease.  
It can be treated.**

## 'This is the story of my first six months of sobriety'

Brother John A. Sullivan, who took part in the SIU's Alcoholic Rehabilitation Center, wrote to the Log recently telling us the story of his "first six months of sobriety."

As he had done in a previous issue of the Log, Brother Sullivan has sent us a well written, honest and very interesting account. We urge all SIU members to read it.

By John A. Sullivan

This is the story of my first six months of sobriety.

I've said this before and I'll say it again. Someone in this Union, in an official capacity, thought enough of me to think I was worth saving for myself and I will be forever grateful.

It's not easy to show appreciation to someone who said, "you're an alcoholic". You tell him he's nuts. You say, "Hell, I can take it or leave it alone". But, deep down in your heart and mind, you know you have a problem—a problem that you can't correct yourself—you need help. I got that help.

But, now I have to prove something, not only to myself, but to those who gave me the courage, the will, the desire to stop drinking. It wasn't easy and it still isn't easy. It's an every day job. It's not a job you can relax on. You must fight the desire to take a drink every day. I must tell you, from deep down in my gut, it's been the best six months I have ever spent.

I have learned to enjoy many things. Things I never thought about before. There is golf, bowling, the food I eat which tastes better. I sleep, not a hang-over sleep but a nice, tired sleep. I wake

up feeling good—real, real good. I have learned to enjoy meeting people.

I have met many wonderful people since I joined the A.A. Program—not only at The Center, but here, in Seattle, where I attend meetings. Without these meetings I know I could not stay sober. I attend all the meetings I think I need and then I go to a few more, besides, to be sure I have enough. Also, I attend these meetings because I flatly enjoy them. I enjoy the stories the people tell about themselves. I enjoy listening to the experiences others have had and I can relate to most of them.

I'm looking back on a well wasted life just because I was an alcoholic and didn't know it or wouldn't admit it. Before leaving The Center, I was told the first six months would be the hardest and the roughest and the counsellors at The Center were right. It has been tough but worth it.

At The Center, it was also said that we should change our circle of friends—which isn't easy for a seaman. In our line of work we don't have the opportunity to meet people in different occupations, especially if we are on a ship. The friends we do have—where do we meet them?—At the Union Hall or in a tavern near the Union Hall which puts temptation always before us. Temptation we don't need. But then, again, temptation is always before us.

As alcoholics, we can never relax our vigil. We must be on our toes at all times by living one day at a time—always saying, "I will not take a drink today". Pretty soon, you just don't think about a drink but we still need help. Attending A.A. meetings regularly is the one way to obtain that help. By

attending A.A. meetings regularly you are not only helping yourself but you are helping others stay sober. Isn't this what this is all about?—Your will and desire to stay sober.

By attending A.A. meetings you soon start to meet new friends and remember that the new friends you meet have the same problems you have. They, in turn, are asking for your help, for they have the same desire that you have. Staying sober. It's a wonderful feeling, knowing you are helping someone else. This is one story in a chapter of my life.

The chapter of my drinking days is

closed but the story isn't ended. For no self-confessed alcoholic's story can ever end. He must constantly be on guard lest he open the book of life, again, and find the sickness and despair, loneliness and heartbreak he thought he had beaten. So you can see this is a story without end. This story is like a long journey. It can't begin until we have taken the first step.

The first step is the desire to stop drinking. The next step is to call the Alcoholic Center at Piney Point or your nearest Port Agent for his help in calling The Center. DO IT NOW.

### Alcoholic Rehabilitation Center

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

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

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

Telephone No. ....

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

## Seattle Committee

SIU Patrolman Teddy Babkowski (seated) signs SPAD receipt for Recertified Bosun Jose Gonzalez (far right, reading the Log), ship's chairman of the containership *SS Seattle* (Sea-Land). Looking on are the rest of the ship's committee of, from the left: Steward Delegate Barney Johnson; Engine Delegate A. Okrogly, and Deck Delegate F. Campogasso. The payoff took place in Port Elizabeth, N.J. last month before the big fire. (See story in this Log.)



## Lyman Hall Committee

The ship's committee and another member of the crew of the *SS Lyman Hall* (Waterman) are, from the left: Chief Steward J. B. Morton, secretary-reporter; Engine Delegate J. D. "Whitey" Harmon; Educational Director John Manen; Recertified Bosun John Altstatt, ship's chairman, and crewmember Saloon Messman Carl McKinley. The payoff took place recently on Hoboken, N.J. Pier C.



THE  
COMMITTEE  
PAGE



## Jeff Davis Committee

During a payoff recently in the Military Ocean Terminal in Bayonne, N.J., the ship's committee and another crewmember aboard the *Jeff Davis* (Waterman) have their photo taken. From the left are: Steward Delegate Leonardo Manca; Deck Delegate Wan D. Joyner; Engine Delegate Cleveland Taylor; Recertified Bosun George Annis, ship's chairman, and AB Dick Maley.



## Transcolorado Committee

Posing for a photo in the crew's mess is the ship's committee aboard the *Transcolorado* (Hudson Waterways) which paid off recently in the port of San Francisco. From the left are: Recertified Bosun Ted Tolentino, ship's chairman; Steward Delegate G. Frazza; Engine Delegate P. Bradshaw; Deck Delegate L. Snodgrass; Secretary-reporter J. Pitetta (standing), and Educational Director P. Peterson.



## Eric K. Holzer Committee

At a recent payoff of the *Eric K. Holzer* (Puerto Rico Marine) in Port Elizabeth, N.J., Bill Reid (standing, second from left) of the PRM shoregang joins the ship's committee for a photo. Standing from left are: Steward Delegate Jose Chacon; Reid; Engine Delegate C. Cuevas, and Chief Steward Harold Strauss, secretary-reporter. Seated left is Recertified Bosun Roberto Zaragoza, ship's chairman, and seated right is Edward Slintak, deck delegate.

## Williamsburgh Committee

The ship's committee along with another crewmember from the *TT Williamsburgh* (Westchester Marine) have their photo taken at the Holiday Inn at JFK airport in New York during a payoff on Oct. 28. From the left are: Engine Delegate William Foley; Utilityman Richard Smallwood; Deck Delegate Wayne Shackelford; Chief Steward Frank Costango, secretary-reporter, and Steward Delegate Hugo Fuentes. The crew was flown in from Greece.





Delivering fuel oil to Perth Amboy, N.J., the SIU-contracted *Esther S.* (Steuart Transportation) works out of the port of Piney Point.



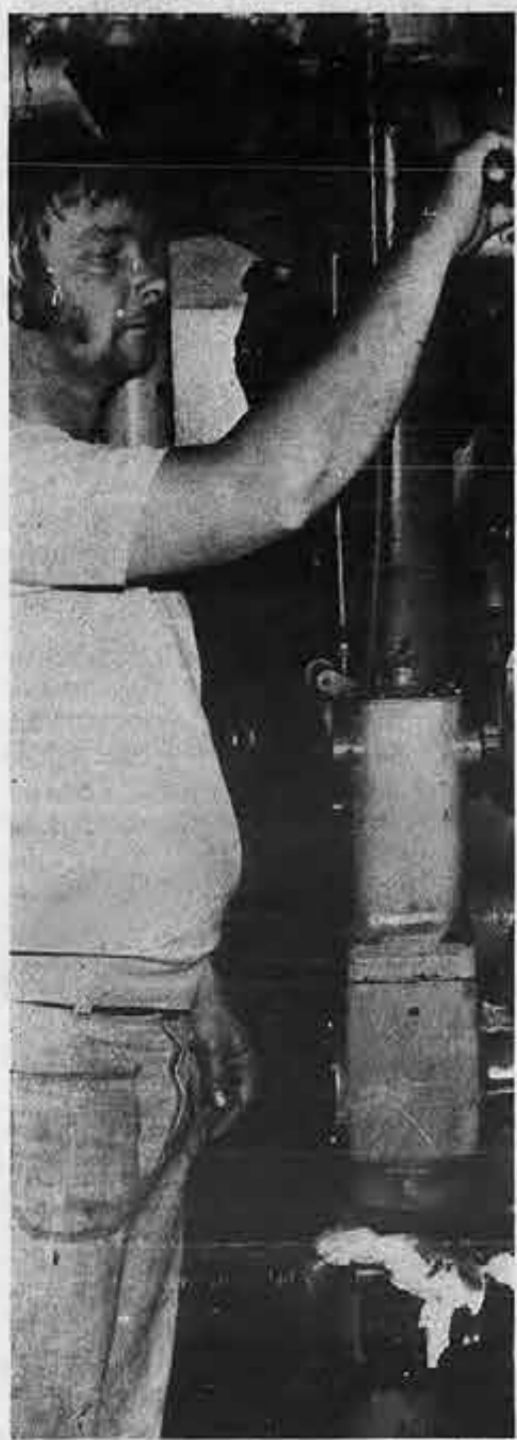
N.Y. Patrolman Jack Caffey (far left) discusses the new Steuart Transportation contract with the crew of the *Esther S.* They are, clockwise from Caffey's left: Assistant Engineer Joe Straley; Mate Dave Aud; OS Don Knodsan, and Captain W. Miles.



SIU Boatman Duane Madden, senior captain aboard *Interstate Barge 35* ties up his barge at an oil terminal in Port Jefferson, Long Island. The SIU manned tug *Shamokin* (Express Marine) brought the barge from Philadelphia to the small Long Island Sound harbor.

## A Link in the Chain That Keeps Northeast Warm

### INLAND WATERS



Utilityman Gary Fulford adjusts the throttle in the *Shamokin's* engine-room.



Both manned by SIU Boatmen, the tug *Shamokin* pushes *Interstate Barge 35* up to an oil terminal dock in Port Jefferson, Long Island.



Mate David Owens tells the *Shamokin's* engineer to reverse engines.



Boatman James Felip, mate aboard the *Interstate barge*, directs the *Shamokin's* bridge as the loaded barge is tied up.

As the Northeast prepares itself for another winter, SIU Boatmen are busy distributing fuel oil throughout the area brought by large tankers from the Persian Gulf and other oil producing sections of the world.

While economy dictates the use of large tankers (such as those manned by deep sea SIU members) to carry foreign oil from its point of origin to the U.S., the job of getting that oil to smaller terminals like Port Jefferson, Long Island, and Perth Amboy, N.J. where it can eventually be pumped into delivery trucks and brought to the consumer is done most efficiently and economically by the deep sea tug and oil barge.

Quicker and less costly than overland transportation, SIU boats and Boatmen are an indispensable link in the chain which keeps homes warm and factories producing in our Northeast.



### Washington, D.C.

Thirty-four U.S.-flag ships of six SIU-contracted companies were among the 316 vessels "adopted" this month by elementary school pupils under a 40-year old Adopt-a-Ship Plan sponsored by the national Propeller Club.

Under the plan, school children and ship captains exchange visits aboard ship and in the classrooms. They and their teachers also write to one another and to other ship officers asking about the crew, origin of cargoes, ships, countries visited, trade routes, climate, weather, geography, history and the importance of their cargoes to manufacturing industries far inland from the seacoast.

Today there is a waiting list of applications from more than 25 classes for whom no ships are currently available.

The SIU companies and the number of their ships participating in the plan are: American Steamship Co. (12) Delta Line (11) Maritime Overseas Corp. (11) Reynolds Metals Co. (1) Sea-Land Service (3) and the Waterman Steamship Corp. (6).

### SS Cantigny

Two young girls were saved in the Gulf of Mexico by Seafarers of the tanker *SS Cantigny* (Interocean Management) when they were taken off the Liberian chemical carrier *SS Stolt Surf* which was on fire.

### SS Delta Mexico

The longest pieces of cargo ever to be carried on a Delta Line vessel, 150-foot long, 66-ton chemical tanks, were aboard the *SS Delta Mexico* last month. They were being transported from the port of Houston to a chemical plant being built in Salvador, Brazil.

### Atlantic City, N.J.

Jersey City, N.J. SIU Representative Edward Pulver was reelected to a four-year term as secretary-treasurer of the 750,000-member New Jersey AFL-CIO by 800 delegates at the organization's 15th annual convention here last month.

### Montreal, Canada

The SIU of Canada gave food and shelter to a 22-man Filipino crew stranded for a month after they walked off a Panamanian freighter in a wage dispute with her Japanese owners.

The crew left the *Oriental Victory* Sept. 22 claiming the company had paid them

only Filipino wages when they should have been paid at the agreed-upon International Transport Workers Federation (ITF) rate. The difference, \$150,000 in back wages, is pending in Federal Court.

In early October, the Japanese firm posted a bank bond for that amount in case the crew won their case, but the crew demanded September's pay at the ITF rate and asked to get paid for October before they sailed the 500-foot vessel to Oswego, N.Y. and Kingston, Ontario, Canada late last month.

"These demands were met," said SIU Representative Andrew Boyle, "so the men decided to rejoin the ship."

### Mobile

The U.S. Maritime Subsidy Board (MSB) has approved a new 20-year operating differential subsidy contract for the SIU-contracted Waterman Steamship Co. on its Atlantic-Gulf-Far East routes.

Waterman, the most recent of U.S.-flag liner companies to join the other 10 getting subsidy has still pending applications for long-term subsidy for its Gulf-Atlantic-U.K.-Continent-Scandinavia-Baltic routes.

Recently, a 20-year subsidy extension was approved by the MSB for the company's Atlantic-Gulf-India-Pakistan-Persian Gulf-Red Sea routes.

On the routes, Waterman can make 18 to 30 sailings a year with its eight Mariners, up from 12 to 18 sailings this August.

Under the new subsidy agreement, Waterman will be required within six months to contract for four new LASH ships.

### SS Potomac

Between Nov. 24 and Dec. 9, the *SS Potomac* or the *SS Columbia* (both Hudson Waterways) will carry 22,000 tons of wheat from a Gulf port for delivery to the port of Haifa, Israel.

### SS Cove Communicator, SS Merrimac, SS Warrior, SS Maryland

A Navy rescue plane dropped extra pumps to the *SS Cove Communicator* (Cove Tankers) last month after the ship reported she was taking on water while about 260 miles northwest of Midway Is. No danger to the crew was reported. The ship was on a voyage from Longview, Wash. to the port of Incheon, South Korea . . . The 15,995-dwt bulkcarrier *SS Merrimac*, (Ogden Marine) hauling coal to Holland, had machinery trouble last month 300 miles out of the port of New York so she radioed for a tug . . . Also in trouble with engine woes last month was the 8,673-ton containership *SS Warrior* (Sea-Land) drifting and needing help north of Lisbon . . . Also, the 265,000-dwt tanker *SS Maryland* (Interocean Management) went aground last month off the Bahamas.

## Hair-Raising Lake Superior Tale Has Happy Ending

# Rides Out 50 MPH Blizzard on Jinx Ship to 46-Year Marriage

Back in June 1927, when he was 18, now retired Lakes Seafarer Bud Knuckey rode the *SS. George M. Humphrey* out of the shipyard in Lorain, Ohio. On the maiden voyage, "the ill-fated jinx ship" popped 60,000 rivets, Knuckey wrote the *Log* when he read that the ship last month was nearing its 50th year of service on the Lakes. Later, it was almost doomed when it sank in an accident in 1943.

The article about the raised and salvaged *Humphrey* (now called the *S.S. Consumers Power*) in the March "At Sea" Column brought back fond and terrifying memories. Brother Knuckey nearly went down with the ship twice. However his second and last hair-raising journey on the *Humphrey* resulted in a loving marriage that has lasted 46 years.

" . . . Home in Duluth one day, I received a call from the fink hall. Would I take, you guessed it, the *Humphrey* to Buffalo to layup," Knuckey wrote.

"Arriving aboard the *Humphrey* at 6 p.m. Dec. 3 in a howling blizzard sweeping in with a strong N'easter off Lake Superior, we sailed within the hour for Port Arthur, Ontario, to load on storage grain. One quartermaster, me, was all the fink hall could supply.

If I had known what was ahead, I would have jumped ship immediately."

As they tried to pull out of the channel and head into Lake Superior, they found the ship would not answer the helm.

### 50 MPH Blizzard

"Yelling above the uproar of a 50 mph blizzard, Cap't. Stewart finally raised someone to sound the ballast tanks," Brother Knuckey continued. The tanks were empty. "Notwithstanding that the sea cocks had been open since the minute we cleared the drydock, Cap't. Stewart ordered the engine room to put the pumps on the tanks. All this did was blow pump gaskets as the tanks would not accept the water."

Knuckey then sounded the tanks with a rod dipped in Karo syrup supplied by the cook. When he reeved in the rod he found splinters of ice adher-

ing to the syrup and knew that water had frozen over the pump's inlet. The engineers pumped water from the hot well to melt the ice.

"Hardly waiting for the screw to get down, Cap't. Stewart signalled to heave up and we were on our way again. We pumped all ballast tanks full but still she pitched wildly as the seas broke over her pilot house, icing up everything it touched. It was the first time I saw a Lakeship throw water through her steel hatch covers as now we were forced to run water into her cargo hold in a desperate attempt to prevent the terrible pounding she was taking."

After reaching Port Arthur they loaded the grain. But—"the telescoping hatch covers installed during the heat of the previous June would now not come together due to the extreme contraction of the metal in 25 degrees

below temperatures. We finally as a last resort drew them closed and used half-inch cable through the pinholes, clamped to keep the hatch covers from opening in a sea."

When they reached Lake Huron, despite another N'easter, "the pride of the Great Lakes fleet" went out and took a 24-hour pounding. She was so heavily laden with ice when she reached the shallow St. Clair River, that the crew had to hose her down with hot water for an entire day in order to navigate the river. To top off the voyage, the *Humphrey* went aground at Bar Point and ended up in the Lorain Shipyard.

But the cold winter tale had a happy ending.

"The *Humphrey* always comes to mind with special emphasis," Knuckey concluded in his letter. "Had I not signed on that last trip, I would very likely have spent the winter as a lumberjack in northern Minnesota. Being now back in Lorain only 90 miles from Ashtabula, I decided to pay a visit to a girl I had met the previous summer and spend Christmas there. We were subsequently married two years later. We recently celebrated our 46th wedding anniversary."



## GREAT LAKES

# Satellite Ship-to-Shore Phone Can Save Lives

A QMED is gripped by severe chest pains while his tanker is in the middle of the Atlantic enroute to the Persian Gulf. He can barely breathe. Quickly, the designated medical corpsman on board, who has studied emergency medical treatment, begins to administer first aid for a heart attack. He picks up a ship-to-shore phone and calls the North Shore University Hospital on Long Island, N.Y.

The doctor in the emergency room asks for an electrocardiogram. The medical corpsman hooks up the patient to the ship's EKG electrocardiogram machine and transmits the reading to North Shore. Meanwhile, a computerized data retrieval system wires the patient's medical history to the emergency room. Finally, the doctor—using the two-way phone connection—gives the ship's medical-man detailed instructions on how to help the stricken QMED.

Is this a pipe dream? According to a feasibility study prepared for the National Maritime Research Center at Kings Point, N.Y., space age technology—specifically satellite communications—would make such rapid and complex emergency consultations possible.

Already two MARISAT maritime communication satellites are orbiting the earth. Launched earlier this year, one is stationed over the Atlantic, the

other over the Pacific, covering more than two-thirds of the world's major sea lanes. They were designed and developed by the COMSAT General Corporation and can make real-time, almost instantaneous ship-to-shore communication possible.

By using the satellites, messages can be sent without the uncertainty and hours of delay of current long-distance radio-telephone techniques which depend on reflecting signals back and forth between the earth and the ionosphere. These messages are affected by the time of day and the season of the year.

Administrators at the North Shore University Hospital, who prepared the feasibility study for the U.S. Maritime Administration, recommended that MARAD, the Department of Health, Education and Welfare and other appropriate agencies fund an experiment using satellite communications for shipboard medical care.

Since MARAD is equipping 10-U.S.-flagships with satellite terminals to see how shipboard operations and maritime services to ships at sea can be improved, the same 10 ships could be used to test the new space age medicine, the study suggested.

Already, using a satellite system with an EKG relay, a doctor at North Shore

was able to advise treatment for a simulated heart attack and a case of pneumonia on a ship located near the coast of France. Two-way, slow-scan TV might also be used to diagnose injuries.

The study pointed out the frightening lack of medical care for seamen aboard American-flag merchant ships. There is no governmental agency responsible for the health care of seafarers while ships are at sea.

Present Federal law does not impose any formal requirements for current medical training of an individual aboard U.S. merchant ships. Twenty-eight percent of men responsible for medical care, the study showed, had only an outdated, basic first-aid course. Another 22 percent had no training at all, only experience. A few had USPHS marine physicians assistants training.

A survey of medical reference books on board ships showed that most were outdated and that several ships had none. A look in the medicine cabinet showed that most of the medicines had expired—if there were any drugs or medications on board at all.

The only Federal law and statute which relates to medical supplies aboard ships were written more than 100 years ago and have not been revised since. These laws basically require

a ration of salt, lime-juice and vinegar for each sailor.

Training of a medical corpsman, or physician's assistant, for each ship and adequate medical supplies and reference books would therefore be an essential part of the program.

While satellite terminals and medical equipment are an expensive investment for a shipping company, the study explained how millions of dollars are lost by the companies each year because of compensation due to men who become ill or injured on board ship and subsequently seriously disabled because of the lack of medical care.

With a physician's assistant on board and a satellite communications system, unnecessary and expensive evacuations and reroutings could be avoided. A satellite terminal also would help a ship's operation in many other ways as well.

MARAD has not yet acted on the North Shore proposal. Meanwhile, other organizations such as the SIU and the U.S. Public Health Service Hospitals are also looking into ways of improving medical care on board ship and the SIU's Lundeberg School in Piney Point has established an excellent first aid course which many bosuns and upgraders have already taken.

## Congress Adjourns, Food Stamp Program Saved for Now

With the 94th Congress adjourned and a new Congress due back Jan. 4, the nation's Food Stamp Program was temporarily saved from Congressional cutbacks.

Leading the fight to save the program was the Amalgamated Meatcutters and Butcher Workmen Union whose international vice president, Leon B. Schachter wrote to the SIU last month, thanking the Union for its help: "This [adjournment] is a big victory for labor and its allies since the present program will now remain in effect without any cutbacks.

"The activities of your union and of other organizations both in Washington and around the country balanced the anti-food stamp campaign of President

Ford, right wing groups and conservative Congressmen . . .

" . . . The beneficiaries of this success are some 18-million unemployed, striking, elderly and other poor persons.

"The fight will begin again next year, but hopefully we will be in a better position then because food stamp measures will be tied to farm legislation . . ."

When Congress returns, a bitter fight on cutting food stamp benefits is expected on the House floor. Last August, the House Agriculture Committee voted 20-17 for H.R. 13613 to cut food stamp benefits for the unemployed and low wage earners and ban eligible strikers and their families from receiving food stamps.

In that food stamp bill, a family of four could only have a yearly income

of \$5,500 instead of the present \$6,636, to qualify for stamps under the Government's fixed poverty level.

Also standard deuctions allowable from gross income would have been severely limited in H.R. 13613. These deductions are used in figuring a family's net income to see if they are eli-

gible for food stamps.

And in that bill, states would have had to contribute 2 percent more of the Food Stamp Program's cost.

SIU members are asked to write their Congressmen and urge them to oppose any further cutbacks in the Food Stamp Program.

## Walter Rice Crew Saves 3, Cat

Seafarers on the bulk carrier *SS Walter Rice* (Reynolds Metals) saved three fishermen and an Angora cat off the sinking smack *SS Diane* late last year. The rescue took place at night as the *Walter Rice* was on her way to a payoff in the port of Corpus Christi. According to Chief Steward Crisanto M. Modellas the "rescue operation started at 4 a.m., but the deck gang worked until 10:30 a.m. when the lifeboat was secured in place." He added that the "steward department stood by to keep breakfast hot for the boys." At 2 p.m., "The captain passed the word to extend his sincere appreciation for a job well done."



Some of the crewmembers of the *Walter Rice* along with the survivors of the *Diane*, are, from the left: Kenneth Kramlich, AB; William Ducey of the *Diane*; Floyd Pence, bosun; Joseph McAndrew, galley utilityman; Crisanto Modellas, chief steward, and Allen Larsen and James Murphy, both survivors of the *Diane*.

### MEMBERSHIP MEETINGS SCHEDULE

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

SIU Patrolman Jack Caffey (standing third from left) discusses subsistence pay and draws with *Seattle* crewmembers in JFK Airport.



Seafarers Thomas Johnson (left) and Alf Olsen land in JFK Airport with the few belongings they were able to save and in clothes they borrowed from brothers aboard the *Sea-Land Consumer*.



Finally home are *Seattle* steward department members, from the left: Cook & Baker Barney Johnson; Messman Richard Williams, and BR E. Gorum.



They are happy to be home! Waiting in JFK Airport are *Seattle* crewmembers, from the left: Third Cook Jay Haga; OS John Cahill; Wiper Ray Gould, and OS Tommy Stark, all graduates of the Lundeborg School trainee program.



From the left, Seafarers Ray Gould, Walter Stevens and Al O'Krogly were the first men to reach the generator which caught fire in the *Seattle's* engine room. They had the fire under control when they ran out of CO<sub>2</sub> extinguishers and were forced by the spreading fire to abandon the engine room.



Seafarers are taken off the *Seattle* the morning after the fire and transferred to the *Sea-Land Consumer*. This photo was taken by *Seattle* crewmember Jay Haga.

## 2 SIU Firefighters With Endorsements First on Scene

# Blaze Cripples SS *Seattle* in Midatlantic

Continued from Page 3

down 20 feet of smoke-filled passageway and out onto the deck. Spillane was forced out his port-hole which opened onto the main deck.

### Reacted Calmly

The entire crew quickly sized up the situation and, reacting calmly, a head count revealed that three men were still missing.

Putting a ladder over the side, the three were found still trapped in their fo'c'sles and one, Oiler Merle Duckworth, had to be pulled out through his lower deck porthole and carried to the main deck. The others climbed out their portholes to safety on ropes lowered by their quick-thinking shipmates.

AB Alf Olsen, sailing since 1938, said, "We were lucky it was daytime or a lot of men would have died."

The whole house was now engulfed in smoke and the mates could not reach the engine room's CO<sub>2</sub> system controls on either the main or lower deck without breathing apparatus, SIU members noted.

The masks, however, were kept in a locker near the bridge and only after

the smoke let up a bit could the mates get to the equipment.

### Trouble Unlocking

Once they got to the locker, they had trouble unlocking it and then getting the equipment to work properly, according to some of the SIU crew.

Finally, with AB Charlie Fediw and others manning their safety lines, they got to the CO<sub>2</sub> controls on the main deck and set off the system.

It was sometime, however, before the system on the lower deck could be reached and exploded.

Unable to do anything other than wait and see if the CO<sub>2</sub> system would smother the fire, the crew assembled forward around noon and the motorized lifeboat on the lee side was ordered over the side.

When Brothers Stark, Fediw and others had lowered the boat, it was pulled forward, tied to the bow by the painter and about 20 men were put aboard. (Twenty-two of the SIU men on board the *Seattle* had lifeboat certificates.)

Choppy seas prevented lowering the other motorized lifeboat and the rest of the crew remained aboard the *Seattle*.

With the fire under control but not fully extinguished, according to SIU members, the men in the lifeboat were brought back aboard the *Seattle* around three p.m.

By this time the temperature in the engine room was reported to be between 150° and 185°, and many still feared that the settling tanks would explode.

One hour later the first two ships answering her distress call reached the smoldering *Seattle*, a Greek and a Russian freighter. The *Seattle's* captain ordered that no lines be taken from the ships according to some SIU members, and the two stood by until the *Sea-Land Consumer* reached the scene a few hours later.

Though the *Seattle* was dead in the water, it was decided that the choppy waters and darkness made it too dangerous to transfer the crew to the *Consumer* and the men spent a sleepless night in the *Seattle's* messroom.

The next morning the *Consumer* lowered its boats and picked up most of the tired *Seattle* crew who had high praise for their brothers aboard the *Consumer*.

Joined by two salvage tugs, Bosun

Jose L. Gonzalez, AB Antonio Reyes, AB Harold Spillane, Chief Electrician Arlen Quinn and Chief Steward Piatak—all SIU members—were among the men who stayed aboard the *Seattle* for the 1,400 mile tow back to New York.

The rest of the crew was taken to Rotterdam aboard the *Consumer* and then flown back to New York.

Hampered by 22 foot seas, it took over a week before the tugs could take the *Seattle* in tow and, as the *Log* goes to press, she is expected to reach New York within a few days. (The next issue of the *Log* will contain a follow-up story on the *Seattle's* crew and their slow tow back to N.Y.)

### Shaken but Alive

Still shaken, dressed in clothes borrowed from brothers aboard the *Consumer*, and carrying the few belongings they were able to salvage in pillowcases, the Seafarers flown into N.Y. were relieved that their ordeal was over.

Laying their narrow escape to training, cool heads and luck, Third Cook Jaymee Haga said he was just glad to be alive.



Chief Steward  
Stephan Piatak



Chief Electrician  
Arlen Quinn



Bosun  
Jose L. Gonzalez



Deck Maintenance  
Antonio Reyes



AB  
Harold Spillane

These five Seafarers remained aboard the *Seattle* as she was towed 1,400 miles back to New York after being totally disabled by an engine room fire in the mid North Atlantic.



The *Eileen C.* (Marine Towing) waits for a new crew last September near New York City.

## 8 Crewmembers Rescued

# Tug *Eileen C.* Cook Drowns in Sinking

Continued from Page 2

were unable to locate his body. *Mariner* stood by and held the barge until the tug *Cherokee* took over. The barge was finally moved to a facility in Massachusetts.

Captain Blank thinks that the steering gear on the tug and the auxiliary steering might have failed, causing the tug to turn and head for the barge. At that time, the tow line seems to have

gotten caught up in the propeller, tightened up and pulled the stern under, filling the engine room with water. The boat went down by the stern in forty feet of water.

SIU Boston Port Agent Ed Riley noted, "The crew of the tug *Mariner* should be cited for the seamanship they showed in the rescue of the crew members of the *Eileen C.*"



N.Y. Patrolman George Ripoll (far left) met with crewmembers of the *Eileen C.* last September while the boat was docked at the Greater N.Y. Marine Terminal. The boatmen are (l. to r.): Tankerman Jerry Kleva; Tankerman John Cartos; AB Vin Kuhl, and AB Rabe Walton. Brothers Kleva, Cartos and Walton were aboard the *Eileen C.* when it sank Nov. 7.



The tug *Mariner* (Mariner Towing) pictured here in Owl's Head Passage, Me., came to the rescue of the *Eileen C.* as soon as a Mayday signal was transmitted.

# Navy Turns Deaf Ear to Commercial Tug Savings

Like an ostrich with its head in the sand, the U.S. Navy simply refuses to face up to the facts—by maintaining their own tugs when less costly commercial tug charters are available, they are wasting scarce funds that could be better used to construct defense-related vessels.

Three years ago the Navy's own Naval Reserve Systems Analysis Division documented how commercial tugs could provide the Navy with towing services at a much lower cost.

In Norfolk, for example, the Navy maintained 25 tugs that cost \$185,000 each to man in 1973 and which worked, on the average, under 25 hours a week.

It doesn't take an expensive study to see that civilian Boatmen could provide the same service on an hourly or daily basis at a substantial saving.

Under mounting pressure to justify the maintenance and operation of an estimated 142 tugs in the continental U.S., Hawaii, Guam and Puerto Rico, last year the Navy hired a private research firm to study the

efficiency of its tug program.

Using Charleston, Norfolk, San Diego and Mayport, Fla. as case studies, this private group reached the same conclusion: "Significant savings were estimated for each of the locations if commercial services were substituted for a portion of Navy owned and operated tugboats."

Yet despite the findings of their own studies, the Navy made no real move to charter private boats.

Then, late last year, the Government Accounting Office (GAO) released a report which again supported the argument that the Navy should transfer its tug operations to the private sector.

The GAO, citing just one example, told the Navy it could save \$240,000 a year just by replacing two of its tugs in Treasure Island, Calif. with commercial tugs.

Finally provoked into action by the weight of the evidence, the Navy has chosen to question the findings of the GAO report rather than take any constructive steps towards uti-

lizing the private towing fleet.

Unfortunately for the Navy, their objections to the report don't stand up under scrutiny.

It seems that the sole purpose of the Navy's move is, as Transportation Institute President Herbert Brand told the GAO, "to discredit this excellent (GAO) study and avoid having its conclusions adopted by the Congress."

It's time the Navy takes its own advice and begins transferring its tug requirements to our experienced, efficient commercial tug fleet. Everyone will benefit.

The Navy will be able to conserve its budget funds, eliminating not only its expensive and underutilized tug fleet but also the extensive backup force of dispatchers, yeomen and other naval personnel it maintains for its tugs.

The American public will benefit, with private boats generating more jobs and private industry paying more taxes.

And it's a solution to the problem of holding down defense costs that will actually enhance the Navy's ability to protect us by freeing it from non-essential duties.

## Railroads Crippling Waterways

The nation's railroad industry is always at odds with any other transportation mode that threatens to provide legitimate competition by delivering better and more economical service.

And now, according to a growing number of inland water industry spokesmen, the railroad industry has set its sights on crippling America's inland waterway operations.

One feels that "the railroads increasingly seem to want to be protected from competition," and points to the heavily financed railroad fight to prevent modernization of Lock and Dam 26 on the Mississippi as the latest attempt by the railroads "to place an artificial lid on the expansion of barge traffic in order to protect railroad traffic."

With their "monopoly power," it's also easy for railroads to use their economic leverage to suppress, for example, the efficiency of a joint rail-

water route in favor of all-rail service, the same spokesman warns.

Enlarging on the roadblocks facing those working America's inland waterways, another cites "over-regulation, environmental challenges to new waterway development and unrealistic challenges to the industry from the railroads," as factors threatening our inland industry.

"Our cost efficiency and our energy conservation is going by the boards because of tactics of confusion and delay practiced by various groups," the industry spokesman cautions.

The SIU shares in their concern over these challenges to the continued growth of America's inland fleet.

Having learned from our past struggles, we invite all interested parties to join us in our fight to protect the gains we have already made and to foster continued expansion of an efficient, healthy inland water industry.

## TAKE OFF THE BLINDFOLD



## Letters to the Editor



HISTORIC PRESERVATION

## Not Like the Early Days

I began receiving SIU pension checks June 1 of this year. If anyone had suggested in the early days that anything like this and all the other benefits would ever be available to any seaman in the entire world, he probably would have been spit on.

With my SIU pension, Social Security and some interest bearing assets, I am going to enjoy my twilight years.

In closing, I want to say that the SIU never had a more sincere Union member. This is not to say that I am among the few. I am one of the many who are grateful to the SIU for its work over the years.

Fraternally,  
Frank Reid  
Tampa, Fla.

More letters on page 34

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# Training Programs to Meet the Industry Needs

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

The Harry Lundeberg School was established by the Seafarers International Union to provide Seafarers and Inland Boatmen with the finest training and upgrading programs available anywhere in the United States.

The Lundeberg School is located on 60 acres bordering St. George's Creek on the southernmost tip of Maryland where the Potomac River flows into the Chesapeake Bay.

Named after the first president of the SIU, the Harry Lundeberg School is the result of cooperative efforts between the SIU and the management of privately-owned American-flag ships and inland waterways towboats. It is financed entirely by deep sea, Great Lakes and inland waterways companies under contract with the SIU.

The school is committed to provide the maritime industry with skilled, knowledgeable and responsible Seafarers and Boatmen.

The programs at the Lundeberg School focus on three key areas:

- Providing young people who have no maritime experience with the basic skills needed to serve aboard deep sea and Great Lakes ships, coastal tugs and inland waterways towboats.
- Providing professional advancement for experienced men through career upgrading programs.
- Providing the academic education which is an essential background for learning modern technical skills needed in the maritime industry.

The staff of the Lundeberg School consists of highly qualified educators who can meet the challenges of fast-moving technology in the maritime industry. As vocational education has become more advanced and specialized, the staff has developed and written new manuals and texts.

The training programs, all approved by the Coast Guard and the Maryland State Department of Education, consist of: entry or beginning job skills, upgrading to unlicensed ratings, licensing, and specialized or advanced courses. All of these programs are interrelated and together make possible a career that offers advancement up the ladder of greater responsibility, and greater satisfaction personally, economically, and professionally.

The basic vocational Deckhand/Tankerman Program, for example, is a 12-week course emphasizing hands-on training. During the program the trainees learn deck seamanship, fundamentals of the towing industry, marine diesel engines, duties and skills of a tankerman, duties and responsibilities of the steward department, firefighting, safety and survival techniques as well as lifeboat training. Emphasis at all times is placed on safety and environmental protection.

The programs, both entry and upgrading, are



Deep sea, Lakes or inland waters members can take advantage of the courses available at HLSS. Boatman Ruben Salazar of Houston is shown here learning the use of the Radio Direction Finder as part of the Mate and Masters upgrading course.

designed to assist each student in assessing his strengths and weaknesses in terms of his past training, life experiences and on-the-job experiences. Through the assistance that the courses offer, SIU members can advance in their chosen profession to jobs of greater prestige, higher pay and more responsibility. The school serves as the avenue to success.

### Academic Education

Academic education is completely integrated with the vocational training and Union programs. The aims of the academic programs are:

- To offer high school diplomas through the high school equivalency courses.
- To provide the necessary education skills to enable students to advance to more responsible and better paying jobs.
- To provide enrichment studies to expand each man's intellectual horizons.

All students are given a reading comprehension examination during the first week to determine their individual reading levels. Students reading below the sixth grade level are encouraged to spend part of each day in the Reading Lab where they can receive individual instruction. Trainees or upgraders who speak English as a second language also receive special assistance with their course materials.

All classes are small, permitting teachers to give



personalized tutoring help to each student allowing him to concentrate on his individual needs. Evaluations are made frequently so that the materials are appropriate to the student's needs. Student-teacher conferences are held often to keep the lines of communication open so that each student might advance satisfactorily.

A modern library exists on the schoolship *Zimmerman* where thousands of volumes are available to all students. The collection includes such reference tools as encyclopedias, almanacs, research documents and directories. It also contains historic journals, a large maritime collection, and materials about the history of the maritime industry, seamen's unions, the history of ships and shipbuilding.

A special selection of paperback books is available, together with editions of several hundred popular and subject-oriented periodicals. These books encourage recreational reading.

The library serves as the resource center for the entire school. It is the place to find the answer to a question or to stimulate a new interest.

Because the thrust of the school's program is to encourage career opportunities for all SIU members, rather than eliminate those with personal or learning problems, the school offers a counseling program designed to define individual problems and to seek ways to overcome them.

The staff at the school recognizes that each student is an individual. Each man differs in his own understanding of the world and how to deal with it. He has his own set of values and his own concept of how he fits into the environment. He differs in his understanding of himself, his self-



At the Lundeberg School, entry trainees and seasoned Seafarers can improve their academic skills. Here a Seafarer studies for his high school equivalency diploma.

esteem, his self-confidence and in his working relationship with others.

The school sees every student as a whole person and provides educational programs to meet these needs.

Application forms and current schedules for course offerings are available by contacting the Admissions Office, HLS, Piney Point, Md. 20674. Telephone: 301-994-0010.

### COURSE OFFERINGS

#### Deck Department

Ordinary Seaman (Entry-Rating)  
Deckhand/Tankerman  
Able Seaman  
Lifeboatman  
Quartermaster  
Pre-Towboat Operator  
Original Towboat Operator License  
Master/Mate, Uninspected Vessels Not Over 300  
Gross Tons Upon Oceans  
First Class Pilot  
Radar Observer  
Vessel Management and Safety  
LNG/LPG  
Welder

#### Engine Department

Wiper (Entry-Rating)  
Fireman, Watertender, Oiler  
QMED Any Rating:  
Pumpman, Boilermaker, Refrigeration Engineer, Electrician, Deck Engineer, Junior Engineer, Deck Engine Mechanic  
Advanced Electrical Procedures  
Advanced Pumpman Procedures  
Automation  
Refrigerated Containers  
LNG/LPG  
Welder  
Diesel Engines  
Pre-Engineer Diesel Engines  
Chief Engineer Uninspected Motor Vessel  
Assistant Engineer Uninspected Motor Vessel  
Tankerman

#### Steward Department

Entry-Rating Steward  
Third Cook  
Inland Cook  
Assistant Cook  
Cook and Baker  
Chief Cook  
Chief Steward

#### Academic Education Department

Science  
Social Studies  
English  
Math  
Reading  
Study Skills  
Dockside  
Independent Study



# Pages from the History of the American Seamen's Labor Movement

This article continues the story of American maritime unions as told in newspapers of the day and in other material gathered by the Seafarers Historical Research Department.

The following report was made to union seamen by delegates attending an historic convention held in 1892 to create the National Seamen's Union, the name of which was changed in 1894 to International Seamen's Union.

The report includes some of the more important sections of the new constitution and by-laws.

It is interesting to note that the first major order of business of the fledgling union was to support the "seamens bill" then under consideration in Congress. It was many years before this legislation culminated in the Seamen's Act of 1915.

## NATIONAL SEAMEN'S CONVENTION

One of the grandest and most enthusiastic conventions that ever met in Chicago was brought to a close on April 22, 1892. The convention was composed of representatives of the various seamen's unions—the Pacific Coast, Great Lakes and Gulf. The Atlantic unions were not represented in the convention, although they telegraphed greetings and good wishes for the birth of the National Seamen's Union.

The initiative meeting of the delegates was brought to order by Mr. Richard Powers of Chicago, who welcomed the representatives to the City by the Lakes, and feelingly expressed the hope that those present would be able to be successful in forming a National Seamen's Union on a basis worthy of the sailors of the United States.

After the committee on credentials had reported, and the various delegates given seats, committees on ways and means, organization, legislation and resolutions were appointed, and then the convention got down to work.

The most important business was that of the organization committee, which recommended the formation of a national union of seamen, and the levying of a per capita tax on all unions represented at the convention for the purpose of thoroughly organizing the Atlantic Coast.

After forming itself into a permanent organization, the convention appointed a committee to draft a suitable constitution and by-laws, of which the following are a few of the most important subjects:

**PREAMBLE**—Recognizing that organization is the only means by which the seamen may hope for their amelioration and final emancipation from the many evils attending their calling, and for the purpose of furthering organization, strengthening it where it already exists, and bringing into closer fraternal relations the various bodies of organized seamen in America, we have organized this "National Seamen's Union of America."

**Article I.** This organization shall be known as the "National Seamen's Union of America." (The word seamen shall be interpreted to include all unions whose members make a living by following the sea or on the Lakes in any



capacity in steam or sailing vessels.)

**Article II. Form of Organization.**  
**Sec. 1.** This union shall be composed of delegates representing bona fide seamen's organizations from the four districts, viz.: The Atlantic Coast, the Gulf Coast, the Great Lakes and the Pacific Coast.

**Sec. 2.** Delegates shall establish their claims to membership by certificates of election furnished by their respective unions, signed by the Secretary and bearing the seal of the union.

**Article III. Representation. Sec. 1.** The basis of representation shall be 3 delegates for the first 500 members, or for unions with a membership of less than 500 or a fraction thereof of not less than 200, and 1 delegate for each additional 500.

**Sec. 2.** Absent delegates shall be permitted to vote by proxy.

**Sec. 3.** No member of a subordinate union shall be eligible to election unless he shall have been a member of that union for at least one year prior to the election, except in a case where the union which he represents has not been in existence that period of time.

**Sec. 4.** The expenses of attendance of said delegates on the annual sessions of this union shall be defrayed by the subordinate unions they respectively represent.

**Sec. 5.** Delegates shall be elected for the term of one year, their term to commence with the annual session of this union.

**Article IV. Meetings.** The meetings of the National Seamen's Union of America shall take place annually on the 18th day of April, at such a place as the preceding convention shall designate prior to adjournment.

**Article V. Officers and Election.** The officers of this union shall consist of President, Vice-President, Secretary-Treasurer and Sergeant-at-Arms. They shall be elected at the annual session of the union for the term of one year.

**Article VI** refers to duties of officers.

**Article VII. Executive Board.** There shall be an Executive Board, consisting of the National Secretary and the four District Secretaries. The Executive Board shall have power to act in the interest of the National Union between annual meetings; should at any time arise serious trouble, such as a general strike threatening, it shall have power to call a meeting of the National Union if in their judgment the occasion demands it.

**Article VIII. Districts. Sec. 1.** The secretary of each district shall furnish the National Secretary with a quarterly report of receipts and expenditures, the number of members in good standing, etc. He shall keep the National Secretary informed of the condition of his union and of all matters of interest to the seafaring class, and shall communicate to him all suggestions, resolutions and amendments offered by his union for the consideration of the National Union.

**Sec. 2.** Membership in one district shall be recognized in another without charge of initiation fee. Any member leaving his district shall procure a traveling card from his secretary, which he may deposit in any other district in which he desires to sail, and shall be admitted to membership upon payment of the regular monthly dues into that union.

**Sec. 3.** All official correspondence between the National Secretary and the district secretaries must bear the seal of

their respective unions to insure recognition.

**Article IX. Revenue. Sec. 1.** The income of this union shall be derived from dues payable quarterly by the district union to the National Secretary, upon the basis of a per capita tax of 9 cents per quarter levied on all members in good standing.

**Sec. 2.** Districts in arrears for more than 30 days shall stand suspended until paid up, and the National Secretary shall notify all other districts of such suspension.

**Sec. 3.** The fiscal year shall date from April 1st to March 31st.

**Article X. Disbursement.** Disbursement for running expenses and secretary's salary shall be limited to 25 per cent of the income and shall not be incurred except on proper presentation of bills. The remaining 75 per cent shall be devoted for organizing purposes.

After the convention had adopted the Constitution and By-laws, it was resolved that the by-laws as adopted by the convention be submitted to the various unions represented for their adoption or rejection. Carried.

The following resolution was then introduced and carried unanimously:

Resolved, That immediately upon the adoption of this Constitution by the subordinate unions, the National Seamen's Union requests its subordinate unions to set apart at once a sum equal to six months' dues, subject to the order of the National Secretary, for the purpose of organizing the Atlantic Coast, said sum to be credited to them on their account with the National Union.

Resolved, That two organizers be elected at once—one by the Lake Seamen's Union and one by the Sailors' Union of the Pacific.

Resolved, That said organizers shall be under the immediate supervision of the National Secretary, and to receive their instructions and the means to carry on their work from him, and that they shall endeavor to organize a district union, with headquarters and branches on a basis in conformity with the plan of the National Union.

Resolved, That they be paid a regular salary of \$75 per month by the National Union, but only until the union to be organized becomes self-supporting, during which time the organizers shall give weekly a full account of their receipts, expenditures and requirements to the National Secretary.

The following resolution, submitted by the Milwaukee Branch of the Lake Seamen's Union, was passed:

Whereas, It is the practice of vessel-owners of Cleveland, and other places on the Lakes, to employ to a large extent men who are permanent residents of Canada, thereby injuring American seamen and depriving them of their prior right to employment in American vessels,

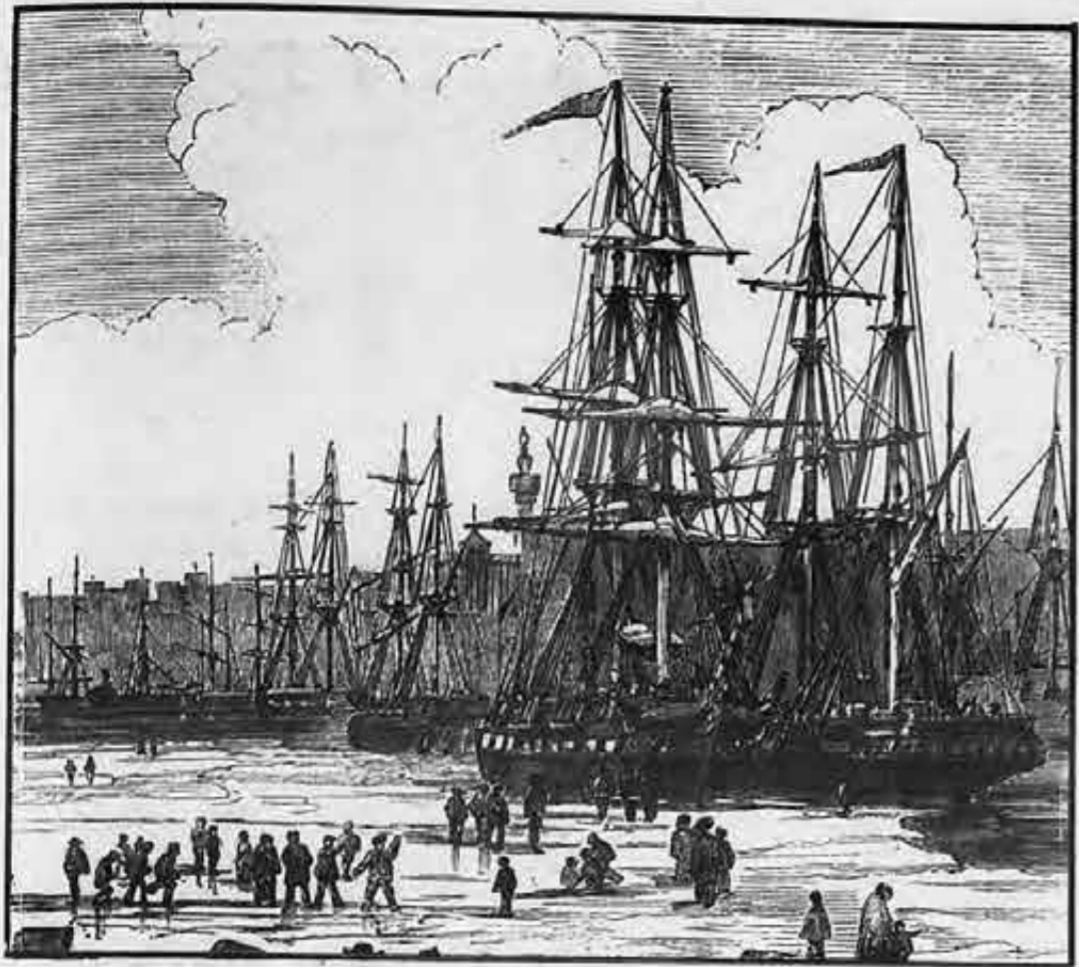
Resolved, That the seamen of America, in convention assembled, protest against the employment in American vessels of aliens with permanent residence abroad, and with no intention of becoming American citizens, and

Resolved, That we urge upon Congress to enact such laws as will better protect the American seamen from the competition of aliens, and insure them employment in preference to the latter in American vessels.

The following resolution was read and passed unanimously:

Whereas, The Sailors' Union of the

*Continued on Page 25*



## NATIONAL SEAMEN'S CONVENTION

Continued from Page 24

Pacific has caused to be drawn up an appeal to Congress known as "An Act to amend the laws relating to Shipping Commissioners, seamen and owners of vessels, and for other purposes"; and whereas, We recognize that the maritime laws of the United States are sadly deficient in provisions for the protection of the interests of seamen, and have, in fact, fallen behind those of other nations, and enactments for the better protection of seamen, their lives, their health and their comfort have not kept pace with the general advancement of the age; and whereas, The amendments offered in the above-named appeal are of a nature so modest and just as to

commend themselves to every right-thinking, justice-loving, humane being; therefore be it

Resolved, That we, the National Seamen's Union of America, in convention assembled, give them our hearty endorsement, and that we will use all means in our power to push the said bill before the House of Representatives in Congress to work and vote for it.

The following officers were then elected for the ensuing year: President, Charles Hagen of New Orleans; Vice President, F. Waterhouse of San Francisco; Secretary-Treasurer, T. Elderkins, Chicago; Sergeant-at-Arms, T. Finnerty, San Francisco.

A motion was made, seconded and carried unanimously that the Coast Sea-

men's Journal of the Pacific Coast be made the official organ of the National Seamen's Union.

Upon motion, the editor of the Coast Seamen's Journal was requested to draw up and have printed a call to the seamen of America to join hands with us under the banner of the National Union.

The following report of the San Francisco delegates to the National Convention speaks for itself:

TO THE MEMBERS OF THE SAILORS' UNION OF THE PACIFIC:

Gentlemen: Your delegates desire to state that while it has been the object and endeavor to build the National Union on a firmer and more consolidating basis than the Constitution submitted for your consideration permits, they have found obstacles that made a closer affiliation of the various unions inexpedient, if not impossible, at this time. The Lake Seamen's Union has one distinctive feature of its objects, a sick benefit; the Gulf Union caused some perplexity by the fact that it is composed of firemen as well as sailors, besides this, it excludes colored men, of whom there is quite a number on the Gulf Coast, and it would seem that the feeling against colored men is too strong in the Gulf States to prevail upon the union there to join them or to even attempt to organize them into separate assemblies. Aside from these difficulties we could not fail to observe that it was the wish of the unions, as expressed through their delegates, not to lose their identity in a National Union such as your delegates had conceived. Under these circumstances an amalgamation or federation, as outlined in the submitted constitution, as the only course to be recommended. We must state, however, that in spite of these differences nothing but the most conciliatory spirit and unanimity of desire prevailed and guided the actions of the conven-

tion; and while the representatives of the different unions felt that their work must necessarily be imperfect at this first convention, and that their judgment has probably been insufficient to meet all the requirements of so vast an institution as the National Union of Seamen promises to be, they join in the hope and the belief that their humble efforts will prove to be the foundation of one of the most powerful organizations in existence.

Regarding the Atlantic Coast, from which there was no representative present, we beg to say that from inquiries made we learn that practically no organization exists among the men sailing on that coast, excepting perhaps a small remnant in Boston, and you will see that it has been one of the chief objects, in fact the chief object, of the convention to give consideration to the organizing of the Atlantic Coast. This is a work that concerns all the unions alike equally as much, and the union of the Pacific more so, and the delegates trust that the resolution dealing with the immediate procedure or organizing will receive your unanimous approbation.

Your delegates further, while in Chicago, have gone before various trade-unions with your proposed amendments to the Maritime Law, and have labored for and received the assurance of their assistance; the Central Labor Union and the Trades and Labor Assembly have given promise to push the bill with all the means at their command.

With this brief comment we submit our report as a whole, trusting that your action thereon will be the realization of the hopes which we have in the life, activity and efficiency of a "National Seamen's Union of America."

JOHN HAIST,  
FRANK WATERHOUSE,  
THOMAS FINNERTY.

The next convention will be held in New Orleans.

## 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.





## Digest of Ship Meetings



**INGER** (Reynolds Metals), September 12—Chairman, Recertified Bosun Charles D'Amico, Jr.; Secretary Duke Hall; Educational Director Oscar Cooper; Deck Delegate Jose Salinas; Engine Delegate Barney Hireen; Steward Delegate Richard Sherman. \$69.11 in ship's fund. No disputed OT. Last issue of the *Seafarers Log* was read and discussed. Chairman held a discussion on the importance of donating to SPAD and the importance of voting in the coming election. Educational director urged all to take advantage of the opportunities offered at Piney Point to upgrade and learn new skills that are required on the new ships. These old ships will not always be here and unless you have learned the skills required for the new ships then you may not have a job. A vote of thanks to the steward department for a job well done.

**TRANSINDIANA** (Hudson Waterways), September 19—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch. \$25.09 in ship's fund. No disputed OT. All communications were read and posted. Notice of the Alcoholic Rehabilitation Program has been permanently posted. For those of you who may be in need of this assistance please read it. This is one of the best programs the SIU has come up with and no one needs to be ashamed to have to use it. A suggestion was made to paint all top steps of the outside stairwells white instead of yellow. A vote of thanks to the *Seafarers Log* for keeping us abreast of all data in the shipping industry. Observed one minute of silence in memory of our departed brothers. Next port, Gitmo.

**PANAMA** (Sea-Land Service), September 11—Chairman, Recertified Bosun C. Mize; Secretary J. E. Higgins; Educational Director N. Bathia; Deck Delegate C. Perreira; Steward Delegate L. Russi. \$12.20 in ship's fund. No disputed OT. Educational director held a discussion on the benefits of attending classes at Piney Point. A vote of thanks to the steward department for a job well done.

**SEA-LAND PRODUCER** (Sea-Land Service), September 11—Chairman, Recertified Bosun M. B. Woods; Secretary L. H. Waldrop. \$21 in ship's fund. Some disputed OT in engine and steward departments. Chairman advised everyone to be sure to vote in the election, absentee ballot if necessary. Also discussed the importance of donating to SPAD, and for all crewmembers to read the new Constitution changes in the *Seafarers Log*. A vote of thanks to the steward department. Next port, Port Everglades.

**JEFF DAVIS** (Waterman Steamship), September 13—Chairman, Recertified Bosun George Annis; Secretary A. Rudnick; Educational Director Victor Polumbo; Steward Delegate Leonardo Mania. Some disputed OT in engine department. A vote of thanks to the steward department for a job well done. Next port, Djibouti.

**DELTA BRASIL** (Delta Steamship), September 12—Chairman, Recertified Bosun Louis Guadnud; Secretary B. Guarino; Educational Director Hugh Wells, Jr.; Deck Delegate Robert L. Rudolph; Engine Delegate Juan Cruz; Steward Delegate H. B. O'Brien. \$1,175 in movie fund. \$95 in ship's fund. No disputed OT. Chairman thanked everyone for their cooperation in making the last trip a smooth one. Also advised everyone to take advantage of the upgrading school at Piney Point. Observed one minute of silence in memory of our departed brothers. Next port, Dakar.

**BORINQUEN** (Puerto Rico Marine Mgt.), September 12—Chairman, Recertified Bosun Calixto Gonzales; Secretary J. Prats; Engine Delegate Juan Guaris. \$4 in ship's fund. No disputed OT. Chairman held a discussion about the importance of the objectives and requirements of the Alcoholic Rehabilitation Program so that the membership will be aware of this important program and its goals. A vote of thanks to the steward department for a job well done.

**SEA-LAND ECONOMY** (Sea-Land Service), September 5—Chairman, Recertified Bosun F. H. Johnson; Secretary L. Nicholas; Educational Director W. E. Fitzgerald; Deck Delegate B. Jarrett; Engine Delegate C. V. Grab; Steward Delegate S. Morris. No disputed OT. A safety suggestion was made for installing cleats on deck for tugboats and the painter. Also a suggestion box was installed on bulkhead in main passage for any and all safety suggestions. The pamphlet on the MTD was received and read with interest. Next port, Rotterdam.

**HOUSTON** (Sea-Land Service), September 19—Chairman, Recertified Bosun Frank Teti; Secretary C. Gibson; Educational Director Roberts; Deck Delegate W. W. Lawton; Engine Delegate Donald R. Nilsson. No disputed OT. Chairman held a discussion on a number of stories that appeared in the *Seafarers Log*. Alcoholic rehabilitation poster was received and posted. Anyone who thinks he needs help with the problem is urged to read the poster carefully. A vote of thanks to the steward department for all around good food and service. Next port, Elizabeth, N.J.

**OVERSEAS VALDEZ** (Maritime Overseas), September 26—Chairman, Recertified Bosun William Smith; Secretary J. Mojica. Some disputed OT in deck and steward departments. Chairman discussed the laminated poster that was received describing the objectives and requirements of the Alcoholic Rehabilitation Program. The poster will be put on the bulletin board so that the entire membership will be made aware of this important program and its goals. Report to the *Seafarers Log*: "A vote of thanks was given to the crew for the cooperation they gave to all three departments. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers."

**SEA-LAND FINANCE** (Sea-Land Service), September 19—Chairman, Recertified Bosun J. Pulliam; Secretary D. Nunn; Deck Delegate J. Long; Engine Delegate J. Mooney; Steward Delegate C. Carlson. No disputed OT. Pamphlet on Educational Series No. 1 was received and put out for all to read. The August issue of the *Seafarers Log* was shown and discussed. Chairman reports that everything is fine and we have a good crew.

**NEWARK** (Sea-Land Service), September 5—Chairman, Recertified Bosun C. Dawson; Secretary L. Crane; Educational Director R. P. Coleman; Deck Delegate A. J. Janacek; Engine Delegate A. L. Craig; Steward Delegate J. Arshon. No disputed OT. Chairman informed the crewmembers of the stories that appeared in the new issue of the *Log* and asked everyone to read them so as to be better informed on what is going on in the Union. Held a discussion on the importance of donating to SPAD. Next port, Seattle.

**TRANSCOLORADO** (Hudson Waterways), September 26—Chairman, Recertified Bosun T. A. Tolentino; Secretary J. Pitetta; Educational Director J. Peterson; Deck Delegate Lee Snodgrass; Engine Delegate Paul Bradshaw; Steward Delegate John Shaw. \$7 in ship's fund. No disputed OT. Chairman advised all crewmembers to get new clinic cards when they leave. Also discussed the importance of SPAD. Observed one minute of silence in memory of our departed brothers.

**ST. LOUIS** (Sea-Land Service), September 6—Chairman, Recertified Bosun Alan E. Whitmer; Secretary T. R. Goodman; Deck Delegate Albert C. Pickford; Engine Delegate Kenneth H. Bowman; Steward Delegate Fritzbert A. Stephen. \$30 in ship's fund. No disputed OT. It was reported that Bosun, Alan E. Whitmer did his homework. At weekly meetings he held discussions on fire control, safety on board ship, drugs and the problem they cause, what SPAD is all about and that fact that all SIU seamen are American ambassadors in foreign ports. The man is great. Chief Steward T. R. Goodman has done his job too and there are no beefs. Just completed Sea-Land first round trip to Damman, Saudi Arabia and back to Rotterdam. Thank the crew for good cooperation. Evangelos I. Dimitrakakos kept the crew up-to-date with educational literature which he posted on the bulletin board. Frank Adkins, chief cook turned out beautiful, tasty good food that kept the crew happy. All communications received were read, discussed and then posted. It was noted that ship should have new and better hydraulic booms installed for lifting gangway. Observed two minutes of silence in memory of Brother Donald B. Wasson who passed away on August 29, 1976 in a hospital in the port of Pireaus, Greece. A vote of thanks to the steward department. Next port, Damman.

**OGDEN WILLAMETTE** (Ogden Marine Transport), September 5—Chairman, Recertified Bosun R. D. Schwarz; Secretary E. Kelly; Educational Director H. Meredith; Deck Delegate C. H. Spina; Engine Delegate C. Killeen; Steward Delegate I. Gray. No disputed OT. Chairman discussed the *Seafarers Log* and asked that all members read this paper and ask any questions about anything they don't understand. All communications received were read and posted. A vote of thanks to the steward department.

**SEA-LAND CONSUMER** (Sea-Land Service), September 12—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director K. L. Hart; Deck Delegate R. S. Davis; Engine Delegate R. L. L. Elliott; Steward Delegate M. P. Cox. No disputed OT. A vote of thanks to the steward department for good food and service. Crewmembers were advised to get their correct addresses to Headquarters. Steward read a letter of commendation to the crew for getting 100 percent on public health inspection and thanked them for their cooperation. Next port, Rotterdam.

**MOBILE** (Sea-Land Service), September 26—Chairman, Recertified Bosun A. Waters; Secretary Taylor; Educational Director Bryant; Steward Delegate A. Allen. No disputed OT. A vote of thanks to all departments for keeping the ship clean. Next port, Kobe.

**GUAYAMA** (Puerto Rico Marine Mgt.), September 26—Chairman, Recertified Bosun W. Velazquez; Secretary A. Aragonese; Educational Director D. Terry, Jr.; Engine Delegate H. F. Welch. No disputed OT. Chairman discussed the importance of SPAD. Educational director reported that the Alcoholic Rehabilitation Program has been a success. 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. Next port, Charleston, S.C.

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

**OVERSEAS TRAVELER**  
**OGDEN CHAMPION**  
**SAM HOUSTON**  
**CAROLINA**  
**COLUMBIA**  
**HUDSON**  
**PORTLAND**  
**LYMAN HALL**  
**THOMAS JEFFERSON**  
**COASTAL CALIFORNIA**  
**SEA-LAND MARKET**  
**SAN JUAN**  
**SAN FRANCISCO**  
**TAMPA**  
**SEA-LAND VENTURE**  
**WORTH**  
**MERRIMAC**  
**BOSTON**  
**PUERTO RICO**  
**OVERSEAS ANCHORAGE**  
**JOHN TYLER**  
**DELTA MAR**  
**SEA-LAND EXCHANGE**  
**LONG BEACH**  
**BRADFORD ISLAND**  
**EAGLE VOYAGER**  
**ARECIBO**  
**CHARLESTON**  
**ARTHUR MIDDLETON**  
**DELTA ARGENTINA**  
**WALTER RICE**  
**OVERSEAS JOYCE**  
**OGDEN WABASH**  
**NECHES**  
**FORT HOSKINS**  
**AFOUNDRIA**  
**POINT JULIE**  
**SAN PEDRO**  
**DELTA SUD**  
**SEA-LAND GALLOWAY**  
**SEA-LAND RESOURCE**  
**FLOR**  
**OAKLAND**  
**GOLDEN DOLPHIN**  
**ROSE CITY**  
**OVERSEAS ALICE**

# NEW PENSIONERS



**Herbert E. Atkinson, 78**, joined the SIU in the port of Baltimore in 1951 sailing as a chief steward. Brother Atkinson sailed 23 years. He was born in Jacksonville and is a resident there.



**Theodore E. Blades, 75**, joined the SIU in the port of New York in 1955 sailing as a bosun. Brother Blades sailed 46 years. He was born in Pennsylvania and is a resident of San Francisco.



**Sigmiere E. Boggan, Jr., 59**, joined the SIU in 1945 in the port of Galveston sailing as an AB. Brother Boggan sailed 29 years. He was born in Louisiana and is a resident of Houston.



**Sacarias D. Cabildo, 70**, joined the SIU in the port of Seattle in 1962 sailing as a cook. Brother Cabildo sailed 33 years and is a veteran of the U.S. Navy in World War II. He was born in the Philippine Islands and is a resident of Seattle.



**John F. Castronover, 56**, joined the SIU in the port of New York in 1955 sailing as a chief steward. Brother Castronover sailed 33 years. He was born in New York and is a resident of St. Simon's Is., Ga.



**Wong Han Chin, 62**, joined the SIU in the port of San Francisco in 1955 sailing as a cook. Brother Chin sailed 27 years and with the U.S. Army Transport Service in World War II. He was born in Shanghai, China and is a resident of San Francisco.



**William D. Cooper, 65**, joined the SIU in the port of New York in 1955 sailing as a fireman-watertender. Brother Cooper sailed 25 years and walked the picket line in the 1954 ILS strike and the 1961 N.Y. Harbor strike. He is a veteran of the pre-World War II U.S. Navy. Born in Iowa, he is a resident of Seattle.



**William J. Emerson, 60**, joined the SIU in 1938 in the port of Detroit sailing as an AB. Brother Emerson sailed 38 years and was on the picket line in the 1961 N.Y. Harbor strike. He was in the Civilian Conservation Corps from 1933 to 1937 and the Officers Maritime Service, New London, Conn. in 1943. Born in Centerville, Md., he is a resident there as a gentleman farmer.



Recertified Bosun **Edwin C. Craddock, 48**, joined the SIU in 1947 in the port of Mobile sailing for 32 years. Brother Craddock graduated from the December 1974 Recertified Bosun Program class, attended a Piney Point Crews Conference in 1972 and is a GED grad. He was born in Mobile and is a resident there.



**Ernest M. "Bud" Bryant, 57**, joined the SIU in 1943 in the port of Savannah sailing as a chief steward. Brother Bryant sailed 35 years. He was born in Georgia and is a resident of Jacksonville where he practices his hobby of carpentry.



**Ernesto Cortes, 62**, joined the SIU in 1938 in the port of New York sailing as a bosun. Brother Cortes was on the Sea-Land Shoregang from 1972 to 1976. He was born in Ponce, P.R. and is a resident of San Juan.



**Marion H. Maynard, 62**, joined the SIU in 1944 in the port of Norfolk sailing as a cook. Brother Maynard is a veteran of the U.S. Navy in World War II. He was born in Texas and is a resident of Dallas, Tex.



**Sidney D. Turner, 59**, joined the SIU in 1941 in the port of Baltimore sailing as a bosun. Brother Turner was a member of the Civilian Conservation Corps from 1934 to 1936. He was born in Pinkhill, N.C. and is a resident of Vass, N.C.



**Eugene H. Crowley, 61**, joined the SIU in 1941 in the port of New York sailing as an AB. Brother Crowley sailed 35 years. He was born in California and is a resident of New Orleans.



**William D. Campbell, 63**, joined the SIU in the port of Seattle in 1960 sailing as a fireman-watertender. Brother Campbell sailed 25 years, was on the picket line in the 1961 N.Y. Harbor strike and is a veteran of the U.S. Navy in World War II. He was born in Bisbee, Ariz. and is a resident of Tacoma, Wash.



**Ralph A. Piehet, 62**, joined the SIU in 1941 in the port of New Orleans sailing as deck maintenance. Brother Piehet was a member of the New Orleans Shoregang. He was born in New Orleans and is a resident there.



**William E. Ekins, 62**, joined the SIU in 1946 in the port of New York sailing as a bosun. Brother Ekins sailed 34 years. He was born in Theodore, Saskatchewan, Canada and is a resident of Houston.



**Rufino S. Felipe, 65**, joined the SIU in the port of San Francisco in 1968 sailing as an AB. Brother Felipe sailed 33 years. He was born in Manila, P.I. and is a resident of Seattle.

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

Sept. 23-Oct. 27, 1976

	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>SEAFARERS WELFARE PLAN</b>				
<b>ELIGIBLES</b>				
Death .....	12	114	\$ 24,500.00	\$359,742.05
In Hospital Daily @ \$1.00 .....	320	5,083	320.00	5,083.00
In Hospital Daily @ \$3.00 .....	128	2,315	384.00	6,945.00
Hospital & Hospital Extras .....	17	128	1,710.20	20,878.33
Surgical .....	2	25	120.00	2,991.80
Sickness & Accident @ \$8.00 .....	5,777	53,108	46,216.00	424,864.00
Special Equipment .....	3	12	1,182.32	3,775.56
Optical .....	115	1,139	3,524.65	34,141.23
Supplemental Medicare Premiums .....	8	263	1,165.00	14,133.20
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	454	3,912	138,092.98	1,121,205.83
Doctors' Visits In Hospital .....	89	757	3,968.67	31,180.56
Surgical .....	131	1,094	23,451.75	178,418.58
Maternity .....	22	169	8,100.00	59,900.00
Blood Transfusions .....	1	15	39.00	1,137.50
Optical .....	121	1,033	3,574.22	29,992.81
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	22	130	81,500.00	491,328.95
Hospital & Hospital Extras .....	186	1,624	41,667.55	286,978.47
Doctors' Visits & Other Medical Expenses ..	101	990	4,401.82	44,093.07
Surgical .....	6	110	1,507.00	21,525.00
Optical .....	81	594	2,545.55	16,871.94
Blood Transfusions .....	1	4	126.00	756.79
Special Equipment .....	7	32	307.29	5,256.32
Dental .....	—	7	—	1,816.00
Supplemental Medicare Premiums .....	2,103	18,727	15,737.00	137,524.60
<b>SCHOLARSHIP PROGRAM</b>				
	14	89	6,744.37	34,532.77
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	9,721	91,474	410,885.37	3,335,073.36
Total Seafarers Pension Plan .....	2,594	22,702	659,776.88	5,739,498.77
Total Seafarers Vacation Plan .....	1,615	14,288	743,980.72	6,851,436.70
Total Seafarers Welfare, Pension & Vacation	13,930	128,464	\$1,814,642.97	\$15,926,008.83



**Edward J. Rogg, 55**, joined the SIU in 1944 in the port of Boston sailing as a bosun. Brother Rogg sailed 34 years and received a Union Personal Safety Award in 1960 for sailing aboard the accident-free ship, the SS *Acosta*. He was born in Kentucky and is a resident of Dayton, Ky.



**Clifton Aaron, 55**, joined the SIU in the port of Mobile in 1960 sailing as a cook. Brother Aaron sailed 20 years and is a 1959 graduate of the Andrew Furueseth Training School in Mobile. He is a veteran of the U.S. Army in World War II. Born in Alabama, he is a resident there.



**Peter S. Vicare, 65**, joined the SIU in 1955 in the port of New York sailing in the steward department as a B/R utilityman. Brother Vicare is a veteran of the U.S. Navy in World War II. He was born in Elizabeth, N.J. and is a resident there.



**George J. Campbell, 59**, joined the SIU in 1941 in the port of Philadelphia sailing in the steward department. Brother Campbell sailed 38 years and on the Murmansk run during World War II. He was born in Philadelphia and is a resident of Baltimore.



**Clarence W. "Whitey" Gabriel, 65**, joined the SIU in the port of Norfolk in 1956 sailing as a fireman-watertender. Brother Gabriel sailed 31 years, during the Vietnam War and is a U.S. Navy veteran of World War II. He was born in Meadow, Ga. and is a resident of Lufkin, Tex.



**Dominador F. Escalona, 65**, joined the SIU in the port of Seattle in 1960 sailing as an AB. Brother Escalona sailed 34 years. He was born in the Philippines and is a resident of Seattle.



**Harvey E. Fairburn, 58**, joined the SIU in the port of New York in 1961 sailing as an oiler. Brother Fairburn sailed 30 years and during the Vietnam War. He was born in Ponchatoula, La. and is a resident of Grand Saline, Tex.



**Lee A. Smith, 65**, joined the SIU in 1938 in the port of Mobile sailing as a pumpman. Brother Smith sailed 39 years. He was born in Mississippi and is a resident of Lucedale, Miss.



**Anthony M. Korsak, 55**, joined the SIU in the port of Philadelphia sailing as an OS. Brother Korsak sailed 33 years. He was born in Brown Dale, Pa. and is a resident of Forest City, Pa.



**Earl G. McNab, 55**, joined the SIU in the port of New York in 1951 sailing as an AB. Brother McNab sailed 29 years. He was born in British Honduras and is a resident of Miami, Fla.



**Andrew Lewis, 54**, joined the SIU in the port of New York in 1956 sailing as a chief cook. Brother Lewis sailed 22 years and was on the picket line in the 1961 N.Y. Harbor and 1962 Robin Line beefs. He was born in Texas and is a resident of Berkeley, Calif.



**Lars Nielsen, 65**, joined the SIU in 1945 in the port of Norfolk sailing as an AB. Brother Nielsen sailed for Bull Line and during the Vietnam War. He is a veteran of the U.S. Army in World War II. Born in St. Croix, V.I., he is a naturalized U.S. citizen. Seafarer Nielsen is a resident of New York City where he does woodcarving as a hobby.



**Marcelino Valentin, 61**, joined the SIU in 1948 in the port of New York sailing as a fireman-watertender. Brother Valentin sailed 31 years. He was born in Isabella, P.R. and is a resident of Mayaguez, P.R.



**Matthew V. Rosato, 59**, joined the SIU in 1938 in the port of New Orleans sailing as a fireman-watertender. Brother Rosato sailed 39 years. He was born in Louisiana and is a resident of Kenner, La.



**Rene Pelliccia, 65**, joined the SIU in the port of Baltimore in 1955 sailing as a third cook. Brother Pelliccia sailed 23 years and is a veteran of the U.S. Army in World War II. He was born in Puerto Rico and is a resident of Santa Cruz, Calif.



**Antonio Rodriguez, 66**, joined the SIU in the port of Tampa in 1952 sailing as a fireman-watertender. Brother Rodriguez was born in Florida and is a resident of Tampa.



**George E. Zukas, 64**, joined the SIU in the port of New York in 1957 sailing as a deck engineer. Brother Zukas was a member of the Sailors Union of the Pacific in 1951. He was born in Helsinki, Finland and is a naturalized U.S. citizen. Seafarer Zukas is a resident of San Francisco.



**Cipriano G. Sonaco, 65**, joined the SIU in the port of Seattle in 1962 sailing as a third cook. Brother Sonaco sailed 34 years, for the U.S. Army Transport Service in both the Atlantic, Meriterranean and Pacific during World War II and for the Military Sealift Transport Service for seven years. He was born in the Philippines and is a resident of Seattle.



**Thomas C. Pias, 75**, joined the SIU in the port of Seattle in 1969 sailing in the steward department for 24 years. Brother Pias was born in the Philippines and is a resident of Seattle.



**Willoughby C. Byrd Jr., 51**, joined the SIU in 1947 in the port of Baltimore sailing as a bosun. Brother Byrd sailed 31 years and is a World War II veteran of the U.S. Navy. He was born in Richton, Miss. and is a resident of Mobile.



**Lennot Wilfert, 65**, joined the SIU in the port of Lake Charles, La. in 1956 sailing as a pumpman. Brother Wilfert sailed 25 years. He is a veteran of the U.S. Army in World War II. Born in Louisiana, he is a resident of Eunice, La.



**Frank B. Cake, 65**, joined the SIU in the port of Philadelphia in 1954 sailing as an oiler. Brother Cake sailed 25 years. He was born in Merchantville, N.J. and is a resident of Haddonfield, N.J.



**Sanford H. Word, 65**, joined the SIU in 1947 in the port of New York sailing as a deck engineer. Brother Word sailed 31 years and is a Piney Point upgrader. He was born in Texas and is a resident of Fairhope, Ala.



**Charles H. Stephenson, 59**, joined the SIU in the port of San Francisco in 1955 sailing as a wiper. Brother Stephenson is a wounded veteran of the U.S. Army Infantry in World War II. He was born in Keokuk, Iowa and is a resident of San Francisco.



**Nils H. Lindsjo, 62**, joined the SIU in 1942 in the port of Baltimore sailing as a bosun. Brother Lindsjo sailed 39 years. He was born in Sweden and is a resident of Sharon Hill, Pa.



**Antonio A. DaCosta, 65**, joined the SIU in 1949 in the port of New York sailing in all departments for 57 years. Brother DaCosta was born in Lisbon, Portugal and is a resident of Brooklyn, N.Y.



**Alfred J. "Al" Gardner, 58**, joined the SIU in 1943 in the port of Mobile sailing as a chief steward. Brother Gardner sailed 34 years and attended the Union's 1972 HLSS Educational Conference. He was born in Watertown, Mass. and is a resident of Needham, Mass.



**Valentine V. H. Benner, 62**, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Benner sailed 29 years, hit the bricks in the 1961 Greater N.Y. Harbor strike and upgraded at the HLSS. He was born in New York and is a resident of Bergenfield, N.J.



**David Backovitz, 72,** joined the SIU in the port of Philadelphia in 1962 sailing as a third cook. Brother Backovitz sailed 24 years and attended the Piney Point Crews Conference No. 5 in 1970. He was born in Russia and is a naturalized U.S. citizen. Seafarer Backovitz is a resident of Philadelphia.



**Clifton H. Jackson, 64,** joined the SIU in the port of Baltimore in 1955 sailing as a deck engineer. He sailed 31 years. Brother Jackson walked the picket line in the Isthmian strike, helped to organize Cities Service, ran for Baltimore patrolman in 1960 and attended HLSS Crew Conference No. 3. He was born in Deltaville, Va. and is a resident of Baltimore.



**Joseph N. McGill, 50,** joined the SIU in the port of Tampa in 1950 sailing as a bosun. Brother McGill sailed 32 years. He was born in Bay Minette, Ala. and is a resident there.



**Joseph E. Woolford, 65,** joined the SIU in the port of Norfolk in 1951 sailing as a bosun. Brother Woolford sailed 45 years. He was born in Portsmouth, Va. and is a resident of Norfolk.



**Bobby L. Messerall, 55,** joined the SIU in 1944 in the port of New York sailing as an oiler. Brother Messerall is a veteran of the U.S. Navy in World War II. He was born in Pennsylvania and is a resident of Reno, Nev.



**Luther E. Wing, 61,** joined the SIU in 1938 in the port of Mobile sailing as a bosun and fireman-water-tender. Brother Wing sailed 37 years, had been a member of the old ISU, upgraded at Piney Point in 1970, and during World War II was aboard the SS *Algie* when she was hit by a dud torpedo in the Amazon River. He was born in Mississippi and is a resident of Prichard, Ala.



## Shipping Report for Inland Waters

FOR THE MONTH OF OCTOBER 1976

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs			Relief Jobs			Class A	Class B
	Class A	Class B	Class C	Class A	Class B	Class C		
BALTIMORE	2	0	0	0	0	0	2	2
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	3	5	16	0	0	0	4	2
JACKSONVILLE	0	0	0	0	0	0	0	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	90	0	0	0	0
NORFOLK	0	0	0	25	0	0	71	0
NEW ORLEANS	2	1	0	0	0	0	32	31
PADUCAH	2	1	18	1	0	30	5	1
PHILADELPHIA	0	0	0	67	58	0	83	133
PINEY POINT	0	23	0	0	0	0	0	23
PORT ARTHUR	0	0	10	0	0	1	3	3
PUERTO RICO	0	0	13	0	0	0	0	0
RIVER ROGUE	33	17	0	0	0	0	10	0
ST. LOUIS	9	15	15	0	0	0	11	27
TAMPA	0	0	0	0	0	0	0	0
<b>TOTAL ALL PORTS</b>	<b>51</b>	<b>62</b>	<b>72</b>	<b>183</b>	<b>58</b>	<b>31</b>	<b>221</b>	<b>222</b>

## Warning to Seafarers Young and Old:

### Drug Possession Means Loss of Seaman's Papers

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

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

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

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

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

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

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

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

Stay drug free and steer a clear course.

## Panama Ship, 20, Seized With \$134-Million in Drugs

Twenty Colombian crewmembers of the Panamanian SS *Don Emilio* (Compania Financiera Velrus) were arrested on the high seas Oct. 15 when their 325-foot freighter was boarded and seized by a Coast Guard cutter crew with a near record \$134-million worth of contraband narcotics 15 miles east of Eleuthera, the Lower Bahamas.

Towed 500 miles by the cutter *Sherman* to Miami, the U.S. Drug Enforcement Administration there found in the cargo 82 tons of marijuana worth \$50-million and 400 pounds of cocaine and hashish worth \$84-million.

The crew and their captain, Carlton Bent Hooker, were held as illegal aliens to be prosecuted by Panama. One crew-

member disappeared at sea during the towing.

According to her manifest, the *Don Emilio* sailed from the port of Cartagena, Colombia on Oct. 4 carrying a cargo of 1-million kilos of asbestos bound for the port of St. John's Newfoundland, Canada.

The cutter's captain, H. W. Villette said there had been reports that the freighter had 160-tons of pot on board. He added that the vessel was boarded "at the request of the Panamanian Government." This was confirmed by Panama's Consul General Edgardo Lopez in Miami, according to newspaper reports.

"The Maritime Bureau of Panama which had information of a possible smuggling activity by *Don Emilio*, asked the Coast Guard for collaboration," Lopez declared, adding "we have had information to suspect that it was not the first time that this freighter has been engaged in such activities. We also believe that *Don Emilio* might have been loaded with marijuana off the coast of Colombia."



## Natural Gas Pipeline—A Report:

# Arguments Favor All-America Alaska Route

WASHINGTON — Growing indication of the need for public financing by the United States on either of two proposed Canadian routes for Alaska natural gas is causing some Administration energy spokesmen to express doubts about the benefits of the Canadian routes.

John Hill, deputy administrator of the Federal Energy Administration first raised this possibility last month. Others are now suggesting that public financing may be necessary and they are questioning the wisdom of investing U.S. money in a pipeline that would be under Canadian control and built with foreign workers and equipment.

Richard Fairbanks, former aide to FEA Administrator William Ruckel-

house, said recently that as a result of his talks with FEA, the Interior Department and the Federal Power Commission, he felt sure that the Canadian proposals would be rejected. He said that from a national security standpoint, the Canadian gas line routes are unacceptable.

Other arguments are cropping up against the proposed Canadian routes. A Canadian legal expert has revealed that loopholes exist in Canadian law that would enable individual provinces to ignore a U.S.-Canada pipeline treaty and impose property taxes, royalties and other restrictive measures on future gas pipelines.

George S. Levey, of Vancouver, B.C., said: "Provinces could enact legislation

respecting, for example, direct taxing powers on a pipeline right-of-way. He noted that unlike the U.S. where a treaty is a part of the 'supreme law of the land,' there is an absence in Canada of a similar provision making a treaty obligation part of Canadian Domestic Law. This means that the provinces are pretty much free to enact taxing legislation on their own and that any thru-Canada pipeline would be subject to the taxing powers of every province it passes through."

Earlier this year, Transportation Institute, a Washington-based maritime research and education organization, cited another argument against the thru-Canada pipeline. In their monthly newsletter *Currents*, the Institute said: "One of the fundamental arguments in support of an all-U.S. route is that it assures uninterrupted availability of the energy resource."

The Institute then pointed to Canada's political behavior when it knuckled under Communist Chinese pressure to bar the Chinese from Taiwan from participating in the Summer Olympics in Canada, and then warned:

"Under the circumstances, consider then the precariousness of a gas pipeline route running across Canada to service the American community. It

would be sheer folly to pretend that Canada could remain aloof from the possibility of political pressure aimed by the Communist world, and possibly others, against the United States."

The thru-Canada pipeline would also deprive the U.S. of significant economic advantages. It was learned recently that Canadian Arctic Gas Pipeline Ltd. had signed a letter of intent with Steel Co. of Canada for most of the pipe needed to build the trans-Canada pipeline.

### Follow Oil Pipeline

In contrast, the El Paso Natural Gas proposal (the All-America route) would follow the U.S. oil pipeline into southern Alaska, where U.S.-owned and operated tankers would move the gas to U.S. markets. In building the All-America pipeline, U.S. workers and U.S.-made pipes and equipment would be used. And—most important—the U.S. would be assured of the uninterrupted availability of this vital energy resource.

The Federal Power Commission is now studying the three pipeline proposals—two which would run across Canada to the U.S. midwest, and the All-American El Paso route to southern Alaska. The FPC must render a decision by May 1, 1977, and the President must then make a selection by Sept. 1.

## Cook Shows How Its Done



In the galley of the SS Anchorage (Sea-Land) Chief Cook Frank Bradley shows amateur cooks how to prepare a roast. The vessel paid off on July 27 in Port Elizabeth, N.J.

## It Was Family Day at the Clinic



Wife of pensioner Seafarer Chee Mohat, Mrs. Mary Mohat (left) gets blood pressure test from Dr. Joseph Peluso in the Headquarters Clinic recently.

## Seafarers Plans Must Have Member's Latest Address

Because of the Employee Retirement Income Security Act of 1974 (often referred to as the Pension Reform Act) it is extremely important that the latest correct address of each member be on file. If the Seafarers Plans have your latest address, you will be able to receive all the necessary and vital material which is required to be sent to you under the new Law.

It is also very important that the Plans be aware of your marital status. Therefore, you are strongly urged to fill in the form below and send it to: Claims Department, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

### Seafarers Welfare and Pension Plans

Soc. Sec. # .....

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

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

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

First Year of STU, IBU Employment .....

Spouse's Name .....  
Print Last Name First Name Middle Initial

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

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



**Pensioner Roy Atizado**, 73, passed away on Oct. 16. Brother Atizado joined the Union in the port of New York in 1951 sailing as a cook. He sailed 24 years. A native of the Philippines, he was a resident of Seattle. Surviving are his widow, Rizalina; a son, Roy, and a sister, Matilde of Paeay, Razel, P.I.



**Pensioner Dan E. Brannen**, 69, died on Oct. 24. Brother Brannen joined the Union in 1938 in the port of Savannah sailing as a bosun. He sailed 41 years and was a veteran of the pre-World War II U.S. Navy. Born in Georgia, he was a resident of Jacksonville. Surviving are a sister, Mrs. Susie Drew of Jacksonville, and a niece, Mrs. Jeanne Kerns of Arlington, Fla.



**Pensioner Benedicto Luna**, 75, died from a heart attack in the Galveston USPHS Hospital on Oct. 10. Brother Luna joined the Union in 1946 in the port of Galveston sailing as a chief steward. He sailed 31 years. Born in the Philippines, he was a resident of Galveston. Burial was in Mt. Olivet Cemetery, Dickinson, Tex. Surviving is a daughter, Mrs. August (Bennie Lee) Bermea of Galveston and a grandson, Sharland Gera.



**Pensioner Thomas J. King**, 68, was found dead in Los Angeles on Oct. 4. Brother King joined the Union in 1944 in the port of Boston sailing as an AB. He sailed 46 years. Seafarer King was a veteran of the pre-World War II U.S. Navy. Born in Rhode Island, he was a resident of San Francisco. Burial was in St. Francis Cemetery, San Francisco. Surviving are his mother, Rose and a brother, Edward, both of Providence, R.I.



**Pensioner Frank Nagy, Jr.**, 66, died of heart failure in Monroe Township, N.J. on Oct. 23. Brother Nagy joined the Union in 1946 in the port of Baltimore sailing as a bosun. He sailed 30 years and was on the picket line in the 1961 N.Y. Harbor strike and in the 1965 District Council 37 beef. Seafarer Nagy was a veteran of the U.S. Army during World War II. Born in Bonhamton, N.J., he was a resident of Spotswood, N.J. Surviving are his brother, Bertalan of Spotswood, and a daughter, Barbara.



**Scott B. Myhre**, 24, died in Buenaventura, Colombia, on Oct. 14. Brother Myhre joined the Union in 1971 in the port of New York sailing as an AB. He was a 1971 Piney Point grad and received his GED diploma there also. Seafarer Myhre was born in Santa Fe, N.M. and was a resident of Honolulu, Hawaii. His hobbies were yachting and leather crafting. Surviving are his parents, Mr. and Mrs. Robert J. Singleton of Pittsburg, Calif.



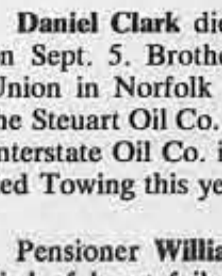
**George E. De Greve**, 67, died on Oct. 25. Brother De Greve joined the Union in 1944 in the port of New York sailing as a bosun. He sailed 40 years and was a veteran of the U.S. Army Medical Corps in World War II. Seafarer De Greve was born in Belgium and was a resident of Stamford, Conn. Surviving is his widow, Sophie.



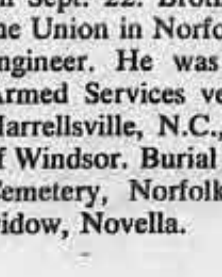
**Albert H. Powers**, 42, died of a heart attack in the Sault Ste. Marie, Mich. War Memorial Hospital on July 15. Brother Powers joined the Union in the port of Detroit in 1967 sailing as an AB for the American Steamship Co. and for the Kinsman Marine Transport Co. for 10 years. He was a Piney Point upgrader last year and was a veteran of the U.S. Air Force after World War II. A native of Cleveland, he was a resident there. Burial was in West Park Cemetery, Cleveland. Surviving are three sons, Tom of Cleveland, Albert and Patrick; a daughter, Victoria; his father, Albert; his mother, Helen, and a sister, Mrs. Marie F. Wonko, of Parma, Ohio.



**Pensioner Charlie F. Ridley, Sr.**, died of heart failure in San Saba, Texas Hill County Memorial Hospital on Aug. 13. Brother Ridley joined the Union in the port of Houston in 1957 sailing as a cook for the G & H Towing Co. for 12 years. He was a veteran of the World War II U.S. Army Field Artillery. Born in Cleburn, Tex., he was a resident of San Saba. Burial was in Wallace Creek Cemetery, San Saba County. Surviving are his widow, Margaret Mae; two sons, Charles and Rayborn; a daughter, Annie, and his father, Willie of Fort Worth, Tex.



**Daniel Clark** died of a heart attack on Sept. 5. Brother Clark joined the Union in Norfolk in 1968 sailing for the Steuart Oil Co. from 1968 to 1969, Interstate Oil Co. in 1970 and for Allied Towing this year.



**Pensioner William S. Downing**, 76, died of heart failure in Windsor, Va. on Sept. 22. Brother Downing joined the Union in Norfolk sailing as a chief engineer. He was a World War II Armed Services veteran. A native of Harrellsville, N.C., he was a resident of Windsor. Burial was in Forest Lawn Cemetery, Norfolk. Surviving is his widow, Novella.



**William E. Shores**, 60, died on Oct. 26. Brother Shores joined the Union in the port of Philadelphia in 1969 sailing as an AB for the Interstate Oil Co. from 1969 to 1976 and for the Delmarva Oil Co. from 1967 to 1968. He was a veteran of the U.S. Army in World War II. Born in Dames Quarter, Md., he was a resident of Baltimore. Surviving are his widow, Mary, and a daughter, Mrs. Carolyn M. Dawson.



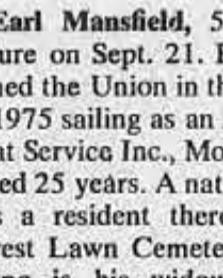
**Pensioner Lester Hanna**, 74, passed away on Sept. 14. Brother Hanna joined the Union in the port of Toledo in 1961 sailing as a dredgeman for the Price Brothers Co. in 1954, the Hydro Dredge Corp. from 1961 to 1968 and for Dunbar and Sullivan. He was a veteran of the U.S. Army in World War I and the U.S. Navy in World War II. A native of Defiance, Ohio, he was a resident of Swanton, Ohio. "His ashes were scattered on one of his beloved Great Lakes." Surviving are his widow, Cleo, and a daughter, Mrs. Catherine J. Spitz of Springfield, Ohio.



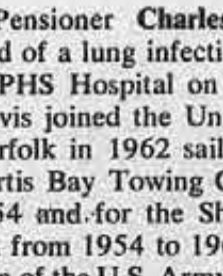
**Pensioner Henry J. "Harry" Grondin**, 72, died of a heart attack in Mackinac Straits (Mich.) Hospital on July 8. Brother Grondin joined the Union in the port of Detroit in 1961 sailing as a fireman-watertender for the Mackinac Transportation Co. from 1961 to 1966. He sailed 37 years. Born in St. Ignace, Mich., he was a resident there. Surviving is a nephew, Arthur Grondin of Owosso, Mich.



**Melford L. Grier**, 63, passed away on July 20. Brother Grier joined the Union in the port of Buffalo in 1971 sailing as a second engineer and fireman-watertender for 13 years. He was born in Soo, Mich. and was a resident of Dearborn, Mich. Surviving is a daughter, Mrs. Gail Elisson of Lansing, Mich.



**Earl Mansfield**, 57, died of heart failure on Sept. 21. Brother Mansfield joined the Union in the port of Norfolk in 1975 sailing as an AB for the Union Boat Service Inc., Morgan City, La. He sailed 25 years. A native of Norfolk, he was a resident there. Burial was in Forest Lawn Cemetery, Norfolk. Surviving is his widow, Helen, and a daughter, Teresa.



**Pensioner Charles A. Jarvis**, 56, died of a lung infection in the Norfolk USPHS Hospital on July 10. Brother Jarvis joined the Union in the port of Norfolk in 1962 sailing as a cook for Curtis Bay Towing Co. from 1950 to 1954 and for the Sheridan Transport Co. from 1954 to 1969. He was a veteran of the U.S. Army in World War II. Born in Mathews, Va., he was a resident there. Burial was in Poplar Wood Cemetery, Cardinal, Va. Surviving are two sisters, Pauline and Elsie of Miles, Va.



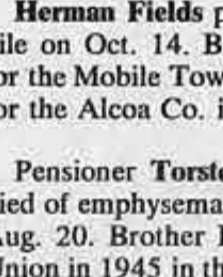
**Ernest W. Sarvis**, 32, died of a kidney infection in the University of Texas Hospital, Texas City, Tex. on Sept. 14. Brother Sarvis joined the Union in the port of Houston in 1968 sailing as an AB for the G & H Towing Co. from 1967 to 1976. He was a veteran of the U.S. Air Force. A native of East Point, Fla., he was a resident of Galveston. Interment was in Galveston Memorial Park Cemetery, Hitchkok, Tex. Surviving are a son, Alan; a daughter, Kim; his father, Luther; his mother, Florida; his brother, Inland Boatman John G. Sarvis, and a sister, Mrs. Linda Fabain.



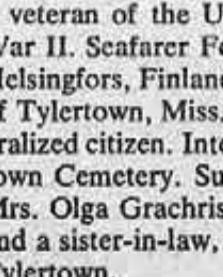
**Augusto Miranda**, 56, died of a heart attack in Queens, New York on July 25. Brother Miranda joined the Union in 1941 in the port of New York sailing as a bosun. He sailed 35 years and was on the picket line in the 1961 Greater N.Y. Harbor strike. Seafarer Miranda was born in Puerto Rico and was a resident of Queens. Burial was in San Juan, P.R. Municipal Cemetery. Surviving are his widow, Olga; two sons, Augusto and Juan; three daughters, Mrs. Inez Irrizarry of Santurce, P.R., Oglita, and Carmen; his father, Pedro, and his mother, Mrs. Matilde S. Pelot.



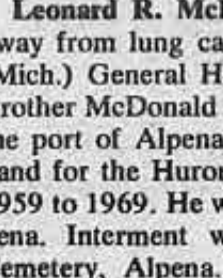
**Lynn W. Hansplant**, 53, died of cancer of the bladder in the Philadelphia Veterans Administration Hospital on Aug. 18. Brother Hansplant joined the Union in the port of Philadelphia in 1972 sailing as a tug and launch captain for the Independent Towing and Pier Co. from 1970 to 1976 and for the Hog Is. Launch Service in 1970. He sailed during the Korean War for the U.S. Army. Born in Toronto, Canada, he was a naturalized U.S. citizen residing in Primos, Pa. His remains were cremated. Surviving is his widow, Gervaise.



**Herman Fields** passed away in Mobile on Oct. 14. Brother Fields sailed for the Mobile Towing Co. in 1968 and for the Alcoa Co. in 1951.



**Pensioner Torsten J. Forsberg**, 61, died of emphysema in New Orleans on Aug. 20. Brother Forsberg joined the Union in 1945 in the port of New York sailing as an AB for 45 years. He was a veteran of the U.S. Army in World War II. Seafarer Forsberg was born in Helsingfors, Finland and was a resident of Tylertown, Miss. He was a U.S. naturalized citizen. Interment was in Tylertown Cemetery. Surviving are a sister, Mrs. Olga Grachrist of Hoboken, N.J. and a sister-in-law, Mrs. Lola Sartin of Tylertown.



**Leonard R. McDonald**, 74, passed away from lung cancer in the Alpena (Mich.) General Hospital on July 19. Brother McDonald joined the Union in the port of Alpena sailing as a deckhand for the Huron Cement Co. from 1959 to 1969. He was a resident of Alpena. Interment was in Holy Cross Cemetery, Alpena. Surviving are his widow, Elaine and a daughter, Mrs. Helen Schilling of Alpena.

# Dispatchers Report for Great Lakes



OCT. 1-31, 1976

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Alpena	5	1	1	15	11	1	7	1	0
Buffalo	5	0	0	6	1	0	2	0	2
Cleveland	3	1	0	1	1	0	4	0	1
Detroit	18	4	0	15	18	4	13	3	1
Duluth	10	0	0	13	4	0	4	0	3
Frankfort	6	0	0	8	5	0	2	0	0
Chicago	2	0	0	6	0	0	1	1	1
Totals	49	6	1	64	40	7	33	5	8
<b>ENGINE DEPARTMENT</b>									
Alpena	4	0	0	3	6	1	5	0	0
Buffalo	2	1	0	3	0	0	2	0	1
Cleveland	3	2	0	2	1	0	3	3	0
Detroit	17	4	0	17	5	1	12	2	0
Duluth	3	0	0	5	3	0	0	0	2
Frankfort	3	0	0	4	0	0	0	0	0
Chicago	2	0	1	0	1	0	5	0	1
Totals	34	7	1	34	16	2	27	5	4
<b>STEWARD DEPARTMENT</b>									
Alpena	0	0	0	3	2	2	0	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	1	0	0	1	0	0	0	0	0
Detroit	1	0	0	6	1	1	1	1	0
Duluth	1	0	0	3	3	0	0	0	0
Frankfort	1	0	0	3	2	0	1	0	0
Chicago	2	0	1	1	0	0	2	0	1
Totals	6	0	1	17	8	3	4	1	1
<b>ENTRY DEPARTMENT</b>									
Alpena	6	9	5				4	18	10
Buffalo	4	2	5				2	1	14
Cleveland	3	1	4				2	8	6
Detroit	10	8	7				8	11	41
Duluth	4	8	1				1	3	9
Frankfort	7	8	0				3	4	12
Chicago	1	0	1				5	0	2
Totals	35	36	23				25	45	94
Totals All Departments	124	49	26	115	64	12	89	56	107

\*"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.

## SIU Strives to Keep Lake Michigan Ferries Afloat

Continued from Page 3

ber and other building materials would skyrocket.

SIU representatives in the area agreed that the Chicago lines were probably cutting their rates to attract cargo and squeeze out the ferry systems.

Several private buyers have been looking at the old Ann Arbor system and the SIU is keeping its eyes open to make sure that the job security of the

members is protected in case the ownership changes.

When the Ann Arbor Railroad first went bankrupt, it was taken over by ConRail under the Regional Railroad Reorganization Act of 1973. This was before the State of Michigan intervened. The SIU then made sure that the workers on the *Viking* and *Arthur K. Atkinson* would be guaranteed their severance benefits under that law in case the ferries stopped running. How-

ever, there has been some trouble guaranteeing that same right for workers on the *Chief Wawatam*, since that system was partly owned by a private company, the Soo Line, when the law was passed.

### In Arbitration

At present, the SIU has the case in arbitration and maintains that the *Chief Wawatam* comes under ConRail's jurisdiction since it was two-thirds owned by the Penn Central, an original ConRail company. As workers for a ConRail company, the SIU crew would be en-

titled to many benefits if they are laid off. Lawyers informed the *Log* that they feel the case will be won.

In any event, the SIU looked ahead during 1971 negotiations with the operator of the *Chief Wawatam*, Mackinaw Transportation Co. (Penn-Central, Soo) when it saw the company was in bad shape. Instead of taking the wage increases negotiated for the railroad industry, both SIU and MEBA agreed that the company would use the wage increase to establish an escrow account, from which a severance benefit would be paid if the crew were laid off.

## Lifeboat Class Graduates 2



Lifeboat Course grads Walter E. Snovelle (left) and Joseph Magyar show their diplomas recently. The course instructor is Bill Bowles.

## SIUNA Backs MC&S vs. Japanese Cartel's Pooling

Continued from Page 5

that the pooling arrangements "represent massive invasions of antitrust policies."

The law judge found that the arrangement "cannot be justified in terms of trade growth, increased efficiency, holding down overtonnage or maintaining necessary service," and that it has "resulted in serious, adverse effects on certain American-flag carriers."

The judge then ruled that the Japanese lines must drop two vessels from the U.S. West Coast-Japan trades. This decision must be upheld by the full Federal Maritime Commission before it can take effect.

[It was learned shortly before the *Log* went to press that the full Federal Maritime Commission has reversed the law judge's decision which ordered that two Japanese ships be removed from the trade, and has given "blanket approval" to the Japanese policing agreement which it extended to August, 1977.]

Although pleased with the judge's decision, the Marine Cocks and Stewards has asked the FMC to go beyond his ruling and completely nullify the pooling arrangement.

Meanwhile, the governments of Belgium, Denmark, Finland, France, Italy, Japan, The Netherlands, Norway, Sweden and the United Kingdom have notified the U.S. Government that "unilateral reduction by one government of foreign tonnage in its foreign trade is objectionable."

The Council of European and Japanese Shipping Associations (CENSA) organizations of state-owned foreign shipping companies, have also expressed, through indirect contacts, their concern over the ruling to members of the FMC.

In his letter to Bakke, Hall called CENSA's conduct in the matter "most reprehensible" and said that it "violates every concept of our system of due process and fair and proper administration of our decisional-making process."



## Letters to the Editor



HISTORIC PRESERVATION

Continued from Page 22

## Oldtimer Passes On

A very special thanks to the SIU Clinic staff in Brooklyn, and to the SIU Welfare Plan for their prompt and wonderful help when I needed it most. My husband, the late Lawrence P. Hogan, was very proud of being an oldtimer in the SIU. Good sailing to all his SIU brothers.

Mrs. Ada Hogan  
Brooklyn, N.Y.

## Detailed Answers

I wish to thank the SIU Pension Plan for their clear and helpful answers to my question relating to my pension benefits. I appreciate the clarity of the reply and the time taken to check my personal situation in such a careful and detailed manner.

Fraternally,  
Rune G. Olsson  
Grand Jct., Colo.

## 'New Sense of Purpose'

My son, Doug, is a recent graduate of the Harry Lundeberg School of Seamanship and has been at sea on the *Mount Explorer* since July 1, his 18th birthday. I am very grateful for the opportunity given him by the SIU. He has been transformed from a high school drop-out, who was disgruntled and frustrated, to a young man with a new sense of confidence and purpose. The SIU has a great program with excellent personnel and facilities at the Lundeberg School.

When I listen to people like Senator Dole criticize the Democratic Party for its ties with the labor movement, I cannot but think how lucky we are that we will soon have an Administration that will listen to labor.

Fraternally,  
Frederick Lawton  
Bethesda, Md.



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.

## SIU Signs 1st Vacation Plan for Inland Boatmen

Continued from Page 3

bership, will result in a new vacation plan to start Jan. 1, 1977.

The SIU's goal in the area of vacation for Boatmen is to bring all of the Union's contracted tug, towboat and dredging companies into the Seafarers Vacation Plan one-by-one as each company's contract comes up for renewal.

For a Boatman to be eligible for the vacation benefit, he must be employed by a company(s) that is contributing to the Seafarers Vacation Plan and have accumulated at least 90 days of employment after the effective date of the contract with that company. In other words, for each 90 days worked, the Boatman would be eligible to collect vacation benefits.

The payment schedule for vacation benefits varies depending on the group (there are five of them), or rating, a man sails.

**Group I** includes the ratings of senior captain, junior captain and captain.

**Group II** includes mate, pilot, chief mate, senior chief engineer, chief engineer, junior chief engineer and pilot operator.

**Group III** includes the ratings of senior barge captain, barge captain, assistant engineer, refrigeration technician, second mate and leverman.

The ratings in **Group IV** include able-seaman, cook, tankerman, bargeman, lead deckhand, deck mate, utility engineer, trainee pilot, trainee engineer, oiler striker and chute operator.

Finally, **Group V** includes deckhand, ordinary seaman, utilityman, wiper and deck linesman.

The following vacation rates are based on 180 days worked in each of the three years of the contract.

Therefore, in the first year of the contract, Group I men working 180 days would receive \$700 in vacation benefits from the Seafarers Vacation Plan. The second year of the contract, the benefits increase to \$950 and the third year to \$1,200.

Group II men would receive \$600 the first year, \$800 the second year and \$1,000 the third.

Group III men would receive \$550 the first year, \$700 the second year and \$900 the last year of the contract.

For Group IV men working 180 days in each of the three years, the benefits would be \$500 the first year, \$600 the second and \$800 the third. And for Group V men, the benefits would be \$450 the first year, \$550 the second and \$700 the third.

The benefits described above are based on the industry-wide plan which will be established for all Boatmen. However, since the Boatmen employed by Steuart had an extensive company administered vacation plan, the Union negotiated higher benefits for them.

The benefits mentioned above are neither the minimum nor maximum available. Boatmen may get either higher or lower benefits depending on the number of days worked. For instance, if a Group I man works only

90 days in the first year of the contract, he would receive \$350 in vacation pay. But if he worked 270 days, he would receive \$1,050 in vacation money.

The money provided SIU Boatmen through the Seafarers Vacation Plan will supply these members with a significant increase in their annual incomes.

Although only two inland companies have been brought into the Seafarers Vacation Plan so far, the SIU, in a few years will have expanded this to cover all SIU Boatmen working for the Union's contracted inland operators.

The Steuart contract negotiating team included SIU Boatmen Orville Pruitt, James A. Allen, Bill Crockett, Jerry White, Williard White, Bill Dean and Wendell Miles.

Happy  
Thanksgiving

## Carter Victory Highlights Labor's Role in the Election

Continued from Page 5

(D-Wisc.) who polled 1 percent, or 654,770 votes.

As close as the popular vote was, a swing in Carter's favor of about 1.75 million, two other elections in recent memory were much closer. In 1960, John F. Kennedy nipped Richard M. Nixon by 110,000 votes, and in 1968 Nixon beat Sen. Hubert Humphrey (D-Minn.) by 550,000 votes.

The closeness of the Carter victory, and the indispensable role labor played in it, is better demonstrated in the final tally of electoral votes, the tightest in more than 50 years. Carter got 297 electoral votes (27 more than needed to elect) while winning 22 states and the District of Columbia, to 241 electoral votes for President Ford.

As it turned out, New York, which

holds 41 electoral votes, was the pivotal state. If New York, which went to Carter by 275,000 votes, had gone the other way, Gerald Ford would still be President next year.

However, a heavy turn-out-the-vote effort by labor in New York, coupled with the traditional ILGWU sponsored rally in New York City's garment district, put Carter over the top in the state.

Labor also played a key role in turning out the vote for Carter in such crucial states as Pennsylvania (27 electoral votes) and Ohio (26 electoral votes).

AFL-CIO President George Meany saluted the Carter-Mondale victory as evidence that "the nation needed and wanted a Government of compassion, whose primary concern would be the

welfare of the American people."

Meany pledged that as President Carter "sets forth to solve the problems facing America, he will have the full cooperation and assistance of the AFL-CIO."

The AFL-CIO president extended his personal thanks to "the thousands of union volunteers who worked tirelessly for this victory and for the large turnout of workers at the polls. I am proud of each and every one of them."

An independent survey showed that, nationwide, union households representing literally millions of voters gave Carter a 60 percent to 40 percent majority.

As he noted so often in his campaign, President Carter will pledge his Administration to getting America's millions of unemployed workers off the unem-

ployment lines and back to work.

In victory, Carter called President Ford a "good and honest man."

### House, Senate Elections

When Jimmy Carter takes the reins of Government, he will undoubtedly have a cooperative Congress to work with. In this year's elections, the House of Representatives retained its political makeup, with the Democrats holding on to at least a 2 to 1 majority.

In the Senate, which had 33 of its seats up for election, the political pendulum didn't move an inch as the Democrats held on to an identical 62-38 seat majority. The Republicans actually defeated seven of the 22 Democratic incumbents up for election, but the Dems came back to win seven of the 11 Republican seats at stake.

# 17 Get Full "A" Books

With the successful completion by 17 more members this month, the "A" Seniority Upgrading Program has now graduated 297 Seafarers with full "A" book status. The graduates this month are: Craig Smith, Robert Miller, Mike Bacha, Randolph Bolling, Dave Taylor, Scott Jansson, Warren McLain, Robert Scotten, David Millard, Daniel James, Freddie Goethe, Mike Gunter, Eddie Washington, John Quirke, Brian Sowatzka, Kenneth Hall and Robert Martin.

The purpose of this program is to give new full book members a chance to sharpen their seafaring skills and at

the same time gain a better understanding of our Union's operations, functions and goals.

Not only does the "A" Seniority Program benefit the new full book member who will have greater shipping opportunities with his "A" book, but it also benefits the entire membership. The brothers who graduate from this program are valuable additions to our Union's membership because they are well prepared to take on the responsibilities and obligations of a full "A" book member, thereby increasing the SIU's strength and unity.

## Brian Sowatzka



Seafarer Brian Sowatzka began shipping with the SIU in 1971 after graduating from the Harry Lundeberg School as a trainee. Sailing in the deck department, Brother Sowatzka also obtained his AB's ticket through the program at the Piney Point school. Brother Sowatzka was born in Wisconsin and now lives in Lake Tomahawk, Wisc. He ships from the port of Tampa.

## Randolph Bolling



Seafarer Randolph Bolling first shipped with the SIU in 1972 after graduating from the Harry Lundeberg School. Sailing in the deck department, Brother Bolling returned to the school to earn his AB ticket before starting the "A" Seniority Program. Brother Bolling is a native and resident of Slidell, La. He ships from the port of New Orleans.

## Mike Gunter



Seafarer Mike Gunter started sailing with the SIU after finishing the trainee program at the Harry Lundeberg School in 1973. Shipping out in the engine department, Brother Gunter also earned his FOWT endorsement at the Piney Point school. A native of Wilmington, Calif., Brother Gunter now lives in his hometown with his wife, Shizu. He also ships from the port of Wilmington.

## Daniel James



Seafarer Daniel James has been sailing with the SIU since graduating from the Harry Lundeberg School in 1974. Brother James ships as an AB, a rating he studied for at the Piney Point school before entering the "A" Seniority Program. Born in Pennsylvania, Brother James now lives in San Francisco and ships from that port.

## Eddie Washington



Seafarer Eddie Washington graduated from the Andrew Furuseth Training Program in 1968 and began sailing in the engine department on SIU ships. Before starting the "A" Seniority Program, Brother Washington upgraded to QMED at the Harry Lundeberg School. Brother Washington is a native and resident of Mobile. He ships from the port of New York.

## Mike Bacha



Seafarer Mike Bacha graduated from the New York Andrew Furuseth Training Program in 1970 and began sailing in the engine department. Before attending the "A" Seniority Upgrading Program, Brother Bacha obtained his QMED endorsement at the Harry Lundeberg School. Born in Ohio, Brother Bacha now lives in New York and ships from that port.

## Warren McLain



Seafarer Warren McLain has been sailing in the engine department since graduating from the Harry Lundeberg School four years ago. Brother McLain returned to the Lundeberg School for his FOWT endorsement before beginning the "A" Seniority Upgrading Program. A native and resident of New Orleans, Brother McLain ships from that port.

## Robert Scotten



Seafarer Robert Scotten began sailing with the SIU after graduating from the Harry Lundeberg School in 1973. Brother Scotten, who ships in the engine department, also earned his FOWT endorsement at the Piney Point school. A native and resident of Philadelphia, Brother Scotten ships out of that port.

## David Millard



Seafarer David Millard started sailing with the SIU in 1972 after graduating from the Harry Lundeberg School. A member of the engine department, Brother Millard returned to Piney Point to upgrade to FOWT before attending the "A" Seniority Program. Brother Millard is a native and resident of Tampa, and ships from that port.

## Freddie Goethe



Seafarer Freddie Goethe has been sailing on SIU ships since 1971 when he graduated from the Harry Lundeberg School. Shipping as a day-working AB, Brother Goethe also earned his AB ticket at the Lundeberg School before starting the "A" Seniority Program. Brother Goethe is a native and resident of Jacksonville, and ships out of that port.

## Scott Jansson



Seafarer Scott Jansson graduated from the trainee program at the Harry Lundeberg School in 1973. Shipping in the deck department, Brother Jansson also earned his AB ticket at the Lundeberg School. Brother Jansson is a native and resident of Auburn, Miss. He ships out of the port of New York.

## Kenneth Hall



Seafarer Kenneth Hall first shipped with the SIU in 1965. A member of the deck department, Brother Hall upgraded to FOWT and electrician at the Harry Lundeberg School before attending the "A" Seniority Program. Born in Tampa, Brother Hall now lives in New Jersey and ships from the port of New York.

## Robert Martin



Seafarer Robert Martin graduated from the trainee program at the Harry Lundeberg School in 1974. Sailing in the engine department, Brother Martin returned to the school to upgrade to FOWT before entering the "A" Seniority Program. Brother Martin is a native and resident of Brooklyn, N.Y., and ships from that port.

## Robert Miller



Seafarer Robert Miller first shipped out with the SIU in 1970 after graduating from the Harry Lundeberg School. Sailing in the engine department, Brother Miller also upgraded to FOWT and pumpman at the Lundeberg School. A native and resident of Plymouth, Conn., Brother Miller ships from the port of Wilmington.

## Dave Taylor



Seafarer Dave Taylor began sailing with the SIU four years ago when he graduated from the Harry Lundeberg School. A member of the deck department, Brother Taylor ships as AB out of the port of Seattle. Also a native of Seattle, Brother Taylor still lives in his hometown.

## John Quirke



Seafarer John Quirke finished the trainee program at the Harry Lundeberg School and began sailing with the SIU in 1973. Brother Quirke returned to Piney Point to earn his AB ticket before entering the "A" Seniority Upgrading Program. A native and resident of Brooklyn, N.Y., Brother Quirke ships from the port of New York.

## Craig Smith



Seafarer Craig Smith has been in the SIU since 1974. A graduate of the trainee program at the Harry Lundeberg School, Brother Smith upgraded to FOWT at the school before attending the "A" Seniority Upgrading Program. Brother Smith is a native and resident of New Orleans and ships from that port.

## Blue Ticket AB Rules

Blue Ticket ABs (12 month) who have accumulated two years of watchstanding seetime since passing their Blue Ticket examination may now obtain their Green Ticket (Unlimited—Any Waters) without taking an additional examination.

You can apply for your Green Ticket at any Coast Guard office when you have accumulated the required seetime.

Also, Harry Lundeberg School graduates are now eligible to enter the AB Upgrading Course at the School after accumulating eight months seetime as an OS.

All those who have the required seetime are urged to apply for this program.

Deposit in the SIU Blood Bank —

It's Your Life

# The Harry Lundeberg School of Seamanship

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

**T**HE Harry Lundeberg School of Seamanship is a center of vocational and academic education for all SIU members, whether they sail deepsea, on the Great Lakes or on the nation's network of inland waters.

Since the Lundeberg School was founded on its present site at Piney Point, Md. in 1967, it has grown to be the largest educational facility for boatmen and unlicensed Seafarers in the U.S.

The School offers wide-ranging educational programs for all SIU members that will enable them to upgrade to higher ratings and higher paying jobs aboard deepsea vessels plying the oceans and Great Lakes, or on tugs and towboats working the harbors, rivers and coastal trades of our nation.

The Lundeberg School's career oriented pro-

grams are specifically designed to enable our members to upgrade themselves to the top of their individual departments in a minimal amount of time. And the School's staff of instructors, which includes experts from all areas of the maritime industry, has adopted the most modern teaching aides and techniques to make the course material more interesting and more easily understood.

In addition to vocational courses, the School has developed excellent academic programs in math, science and social studies to make some of the more difficult vocational material more understandable. These academic programs can also lead to a high school equivalency diploma for members interested in the School's very successful General Educational Development (GED) Program.

The following three pages of the *Log* outline course descriptions, requirements and starting dates for the deepsea and inland waters courses offered on a regular basis. However, there are many important courses not described here which are offered at wider intervals. These courses are named in the *Directory of All Upgrading Courses*, reprinted on the following page. If you are interested in them, or any other of the Lundeberg School's vocational or academic programs, fill out the upgrading application adjacent to the *Directory* and mail it to the School. A Lundeberg staff member will then send you all pertinent information concerning the course you would like to take.

The Lundeberg School was founded and developed for the betterment of all SIU members. Use it for your own good!

## 34-Year-Old Seafarer Graduates From GED Program at HLSS

Brother Donald St. Don, a 34-year-old Seafarer from New Bedford, Mass., recently received his high school diploma through the General Educational Development (GED) Program at the Harry Lundeberg School, Piney Point, Md.

Brother St. Don, who has been a Seafarer for four years, learned of the GED Program while he was upgrading to QMED at the school. He also holds endorsements for refrigeration mechanic and firefighting. "I've always wanted my high school diploma. It's something everybody's got to have and it is important to advance your career," he said.

"The school has the best teachers I've ever seen." Brother St. Don noted, adding, "They're not like the teachers back home. Here, they have a lot of patience and don't down you for not knowing something."

Seafarer St. Don doesn't think he could have gotten his diploma anywhere else. "You can't do it on your own, you need someone to help you." Brother St. Don recommended the school's program to others, noting "It would be right foolish not to take advantage of the opportunity the school offers."



Seafarer Donald St. Don studies for his GED exam at the Lundeberg School in Piney Point, Md.

## SIU Gives 7 Scholarships to Members, Dependents

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

The Union also awards two \$5,000 two-year scholarships reserved exclusively for members. The two-year scholarships offer various opportunities especially for the member who plans to keep shipping. In

such a program you may develop a trade or skill which would improve your performance aboard ship as well as helping you obtain a better paying job when you are ashore.

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

In regard to our members, application requirements are geared for the man or

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

Eligibility requirements are as follows:

- Have not less than two years of 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.

## Course Directory

Following is a directory of all courses, both deepsea and inland waters, that are offered at the Lundeberg School. If you are interested in taking one of these courses, fill out the application on the adjoining page and a Lundeberg staff member will provide you with pertinent information concerning starting dates, requirements and complete course description.

### DEEPSEA, LAKES COURSES

#### Deck Department

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

#### Engine Department

- Fireman, Oiler, Watertender (FOWT)
- QMED—Any Rating
- Advanced Pumpman Procedures
- Automation
- LNG-LPG
- Refrigerated Containers
- Welder
- Diesel Engines

#### Steward Department

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

### INLAND WATERS COURSES

- Able-Seaman
- Pre-Towboat Operator
- Original Towboat Operator
- Master/Mate Uninspected Vessels Not Over 300 Gross Tons Upon Oceans
- First Class Pilot
- Radar Observer
- Pre-Engineer Diesel Engines
- Assistant Engineer Uninspected Motor Vessels
- Chief Engineer Uninspected Motor Vessels
- Tankerman
- Towboat Land and Cook
- Vessel Operator Management and Safety Course

### Has Drinking Become a Problem?

*Alcoholism is a major problem.*

*One out of every 10 Americans who drink has a serious drinking problem.*

*Alcoholism is a disease. It can be treated.*

# 12 Boatmen on Course for Master or Mate Licenses

Obtaining a license as a master or mate for uninspected vessels on the oceans is a big step in career advancement for Boatmen. The Harry Lundeberg School has a course for men who wish to obtain this license.

Currently 12 Boatmen are enrolled in the course, which is 10 weeks in length. These men are of different ages and come from different ports, but they share the same goals of a better job and higher pay.

The Masters and Mates Course will help them reach that goal. During their 10 weeks at the Lundeberg School, they learn all the facts and skills they need to pass a tough Coast Guard licensing examination. They study celestial navigation, rules of the road, chart navigation, handling of tugboats, seamanship, aids to navigation and safety. In addition, they will complete a certified Cardio-Pulmonary Resuscitation (CPR) Program.

When they complete this course, these men will have achieved a major goal and significantly advanced their careers. And this is the purpose of the Harry Lundeberg School—to provide all SIU members, on the seas, the Lakes, and the waterways, with the education and skills they need to build their careers and enjoy to the fullest the benefits of membership in the SIU.



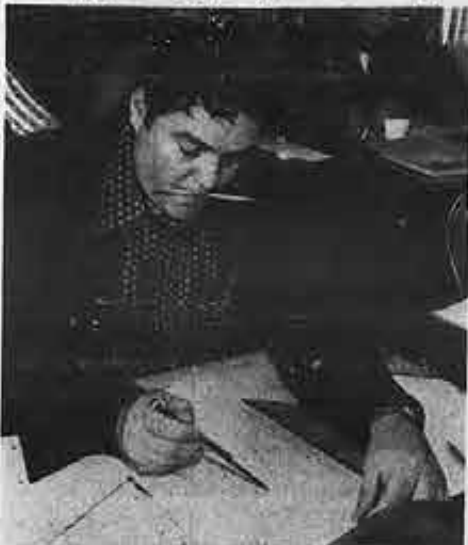
Students get practical instruction in chart reading and navigation during their classroom time. Shown in class with their instructor, John Luykx, are (left to right) L. W. Gibbs (Houston), Sam Rowe, Leonard Downs, Ruben Salazar, Leon Mansfield, and Lennard Fuller (Houston).



Shown as they practice using the sextant are (left to right) Boatmen Jesse Williams (Houston), Steve Nelson (Corpus Christi), Bert Thompson (Houston), and Jim Walters (Houston).



Leonard Downs (left) and Sam Rowe, of Norfolk, are shown as they use the gyro-repeater to take celestial and surface bearings. Brother Rowe said that the upgrading program is "a great way to improve yourself."



Brother Larry Long, left, practices chartwork in class, as Leon Mansfield, right, operates the LORAN aboard the *Dauntless*.



## LUNDEBERG UPGRADING APPLICATION

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

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

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

Deepsea Member  Inland Waters Member  Lakes Member

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

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

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

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

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

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

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

Firefighting:  Yes  No

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

(Refer to Directory for all course listings.)

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION**  
875 FOURTH AVENUE BROOKLYN, N. Y. 11232

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

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

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

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

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

Signature of Solicitor \_\_\_\_\_ 1976 \_\_\_\_\_ Port \_\_\_\_\_  
No. \_\_\_\_\_

**528 Have  
Donated \$100 or  
More To SPAD  
Since  
Beginning of '76**

The following Seafarers and other concerned individuals, 528 in all have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1976. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political

~~~~~(Continued on following page)~~~~~

## JFK Payoffs for Williamsburgh, Columbia, Neches

Because the 225,000 dwt supertanker, the *TT Williamsburgh* (Westchester Marine) can't dock in the continental United States, and because the 37,000-ton *U.S. Naval Ships Columbia* and the *Neches* are on shuttle runs in the Far East, Seafarers on these vessels who had completed their signed ship's articles were flown from overseas to payoffs at JFK Airport, New York recently. The *Columbia* and the *Neches* were the former Falcon tankers *SS Princess* and *Falcon Lady*, once operated by the Iran Destiny Co. The ships are run by the Military Sealift Command. Seafarers have been riding the two fully-automated ships since the early part of this year for the Mount Shipping Co. of New York after the firm won a one-year contract in competitive bidding with 60 other U.S.-flag operators.



SIU Patrolman Teddy Babkowski (seated center) is at a JFK Airport payoff in New York City on Oct. 24 with part of the crew of the U.S. Naval Ship *Columbia* (Mount Shipping). Seated right is Recertified Bosun Billy K. Nuckols, ship's chairman and from left, standing are: ABs Gino Bousson, Basir Zaine, and Mike Delaney; Engine-Deck Utilityman Lee Drennen; AB Dave McNeil and Steward Delegate M. Hussein.



Here's the *USNS Columbia* tied up at North Pier, Yokohama, her home port.



Another JFK Airport payoff last month was for the *USNS Neches* (Mount Shipping). SIU Patrolmen Ted Babkowski (seated far left) and Jack Caffey (seated 2nd left) make out Union dues and SPAD receipts for AB Rick Forrest (standing center), Cook and Baker Tom Maley (standing right) and QMED George Elot, Jr. (seated right).



SIU Representative George Ripoll (seated left) shakes hand of OS Sal Nobile (far right) on giving him his SPAD receipt on Oct. 28 at a JFK Airport payoff at the Holiday Inn there. Waiting their turn from the *TT Williamsburgh* (Westchester Marine) are, (l. to r.): Chief Steward Frank Costango, secretary-reporter; Utilityman Ahmed Salim and Messman Bob Page. The crew was flown in from Greece.

activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Thirty-four who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, eight have contributed \$300, three \$400, one \$500, one \$600, and one \$1,100. 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.)

# SPAD Honor Roll

- Abrams, R.
- Acevedo, V.
- Adamson, R. R.
- Aguiar, J.
- Aguilar, A.
- Air, R.
- Alexander, G.
- Alexander, H.
- Algarin, M.
- All, N. M.
- Allen, J.
- Alonso, J.
- Alvarez, P.
- Amat, K.
- Ammann, W.
- Amper, P.
- Anderson, A.
- Anderson, A.
- Anderson, D.
- Anderson, E. C.
- Anderson, H.
- Anderson, R.
- Anderson, R.
- Anderson, R.
- Anersono, C.
- Annis, G.
- Antici, M.
- Antonio, J.
- Aquino, G.
- Archibald, H.
- Aronica, A.
- Arnes, J.
- Arroyo, S.
- Atkinson, D.
- Aubusson, E.
- Anger, E.
- Avant, E.
- Babkowski, T.
- Badgett, J.
- Barry, D.
- Bartlett, J.
- Bean, C.
- Beeching, M. E.
- Bellinger, W.
- Bennett, J.
- Bergeria, J.
- Bernstein, A.
- Bjornsson, A.
- Blanton, M. J.
- Blonstein, D.
- Bluitt, J.
- Bobalek, W. J.
- Bonser, L.
- Bortz, C.
- Boudreau, R. J.
- Bousson, E.
- Boyle, D.
- Boyne, D. F.
- Brady, E.
- Brannan, G.
- Brown, G. A.
- Brown, I.
- Brown, I.
- Bryant, B.
- Bucci, P.
- Burke, P.
- Burke, T.
- Burnette, P.
- Burton, R.
- Buysee, T.
- Byrne, E.
- Byrne, W.
- Cabilda, S.
- Caffey, J.
- Cais, F.
- Campbell, A.
- Campbell, A. G.
- Campbell, H.
- Capella, F. J.
- Caraballo, R.
- Carbone, V.
- Carmello, J.
- Cheaire, J.
- Cirignano, L.
- Clifford, R.
- Cofone, W.
- Compton, W.
- Conklin, K.
- Conner, S.
- Cookmans, R.
- Cooper, N.
- Cooper, W. D.
- Costanga, F.
- Costello, M.
- Courtney, J.
- Craig, J. L.
- Crawford, W.
- Crocco, G.
- Cross, M.
- Cruz, A.
- Davis, J.
- Davis, J.
- Davis, J.
- DeBarrios, M.
- DeChamp, A.
- Demuzman, F.
- Demetrios, J.
- Dickey, W.
- Dilling, L.
- Doak, W.
- Dobson, T.
- Dolgen, D.
- Douglas, V.
- Dowd, V.
- Dragazis, A.
- Drake, W.
- Drozak, P.
- DuBois, N.
- DuPaola, R.
- Dwyer, J.
- Dyer, A.
- Eddins, J.
- Ellis, P.
- Escalona, D.
- Espinosa, R.
- Fagan, W.
- Fanning, R.
- Farmer, D.
- Farnen, F.
- Faust, J.
- Fay, J.
- Fayad, A.
- Ferguson, M.
- Fletcher, B.
- Florous, C.
- Forgeron, L.
- Foster, J.
- Fox, P.
- Franco, P.
- Frank Jr., S.
- Freeman, B.
- Frounfelter, D.
- Fuentes, H.
- Fugitt, W.
- Fulford, S.
- Funk, W.
- Furukawa, H.
- Futi, S.
- Gallien, M.
- Galicki, H.
- Gallegos, P.
- Galliam, R.
- Gannon, K.
- Garay, F.
- Garcia, P.
- Garcia, R. F.
- Garrigan, M.
- Gaskill, H.
- Gauiv, J.
- Gentile, C.
- Gifford, D.
- Gloins, S.
- Glidewell, T.
- Goff, W.
- Gomez, M.
- Gonzalez, C.
- Gooding, H.
- Gorben, R.
- Gosse, F.
- Greene, H.
- Grima, V.
- Gtoh, W.
- Guernsey, W.
- Guldry, F.
- Gullen, A.
- Gutierrez, C.
- Haber, E.
- Hagen, B.
- Hall, E.
- Hall, M.
- Hall, K. M.
- Hall, L.
- Hall, W.
- Hamblet, A.
- Harris, J.
- Hart, R.
- Hassan, H.
- Hassen, B.
- Hayes, K.
- Haynes, B.
- Hebert, T.
- Heimer, B.
- Heimla, E.
- Hendrick, R. G.
- Hernandez, E.
- Heroux, A.
- Hidals, A. A.
- Hines, T.
- Hintze, C.
- Holt, E.
- Holman, E.
- Homayonpour, M.
- Honko, S.
- Houchins, C. M.
- Hudson, S.
- Huffman, R. L.
- Hufford, R.
- Hussein, M.
- Hutton, G.
- Iovino, L.
- Jacobs, R.
- Jamson, S.
- Johnson, A.
- Johnson, C.
- Johnson, R.
- Jones, J.
- Jones, J. R.
- Jones, T.
- Joseph, E.
- Karlak, W.
- Kastina, A.
- Kelly, J.
- Kendrick, D.
- Keomwe, S.
- Kerr, R. A.
- Kingsley, J.
- Kitchens, B.
- Kizzre, C.
- Klein, A.
- Koflowitch, W.
- Koubek, T.
- Kouvardas, J.
- Kramer, M.
- Kusimoto, Y.
- Lambert, H.
- Lawrence, M.
- Leader, W.
- Lebda, F.
- Lec, H.
- Lee, K.
- Legg, J.

## \$1,100 Honor Roll

Christenberry, R. A.

## \$600 Honor Roll

Pomerlane, R.

## \$500 Honor Roll

Richoux, J.

## \$400 Honor Roll

Dryden, J.  
Fansler, L.  
Lilledahl, H.

## \$300 Honor Roll

Brooks, S. T.  
Conley, M., Msgr.  
Apostleship of the Sea  
Cunningham, W.  
Ferrara, A.  
Hall, P.  
McFarland, D.  
Nielsen, K.  
Paczkowski, S.

## \$200 Honor Roll

Algina, J.  
Alpeda, J.  
Bamman, G.  
Bergeria, S.  
Brand, H.  
Browning, G.  
Bru, R.  
Coker, D.  
Curtis, T.  
DiGiorgio, J.  
Drozak, F.  
Dudley, K.  
Echevarria, R.  
Foster, W.  
Lesnansky, A.  
Lomas, A.  
Lombardo, J.  
Maher, T.  
McCullogh, L.  
Morris, J.  
Olesen, C.  
Polk, E.  
Pullian, J.  
Pulver, E.  
Quinter, J.  
Reck, L.  
Richburg, J.  
Sanaco, C.  
Sanchez, R.  
Saunders, L.  
Seabron, S.  
Stewart, E.  
Terpe, K.  
Ziolkowski, W.

- Lelonck, L.
- Leo, A.
- Lescovich, W.
- Lessard, A.
- Libby, H.
- Lightfoot, R.
- Lindsey, H.
- Lobodat, T.
- Log Staff
- Logue, J.
- Loleas, F.
- Lopez, R.
- Magruder, W.
- Malensky, G.
- Maldonado, O.
- Manafe, D.
- Mancini, R.
- Mandene, S.
- Marcus, M. A.
- Marinelli, P.
- Martin, J.
- Martin, J.
- Martin, T. J.
- Mask, W.
- Matson, J.
- Matthes, B.
- Matthey, N.
- Mavdone, S.
- McCartney, G.
- McClinton, J. I.
- McDellas, C. M.
- McElroy, E. L.
- McKay, D.
- McVay, H.
- Mears, F. J.
- Hall, P.
- Melendez, A.
- Mercer, J.
- Mesford, H.
- Middleton, H.
- Miguano, B.
- Mize, C.
- Mollard, C.
- Mone, J.
- Money-maker, E. C.
- Mougelli, F.
- Moody, O.
- Mooney, E. X.
- Mooney, S.
- Moore, W.
- Morris, E.
- Morris, E. W.
- Morris, W.
- Morrison, J.
- Mortensen, O.
- Munsie, J.
- Murray, R.
- Myerchak, J.
- Myers, H.
- Myrex, L.
- Napoli, F.
- Nash, W.
- Nelson, J.
- Newberry, J.
- Nielsen, R.
- Nielsen, V.
- Northcutt, J.
- O'Brien, E.
- Oettel, F.
- Okrogly, H. A.
- Olivera, W.
- Olson, F.
- Paladino, F.
- Palano, J.
- Papalannou, D.
- Paradise, L.
- Paradise, R.
- Parnell, J.
- Patton, S. M.
- Payne, O.
- Pecquez, F.

- Peralta, R. L.
- Perez, J.
- Peth, C. L.
- Phaneuf, P.
- Pistak, S.
- Pollard, G.
- Pow, J.
- Powell, S.
- Praza, L.
- Prentice, R.
- Prevas, P.
- Prevatt, C.
- Prindle, D.
- Prott, T. L.
- Psaleh, A.
- Purgvee, A.
- Quanco, I.
- Quiles, R.
- Quinnonez, R.
- Ratcliff, C.
- Reed, A.
- Reinosa, G. A.
- Reinosa, J.
- Relife, J.
- Reynolds, H. T.
- Ries, C.
- Riley, E.
- Ripoll, G. M.
- Rivera, A.
- Roades, O. W.
- Roberts, H.
- Roberts, J.
- Robertson, T.
- Robinson, J.
- Rodriguez, F.
- Rodriguez, J.
- Rodriguez, R.
- Roe, J. T.
- Rogers, G.
- Rondo, C.
- Rosario, P.
- Roy, B.
- Royal, F.
- Ruf, G.
- Russo, M.
- Ryan, J.
- Ryan, N.
- Sacco, M.
- Sacco, J.
- Salazar, H.
- Saleh, F. N.
- Salley, R.
- Sanchez, A.
- Sanchez, M. E.
- Sanger, A.
- Santos, F.
- Sapp, C.
- Schawbland, J.
- Schuffels, P.
- Scott, C.
- Scully, J.
- Seagord, E.
- Selx, F.
- Seizer, R.
- Seizer, S.
- Sengelaub, B. J.
- Sep'iveda, R.
- Serlis, M.
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## Give a Pint of Blood Today,



## You May Need It Tomorrow



The pint of blood you voluntarily give to the SIU Blood Bank today may someday help to save the life of one of your loved ones, the life of a Seafarer brother or your own.

All you have to do is donate one pint of your blood to the Union's Blood Bank so you, your dependents and shipmates will have a lifetime supply of life-saving blood available when an emergency strikes.

The transfusion of blood is available to you and yours no matter if you are stricken at sea or ashore or where your family resides, just ask your port agent about the details.

To make certain that the Blood Bank has an adequate supply of blood on hand always, all you would have to do is give a pint of blood each year. Then you would be fulfilling your individual responsibility to your family, your Brothers of the Sea and yourself.

In the 17 years the SIU Blood Bank has been in existence, Seafarers have given almost 10,000 pints of blood at the Headquarters clinic alone. As blood is always needed, why don't you give a pint of blood at the medical facility in your port or when you are at the SIU Medical Clinic at Headquarters.

You will never be sorry that you did.

