

Deep Sea
Great Lakes
Inland Waters

Vol. XXXVIII, No. 10

October, 1976

Log



Super Great Lakes Carrier Nears Completion

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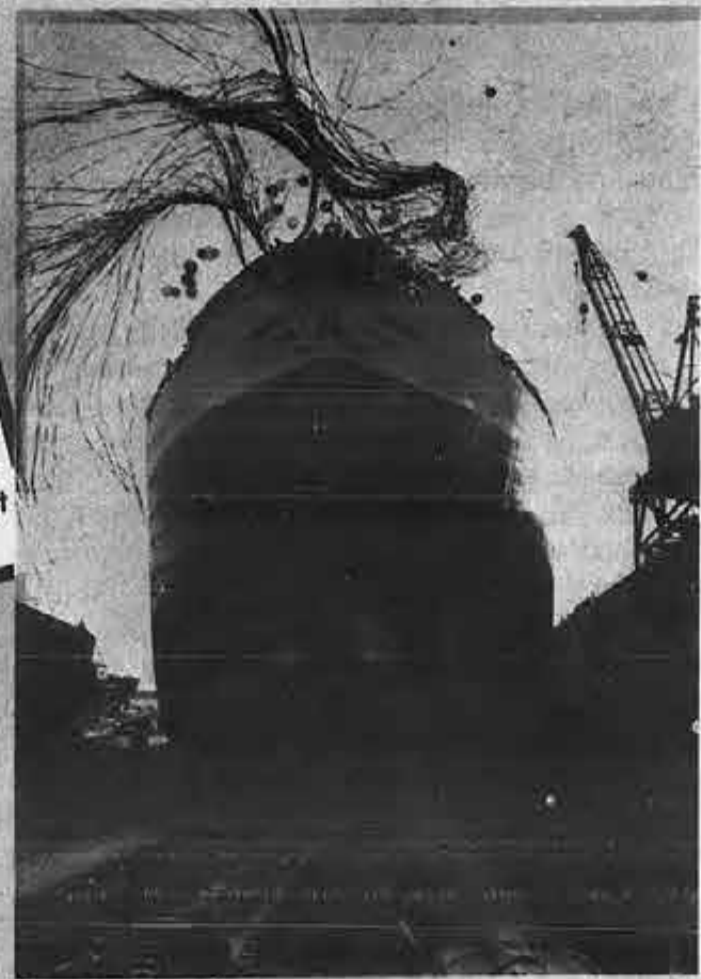
Boatmen in Chicago, Duluth Show Members' Many Skills

See Page 11



American Heritage to Take Crew on West Coast

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Readers will see that this month's issue of the Log has a different look. Since the SIU and the IBU are now one strong Union, we have merged the monthly Inland Boatman newspaper with the Log. To ensure that SIU boatmen will still be getting full coverage while no coverage is lost to the deep sea member, we are expanding the Log from 32 to 40 pages a month. We are also taking this opportunity to give greater coverage to our Great Lakes Seafarers.

Along with these changes in content, we have made some physical changes in the look of the Log. We hope you like these changes and we look forward to hearing comments about the Log from all SIU members—deep sea, Great Lakes and Inland Waters.

SIU Port Agents Hold Conference on Union's Future

See Special Supplement

Locks & Dam 26 Construction Bill Falls as

Congress Adjourns

An effort to gain authorization for the replacement of Locks and Dam 26 failed in the last days of the 94th Congress, delaying construction of this important navigational facility at least until next year.

Locks and Dam 26 is located on the Mississippi River at Alton, Ill., near



St. Louis. Two heavily traveled rivers, the Illinois and the Upper Mississippi, feed into the facility at Alton. Its crucial location makes it one of the most important navigational facilities on the inland waterways.

The locks and dam at Alton, built in 1938, have become a bottleneck. The

main lock is only 600 feet long, the same length as the locks on the two waterways to the north. The auxiliary lock is even smaller at 360 feet long.

A standard-sized tow on the Illinois and Upper Mississippi Rivers consists of 15 barges, and a tow of this size must be broken up and locked through a 600-foot lock in two stages. This tedious double-locking procedure consumes a great deal of time and creates long lines of tows which are delayed for many hours and sometimes for days during the busy seasons.

Not only is the Alton facility too small, but it is in a dangerous state of disrepair. Lock walls have shifted and

huge holes have developed in the river's floor near the dam supports.

It only stands to reason that a new, larger facility is needed at Alton. But in August of 1974, just one day before construction bids for the project were to be let, a suit was filed against the replacement by a coalition of railroads and environmentalists.

The railroads claim that a larger lock at Alton will hurt their business, although they have already proved themselves unable to handle the current shipping needs of the Midwest. The environmentalists charge that a new Locks and Dam 26 will damage the environment, but they have not proven

how this could happen.

Despite the weakness of the project's opponents' arguments, a Federal judge ruled that the replacement must be specifically authorized by Congress.

An attempt was made last year to add language authorizing the replacement of Locks and Dam 26 to an appropriations bill. The language was adopted by the Senate but was narrowly defeated in the House.

In the latest Congressional action, Locks and Dam 26 authorization was included in a Senate water resources bill, but opponents of the waterways were able to tie a waterways user charge provision to the Locks and Dam 26 section of the bill. The presence of the controversial user charge provision clouded the issue and brought about the defeat

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Lakes Super Bulk Carrier M/V Belle River Nears Completion

Construction of the 20th and largest self-unloading bulk carrier in American Steamship Co.'s Great Lakes fleet is well under way. On Sept. 30, the 660-



foot bow section of ASC's new 1,000-foot Lakes carrier was launched at the Bay Shipbuilding Corp. Yard in Stur-

geon Bay, Wisc. The keel was laid Mar. 11, 1976.

The vessel is scheduled to be christened the *M/V Belle River* in August 1977, and delivered to the SIU-contracted American Steamship Co. It will be used to carry clean-burning, low-sulphur Western coal for the Detroit Edison Co. on a regular run from Duluth to the St. Clair, Mich. generating station.

The SIU-contracted *M/V St. Clair*,

American Steamship's new 770-foot carrier, has been hauling coal on this run since it was launched last April.

Will Join Sections

The *Belle River's* 340-foot stern section is currently under construction in a nearby graving drydock in the Bay Shipyard. Upon completion of the stern, the drydock will be flooded, the bow floated in, and the two sections joined.

The *Belle River* will have a dead-

weight tonnage of 60,000 long tons, with an unloading capability of 10,000 short tons of coal per hour. The carrier's four diesel engines will produce 14,000 shaft hp and a speed of 16 mph. It will have an operating draft of 27.6 feet.

Super carriers of the 1,000 foot class are the wave of the future on the Great Lakes. Shipping companies have 11 of the giant bulk carriers on order and three are already in operation.



Paul Hall

The PRESIDENT'S Report

Two Strong Unions Come Together

The history and growth of the SIU has been marked by a continuous series of tough struggles, from the waterfront to Washington, D.C., for the personal rights and dignity of a lot of hardworking seafaring men and women.

We won some of these struggles and we lost some too, but regardless of the outcome, our opponents always knew they were in a fight down to the wire.

The effectiveness of our Union in a wide range of areas involving maritime no doubt surprises a lot of outsiders, because to them, the SIU has few apparent resources. In a way, they are probably right because we as a labor Union representing seamen do not have unlimited manpower or unlimited financial resources to achieve our goals.

Quite the contrary, the success and strength of our Union has always depended on a formula of an intangible nature—and that is a high degree of internal membership unity mixed with the determination to build a better life for ourselves. Time and time again throughout our history, our members came through for the Union and themselves by showing the ability to remain united on an issue until it was resolved. And believe me, it has paid off in a big way for all of us.

Last month was no different, as an overwhelming majority of both the SIU and IBU memberships voted to merge the Inland Boatmen's Union into the SIU A & G district. I believe that the gratifying result of the merger vote is significant for everyone concerned for two very important reasons. First, it brings two strong unions—in fact the strongest unions representing Boatmen and unlicensed Seafarers in the country—together into one more effective labor organization better able to provide for its members' needs than ever before. Secondly, it is a dramatic demonstration—in essence a large

scale replay—of the same kind of internal membership unity on the part of thousands of Seafarers and Boatmen that made our organization a success to begin with.

Now that the SIU-IBU merger is a reality, what does it all mean for the Union and our members both today and in the future?

From a purely pragmatic point of view, the merger will effectively cut the Union's administrative costs, which have been skyrocketing right along with the price of just about everything else. In turn, these cost reductions will insure the Union's continued ability to provide high quality services for all our members.

In another aspect, the merger launches our united Union into a much stronger position to protect the rights, welfare, jobs and job security of our members in the two vital areas of collective bargaining and organizing the thousands of still unorganized seagoing people working the nation's harbors, rivers, oceans and Lakes.

It also provides the united SIU with more widespread political effectiveness at all levels of government from local to statewide, to national and international.

In addition, the merger will enable the SIU to continue to provide the educational programs and opportunities necessary for Boatmen and Seafarers to acquire the changing job and work skills of a rapidly changing industry.

I think that most of these projected results of the SIU-IBU merger are fairly obvious to our members, because the SIU membership is an informed one and knows the issues and problems facing our industry today.

However, far beyond the pragmatic, the political, the organizational and educational benefits the merger of our two unions undoubtedly will provide, I believe that this merger marks a kind of rebirth for the SIU that will inject new life and new power into working toward the goal that has always been our objective since the Union's inception—and that is a better life, a secure life, for our members and their families.

There is no question that the SIU has made great strides in achieving this goal for our members. But we would be deceiving ourselves if we thought that nothing could take away the security we have won and built on from past victorious fights.

We must face the fact that the future of all segments of the U.S. maritime industry—deep sea, inland waters and shipbuilding—is by no means secure. A quick look at the nation's economy and the millions of American workers from all industries on the unemployment lines will attest to this.

We can have a secure industry—an industry that will provide for our needs as workers and family men. But we have to work at it, and work at it aggressively from a position of strength and unity. The merger has thrust our Union into such a position. Now it is up to us to make the most of it. I believe we will.

Hall: 'Lack of Vision' Blocks Seapower Development

SIU President Paul Hall has charged that a lack of imagination and vision in America's national policies and attitudes toward maritime "has blocked development of an appropriate seapower concept" so vital to our national security.

Speaking before the Convention of the National Propeller Club in San Diego this month, President Hall further charged that "at a time when the importance of the oceans is increasing, our maritime strength—Navy and merchant fleet—continues to decrease in force and size."

Hall supported his charges with facts, pointing out that since 1968, U.S. Navy vessel strength has plunged 50 percent

from 976 ships to 477 ships. Hall stated, "it is frightening to realize that each year in the last decade our Navy has lost more ships than were lost at Pearl Harbor."

Hall also pointed out that since 1968, the U.S. merchant fleet declined from 906 ships to 520 ships despite the fact that over 25 percent of total world international trade is with the United States.

Hall affirmed that the simultaneous decline of the U.S. Navy and merchant fleet is connected, charging that "the American public, the Administration, the Congress and the various maritime components themselves, do not fully understand the integrated nature of seapower and the necessity for a strong maritime presence, both military and commercial, in any area in which the United States has vital national interests."

Hall then pointed out that while America's seapower declines, "the Soviet Union is engaged in the greatest shipbuilding program of its history, both merchant marine and naval."

From 1960 to 1976, the Soviet merchant fleet grew from 1,033 vessels totalling 3.5 million tons to 2,678 vessels totalling 14 million tons. In addition, the Russian's fleet development plans reportedly call for tripling their capacity of RO-RO vessels, tripling their container capacity and developing a LASH fleet.

Hall affirmed, "while we were going from first to eight in world maritime rankings, the Russians have gone from 23rd to sixth in merchant fleet tonnage," and he warned that if America forfeits control of the seas, it will "surrender



Paul Hall

military, economic and political power."

Hall strongly recommended that the United States move quickly to correct its maritime shortcomings and chart a new course to rebuild the nation's maritime strength. To accomplish this, Hall urged the adoption of a three-point program, which includes:

- A higher level of Government coordination and concern for the U.S. maritime industry through the creation of a maritime affairs assistant on the White House level. This proposal has already received bipartisan support in Congress, and it would improve coordination of civilian maritime activities and result in "a more constructive interfacing with the Navy."

- A renewed national commitment to revitalizing our merchant fleet by revitalizing the original goals of Congress as embodied in the Merchant Marine Act of 1970. Since the passage of the 1970 Act, which called for the construction of 300 new ships in 10 years, only 58 vessels have been contracted for construction. Funds requested by the President and appropriated by Congress remain unspent and the program has ground to a virtual halt.

- Development of a national cargo policy to assure that U.S.-flagships carry a fair share of cargoes in all U.S. trades. Where possible, that policy should consist of bilateral agreements with our trading partners. And when these agreements are not possible, the policy should require that a designated minimum percentage of energy and strategic raw material imports be carried on U.S.-flagships.

Hall affirmed that by seriously enacting this three-point program, the U.S. can achieve "a merchant fleet consistent with our seapower needs."

Hall expressed confidence that America "will demonstrate the requisite imagination to confront the realities and to move into our third century in a posture of maritime strength rather than weakness."

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New Supertanker American Heritage



SIU Executive Vice President Frank Drozak (right) stands with former Federal Maritime Commission chief Helen D. Bentley (center) and Leon Shapiro of National MEBA at the launching of the *SS American Heritage* (Aeron Marine) early this year at the National Steel and Shipbuilding Co. Yard in San Diego.

Tentatively set for crewing by Seafarers on Nov. 3 in the port of Wilmington, the new 90,000 dwt supertanker the *SS American Heritage* (Aeron Marine) will soon join her three sisterships, the *SS Golden Monarch*, the *SS Golden Endeavor* and the *SS Golden Dolphin*.

On her maiden voyage, the *American Heritage* will onload crude oil in the Virgin Islands for delivery to East Coast consumers getting ready for wintertime cold and frost.

The 894-foot *American Heritage* was Bicentennially-launched early this



year, the *Golden Monarch* last year and the *Golden Endeavor* and *Golden Dolphin* in 1974 at the National Steel and Shipbuilding Co. Yard in San Diego.

All the San Clemente class (OBO tanker version, like the *SS Ultramar*) vessels can carry 25-million gallons of crude totaling 500,000 barrels at a 16.5 knot cruising speed from 24,500 hp engines. The ships carry enough fuel to travel 15,000 miles. They all have environmentally-designed double-bottomed hulls with automatic Butterworth systems for tank cleaning. Seafarers riding the ships have private rooms and semiprivate bathrooms. The ship will also have the Satellite Navigation System.

She will also be able to transit the Panama Canal.

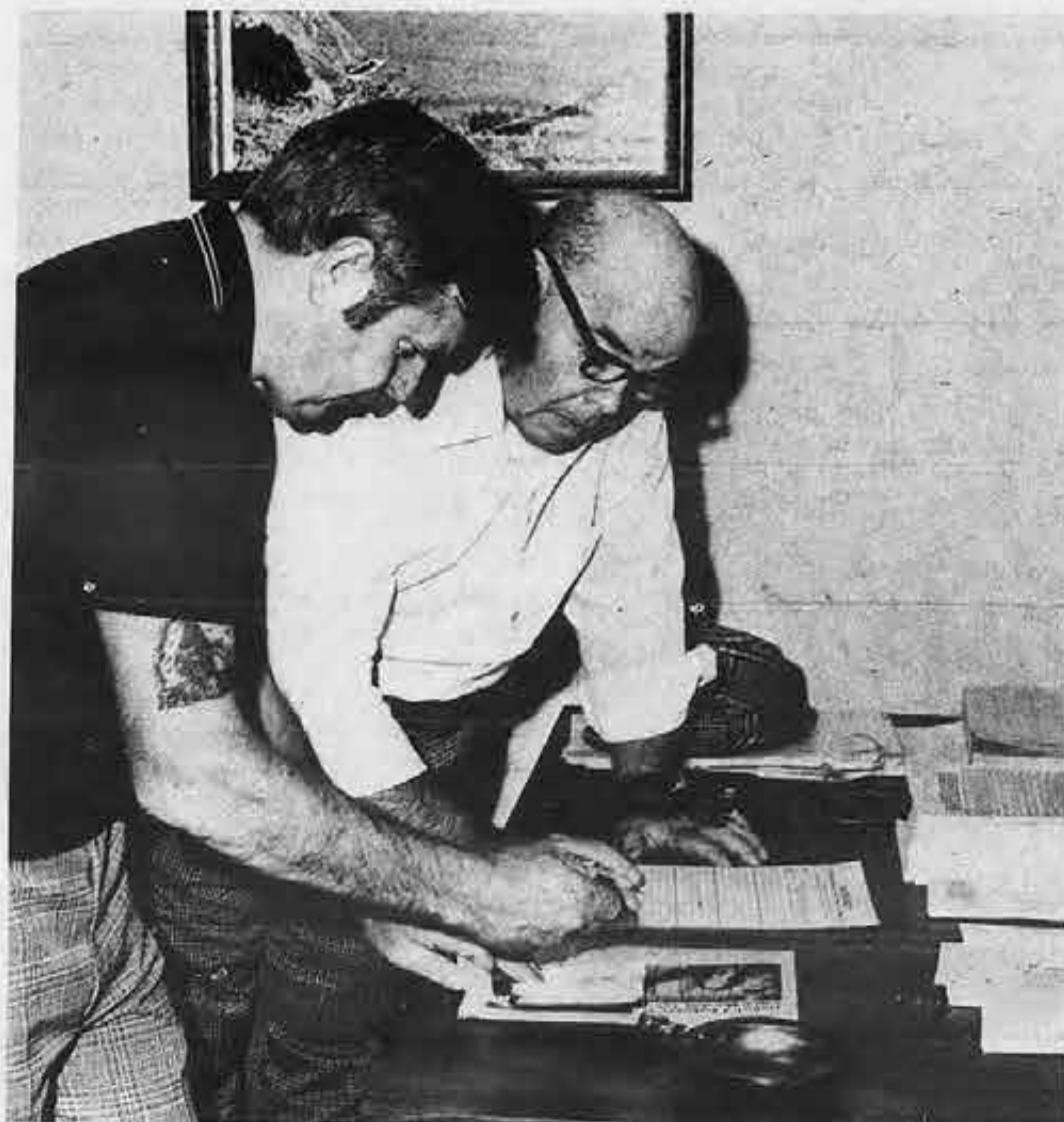
The first vessel in the three-ship series, the *SS Golden Dolphin*, has already generated \$100,000 into the U.S. economy.



Signing in (above top left) and waiting in line next are Seafarers B. Fowler and Robert Sawyer for the start of the Sept. 9 monthly membership meeting in the port of Norfolk. Later in the meeting (above top right) SIU Patrolman Steve Papuchis (left) chairs the meeting at the podium while Patrolman Mark Evans, recording-secretary, stamps the books and sea cards of members present. During the meeting (below left) Brother W. A. Mitchell (standing) asks the chair about shipping and the Russian grain run and (below right) Seafarer A. R. Sawyer (standing) gets a laugh from the membership with a witty remark.



Norfolk Meeting Targets USSR Grain Nyet



Norfolk Port Agent Gordon Spencer (left) shows deep sea oldtimer Kirby Wright how to register to vote on the upcoming SIU-IBU merger just before the membership meeting.

NORFOLK — Almost 100 SIU members filled the shipshape Union Hiring Hall here to nearly overflowing at last month's monthly membership meeting as Port Agent Gordon Spencer and his aides focused on the nationwide maritime union demonstrations—including one at this port—protesting Russia's refusal to use U.S. ships to carry grain to the Soviet Union in August.

Chairing the meeting, Patrolman Steve Papuchis told the members that shipping was slow in the port.

At this point, a Seafarer got up to ask the chairman some questions about shipping. Another asked about the Russian grain problem.

After answering those queries, Papuchis then read Atlantic Coast Vice President Earl "Bull" Shepard's Legislative Report on how Congress would recess Oct. 2 until January; how the GOP Convention in Kansas City had not adopted a maritime plank in their Presidential campaign platform; the latest work in Congress on bills to regulate drilling for oil on the Outer Continental Shelf; the latest on tax reform legislation from Capitol Hill which would give U.S. shipowners a 5 percent tax credit for building U.S.-flag ships in American

yards to be manned by U.S. seafarers, and what President Paul Hall is doing about automation.

At the meeting's conclusion, Port Agent Spencer reminded the membership to vote in the SIU-IBU merger election which was going on then.



Registering to vote in the SIU-IBU merger election is Inland Boatman Gerald E. Cessna of the Virginia Pilot Boat Co.

Hall Scores CG Bureaucracy on Manning Cuts

SIU President Paul Hall has attacked as "bureaucratic arrogance in the extreme" a recent Coast Guard Navigation and Vessel Inspection Circular (NVC) which advocates an across-the-board reduction of the unlicensed crew on automated vessels.

Hall angrily declared, in a letter to Rear Admiral William Benkert at Coast Guard Headquarters, that before the Coast Guard puts any of its proposals, which includes support for an "unmanned or periodically unattended engine room," into effect, these issues should be the subject of hearings, testimony, examination and due process.

The most glaring defect in the Coast Guard's proposals, which concentrate solely on navigational concerns, is that they violate either existing laws or clear mandates of Congress concerning the safe operation of marine vessels.

For instance, Congress has made it clear that in addition to navigational

safety, equal concern must be given to such items as regular vessel maintenance, occupational health and safety, both physical and psychological of the crew, and protection of the marine environment.

In seeming direct opposition to these mandates, the Coast Guard circular makes only "passing reference to the maintenance of equipment and machinery. In fact, it is given the lowest of priorities, if any meaningful attention at all."

In addition, the circular totally ignores occupational health and safety factors, making no mention of such vital crew concerns as workload; psychological impact of high noise levels and the physical effect upon hearing; the psychological and physical impact of voyages without regular and routine leave; the routine and monotony brought about by quick turn-arounds, and the requirements and effects of

multiple duties in an environment exposed to extreme elements and most hazardous conditions.

In regard to the environment, Hall charged that not only has the Coast Guard "abysmally ignored" the issue, but it "has failed to demonstrate that it had consulted with the Environmental Protection Agency concerning this circular, thereby precluding interested parties working with the EPA to assure that the legislative scheme (governing marine environmental safety) is being properly and adequately observed and fostered."

In addition to these concerns, Congress has affirmed for decades that "our merchant marine shall not be manned by all purpose crews." Yet the Coast Guard arrogantly proclaims in its circular that it "favors the general purpose crew approach as well as reduction in crew concepts."

Besides the fact that the Coast

Guard's circular falls flat on its face in regard to the need for vessel maintenance and crew and environmental safety, the circular seems to be particularly biased against the unlicensed seaman. The most obvious demonstration of this bias is carried in the circular's comments concerning the "state of the art" of marine automation

In regard to licensed officers, the circular states:

"Although the state of the art has provided much by way of automated pilot, house controls, automatic steering, radar, electronic sensors, alarms and other warning devices, they are still generally at a stage of evaluation. Until the reliability of the equipment and the related human element are proven and there is some wide or universal adoption, a reduction in the present number of required licensed deck watch officers

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GAO Says Ford Jumped Gun in Mayaguez Rescue

A Congressional agency which audits and probes the U.S. executive branch, the General Accounting Office (GAO) early this month contended in a 162-page report that the Ford Administration jumped the gun in the rescue of the SIU-manned containership *SS Mayaguez* (Sea-Land) from Cambodia in May 1975 when 41 American soldiers (18 Leathernecks and 23 coptermen) were lost saving the crew.

The report found that President Ford did not have to order a Marine rescue assault on a Cambodian island where it was thought the already-freed *Mayaguez* crew was or order a preemptive bomb strike on Cambodian targets because U.S. pilots on the scene the day before the assault had sighted some 30 Seafarers in fishing boats leaving Koh Tang Is. Furthermore, the aerial spotting of the crew, the GAO says, was not relayed to military authorities who recommended the assault.

Also the military had ignored accurate intelligence that had reported the presence of 150 heavily-armed Cambodian soldiers on the island, preferring to believe that there were only 20 Cambodian troops there, the report said.

And, in a slap at the State Department, the GAO report said that all diplomatic means were not used to free the *Mayaguez* prior to the launching of the attack on Cambodia. It said, in part "... little weight appears to have been given to indications that the Cambodians might be working out a political solution."

Congressional sources said the Chi-

nese Communist Government, through a neutral country, told the U.S. before the attack that she was using her influence with Cambodia to seek an early release of the ship and "excepted it to be released soon."

On May 12, 1975, the *Mayaguez* bound for Sattahip, Thailand from Honk Kong was fired upon by three Cambodian gunboats in the early morning 60 miles off the mainland and eight miles off a group of small islands claimed by Cambodia and Vietnam. Captured, she was then taken into the Cambodian port of Kompong So. The rest is history.

White House Disagrees

White House press secretary Ron Nessen commenting on the GAO report said "Well, we disagree" with the report's conclusion. "The President carried out the actions in the *Mayaguez* case and believes that they were right. The interval of time has not affected anything."

A top aide of Secretary of State Henry A. Kissinger, Lawrence S. Eagleburger, in a letter in the report, accused the GAO of "attempts to second-guess the actions of officials acting under the constraints of time."

Kissinger said the report was "inadequate and misleading." He added "I was there and I know what information the Government was working from."

In the second Ford-Carter debate on foreign policy on Oct. 6, a TV moderator asked: "Mr. President, the Government Accounting Office has just put out

a report suggesting that you shot from the hip in the *Mayaguez* rescue mission and that you ignored diplomatic messages saying that a peaceful solution was in prospect. Why didn't you do more diplomatically at the time . . . ?"

Ford replied: "... Somebody who sits in Washington, D.C. 18 months after the *Mayaguez* incident, can be a very good grandstand quarterback. And let me make another observation. This morning I got a call from the skipper [Captain Miller] of the *Mayaguez*. He was furious because he told me that it was the action of me, President Ford, that saved the lives of the crew of the *Mayaguez*."

"And I can assure you that if we had not taken the strong and forceful action that we did, we would have been criticized very, very severely for sitting back and not moving."

Says "Crew is Thankful"

"Captain Miller is thankful. The crew is thankful. We did the right thing. It seems to me that those who sit in Washington 18 months after the incident are not the best judges of the decision-making process that had to be made by the National Security Council and by myself at the time the incident was developing in the Pacific."

"Let me assure you that we made every possible overture to the People's Republic of China and through them to the Cambodian Government. We made diplomatic protests to the Cambodian Government through the United Na-

tions. Every possible diplomatic means was utilized. But at the same time, I had a responsibility, and so did the National Security Council to meet the problem at hand. And we handled it responsibly and I think Captain Miller's testimony to that effect is the best evidence."

Afterwards, the GAO denied Ford's charge of "partisan politics" in releasing the report before the debate.

The Defense Department, in a statement appended to the report, said the military assessments "were as good as could be expected in the light of information then available."

The GAO report concluded that the Marine assault and U.S. bombing on Cambodia's mainland did not win release of the *Mayaguez* crew because it started after the Cambodians had begun releasing the crew.

But it said that fact "probably could not have been known at the time". The report also noted earlier U.S. military strikes and sinking of gunboats probably did influence Cambodia to release the crew.

"... At the same time," the report said, "all available means were not used to obtain better evidence on the location of the crew while plans were being developed to assault Koh Tang Is."

The GAO said it was restricted by the executive branch from examining National Security Council records that might have shed more light on the Washington decision-making end of the *Mayaguez* episode.

United Farmworkers Union Presses Free Elections in California

The United Farmworkers Union is mobilizing again in California—this time to guarantee farmworkers the right to select the union of their choice in a secret ballot.

Although the State Agricultural Labor Relations Act gave farmworkers this right, the State Legislature—under pressure from the growers and the Teamsters Union—cut off funds to administer the law once it became apparent that the United Farmworkers Union was winning most of the elections.

Last April, the UFW decided to bypass the legislature and go directly to the voters through the initiative process. In a whirlwind 29-day campaign, farm-

workers and their supporters gathered the signatures of 728,000 California voters to place the law on the ballot as Proposition 14.

If Proposition 14 is passed by a popular vote, Nov. 2, the right to free elections in the field will become part of the State's Constitution and adequate funding for the historic collective bargaining law will be guaranteed.

Would Guarantee Access

Proposition 14 makes a few changes in the old law, which was passed in June, 1975. Union organizers will be guaranteed access to fieldhands during lunch hour, breaks, and before and after working hours. "Access" was not part of

the original law, but it was permitted under a regulation of the State Agricultural Relations Board.

Earlier this year the growers challenged the access provision, claiming that it interfered with their property rights. But the California Supreme Court and the U.S. Supreme Court upheld the rule.

In addition, Proposition 14 allows the Agricultural Labor Relations Board to award treble damages in unfair labor practice cases where employers are found to have violated the law.

Although the California Legislature voted \$6.8 million to fund the Board on July 1 after a six-month delay, the UFW felt that the growers and Teamsters

were just trying to head off support for the initiative.

UFW president Cesar Chavez said the initiative is needed so "the future of farmworkers and their children is never again left to the fancy of weak legislators in Sacramento."

Currently, the UFW is running a voter registration drive throughout California and a Proposition 14 education campaign.

The California Labor Federation, the AFL-CIO, the United Auto Workers, the SIU and many other unions back Proposition 14.

The SIU urges its California members and friends to vote "yes" on Proposition 14, Nov. 2.



Great Lakes

The SIU-contracted company Luedtke Engineering Co. has postponed work on a pipeline in Marquette, Mich. until next spring because of weather conditions. The project will involve trenching over land, through a flooded swamp and out into Lake Superior.

The Ohio Department of Natural Resources is presently studying a proposed jet port which will be built in Lake Erie, construction of a new steel mill at Conneaut, nuclear power plant construction, and shoreline erosion and flood control projects. Leading all the Great Lake states in marine construction, Ohio is also presently surveying the dredging needs of Cleveland, Eastlake, Ashabula, Lorain, Sandusky, Port Clinton and Toledo.

Jacksonville

Caribe Towing Co. is taking five or six boats off the West Coast-Alaska pipeline run for the winter and bringing them to Jacksonville. They will run between Jacksonville and Puerto Rico during the area's peak Christmas shipping season, providing numerous jobs for area Boatmen.

Norfolk

Contract negotiations have begun with Allied Towing of Norfolk. Boatmen man 20 Allied hawser tugs in this port. Their contract expires in December.

New Orleans

Crescent Towing and Salvage has bought a new boat from an East Coast outfit. A harbor tug, she is still unnamed.

St. Louis

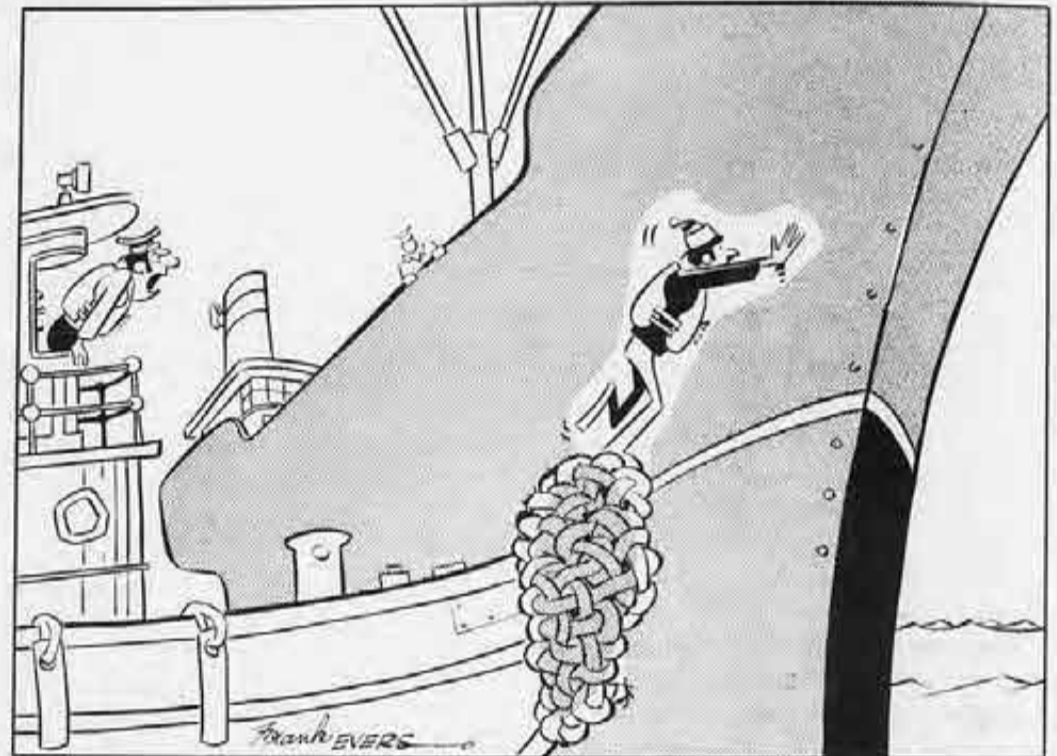
Heavy rains have raised the water level of the Mississippi River a bit, alleviating some of the low water problems on the Upper Mississippi. With the level up two or three feet in the last month, chances of the Upper Mississippi freezing to the ground level this winter have been reduced.

Shipping is good in St. Louis this month with all contracted boats out of lay-up and running.

Cincinnati

With all the kinks in her steam engine worked out, the riverboat *Mississippi Queen* will be out of lay-up by Nov. 1.

Ninety percent of her crew has indicated that they will take their jobs back. She will be running between Cincinnati and New Orleans for the rest of the year.



That's not necessary, Fenwick!

NYC Withheld Board's \$1M Until Settlement

Snug Harbor Trustees Agree to Aid Two Ex-Residents

The trustees of Sailors Snug Harbor have finally reached an agreement with Johan Bugel and Anthony Pujol, the two retired sailors who refused to leave the Harbor's Staten Island grounds when the home for old sailors moved from that 143-year old site to a new location in Sealevel, N.C. last June.

The agreement, which stipulates that the Harbor will supplement Pujol's income by \$260 per month and Bugel's by \$44 per month, ends Pujol and Bugel's three month fight to force the Harbor's board of trustees to honor a two-year old promise.

In 1974, the board of trustees had promised the N.Y. State Attorney General that it would arrange for accom-

modations and would supplement the income of any Harbor resident not wishing to move to North Carolina since many of the old sailors objected to the move.

Claiming that the trustees were not interested in reaching a reasonable settlement, Pujol and Bugel refused to leave the old, mansion-like buildings when the Harbor moved last June even though they were left without hot water, cooking facilities or heat.

Stop \$1 Million Payment

By remaining in the completely deserted Harbor, Bugel and Pujol inadvertently prevented the board of trustees from receiving a final \$1 million payment from New York City which had bought the old Snug Harbor.

New York, which is planning to house a cultural center in the beautiful, though deteriorating, landmark Snug Harbor buildings, contended that it could not take possession and make the final payment until all Snug Harbor residents, including Bugel and Pujol, had left the buildings.

In the first months of Bugel and Pujol's lonely protest, New York could not find the \$1 million it had set aside for the purchase of Snug Harbor. The trustees, realizing that the city could not pay them even if the two holdouts moved out, made only half-hearted attempts to bargain while they began eviction proceedings against the two.

\$1 Million Found

Then on Sept. 28, New York informed the trustees that it had found the \$1 million final payment and would

hold the money until Pujol and Bugel had left the grounds.

The next day, the trustees reached an agreement with the two which, in addition to the payments which bring each man's income up to \$500 per month, included assurances that both would be admitted to a subsidized housing project for the elderly on Staten Island. The trustees also agreed to pay all rent in excess of \$82 per month for temporary quarters until Bugel and Pujol could move into the project.

The only stipulation by the trustees was that both leave the Snug Harbor grounds by the following day, Sept. 30, so that the board could receive the \$1 million payment on Oct. 1.

One of Many Conflicts

This conflict, only one of many between the board of trustees and the Harbor's old mariners, began in 1972 when the Harbor sought permission to move the home for old sailors from its original Staten Island site to new facilities in North Carolina.

Over the protests of the SIU and many of the Harbor's residents who pointed out that the new site was completely isolated and would remove the

retired sailors from all contact with friends and family, a New York court approved the move.

But in response to the vigorous protests, the court forced the trustees to agree to aid the men who wished to remain in New York, most of whom had little means of supporting themselves, by arranging for accommodations for them and by supplementing their income.

Although at least 22 men later signed a letter stating that they would not move to North Carolina, the trustees waited until only two weeks before the move this June to begin arranging for other accommodations.

Under the pressure of these haphazard and confused last-minute arrangements, all but nine of the old sailors felt they had no choice but to move to the isolated Sealevel site.

In the last days before the move, arrangements were made for five of the nine to move into nursing homes in the area, one was assisted in finding an apartment and one man just left one night.

Bugel and Pujol, however, refused to be forced into accepting what they considered unsatisfactory settlements.

St. Louis USPHS Clinic Director Is Named

A new director of the USPHS Out-patient Clinic in the port of St. Louis, Norbert P. Heib, Jr., has been named to the post recently held by Robert A. Epstein who was assigned to the National Health Service Corps, Seattle.

A St. Louis native, senior USPHS officer Heib most recently served with the

Food and Drug Administration, Washington, D.C.; Indian Health Service, Gallup, N.M.; Cardinal Glennon Memorial Hospital for Children; on the faculty of St. Louis University, his alma mater, where there and at Oklahoma University he took training in Health Services Administration. He joined the USPHS in 1965.

Blue Ticket AB Rules

Blue Ticket ABs (12 month) who have accumulated two years of watch-standing 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.



Headquarters

Notes

by SIU Executive Vice President

Frank Drozak

The Soviets have been using a number of ploys in an attempt to justify their violation of the 1972 U.S.-USSR grain shipping agreement, the pact which specifies that one-third of all grain sold to Russia must be carried on U.S.-flag ships.

First, they set port and route restrictions that effectively prevented vessels in the U.S. fleet from carrying grain to Russia and then claimed that no American-flag vessels were available.

The result was that in August and September, although the Soviets took delivery of over 500,000 tons of U.S. grain, not one ounce was moved on American bottoms.

Well, the Maritime Administration is now meeting with Soviet representatives in an attempt to bring U.S.-flag grain carriage back up to its full share.

But even though the Soviets are the ones who have violated the agreement, they seem ready to side-track discussion of this issue by dwelling on violations of Soviet port regulations by some American seamen.

Citing a few cases where American sailors violated their regulations governing shore leave, the Soviets would like to use these negotiations to talk about a few individuals who acted irresponsibly rather than focus attention on their own violation of a trade agreement which the U.S. entered into in good faith.

Because we knew how many jobs the bi-lateral shipping agreement meant for American seamen, the SIU mounted a major campaign for its negotiation. And we've done our part to bring the Russian's violation of this agreement out into the open, vigorously protesting their actions in demonstrations throughout the country.

Now each member must do his part to protect what we have gained. Shipping agreements, cargo quotas and negotiations may seem a little removed from your job on that tanker bound for Odessa, but you can have a direct effect on this issue. Realize before you go into a Soviet port that any improper action could be used by the Soviet Union to further damage the grain agreement.

The international tanker market is still in a slump and the carriage of this grain has provided a lot of employment for Seafarers in what might otherwise be a period of slow shipping.

Occurrences as simple as overstaying shore passes, losing passes or using someone else's pass are enough to create an incident which the Soviets can attempt to use to their own advantage in negotiations.

So when you are in a Soviet port remember that your conduct is extremely important and act responsibly. You'll be depriving the Soviets of an excuse to side-track the real issue—their refusal to live up to the original trade agreement—and you'll be protecting jobs that belong to all Seafarers.

Job security, that is having jobs available for its members, is one of the keystones of the SIU's strength as a trade union.

To protect that security we must also continue to upgrade our skills in all areas to reflect the new needs of the American maritime industry.

The future job security of all SIU members will not be determined by what we did 20 years ago but by what we can do today and what we are trained to do tomorrow.

Firefighting is a good example. Right now SIU Boatmen, deepsea members and Great Lakes Seafarers can get a firefighting endorsement by attending a two-day course—one day of classroom instruction at the Harry Lundeberg School and one day of training at the MSC-MARAD Firefighting School in Earle, N.J.

Why should you bother? Well, for one thing, the Coast Guard may soon require most maritime workers to be certified for firefighting. Without the training you might be shut out of a lot of jobs.

But more importantly, this training will make you a better sailor and a better Boatman. New equipment and new cargoes like LNG or LPG have increased the consequences of any shipboard or waterfront fire and firefighting techniques have been improved to meet these new conditions.

If SIU members have the training to man this equipment and to move these cargoes safely, we will get the jobs. If, however, we don't have the upgraded skills to meet the new qualifications and to utilize the new firefighting equipment, we'll be counted out.

There is no reason for us to be shut out of these new jobs—the facilities are available. Make arrangements to attend this program and, while you're at it, look into the other excellent upgrading programs at the Lundeberg School—the AB, tankerman, cook, vessel operator, pilot, steward, QMED and other courses which lead to higher paying jobs for you and stronger job security for all SIU members. (See course description, requirements and dates at the back of this Log.)

Unemployment Benefit Claims Hit 12-Month High

In the first week of this month in the U.S., new applications for state unemployment benefits jumped to their highest point in 12 months, 452,000, a rise of 100,000 more applying since the start of this year, according to the U.S. Labor Department.

The overall total of persons in America receiving unemployment insurance pay from both Federal and state programs at the beginning of October was 4,074,200.

A story in this month's AFL-CIO "American Federationist" says there were 21-million unemployed in this country at some time during the past year. The author, economist Markley Roberts, links the joblessness to the deliberate slow-growth policies of the Nixon-Ford Administration supported by the many Presidential vetoes and the

tight-money, high-interest rate policies of the Federal Reserve System's chief, Arthur F. Burns.

He adds that from 1973 to 1975, blue-collar workers have had a jobless rate of from a 5.3 percent up to 9.8 percent last month. The national average is anywhere from 7.8 to 10 percent. He also takes issue with the President's economic advisers who in their 1976 Economic Report assert that longer duration of joblessness has been due in part to wider coverage and longer duration of unemployment compensation.

Lack of Jobs

"The reason for persistently high unemployment is a lack of jobs and lack of job-creating policies and programs—not a lack of willingness to work," Roberts declares.

Behind the Government's unemploy-

ment statistics are the grim indicators that almost 600,000 U.S. workers have been out of work for more than a year or more with the numbers doubling for those jobless for more than six months.

And that jobless pay (\$17-billion paid out in 1975) has run out for 2.2 million workers during the last year. Twenty-two states dole out 39 weeks of unemployment benefits; 14 have a 52-week maximum; only New York and 13 others have a 65-week ceiling. Unfortunately, by law, on next Mar. 31, the Federal emergency extension program will end, cutting the top limit in all states to 39 weeks.

Studies by the Department of Labor on how the jobless fare when the unemployment pay checks stop coming found that 25 percent found new jobs after four months and 36 percent got work after a year of searching. But by

that time, a discouraged 25 percent (815,000 persons) had stopped looking for employment. Only 7 percent went on welfare and only 25 percent out of 55 percent eligible applied for food stamps. Only 17 percent with second jobs were able to get credit in order to keep up with their standard of living.

Interestingly, 81 out of the nation's 200 big cities and 17 states (led by Rhode Island's 10.8 percent) this summer topped the national unemployment rate; 32 cities had a jobless rate of 10 percent, reports the U.S. Bureau of Labor Statistics. The Northeast and West Coast had a 8 percent mark. The ports of San Diego and San Francisco hit 11.5 percent each; Detroit 11.2; Jersey City, N.J. 11.8; Buffalo 10.4; Eugene, Ore. 10.3; Erie, Pa. 10.5; Providence 10.7; and Tacoma, Wash. 11.3 percent!

Undercounting Unemployment Shortchanges the Neediest

Federal money which is supposed to help the unemployed get job training and find work does not reach the people who need it, the City of St. Louis charged earlier this year. These funds, which are inadequate to begin with, were voted by Congress in 1973 under the Comprehensive Employment Training Act (CETA).

According to the Act, the money is supposed to go to areas in the country where unemployment is the highest. But a study commissioned by the St. Louis Office of Manpower showed that the methods used by the Bureau of Labor Statistics and the Census Bureau (Current Population Survey Division) undercounted unemployment in the older central cities and overcounted unemployment in the wealthier suburbs, thus shortchanging the cities.

For three sample months of September, October and November 1975, the study found the jobless rate in the City of St. Louis to be 19.2, 16.3 and 15.1 percent respectively. The Federal Current Population Survey results, which are used by the Bureau of Labor Statistics, were 11.8, 11.9, and 11.4 percent.

Basically, the four researchers at the University of Missouri at St. Louis who did the survey followed the same procedure used by the Census Bureau and Bureau of Labor Statistics: a sample of people, which is statistically supposed to reflect the entire population, was interviewed each month and asked about their job situation.

But the St. Louis researchers got their higher unemployment count by interviewing four times as many people

scattered through more locations in St. Louis than did the Federal Government. Federal statisticians interview too few people in the cities to be accurate on the local level, the study charged, although it did not challenge the total figure for unemployment in the United States.

Updated Census Figures

Also, the St. Louis investigators updated Federal census figures by checking out new construction and demolition. The Census Bureau is supposed to interview people living in new housing when it computes unemployment, but the investigators found that no census people had examined city records. The census was using maps of the city dating back five years.

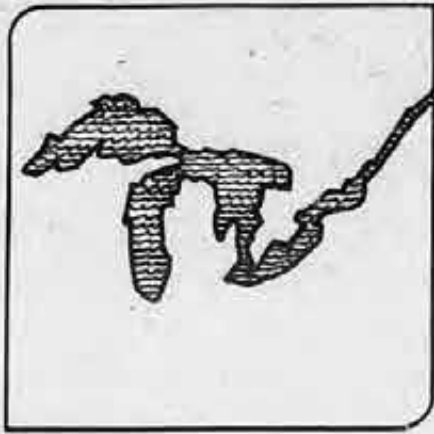
To make matters worse, Federal un-

employment interviews were based on census figures, although the census admitted in 1970 that people living in poor and minority areas, where unemployment is the highest, were regularly undercounted.

According to the CETA law, the Department of Labor was supposed to set up a method to "produce more statistically accurate data on unemployment, underemployment and labor demand by state and poverty areas." This has not been done. "In fact," William C. Schulze, director of research for the St. Louis Office of Manpower wrote the Log, "BLS readily admits that reliable information is not obtained at the local level.

"It would take several years to fully resolve the issue in the courts," W. C.

Continued on Page 38



The Lakes Picture

Alpena

The long awaited fit out of the S.S. *J. B. Ford* (Huron Cement Co.) started Oct. 12 and was finished in a few days. The ship, which was laid up since May, will haul cement till the end of October, or for a few weeks more if the weather permits.

Detroit

Erie Sand Steamship Co. recently purchased the *M/V Atlas Traveler* in New Jersey. It will be coming up to the Lakes before Nov. 1 to carry cement, replacing the old *M/V Peerless*.

The SIU-contracted American Steamship Co. has ordered three new vessels from the Bay Shipbuilding Co. in Sturgeon Bay, Wisc. The first, the 1,000-ft. *M/V Belle River*, went down the ways in August (see story on page 3). A 634-ft. self unloading bulk carrier will be ready in 1978 and a second 1,000-ft. bulk carrier will join the *Belle River* in the future.

Cleveland

Cleveland Harbor will be modernized over the next few years in order to accommodate 1,000-ft. coal and ore carriers, according to the *Cleveland Press*. At present, smaller boats in the 700-ft. range are the largest that can navigate the Cuyahoga River to unload near the steel mills.

The proposed \$25 million project will include changing the breakwater and widening the harbor entrance to meet the all-weather navigation requirements of the large vessels. The harbor's main entrance, east entrance and channels inside the breakwater, which are at present 28 feet deep, will be dredged to a depth of 32 feet, Noel C. Painchaud, executive director of the Cleveland-Cuyahoga County Port Authority said.

In September, Congress appropriated the first \$500,000 for the project to pay the Army Corps of Engineers for a set of engineering drawings.

Duluth

Duluth port officials are looking for ways to lure cargo to their harbor. In October, they met Rep. James Oberstar (D-Minn) of the House Merchant Marine and Fisheries Committee, whose district encompasses Duluth, and discussed ways to improve their competitive position. Representatives of involved Government agencies attended.

According to the *New York Journal of Commerce* report on the meeting, they found no easy answers, although they may try to get more favorable treatment from rail carriers. Railroad rates on grain from inland points to the ports often determine which ports get the cargo.

The port officials also discussed encouraging local millers and processors to bid for Government purchases of relief and other cargoes.

All Lakes Ports

In October, Congress authorized \$6,400,000 to extend the life of the Winter Navigation Demonstration Program on the Great Lakes-St. Lawrence Seaway System. The additional funds would keep the program going through Sept. 30, 1979—more than two years past its current expiration date of Dec. 31, 1976.

Under the experimental program which began in 1970, the St. Lawrence Seaway and parts of the Great Lakes have been kept open for navigation year-round to determine whether it is economically feasible to ship during the winter. The shipping season usually ends when the water freezes over at the end of December and begins again with the spring thaw.

The appropriation was part of the omnibus Water Resources Act of 1976 which now awaits President Ford's signature.



SIU Cleveland Representative George Telegadas finds out what ships are due in his area.

Popular Song Recalls Tragic Sinking on the Great Lakes

In the taverns around the Great Lakes and on the radio, the song "The Wreck of the Edmund Fitzgerald" is played over and over again. As November nears and the winds begin to blow, the song reminds sailors and their relatives of the severe storm Nov. 10, 1975 when the ore-carrier *Edmund Fitzgerald* went down—so quickly there was no time to send a distress call or lower a lifeboat.

All 29 men on board were lost in the tragic accident on Lake Superior near Whitefish Bay. To date, the Coast Guard's Board of Inquiry has not determined the cause of the wreck.

The song was first a hit in the Lakes

region, and popular with Seafarers there. Although the *Edmund Fitzgerald* was not an SIU-contracted vessel, the steward, R. Ralph C. Rafferty, was an SIU man. Many SIU brothers knew him and other members of the crew, and of course the song is relevant to sailors everywhere.

By mid-October, the song was climbing to the top of the charts throughout the country, surprising even the singer/composer, Gordon Lightfoot, and the record company, Reprise (Warner Bros.). "I did not anticipate the 'Wreck of the Edmund Fitzgerald' becoming a popular hit, but in more direct terms, a memorial," Lightfoot said.

The song's national popularity might

be explained by the plaintive melody and poetic words, because few people seem to realize that it tells the tale of a modern shipwreck. Even some people at Warner Bros. thought the 'Wreck of the Edmund Fitzgerald' was about an old sailing ship till the *Log* called to ask about the song. (The words of the song are reprinted below.)

Lightfoot spoke of the general ignorance about shipping on the Lakes in an interview with the *Star Beacon* of Ashtabula, Ohio. "The song has a very special meaning for me," the folksinger said. "... There is a lot of romance involved with commercial shipping on the Great Lakes. I don't know if people realize how much commerce actually

goes on up there."

"It is very dangerous. Everybody knows that one of those things (ships) goes just like clockwork about every eight years. The water up there can be crazy in a big wind."

Although Lightfoot has never shipped out, he grew up in Orilla, Ontario, which is located on a channel off Lake Huron's Georgian Bay. "Some of the big freighters used to come in when we were growing up," his sister and manager told the *Log*.

According to his sister, Bev Lightfoot, Gordon has received 13 grateful letters from relatives of the men who went down with the ship.

The Wreck Of The Edmund Fitzgerald

by Gordon Lightfoot

*The legend lives on from the Chippewa on down
of the big lake they called Gitche Gumee
The lake it is said never gives up her dead
when the skies of november turn gloomy
With a load of iron ore 26,000 tons more
than the Edmund Fitzgerald weighed empty
that good ship and true was a bone to be chewed
when the gales of november came early*

*The ship was the pride of the American side
comin' back from some mill in Wisconsin
As the big freighters go it was bigger than most
with a crew and good captain well seasoned
concluding some terms with a couple of steel firms
when they left fully loaded for Cleveland
and later that night when the ship's bell rang
could it be the north wind they'd bin jeelin'*

*The wind in the wires made a tattletale sound
and a wave broke over the railing
and every man knew as the captain did too
'twas the witch of november come stealin'
The dawn came late and the breakfast had to wait
when the gales of november came slashin'
When afternoon came it was freezin' rain
in the face of a hurricane west wind*

*When supertime came the old cook came on deck
sayin' "jellas it's too rough to feed ya"
At seven p.m. a main hatchway caved in
he said "jellas it's bin good to know ya"
The captain wired in he had water comin' in
and the good ship and crew was in peril
and later that night when 'is lights went out of sight
came the wreck of the Edmund Fitzgerald*

*Does anyone know where the love of god goes
when the waves turn the minutes to hours?
The searchers all say they'd have made Whitefish Bay
if they'd put fifteen more miles behind 'er
They might have split up or they might have capsized*

*they may have broke deep and took water
and all that remains is the faces and the names
of the wives and the sons and the daughters*

*Lake Huron rolls Superior sings
in the rooms of her ice water mansion
Old Michigan steams like a young man's dreams
the islands and bays are for sportsmen
and farther below Lake Ontario
takes in what Lake Erie can send her
and the Iron boats go as the mariners all know
with the gales of november remembered*

*In a musty old hall in Detroit they prayed
in the maritime sailors' cathedral
the church bell chimed 'til it rang 29 times
for each man on the Edmund Fitzgerald
The legend lives on from the Chippewa on down
of the big lake they called Gitche Gumee
Superior they said never gives up her dead
when the gales of november come early*

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Washington Activities



The 94th Congress adjourned on Oct. 1 having adopted major tax reform legislation as well as new HEW Appropriations that include funding for PHS hospitals, a new Maritime Authorization bill, a measure that provides for the selection of a new Alaska gas pipeline, and war risk insurance legislation. However, work was left unfinished in the areas of lobbying reform, replacement of Locks and Dam 26, Senate reorganization, extending the Jones Act to the Virgin Islands, limiting liability for oil spills and the creation of a Maritime Affairs Coordinator.

Many key chairmanships as well as the positions of Speaker of the House of Representatives, and Senate Majority and Minority leader are vacant. A contest for the majority leader spot is expected between Senator Robert Byrd (D-W. VA) and Senator Hubert Humphrey (D-MN).

TAX BILL

The Tax Reform Bill, which contains a five percent tax credit for building and registering ships in the United States, was signed by the President on Oct. 4.

The bill also contains a provision which allows builders to demonstrate in court their right to a 10 percent credit on vessels purchased through capital construction funds.

PHS HOSPITALS

The appropriation for the Department of Health, Education and Welfare, which contains the fiscal year 1977 funds for Public Health Service Hospitals, was vetoed by the President. The PHS money is only \$128 million, and not controversial, but the total amount for HEW and the Department of Labor is \$56 billion—\$4 billion above the President's budget request.

Both the House and Senate voted on Sept. 30 to override the veto.

ALASKA GAS PIPELINE

Congress has passed a procedural bill setting up a timetable for the selection of a route to bring Alaska natural gas to the lower 48 states. The Federal Power Commission is to recommend a route to the President by May 1, 1977, and he in turn must make a selection by Sept. 1 of next year. Congress would then have 60 days to approve the President's decision.

MARITIME AUTHORIZATION

On Sept. 10, President Ford signed H.R. 11481, to authorize funds for Maritime Administration programs for fiscal year 1977 (Oct. 1, 1976 through Sept. 30, 1977).

The bill provides for \$403.7 million for operating differential subsidy and \$22.5 million for research and development, an increase of \$3 million for ocean testing of industrial plant ships and studies of long-term prospects for commercialization of ocean thermal energy.

No additional money was authorized for construction subsidy, but funds are still available if applications are made.

50 Years of Wedded Bliss



Pensioner Joseph Savoca of the port of New Orleans and his wife of 50 years cut the cake to celebrate their joyous, happy golden wedding anniversary at a backyard lawn party recently. Joe joined the SIU in 1939 in New Orleans and was one of the oldtimers who sailed in the "Coal Beef." He sailed more than 50 years, starting in 1916 at 17 years of age on a Danish vessel out of New Orleans.

SENATE REORGANIZATION

A Select Committee to Study the Senate Committee System has held hearings and has prepared a proposal to reorganize the Senate to make it more efficient.

Members now average 19 or 20 committee and subcommittee assignments each. Often it is impossible for them to attend subcommittee meetings because other meetings are scheduled at the same time.

This is the first attempt to reorganize the Senate since the Reorganization Act of 1946. The House went through a similar process in 1974.

Deliberation on the proposals was concluded before Congress adjourned and recommendations are being sent to the Rules Committee. Plans call for combining and realigning jurisdictions into fewer committees.

WATERWAYS TAX

Although no Congressional Committee held hearings in the 94th Congress on the possible impact of a waterways user tax, attempts were made to include a user charge in the Tax Reform Act, by Senator James Buckley (R-NY), and in the Water Resources Development Act, by Senator Pete Domenici (R-NM).

The Buckley Amendment was defeated in the Senate Aug. 3, by a 17 to 71 vote, and the user charge language was deleted from the Water Resources Development Act on the floor of the Senate, along with provisions for the replacement of Locks and Dam 26, as part of a compromise to assure passage of the Act.

The National Transportation Policy Study Commission, established under the Federal-Aid Highway Act of 1976, will begin to study the possible impact of user charges and will eventually make recommendations to Congress and the President. The 19-member Commission will be comprised of senators, representatives and presidential appointees.

WAR RISK INSURANCE

A law extending the war risk insurance program to Sept. 30, 1979 was passed by Congress this month. This 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 a vessel.

OFFICE OF MARITIME COORDINATOR

Senators Charles Mathias (R-MD) and William Hathaway (D-ME) have joined Senator Robert Taft (R-OH) as cosponsors of a bill to establish an Office of Maritime Affairs at the White House level, to coordinate all maritime policy. A companion bill was recently introduced in the House of Representatives by Rep. Thomas Downing (D-VA).

Although Congress adjourned before taking action, the legislation will most likely be reintroduced when Congress reconvenes in January.

HOPPER DREDGE

On July 12, 1976, the President signed H.R. 14236, the fiscal year 1977 public works authorization bill. Title II of this legislation authorizes \$2.47 billion for the civil works programs of the Army Corps of Engineers, including \$6.6 million for the design and construction of hopper dredges by the Corps.

200 MILE LIMIT

On Apr. 13, 1976, President Ford signed into law H.R. 200, legislation which extends on an interim basis the jurisdiction of the United States over certain ocean areas and fish to 200 miles. The bill excludes highly migratory species such as tuna from its application. The conferees to the bill agreed to make Mar. 1, 1977 the effective date for enforcement of the regulations.

COAL SLURRY PIPELINE

The House Committee on Interior and Insular Affairs held hearings on, but did not report out legislation to facilitate the construction of coal slurry pipelines. The bill would have made it possible for such a carrier to obtain a certificate of public convenience and the right to eminent domain so as to cross private lands.



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.

Tallying Committees Report on the SIU-IBU Merger Election

In the previous issue of the Seafarers Log and the September issue of the Inland Boatman, stories were run on the approval by the memberships of the SIU-IBU merger. The articles included the vote count for and against the merger in each Union. Since the newspapers were just about to go to press, there was no time to run a fuller report on the vote.

You will therefore find below the Reports of the Inland Boatmen's Union Tallying Committee and the SIU A&G District Tallying Committee. Some portions of the Reports have been edited to emphasize the most significant Sections. Wherever a portion of the Reports has been edited, it is so indicated in brackets.

The full Reports have been sent to each port and are available to any member wishing to see them.

REPORT OF IBU TALLYING COMMITTEE REFERENDUM ON MERGER AGREEMENT INLAND BOATMEN'S UNION OF THE SIUNA-AGLIWD AND SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA- AGLIW DISTRICT

(Referendum Period August 16, 1976
through September 15, 1976)

We, the undersigned members of the Inland Boatmen's Union Tallying Committee, consisting of four members duly elected on September 17, 1976, at a Special Meeting held at Headquarters—Port of New York in accordance with the Agreement of Merger, Paragraph 16(c) do hereby submit this report and recommendations.

Pursuant to the authorization and mandate in Paragraph 16(c) of the Agreement of Merger, this Committee secured the sealed ballots and other election materials that had been received and held in safekeeping by the depository bank, the Sterling National Bank, located at 1410 Broadway, New York, N.Y.

This Committee subsequently convened a meeting at the Union annex at 675 Fourth Avenue. At this meeting we adopted procedures and elected Frank Pasaluk, Book No. P-5074, as Chairman.

The Committee received from Headquarters' office of the Union all files re-

lated to the conduct of the referendum. These files contained the signed receipts for ballots issued as follows: [List of ports and ballots issued followed.]

The Tallying Committee reviewed the bill received by the Union from the printer of the ballots. The bill showed that 7,500 ballots, numbered 1 through 7500, were printed for this referendum. In addition, 500 SAMPLE ballots were prepared.

The Committee secured and checked all of the unused ballots on hand at Headquarters. These unissued ballots and the attached stubs were numbered 7061 through 7160 and 7311 through 7500. These unissued ballots had been held by Headquarters in order to fill any possible requests for absentee ballots as well as requests from Ports requiring ballots in addition to those originally issued. The Port of Jersey City required additional ballots and received ballots numbered 7161 through 7310 from Headquarters.

The Committee also examined the signed receipts for SAMPLE ballots held in the election files maintained at Headquarters. We found that receipts were on hand for the following Ports for 10 SAMPLE ballots each: [List of ports followed.]

A total of 280 SAMPLE ballots were received by the Ports and there were 220 SAMPLE ballots on hand at Headquarters.

The Tallying Committee members read and reviewed correspondence related to the referendum. We have included these letters in this report. We recommend that these letters be carefully read as an important aspect of this report. The letters follow: [Seven letters followed.]

Having received the sealed ballots from the depository bank, the Sterling National Bank, the Tallying Committee proceeded to match the numbers on the stubs of the used ballots received from the various Ports, along with the numbers on the unused ballots returned by the various Ports with those on the ballots printed and issued to the various Ports. The Committee found that all stub numbers and the number of ballots printed and issued coincided.

What follows is a complete listing of the ballots sent to the Ports by Headquarters. This breakdown includes the listing of the ballots issued as well as the unused ballots which were returned. Also included are the ballots which were held at Headquarters as noted previously in this report. [List of ports, ballots received, ballots unused and returned, total ballots issued, followed.]

The Committee was able to and did account for all ballots printed as a result of this procedure.

We, the members of the Inland Boatmen's Union's Tallying Committee, duly elected at Headquarters—Port of New York, at a Special Meeting on September 17, 1976, hereby submit the following tally:

The total number of ballots issued was two thousand two hundred and eighty-one (2,281). The total number of votes cast and sealed ballots received by the depository bank was two thousand two hundred and seventy-nine (2,279). Of these ballots cast, two thousand forty (2,040) were YES votes; two hundred and twelve (212) were NO votes. The Committee, in tabulating the ballots found that there were two (2) VOID ballots and eight (8) NO VOTES. In summary:

Total number of ballots issued:	2,281
Total number of votes cast:	2,279
YES (in favor)	2,040
NO (against)	212
VOID	2
NO VOTES	8
DUPLICATE VOTES	8
NON-ELIGIBLES	3
NO IDENTIFICATION	5
CHALLENGED	1

PORT DISCREPANCIES

The Committee found the following discrepancies in the voting on this referen-

dum which are noted below:

The Committee found that eight (8) members had voted twice; the duplicate ballot in each case was not included in the tabulation of the votes.

The Committee also found that three ballots were cast by non-eligible individuals. These ballots were set aside and not counted.

The Committee found that the identification was missing on the mailing envelope of five ballots and these were not included in the count.

The Committee decided to void two ballots and these were not included in the vote count.

One vote was challenged and not included in the tabulation, since it could not affect the outcome of the vote.

The Inland Boatmen's Union Tallying Committee recommends that you ratify the decisions made by the Committee in each of our actions concerning these discrepancies as reported above. The Committee has determined that these discrepancies would not have affected the outcome of the referendum.

In concluding this report, it should be noted that the Committee found that in each Port, the balloting was conducted Constitutionally and in complete conformance with the terms of the Agreement of Merger executed by the Executive Officers of the Inland Boatmen's Union of the SIUNA-AGLIWD and the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District.

We, the members of the Tallying Committee, do hereby certify that the Proposition encompassing the Resolution on the Merger Agreement and the related Constitutional Amendments, was voted upon affirmatively by a majority of the members of the Inland Boatmen's Union of the SIUNA-AGLIWD.

Fraternaly submitted,

.....
Frank Pasaluk, P-5074, Chairman

.....
David Jones, J-5179

.....
Edward Tiesi, T-5333

.....
R. F. McPhee, M-5853

Dated: September 24, 1976

REPORT OF UNION TALLYING COMMITTEE ON MERGER AGREEMENT AND CONSTITUTIONAL AMENDMENTS SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-AGLIW DISTRICT AND INLAND BOATMEN'S UNION OF THE SIUNA-AGLIWD

(Referendum Period August 16,
through September 15, 1976)

We, the undersigned, members of the Union Tallying Committee, Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, consisting of six members, two each from the Deck, Engine and Stewards Departments, in accordance with the SIU Constitution, were duly elected pursuant to the SIU Constitution Article XXV, at a Special Meeting held at Headquarters in Port of New York on September 18, 1976.

We hereby submit our report and recommendations as follows:

On September 20, 1976, each member received a copy of the SIU Constitution for the purpose of reviewing those sections which detailed the duties and responsibilities of the members of the Tallying Committee.

In accordance with the Constitution, the

members of the Committee took possession of the mailed ballots and other election materials that had been received and held in safekeeping by the Sterling National Bank, located at 1410 Broadway, New York, N.Y.

The Committee convened its working session at the Annex of the Union facility at 675 Fourth Avenue, in Brooklyn and elected from amongst themselves Warren Cassidy, Book No. C-724, as Chairman of the Committee and adopted the procedures for its work. This was in accordance with the SIU Constitution, Article XIII, Section 4(c).

The Committee received from Headquarters' office of the Union all files related to the conduct of the election. These files contained signed receipts for the ballots as follows: [List of ports and ballots issued, followed.]

The Tallying Committee reviewed the bill received by the Union from the Printer of the ballots. The bill showed that 7,500 ballots, numbered 1 through 7500, were printed for this referendum. In addition, 500 SAMPLE ballots were prepared.

The Committee received and checked all of the unused ballots on hand in Headquarters. These unissued ballots and attached stubs were numbered 7001 through 7500. These unissued ballots had been set aside by Headquarters in order to fill possible requests for absentee ballots and requests from Ports requiring ballots in addition to those originally issued.

The Committee examined the signed receipts for SAMPLE ballots held in the election files maintained by Headquarters. This examination, required by the Constitution, showed that receipts were on hand from the following Ports for 10 SAMPLE ballots each: [List of ports followed.]

A total of 280 SAMPLE ballots were received by the Ports and there were 220 SAMPLE ballots on hand at Headquarters.

The Committee read and reviewed correspondence related to the referendum, and these letters are included in the Report. It is recommended that these letters be carefully read: [Six letters followed.]

Having received the sealed ballots from the Sterling National Bank, the Committee proceeded to match the numbers on the stubs of the used ballots received from the various Ports, along with the numbers on the stubs of the unused ballots returned by the various Ports with those on the ballots printed and issued to the various Ports. The Committee found that all stub numbers and the number of ballots printed and issued coincided.

What follows is the breakdown of the ballots which were sent to the Ports by Headquarters. This breakdown includes the listing of the ballots issued as well as the unused ballots which were returned. Also listed are the ballots which were held at Headquarters as previously noted in this Report: [List of ports, ballots received, ballots unused and returned and total ballots issued, followed.]

As a result of this procedure, the Committee was able to and did account for all the ballots printed.

We, your Union Tallying Committee, duly elected at Headquarters—Port of New York at a Special Meeting on September 18, 1976, hereby submit the following tally:

The total vote cast and received by the depository bank was 2,732 votes. Of these cast ballots, two thousand six hundred and twenty-five (2,625) were YES votes. Ninety (90) ballots were received by the depository bank and were cast as a NO vote. Your Committee, in tallying the ballots cast, found that there were four (4) VOID ballots, and two (2) were cast and submitted to the depository as NO VOTE ballots. In summary:

Total Vote Cast	2,732
YES	2,625
NO	90
VOID	4

Continued on Page 38

Steward Department Program

The policy statement on the Steward Department Recertification Program which was approved at the Port Agent's Conference this month will be submitted to the membership at the November Union meeting.

If approved, a special meeting will be held on Nov. 19 in all constitutional ports to select one man from each port for a nine-man 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.

Duluth, Chicago Boatmen Possess Varied Skills



Going after a loose bumper on the tug *James Hannah*, Deckhand Alan Haluska tells Deckhands Ken Glaser, Andy Gillespie and Mike Lock to haul away.

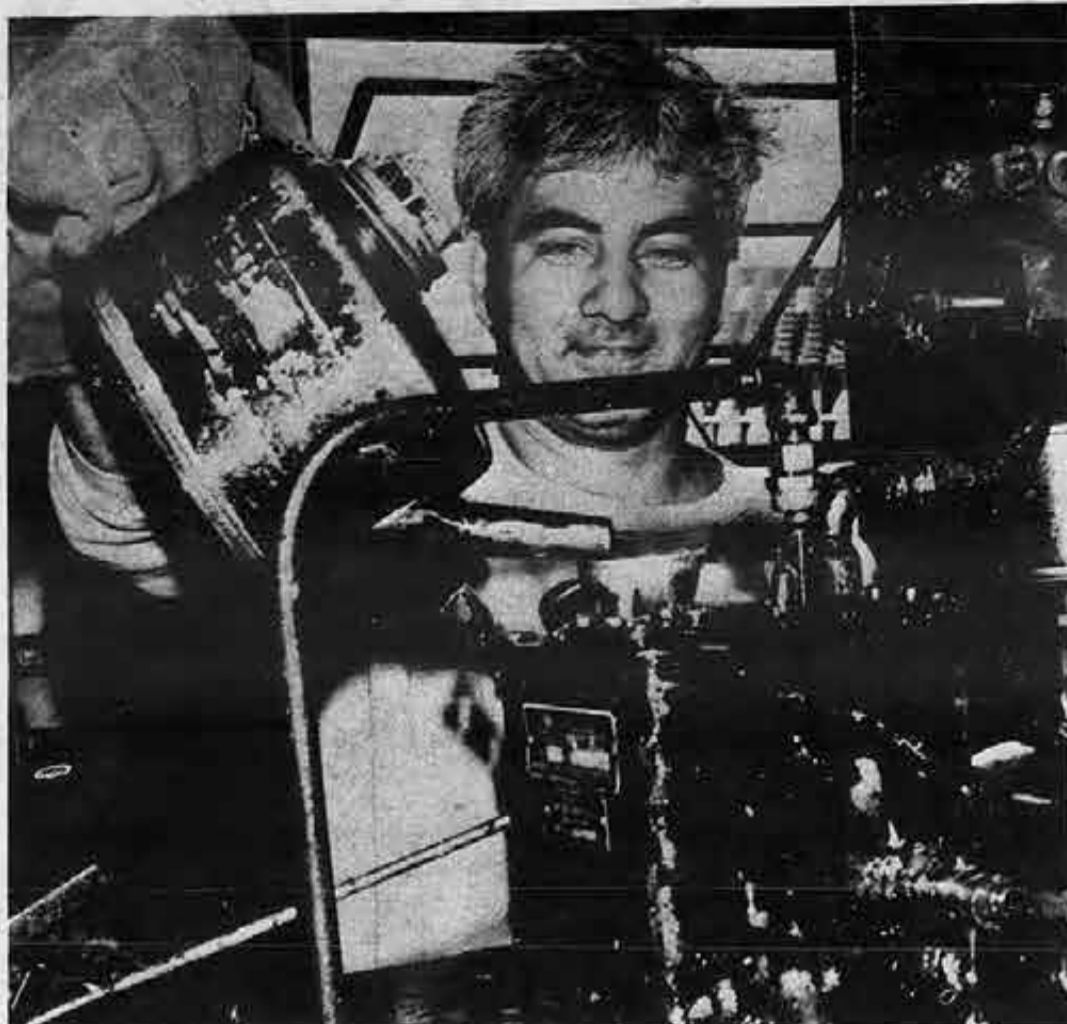
A look at SIU Boatmen at work in two Great Lakes ports—Duluth and Chicago—shows what a diversity of skills our Union's members must possess.

The SIU represents Great Lakes Boatmen involved in many different kinds of operation—dredging, ship docking, cross-Lakes towing, and special services such as vessel fuelers or the City of Chicago tug. Even river towboats sometime visit Chicago by way of the Illinois Waterway.

Within any operation there are always several jobs which SIU members perform, such as deckhand, cook, oiler, scowman, and lineman. And, of course, every job has its multitude of duties and responsibilities.

Special circumstances sometimes call for Boatmen to perform unusual or unexpected tasks, such as retrieving a tug's rubber bumper which has slipped and fallen in the water. (Another much more serious job which occasionally arises is retrieving a loose barge.)

As these photos show, SIU Boatmen on the Great Lakes are like their brothers in other parts of the country—skilled, versatile, and resourceful.



Oiler Art Durfee keeps things running smoothly aboard the *Dredge Duluth* (Zenith Dredge). The *Duluth* is getting the Superior, Wisc. harbor ready for construction of a taconite dock.



Deckhands Don Bryant (left) and Don Blessner study the situation carefully as their tug, the *North Dakota* (Great Lakes Towing), takes a strain on a ship in Duluth.



Deckhands Floyd Olson and Paul LaTour are proud of the *New Jersey's* (Great Lakes Towing) bicentennial paint job. The *New Jersey* docks ships and pulls tows in the Lake Superior twin ports of Duluth and Superior.



As the *M/V Chicago Trader* stops on the Illinois Waterway near Chicago, Lead Deckhand Woodrow Parish (right) and Deckhand Ray Kirkpatrick begin breaking up their tow.



Lineman Danny Boyle (right) has just made a \$100 SPAD contribution aboard the tug *James Verslus* in Chicago as Lineman Jerome Webber (left) and SIU Representative Joe Sigler look on.



Seattle

In an interesting letter to the editor of the *Log* last month, SIU pensioner Dave F. Sykes recalled his memories of the past and how tough seafaring was in the old days: "... I started going to sea in 1928 as an OS. At that time we had nothing. One can of evaporated milk to three cans of water for coffee and cereals. One jug of syrup to three jugs of water for your hot cakes. One bucket of fresh water per day to wash your face, brush your teeth, do your laundry. Straw mattresses. Blue ticking for sheets. Twelve to 14 men to one focsle. Thirty dollars a month and they could work you all the hours they pleased. Just name it. We really had it made.

"I received two brain concussions during the 1934 strike in Frisco. After getting married I worked ashore until we entered World War II—then I joined the SIU in 1942. Was in the September 1942 convoy that went to Archangel, Russia. Saw 13 ships sinking at one time. They named our ship the battleship 'Moultrie' as we knocked down a few torpedo planes with our measley, little guns. Actually, it was the *SS William Moultrie*, a spanking brand-new Liberty ship. Was on the North Atlantic run and was sitting in Odessa, Russia VE Day with one bead missing on the prop. Came back. Changed over to the Pacific and was sitting in the Philippines VJ Day.

"Shuttled from Persian Gulf carrying aviation gas all during the Korean War. Any number of trips to Vietnam. Until finally had a massive heart attack and retired from the SIU in 1968. Received every citation and ribbon. Sailed in every theater of war that we were in until my retirement.

"... My \$250 a month comes from the best seamen's union in the whole wide world—bar none.

"... Smooth sailing to all my brothers and God bless the SIU for keeping me alive..."

Mobile

According to the local press here, this port's future seems brighter as it handled an all-time record high of 31-million tons of cargo exported last year—mostly in foreign bottoms unfortunately—and looks forward to 1986 when the Tennessee-Tombigbee Rivers Canal is completed, giving a projected 5,600 persons in Mobile and 56,000 in the state new jobs by the turn of the century.

The waterways project will cost more than \$1 billion and will link this port with the Midwest via the Ohio River providing our Inland Boatmen with more jobs, too.

The apple of the port's eye is the 49-year-old, \$200-million Alabama State Docks which have a 2.2 million bushel, 20,000 ton meal grain elevator which in August set an all-time dock record by handling 11,566,606 bushels of grain.

Other jewels at the docks include: the \$3-million 40-long ton crane that can reach out 113 feet to lift any container unit to ship or shore; berths for 33 ships; jobs for 1,500; a 300,000-ton Three-Mile Creek bulk ore handling plant; a \$1-million a year McDuffie Is. coal handling plant slated for a \$12-million expansion in six months; huge warehouses, and a giant railroad yard.

S-L Consumer, Venture, Economy, Commerce, Exchange

Chief Stewards Sam McDonald, R. Thomas and Leroy Nicholas of the *Sea-Land Consumer*, *Sea-Land Venture* and the *Sea-Land Economy* recently got this letter from Sea-Land Service Inc. New Orleans Port Steward A.F. "Art" Lesh:

"Please accept this letter of appreciation to your Steward Department personnel

for their fine effort in achieving a rating of 100% on your 1976 U.S. Public Health Service Inspection.

"Sea-Land has been awarded fourteen consecutive fleet citations for high sanitary standards, and your dedication to this purpose will further our recognition as a 'clean ship' company.

"The efforts on behalf of yourself and your department are a tribute to the Seafarer's International Union and to Sea-Land."

Sea-Land's commissary chief, B. Varn in Port Elizabeth, N.J. also commended Chief Stewards Gus Skendelas and Ed Miller of the *Sea-Land Commerce* and *Sea-Land Exchange* for their "... recent perfect score of 100% on sanitation inspections..."

SS Delta Mexico

A tradition of the sea: giving a helping hand to anyone in distress was carried on by the *SS Delta Mexico* (Delta Line) recently when she was about 11 hours out of the port of Lome, Togo, West Africa homeward bound. Her radio picked up a Mayday distress signal from the stricken *M/V Carl Julius* five miles away. The *Delta Mexico's* Capt. J. S. Williams diverted his ship to be on the rescue scene in minutes.

The crew found the ship in distress with an unsafe port list of approximately 20 degrees and stood by in case the vessel had to be abandoned while efforts were made to correct the list. However, the list couldn't be fixed.

Thereupon the *Carl Julius* shepherded by the *Delta Mexico*, proceeded at a snail pace of six knots to the nearest port of Monrovia, Liberia 216 miles away. Thirty-two hours later the stricken ship was safe as she dropped the hook in the outer anchorage of the port and the *Delta Mexico* turned westward to home.

SS Del Rio

Urgently needed Guatemalan earthquake disaster relief supplies in the form of a fire engine for the city of Coban and furnishings and equipment for a rehabilitation center in the capital city of Guatemala were transported by the *SS Del Rio* (Delta Line) recently to the port of Santo Tomas de Castilla.

The ship gave a free ride to the fire engine, the knocked-down prefabricated rehabilitation center building and 70,000 pounds of medical supplies for the relief effort.

The fire engine was donated by the city of Birmingham, Ala. The building was donated by the manufacturer and loaded on in the port of Houston.

Delta Line also gave four containers free of charge to hold electrical fixtures, plumbing, hospital beds, wheel chairs and surgical tables given by Alabama organizations, which raised \$50,000 in a fund drive, through the Alabama Partners in the Americas. The supplies were loaded on in the port of Mobile.

The rehab center next to Roosevelt Hospital, Guatemala City, is for paraplegic victims of the quake and should be open next month.

SS Delta Uruguay

Three patrol boats for Liberia, two 65-foot, 62,000 pounds each and one 42-foot, 26,000 pounds, were craned onto the deck of the *SS Delta Uruguay* (Delta Line) in the port of New Orleans. The patrol boats came down the Intra-Coastal Waterway under their own power from the shipyard.

Scholarship Helped Jack Game Do the Things He Loves to Do

Jack Game, the son of Seafarer Eddie Game, designs some of the furniture that Seafarers and their families buy in department stores. A 1954 SIU scholarship made this possible for Game, who now works for the Coleman Furniture Co. in Pulaski, Va.

After growing up in rural North Carolina, attending the University of North Carolina at Chapel Hill "opened my eyes to people and places I had never seen before," he told the *Log*. "Without the scholarship, I probably would have attended a small college somewhere. But starting off at a large university exposed me to subjects I never would have considered otherwise."

Although he wasn't able to complete four years at Chapel Hill, taking architecture and engineering courses and working in an architect's office while at school gave Game the background he needed to go into furniture design.

"You have to consider many things in my field," he explained. "First, I have

to guess what the public wants and try to sense a trend on the mass market. After I get my overall idea, I have to select the best and most popular material. A technical background helps here because you need to consider the strength of the material and design, as well as its aesthetic appearance."

"Lately I have been designing wall units, because vertical furniture is becoming popular." Previously, Game designed some Spanish and contemporary furniture for bedrooms and dining rooms.

"I love creating things, so I love what I am doing," he declared.

Although he has worked in furniture design for the past 15 years, he has kept a hand in exterior and interior building design. After leaving school he worked as a staff designer of buildings for the General Development Corporation in Miami, Fla. Game still draws building plans in his spare time.

The former scholarship winner lives in Pulaski with his wife and three daughters. His father, Seafarer Eddie

Game, still lives in Bryson City, N.C.

After shipping out in the steward department for more than 30 years, Bro-

ther Game retired. "He's really enjoying himself," his son Jack reported. "He and Ma go fishing all the time."

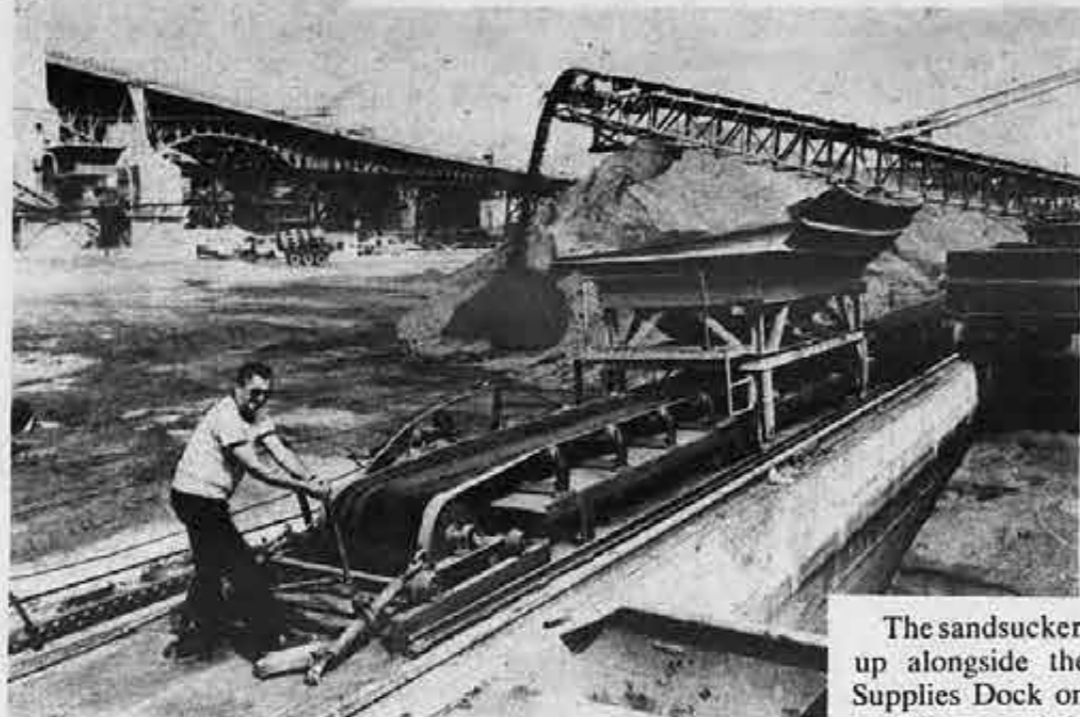
Assistant Cook Gets Diploma



Assistant Cook Lawrence Haney (right) gets a well done and his diploma recently from Instructor Laymon Tucker at the HLSS, Piney Point, Md.

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

1903 Great Lakes Sandsucker Plugs On



Wheelsman Jerry Doering works the *Lakewood* conveyor while sand is unloaded from the ship.



Wheelsman Jerry Doering checks the conveyor followed by SIU Cleveland Representative George Telegadas.



After a 15-day leave in his home state of Iowa, Wheelsman Richard Bockert (l.) waits to rejoin the *Lakewood*. Deck-hand Ted Fetzek (r.) takes a breather after tying up the ship.

The sandsucker *MV Lakewood* pulled up alongside the Cleveland Builders Supplies Dock on the Cuyahoga River to deliver sand, just as she had done in Chicago back in 1933 when the World's Fair was being built. This Great Lakes oldtimer was built in 1903 (back then she was a cargo ship) and is the second oldest SIU-contracted ship.

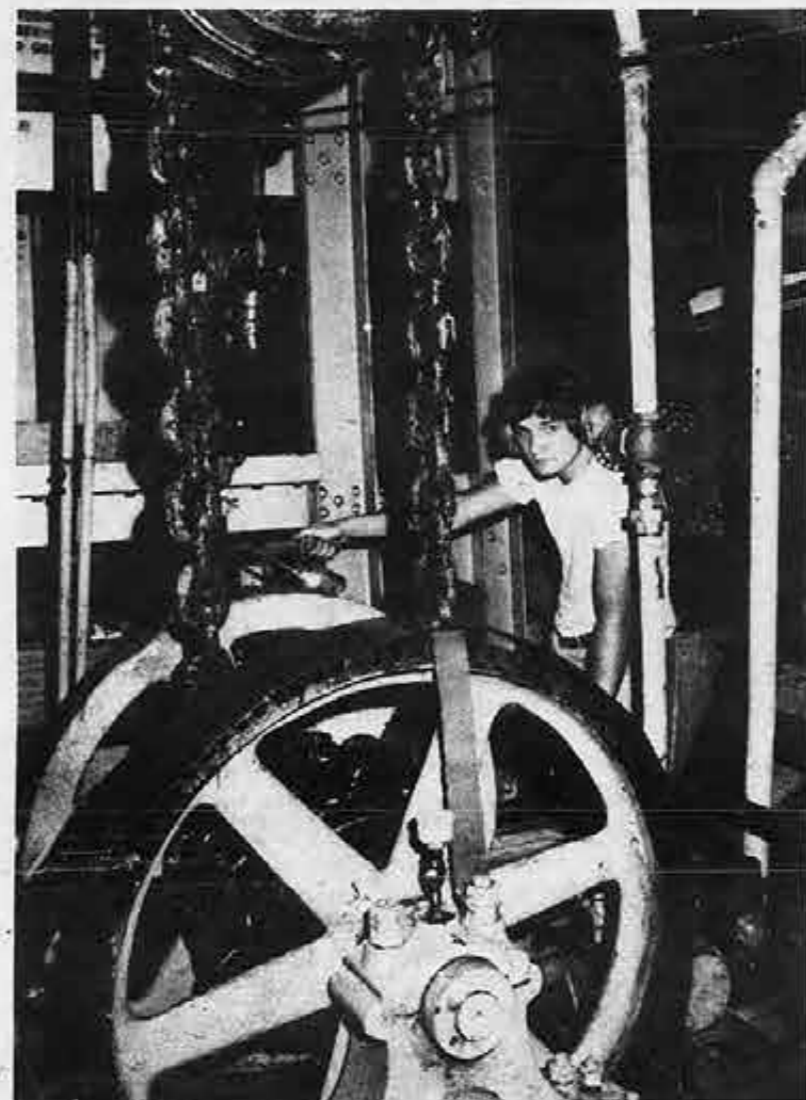
Only the sandsucker *Niagra* is older. Both ships pump up sand from the lake bottoms and both are owned by the Erie Sand Steamship Co.

As the cranes on board began scooping sand from the hold and unloading it onto hoppers on the deck conveyor belt, the black gang took the *Log* reporter and photographer below to show off the ship's original boiler. Built in Yokohama, Japan in 1918, the boiler is now used as an air receiver to store the compressed air that runs all the winches and the steering engine. Before the boat was dieselized, the winches and steering engine also ran on steam. One of the ship's generators is World War II surplus.

Vessels on the Great Lakes last longer than deep sea ships because they are not exposed to the corrosive effects of salt water. One SIU-contracted "hand-bomber," the *Harriman*, is still operating. Here the fireman still hand shovels coal into the furnace.

Despite her age, the men on the *Lakewood* enjoy the old workboat. Pumpman Joseph Vieira has worked the *Lakewood* for 11 years and Steward Herbert Tipton for nine years, although he admits, "the kitchen is mostly antique." Several of the 16 SIU crew members have been on board for three years.

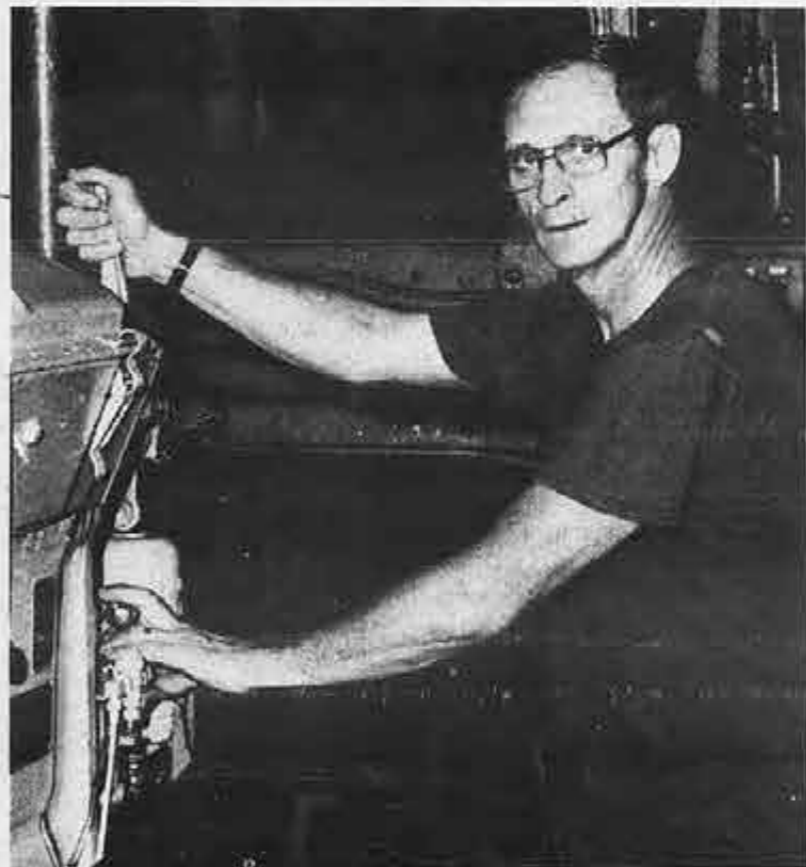
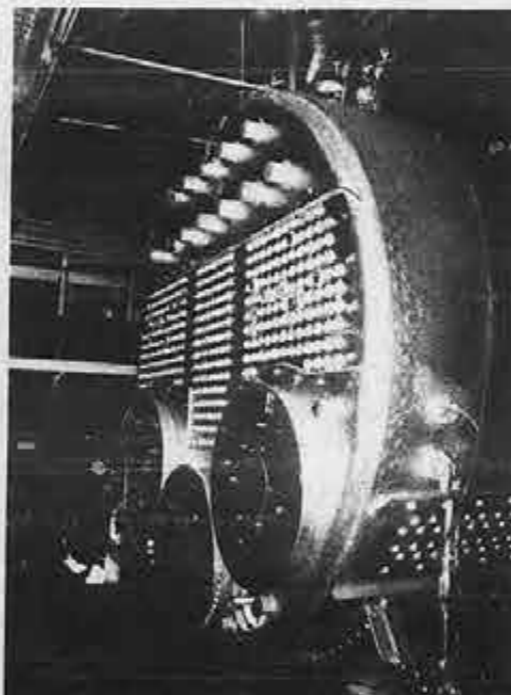
Seafarers can stay with one ship under the Great Lakes SIU shipping rules and seniority system, which resembles the system on the SIU tugs. This plan evolved from traditional Great Lakes shipping methods.



Brother Jesse F. Hall, who received his QMED endorsement at the HLS, is careful to wear sound-silencers while oiling the steering engine. He ships relief during the summer and studies forestry science during the winter.



(left) Steward Herbert Tipton (l.) and second cook Joe Chambers (r.) show off their antique galley. (center) The original boiler of the *Lakewood* built in Yokohama, Japan, 1918. (right) Pumpman Joe Vieira works the pump when the *Lakewood* dredges for sand.



In Old Days on Lakes, Fight With Owners Stands Out

In the Detroit Hall, oldtimers drop by to play cards, and if encouraged, they will tell you about the old days on the Great Lakes.

Most vivid in everyone's memory is the big SIU organizing drive in the late 1950's when the power of the Lake Carriers' Association was finally subdued. Maritime and other unions had struggled against this management group for over 50 years. Shipowners on the Lakes still belong to the LCA, but

today they must deal with organized labor.

Pensioner John White, age 75, a former chief steward, cook and baker, remembered shipping out through the Lake Carriers' Association hiring halls. "If they didn't like you, they would blackball you," he said. "Once in the 1920's I boarded a ship at the Sault Ste. Marie (Mich.) locks. When we took on stores, there were maggots in the food, so I jumped the ship because I wouldn't serve the men that garbage. The captain told me, 'Everyone else does it'. But the other guys could do it because they were drunk. For awhile they gave me a hard time because of that."

SIU Port Agent Jack Bluitt explained that in the early 1900's the Lake Carriers' Association managed to break the power of the sailors' unions, among them the old International Sailors

Union and the Marine Engineers' Beneficial Association—which was founded on the Lakes.

After that, men had to get their jobs from the LCA hiring halls. At the spring fitout, each man had to present his continuous discharge book, which had comments on his past shipping record and noted if he was a Union man. These hated books remained in use on the Lakes long after they were abolished on the Coasts.

Bill Rush, the night dispatcher at the Detroit Hall remembered being blackballed as an SIU man in 1958. "I used to stand on the sidewalk and then wait till a ship needed a pier jump. I'd get on because there was no time to check me out. Of course, once aboard I would get the crew to sign SIU pledge cards."

On one Inland Steel vessel, some men

who were against the Union filled the boiler with cold water right before Rush went on his engine room watch.

At the same time, John White was busy getting sailors to sign SIU pledge cards on his ships. Brother Mike Pesenak, who retired last July, remembered driving the SIU organizers down to the docks. He would meet with his buddies, talking up the Union in the bars. As a fireman, Great Lakes Seafarer Pesenak used to shovel a ton-and-a-half of coal an hour into the fires, using a regular No. 4 shovel.

Seaway Hurt U.S. Shipping

Port Agent Bluitt explained that several unions opened drives on the Lakes in the late 1950's because they expected shipping to increase after the St. Lawrence Seaway opened in 1959. Actually, he said, the Seaway hurt shipping because foreign vessels now come in to pick up their grain cargoes. Before 1959, the grain was shipped across the Lakes on American-flagships to Buffalo, where it was loaded on rail cars for Eastern ports.

Despite the decline in shipping, the SIU is a powerful force on the Lakes and the members can now enjoy other activities in their sparetime besides Union organizing.

Brother White bakes cakes and bread and brings them to his friends at the Hall or gives them to senior citizens at his church. Brother Pesenak creates elegant miniature furniture from beer cans, which he upholsters with velvet. His tiny chairs and sofas are prized by Union members and their wives.

Brother Rush has his hands full with work around the Hall, but luckily his pet poodle, Peppy, helps out as a watchdog.

Notice to Members On Shipping Procedure

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

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

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

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



At the Detroit Hall (l. to r.), Pensioner Mike Pesenak displays the miniature furniture he makes from beer cans. Night Dispatcher Bill Rush, holding the watchdog Peppy, and Pensioner John White exchange stories about the 1958 SIU Lakes drive.

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.

Happy Home for Zapata Patriot Crew



Spirits were high at Stapleton Anchorage, N.Y., Sept. 21, when the tanker *Zapata Patriot* paid off after



AB Richard Haney displays his string artwork. He says that another picture of a ship will soon be coming down the ways.

returning from Algeria with a load of oil. The stop-over marked the near end of a six-month tour of duty for the Seafarers (most of them from Wilmington) who boarded the ship when it was launched in late March in San Pedro, Calif. It has been smooth sailing since then.

The ship's maiden overseas voyage carrying corn from Baltimore to Leningrad was celebrated with elaborate champagne and hors d'oeuvre parties in both ports, prepared by Chief Steward Tony Arellano and his gourmet galley crew. The Russian consul in Baltimore joined the festivities as did the American consul in Leningrad.

At the meeting before the payoff, Recertified Bosun Ralph Murry noted that he had received a letter from the Captain Franklin Liberty, thanking the men for "their outstanding job in preparing the ship for its first oil cargo and in getting it passed for inspection quickly."

The Seafarers, in turn, had only kind words for the captain who had put car-

entry tools on board for them to use in their spare time. Brother Murry received three cheers for his fine work settling beefs on board.

Although the Coast Guard inspecting officer on the first voyage from San Pedro to Baltimore, Cmdr. C. V. O'Neal, also had kind words, reporting, "The attitude of the entire crew from master to OS/wiper was excellent," the crew pointed out that there were no ordinaries or wipers on board.

The low manning scales in all departments and resulting excessive overtime and overwork were the only beefs presented to Headquarters Representative Leon Hall when he boarded the ship. Brother Hall explained that the SIU was fighting the Coast Guard over the manning scales.

The *Zapata Patriot* has an SIU crew of craftsmen. While at sea, the men worked out with barbells made on board. QMED Ted Kulas built a workshop in the engine room. "It's terrific, every tool we need has a place to hang it," First Engineer Gordon Gibson said.

And A.B. Richard Haney decorated the crew's recreation room with his string art picture of a sailing ship.



QMED Jean-Charles Morris (l.) was glad to give to SPAD. "It's an election year," he explained to Headquarters Representative Leon Hall (r.).



(left) QMED Ted Kulas (l.) and First Engineer Gordon Gibson chat in the engine room workshop that Brother Kulas assembled. (right) Brother Leon Hall fills out a dues receipt for Steward-Utility Mack Ward.

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

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Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Frank Drozak

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Cal Tanner Paul Drozak

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(212) HY 9-6600
ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616

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

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

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

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

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

DETROIT, Mich.
10225 W. Jefferson Ave. 48218
(313) VI 3-4741

DULUTH, Minn. 2014 W. 3 St. 55806
(218) RA 2-4110

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

HOUSTON, Tex. 5804 Canal St. 77011
(713) WA 8-3207

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

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

MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Shipping at SIU deep-sea ports picked up considerably last month as more than 1,400 Seafarers found permanent jobs aboard SIU-contracted ships. That number reflects an increase of nearly 200 jobs shipped over the previous month. Shipping is expected to remain good at most ports for the foreseeable future. (These figures do not include jobs shipped on the Great Lakes. The Lakes Report is carried elsewhere in the issue.)



Dispatchers Report for Deep Sea

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	DECK DEPARTMENT								
Boston	10	6	0	3	6	0	14	5	0
New York	62	8	3	77	26	1	121	9	5
Philadelphia	20	5	2	19	2	2	24	7	0
Baltimore	36	7	0	36	12	2	60	9	1
Norfolk	15	5	0	9	2	0	32	10	0
Tampa	5	0	0	0	0	0	12	1	0
Mobile	19	2	0	34	4	0	25	3	0
New Orleans	59	6	0	56	16	0	141	16	0
Jacksonville	25	1	0	15	4	0	49	0	0
San Francisco	37	3	0	37	10	0	62	4	1
Wilmington	26	5	0	11	5	0	32	3	0
Seattle	42	1	0	35	8	0	70	3	0
Puerto Rico	10	1	0	8	4	0	12	2	0
Houston	71	1	0	107	15	1	138	7	0
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	2	0	0	5	1	0	3	0	0
Totals	439	51	5	452	119	6	795	79	7
	ENGINE DEPARTMENT								
Boston	2	4	0	3	3	0	1	6	0
New York	57	22	3	52	31	1	94	35	4
Philadelphia	7	6	0	5	6	0	19	7	0
Baltimore	24	3	0	27	8	0	40	9	0
Norfolk	14	4	1	8	0	0	30	5	1
Tampa	4	1	0	1	0	0	9	3	0
Mobile	22	1	0	27	8	0	23	3	0
New Orleans	40	11	1	46	12	0	107	23	1
Jacksonville	23	2	0	14	0	0	37	5	0
San Francisco	42	9	0	24	16	0	63	12	0
Wilmington	7	6	0	11	2	0	13	6	0
Seattle	31	4	0	28	6	0	40	6	0
Puerto Rico	6	2	0	5	2	0	16	3	0
Houston	64	7	1	74	16	0	112	8	2
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	1	0	1	2	0	1	2	0
Totals	343	83	6	326	112	1	605	133	7
	STEWARD DEPARTMENT								
Boston	3	1	0	7	2	0	3	1	0
New York	44	4	0	51	23	0	51	7	1
Philadelphia	11	0	0	5	5	0	14	0	0
Baltimore	14	1	0	14	4	1	25	2	0
Norfolk	11	2	0	2	4	0	23	3	0
Tampa	2	0	0	1	0	1	5	1	0
Mobile	12	0	0	17	12	0	25	1	0
New Orleans	23	2	0	43	12	0	67	3	0
Jacksonville	10	0	0	12	1	0	15	0	0
San Francisco	23	1	0	27	11	0	45	3	0
Wilmington	7	2	0	7	3	0	8	2	0
Seattle	11	2	0	18	10	0	20	2	0
Puerto Rico	8	0	0	8	1	0	11	0	0
Houston	39	1	0	50	33	0	69	4	0
Piney Point	0	0	0	0	7	0	0	0	0
Yokohama	1	0	0	0	1	0	1	2	0
Totals	209	16	0	262	129	2	382	31	1
	ENTRY DEPARTMENT								
Boston	2	7	3				0	4	6
New York	37	64	18				43	95	54
Philadelphia	6	19	0				13	31	0
Baltimore	21	32	8				37	53	9
Norfolk	17	13	2				26	24	3
Tampa	1	3	1				10	5	0
Mobile	13	13	0				8	14	0
New Orleans	43	43	2				60	97	2
Jacksonville	13	23	0				18	39	0
San Francisco	37	29	2				42	38	7
Wilmington	7	15	1				7	17	2
Seattle	15	19	0				25	29	0
Puerto Rico	9	11	0				12	22	4
Houston	29	38	0				38	64	3
Piney Point	0	11	0				0	0	0
Yokohama	2	0	0				2	3	0
Totals	252	340	37				341	535	90
Totals All Departments	1,243	490	48	1,040	360	9	1,518	645	98

*"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.

Rehabilitation—One Approach to Alcoholism

The SIU is the first international union to establish a rehabilitation program for members who suffer from alcoholism. The philosophy which led to founding the Alcoholic Rehabilitation Center in Valley Lee, Maryland, is simple—the SIU is dedicated to helping every member enjoy and improve the quality of his life as a Seafarer and as a citizen of his community.

In the past, the alcoholic was treated as a moral failure. The SIU knows this is not true. We know that alcoholism is a disease; that it can be treated. The SIU is determined to help the members who have alcoholism, and to help the entire membership understand the disease.

To meet this goal, an alcoholism education seminar will be held on Nov. 12, 13 and 14 at the Harry Lundeberg School in Piney

Point, Md. Participating in the seminar will be the staff of the ARC, experts on all the aspects of alcoholism, SIU officials, and Seafarers who have completed their recovery from alcoholism at the ARC.

The theme of the seminar is "Rehabilitation—One Union's Approach to Alcoholism." During the seminar, the participants will discuss the problem of alcoholism and the role and contribution of the ARC in solving that problem for our members.

It has been very conservatively estimated that 29,280 workers in the maritime industries suffer from alcoholism. Among this number are many of our SIU brothers. And our Union is convinced that education and rehabilitation—not pity and not condemnation—are the keys to a happy future for these members.



The days of sobriety which the Seafarer spends at the ARC are reassuring experiences which help him to realize the full potential of a life without alcohol.



The ARC offers members pleasant surroundings and the companionship of fellow Seafarers working together toward recovery.



Person-to-person contact is important at the ARC, and trained counselors work with each Seafarer to help him find his own road to recovery.



Recovery from alcoholism means rebuilding a healthy body. Trained medical personnel work with the Seafarers at the ARC to assist them in getting well.



The Alcoholic Rehabilitation Center for SIU members in Valley Lee, Maryland.

Every seafarer's attendance at the ARC is completely confidential. Seafarers whose pictures are shown in this article gave their permission for the photograph's use.

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

The National Maritime Council:

Promoting the U.S. Fleet By United Action Program

This is the fifth 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 National Maritime Council was born of the cooperative spirit that brought together maritime labor, industry and Government to work in unity for legislative enactment of the Merchant Marine Act of 1970.

Following the passage of that landmark Act, labor and industry—with the encouragement of the U.S. Maritime Administration—determined to keep up the momentum of this new cooperative spirit so that united they could implement the promises of the Merchant Marine Act and rebuild the maritime industry.

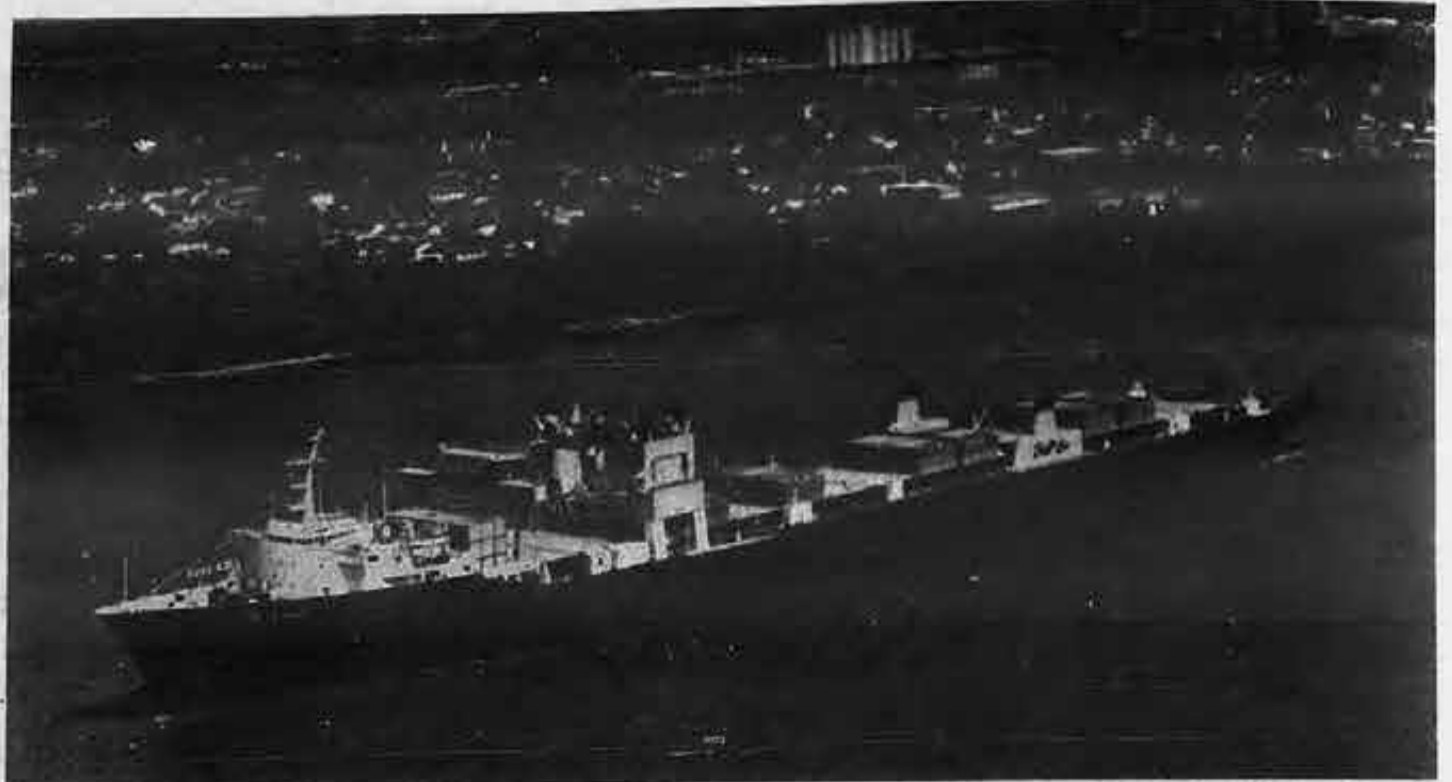
And so, the National Maritime Council was created in 1971. It is a non-profit organization established to encourage the development of a strong, competitive, modern U.S.-flag merchant marine to restore this nation to its rightful place as a dominant power in the maritime world.

The chief executive of U.S.-flag carriers, maritime labor unions and shipbuilders are members of the Board of Governors. The Assistant Secretary of Commerce for Maritime Affairs represents the U.S. Government. In addition, leading traffic executives, representing over 100 business firms engaged in foreign trade, actively participate in the programs of the National Maritime Council.

The educational activities of the Council are its most important tools. The NMC must first assure shippers that the U.S.-flag merchant fleet is the most modern and efficient anywhere in the world, and that the service it provides is consistent and reliable. At meetings and conferences with U.S. shipping executives throughout the country, the National Maritime Council stresses the point that a strong U.S. merchant marine guarantees U.S. business that, regardless of changing policies of foreign fleets and governments, American ships will be available to carry a substantial share of the nation's cargo on world trade routes.

Alerts Nation to U.S. Fleet

Beyond this, the Council sponsors a program of educational activities designed to make the nation's citizens aware of the important contributions of the U.S. merchant marine. These programs include films, speeches, posters and literature that describe the long history of U.S.-flag shipping and



its vital contributions to the nation's economy and security—in times of peace and war.

At dinners and seminars held in major port



"The National Maritime Council is a unified organization of all segments of the Maritime industry, established for the purpose of developing a strong, competitive, modern, American-built, privately-owned and operated U.S.-flag merchant marine, which will afford United States importers and exporters the finest and most consistently operated maritime fleet in the world."

—National Maritime Council
Statement of Purpose—1971

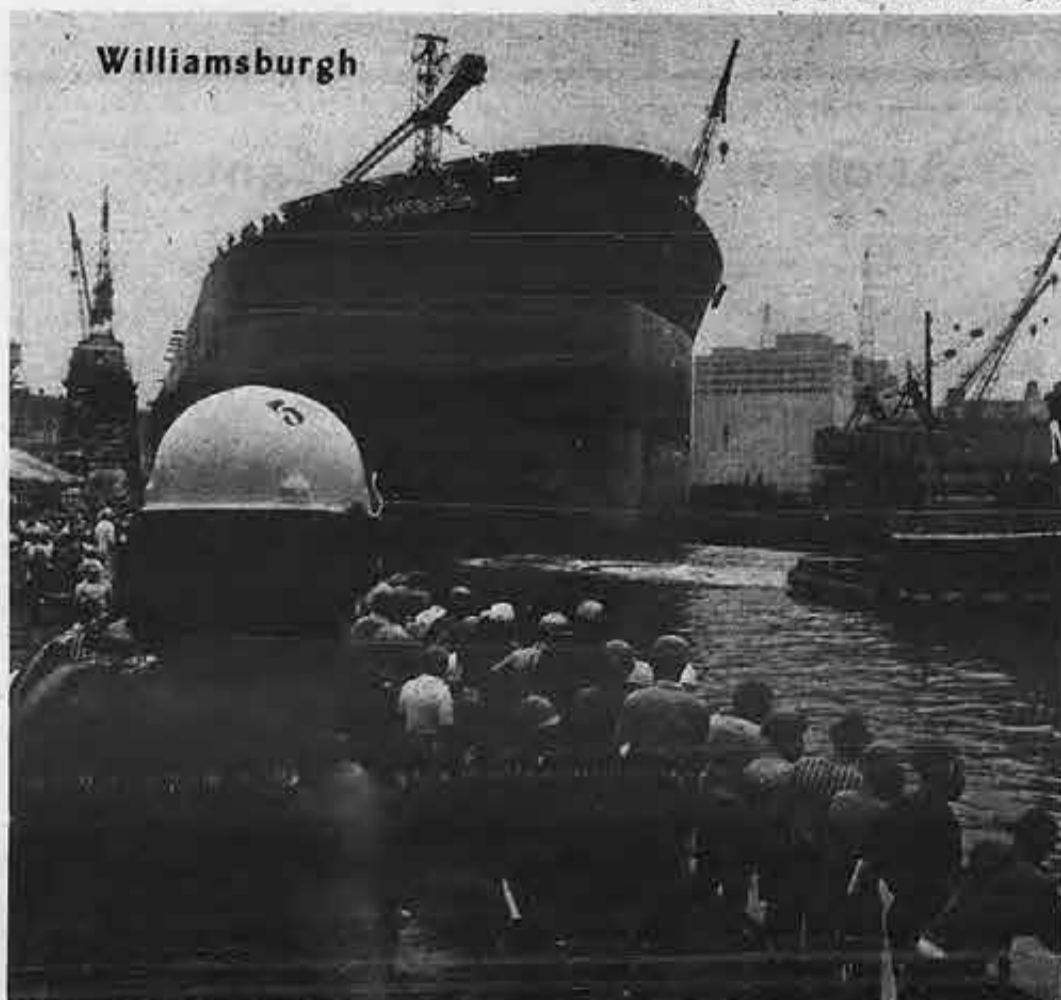
cities, the NMC stresses the economic benefits the merchant marine provides the nation in terms of jobs, shipbuilding production, taxes, balance of payments, and—most importantly—the need for a strong and viable merchant marine to provide the nation's defense needs and security.

The National Maritime Council will continue to support the uninterrupted revitalization of the U.S. merchant fleet which began with the 1970 Merchant Marine Act. Among the goals the Council is presently pursuing are increased cargo for U.S.-flag ships and the strengthening of the merchant marine's peacetime military cargo and support role.

The SIU was a prime mover in the formation of the National Maritime Council and has long supported the necessity of unity in all segments of the industry as an essential in rebuilding America's merchant seapower. The SIU firmly believes in the basic principle of the NMC: that there is more to gain from cooperation than from conflict.

SIU representatives take an active part in the formation of policies within the National Maritime Council, and in carrying those policies out—and we will continue to be active in this support of the NMC. The jobs and job security of American seafarers depends upon a strong and healthy industry. The strength and health of the maritime industry will continue to depend upon the cooperative efforts of maritime labor, industry and Government.

All photos on this page are American flag vessels built under the Merchant Marine Act of 1970.



Officials Confer on Future of SIU



SIU Vice President Lindsey Williams calls on the delegates to "meet the challenge" of the future by keeping the U.S. maritime industry and the SIU strong.



SIU President Paul Hall, who served as conference chairman, calls the meeting to order in Zimmerman auditorium in Piney Point.



SIU Executive Vice-President Frank Drozak stresses need for increased communication between the Union and its members.

A wide range of issues from organizing to education filled a crowded agenda as SIU Port Agents and representatives from the deep-sea, Great Lakes and inland waters areas met at a two-day conference to discuss the future of the newly merged SIU and its many programs.

This landmark conference, held at the Lundeberg School in Piney Point, Md. and chaired by SIU President Paul Hall, was extremely well received by the participants, and what might have been a routine meeting developed into an excellent forum for the interchange of fresh perceptions and ideas concerning the U.S. maritime industry and the SIU's role in it.

In all, the delegates centered their discussions around 11 key issues, which are seen to have profound and lasting effects on the health and progress of the SIU. The issues discussed included:

- Organizing the thousands of yet unorganized maritime workers on the rivers, harbors, oceans and Great Lakes.
- Education and training for all SIU members at the

Lundeberg School in Piney Point, including the need for stepped up recruiting of young men for the inland water entry program.

- Servicing of all SIU members both on their vessels and in the Union halls.
- Political action and the role the SIU must play in politics to keep our industry strong.
- Impact on the Union and the membership of the recent merger of the IBU into the SIU A & G district.
- The Union's publications and the role the *Seafarers Log* plays in keeping the entire

membership informed on the issues.

- The need for increased unity among all U.S. maritime unions.
- Collective bargaining and a review of the Union's contracts with its deep-sea, Great Lakes and inland waters operators.
- Onboard communications.
- A review of maritime industry conditions past and present.
- A review of the Coast Guard.

During the opening session these issues were discussed in

a general open forum, while on the second day, the delegates broke up into 11 committees to give individual attention to each issue as well as draw up a policy statement to be presented to the full Conference for further action. (A summary of each of the 11 reports can be found on the following three pages of this issue.)

The policy statements, all unanimously endorsed by the Conference, will be presented to the membership for action at November's general membership meetings in all ports.

The agents also called for similar conferences to be held periodically to study the ongoing effectiveness of the Union's programs. It was affirmed that such conferences "will enable us to reinforce our personal ties with the membership throughout the nation and strengthen the bonds which hold the union together."

In addition to the discussions and reports, both sessions of the Conference were highlighted by talks from a number of speakers.

Continued on Page 22



Delegates to the first Port Agents Conference listen attentively to proceedings in the Lundeberg School's Zimmerman auditorium. The Conference centered its attention on the programs and issues involving the job security of SIU members.



SIU Port Agents and representatives from around the country gathered for this Conference to discuss the Union's programs and future as well as the impact of the SIU-IBU merger on the Union and the membership. From the left, are: Leon Hall, headquarters representative; C. J. Buck Stevens, New Orleans; Jack Bluit, Detroit; Steve Troy, San Francisco; Juan Reinos, San Juan, and John Fay, Philadelphia.



Participants on the Committee on Shipboard Communications, which stressed the need for members to hold weekly shipboard union meetings, are from the left: Richard Avery, representative, Norfolk; George Telegadas, representative, Cleveland; Scottie Aubusson, agent, St. Louis; Gene Taylor, representative, Houston, and Cal Tanner, SIU vice-president.

Shipboard meetings and their equivalent on the tugs and in UIW plants are an essential link in communications between the leadership and the members. Headquarters needs to know about the problems in the field, this committee pointed out.

Often, changes in the contracts are made as a result of members' complaints or reported beefs. Articles can be written in the Log or UIW paper to clarify frequently asked questions about the Union and the plans, and this form of communication is particularly important during those times when changes in the Union and plans are taking place.

Minutes from the Sunday meetings on deep sea ships should be sent to Headquarters. At payoffs and sign-ons, the

boarding patrolman should look over any minutes submitted by the Ships' Committee for written resolutions and motions. After discussion, these resolutions can be referred to the Negotiation Committee, Board of Trustees or other appropriate committee by a motion made, seconded and accepted by the crew.

Similarly, Union representatives who meet with members on tugs and in the UIW plants should send summaries of outstanding points back to Headquarters.

Union representatives should make sure that Seafarers, Boatmen, and UIW members get copies of the appropriate newspaper: the UIW NEWSLETTER or the Log. In these ways, lines of communication are kept open between the member and Headquarters.



The Committee on Contracts and Shipping Rules reviewed possible beneficial changes and additions in these important areas. Participants, from the left are: Byron Kelly, Great Lakes area director for the inland waters; Red Campbell, representative, New York; Red Morris, agent, Jacksonville, and Terry Protz, representative, St. Louis.

Looking at the SIU's present contract and shipping rules this committee said, "The SIU's success in providing the best wages and fringe benefits for our members, and in organizing new companies and acquiring new vessels is due in large part to our constant efforts to keep our contract provisions in tune with modern industry needs and trends, and to our ability to consider the overall picture when negotiating a new contract."

With new equipment such as cat-rigs, LNG vessels, offshore oil vessels and giant sea-going barges already appearing in the industry, the committee declared in its policy statement that the SIU must continue reviewing its contracts and shipping rules if it is to continue providing SIU members with the best wages and fringe benefits possible without jeopardizing job security.

As part of this review the committee

then recommended the negotiation of an industry-wide vacation plan for SIU Boatmen (details of this vacation plan will be carried in the next issue of the Log), and suggested that the SIU consider area shipping, new lay-off rules, new training programs and the two-crew concept for some fast turn-around vessels.

"While many of America's maritime workers have seen their ability to earn a living threatened as a result of contracts that did not consider the real conditions of our industry," the committee's statement concluded, "SIU contracts that evolved with the industry continue to provide members with good job security."

"We will continue on this course, changing as times require; but never losing sight of our true goal—the best possible wages, fringe benefits, working conditions and job security for all SIU members."

11 Committee Reports Summarized: Focus Is on the Future



The Committee to study the impact of the SIU-IBU merger discussed ways in which the merger will benefit all SIU members, both deep-sea and inland waters. Committee members, from the left are: Gordon Spencer, agent, Norfolk; Stanley Ziegler, representative, New Orleans; Gerry Brown, agent, Piney Point, and Frank Drozak, SIU executive vice-president.

This committee outlined the future actions that will be taken to cement the unity of the Union and insure the complete identification of each member with the Union. Noting that the merger itself was only a first step, the committee predicted that the cost savings, increased efficiency and greater strength that resulted would have an impact in many areas.

"The Union will expand and extend the servicing of its members to make certain that their contracts will be enforced," the committee resolved. "Also, we want to set in motion a systematic program to make every member fully knowledgeable and aware of the terms, conditions and benefits achieved under the collective bargaining agreements. We want him to be alert to any efforts made by anyone to chip away

at what is rightfully his."

The Union will promote the increased use of the hiring hall, the committee said, thereby improving the present system of hiring.

The committee advocated increased participation by all the members in the affairs of the Union. "Through such participation," it predicted, "there will be a more frequent exchange of ideas and a closing of ranks to better achieve our mutual objectives."

But the greatest impact of the merger will be in the area of political activity. "All members must know how to carry out effective political activity," the committee declared. "All members must be aware that what is won at the bargaining table can be lost in the political arena."



The Committee on SPAD recognized the absolute necessity of continued voluntary contributions to this fund to bolster the SIU's political programs. Committee members, from the left are: Joe DiGiorgio, SIU secretary-treasurer; Carolyn Gentile, SIU house counsel; John Fay, agent, Philadelphia, and Leon Hall, headquarters representative.

The policy statement adopted by the committee studying SPAD opened: "The role that political involvement plays in the preservation of members' jobs is vital. Favorable maritime legislation is essential in order to prevent further erosion of the American-flag fleet by foreign intrusion into the American maritime industry. Such legislation may be enacted only if our elected representatives and Government officials have positions that are favorable to the American-flag shipping industry."

"For years," it said, "seafarers have furthered their political interests by contributing to SPAD," and it is the support with SPAD funds of officials and candidates with favorable maritime views that lets

the SIU's voice be heard in the legislative and executive branches of Government.

Pointing to the substantial victories and important gains which have already been won, the committee warned that, "the fight must continue with renewed vigor if the American-flag maritime industry and the inland towing industry are to prosper in the future."

Calling continued support of SPAD essential to "the preservation of our members' jobs," the committee's policy statement noted that, "we should continue our efforts to further the support of SPAD and thus benefit and improve the industry in which we represent our members."



The Committee on Coast Guard vowed to continue vigilance in reviewing Coast Guard programs and policies that could affect SIU members in any way. Participants on this committee, from the left are: Steve Papuchis, representative, Norfolk; Buck Stevens, agent, New Orleans; George Ripoll, representative, New York, and Robert Air, representative, Philadelphia.

"It is imperative that we continue to remain vigilant against any Coast Guard policies and practices which threaten the jobs and health and safety of merchant seamen," the committee stated.

"Today, the problem has reached an unprecedented level," it said, denouncing the new Coast Guard Vessel Inspection Circular No. 76. "This circular continues the Coast Guard's practice of acting haphazardly and arbitrarily in such areas as vessel manning, watchstanding, training and certification of able seamen and occupational safety and health.

"The Coast Guard is ill equipped in terms of personnel and equipment to deal



"We must continue our political activities" to insure the future security of the U.S. maritime industry, was part of the report by the Committee to Review Maritime Industry Conditions. Participants, from the left are: Roan Lightfoot, agent, Paducah; Don Anderson, agent, Port Arthur; Ed Morris, representative, New York; Steve Troy, agent, San Francisco, and Howard Schulman, SIU general counsel.

The U.S.-flag merchant fleet is absolutely essential to any national defense effort. In a peacetime economy it contributes jobs, balance-of-payments benefits, and a means of controlling U.S. foreign trade. Yet the U.S. merchant fleet is disappearing.

"No single group acting alone can improve the situation," the committee declared. "The operators, the Federal agencies and the maritime unions must act together. As the Seafarers are aware, the SIU has played a major role in advancing the spirit of industry cooperation."

"One of the most important ways is to continue our political action," the committee said. "Federal legislation will determine whether the U.S. maritime industry will

with many complex social and psychological problems resulting from the impact on the individual worker of faster and larger ships, increased overtime, loss of adequate port time and the resulting feeling of isolation and alienation that grow from these new experiences." The committee followed the accusation with a documented list of Coast Guard abuses. Furthermore, the Coast Guard has repeatedly backed down on its promise to consult the Union about its manning regulations, it told the port agents.

The SIU has called for a Congressional investigation of Coast Guard abuses. Such hearings, the committee said, are tentatively scheduled for early 1977.



The Committee on Servicing pointed out the need for continual contact with the membership to keep them informed on the issues. Participants, from the left around table are: Ed Riley, agent, Boston; Tom Glidwell, representative, Houston; Paul Drozak, SIU vice-president; Juan Reinoso, agent, San Juan; and Jack Caffey, representative, New York.

Members look to the Union for help with grievances in the work place and for help with numerous other work-related problems, this committee noted. Union officials are responsible for settling beefs about overtime, seniority rights, layoffs, work rules and firings. To stress how important this activity is, on several occasions representatives' reports about settling beefs, especially when a member was fired, were needed in court proceedings and in problems with the NLRB. Therefore, officials must be around when the members need them, the committee stated.

Patrolmen have to board and service deep sea vessels at payoffs and sign-ons. Patrolmen and representatives should be servicing tugs and barges and UIW shops at least once a month. In all cases, the representatives should bring with them copies of the Union newspaper, welfare and pen-

Through frequent contact with the members, the Union will consolidate its strength and grow, the committee concluded.



The Committee on Education and Training took a look at the Lundeberg School's vocational and academic programs for our members. Participants on this committee are, from the left around table: Chuck Mollard, national coordinator of the inland waters; Mike Sacco, HLSS vice-president; Fred Farnen, headquarters representative; Bob Kalmus, HLSS vocational director; Frank Paladino, headquarters staff; Hazel Brown, HLSS president, and Ed Pulver, agent, Jersey City.

In their policy statement on education and training this committee pointed to the programs which "have been developing at the Harry Lundeberg School in Piney Point, Md. since 1967," as proof the SIU "has long recognized that progress and a better future for the membership is a product of education."

Thousands of members have already received endorsements and hundreds of licenses have been earned, many young men have been brought into the deep sea and inland industries at entry levels, and over 800 men have received high school diplomas through the SIU's educational and training programs, the committee said.

Declaring that "the maritime industry needs responsible workers," the committee also praised the educational efforts of the SIU which "have provided information to the membership so that issues and ideas, purposes and goals might be better understood."

Realizing the changing priorities and needs of the SIU's membership and the maritime industry, the committee's state-

ment noted in its conclusion that, "the Union's education program has been growing and the dreams of the future for maritime workers have been expanded. With a continued effort toward educational excellence, we can look to the future with confidence, knowing we will have the skills and knowledge needed to face the changing world of maritime."

As part of their review of the Union's training and education programs, the committee also studied the new Alcoholism Rehabilitation Program and proposals for revamping the steward department upgrading programs.

(Note: Details on the new steward department program will be carried in a future issue of the Log. A committee to study program proposals will be elected at special meetings which will be held in all Constitutional ports in November. This committee's recommendations will be presented to the membership at the December Union meetings.)

Continued on Page 22

Port Agents Conference Looks at SIU's Future

Continued from Page 19

Leading off was SIU President Paul Hall, who called for stepped up activities in such areas as education, servicing and organizing, as well as increased political action on local and national levels.

President Hall also stressed the need for unity not only within our own union, but unity among all maritime unions. He pointed out that a forum to foster effective inter-organizational maritime unity already existed in the Ad Hoc Committee on Maritime Industry Problems, set up two years ago by AFL-CIO President George Meany.

Other opening session speakers included SIU Executive Vice-President Frank Drozak, who stressed the need for increased communication between the ports and Union headquarters; SIU Vice-Presidents Lindsey Williams and Paul Drozak; HLSS President Hazel Brown; Mike Sacco, HLSS vice president; Bob Kalmaus, HLSS vocational educa-

tion director; Howard Schulman, SIU general consul; Carolyn Gentile, SIU house consul, and Marietta Homayonpour, editor of the *Seafarers Log*. Ms. Homayonpour announced that because of the SIU-IBU merger, the *Seafarers Log* will incorporate the *Inland Boatman*, the IBU publication, into its pages.

During the closing session of the conference, many port agents from around the country took their turn at the podium, giving a rundown on activities in their individual ports. Among these speakers were: George McCartney, New York; Buck Stevens, New Orleans; John Fay, Philadelphia; Steve Troy, San Francisco; Jack Bluitt, Detroit; Juan Reinoso, San Juan; Gordon Spencer, Norfolk; Jerry Brown, Piney Point, and Byron Kelly, River Rouge, Mich.

A canvas of the delegates showed that right down the line they felt that this initial Port Agents Conference had been informative and extremely successful in improv-

ing communication among the Union's leadership.

In closing, the delegates agreed that the Conference had afforded them "the chance to review the union's policies

and programs, to judge how effective our activities have been in achieving our objectives and to develop new and more effective strategies for the future."



The Committee on Organizing affirmed that maritime labor must continue its efforts to bring unionization to the thousands of unorganized maritime workers in this country. Committee members, from the left are: Bob Pomerlane, representative, Baltimore; Lindsey Williams, SIU vice-president; Bill Dobbins, representative, Columbus, Ohio; Norman Dubois, representative, New Orleans, and Carl Peth, representative, Detroit.

Organizing

"Only one-quarter of our nation's workers are union members," this committee's policy statement began and, "though there are over 20-million men and women in America's unions, the continued strength of the trade union movement depends on its ability to organize the non-union shops and to extend the benefits of union membership to the millions of unorganized American workers."

"For the SIU, the opportunities for organizing have never been better and the

success of that organizing has never been more important," it said.

The committee directed attention towards organizing in all areas, deep sea, inland waters and Great Lakes.

"The entire maritime industry is growing rapidly in areas which are only partially organized," and, the committee concluded, "the SIU and its members' future security and prosperity depend on our ability to evolve and grow with the industry, to extend the SIU banner to all unorganized maritime workers."



Among the participants on the Committee on Maritime Unity, which emphasized the importance of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems, are John Yarmola, left, SIU Washington Representative and George McCartney, agent, New York.

Continued from Page 20-21

Maritime Unity

"From the inception of the American trade union movement, the key to strength and effectiveness has been through unity—membership unity; inner-organization unity through consolidation; and inter-organizational unity through merger," this committee said in opening its policy statement.

"The SIU firmly believes in these trade union concepts, and throughout our history we have practiced them," it pointed out.

The SIU has a long history of working for consolidation within our own house, merging the Gulf and Atlantic districts in 1940 and then, in 1972, the A&G with the Great Lakes District.

"In late 1973," the committee's statement noted, "the A&G's close affiliate—the Inland Boatmen's Union—voted to merge its four districts into one strong organization. And, just last month, the SIU A&G District and the IBU membership voted a merger of their two unions."

Carrying this concept of unity one step further, the committee recalled that the SIU "proposed a mechanism for discussion of maritime labor's common problems, and AFL-CIO President George Meany established such a forum in 1974 with the creation of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems."

Through this Ad Hoc Committee "some solid groundwork toward our mutual maritime objectives has been laid," the statement said, especially through the constructive work of the Ad Hoc group's subcommittees on Training and Education, the Coast Guard, Maritime Policy, and the Jones Act.

"The SIU believes that we have made important strides towards effecting unity within our organization, within maritime labor, and in the industry itself," the committee said.

"We believe that we should continue a policy of cooperation with other unions until the goal of one single union for all unlicensed seamen is achieved."



The Committee on Publications discussed plans for more widespread news coverage of all areas involving SIU members. Committee participants, from the left around table are: Marietta Homayonpour, editor-in-chief, *Seafarers Log*; Jack Allen, agent, Duluth; Jack Bluitt, agent, Detroit; Charlie Svenson, an observer from the Transportation Institute; James Gannon, managing editor, *Seafarers Log*, and Leo Bonser, representative, New York.

Publications

To assist in the *Log's* and the Union's endeavor to bring pertinent information to the Seafarers and Boatmen, along with features about the members themselves, the committee suggested that port agents and patrolmen lend their help. "They should let the *Log* staff know when there are items from their ports which could go into the *Log*," the committee said. "Further, the port agents and patrolmen can encourage the members to read the *Log* and to submit stories and material for publication."

The *Log*, the *UIW NEWSLETTER* and other Union publications bring important information and ideas to all the members, including items dealing with pensioners, training, welfare and vacation benefits, and the latest developments in the Pension Re-

form Act. Therefore, Union representatives were asked to make a special effort to see that all Union publications reach the members each month.

Now that the SIU-IBU merger has been approved by the membership, the *Seafarers Log* will incorporate the *Inland Boatman* newspaper into its pages. In order to insure that there is no loss of coverage to SIU Boatmen, the *LOG* will be expanded from 32 pages a month to 40 pages. Nevertheless, there will be some savings, the committee reported.

There will be increased coverage of the Great Lakes in the new *Log* format. The monthly *UIW NEWSLETTER* will continue to be published for the United Industrial Workers' brothers and sisters.

Profit Hungry Oil Industry Could Kill People

Safety of workers should come before profits. Certainly the rich and powerful oil industry can spare a few dollars to protect the life and limb of men working on the mobile offshore oil drilling units. Instead, industry moguls are pressuring the Coast Guard to adopt dangerously low safety standards on the mobile offshore drilling rigs.

To make matters worse, the oil industry is keeping its proposals regarding inspection of mobile rigs under lock and key—to prevent the SIU from analyzing them. At supposedly public hearings where future regulation of offshore equipment was discussed, industry representatives refused to let the SIU see their position papers. After the hearings, the Coast Guard would not release the papers to the SIU. We were not surprised.

The hearings were held by the National Offshore Operation Industry Advisory Committee (NOOIIAC) which the Coast Guard established to help it draw up new offshore rig

safety standards. Labor was not included in NOOIIAC, reflecting the Coast Guard's typical attitude toward people who work in the maritime field. NOOIIAC now stands as a management group.

However, the SIU managed to reconstruct industry's position from various other Coast Guard documents. We have come up with a rebuttal in time to help the Coast Guard draw up the final regulations.

In all fairness, we must note that the Coast Guard's proposals for safety standards on mobile offshore rigs are superior to the slipshod, pennypinching standards proposed by industry. Basically, the oil industry would like to ignore the fact that offshore rigs are located in a perilous often hostile environment—the sea.

When there is a major fire on board an offshore rig, the workers cannot run off into a prairie. They must jump into turbulent and icy waters. And fire is a likely possibility with all the chemicals and fumes around oil drilling operations.

Nevertheless the industry opposes firefighting systems around industrial equipment and certain helicopter pads. They do not want to provide enough lifeboats and inflatable rafts to give each man a primary and secondary means of escape.

Oil executives are trying to avoid placing marine personnel on board the rigs, although their expertise is needed to help evacuation during an accident and to manage and maintain the equipment according to the standards required by a marine environment. In fact, they do not see why the industrial equipment should conform to marine standards at all.

To list one more atrocious suggestion, the oil industry would like to crowd men into dormitories on the rigs. This violates all maritime conventions and procedures.

In September, the SIU outlined its

position on mobile oil rig inspection for the Coast Guard. Since mobile oil drilling units are truly vessels, we recommended they should be regulated and their crews licensed to the same full standards as U.S. ocean-going ships. This means that industrial equipment in a marine environment must meet marine as well as industrial safety standards.

We recommended that regulations on inspection should be more specific and that the standards of the Intergovernmental Maritime Consultative Organization (IMCO) should be applied to U.S. rigs. Right now, too much is left to the discretion of the local Coast Guard Officer in Charge of Marine Inspection.

We hope the Coast Guard will hold the line against pressure from the oil giants. Appointing labor representatives to NOOIIAC would be a step in the right direction.



Letters to the Editor



HISTORIC PRESERVATION

Scholarship Winner, Son Express Thanks

My son, Sean, has recently been awarded a Seafarers Scholarship and thus will be able to attend the college of his choice. As you may recall I, too, was able to get a college education and do graduate work under the same scholarship program.

Our debt to the Union is enormous and we find it difficult to express the extent of our gratitude. I would like to thank the SIU, the officials and the entire membership for making these awards possible.

I have been a full member of the SIU for 27 years. I obtained my mate's license in 1970 and have been sailing under both IBU and MM&P contracts since 1972. This has given me on-the-job exposure to all maritime unions, some of which are distinctly lacking in leadership and are evidently bent upon destroying themselves. I have remained a supporter of SPAD and the policies of the SIU throughout these years. The political efforts of our Union are effectively providing employment prospects for everyone in the industry regardless of their union affiliation and in many cases in spite of their own union's failure to take supporting action.

I take great pleasure in explaining and, if necessary, defending the programs and policies of the SIU on every ship I sail. I am constantly impressed by the SIU's foresight in having prepared to face today's problems years before others in the industry showed any concern for the future.

Fraternally,
Mike Carlin
Surf City, N.J.

'Source of Comfort'

I want to thank the Welfare Plan for the help it provided at a time when it was greatly needed.

A special thanks for the information the Plan provided for my wife when she called. It is a great source of comfort to know I have the help and backing of the SIU. On behalf of my wife and myself, our sincere thanks and appreciation.

Fraternally,
I. Chalmers

October, 1976

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

Vol. 38, No. 10

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Brooklyn, N.Y.

Boatman Bane Steers a Clear Course on the Mississippi River

When Jim Bane first walked into the Seafarers Hall in St. Louis back in September of 1973, he never dreamed that he would become a licensed towboat operator within three years.

The 27-year-old Inland Boatman is a Westener, born in Arizona and raised in Montana. He had never even seen the Mississippi River before he took his first trip on an SIU-contracted towboat. Soon he was working regularly for SIU-manned National Marine Service boats, first as a deckhand, then as a tanker man, and finally in his present position as steersman.

The job of steersman is traditional on the river, originating in the old steamboat days. Because no two stretches of the river are alike, the green wheelhouse man always serves a kind of apprenticeship under an experienced captain whose job it is to teach the new man everything he knows about every mile of river.

Brother Bane's apprenticeship is in the expert hands of Merrick "Blackie" Chapman, captain of the *M/V National Freedom*. Bane will work under Capt. Chapman for about six months, or until the captain and the company determine that he is ready for his own boat.

If he had started towboating with an-

other union or with a non-union company, Brother Bane would probably not be where he is today. That's because he obtained his wheelhouse licenses—First Class Towboat Operator, Western Riv-

ers and Oceans/Inland—by taking the Towboat Operator Upgrading Course at the Union's Harry Lundeberg School of Seamanship in Piney Point, Md.

"I doubt if I could have made it on

my own," Boatman Bane modestly reports. He has nothing but praise for the school and its staff. "Everyone at Piney Point really goes out of their way to help you. Our teacher, John Luykx, worked nights and weekends helping us prepare for the exam." It's a difficult exam, and Brother Bane passed it with flying colors the first time around.

Cross Country Jeep Racer

During his time off, Bane likes to get away from the river and ride around in the hills in his orange and white Jeep, complete with bullet holes from World War II. He plans to do some cross-country Jeep racing as soon as he gets the historic vehicle in top condition.

With the substantial pay increase he will receive as a full-fledged wheelhouse man, Brother Bane hopes to buy a country retreat to use as a base for his favorite pastimes of hunting and fishing.

A bachelor, Boatman Bane couldn't resist telling the *Log* that one of his favorite pastimes is "chasing girls." When his steady girlfriend, Barb sees this, he may really have to take to the hills!



Boatman Jim Bane has the *M/V National Freedom* under control as the boat and its tow of ammonia barges traverses Lock 25 on the Upper Mississippi. Jim's mentor, Captain Merrick "Blackie" Chapman, looks on.

Candy Workers Settle Russell Stover Strike,

Nationwide Boycott

The Bakery and Confectionery Workers' International Union early this month reached a negotiated agreement with Russell Stover Candies Inc. on a first contract and called off a nationwide consumer boycott and picketing against the company.

The contract covers about 700 production employees at the firm's Lincoln, Neb. plant. Candy workers there had voted for the union to represent them in September 1974 for contract negotiations but the company's stalling and anti-union stand, the union said, brought on a national union-backed boycott and store picketing against Russell Stover Candies in March.

Company negotiators indicated they are ready to begin contract talks at five other plants where the union has won representation elections.

Shipping Report for Inland Waters

FOR THE MONTH OF SEPTEMBER 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	3	0	0	2	0	0	3	2
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	7	0	14	0	0	0	1	0
JACKSONVILLE	0	1	0	0	0	0	0	0
JERSEY CITY	1	0	0	0	0	0	0	0
MOBILE	0	0	0	129	0	0	2	0
NORFOLK	0	0	0	30	0	0	18	0
NEW ORLEANS	0	0	2	0	0	0	7	7
PADUCAH	9	1	18	3	1	21	3	1
PHILADELPHIA	0	0	0	87	71	0	21	24
PINEY POINT	0	0	29	0	0	0	0	0
PORT ARTHUR	3	1	11	0	0	0	1	0
PUERTO RICO	0	0	1	0	0	0	0	0
RIVER ROGUE	4	2	0	2	0	0	7	0
ST. LOUIS	7	4	38	0	0	0	2	0
TAMPA	0	0	0	0	0	0	0	0
TOTAL ALL PORTS	34	9	113	253	72	21	65	34

HLSS Graduates Two QMEDs; One Hails From Great Lakes



Proudly showing their new QMED sheepskins are Seafarer Halin Hambouz (left) and Great Lakes Seafarer David Rougeux with HLSS Instructors Fred Young (left) and Jack Parcell. In the background is a portrait of the late SIU official Claude Sonny Simmons.

Tankerman Graduates



Seafarer Steve W. Parr (left) displays the Certificate of Achievement he received recently when he graduated from the HLSS tankerman class in Piney Point, Md. He's with Charles Nalen, chief of the school's engine department courses. Not shown is the tankerman class instructor, Tom Doyle.

Boatmen Work New Orgulf Towboat

The towboat *Robert N. Stout* made a surprise visit to St. Louis recently. The beautiful and spacious new lineboat is operated by Orgulf Transport Company, based in New Orleans and

Cincinnati and manned by SIU Boatmen.

Ordinarily the *Stout* and her sister Orgulf vessels—the *Robert Taft*, the *John D. Geary*, and the *B. John*

Yeager—do not travel so far north. Their usual run is between Shawneetown, Ill. on the Ohio River and New Orleans on the Lower Mississippi.

Orgulf boats push barges loaded with coal south from Shawneetown, and their northbound traffic consists primarily of empty barges, along with some bauxite destined for Little Rock, Ark. The *Stout* was in St. Louis on

special business, picking up a tow of barges loaded with coal from sources on the Illinois Waterway.

Orgulf's tows on the Lower Mississippi, which is wide and unencumbered by locks, usually consist of 25 or more barges. During the current low water crisis, however, the company has been forced to cut tow sizes to 20 barges or less.



Cook Bonnie Carter (above) prepares tacos that are worth waiting for while (below) Watchman Ed Holt (left) and Mate Carroll E. Bewley stack ratchets until she calls the crew to lunch.



Deckhands (from top to bottom) Andrew McCann, Ronnie Pottgen and Matt Reynolds get the new towboat *M/V Robert N. Stout* ready to pick up a load of coal barges in St. Louis harbor.

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.

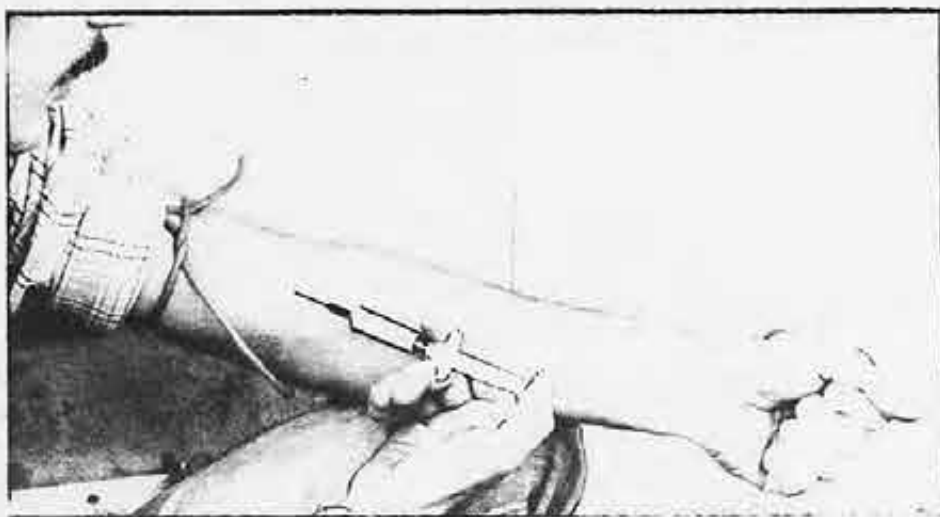
It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

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.



Dog Sniffs Out Drugs on Banana Boat; Nail Carpenter

A drug-sniffing dog led 30 U.S. Customs officers in Miami recently to a cocaine cache aboard the Colombian banana boat the *SS Cubahama* docked there after a voyage from Turbo, Colombia.

The drug-trained canine's keen sense of smell led the custom agents to the cabin of ship's carpenter, L. Barrera, 63, where they sawed a hole in the floor to find 5.3 pounds of cocaine which

would sell on the streets for \$1.2 million, they estimated. They then arrested the carpenter and turned him over to Federal drug enforcement agents.

The officers added that cocaine had been discovered in small amounts a few times on the *SS Cubahama* in the last few years. But more than a year ago investigators uncovered 40.9 pounds of the illegal contraband aboard the banana boat.

JOHN TYLER (Waterman Steamship), August 1—Chairman, Recertified Bosun Otto Pedersen; Secretary J. Moody; Educational Director A. Lupari. \$4.25 in ship's fund. No disputed OT. Chairman read an article on maritime from the *Seafarers Log*. Next port, Bremerhaven.

OVERSEAS TRAVELER (Maritime Overseas), August 15—Chairman, Recertified Bosun Arne Hovde; Secretary E. Dale; Educational Director George R. Meaden. No disputed OT. It was discussed by the chairman that all seamen should read the *Seafarers Log* so that all may vote with interest in the upcoming IBU election. It was said and agreed on at the meeting that all were in favor. Most of the outstanding beefs were settled. Next port, Philadelphia.

COUNCIL GROVE (Interocean Mgt.), August 15—Chairman, Recertified Bosun Sal Sbriglio; Secretary Frank Nigro; Deck Delegate R. Myers; Engine Delegate R. Blackwell; Steward Delegate Thomas Robinson. \$30 in ship's fund. Chairman suggested that everyone should read the *Seafarers Log* that came aboard. A vote of thanks to the steward department for their special care and feeding of a sick member with the flu. Next port, Adak, Alaska.

MOUNT EXPLORER (Mount Shipping), August 29—Chairman, Recertified Bosun Billy G. Edelman; Secretary Michael Toth; Educational Director Robert Staplin; Deck Delegate Willie Manuel; Engine Delegate William Yudovshes; Steward Delegate Young McMillan. No disputed OT. Secretary reported that everyone had fun in Russia and that this was a very well-mannered crew which made for a very pleasant voyage. A vote of thanks to the steward department for a job well done and for good and clean work performed. Messman Douglas Lawton and Rickey Robinson, who turned out to be very good workers and above all clean and courteous, were commended very highly. The food prepared in the galley was plentiful and tastefully prepared. All paid their respects by observing one minute of silence and standing at attention in memory of their departed brothers.

SEATTLE (Sea-Land Service), August 7—Chairman, Recertified Bosun J. Gonzales; Secretary S. Piatak; Educational Director A. Quinn; Steward Delegate A. Romero. No disputed OT. Chairman talked about the importance of safety aboard ship. Also held a discussion on the need for Presidential backing of a strong U.S. maritime fleet and that support should be given to a candidate who backs up a seaman's livelihood. Educational director made a report on the importance of members upgrading themselves and that Lundberg upgrading courses are available to all members in all departments. A vote of thanks to the steward department for a job well done.



SEA-LAND COMMERCE (Sea-Land Service), August 15—Chairman, Recertified Bosun L. G. Reck; Secretary Gus Skendelas; Educational Director John G. Kirk; Steward Delegate W. Stewart. \$159.20 in ship's movie fund. No disputed OT. Chairman reported that a safety meeting would be held and everyone was welcome to attend. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port, Yokohama.

ERIC K. HOLZER (Puerto Rico Marine Mgt.), August 29—Chairman, Recertified Bosun Dimas Mendoza; Secretary Harold Strauss; Educational Director S. Gondzar; Deck Delegate Eddie Sliantak; Engine Delegate Carmelo Cuevas; Steward Delegate Abdu Aziz. No disputed OT. Chairman's report: "Chairman read to the crew an article from the July Log about a bill introduced by Senator Robert Taft, Jr. which, according to him, would create an office of Maritime Affairs Coordinator at the White House. Held a discussion about it and it was approved by the majority of the members. The majority of the crewmembers did not know about this article and the chairman emphasized to the crew about reading the *Log* more often." A vote of thanks to the steward department for a job well done. Next port, Miami.

OGDEN WILLAMETTE (Ogden Marine Transport), August 15—Chairman, Recertified Bosun R. D. Schwarz; Secretary E. Kelly; Educational Director H. Meredith; Deck Delegate C. H. Spina; Engine Delegate C. Killen; Steward Delegate I. Gray. No disputed OT. Chairman reported: "Discussion on the battle the SIU has to keep open the USPHS Hospitals and what they mean to us as seamen. Also all crewmembers who can, should go to Piney Point and upgrade and get LNG endorsements." It was suggested that everyone who can, should donate to SPAD. All communications received were read and posted. A vote of thanks to the steward department for a job well done.

CHARLESTON (Sea-Land Service), August 15—Chairman, Recertified Bosun Jan Beye; Secretary J. Nash. \$12.25 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port, Elizabeth, N.J.

OAKLAND (Sea-Land Service), August 8—Chairman, Recertified Bosun Joseph San Filippo; Secretary C. N. Johnsen; Educational Director L. Karitunen; Deck Delegate W. M. White. \$2.30 in ship's fund. No disputed OT. Chairman brought to the attention of the crewmembers that everyone should obtain a lifeboat ticket because it is a requirement from the Coast Guard. All communications received were posted on the bulletin board. A vote of thanks to the steward department for a job well done.

PANAMA (Sea-Land Service), August 29—Chairman, Recertified Bosun C. Mize; Secretary J. E. Higgins; Educational Director N. Batha. \$12.20 in ship's fund. No disputed OT. Report to *Seafarers Log*: "Fishing is still good for those that have the patience as proven by Brother Kadsolia as he found his fill and had his own little fish fry, with all invited, on the stern. He built a regular small Bar-B-Q with coal and all and a good time was had by all present." A vote of thanks to the steward department and a special thank you to the chief cook for a job well done.

NECHES (Mount Shipping), August 1—Chairman, Recertified Bosun Eugene Flowers; Secretary J. Reed; Deck Delegate L. Ludeman, Jr.; Steward Delegate Joseph H. Roberts. \$2.50 in ship's fund. No disputed OT. On July 29 and 30 the *Neches* refueled another ship at sea. It was a Navy ship, the *USNS Navasota* with 185,000 barrels of fuel. The refueling took place just south of Sri-Lanka. Since leaving Jacksonville, Fla. the ship has hit Bermuda, Venezuela, Curacao, St. Croix, Spain, Italy, Turkey, Bahrain and Kuwait before refueling. The captain was well pleased with the whole operation of the ship during the refueling. Next port, Bahrain.

INGER (Reynolds Metal), August 22—Chairman, Recertified Bosun C. D'Amico, Jr.; Secretary Duke Hall; Educational Director Oscar Cooper; Deck Delegate Jose Salinas; Engine Delegate Bernard Hireen; Steward Delegate Richard Sherman. \$69.11 in ship's fund. No disputed OT. Educational Director's Report: "Urged all crewmembers to read the *Log* completely to get all the news and anyone having the time and the qualifications should take advantage of the upgrading at Piney

Point." Last issue of the *Seafarers Log* was read and discussed. Chairman held a discussion on the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

SHOSHONE (Hudson Waterways), August 1—Chairman, Recertified Bosun A. E. Weaver; Secretary B. Fletcher; Educational Director T. Clark. Some disputed OT in deck department. The *Seafarers Log* was received from Headquarters in the last port and the chairman suggested that everyone should read it. Report to the *Seafarers Log*: "The crew did not go ashore on the Ascension Islands so everyone did some fishing. The fishing is good there and enough red fish was caught to have a nice fish fry. Anyone that is heading toward the island should take some fishing gear. You will have good luck."

SEA-LAND ECONOMY (Sea-Land Service), August 22—Chairman, Recertified Bosun F. H. Johnson; Secretary L. Nicholas; Educational Director W. E. Fitzgerald; Deck Delegate B. Jarratt; Engine Delegate C. V. Grab; Steward Delegate S. Morris. Some disputed OT in deck department. A safety suggestion in reference to securing tugboats was accepted at the last safety meeting. Next port, New Orleans.

ELIZABETHPORT (Sea-Land Service), August 21—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director John M. Dellinger; Deck Delegate Frank J. Balasia. \$117 in ship's fund. \$15 in movie fund. Some disputed OT in engine department. The ship got a new TV, water fountain and the air conditioner was fixed. Twelve extra movies came on this trip. A vote of thanks to the deck department for keeping the messroom and pantry clean. Also a vote of thanks to the steward department for the good food. Next port in Suez Canal.

SEA-LAND CONSUMER (Sea-Land Service), August 28—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director K. L. Hart; Deck Delegate R. S. Davis; Engine Delegate R. L. Elliott; Steward Delegate M. P. Cox. No disputed OT. Chairman reports: "Due in Port Everglades evening of the 29. Sail on the 30. Payoff in New Orleans. Will have open house for the Sea-Land shippers in the Miami area between 1600 and 2000 hours on the 30. A lot of visitors are expected aboard. Have had a good trip so far." Railing on after house needs repair.

PITTSBURGH (Sea-Land Service), August 15—Chairman, Recertified Bosun Calvin James; Secretary R. DeBoissiere; Educational Director P. Kavanos. No disputed OT. A vote of thanks to the chairman and crew for a job well done and to R. DeBoissiere, chief steward, and J. Rodriguez, chief cook. Next port in Suez Canal.

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

SEA-LAND FINANCE
YELLOWSTONE
MONTICELLO VICTORY
DELTA ARGENTINA
ULTRASEA
EAGLE TRAVELER
SEA-LAND RESOURCE
ANCHORAGE
HOUSTON
HUMACAO
DEL SOL

MOUNT NAVIGATOR
PORTLAND
MAYAGUEZ
BORINQUEN
MOHAWK
OVERSEAS ULLA
TRANSCOLORADO
DELTA BRASIL
JEFF DAVIS
TRANSCOLUMBIA
CAROLINA

SAN JUAN
MAUMEE
NATHANIEL GREENE
THOMAS JEFFERSON
BALTIMORE
TRANSEASTERN
GEORGE WALTON
AMERICAN EXPLORER
WILLIAMSBURGH
SEA-LAND GALLOWAY
POTOMAC

SAN FRANCISCO
EAGLE VOYAGER
SEA-LAND MARKET
BOSTON
DELTA NORTE
GOLDEN DOLPHIN
BROOKLYN
SAN PEDRO
VANTAGE HORIZON
OGDEN WABASH
NOTRE DAME VICTORY

DELTA MAR
AFOUNDRIA
SEA-LAND PRODUCER
GUAYAMA
VANTAGE DEFENDER
SEA-LAND EXCHANGE
TAMPA
ARECIBO
WARRIOR
SEA-LAND VENTURE

SHIP'S COMMITTEES



Zapata Patriot Committee

Recertified Bosun Ralph Murry, left, ship's chairman of the *SS Zapata Patriot* (Zapata Bulk Transport) on Sept. 21 stands with the Ship's Committee of (l. to r.): Chief Pumpman Earl Chappel, educational director; QMED Ted Koumas, engine delegate; Steward Delegate Bob Hirsch, and Chief Steward Tony Arellano, secretary-reporter at a payoff in Stapleton Anchorage, Staten Island, N.Y.



Nathaniel Greene Committee

In the day room of the *SS Nathaniel Greene* (Waterman) are the Ship's Committee of (l. to r.): Engine Delegate A. Martinez; Recertified Bosun John McCollom, ship's chairman; Deck Delegate J. C. Arnold; Chief Steward W. G. Williams, secretary-reporter, and Steward Delegate R. Macaraeg at a payoff on Sept. 20 at Pier 7, Brooklyn, N.Y.



Stonewall Jackson Committee

Company Nurse Debbie Filarski (seated left) next to SIU Headquarters Representative Leon Hall relaxes after giving shots to the Ship's Committee of the *SS Stonewall Jackson* (Waterman) of: Recertified Bosun Carl Lineberry, ship's chairman (center), and Deck Delegate Bill "W. J." Roche. Standing (l. to r.) are: Educational Director John Cantrell; Steward Delegate Frank Pastrano; Chief Steward Harry Donnelly, secretary-reporter, and QMED Juan I. Gonzalez, engine delegate. The vessel paid off on Sept. 14 at the port of New York's Pier 7, Brooklyn.



George Walton Committee

Of *SS Mayaguez* fame, Recertified Bosun Jack Mullis (2nd left) ship's chairman of the *SS George Walton* (Waterman) is with the Ship's Committee and part of the crew of (standing l. to r.): Crew Messman Stephen Galatold; Chief Electrician H. H. Johnson, educational director; Steward Delegate John H. Green; Engine Delegate A. Gega, and Deck Maintenance P. Gallagher. At the table (l. to r.) are: Deck Delegate J. D. Saxon; AB Marshall McGregor, and Chief Steward J. Hannon, secretary-reporter. Payoff was held at Port Newark, N.J., Berth 28 on Sept. 8.



Borinquen Committee

Steward Delegate Eddie Villasol (seated right) of the Ship's Committee of the *SS Borinquen* (Puerto Rico Marine) counts his money preparatory to purchasing a SPAD certificate from SIU Patrolman George Ripoll (seated left). The rest of the committee (standing l. to r.) are: Recertified Bosun Calixto L. Gonzalez, ship's chairman; Deck Delegate G. Passapera; Educational Director Herbert Rolon, and Engine Delegate Juan Guaris. The ship paid off recently in Port Elizabeth, N.J.



Baltimore Committee

Recertified Bosun William L. Osborne (left) ship's chairman of the *SS Baltimore* (Sea-Land) leads the Ship's Committee and crew of (l. to r.): Chief Steward Joë De Lise, secretary-reporter; Deck Delegate Joe Chiramonte; Steward Delegate Harold M. Gooding, and Crew Messman A. Abdulla at a payoff on Sept. 21 in Port Elizabeth, N.J.



NEW PENSIONERS



Joseph C. Cyr, 56, joined the SIU in 1944 in the port of New York sailing as a fireman-watertender. Brother Cyr sailed 31 years. He was born in Madawaska, Me. and is a resident of St. David, Me.



Recertified Bosun **Joseph P. Gavin, 51**, joined the SIU in 1943 in the port of New York. Brother Gavin graduated from the Bosuns Recertification Program in March 1975. He was a ship's delegate in 1964 and is a machinist. Born in Wilkes-Barre, Pa., he is a resident of Arlington, Tex.



Thomas M. Gower, 58, joined the SIU in 1948 in the port of New York sailing as a fireman-watertender. Brother Gower is a veteran of the U.S. Army in the European Theater of Operations during World War II. He is a former timberjack. A native of Aurora, N.C., he is a resident of Chesapeake, Va.



Alexander S. Katsanevakis, 57, joined the SIU in the port of New York in 1961 sailing as a chief cook. Brother Katsanevakis sailed 26 years and was on the Sea-Land Shoregang in Port Newark, N.J. from 1966 to 1976. He was born in Sitia, Greece, is a naturalized U.S. citizen, and is a resident of Highland Park, N.J.



Thomas S. Lambeth, 49, joined the SIU in 1944 in the port of New Orleans sailing as a fireman-watertender and engineer with MEBA, District 2. Brother Lambeth received his engineering training in 1966. He was born in Alabama and is a resident of Leakesville, Miss.



John W. Mims, 68, joined the SIU in the port of New Orleans in 1967 sailing as a chief steward. Brother Mims sailed 27 years and during the Vietnam and Korean Wars. He was born in Newport News, Va. and is a resident of San Francisco.



Karl Olman, 65, joined the SIU in 1946 in the port of New York sailing as an oiler. Brother Olman sailed 32 years. He was born in Estonia, U.S.S.R. and is a U.S. naturalized citizen. Seafarer Olman is a resident of Baltimore.



Solomon Rosoff, 61, joined the SIU in 1946 in the port of Norfolk sailing as an AB. Brother Rosoff sailed 29 years and is a veteran of the U.S. Army in World War II. He was born in Philadelphia and is a resident of Miami Beach, Fla.



Lawrence V. Springer, 66, joined the SIU in the port of New York in 1953 sailing as a fireman-watertender. Brother Springer sailed 43 years. He was born in La Vernia, Tex. and is a resident of Galveston.



Sverre M. Stokke, 59, joined the SIU in 1944 in the port of Mobile sailing as an AB. Brother Stokke sailed 42 years. He was born in Bergen, Norway, is a U.S. naturalized citizen and is a resident of Mobile.



James J. Connors, 66, joined the SIU in 1943 in the port of New York sailing as a deck engineer and bosun. Brother Connors sailed 36 years and is a veteran of the post-World War II U.S. Army. He was born in Pawtucket, R.I. and is a resident of La Combe, La.



William H. Walter, 56, joined the SIU in 1942 in the port of Baltimore sailing as an oiler. Brother Walter is a veteran of the U.S. Navy in World War II sailing as a machinist. He was born in Baltimore and is a resident of San Francisco.



Henri Hillion, 62, joined the SIU in 1945 in the port of Baltimore sailing as a fireman-watertender. Brother Hillion walked the picket line in the 1961 N.Y. Harbor strike. He was born in Plumelieu, France and is a resident of Newark, N.J.



Robert Ozolins, 67, joined the SIU in the port of New York in 1967 sailing as a fireman-watertender. Brother Ozolins sailed 12 years. He was born in Riga, Latvia, USSR, and is a naturalized U.S. citizen. Seafarer Ozolins is a resident of Toms River, N.J.



Ola Stornes, 65, joined the SIU in the port of New York in 1962 sailing as a chief electrician. Brother Stornes sailed 21 years. He was born in Nettet, Norway where he was awarded a degree in electrical engineering and design in 1932. Seafarer Stornes is a naturalized U.S. citizen and a resident of Brooklyn, N.Y.



Leonard S. Bugajewski, 61, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Bugajewski sailed 40 years and upgraded to quartermaster at the HLSS in 1974. He was born in Delaware and is a resident of Cliffwood Beach, N.J.



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.



John A. Sheerin, 65, joined the SIU in the port of Philadelphia in 1957 sailing as an AB. Brother Sheerin sailed 25 years. He was born in Ireland and is a resident of Newark, N.J.



Earl G. Griffin, 52, joined the SIU in 1949 in the port of Tampa sailing as a bosun. Brother Griffin sailed 29 years and is a 1953 graduate of the Andrew Furuseth Training School, Mobile. He is a veteran of the U.S. Army in World War II. Born in Tampa, he is a resident there.



Charles L. "Charlie" Mazur, 60, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Mazur sailed 38 years. He was born in Chicago, Ill. and is a resident of Sedona, Ariz.



Simplicio Bisin, 65, joined the SIU in the port of Baltimore in 1960 sailing as a cook. He sailed 46 years. Brother Bisin was born in Cebu, P.I. and is a resident of Baltimore.

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

Aug. 26-Sept. 22, 1976

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	9	102	\$ 27,500.00	\$335,242.05
In Hospital Daily @ \$1.00	454	4,763	454.00	4,763.00
In Hospital Daily @ \$3.00	225	2,187	675.00	6,561.00
Hospital & Hospital Extras	14	111	2,155.25	19,168.13
Surgical	5	23	1,465.00	2,871.80
Sickness & Accident @ \$8.00	5,297	47,331	42,376.00	378,648.00
Special Equipment	—	9	—	2,593.24
Optical	89	1,024	2,525.50	30,616.58
Supplemental Medicare Premiums	14	255	1,715.00	12,968.20
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	362	3,458	96,549.59	983,112.85
Doctors' Visits In Hospital	68	668	2,715.25	27,211.89
Surgical	100	963	16,335.45	154,966.83
Maternity	13	147	4,900.00	51,800.00
Blood Transfusions	1	14	90.00	1,098.50
Optical	83	912	2,385.25	26,418.59
PENSIONERS & DEPENDENTS				
Death	14	108	64,335.65	409,828.95
Hospital & Hospital Extras	152	1,438	19,924.89	245,310.92
Doctors' Visits & Other Medical Expenses ..	113	889	4,739.94	39,691.25
Surgical	9	104	2,150.00	20,018.00
Optical	74	513	2,122.05	14,326.39
Blood Transfusions	—	3	—	630.79
Special Equipment	2	25	165.27	4,949.03
Dental	1	7	280.00	1,816.00
Supplemental Medicare Premiums	2,095	16,624	16,093.50	121,787.60
SCHOLARSHIP PROGRAM				
	6	75	2,294.42	27,788.40
TOTALS				
Total Seafarers Welfare Plan	9,200	81,753	313,947.01	2,924,187.99
Total Seafarers Pension Plan	2,559	20,108	641,893.98	5,079,721.89
Total Seafarers Vacation Plan	1,455	12,673	654,095.92	6,107,455.98
Total Seafarers Welfare, Pension & Vacation	13,214	114,534	\$1,609,936.91	\$14,111,365.86

Dispatchers Report for Great Lakes



SEPT. 1-30, 1976	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Alpena	17	2	0	13	16	0	10	2	0
Buffalo	4	0	0	4	2	1	3	0	2
Cleveland	4	2	0	6	5	0	3	0	1
Detroit	16	5	1	24	18	10	11	3	2
Duluth	6	1	3	18	5	0	3	0	5
Frankfort	4	0	0	9	5	0	1	0	0
Chicago	5	1	0	4	1	0	3	2	1
Totals	56	11	4	78	52	11	34	7	11
ENGINE DEPARTMENT									
Alpena	3	2	0	3	11	1	4	2	0
Buffalo	2	0	1	5	1	0	1	0	2
Cleveland	3	1	0	3	2	0	2	2	0
Detroit	16	4	1	22	5	2	6	2	0
Duluth	2	1	2	11	4	0	1	0	5
Frankfort	3	0	0	5	0	0	1	0	0
Chicago	3	0	0	3	0	0	3	1	1
Totals	32	9	4	52	23	3	18	7	8
STEWARD DEPARTMENT									
Alpena	0	0	0	4	2	0	0	0	0
Buffalo	1	0	0	1	0	0	0	0	0
Cleveland	1	0	0	5	0	0	0	0	0
Detroit	4	1	0	15	1	1	0	1	0
Duluth	0	0	0	4	0	0	0	0	0
Frankfort	2	1	0	4	2	0	0	0	0
Chicago	1	0	0	1	1	0	1	0	0
Totals	9	2	0	34	6	1	1	1	0
ENTRY DEPARTMENT									
Alpena	3	17	2				6	15	11
Buffalo	2	1	4				1	0	12
Cleveland	4	4	3				2	6	3
Detroit	19	28	32				6	17	45
Duluth	8	3	2				0	1	10
Frankfort	9	7	5				3	2	14
Chicago	6	2	1				4	0	7
Totals	51	62	49				22	41	102
Totals All Departments	148	84	57	164	81	15	75	56	121

***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.

Sixth Part of Series

Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein SIU Welfare Director

This is the sixth part in a series of articles which the Seafarers Log will be running, over the next few months, concerning Social Security, Medicare and Medicaid and how these Government programs affect you and your families. (This installment deals with Medicare, as will the next few.)

Eventually the series will be compiled into a booklet so that Seafarers can have all the information on these programs in one place.

I hope this series will be an aid to you. Please let me know if you have any questions. Just write to me, care of Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232.

MEDICARE

Who is eligible for medicare?

Nearly all people 65 and over are eligible for medicare. Also, the following people under 65 are eligible: disabled people who have been entitled to social security disability benefits for 2 consecutive years or more; and people insured under social security who need dialysis treatment or a kidney-transplant because of permanent kidney failure. Wives, husbands, or children of insured people may also be eligible if they need kidney dialysis or a transplant.

What kinds of medicare are there?

Two kinds: Hospital insurance and medical insurance.

Who is eligible for medicare's hospital insurance?

If you are 65 or over and are entitled to social security or railroad retirement benefits, you are automatically eligible for hospital insurance; if you are not entitled to social security or railroad retirement benefits, you should ask about hospital insurance and medical insurance at your social security office.

Who is covered by medicare's medical insurance?

The medical insurance part of medicare is voluntary and no one is covered automatically.

You will receive this protection only if you sign up for it within a specified period.

You will have protection at the earliest possible time if you enroll during the 3-month period just before the month you reach 65. You may also enroll the month you reach 65 and during the 3 following months, but your protection will not start until 1 to 3 months after you enroll.

PROOFS NEEDED FOR MEDICARE

1. A birth certificate or a baptismal certificate made at or shortly after your birth.
2. Last year's W-2 form, or, if self-employed, your tax return and proof of payment.
3. If not entitled to monthly social security benefits—
 U.S. citizenship certificate or proof of birth in U.S. or
 Alien registration receipt card.

Final Departures



Pensioner Stanley J. Brown, 69, died in New Orleans on Sept. 12. Brother Brown joined the Union in the port of New Orleans in 1956 sailing as an oiler for Coyle Lines. He was born in New Orleans and was a resident there. Surviving is his widow, Corinne.



Bill L. Cole, 57, died in St. Louis on July 23 after a long illness. Brother Cole joined the Union in the port of St. Louis in 1967 sailing as a cook for Inland Tugs from 1966 to 1974. He was a veteran of the U.S. Army in World War II. A native of Piggott, Ark., he was a resident there. Surviving is his widow, Kathleen, and a daughter, Mrs. Sandra Scott, both of Piggott.



Samuel A. Dooley, 53, died in the University of South Alabama Medical Center, Mobile on Aug. 4 after receiving a severe head injury in an auto accident wreck on Battleship Parkway, Mobile. Brother Dooley joined the Union in the port of Mobile in 1957 sailing as an oiler for the Mobile Towing and Wrecking Co. from 1955 to 1976. He sailed 29 years and was a veteran of both the U.S. Army and the U.S. Marine Corps. in World War II. Boatman Dooley was born in Statesboro, Ga. and was a resident of Prichard, Ala. Burial was at sea. Surviving are a sister, Mrs. Pearl L. Williams, and a foster son, Odis Gray, both of Mobile.



Pensioner Angus J. Maceachern, 50, died in Detroit General Hospital of multiple injuries sustained in a fall on July 23. Brother Maceachern joined the Union in the port of Detroit in 1961 sailing as a deckhand for Dunbar and Sullivan from 1956 to 1976 and for Merritt, Chapman and Scott from 1960 to 1961. He was a veteran of the U.S. Army in World War II. Born in Detroit, he was a resident of Westland, Mich. Burial was in St. Hedwig Cemetery, Dearborn Heights, Mich. Surviving are his widow, Christine; three sons, James, Eugene and Donald, and two daughters, Mary and Shelia.

Pensioner Claud C. Pipkin, 72, died of cancer in the Norfolk NSPHS Hospital on Aug. 29. Brother Pipkin joined the Union in the port of Norfolk in 1960 sailing as an engineer for the McAllister Brothers Towing Co. from 1952 to 1970. He was a veteran of the Armed Services in World War II. Born in 'Blounts Creek,' N.C., he was a resident of Norfolk. Interment was in Rosewood Memorial Park Cemetery, Virginia Beach, Va.



Pensioner Francis D. Gonsoulin, 69, died of pneumonia in the New Orleans USPHS Hospital on Aug. 1. Brother Gonsoulin joined the Union in 1942 in the port of New Orleans sailing as a bosun. He sailed 34 years. A native of Jeanerette, La., he was a resident of New Orleans. Burial was in Greenwood Cemetery, New Orleans. Surviving is his widow, Emelda.



Pensioner Alfred J. "Al" Hamm, Jr., 65, passed away from natural causes in the Staten Island, N. Y., USPHS Hospital on July 21. Brother Hamm joined the Union in the port of New York in 1953 sailing as a fireman-watertender for 27 years. He was born in Brooklyn, N.Y. and was a resident of Syracuse, N.Y. Seafarer Hamm walked the picket lines in the 1961 N.Y. Harbor strike and 1965 District Council 37 beef and attended the SIU School of Marine Engineering in Brooklyn, N.Y. in the late '60s. Interment was in Greenwood Cemetery, Brooklyn. Surviving are two sisters, Mrs. Richard (Florence) W. Lalor of Syracuse and Mrs. Gladys H. Daly of Brooklyn.



Pensioner James M. "Big Jim" Hand, 68, died of heart failure in the New Orleans USPHS Hospital on Apr. 1. Brother Hand joined the Union in 1945 in the port of New York sailing as a chief electrician. He sailed 44 years, was on the picket line in the 1965 District Council 37 strike and was an HLSS upgrader. Seafarer Hand was a veteran of both the pre-World War II U.S. Army and World War II U.S. Navy. Born in Century, Fla., he was a resident of the port of Tampa. Cremation took place in the Metairie Crematory, New Orleans. Surviving are his widow, Florence; a son, James; a daughter, Ida and a brother, Charles of Decatur, Ga.



Alfred L. "Al" Gibson, 25, was lost at sea at night off the containership SS Philadelphia (Sea-Land), his first and only ship, as the vessel sailed from the port of Anchorage, Alaska on Aug. 1. Brother Gibson joined the SIU in the port of Piney Point in 1974 sailing as an OS. He was a top, 90 percent average HLSS grad and assistant bosun there. Seafarer Gibson, who also sailed as a wiper, attended the University of Virginia for two years, had a B.A. in Russian from the University of Washington and was a graduate of the U.S. Army Intelligence School and the U.S. Marine Corps IBM Computer Sciences School while he was in the Corps from 1971 to 1973. He was born in San Diego, Calif. and was a resident of the port of Seattle. Surviving are his mother, Josephine, and a brother, Brian, both of Springfield, Va.



Robert N. "Bobby" Leight, 30, died in the Winchester (Va.) Memorial Hospital on Aug. 21 of multiple injuries he sustained when the car he was driving at night collided with a tractor-trailer rig on a Winchester highway. Brother Leight joined the SIU in the port of Baltimore in 1967 sailing as an AB. He attended the Andrew Furuseth Training School in San Francisco and Brooklyn, N.Y. in 1965 and was a 1967 graduate of the HLSS. Seafarer Leight sailed 10 years and attended a 1970 SIU Crews Conference at Piney Point, Md. He was a veteran of the U.S. Air Force. Born in Martinsburg, W. Va., he was a resident of Winchester. Burial was in Middleway Cemetery in West Virginia. Surviving are his widow, Shiela; a daughter, Kelly; his parents, Mr. and Mrs. Roy Leight and a brother, Donald, all of Winchester.



Pensioner John D. Lewis, Jr., 79, died of heart failure at home on Aug. 19. Brother Lewis joined the Union in 1938 in the port of New York sailing as a chief steward. He sailed 62 years and during World War II. Seafarer Lewis hit the bricks in the 1961 Greater N.Y. Harbor beef. A native of Massachusetts, he was a resident of Freeport, L.I., N.Y. Interment was in Greenwood Cemetery, Brooklyn, N.Y. Surviving is a niece, Nancy Clarke of Equinunk, Pa.



William G. Linker, 61, died of respiratory failure in a Philadelphia hospital on July 9. Brother Linker joined the SIU in the port of Philadelphia in 1958 sailing as a fireman-watertender. He sailed 36 years and attended a Piney Point Educational Conference. Born in Philadelphia, he was a resident there. Cremation took place in Philadelphia. Surviving are his widow, Grace; three sons, HLSS graduate David of Philadelphia, Michael and John, and three daughters, Maria, Winifred and Shirley.



Pensioner Faustino I. Ayson, 69, died of cancer of the lung in the Hacienda Convalescent Hospital, Pacific Grove, Calif. on July 19. Brother Ayson joined the Union in the port of New York in 1953 sailing in the steward department for 33 years. He was a veteran of the U.S. Navy in World War II. Seafarer Ayson was born in the Philippine Islands and was a resident of Terra Bella, Calif. Burial was in St. Ann's Cemetery, Terra Bella. Surviving are his widow, Edita; two sons, Andrew and Faustino, Jr.; a daughter, Mary of New York City, and a brother, Placido of Oakland, Calif.



Ronald J. McLaughlin, 35, died on Aug. 12. Brother McLaughlin joined the SIU in the port of New Orleans in 1970 sailing as an AB. He sailed during the Vietnam War and was a veteran of the U.S. Army. Seafarer McLaughlin graduated from the New Orleans Andrew Furuseth Training School in 1965 and upgraded at Piney Point. Born in Ansley, Miss., he was a resident of St. Bernard, La. Surviving are his widow, Frances and his mother, Mrs. Leona Green of Lakeshore, Miss.



Pensioner William H. Moody, Sr., 78, died of a heart attack in the Veterans Administration Hospital, Boston on Aug. 21. Brother Moody joined the Union in 1945 in the port of New York sailing as a chief electrician. He sailed 19 years and walked the picket line in the 1962 Robin Line strike. Seafarer Moody was a veteran of the U.S. Army in World War II. A native of Gloucester, Mass., he was a resident of Watertown, Mass. Interment was in Ridgelawn Cemetery, Watertown. Surviving is his widow, Marion.



Norman H. Pierce, 52, died on Sept. 17. Brother Pierce joined the SIU in the port of San Francisco in 1962 sailing as an oiler. He sailed 34 years and was a member of the Sailors Union of the Pacific from 1943 to 1961. Born in Old Orchard, Me., he was a resident of Long Beach, Calif. Surviving are his widow, Margaret and two sisters, Mrs. Esther Baldwin of Wilmington, Calif. and Mrs. Gloria McDougal of Sacco, Me.



David C. Rich, 62, died of heart disease in New Orleans on May 21. Brother Rich joined the SIU in 1949 in the port of New York sailing as a bosun and cook and baker. He sailed 36 years and was a veteran of the U.S. Army in World War II. Born in Hanover County, Va., he was a resident of New Orleans. Burial was in St. John's Cemetery, New Orleans. Surviving are his widow, Vera; his mother, Anna, both of Newark, N.J., and two sisters, Mrs. Maude L. Dioda of Mount Lake Terrace, Wash. and Mrs. Neale Connelly of Newark, N.J.



George F. Llanos, 52, died of a heart attack in the Kessler Hospital, Hammononton, N. J. on Aug. 28. Brother Llanos joined the SIU in the port of New York in 1955 sailing as a fireman-watertender. He sailed 24 years and was a veteran of the post-World War II U.S. Army. Seafarer Llanos was born in Trinidad, B.W.I. and was a resident of Mays Landing, N.J. Surviving are his widow, Marie; a son, George, Jr., and a daughter, Gina.



Kenneth K. Robinson, 24, died on Sept. 11. Brother Robinson joined the SIU in the port of Mobile in 1969 sailing as an OS. He was a HLSS upgrader and a Mobile Andrew Furuseth Training School graduate that same year. Seafarer Robinson was born in Alabama and was a resident of Irvington, Ala. Surviving are his parents, Mr. and Mrs. William K. Robinson of Irvington.



Pensioner Albert R. Trotman, 89, died of a heart attack in Bridgetown, Barbados, West Indies on May 9. Brother Trotman joined the Union in 1939 in the port of Boston sailing in the steward department for 53 years. He also sailed with the Eastern Steamship Line. Seafarer Trotman was a veteran of the pre-World War I U.S. Army Calvary. Born in Barbados, B.W.I., he was a resident there and was a naturalized U.S. citizen. Burial was in Westbury Cemetery, Barbados. Surviving is his widow, Florence.



Pensioner Alfred Uhler, 65, died of a heart attack in the Rahway (N.J.) Hospital on June 13. Brother Uhler joined the Union in 1947 in the port of New York sailing as a fireman-watertender. He sailed 31 years and hit the bricks in the 1961 N.Y. Harbor beef. A native of the Philippines, he was a resident of Rahway. Interment was in St. Gertrude's Cemetery, Colonia, N.J. Surviving are his widow, Perfecta of W. Babylon, L.I., N.Y.; two daughters, Mrs. Alice U. Sison of Queens N.Y. and Ruperta of Manila; a sister, Mrs. Mercedes V. Andes, and a nephew, Fred Andes, both of Elizabeth, N.J.



Pensioner James W. "Jake" Wood, Jr., 57, died of a heart attack in Tampa on Aug. 3. Brother Wood joined the Union in the port of New York in 1952 sailing as an oiler. He sailed 31 years. Born in Tampa, he was a resident there. Cremation took place in the West Coast Crematory, Tampa. Surviving are his mother, Mary; two sisters, Mrs. Ann W. Tudor and Mrs. Gordon (Eva) E. Clay, both of Tampa, and several nieces and nephews.



Charles E. Wynn, 58, died on July 7. Brother Wynn joined the SIU in the port of Wilmington in 1956 sailing as a fireman-watertender. He sailed 20 years and was a veteran of the U.S. Army. A native of Portageville, Mo., he was a resident of Wilmington, Calif. Surviving are an aunt and uncle, Mr. and Mrs. Rudy (Alice) Wynn of Ypsilanti, Mich.



Glenmore Royal, Sr., 65, passed away on Aug. 6. Brother Royal joined the SIU in the port of Houston in 1971 sailing as a third cook. He sailed 15 years and was a veteran of the U.S. Navy in World War II. Born in St. Stephens, Ala., he was a resident of Mobile. Surviving are his parents, Mr. and Mrs. Gilbert Royal, and a sister, Janyce, all of Mobile.



Gerald F. Conant, 55, died of a heart attack enroute to the New England Medical Center, Boston on July 4. Brother Conant joined the SIU in the port of Boston in 1959 sailing as a bosun. He sailed 24 years and was a veteran of the U.S. Army in World War II. A native of Rockland, Mass., he was a resident there. Burial was in St. Patrick's Cemetery, Rockland. Surviving are his widow, Marjorie; two sons, James and Robert; two daughters, Patricia and Phyllis, and his parents, Mr. and Mrs. Gordon F. Conant of Rockland.



Pensioner Joe B. Farrow, 73, died of a cerebral stroke in the Columbus (Ga.) Medical Center on June 11. Brother Farrow joined the Union in 1947 in the port of Savannah sailing as a chief steward. He sailed 29 years. Born in Georgia, he was a resident of Dawson, Ga. Interment was in Floral Memorial Gardens Cemetery, Albany Daughtery, Ga. Surviving are a son, Jack of Columbus, Ga., and two daughters Ollie Mae of Savannah and Mrs. Nellie Lee Wohlforth of Albany, Ga.



John R. Hansen, 56, died of natural causes in the Brooklyn (N.Y.) Veterans Administration Hospital on Sept. 11. Brother Hansen joined the SIU in the port of New York in 1955 sailing as an AB. He sailed 26 years and was a veteran of the U.S. Army in World War II. A native of Brooklyn, N.Y., he was a resident there. Burial was in the U.S. National Cemetery, Farmingdale, L.I., N.Y. Surviving are his widow, Suzanne, and his parents, Mr. and Mrs. Henning Hansen.



Pensioner William H. Howell, 84, died of lung cancer in the Norfolk - USPHS Hospital on May 22. Brother Howell joined the Union in 1946 in the port of New York sailing as a deck engineer. He sailed 48 years and on the American Coal Co. ships. Seafarer Howell was a veteran of the pre-World War II U.S. Navy. Born in the port of Norfolk, he was a resident of Portsmouth, Va. Interment was in Elmwood Cemetery, Norfolk. Surviving are a son, William of Norfolk; a sister, Mrs. J. G. Holmes of St. Petersburg, Fla., and a granddaughter, Elizabeth H. Bennett of Virginia Beach, Va.



Pensioner Alfonso Rivera, 66, passed away on Aug. 8. Brother Rivera joined the Union in 1939 in the port of New York sailing as a chief steward. He sailed 48 years, was on the picket line in the 1965 District Council 37 strike and was a 1960 SIU Personal Safety Award winner for sailing aboard an accident-free ship, the SS *Clairborne*. A native of San Juan, P.R., he was a resident of Elizabeth, N.J. Surviving are his widow, Carmen; a son, Felix, and four daughters Mendelyn, Brunilda, Lillian and Mary.



Pensioner Eldred L. Bates, 67, died of heart disease in New Orleans on Aug. 13. Brother Bates joined the Union in 1947 in the port of Mobile sailing as a chief steward. He sailed 31 years and was a veteran of the U.S. Army in World War II. Born in Summit, Miss., he was a resident of Marks-ville, La. Interment was in the Marks-ville Cemetery. Surviving is a widow, Mabel.



Pensioner Edward A. Nelson, 63, passed away on Aug. 14. Brother Nelson joined the Union in the port of Mobile in 1956 sailing as a captain. He sailed 31 years. A native of Alabama, he was a resident of Bayou La Batre, La. Surviving are his widow, Maudine; his father, Elisha, and two brothers, Daffin and W. M. Nelson, all of Bayou La Batre.



Pensioner Floyd F. Gilbert, 76, died of suffocation on arrival at the West Shore Hospital, Mainstee, Mich. after choking on a piece of food on May 23. Brother Gilbert joined the Union in the port of Elberta, Mich. in 1953 sailing as an AB and wheelsman for the Ann Arbor (Mich.) Car Ferries from 1926 to 1965. He was born in Watervale, Mich. and was a resident of Arcadia, Mich. Interment was in Con-way Cemetery, Arcadia. Surviving is his widow, Alice, and a sister, Fay of Elberta.

Michael W. Noland, 27, died on Aug. 14. Brother Noland joined the Union in the port of St. Louis in 1974 sailing as a deckhand for the Inland Tugs Co. from 1973 to 1974, the National Marine Service Co. from 1974 to 1976 and for the Federal Barge Lines. He was born in Cape Girardeau, Mo. and was a resident there. Surviving are his father, Sherril of Port Charlotte, Fla.; a sister, Cheryl of Benton, Mo., and an aunt, Mrs. Novella Noland of Jacksonville, Fla.

Henry Jones died in Tampa's St. Joseph's Hospital on Aug. 18. Brother Jones joined the Union in the port of Tampa sailing for the Tug Management Co. from 1970 to 1975. He sailed 23 years and was a resident of Tampa.



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.



Pensioner Carl E. Jackson, 67, died of a heart attack in the Northshore Hospital, Grand Marais, Minn. on Aug. 4. Brother Jackson joined the Union in the port of Buffalo in 1959 sailing as a fireman-watertender for the Kinsman Marine Transport Co. He sailed 34 years. Born in Grand Marais, he was a resident there. Burial was in Poplar Grove Cemetery, Grand Marais. Surviving are his widow, Mary Louise; a son, Russell, and a daughter, Barbara.



Pensioner Joseph R. Jackson, 78, passed away on July 27. Brother Jackson joined the Union in the port of Buffalo in 1961 sailing as a tug fireman-watertender for the Great Lakes Towing Co. from 1938 to 1962. He was a veteran of the U.S. Navy in World War I. A native of Buffalo, he was a resident of Hamburg, N.Y. Surviving are his widow, Helen; a son, Ronald Vernon, and two daughters, Mary and Jean.



Pensioner Arthur C. Nelson, 69, died of natural causes in the Brooklyn, N.Y. Veterans Administration Hospital on July 29. Brother Nelson joined the Union in the port of New York in 1960 sailing as a tug deckhand for the Bush Terminal Railroad Co. from 1928 to 1964. He was a veteran of the U.S. Air Forces in World War II. Born in Brooklyn, he was a resident there. Burial was in the U.S. National Cemetery, Farmingdale, L.I., N.Y. Surviving is a sister, Mrs. Mabel Sandquist of Brooklyn.

Pensioner James A. Turner, 72, died of cancer of the liver in the Memorial Medical Center, Corpus Christi, Tex. on July 16. Brother Turner joined the Union in the port of Houston in 1957 sailing as a cook for the Standard Dredge Co. from 1940 to 1947, the Sudeman-Young Towing Co. in 1947, G & H Towing Co. and the Marine Towing Co. of Arkansas. He was born in Buckville, Ark. and was a resident of Corpus Christi. Burial was in Memory Gardens Cemetery, Corpus Christi.

To Halt Chill Exposure 50%, Do H.E.L.P. or Huddle

Your Chances of Survival in Cold Water Are Better If You Know What to Do

As many oldtime Seafarers will recall, on Oct. 9, 1967 in the chilly waters of the North Pacific, 670 miles southeast of Alaska's Aleutian Adak Is., the SIU-contracted 8,157-ton SS *Pan-oceanic Faith* went down with 36 of the 41-man crew lost. Twenty-seven of those who died were Seafarers.

Rescued when the 495-foot ship foundered after she ran into 40-knot winds and 20-foot waves which tore off hatch covers to flood her forward holds were five Seafarers: Oiler Gordon L. "Roy" Campbell, ABs Lewis E. Gray, Jr., Oscar C. Wiley and Edwin D. Johnson, and John O. Kirk of the engine department.

Abandon ship began on the sinking vessel carrying fertilizer when she took on a 30-degree list which knocked out one of the two lifeboats aboard. Thereupon, at about 3 p.m., 30 Seafarers, attempting to dislodge the other jammed 65-man lifeboat, jumped into her. Unfortunately, she tilted tossing them into the 40-degree seas as the doomed *Pan-oceanic Faith* sank in minutes taking the lifeboats with her.

Fortunately, three military planes, unable to land because of the high seas, dropped 12-man and 22-man liferafts with survival gear to the swimming seamen.

Four hours later, Seafarers Campbell

and Gray were the first to be picked up. Brothers Johnson, Wiley and Kirk spent the night in the frigid waters to be saved 19 hours later at 10 a.m. the next morning.

The Cold Can Kill

Now you may ask yourself or imagine, why did these five survive and the other 36 die in their lifejackets? Most probably they died of the COLD. The



H. E. L. P.

human body in no time gives up its 98.6 life-giving heat to the chilly ocean. As the chilled blood goes into the heart and brain slowing them, the results are unconsciousness, fibrillation and heart failure as the body's central core cools to about 85 degrees or below. This condition, called hypothermia, kills 23 times faster in water than on land. Half the drowning deaths in 1975 were attributed to this condition.

Another factor to be considered is that 20 percent of the deaths may have been caused by spiritual failure or the will to live. Facing death, many may have lost the will to live and gave up. Also involved in your survival chances is the size of your body build or frame and the amount of body fat you have. How-

ever, chances for survival are good, if you know *how* to survive. A combination of this and not giving up hope of rescue will add greatly to your survival time—which is of the essence.

Until five years ago, cold water survival seemed bleak. However, a "Man in the Cold Water" research team of Drs. John Hayward, Martin Collis and John Eckerson of the University of Victoria, British Columbia, Canada, spent five years studying physiological responses of the body of volunteers and themselves to long-term immersion in the cold ocean.

Extend Survival Time

They found that if you stayed still in the water and kept your body warm, it would extend your survival time by 50 percent. They also designed a UVic Thermofloat jacket which, they say, can increase life expectancy from 2 to 3 hours to 9-10 hours in 50 degree water.

By making infrared photometry pictures and recording temperatures of the 500 volunteers in the cold water from the ship, they showed second-by-second that most body heat was lost from the groin and the sides of the chest.

They say it takes from 10 to 15 minutes for the heart and brain to begin to cool. After 45 minutes in the chill waters of Puget Sound, their body temperatures dropped 5 degrees, their lips were blue from the cold and their arms, legs, hands and feet were starved for warmth.

Their research, beside providing tips on how to stay alive in cold water in the accompanying box, produced the 15½ pound foam buoyant, heat-giving UVic Thermofloat orange jacket which can in 30 seconds, like a wet suit, warm the body with the thin film of water inside the jacket lining. A fluorescent red hood attracts rescuers and warms the head and a flap warms the groin. Side pockets hold a miniature, inflatable liferaft and a waterproof flare gun.



Huddling

How You Can Save a Life Afterwards

1. Recognize the symptoms of an exposure victim quickly. He might be pale, unconscious, have constricted pupils, be shivering violently, have rigid muscles, slow and labored breathing and an irregular, slow pulse. He may appear to be intoxicated, but he's not.

2. Place the survivor in a sheltered area and remove his wet clothing immediately.

3. Prevent "afterdrop." This happens when heat applied to the extremities causes blood vessels there to relax allowing cold blood to return to the body core thus lowering temperature which could result in death.

4. To avoid "afterdrop", apply external heat only to the body trunk right away.

5. Best bet is to put the victim in a hot bath or shower of 105 to 115 degrees. Or apply only heated blankets. Cold ones cause "afterdrop."

6. And apply hot water bottles, warm air and, if you have it, administer heated, humidified oxygen to be inhaled.

7. Finally, give warm liquids but take care that the survivor doesn't inhale them into his lungs. Alcohol, despite popular myth, is a no-no. It produces "afterdrop."

MEMBERSHIP MEETINGS SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Nov. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Nov. 9	2:30 p.m.	7:00 p.m.
Baltimore	Nov. 10	2:30 p.m.	7:00 p.m.
Norfolk	Nov. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Nov. 11	2:00 p.m.	—
Detroit	Nov. 12	2:30 p.m.	—
Houston	Nov. 15	2:30 p.m.	7:00 p.m.
New Orleans	Nov. 16	2:30 p.m.	—
Mobile	Nov. 17	2:30 p.m.	—
San Francisco	Nov. 18	2:30 p.m.	—
Wilmington	Nov. 22	2:30 p.m.	—
Seattle	Nov. 26	2:30 p.m.	—
Piney Point	Nov. 13	10:30 a.m.	—
San Juan	Nov. 11	2:30 p.m.	—
Columbus	Nov. 20	—	1:00 p.m.
Chicago	Nov. 16	—	—
Port Arthur	Nov. 16	—	—
Buffalo	Nov. 17	—	—
St. Louis	Nov. 19	5:00 p.m.	—
Cleveland	Nov. 16	—	—
Jersey City	Nov. 15	—	—

Save Your Life While in Cold Water

1. Put on warm, wool clothing and hat. Almost 50 percent of body heat is lost through the head.

2. Wear a Personal Flotation Device (PFD) as the foam vest, Floatcoat, warm lifejacket or UVic Thermofloat-jacket whose jacket, hood and flaps heat up the sides of the vulnerable chest, head, neck and groin.

3. If you can, enter the water as slowly as possible and get on a liferaft, piece of ship superstructure, upturned lifeboat, etc.

4. If not, don't *move* or *swim*. It can increase your survival time a third or half when warm. Keep your head clear of the water, if possible. Stay calm and collected and THINK. Decide to make for shore if it's nearby. In calm water above 50 degrees, a man can do a mile. In choppy seas below 50 degrees, forget it. Wait for rescue. Stay afloat and conserve body heat. Swimming through increased circulation, even for 15 minutes, cools the blood near the skin on the shoulders, arms, legs, neck, chest sides and groin. Returning to the heart and body core, it lowers the body temperature.

5. If you have no PFD, tread water

or use the drownproof float where the head is submerged and air is taken in every 10-15 seconds. Treading induces a 34 percent greater cooling rate than when staying still which keeps you afloat longer. Drownproofing floating results in a 82 percent greater cooling rate in 50 degree water.

6. Get into the Heat Escape Lessening Posture (H.E.L.P.) which increases chances of survival by 50 percent over drownproof floating and 100 percent over treading, by leaning back in the water, tuck your crossed legs up in front of you with your knees and thighs as tight as possible against your stomach to keep your groin warm, then tuck your upper arms and elbows tightly into the sides of your chest and fold your forearms against your chest. Relax if you get cramps.

7. Huddle in small groups face-in and cling with chests together as close as possible. Survival time in 50 degree water in both positions above is four hours or twice that of a swimmer.

8. Assure yourself you can make it, brother. And keep a stiff, upper lip.

Kevin Bertel



Seafarer Kevin Bertel has been sailing with the SIU since 1973. A graduate of the trainee program at the Harry Lundeberg School, Brother Bertel also upgraded to FOWT at the School before attending the "A" Seniority Program. Born in Omaha, Neb., Brother Bertel now lives in Winona, Minn. and ships from the port of Houston.

Warren Stein



Seafarer Warren Stein first shipped out with the SIU in 1974 after graduating from the Harry Lundeberg School. Sailing in the engine department, Brother Stein also upgraded to FOWT at the Lundeberg School and he plans to return in the near future to study for his QMED endorsement. Brother Stein is a native and resident of Baltimore. He ships out of the port of Houston.

Alan Hooper



Seafarer Alan Hooper graduated from the Harry Lundeberg School in 1973 and began sailing in the engine department. Shipping as a pumpman or QMED, Brother Hooper also graduated from the Lundeberg School's LNG/LPG course before starting the "A" Seniority Upgrading Program. A native and resident of Cape May, N.J., Brother Hooper ships from the port of Philadelphia.

Thomas Moore



Seafarer Thomas "Phil" Moore began sailing with the SIU after graduating from the N.Y. Andrew Furuseth Training School in 1970. Brother Moore, who sails in the engine department, obtained his QMED endorsement at the Harry Lundeberg School before starting the "A" Seniority Upgrading Program. A native and resident of New York City, Brother Moore ships from the port of New York.

Thomas Lasater



Seafarer Thomas Lasater graduated from the Harry Lundeberg School and began shipping out in the deck department in 1969. Returning to Piney Point last year, Brother Lasater also upgraded to AB at the Lundeberg School. Brother Lasater was born in Oakland, Calif. and now lives in Maraga, Calif. He ships out of San Francisco.

18 Get Full "A" Books

This month, for the first time, 18 Seafarers graduated from the "A" Seniority Upgrading Program, bringing to 280 the total number of Seafarers who have completed this program.

This month's graduates are Glenn Paulson, Frank Bermudez, Don Merson, Thomas Gaston, Tim Walden, David Mull, Alan Hooper, Kevin Bertel, Thomas Lasater, John Wells, Glenn Gomes, Warren Stein, George Berry, Robert Hemming, Mark Foxvog, Charles Haller, Richard Turpin and Thomas Moore.

The "A" Seniority Program was first expanded from six to 12 Seafarers per month in August and now to 18 men each class because the Union has not been able to keep up with the number of "A" book members who are retiring or passing away.

By increasing the number of Union members who upgrade through the program, the SIU can insure that there will always be qualified Union members to carry on our tradition of manning SIU-contracted ships with the best trained and most qualified seamen in the merchant marine.

Charles Haller



Seafarer Charles Haller graduated from the Harry Lundeberg School seven years ago. Sailing in the engine department, Brother Haller upgraded to FOWT before returning to the Lundeberg School for the "A" Seniority Program. Brother Haller ships from the port of Philadelphia. He is a native and resident of New Jersey.

Richard Turpin



Seafarer Richard Turpin began sailing in the engine department with the SIU in 1970. Before attending the "A" Seniority Upgrading Program Brother Turpin obtained his QMED endorsement at the Harry Lundeberg School. Born in England, Brother Turpin now lives in San Francisco and ships from that port.

Glenn Gomes



Seafarer Glenn Gomes first shipped out with the SIU in 1972 after completing the trainee program at the Harry Lundeberg School. Brother Gomes sails in the deck department as an AB. Born at the Larsen Air Force Base in Washington, Brother Gomes now lives in Auburn, Wash. He ships from either Seattle or New Orleans.

John Wells



Seafarer John Wells first shipped with the SIU in 1970 after graduating from the Harry Lundeberg School. Sailing in the deck department, Brother Wells returned to Piney Point to earn an AB ticket in 1973. Brother Wells was born in New York City and now lives in Morrisville, Pa. He ships from the port of Philadelphia.

Tim Walden



Seafarer Tim Walden has been sailing with the SIU since 1972. A graduate of the Harry Lundeberg School, Brother Walden ships in the deck department as an AB. Brother Walden ships from the port of Houston. He is a native and resident of Arcola, Tex.

Frank Bermudez



Seafarer Frank Bermudez began sailing with the SIU after graduating from the Harry Lundeberg School in 1972. Brother Bermudez, a U.S. Navy veteran, also earned his AB ticket at the Piney Point school. A native and resident of Tucson, Ariz., Brother Bermudez ships out of the port of Seattle.

Glenn Paulson



Seafarer Glenn Paulson graduated from the Harry Lundeberg School in 1973 and began sailing in the deck department. Before attending the "A" Seniority Upgrading Program Brother Paulson upgraded to AB at the Piney Point school. A native and resident of Seattle, Brother Paulson ships from that port.

Thomas Gaston



Seafarer Thomas Gaston began sailing with the SIU in 1974 after graduating from the Harry Lundeberg School. A member of the deck department, Brother Gaston earned his AB ticket at Piney Point and also graduated from the School's LNG/LPG training program. Brother Gaston is a native and resident of Mobile. He also ships from the port of Mobile.

David Mull



Seafarer David Mull started sailing with the SIU in 1973 after graduating from the Harry Lundeberg School. A member of the black gang, Brother Mull returned to Piney Point to upgrade to FOWT before attending the "A" Seniority Program. Brother Mull is a native and resident of North Carolina, and ships from the port of Jacksonville.

George Berry



Seafarer George Berry has been sailing with the SIU since graduating from the Harry Lundeberg School three years ago. Brother Berry ships as an FOWT, an endorsement he earned at the Piney Point school before entering the "A" Seniority Upgrading Program. Born in St. Louis, Brother Berry now lives in Hastings, Mich. and ships from the port of New York.

Robert Hemming



Seafarer Robert Hemming has been shipping with the SIU for three-and-one-half years. A 1973 graduate of the Harry Lundeberg School, Brother Hemming returned to the school to earn his FOWT rating and later his QMED endorsement. Brother Hemming is a native and resident of Waldorf, Md. He ships out of the port of Norfolk.

Mark Foxvog



Seafarer Mark Foxvog has been shipping out with the SIU since graduating from the trainee program at the Harry Lundeberg School in 1973. Sailing as an AB, Brother Foxvog also earned his green ticket at the Lundeberg School before starting the "A" Seniority Upgrading Program. Brother Foxvog is a native and resident of Round Lake, Ill. He ships from the port of Yokohama.

Don Merson



Seafarer Don Merson graduated from the trainee program at the Harry Lundeberg School in 1972. Shipping in the deck department, Brother Merson returned to Piney Point to earn his AB ticket before attending the "A" Seniority Upgrading Program. Brother Merson is a native of Baltimore and still lives in his hometown. He ships out of the port of Jacksonville.



Three Get Towboat Diplomas

SIU Boatmen with their towboat operator diplomas Mike Bailey (left) Ed Oliver (center) and James Bane pose on the towboat *Susan Collins* at the HLSS in Piney Point, Md. with (2nd from left) course Instructor John Luykx and (2nd right) the school's vocational education director, Robert Kalmus.



Diesel Class Graduates Seven

Diesel Course Instructor Bill Eglinton (rear left) is with his latest class of graduates surrounding a diesel engine at the Lundeberg School. From left are: Thomas Brown; Walter Jarvis; Gene Woturski; Richard Cox; Curtis Williams; Henry Principe and Robert Hedrick.

Personals



Freddy Landron

Teddy Landron asks that you contact him as soon as possible at 30 Westminster Rd., Brooklyn, N.Y. 11218.

Robert of Erie, Pa.

Charles W. Maynard, formerly of Erie, asks that you contact him at Tower Trailer Ct., B-11, Carteret, N.J. 07008.

William Brack

Mrs. Marie Brack requests that you contact her as soon as possible at 118 MacDougal St., New York, N.Y. 10012 or call her at (212) 674-0579.

George Annis

Mrs. Faye Annis requests that you contact her at 109 Livingston Ave., Arabi, La. 70032.

Al W. Spanraft

Anita Reed asks that you call her in Slidell at 643-8030 or 643-9357.

Edward L. Bishop

Please contact Union Headquarters relative to monies due you from Falcon Carriers.

Cash

Lee Luongo asks that you contact her at (603) 887-3925.

Nicholas Sakellarides

Please call the Editor of the *Log* at (212) 499-6600, Ext. 242.

Peter Drewes

Liz asks that you call her as soon as possible at (313) 774-4898.

'A' Seniority Honor Roll Now Numbers 280

Following are the names and departments of the 280 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck	Davis, Dan, Deck	Haynes, Blake, Engine	McCants, Alvin, Deck	Silfast, George, Deck
Alfeo, Luciano, Engine	Davis, William, Deck	Heick, Carroll, Deck	McCauley, Roy, Engine	Simonetti, Joseph, Steward
Allen, Lawrence, Engine	Day, John, Engine	Heller, Douglas, Steward	McMullin, Clarence, Steward	Simpson, Spurgeon, Engine
Allison, Murphy, Engine	Denardo, Michael, Engine	Hemming, Robert, Engine	McParland, James, Engine	Sisk, Keith, Deck
Ahmad, Bin, Deck	Derke, Michael, Engine	Hooks, Bobby, Steward	Mefferd, Michael, Engine	Smith, D. B., Steward
Ames, Allan, Deck	Deskins, William, Steward	Hooper, Allen, Engine	Merson, Don, Deck	Smith, George, Deck
Andrepoint, P. J., Engine	Diaz, Robert, Engine	Humason, Jon, Deck	Milici, Robert, Deck	Smith, Robert, Deck
Armitstead, Daniel, Engine	Dising, Maximo, Engine	Hummerick, James, Jr., Steward	Minix, R. G., Jr., Engine	Snyder, John, Engine
Arnold, Mott, Deck	Dobloug, James, Engine	Hunt, Mike, Engine	Miranda, John, Engine	Spell, Gary, Engine
Aversano, Clifford, Engine	Douroudous, Emanuel, Steward	Hussein, Mohammed, Steward	Moneymaker, Ernest, Engine	Spell, Joseph, Deck
Barnett, Jay, Engine	Dukehart, David, Engine	Hutchinson, Richard, Jr., Engine	Moore, C. M., Deck	Spencer, Craig, Engine
Bartol, Thomas, Deck	Duron, Roberto, Engine	Illson, James, Engine	Moore, George, Deck	Spencer, H. D., Engine
Baxter, Alan, Engine	Echeverio, Ronald, Steward	Ivey, D. E., Engine	Moore, James, Engine	Springfield, Harry, Steward
Bean, P. L., Deck	Eddings, Otis, Jr., Engine	Johnson, M., Deck	Moore, Peter, Engine	Stanfield, Pete, Deck
Beauverd, Arthur, Engine	Edgell, Pat, Engine	Johnson, Oscar, Steward	Moore, Thomas, Engine	Stark, William, Deck
Bellinger, William, Steward	Egeland, Ralph, Deck	Jones, Leggette, Deck	Moore, William, Deck	Stauter, David, Engine
Bermudez, Frank, Deck	Elliott, Byron, Engine	Jones, Nelson Cory, Steward	Mortier, William, Deck	Stein, Warren, Engine
Berry, George, Engine	Escudero, Tomas, Engine	Jordan, Carson, Deck	Mouton, Terry, Engine	Stevens, Duane, Deck
Bertel, Kevin, Engine	Esposito, Gennaro, Engine	Kanavos, Panagirtis, Engine	Mull, David, Engine	Strauss, Gregory, Engine
Berulis, William, Deck	Ewing, Larry, Steward	Kegney, Thomas, Engine	Noble, Mickey, Deck	Svoboda, Kvetoslav, Engine
Biletz, John, Engine	Farmer, William, Deck	Keith, Robert, Deck	Nuotio, Ken, Deck	Szeibert, Stephen, Steward
Bishop, Floyd, Steward	Farragut, John, Deck	Kelley, John, Deck	Ostrand, Duane, Deck	Tanner, Leroy, Engine
Blacklok, Richard, Engine	Farrell, Gerald, Steward	Kelly, John, Deck	Painter, Philip, Engine	Taylor, Daniel, Steward
Blasquez, Gregory, Engine	Fila, Marion, Deck	Kerney, Paul, Engine	Paloubis, Nikolaos, Engine	Tell, George, Engine
Bligen, Archie, Engine	Fonville, James, Engine	Kirksey, Charles, Engine	Papageorgiou, Dimitrios, Engine	Thomas, Robert, Engine
Bohannon, Christopher, Engine	Foxvog, Mark, Deck	Kittleston, L. Q., Deck	Parker, Jason, Deck	Thomas, Timothy, Deck
Bolen, James, Deck	Frak, Stan, Deck	Knight, Donald, Engine	Parr, Steven, Deck	Townsend, Joe, Steward
Bolen, Timothy, Deck	Freeburn, Michael, Deck	Knoles, Donald, Steward	Paulson, Glenn, Deck	Trainor, Robert, Deck
Boles, John, Engine	Fried, Peter, Engine	Konetes, Johnnie, Deck	Payton, Gilbert, Deck	Trott, Llewellyn, Engine
Brackbill, Russell, Deck	Frost, Stephen, Deck	Kunc, Lawrence, Deck	Pepo, Christopher, Steward	Turpin, Richard, Engine
Brooke, George, Engine	Fuentes, Luis, Steward	Kundrat, Joseph, Steward	Perez, Jose, Engine	Utterback, Larry, Deck
Bruschini, Mario, Steward	Galka, Thomas, Engine	Lamphere, Thomas, Engine	Perkins, Cy, Deck	Vain, Thomas, Deck
Burge, Bernard, Engine	Gallagher, Patrick, Deck	Laner, Ronnie, Engine	Patrick, L., Engine	Vaiton, Sidney, Engine
Burke, Lee Roy, Engine	Galliano, Marco, Deck	Lang, Gary, Deck	Pickford, Albert, Deck	Vanyi, Thomas, Steward
Burke, Timothy, Deck	Gannon, Kevin, Deck	Lasater, Thomas, Deck	Pillsworth, Pat, Deck	Vazquez, Jose, Engine
Burnette, Barney, Steward	Garay, Stephen, Deck	Laughlin, Douglas, Engine	Poletti, Pierangelo, Deck	Venus, Guy, Engine
Butch, Richard, Engine	Garcia, Robert, Deck	LeClair, Lester, Steward	Prasinos, George, Deck	Venus, Steve, Steward
Calo, Jose, Engine	Gaston, Thomas, Deck	Lehmann, Arthur, Deck	Reamey, Bert, Engine	Vukmir, George, Deck
Cammuso, Frank, Deck	Gillette, Ronald, Deck	Lentsch, Robert, Deck	Reed, Pete J., Deck	Waldon, Tim, Deck
Carhart, David, Deck	Gilliam, Robert, Steward	Lesko, Samuel, Deck	Restaino, John, Engine	Walker, Marvin, Engine
Carruthers, Francis, Engine	Gomes, Glenn, Deck	Loane, Barney, Deck	Ripley, William, Deck	Wambach, Albert, Deck
Carruthers, Russell, Deck	Gotay, Raul, Steward	Long, Alton, Engine	Rivers, Sam, Engine	Wass, Klaus, Steward
Castle, Stephen, Deck	Gower, David, Engine	Lundeman, Louis, Deck	Roback, James, Deck	Waugaman, Jerry, Engine
Cavanaugh, Jackson, Deck	Graham, Patrick, Deck	Lusk, George, Deck	Rodriguez, Charles, Engine	Wayman, Lee, Deck
Clark, Garrett, Deck	Grey, Joseph, Steward	Mahaffey, J. C., Steward	Rodriguez, Hector, Engine	Wells, John, Deck
Colangelo, Joseph, Deck	Grimes, M. R., Deck	Makarewicz, Richard, Engine	Rodriguez, Robert, Engine	Westerholm, Gary, Engine
Conklin, Kevin, Engine	Grisham, Steve, Deck	Mallory, Arthur, Deck	Rogers, George, Engine	Wilhelm, Mark, Engine
Cooper, Allen A., Engine	Hagar, Ken, Deck	Manning, Henry, Steward	Ruiz, Steve, Engine	Wilisch, Edward, Deck
Corbett, William, Deck	Hale, Earnest, Deck	Maurstad, Mitchell, Steward	Sabb, Caldwell, Jr., Engine	Wilson, Richard, Steward
Correll, Paul, Engine	Haller, Charles, Engine	Marcus, M. A., Deck	Salley, Robert, Jr., Engine	Wilson, Robert, Engine
Cosentino, Dominic, Deck	Haller, John, Engine	McAndrew, Martin, Engine	Sanders, Darry, Engine	Wolfe, John, Deck
Coyle, Michael, Engine	Harris, Nathaniel, Engine	McCabe, John, Engine	Sanger, Alfred, Deck	Woodcock, Wayne, Steward
Cunningham, Robert, Deck	Hanks, Fletcher, Engine	McCabe, T. J., Engine	Shaw, Lex, Deck	Woodhouse, Ashton, Engine
Curran, John, Deck	Hart, Ray, Deck		Shaw, Lucien, Deck	Wright, Charlie, Engine
Daniel, Wadsworth, Engine	Hawker, Patrick, Deck		Shaw, Ronald, Engine	Zukier, Hans, Engine

The Harry Lundeberg School of Seamanship



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

THE 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!

Upgrading Courses for Deepsea, Great Lakes Seafarers

Deck Department

ABLE SEAMAN

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

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

- Be 19 years of age



Steers Towboat

Towboat operator upgrader Randy Gaines practices steering at the HLSS recently.

- Have 12 months seetime as Ordinary Seaman, *OR*
Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
- Be able to pass the prescribed physical, including eyesight requirements.

Able Seaman Unlimited—Any Waters. You must:

- Be 19 years of age
- Have 36 months seetime as Ordinary Seaman or 12 Months Able Seaman
- Be able to pass the prescribed physical, including eyesight requirements.

Starting dates: Nov. 11, Jan. 24.

QUARTERMASTER

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

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

Starting dates: Mar. 21, 1977.

LIFEBOATMAN

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

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

Starting dates: Nov. 11, 26, Dec. 9, 23, Jan. 6, 20.

Note on Lifeboat:

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

Engine Department

QMED—Any Rating

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

Course Requirements: You must show evidence of six months seetime in at least one engine department rating.

FOWT

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

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

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

Starting dates: Feb. 21, 1977.

WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

Course Requirements:

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

Starting dates: Jan. 10, Apr. 4.

REFRIGERATED CONTAINER MECH.

This course, leading to certification in operation and maintenance of refrigerated containers consists of basic refrigeration, components, parts replacement and overhaul, electrical circuitry and wiring, and troubleshooting. Length of course is four weeks.

Course Requirements: Must have six months seetime in an engine room rating.

Starting date: Jan. 10, 1977.

AUTOMATION

This course, leading to certification for automated vessels consists of training in the operation and control of automated boiler equipment, systems analysis and the operation of remote controls for all components in the steam and water cycles such as the main and auxiliary condensate systems, generator, fire pumps, sanitary system, bilge pumps and other associated engine room equipment. Length of course is four weeks.

Course Requirements: Applicant must hold a Coast Guard endorsement as QMED—Any Rating.

Starting date: Feb. 21, 1977.

ADVANCED PUMPMAN

This course consists of instruction in cargo properties and emergency procedures, tanker development and construction, operation and maintenance of valves, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting, tank cleaning, inert gas systems, firefighting, pollution control and cargo control systems. Length of course is four weeks.

Course Requirement: Must have six months seetime in any engine room rating.

Starting date: Mar. 7, 1977.

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

Steward Department

All Steward Department Courses Lead To Certification By HLSS.

CHIEF STEWARD

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

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

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

assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for the cook and baker and chief cook programs OR

- 12 months seetime as 3rd cook or assistant cook, 12 months seetime as cook and baker, and six months seetime as chief cook and hold an HLS certificate of completion for the chief cook program.

Starting dates: Nov. 26.

CHIEF COOK

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

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

- 12 months seetime as cook and baker OR
- Three years seetime in the steward

department, with six months as 3rd cook or assistant cook and six months as cook and baker OR

- Six months seetime as 3rd cook or assistant cook and six months as cook and baker OR
- 12 months seetime as 3rd cook or assistant cook and six months seetime as cook and baker and hold a certificate of completion for the HLS cook and baker training program.

Starting dates: Dec. 9, Jan. 6, Feb. 3, Mar. 3.

COOK AND BAKER

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

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

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

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

Starting dates: Nov. 11, 26, Dec. 9, Jan. 6, 20, Feb. 3, 17, Mar. 3, 17.

ASSISTANT COOK

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

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

Starting dates: Nov. 11, Dec. 23, Jan. 20, Feb. 17, Mar. 17.

H.S. Equivalency Diploma Available to All Members

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

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

Margaret Nalen, Director
Academic Education Department

Harry Lundeberg School
Piney Point, Md. 20674

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

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

So apply today. It's easy to qualify.

Just make sure that you have:

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

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

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.



Assistant Cooks Graduated

Five more assistant cooks graduating from the HLSS at Piney Point are, (l. to r.): Arturo Morales; Julian Mendoza; Brandon Nodier; Benito Comacho, and Boatman James Arns.



Lifeboat Tickets Go to Six

Lifeboat Instructor Chuck Dwyer (right) poses with his latest HLSS class of (l. to r.): Gaston Bloncourt; Benito Camachio; Boatman Ronnie Johnson; James Rader, and Chester Hoff. Not shown in the photo is graduate Rollin Belffi.

Directory of All Upgrading Courses

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 Inland Cook
- Vessel Operator Management and Safety Course

Upgrading Courses for Inland Waters, Lakes Boatmen

ABLE SEAMAN

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

Requirements:

- All candidates must be at least 19 years of age.
- Must pass a physical examination.
- Must have normal color vision.
- Must have, either with or without glasses, at least 20/20 vision in one eye, and at least 20/40 in the other. The candidate who wears glasses, however, must also be able to pass a test without glasses of at least 20/100 in each eye.
- Must either have, or first complete, the separate Lifeboat Course offered at the school.

- All candidates for endorsement as Able Seaman 12 months Any Water must show discharges totalling a minimum of 12 months seetime as Ordinary Seaman.
- All candidates for Able Seaman Unlimited Any Water must show discharges totaling 36 months as Ordinary Seaman or Acting Able Seaman.
- All candidates for Able Seaman Tugs and Towboats Any Waters must have 18 months on deck vessels operating on oceans, coastwise routes, or on the Great Lakes, or on bays and sounds connected directly with the seas.

- All candidates for Able Seaman Bays and Sounds must have 12 months on deck on vessels 500 gross tons or under not carrying passengers.
- All candidates for AB Seagoing Barges 12 Months must have 12 months service on deck in vessels operating on oceans or coastwise routes, or on Great Lakes, or on bays and sounds connected with the seas.
- All candidates must verify seetime (underway time) by official original dis-

charges or by original letter from the company.
(Length of course four weeks)

Starting dates: Nov. 11, Jan. 24.

TANKERMAN

This course consists of all aspects of loading, transferring and unloading various cargoes carried in tank barges. The course also stresses diesel engine operation and repair with particular emphasis being placed on all safety aspects occurring in conjunction with handling liquid cargoes.

Requirements:

- All Candidates for Tankerman must pass a physical examination.
- Must have normal color vision.
- Must have, either with or without glasses, at least 20/30 vision in one eye and at least 20/50 in the other. The candidate who wears glasses, however, must also pass a test without glasses of at least 20/100 in each eye.

- All candidates must have a letter from the company for which they have worked certifying their ability to handle the various types of fuels that they wish certification for.

(Length of course two weeks)

Starting dates: Nov. 11, 26, Dec. 9, 23, Jan. 6, 20, Feb. 3, 17, Mar. 3, 17.

TOWBOAT OPERATOR

This course, leading to licensing as 1st or 2nd class operator of uninspected towing vessels on inland waters, Western rivers, Great Lakes, oceans, or oceans not more than 200 miles offshore, will consist of training in the following areas: rules of the road (for the area in which the man seeks licensing), operation and use of

navigational instruments, emergency signals, practical use of charts in navigation, aids to navigation, safety and more.

Course Requirements:

- All candidates for 2nd class operator must be at least 19 years of age and have evidence of 18 months service on deck on a towing vessel. This service must have included training or duties in the wheelhouse.

- All candidates for 1st class operator must show evidence of three years service on deck of a towing vessel. One year of this service must have included training or duties in the wheelhouse.

- All candidates must have, at least three months service in each particular geographical area for which application for licensing is made.

- All candidates must pass a physical exam given by a medical officer of the USPHS service or a certified, reputable physician.

Starting dates:

Western Rivers—Jan. 10, 1977.
Oceans not more than 200 Miles Offshore—Feb. 14, 1977.

COOK

This course consists of both classroom and on-the-job training in all areas of food preparation. The Cook will plan menus, requisition food, set up work schedules for the daily meals, and be able to demonstrate a thorough knowledge of sanitary work habits. The student will develop working experience with all breakfast foods, meats, vegetables, salads, and bakery products. The course is designed to enable the Cook to operate a small galley.

Requirement:

- Must have six months seetime in any capacity on board tugs or towboats.
(Length of course six weeks)

Starting dates: Nov. 11, 26, Dec. 9, 23.

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

LUNDEBERG UPGRADING APPLICATION

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

Address _____
(Street)

(City) (State) (Zip Code) Telephone # _____
(Area Code)

Deepsea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

Date Book _____ Port Presently _____
Was Issued _____ Port Issued _____ 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

Vessel Operators Graduate



On the extreme right is HLSS Vice President Mike Sacco with Vessel Operator and Management course grads (l. to r.): John Feldman; Joe Knox; James Wallace; William Reynolds, and James Stephens.

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.

Hall Scores CG Bureaucracy on Manning Cuts

Continued from Page 5

is not contemplated."

However, on the same issue concerning unlicensed people, the circular states that the "art" has reached a state of reliability. The SIU believes that in this regard, the Coast Guard is "indulging in arbitrary and disparate treatment. Such constitutes clear if not brazen bias placing in extreme doubt the objectivity of the NVC's authors."

The real deficiency of this circular on manning and automation lies in the

fact that the Coast Guard has obviously lost sight not only of the human element in shipboard life, but the indispensable role the human element plays in safe vessel operation.

For instance, on some automated vessels with reduced crews, overtime requirements are running in excess of 110 to 125 percent of normal work schedules. This excessive overtime translates into serious crew fatigue, which in turn can be a threat to the safety of the crewmembers themselves, the overall safety

of the ship and the marine environment.

Such overtime requirements strongly point to the need for increased manpower. Yet the Coast Guard's circular calls for crew reductions.

It seems that the only way the Coast Guard's proposals can work effectively is if our ships are manned by robots and sailed in a vacuum.

Question CG Competence

In view of the ill advised proposals contained in the circular, Hall ques-

tioned the Coast Guard's competence in this area, and concluded that a legislative evaluation might be appropriate "to determine whether the Coast Guard as presently constituted is properly discharging the responsibility placed upon it by Congress and whether perhaps, such responsibility should be reposed in some other agency or at the very least, whether appropriate modifications should be made in the Coast Guard's structure and administration as it applies to our merchant marine."

Tallying Committees Report

Continued from Page 10

NO VOTES	2
DUPLICATES	5
NON-ELIGIBLES	6
Total Ballots Issued	2,754
Ballots Received from Bank	2,732
Ballots cast in duplicate	5
Ballots cast by non-eligibles	6
Total Votes Cast and Counted ..	2,721

PORT DISCREPANCIES

The following discrepancies were noted by your Committee in the voting on this referendum:

The Committee found that five members had voted twice. The duplicate ballot in each case was not included in the tabulation of votes.

The Committee also found that six (6) votes were cast by non-eligible individuals. These ballots were set aside and not counted.

Your Committee found that during the voting period, in all Ports, the balloting was conducted Constitutionally and in accordance with the Merger Agreement executed by the Executive Officers of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District and the Inland Boatmen's

Union of the SIUNA-AGLIWD.

We, the members of the Union Tallying Committee, do hereby certify that the Proposition encompassing the Resolution on the Merger Agreement and the related Constitutional Amendments, was voted upon affirmatively by a majority of the members of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, duly voting, as previously presented in this Report.

Fraternally submitted,

Warren Cassidy, C-724 (Steward Dept.)
Chairman

Otis Paschal, P-752 (Steward Dept.)

Nicholas D'Amante, O-696 (Deck Dept.)

Luis A. Polanco, P-236 (Deck Dept.)

William Koflowitch, K-467 (Engine Dept.)

Joseph Pazos, P-840 (Engine Dept.)

Dated: September 24, 1976

Unemployment

Continued from Page 7

Schulze explained. He hoped similar studies in other cities would serve as an effective challenge to BLS methods.

Local statistics which use payroll figures and state unemployment rolls are not much help, according to the study, since methods for gathering statistics and laws governing unemployment compensation vary from state to state.

The St. Louis study used the BLS definition of unemployment, although they criticized its conservative bias. People who did any work at all during the interview week were considered fully employed, even if they just raked leaves over the weekend. To be counted as unemployed, people must have ac-

tively looked for a job during the previous month. Those who were too discouraged to look for work were not even considered when calculating the jobless rate, although they also were interviewed when the statistics were gathered.

As the AFL-CIO points out, and the study agreed, this method seriously undercounts unemployment. Had discouraged workers and part time workers who want full time jobs been included in the St. Louis jobless rate, together with the improved sampling methods used in the study, unemployment in St. Louis might have been estimated at well over 20 percent.

Locks & Dam 26

Continued from Page 2

of the Locks and Dam 26 authorization.

Senate and House leaders have assured proponents of Locks and Dam 26 that early next year, shortly after the new 95th Congress convenes, a bill authorizing replacement of the Alton facility will be brought before both houses. This time Congress will have plenty of time to hold hearings on this important matter, and it is hoped that

they will see the folly of delaying the construction any further.

SIU President Paul Hall is a member of the National Committee on Locks and Dam 26, which was formed to fight for the replacement of the Alton facility. The SIU has been and will continue to be in the forefront of this effort, because any economic threat to the towing industry is also a threat to the thousands of SIU members who work on the inland waterways.

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.....

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 SIU, 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

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



Five \$10,000, Two \$5,000 Awards

Apply Now For SIU's Annual College Scholarship Program

Applications for the 1977 SIU College Scholarship Awards are now being accepted by the SIU Scholarship Administrator. All SIU Boatmen deep-sea and Great Lakes Seafarers, and their dependents who meet the requirements outlined below are eligible for these scholarships.

Five \$10,000 four-year grants and two \$5,000 two-year grants will be awarded with at least one \$10,000 scholarship reserved for an active SIU member and four for dependents of members. These four-year awards are to be used to pursue a chosen field of study at any accredited college or university in the United States or its territories.

The two \$5,000 scholarships are reserved exclusively for SIU members. These awards can be used to study at any accredited junior college, community college, or post-secondary trade or vocational training school.

The Scholarship Programs are open to any SIU member who meets the following requirements:

- has a high school or high school equivalency diploma.
- has at least two years of seetime on SIU-contracted vessels.
- has 90 days of employment with contracted companies in the previous calendar year and one day in the six months immediately preceding the date of application.

Eligibility requirements for dependents open the four-year program to:

- dependents of members who have three years of seetime on SIU-contracted vessels with 90 days of employment in the previous calendar

year and one day in the six months immediately preceding the date of application.

- dependents of deceased members who had met the seetime requirements prior to their death.

In addition, all dependents applying for the scholarship program must be unmarried and less than 19 years of age at the time they apply.

Both \$10,000 and \$5,000 scholarships are awarded on the basis of

high school grades and scores achieved on either the College Entrance Examination Boards (SAT section only), or the American College Tests (ACT).

The College Boards tests will be given on Dec. 4, 1976 and Jan. 22, 1977. Further information about the SATs can be obtained by contacting the College Board at either Box 592A, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701.

The ACTs will be held on Feb. 5, 1977. For more information about these tests, write to the ACT at Box 414, Iowa City, Iowa 52240.

Applications for the SIU Scholarship program can be obtained at any SIU Union Hall, or by writing to the SIU Scholarship Administrator, 275 20th St., Brooklyn, N.Y. 11215.

The application deadline for both SIU Scholarship programs is April 1, 1977.

