

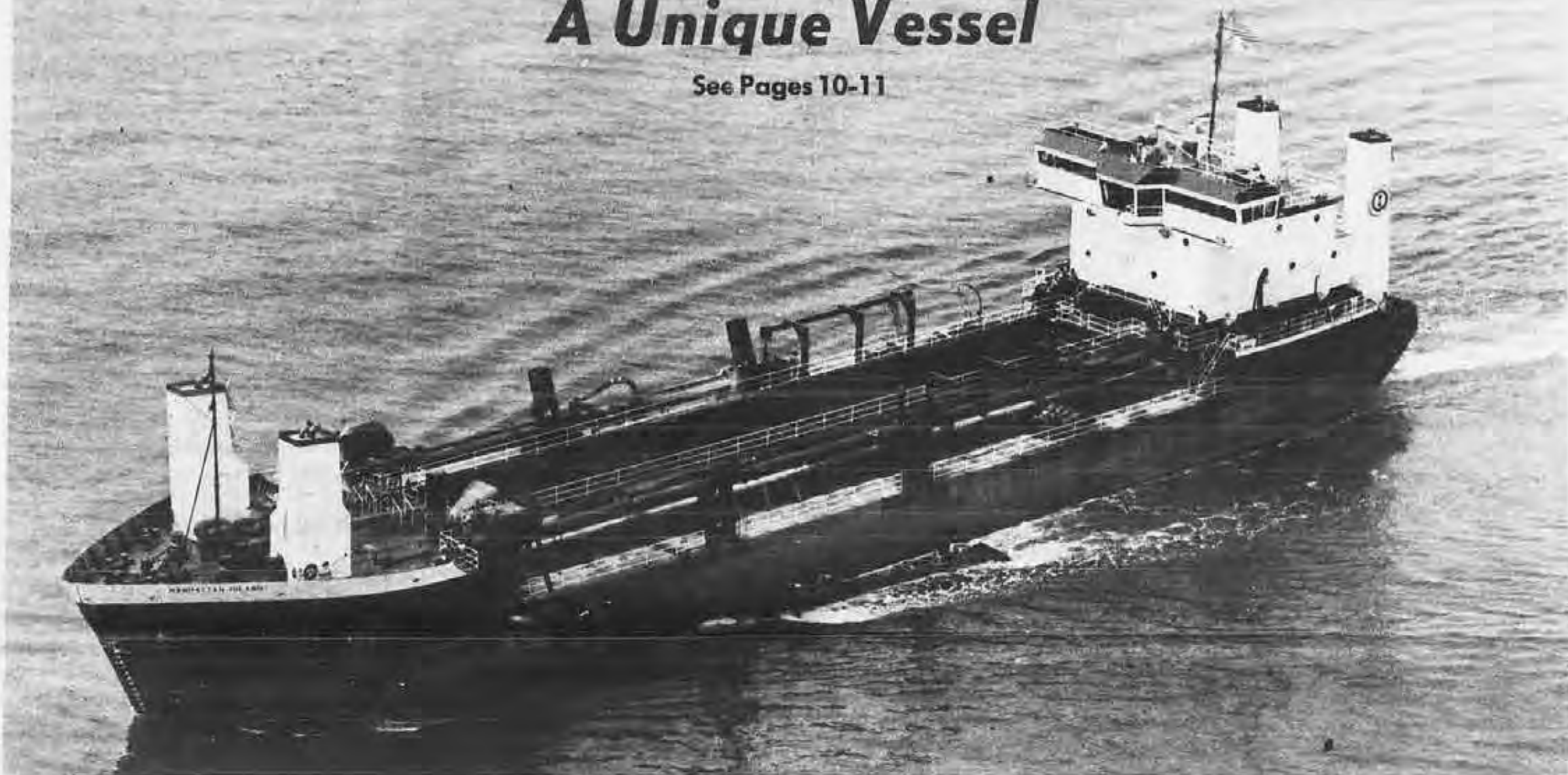
# LOG

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## ***SIU-Contracted Dredge Manhattan Island— A Unique Vessel***

See Pages 10-11



### **The Hinton—A New Union-Manned Boat**

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### ***Tug Maryland Is the Victor***

See Page 27

### **Boatmen Upgrade to Licensed Ratings**

See Special Supplement



# New, 3-Year Contracts Ratified at ABL, Inland Tugs

A very important issue was won by the SIU recently in getting American Barge Lines and Inland Tugs Canal Division to use the Standard Language in their contracts. In this way, ABL and Inland Tugs have been brought closer to the industry-wide contract that the SIU would like to see for all its contracted towing companies.

This is just one of the many gains found in the new three-year contracts ratified by unlicensed SIU members at these towing companies.

Both companies have their headquarters in Jeffersonville, Ind.

Boatmen voted on the new contracts in July in a secret mail ballot. When the tallying committee counted the votes on July 18, they found the members were overwhelmingly in favor of the new agreements. At American Barge Lines, 105 voted yes and 10 voted no.

At Inland Tugs Canal Division, only one member was against the contract.

## Big Pay Increases

Of course, a big increase in pay was won during negotiations. Also, for the first time, the hourly overtime rate is now above the hourly straight time rate.

And for ABL employees and Inland Tug employees working on line boats in the Intra-Coastal Canal, there is a vacation plan for the first time. But be-

sides that, many of the suggestions made by delegates at the Boatmen's Educational Conferences were put into

effect. Here are some highlights.

- Boatmen cannot be bumped, fired, or disciplined for no reason. The com-

pany must give the crewmember a written notice of any disciplinary action and the reasons, with a copy for the Union. But the brothers on the rivers must remember that unless they work together to enforce the provision, things will go on like before. Call the Union Hall if there is any trouble.

- Provisions have been established for seniority within each job classification. Present employees will be considered first in making promotions. At American Barge Lines, the categories of probationary deckhand and probationary cook have been eliminated. Now all deckhands and cooks will receive the full rate of pay.

- The car allowance has been increased from 10 cents to 15 cents per mile. In addition, if an employee travels to meet a vessel and the boat is delayed, he still goes on the payroll as of the original estimated time of arrival.

- Big increases were won in the Seafarers Welfare Plan covering hospital extras, intensive care, maternity benefits, surgery, doctors calls and death benefits. A new benefit was added for accidental dismemberment.

- The companies also agreed to reimburse the members for round trip transportation costs when they go to the Harry Lundeberg School to upgrade.



The American Barge Lines Contract Committee met at the Lundeberg School on June 6 to go over the contract proposals. Clockwise from the far left they are: Randy Crosby, deckhand; Bob Sells, cook; Mike Worley, SIU St. Louis port agent; Paul Drozak, SIU vice president; Chuck Mollard, SIU Inland coordinator, and Ronnie Campbell, lead deckhand.



Paul Hall

## The PRESIDENT'S Report

### Cargo Preference Fight Heats Up

It may not be easy making a living in today's U.S. maritime industry. But you have to admit one thing about working in our industry—there's never a dull moment.

In the past month, scores of newspapers and T.V. stations from around the country have been running editorials calling U.S. maritime unions everything from political thieves to rampaging pirates. The editorials have also accused President Carter of making political payoffs to the maritime industry.

The reason for all the controversy is this. Maritime labor's longtime fight for a fair oil cargo preference bill for U.S. tankers is heating up again.

The new cargo preference bill, which has received the complete endorsement of President Carter, would guarantee that 9.5 percent of all U.S. oil imports be carried in U.S. ships by 1982. The U.S. fleet presently carries only 3.5 percent of the nation's oil imports.

The U.S. fleet's share, however, will not jump to 9.5 percent right away if the bill is passed. American tankers would immediately be guaranteed a 4.5 percent share. That figure would increase 1 percent each year for five years until the 9.5 percent mark is reached in 1982.

Editorials against cargo preference are really nothing new to us. During our fight for the Energy Transportation Security Act two years ago, hundreds of articles flooded the newspapers damning cargo preference.

The newspapers, of course, have a right to print what they want. The sad thing is, though, that these editorials are one-sided and inaccurate. As a result, the American people, who deserve to know the facts about cargo preference, are being misled on this important issue.

The editorials against cargo preference all use one argument, and only

one argument. They claim that the 9.5 percent oil preference for U.S. ships would increase the price of oil products to the American consumer. One editorial claimed that consumers would pay "\$200 to \$800 million" more for their oil products each year if American ships were guaranteed the 9.5 percent share.

The papers and other media, however, are fed these figures from studies supplied by the oil companies. Not surprisingly, the oil companies, which operate huge third-flag tanker fleets, stand to lose profits if cargo preference for U.S. ships is passed.

Also not surprisingly, the editorials against oil preference fail to give the other side of the coin.

Some of the important points these articles leave out include:

- The findings of a recent study on the 9.5 percent bill conducted by the Commerce Department. This study notes that if consumer prices go up at all because of the increased use of U.S. ships, they will go up no more than one tenth of 1 cent per gallon.

- The bill will create tens of thousands of shipyard and related industrial jobs in the construction of new U.S.-flag tankers.

- It will create as many as 3,600 new jobs for U.S. seamen on these tankers by 1982.

- There will be a reduction in the U.S. balance of payments deficit.

- There will be a reduction in the use of unsafe, unreliable foreign-flag tankers for the transportation of our oil imports.

- There will be a gradual buildup of a U.S. tanker fleet to 3.3 million dwt for close military support for the U.S. Navy.

The point is this. The 9.5 percent oil cargo preference bill is a good one. It will create thousands of much needed jobs for American workers. And it will represent an important boost to the American economy.

But the most important point is that all these jobs and other benefits will cost the American consumer virtually nothing.

We must work very hard to see that the 9.5 percent preference bill will be passed into law this year.

Before Congress left on its August recess, the House Merchant Marine and Fisheries Committee voted in favor of the bill by an impressive bipartisan margin of 31 to 4. This overwhelming support for the bill in the Merchant Marine Committee indicates strong support for the measure in the House.

We are taking nothing for granted in the House. But I believe our real fight will be in the Senate. Already, several ranking Republican Senators have lined up opposition to the bill along party lines.

Regardless, the SIU, from members and staff to officials, has done a good job in preparing for this fight. It will not be an easy fight. But no one ever expected it to be.

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# Coast Guard Ignores Seamen Safety on the Lakes

WASHINGTON, D.C. — As Congressional hearings on the Coast Guard continued, SIU Detroit Port Agent Jack Bluit told the investigating committee on July 14 that the situation on the Great Lakes was just as bad as that on deep sea vessels.

The Coast Guard ignores the well-being and safety of the seamen and the environment, he said. It also interferes with labor-management agreements by stepping in and cutting down on the manning scales.

Bluit appeared before the House Merchant Marine and Fisheries Subcommittee on Coast Guard and Navigation. Last month, SIU Executive Vice-President Frank Drozak and SIU General Counsel Howard Schulman appeared before the same committee. (See stories on page 5 of July Log.)

The elimination of deckwatches on Lakes vessels built after 1970 was Bluit's first example of Coast Guard negligence. The Coast Guard claimed the new vessels were automated and so they cut the three deckwatches from the 13-man deck crew. These deckwatches performed deck maintenance work. But Bluit pointed out that "nothing in the deck department operation is automated."

To the contrary, "The newer vessels are substantially much larger and require as much if not more work to keep them in navigational condition."

Describing the result he said, "This condition has increased overtime by

more than 50 percent and brought about Coast Guard induced jurisdictional labor disputes with the licensed deck officers doing work regularly and historically performed by unlicensed personnel."

### Not Enough People

In many engine rooms on Lakes vessels, he stated, the Coast Guard eliminated the three unlicensed oilers. It added one licensed watch standing engineer instead. Maintenance and emer-



gency repairs are impossible under these circumstances, he warned. There are not enough people for back-up when the automated equipment fails.

With regard to engine rooms, the Coast Guard ignores its own standards, he noted. He then cited Navigation and Vessel Inspection Circular (NVIC) No. 1-69.

Look-outs are not required on Great Lakes ships, Bluit protested. "On the Great Lakes, often in congested waters, when a look-out is imperative he is performing other work because the ship is short-handed. . . . The underlying concept for look-outs on deep sea vessels—for safe navigation, to protect life and property and the environment, should be equally applicable to Great Lakes vessels."



Jack Bluit

Bluit blamed the manning scale cuts on the Coast Guard's refusal to abide by the nation's labor laws. Under the law, the union and management agree on the work loads and adjustments for automation, he explained.

The Coast Guard is only supposed to make sure the manning scale provides for safe vessel operation. Yet the Coast Guard takes it upon itself to determine vessel manning and therefore "unlawfully interferes with labor-management bargaining."

As further evidence he mentioned a draft of a NVIC which favors a general-purpose crew approach that would water down the unlicensed seaman's job classification and make him an all purpose general worker.

Another future Coast Guard policy is the "reduction-in-crew concept."

Bluit drew the conclusion that as part of its general philosophy on manning, the Coast Guard believes that it should consult with the operator and ignore representatives of merchant seamen.

Looking at the Coast Guard record on crew safety, Bluit found "abject failure." The Coast Guard claims jurisdiction over enforcement of the Occupational Safety and Health Act at sea. But at a March 1977 Cleveland seminar, "they admitted that OSHA type regulations were of a 'low priority'" Bluit revealed.

"Interviews with scores of our members, as well as our investigations, show that it is not unusual for no lifeboat drill to be held aboard vessels during an entire shipping season." Yet the Coast Guard has no check-up system on this, he added. Lifesaving equipment is outdated and often is not replaced after 30-40 years' exposure to the environment.

### Straight Ladders

Although the SIU brought up the

Continued on Page 32

# House Committee OKs Oil Cargo Bill; Fight Goes On

A U.S. cargo preference law may soon be a reality. This legislation would guarantee that a share of America's oil imports be carried on American-flag tankers. But already, opposition to this

law is rallying throughout the nation. Here are the latest developments.

In August, the House Merchant Marine and Fisheries Committee approved a bill that would require 9.5 percent of

the oil imported into the United States to be carried in American-flag tankers. The amount slated for U.S. ships would begin at 4.5 percent and rise each year by 1 percent. At present, less than 4 percent of the nation's imported oil is carried on American ships.

At first the committee was considering a bill that would guarantee a 30 percent share of oil for American ships. But when the Carter Administration came out in favor of the lower figure, the bill was rewritten and passed by a committee vote of 31-4.

Carter's support for the bill is important. When another oil cargo preference bill passed Congress in 1974 it was vetoed by President Gerald Ford.

The SIU fully backs the Carter position. "It represents the beginning of a new maritime policy and era for this nation," SIU president Paul Hall declared.

The bill still must be approved by the House of Representatives when it reopens in September after the summer break. Then it must pass through the Senate and be signed by the President before it becomes law.

At present, a wide attack on cargo preference legislation is being mounted. Three national Republican leaders opened by accusing President Carter of a "payoff" to maritime unions for support during his presidential campaign.

Newspapers and T.V. stations across the country are denouncing the cargo preference law. Political contributions from the maritime unions to congressional campaigns are getting big play in the press—even though these donations are legal and above board.

### Carter's Support

In response, the White House noted that Carter made a clear and public promise during his campaign to build

a strong American merchant marine. Assuring American ships a fair share of cargo was the way to do this, he said at the time. Carter, as an ex-navy man, has clear understanding of the importance of sea power to national security.

The multinational oil corporations with their flag-of-convenience ships are the main opponents of cargo preference. Their contributions are rarely mentioned in the newspapers—partly because it is difficult to find out how much they have given or to whom.

Job offers and legal fees for ex-government officials are another form of



persuasion used by giant oil firms. In addition, their huge advertising budgets amount to millions of dollars for the press.

### Three-Pronged Campaign

To insure a fair hearing for the cargo preference law, the Maritime Trades Department of the AFL-CIO and the SIU have set up a three-pronged campaign.

1. Unions on the local, state, and national levels are being given information about the law and are being asked for their support. The executive councils of both the Maritime Trades Department and the AFL-CIO endorsed cargo preference legislation at their winter meetings.

2. Shipowners and shipbuilders are letting their fellow businessmen know how much cargo preference means in terms of helping the American economy.

3. Letters are being sent to civic groups pointing out how important cargo preference legislation is for the nation's security.

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The future coming of oil cargo preference was the theme of SIU President Paul Hall's address at the August membership meeting in Headquarters.



New SIU Pensioner Sze Yu Chen says his farewells to his brothers of the sea.



Talking about the need for members to stay aboard ship until they're properly relieved is Recertified Bosun Calvin James.



SIU Secretary-Treasurer Joe DiGiorgio gives the monthly financial status report.



Without opposition, seven Seafarers were elected for the Quarterly Financial Committee. They are (l. to r.): Terry Mouton; Charles Mann; Jack Kelly; Juan Patino; Guy De Baere (at rear, not fully shown); Recertified Bosun Robert Gorbea, and William Jones.

## Cargo Preference, Focus of Headquarters Meeting



"A" Seniority Upgrader Nazareth Battle thanks the membership for helping in his advancement.



Talking about the need to upgrade is SIU Executive Vice President Frank Drozak.



SIU Vice President Earl Shepard tells what's going on legislatively in Washington, D.C.



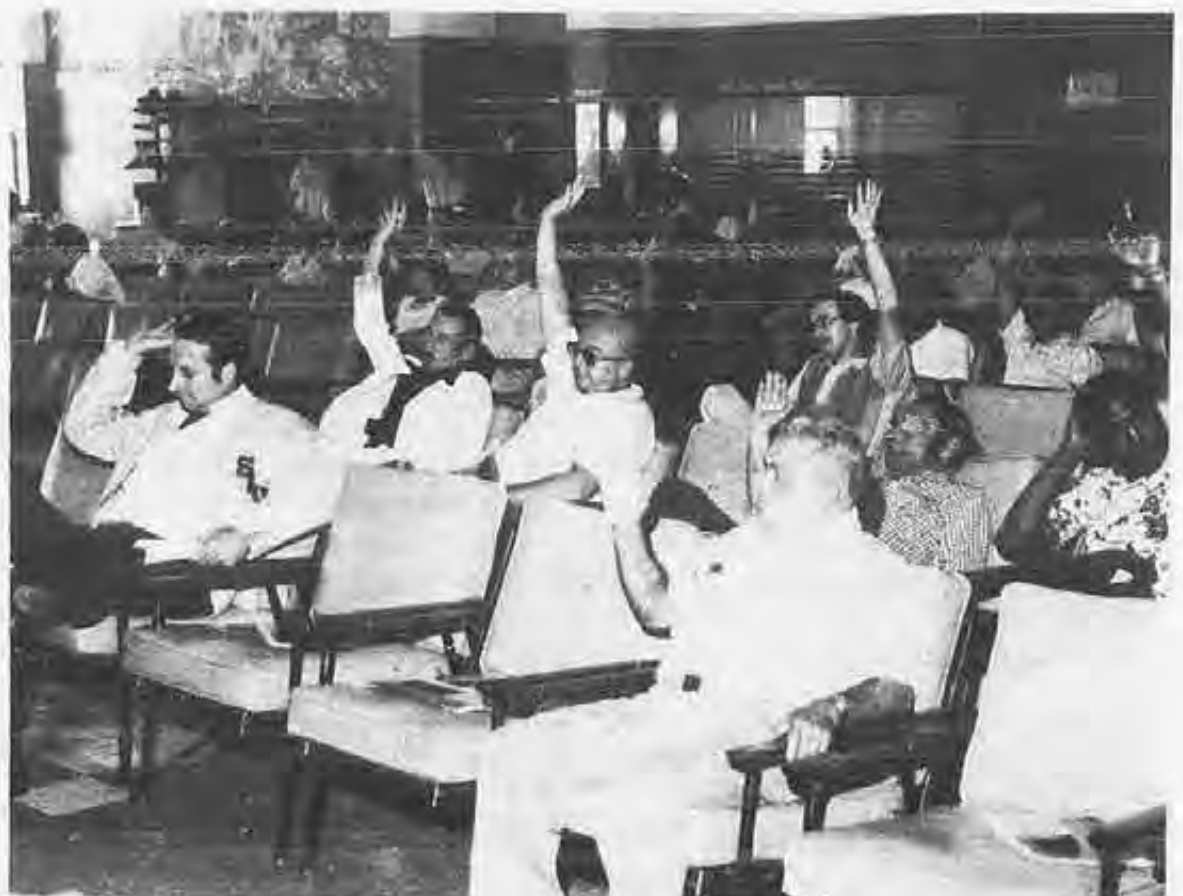
"A" Seniority Upgrader Tommy Lister expresses his gratitude for his full book.

At the monthly membership meeting in Union Headquarters on Aug. 8, President Paul Hall discussed President Carter's support of an Oil Cargo Preference Bill. He noted, however, that "in the Senate it will face a knockdown, dragout fight."

Hall emphasized that "the rest of labor is going all out for us."

Regular reports that "the rest of labor is going all out for us." and Welfare. Also, a Quarterly Financial Committee was elected at the meeting.

Among other activities, "A" seniority upgraders had a chance to speak to the members as did an SIU brother who was retiring.



Here's Seafarers raising their hands in response to a quorum count at the start of the New York meeting.



## SIU Makes Five Proposals

# Merchant Marine Aid Role for Navy Is 'Encouraging'

The private sector of the U.S. merchant marine may soon be given an active role in at-sea U.S. Navy fleet support missions.

This role would include the refueling of Navy combat ships at sea. It could also include the use of Union-manned tugs for harbor duties at Navy installations, as well as in at-sea support duties.

SIU Executive Vice President Frank Drozak has been meeting with officials of the Navy, Military Sealift Command and the Maritime Administration on this issue. Drozak says that the outlook for an active fleet support role for the private sector is "encouraging."

Drozak also noted that the U.S. merchant marine has efficiently supported the Navy in three modern wars. He said, "there is no reason why the private sector should not continue this vital support role during peacetime."

Presently, the Navy and the Military Sealift Command controls a large fleet of non-combat vessels for fleet support duties.

### Private Sector More Economical

The SIU has been fighting to secure an active role for privately operated merchant ships in fleet support maneuvers for many years. The U.S. merchant fleet has proven that it can do the job. But more importantly, it has done the job at significant savings to the U.S. Government.

The experiment of the SIU-manned tanker *Erna Elizabeth* in March and April of 1972 proved this fact.

At that time, the *Erna Elizabeth* refueled 41 Navy and NATO combat ships in at-sea maneuvers. The *Erna Elizabeth* carried a crew of 33 men. This is in contrast to the 200-man crews the Navy was then using on their own refuelers.

After this experiment, the *Erna Elizabeth* and her crew were commended for their work by then Maritime Administrator Andrew Gibson and then Chief of Naval Operations Adm. Elmo Zumwalt.

Unfortunately, despite the success of the *Erna Elizabeth* experiment, the Navy has continued to resist the use of private merchant ships for fleet-support operations.

Privately operated tugs have also proven cheaper to use than Navy-manned tugs for the Navy's tug needs.

In 1975, the General Accounting Office released a study supporting this fact. It noted that a privately owned tug could be had for \$5,000 a day. This was in contrast to the \$9,000 a day cost for Navy operated tugs.

### SIU Proposals to Navy

Earlier this month, the SIU proposed to the Navy a five-point plan covering the use of private merchant ships for Naval fleet support operations.

These proposals are as follows:

- The Navy should cease to build non-combat support vessels for its own operations.

- The Navy should gradually phase out its existing non-combat support fleet. These ships should be replaced by existing merchant vessels, or new

vessels chartered from the merchant marine.

- The Navy should develop performance standards which private companies would have to meet when building future support ships for the Navy.

- The new vessels should then be operated by private companies and manned by a merchant marine crew.

- The Military Sealift Command should act only as the charter agent and manager of the ships' movements and cargoes. The MSC should also gradually end its role as an independent manpower agent when its present ship assets reach the end of their economic lives.

## Bid of Foreign Flags for Alaska Oil Run Is Hit

Now that oil is finally flowing through the Trans-Alaska Pipeline, American-flag ships are lining up in the port of Valdez for their cargoes of Alaskan crude. But the SIU recently learned that one oil company is already looking for a way to use its foreign-flag tankers in the trade.

Because the oil, by law, is supposed to be used in the United States, it must be carried on American vessels. This is because the Jones Act requires that American boats and ships transport all cargo between two American ports. However, a loophole in the Jones Act allows foreign ships to be used in the U.S. Virgin Islands trade to America.

The company wants to take the oil from Alaska to the Virgin Islands where it would be refined and then shipped to the East Coast. But in order to do this, the company must first get permission from the U.S. Treasury Department.

### Letter to Treasury

On Aug. 4, Frank Drozak, SIUNA vice-president protested this possibility in a letter to W. Michael Blumenthal, secretary of the Treasury. "The language and legislative history of the Trans-Alaska Pipeline Authorization Act should be considered," as well as

the Jones Act in making a decision, he wrote.

When Congress authorized the pipeline, the representatives assumed that because the oil was slated for the United States, it would be shipped under the American flag. During the discussion on the bill, many stated they were in favor of the idea because it would provide jobs for American seamen, taxes for the U.S. Treasury, and would stimulate the American shipbuilding industry.

Therefore, if Congress' reasons for passing the bill are taken into consideration, only United States-flagships could be used in the Alaskan trade, Drozak suggested.

He asked that the SIUNA be notified if any application is made to use foreign tankers in the Alaska trade. The SIUNA, which is a federation of 33 unions, would like a chance to comment before the Treasury Department makes a decision.

## Great Lakes Contract

The SIU and the Great Lakes Association of Marine Operators have agreed to extend the present Great Lakes contract until June 15, 1978. SIU Executive Vice President Frank Drozak said, however, that all increases in wages and overtime negotiated in the new contract will be retroactive to Aug. 1, 1977 when the old contract expired.

Drozak said that the Union agreed to extend the contract "so that we will have more time to study the special problems and conditions, such as an abbreviated shipping season, encountered by Great Lakes Seafarers." He added that having the extra time "will enable the Union to win a contract that will meet the special needs of our Great Lakes members."

While the present contract is still in effect, Great Lakes Seafarers will continue to receive cost of living adjustments according to the terms of that contract.

Starting Aug. 1, 1977, Great Lakes Seafarers will receive a cost of living adjustment of 12 cents additional per hour. This brings the Great Lakes COLA increase for 1977 to 31 cents per hour, counting the increases received in January and May. The increases in wages will be paid on the basis of total hours worked.

As provided in the contract, the 31 cents is considered an "add-on" adjustment. But at the end of the calendar year, it will be permanently "rolled-in" to the rate of pay.

## S. D. Cab Union Picks Officers



SIU Representative Johnny Yarmola (right) installs and congratulates new officers of the SIUNA-affiliated San Diego (Calif.) Cab Drivers Union at union headquarters there. The new officers are (r. to l.) President Ed Allensworth; Vice President Bidel Orozco; Secretary-Treasurer Jeri Coffman, and Trustees Hank Hockstadter, Richard Ontiveros, Charlie Hipkins, and Richard Valdez.

## Delta Line to Buy 12 Prudential Ships; Will Double Fleet

The SIU-contracted Delta Steamship Line of New Orleans will more than double its fleet by purchasing Prudential Lines' entire South American operation of ships and trade routes, it was disclosed recently.

The sale will add 12 ships to Delta's fleet, bringing their total to 23 vessels. It will put Delta's service on all three U.S. sea coasts.

The 12 ships are:

- Four combination cargo-passenger "M" ships which Prudential has been operating from the West Coast of the U.S. around South America. They are the *Santa Mariana*, *Santa Maria*, *Santa Mercedes* and *Santa Magdalena*.

- Two C-4 freighters, the *Prudential Seajet* and *Prudential Oceanjet*, which are in service from West Coast U.S.

ports to the west coast of South America, and

- Six C-4's operating from the U.S. East Coast to the South American west coast. These are the *Santa Lucia*, *Santa Clara*, *Santa Barbara*, *Santa Elena*, *Santa Cruz* and *Santa Isabel*.

Delta now plans to continue Prudential's West Coast passenger service. Delta operated three cargo-passenger ships of its own from the Gulf to South America some 20 years ago before closing out the passenger service in 1967.

The sale must be approved by several Government agencies, which may take about six months.

Delta hopes to finalize the terms of the sale, valued at \$75 million, by the end of the year.



# Headquarters Rep. Edward X. Mooney Retires

He looks like a bishop, talks like a detective and has the likeable personality of a neighborhood bartender. And it's all topped off by a freewheeling heart.

He is Edward X. "Monsignor" Mooney, 60, SIU Headquarters representative since 1961 and a member of the Union since 1944.

A lot of people were sad to hear it, but Brother Mooney retired recently due to poor health.

Mooney left a job as a bar manager

to get his first SIU ship in 1944. After the war, he shipped on several of the old Alcoa and Bull Line passenger ships.

He sailed as bartender and smoking room steward on the *SS Alcoa Cavalier*, and chief steward on the *SS Alcoa Corsair*. He also sailed steward on Bull Line's *SS Puerto Rico*.

Mooney says, "I could tell a million stories about the old passenger ships, but the really good ones are unprintable."

## Active in Union Affairs

From the very start, Mooney was active in Union affairs and programs. He served as ship's delegate on a number of vessels. He also participated in the Wall St. Strike, the General Strike of 1946, the Canadian beef and the Puerto Rico longshore beef.

In 1951, Mooney ran for Union office for the first time and was elected joint patrolman for the port of New York. Two years later he became assistant

secretary treasurer. He held that post for eight years.

In 1961, Brother Mooney was elected Headquarters representative, a post he held until his recent retirement.

During his years as an SIU official, Mooney mainly worked out of the port of New York. However, he did work for two years in the port of Buffalo. And he taught a Union Education Course at the Lundeberg School in Piney Point for a brief time. He also served as manager of the Port O' Call Bar and Nightclub in 1951-52.

In more recent years, Brother Mooney helped represent the SIU's interests in the Maritime Trades Department New York Port Council, as well as in the National Maritime Council.

Mooney was also quite active in representing the Union's political interests in New York on both the local and state levels.

## Was Union Trustee

When he retired, Brother Mooney was also serving as a Union trustee for the Seafarers Pension and Welfare Plans. He has served as a delegate representing the SIU A&G District at every SIUNA Convention since 1953.

In addition, Mooney has served as labor representative on the Puerto Rico Wage and Hour Committee for the past 15 years. Mooney's appointments to the committee came from AFL-CIO President George Meany.

Looking back on his life in the SIU, Mooney says, "the Union and this membership have come a long, long way since I joined. And I'm happy and proud to have been a part of it."

"But as far as we have come as a successful organization, we still have a long way to go," continued Mooney.

"We have a lot of important irons in the fire down in Washington, D.C., especially with respect to the Oil Cargo Preference Bill. If our industry is going to continue to expand and continue to meet the needs of its workers, we must be successful in these vital political issues."

Mooney added, "we have a lot of work left to do, but the SIU has always come out on top, and I don't think that's about to change."

Brother Mooney now resides in Seattle, Wash. with his wife, Wilma. Mooney also has two offsprings, a daughter, Pat, and son, Steve, who have moved from New York to Seattle. His son, Steve ships as QMED out of Seattle.

Does Ed Mooney have any regrets about retirement? Says Mooney, "no regrets. I've had a good life working for the SIU and now I'm going to try to enjoy my retirement years. But believe me when I say, my heart will always be with the SIU."



Ed X. Mooney

## House Committee Passes Waterways Fuel Tax

After only one week of discussion, the House Ways and Means Committee on July 25 passed a bill linking the rebuilding of Locks and Dam 26 to a fuel tax.

The tax on tug and towboat fuel would be four cents per gallon beginning in 1979 and would increase to six cents per gallon in 1981. It would hit the commercial towing industry on the nation's inland and intracoastal waterways.

The Committee was under a lot of pressure to push the tax through. Earlier in the month, the Senate passed a similar bill that tied construction of a new Locks and Dam 26 to a charge for using the inland waterways. At the time, President Carter told the Senate that he would not approve rebuilding the Locks unless a user fee was attached. Railway lobbyists were also pushing for a tax.

During the Committee's hearings on the bill, Herb Brand, president of the Transportation Institute (TI), testified. He asked the members to "be rational", ignore the pressures, and take their time before making a move. It isn't fair to lump the two issues together, he said, because a waterways tax would affect the entire towing industry, not just operators using Locks and Dam 26.

### Rebuilding Is Urgent

Brand declared that rebuilding Locks and Dam 26 was "urgent" but should be "considered on its own merits". As many of our members know, there can be days of delay at the broken down facility near Alton, Ill.

Brand was completely opposed to the waterway user fee.

Before a tax is passed, he warned that the Committee should first study "the impact of a user charge on industries that use water transportation". They must also study the impact on consumers he said. A user tax might price water transportation—which is cheap, clean,

and energy efficient—right out of the market.

The Transportation Institute is a Washington, D.C.-based research and educational organization.

It is composed of 140-member shipping companies. All SIU-contracted tug and barge companies are members of TI.

The SIU has also taken a strong po-

sition against waterways user charges and has been working hard for the reconstruction of Locks and Dam 26.

Although the proposed tax is less than what the Administration wanted, both the SIU and TI feel it is harmful to the industry.

Before this bill becomes a law, it must be voted on by the House Rules Committee, the House of Representatives as a whole, and the Senate.



### Buffalo

Great Lakes Dredge and Dock Co., an SIU-contracted company, will begin two dredging jobs in the Buffalo area next month. SIU members will be working on the annual dredging of the Buffalo River to remove the season-long build-up of sediment. They will also be working on a special project to deepen the Buffalo Harbor.

### Washington, D.C.

There has been no action on the Locks and Dam 26 issue this month because Congress is on its August recess. Action is expected next month, however, on the Navigation Improvement Act which includes authorization of the replacement of Locks and Dam 26. However, it also includes a fuel tax on users of specific segments of the inland waterways, and a study of the effects of waterway user taxes. Floor action on the bill is not likely until the week of Sept. 12 at the earliest.

### Port Arthur

New construction is really booming in this SIU port. The new deep sea tug *Explorer* of Caribe Towing was recently crewed here. The company expects to put another new boat in service between Port Arthur and Puerto Rico in the next few months. In addition, two new harbor tugs will be crewed here next month—the *Mary Moran* of Moran of Texas, and the *Titan* of Sabine Towing. Needless to say, shipping is pretty good in this port.

### Chicago

There was a lot of excitement in this port when lightning struck a grain elevator just across the Calumet River from the SIU Hall here. The grain elevator exploded with such force that windows in the building housing the SIU Hall were broken. All river traffic was held up for several days while firemen and fire tugs battled the blaze.

### At Sea

The SIU crew aboard the deep sea tug, *Gatco Florida*, report that they have carried out the last request of their late shipmate, Stephen F. "Ski" Muranski, scattering his ashes to the wind. The service took place June 10, 1977 at 1900 hours at Lat. 19-19 N and Long. 68 degrees 42' W.

### Paducah, Ky.

Shipping has slowed down in this port due to a three-week old strike by coal miners in Kentucky and West Virginia. Much of the waterborne commerce in this area is coal transportation. At least 56,000 mine workers walked off their jobs when reductions in health benefits were announced.

## Photos for Log

The crew of the SIU-contracted *USNS Columbia* (Mount Shipping) suggested that we print a notice about whether or not the *Log* can use color photos.

Black and white photos, especially if they are sharp and focused well, are much preferred. They reproduce better than color photos in the newspaper. However, we can use color shots if they are very clear and sharp.

Any deep sea, Lakes Seafarer and any SIU Boatman who wishes to send in photos, can address them to:

Editor, *Log*  
675 Fourth Ave.  
Brooklyn, N.Y. 11232

Thanks to the crew of the *Columbia* for the good suggestion.



## When Leaving a Ship, Be Sure You Have a Replacement

Seafarers who leave their ships before someone takes their place should think about how this affects their fellow crewmembers and their Union. They should also realize that in certain cases, according to the contract, leaving a ship without a replacement constitutes neglect of duty. Disciplinary action can then be taken against them.

When you leave a ship and there is no replacement, the other Seafarers must do your job. Often the work load and overtime is just too much. The crew becomes tired and strained and accidents soon follow. In port, crewmembers cannot leave the ship because there are not enough people left to cover for them. Ship's maintenance is neglected.

Leaving a ship when there is no replacement can mean the loss of job opportunities for all Seafarers. The SIU is fighting to keep the proper manning scales for each ship. When a ship sails short-handed, even though this causes severe hardship, the Coast Guard

and company can say the men were not needed to begin with.

### Shipping Rules

Under the Shipping Rules, Seafarers on foreign voyages lasting more than six months can leave their vessel after six months—only if a replacement is available. Otherwise you must wait till the shipping articles expire. You may not leave the vessel before the six months is up.

On domestic voyages you must give the proper 24 hours notice before leaving a ship. If the vessel is to arrive or depart on a weekend, you must give notice before 1 p.m. on that Friday.

Violating any of these Shipping Rules means you are not performing your duties and you may be subject to disciplinary action as spelled out in the contract.

However, even if you give proper notice, if no replacement is found, use your good sense—*think about your brothers*—and wait for a replacement before leaving the ship. The Union, for its part, will be trying hard to find a replacement for you.

## July Jobless Rate Falls to 6.9%

WASHINGTON, D.C. — The U.S. jobless rate for July fell to 6.9 percent from June's 7.1 percent.

The U.S. Labor Department attributed the drop in unemployment to the flood of high school and college students who found jobs for the summer.

"We wish that we could say these figures represent 'good news,'" AFL-CIO President George Meany declared. "But the cold fact is that for the last four months, the unemployment rate has plateaued because not enough jobs are being created to get the jobless back to work and to take care of a growing labor force."

The Labor Department's Bureau of Statistics reported that 218,000 persons found new jobs last month. That put the official number of jobless at 6,744,000.

But the AFL-CIO contends that the

true rate of unemployment was closer to 9.6 million. That would make a true jobless rate of 9.8 percent.

"Our figures include those too discouraged to seek work as well as half of the 3.4 million who want fulltime jobs but are forced to accept parttime employment," Meany pointed out.

"There should be no cheering when people are no longer counted as unemployed only because they have become so discouraged that they have stopped looking for jobs," he added.

The Government's figures showed that the jobless rate in July for 18- and 19-year olds was 15.3 percent. For all teenagers, the rate fell from 18.6 percent in June to 17.4 percent last month.

For adult women, the jobless rate fell to 6.9 percent from 7.2 percent. The rate for adult men rose to 5.1 percent from 5 percent.



## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

While our members are out on a deep sea voyage, the Ships Committee is the vital link that keeps them in touch with Union Headquarters ashore. The Ships Committee is also the communication link between the crews of all SIU-contracted ships throughout the world. Each member of the Committee has a vital function to perform.

Last month, we discussed the Ship's Committee chairman. This month, I would like to outline the responsibilities of the secretary-reporter and educational director on board each ship. Their duties are outlined in the SIU contracts and general union procedures.

To understand how important these positions are, I first must repeat that the ship's meeting is the key to democratic Union participation for the members at sea. For one thing, beefs on board the ship can be brought up and aired at the meeting. Union business can be discussed and every one gets a chance to air their opinion.

Through the shipboard meeting, Headquarters tries to keep the members aware of what is going on back home. We send out the *Log*, educational pamphlets and notices of important events and decisions. With today's changing technology, an informed membership is the key to strength and growth.

In turn, we expect to hear what the brothers on board have on their minds. Here is where the secretary-reporter comes in. The chief steward is the secretary-reporter for the ship's committee. He keeps minutes of the shipboard meetings and forwards them to Headquarters.

These minutes should be as complete as possible so that Headquarters is aware of any resolutions that are passed. Writing down the beefs that are mentioned is also important. Headquarters representatives go over these minutes to see if there is need for changes in the contract or other procedures.

The secretary-reporter also handles all paper work involved in documenting matters brought to the attention of the superior officers. It is his responsibility to prepare a list of all crewmembers and send the list to Headquarters. He should also write up the repair lists for the patrolman and for Headquarters.

The chief electrician or chief pumpman is the permanent ship's committee education director. If there is no electrician or pumpman on board, the QEMD's and the engine utility are the next in line. If none of these ratings are on board, the ship's chairman and secretary-reporter should pick a qualified member of the engine department to serve.

It is the education director's job to distribute and make available to the crew all the educational and other materials sent to the ship by the Union and make certain there is an ample supply of books and other reading material available. It is also his responsibility to set up and maintain all the ship's educational audio-visual equipment.

The education director is extremely important. Look at it this way. Every member of our Union needs to be aware of the latest Union affairs and national and international affairs that will affect our ability to earn a living and protect our job security. A change in the Jones Act, the passage of cargo preference legislation, whether or not natural gas comes down from Prudhoe Bay, Alaska through an all-American pipeline—these issues can mean the difference between no jobs in the future and plenty of jobs for everyone. All of these issues are clearly explained in the *Log* and other materials that Headquarters sends to the ships.

Even though he may be away at sea much of the time, a well-informed Seafarer can back up the Union in its struggle to represent his interests on Capitol Hill. When he goes home, his family, friends and neighbors want to know what he thinks. The ship's education director should have this in mind when he performs his duties.

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

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**SHIPPING**



# The Lakes Picture

**DETROIT**

The big news in Detroit and all Lakes halls this month is the United Steelworkers Union strike at 12 iron ore mining and processing plants in Minnesota and northern Michigan. As a result of the strike several SIU-contracted ore-carriers have been laid up due to lack of cargo. Ships crewed by unlicensed sailors of the Steelworkers Union have been laid up as well, although that division is not on strike.

Iron ore workers walked off their jobs Aug. 1 because of grievances on local issues and working conditions. The strike is the first since the experimental negotiating agreement was adopted by the United Steel Workers and the steel industry in 1973. This agreement bars nationwide strikes on economic issues but permits stoppages on a plant level over local issues.

During the first week in August, four ships of the SIU-contracted Kinsman fleet laid up: The *Paul Tietjen*, *Merle McCurdy*, *Henry Steinbrenner* and *George Steinbrenner*. The *George Steinbrenner* probably would have laid up anyway because it is old and may be scrapped. The American Steamship Co. is using the time to send the SIU-contracted *Roger Kyes* to a Chicago shipyard for repairs.

**FRANKFORT**

This summer the passenger business has been picking up on the SIU-contracted careferry *Viking*, which has been shuttling private cars and trailers between Kewaunee Point, Wisc. and Frankfort, Mich. in addition to the usual load of railroad containers.

The increase in passengers is probably due to ConRail's advertising the ferry run and publishing a schedule for the first time in several years.

The ferry makes two round trip runs a day averaging between three-and-a-half to four hours each way. To drive around Lake Michigan between the two points would take 10 hours. Vacationers ride the boat to save time and do something different.

The *Chief Wawatam* left for its Coast Guard five-year inspection, July 21. The inspection will be done in Sturgeon Bay, Wisc.

The new 1,000-ft. ore carrier M/V *Belle River* laid up July 29 shortly after her launching. Some plates were damaged, probably during the launching, and the ship had to be drydocked. The SIU crew was laid off as of Aug. 5, but all hands were scheduled to return in late August for the maiden voyage.

Massive flooding of the cargo hold because of leaky hatch covers was responsible for the wreck of the *Edmund Fitzgerald* according to a Coast Guard board of inquiry. However "Seafarers on the Great Lakes aren't buying the story," SIU Detroit Port Agent Jack Bluitt said. The *Fitzgerald* sunk during a storm on Lake Superior Nov. 10, 1975 and was later found broken in half at the bottom of the lake.

At a news conference in Cleveland, Aug. 2, when the report was released, Capt. J. A. Wilson, a member of the inquiry board, said that the captain and the crew didn't notice the leaking hatches because they were concerned with repairing damaged ventilators.

He added that most of the Lakes ships inspected in 1976 had similar problems with hatch covers that were not watertight. He said the lips or coamings on which the hatch covers fit and clamps which hold the covers in place are often damaged during routine loading and unloading.

Port Agent Bluitt said he doubted that the captain and crew would not notice leaking hatch covers. "Any experienced sailor, even a greenhorn deckhand, knows to check the hatch covers during a storm. The captain was in the wheelhouse and when he spoke to the other ships he didn't seem alarmed. If the hatch covers were leaking he would have been able to see it because he was situated in the bow."

Bluitt explained that if there were not enough unlicensed men available to deal with the situation that was because of the low Coast Guard manning certificates. Several years before the accident, the Coast Guard eliminated three deck watchmen (one per watch) leaving only three deckhands who worked on the day shift. (The *Fitzgerald* went down around 3:30 in the morning.)

He thought overloading was the real cause of the wreck. "During the past few years the Coast Guard regulations regarding load lines for ships in the *Fitzgerald's* class were changed allowing them to ride three feet deeper in the water," he said. The Coast Guard permitted the *Fitzgerald* to load much deeper than had been thought safe at the time of its construction. "When the ship ran into a heavy sea and the bow went under, then the cargo would shift to the bow and the ship would not be able to rise again," he explained.

The board of inquiry seemed to recognize this and recommended that regulations be changed back to the pre-1969 loading standards. However, Coast Guard Commandant Owen Siler rejected the proposal. At the news conference, Capt. Wilson also denied that overloading was a factor in the accident.

Siler said he may require the entire Great Lakes fleet of about 160 bulk carriers to have watertight bulkheads dividing the cargo hold, as the board of inquiry recommended. Then, if one area flooded, others would not and the ship would stay afloat.

However in the past other boards and the maritime unions recommended the same thing, but the Coast Guard never adopted the proposal. Whether Siler will really demand watertight bulkheads remains to be seen.

The *Edmund Fitzgerald* was not an SIU-contracted vessel although the steward, R. Ralph C. Rafferty, was an SIU brother.

**Personals**

**Ommaney Bay C.V.E. 79 Crew**

All who served on the *Ommaney Bay C.V.E. 79* that was sunk in the Pacific Ocean 33 years ago—there is going to be a reunion. John Mitchell asks that you contact him at Box 127, Phelps, Wisc. 54554, (715) 545-2730.

**Albert Schwartz, Tom Reynolds**

Mr. and Mrs. Fred Anderson, the parents of Ward Anderson, ask that you contact them at Box 425, Keene, Tex. 76059.

**Charlie Gard**

Chris Killeen asks that you contact him as soon as possible at 926 Monroe, Scranton, Pa. 18510.

**Marshall M. Bennett**

Your wife Nancy asks that you contact her at (516) 226-8535. You can call collect.

**Herbert T. Archer**

Your daughter Annette asks that you contact her at 1718 E. Trey Way Lane, Corpus Christi, Tex. 78412.

**Earl T. Holman**

Please be so kind as to call the editor of the *Log* collect at (212) 499-6600, ext. 242 or 243.

**Joseph A. McDougall**

Your daughter Jacy asks that you contact her at 5603 Haywood St., Houston, Tex. 77016.

## Dispatchers Report for Great Lakes

JULY 1-30, 1977

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Alpena	6	1	0	19	34	0	1	0	2
Buffalo	2	0	0	3	4	0	0	0	2
Cleveland	6	6	1	12	5	0	5	4	3
Detroit	17	0	0	31	9	1	6	0	2
Duluth	18	1	0	25	11	0	5	1	6
Frankfort	4	2	0	7	6	0	1	0	0
Chicago	6	0	1	6	0	0	2	1	1
Totals	59	10	2	103	69	1	20	6	16
<b>ENGINE DEPARTMENT</b>									
Alpena	4	1	3	14	13	0	1	0	2
Buffalo	3	0	1	2	1	0	1	0	1
Cleveland	5	4	0	7	13	0	2	1	0
Detroit	13	1	0	19	5	0	7	0	0
Duluth	4	2	2	5	4	0	4	0	10
Frankfort	2	0	0	5	1	0	0	0	0
Chicago	0	0	1	1	0	0	0	0	1
Totals	31	8	7	57	37	0	15	1	14
<b>STEWARD DEPARTMENT</b>									
Alpena	1	0	0	8	12	0	0	0	0
Buffalo	0	0	0	2	0	0	0	0	0
Cleveland	1	0	0	0	1	0	1	0	0
Detroit	3	2	0	12	8	0	3	0	3
Duluth	1	0	1	4	0	0	0	0	1
Frankfort	2	0	0	3	0	0	0	0	0
Chicago	0	0	0	3	2	1	2	0	0
Totals	8	2	1	32	23	1	6	0	1
<b>ENTRY DEPARTMENT</b>									
Alpena	6	18	10				2	7	22
Buffalo	0	3	1				0	1	13
Cleveland	3	8	0				8	3	13
Detroit	27	18	4				12	12	26
Duluth	4	8	7				4	0	43
Frankfort	6	3	0				1	1	12
Chicago	5	1	0				3	0	0
Totals	51	59	23				30	24	129
Totals All Departments	149	79	32	188	129	2	71	31	160

\*"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.



# Washington Activities



By B. Rocker

Congress is in recess for the month of August. Both houses will return on Sept. 7.

## CARGO PREFERENCE

The House Merchant Marine and Fisheries Committee voted out H.R. 1037 Aug. 2, after a full day session of considering amendments to the bill.

Robert Blackwell, assistant secretary of Commerce for Maritime Affairs, testified three times during the week ending July 29—twice before the House committee and once before the Senate.

Blackwell testified for the Administration in favor of a requirement that the formula be 4.5 percent in the beginning, increasing one percent each year until it reaches 9.5 percent maximum.

He said that without the legislation, there is danger of a massive transfer of ships to foreign registry. He noted that after President Ford vetoed the Cargo Preference Bill in December of 1974, the Maritime Administration (MARAD) received a number of applications to transfer foreign.

H.R. 1037 will guarantee for the first time that a percentage of commercial cargo be reserved for U.S.-built and manned vessels. The program will generate jobs for seamen, shipyard workers and other related industries, and has long been a top legislative priority of the SIU.

H.R. 1037 is expected to go to the House Rules Committee when Congress returns from its August recess, where it will be cleared for floor action.

The Senate Commerce Committee will hold its mark-up after the recess.

## LOCKS AND DAM 26 AND USER CHARGES

The House Public Works and Transportation Committee and the Ways and Means Committee have concluded mark-up of H.R. 8309. This bill would authorize replacement of Locks and Dam 26 and would impose a fuel tax on shallow-draft traffic on 26 major inland and intracoastal waterway segments.

If passed, the bill would impose a fuel tax of four cents per gallon, beginning Oct. 1, 1979, on commercial shallow-draft cargo vessels using inland and intracoastal waterways. The tax would be increased to six cents per gallon in October 1981.

In another version, H.R. 5885, the Senate tied together waterway user charges and reconstruction of Locks and Dam 26. This caused a protest that the charge was a tax, and therefore could only originate in the House of Representatives.

H.R. 8309 has been sent to the Rules Committee and should go to the House floor in September.

## DEEP SEABED MINING

A bill to regulate taking of minerals from the deep ocean cleared the House Merchant Marine and Fisheries Committee July 28 and now goes to the House

Interior Committee for consideration; favorable action is expected.

Manganese nodules, potato-shaped formations found on the ocean floor, contain copper, nickel, cobalt and manganese. They could provide important resources for the United States. Several American companies have already developed the technology to scoop up the nodules, but they want Congress to insure their investments against losses which could be caused by future treaty terms.

During mark-up of H.R. 3350, Representative John Murphy (D-N.Y.) offered an amendment requiring mining vessels instead of ore carriers to be U.S. documented. He explained that it is more important for the mining vessel to be under U.S. control than the carriers, because the mining vessel is far more technologically advanced. He also noted that construction and operation of the mining vessel involves many more jobs than an ore carrier. The amendment was passed by a 12-6 roll call vote.

There has been no action in the Senate.

## OIL RESERVES

Federal Energy Administration officials have announced that the first oil is now being placed in an underground salt dome near Lake Charles, La. This oil will serve as a reserve to be used only in an emergency.

Strategic petroleum reserves were ordered in Dec. 1975 by Congress. Lake Charles is one of eight sites being used along the Gulf Coast. The sites are located in Texas, Louisiana, Ohio, and Kentucky.

President Carter expects that the reserve, when completed, will make it possible for the United States to withstand a serious supply interruption for 10 months.

Under the requirements of the strategic petroleum reserve program, 50 percent must be carried in U.S. ships.

## SENATE CONFIRMATION HEARINGS FOR DASCHBACH

Richard Daschbach, staff counsel to the Senate Committee on Commerce, Science and Transportation, was nominated July 26 to fill a vacancy on the Federal Maritime Commission. This vacancy was created by the retirement of Ashton Barrett.

Hearings were completed Aug. 2 and confirmation by the Senate followed.

Daschbach, a graduate of Georgetown University Law School, served as a staff assistant to Senator Russell B. Long from 1963 to 1968. He then served as Washington counsel to the Gulf South Research Institute from 1968 to 1969. At that time he was retained as staff counsel by the Senate Commerce Committee.



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

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

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

## Legal Aid

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



# SIU Crews Manhattan Island, First Privately



She looks like a ship, but the *Manhattan Island* is a dredge, the biggest and most technologically advanced of its kind.

She measures 281 feet and her loaded draft is 19½ feet. She's a deep sea vessel, but one that will spend most of her time in harbors.

The *Manhattan Island* is a dredge, but in every respect, she's one of a kind.

Recently organized by the SIU, the *Manhattan Island* is the first privately constructed and operated self-propelled hopper dredge. She was built by North American Trailing Co. of Chicago, Ill.

But this is not her only unique feature. She also represents the latest development of split hull design and technology.

The dredge is split lengthwise into two halves and hinged at the deck.

The split hull idea has been around since the turn of the century. But it took 100 years of technological development before a dredge like the *Manhattan Island* could be launched.

High pressure hydraulics made it all possible. The divided hulls are connected forward and aft by two hinge systems which include two hydraulic rams. The rams work as an opposing force to prevent any sudden impact during opening or closing of the hull. They make controlled dumping possible and hold the hull bottom at any distance up to a maximum of 16 feet, six inches.

### Surprises Many

The *Manhattan Island* is so unique that her technology surprises many



Joe Dabrowski, chief engineer, shown in one of the engine control rooms on the dredge. Dabrowski's son, Mark, is a trainee at the Harry Lundeberg School.



Henry Poulsen, first engineer, talking to the bridge.



Allen Farrier ships as third mate on the *Manhattan Island*.



On the spacious bridge of the *Manhattan Island* are two licensed members of the top-to-bottom SIU crew. Left to right are: Ray Hurst, second mate, and Leroy Platt, captain.



# Constructed, Operated Hopper Dredge



J. A. Smith, welder, tries out the drag tenders seat in the wing console.



Steward/Cook Mario Bruschini unloads the dishwasher in the dredge's modern galley.

veteran mariners who see her in action for the first time. The top to bottom SIU crew is now on training runs out of Gulfport, Miss.

Several described how nearby boats often circle around her in shock and concern when she opens her hull at sea.

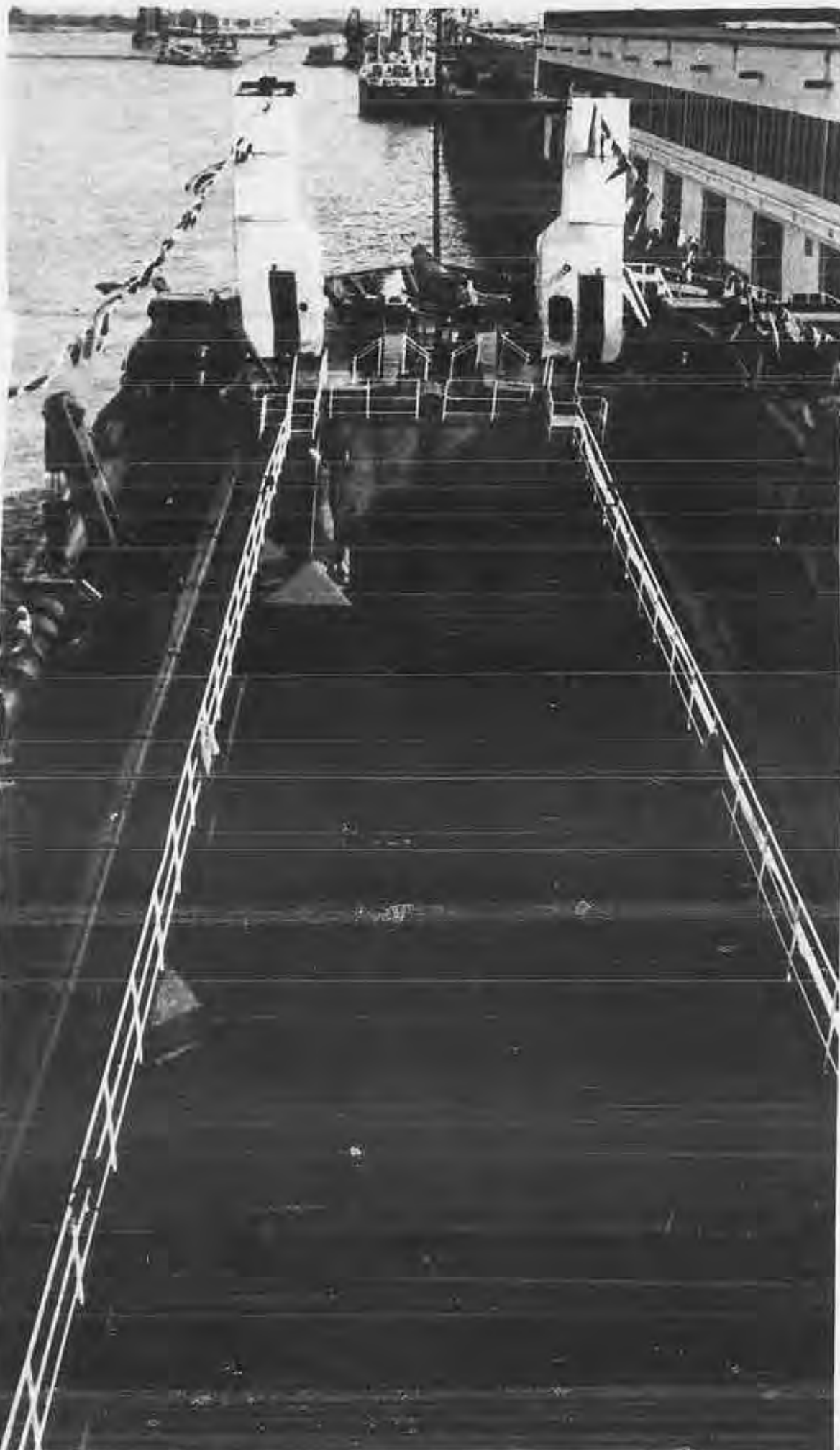
She is an impressive dredge on measurements alone. Her hopper capacity is 3600 cubic yards. Two dredge pumps, each with a 27-inch suction pipe diameter and 24-inch discharge pipe diameter, together work at 1700 hp. Dredging capacity is 70 feet and total hp is 6750.

The *Manhattan Island* is a milestone in the history of dredging in this country. She represents a strong

commitment by the industry to the development of a privately operated dredging fleet to work with the U.S. Army Corps of Engineers.

This important development has had the long-standing support of the SIU. The Union has worked hard backing legislation which would increasingly allow private industry to bid for Federal dredging projects. Hearings on this legislation are being held in the U.S. House of Representatives.

Passage would mean that the *Manhattan Island*, now one of a kind, would be the first of her kind. She points the way to more job opportunities and bigger and better developments in the dredging industry for the SIU membership.



A view of the 3600 cubic yard capacity hopper which splits open for dumping through an hydraulic hinge and ram system.



First Mate Ray Hurst, left, strikes a friendly pose with AB Norman MacBean. MacBean is a 1974 graduate of the Harry Lundberg School.





### Grand Isle, La.

Five big oil companies are planning to build a \$1-billion deepwater Gulf oil port for supertankers 18 miles off this island by the 1980s. Early this month they signed a U.S. Department of Transportation license agreement for that port called the Louisiana Offshore Oil Port (LOOP).

The license requires the oil higgies to begin building by Jan. 17, 1979. By 1984 the port must be able to handle 1.4-million barrels of crude daily. The port's top capacity would be 3.4-million barrels a day to be stored via underwater pipeline in the Clovelly Salt Dome near Galliano, La.

This will be the first deepwater port to be built under the 1976 Deepwater Ports Act. The five oil companies in LOOP are Ashland Oil, Marathon Oil Pipeline Co., Murphy Oil, Shell Oil, and Texaco.

### Freeport, Tex.

A similar \$750-million deepwater oil port, Seadock, slated to be built 26 miles off this southeast Texas port, has been stalled until Oct. 29. By then six companies have to come up with new partners and financing. They are Cities Service, Continental Oil Pipeline Co., Phillips Petroleum Co., Crown Central Seadock Petroleum Pipeline Corp., Dow Chemical, and Shell Oil.

Seadock calls for installations where supertankers could discharge 2.5-million barrels of oil daily into a submarine pipeline to shore tanks.

In case private capital can't be raised to build the superport by the Oct. 29 deadline, Texas Gov. Dolph Briscoe has signed into law the Superport Authority Bill which would allow the state to issue up to \$750-million of tax-exempt revenue bonds to build the project if private firms fail to build it. The bonds would be repaid entirely from payments from oil companies using the superport. The State Legislature would be prohibited from spending state money on the project.

### Washington, D.C.

The week of Sept. 5-10 has been designated "Union Label Week" by the AFL-CIO and its national Union Label Service Trades Department.

"Union Label Week" will remind consumers of the importance of buying union-made products and of using services bearing the union label.

### SS Mayaguez

Sea-Land Service President Charles I. Hillzheimer presented the ship's bell and copies of the ship's log of the containership *SS Mayaguez*—rescued by the U.S. Marines from Cambodia two years ago—to Gen. Louis H. Wilson, Marine Corps commandant. The items are for display in the Corps Historical Center in the Washington, D.C. Navy Yard.

In presenting the bell and log extracts, Hillzheimer said: "We will always be grateful to the hundreds of Marines whose intense bravery made possible the safe return of the *Mayaguez* and her crew."

### Corpus Christi, Tex.

This port is in the race to build the first *onshore* supertanker oil port in the Gulf. If the U.S. Army Corps of Engineers gives the go ahead soon, construction could start at the beginning of 1978 financed by revenue bonds.

### ST Transeastern, ST Erna Elizabeth

The *ST Transeastern* and the *ST Erna Elizabeth* (both Seatrain) have been chartered by Standard Oil Co. of Ohio (SOHIO) for a year to move Alaskan oil.

### SS Transindiana

The containership *SS Transindiana* (Seatrain) starting Sept. 18, will carry U.S. Department of Defense general cargo to the U.S. Naval Base at Guantanamo Bay, Cuba. The 14-day voyages will start in the port of Norfolk.

### Washington, D.C.

MARAD is warning U.S.-flag ships to exercise caution while in Cuban waters. Vessels may be stopped and boarded by Cuban military personnel unless ships take care of their positions in regard to Cuba's 12-mile territorial sea limit.

The U.S. Maritime Administration says Cuba was "vigorously enforcing" a 12-mile limit, but because it is laid out on straight baselines, in some areas the limit extends 20 miles outward from the coast.

### Paris, France

The Organization for Economic Cooperation and Development (OECD) has asked its 24 government members to take all possible action to confront the problems raised by substandard ships. These vessels are largely found sailing under flags-of-convenience.

The group noted "the growing concern among maritime and coastal states of the dangers which are posed in the fields of maritime safety and marine pollution by ships which do not meet internationally agreed standards."

The OECD recommended that all member countries "undertake all necessary measures to give full compliance within their jurisdictions to the minimum standards and procedures" laid out by the following: (1) International Labor Organization (ILO) in its 1976 convention on the manning of ships and (2) the various Intergovernmental Maritime Consultative Organization (IMCO) conventions on ship design, maintenance, safety and anti-pollution provisions.

### ST Overseas Chicago

This SIU-contracted tanker will be operated by First Shipmor Associates. Built by Maritime Overseas Corp., the brand new ship is being used in the Alaska oil trade.

## Frank Travis Is Shipping Out As Second Assistant Engineer

You have to admire people like Frank Travis. He's a guy who never got much of an education. In fact, he only completed the seventh grade in school.

Yet, this month Seafarer Frank Travis, 49, stepped onto the tanker, *Monticello Victory*, as a second assistant engineer. And if all goes well for him, in a few years he will be shipping out as chief engineer.

As might be expected, Brother Travis always felt that his lack of education would stop him from getting a marine license.

But as it turned out, the only thing that was holding him back from getting that license was the fear that he couldn't pass the test.

Brother Travis started his sailing career in 1945 shipping out as a wiper on an Army transport. He was only 17 at the time. Three years later, he joined the SIU and continued to ship in the black gang.

Travis recalls, "I often thought about getting a marine license. But I just kept talking myself out of it because I didn't have an education."

The turning point for Brother Travis came in 1970. He remembers, "there

was a shortage of engineers then because of the increase in shipping during the Vietnam War. At the time I was sailing pumpman."

He adds, "Bob Mathews (retired SIU vice president) encouraged me to try to get my license. He said he was sure I could do it. He had more confidence in me than I had in myself."

Brother Travis, who hadn't been in a classroom in nearly 30 years, took the advice. He enrolled in the MEBA District 2 School of Marine Engineering and Navigation in Brooklyn, N.Y.

### Terrible Trouble With Math

Travis recalls, "I had terrible trouble with my math, and I actually failed my Coast Guard test for third assistant engineer the first time I took it."

He continued, "even though I failed, I felt that a little more training would

do the trick. I went back to sea for three months, then returned to the School. I still had trouble with math, but this time I passed my test. It was a great feeling."

Brother Travis went back to the District 2 School earlier this year to prepare for his second assistant's exam. He passed the test in February.

Travis, who still maintains his SIU book, had high praise for the Engineer's School and its staff. He said, "the Coast Guard tests are rough, but the people at the School will make sure that you are ready and able to pass the exam."

### "Real Career Opportunities"

Brother Travis, who lives in Mindenn, La. with his wife, Bobbie, also had some words of advice to younger SIU members. He said, "today's merchant marine has real career opportunities for young people. With a little effort

and determination, a young seaman can advance to the top very quickly."

He added one more thing. "I only wish these opportunities existed back in the early 50's."



Frank Travis



# DEEP SEA



## Boatmen From 3 Gulf Companies Discuss Upcoming Contracts

**PINEY POINT, MD.** — Delegates from three SIU-contracted Gulf Coast towing companies talked about what they would like to see in their next contracts at a meeting at the Lundberg School, Aug. 15-17. In addition to going over a list of proposals from their fellow workers, they discussed the economics of the towing industry with SIU officials.

Four rank-and-file delegates from the New Orleans-based Orgulf Transport attended. Orgulf engages in river towing. There were three delegates from Red Circle Transport of New Orleans, which is an offshore towing company. Two delegates came from the ship docking company, Mobile Towing of Mobile, Ala.

The present contracts for the three firms expire in the last half of September.

The representatives from the three

companies asked the SIU Contract Department to try to get them the industry-wide vacation plan, improved welfare benefits, and wage increases. They agreed that having the standard language for each type of operation in the

contract was high on the list of priorities.

They also want to tie-in their contract expiration dates with that of other SIU companies engaged in similar operations. Having standard language and

having all contracts expire at the same time would make negotiations easier in the future.

In addition, there were proposals for work rules covering the special conditions at each company.



E. D. Kittrell, AB, reads the recommendations of the Mobile Towing Rank and File Committee.



Going over contract proposals are (clockwise, starting from front center): SIU Vice President Frank Drozak (back to camera); SIU Inland Coordinator Chuck Mollard; Lucille Thompson, William O'Donoghue, and Jeff Gremmilion from Orgulf Transport; Nick Lomas, George Bodden and Nick Scopolites from Red Circle Transport; and SIU New Orleans Patrolman Jim Martin (sitting against the wall). Continuing around the table are: HLSS Vice-President Mike Sacco; W. L. Broadus, Mobile Towing; SIU Mobile Port Agent Gerry Brown; E. D. Kittrell, Mobile Towing; SIU St. Louis Port Agent Mike Worley, and Frank Smith, Orgulf Transport.



Lucille Thompson, cook, presents the views of the Orgulf Transport Rank and File Committee.



Nick Lomas from Red Circle Towing tells the delegates about the contract ideas from his company's Rank and File Committee.

## Carter Bids Congress Put Teeth, Speed in NLRB Act

Federal law supposedly protects the right of many workers to organize unions and bargain collectively with their employers. In reality though, it is easy for companies to break the law and get away with it.

Long delays in the operations of the National Labor Relations Board (NLRB) are partly to blame. Besides that, the law has no bite when it comes to punishing bosses who violate workers' rights. The NLRB supervises union elections and collective bargaining.

Relief may now be in sight. In July, President Jimmy Carter sent Congress

several proposals for making the National Labor Relations Act more effective. His program for reforming the 42-year-old labor law has the support of the AFL-CIO. Officials and members of many different unions have been appearing in Congress to testify about inequalities in the present law.

**Labor law reform has been one of the major goals of the AFL-CIO.**

Here are some of the problems they spoke about.

- After workers sign pledge cards and file for an election, they are frustrated by a two month wait before the vote takes place—sometimes 10 months if there are complications. During this delay, workers who are in favor of the union are often illegally fired and intimidated.

- Getting reinstated on the job with back pay can take years. Right now, the back pay process must go through the courts. Employers have learned that it is cheaper to hire lawyers to delay the case than to obey NLRB decisions.

- Even when unions win an election, a company can get away with refusing to bargain for the first contract—even though this is illegal. For example, workers at seven J. P. Stevens textile plants in Roanoke Rapids, N.C. voted for union representation three years ago. They are still without a union contract.

### Speedy Elections Needed

Carter's proposals would make speedy elections a top priority. To make

the National Labor Relations Board more efficient, it would be expanded from five to seven members. The new members could help with the growing case load. Rules for elections would be streamlined.

Without resorting to the courts, the NLRB would be allowed to impose penalties such as double back pay to workers who were illegally fired for union activities. This back pay would not be affected by any wages the worker earned in the meanwhile at another job.

Also, the board would be required to

seek court injunctions against employers who violate the law. At present, the board is only required to seek injunctions against unions.

Denying Federal contracts to firms that disobey NLRB decisions would be one of the most important new rules.

As a case in point, the Department of Defense recently awarded J. P. Stevens a \$3.4 million contract for cloth for Army and Air Force uniforms. The Stevens firm got the contract although it has repeatedly violated the nation's labor laws.

## NOTICE TO ALL DEEP SEA MEMBERS

Your Union has been successful in having approximately 25 SIU vessels engaged in the transport of Alaskan oil directly to various U.S. ports, or via transfer to storage vessels off the coast of Panama.

Although these vessels will be signed on for twelve (12) months articles to meet the routing of vessels by the chartering parties, every effort will be made to schedule regular payoffs between 60 and 90 days, depending on the practicality of the situation.

Because of this unique operation, crewmembers desiring to payoff prior to the termination of articles may do so by providing a twenty-four (24) hour notice to the Master prior to the vessel's arrival in port

provided he has a replacement. On weekends such notice is required not later than 1 p.m. on Friday. Crewmembers will only be paid off in continental U.S. ports.

Vessels specifically engaged in this trade shall receive the same time off and transportation provisions as apply to coastwise vessels regardless of whether they are on coastwise or foreign articles.

The continued use of SIU vessels in this operation will depend on the performance exhibited by the crews. Your job security demands proper performance. Before accepting a job on these vessels give proper consideration to the limitations of shore leave, particularly on those vessels operating between Valdez and Panama.

### The Hinton, Brand New SIU- Contracted Boat

The *Hinton*, a brand new, 1800 hp. twinscrew tugboat, just arrived at the docks of Marine Contracting & Towing in Charleston, S.C. this month.

The new tug brings the fleet of this recently SIU-contracted company up to seven boats.

The *Hinton* came out of the Multi-Marine Shipyard in Morgan City, La. She was built up to all modern standards as set by the American Bureau of Shipping (ABS-Class A-1).





Mark Gilbert, deckhand on the towboat *Skimmer* (Radcliff), pauses for a coffee break. The boat was in Mobile Bay, Ala.



Here is part of the crew of the Mobile-based *Skimmer*. From the left are: Henry McCormack, deckhand; Marvin Flowers, deckhand; Kurt Kennedy, deckhand; Thomas Stevens, second engineer, and Ray Brown, captain.



The *Allas* (Sabine Towing) was serviced during the sweep through Mobile Bay. **Left photo:** Clarence Ladd, pilot. **Right photo:** The crew meets with Union representative. From left are: Clayton Lawrence, deckhand; Willy R. Short, deckhand; Tom Glidewell, SIU Patrolman from Mobile; and Arne E. Carlson, captain.



## Boatmen Servicing

Mississippi, Alabama and Florida were the latest stops in the SIU's program of dispatching teams of Union representatives to service tugs, dredges and towboats in the SIU's inland fleet.

During the last week in June and the first week in July, six SIU representatives split into two-man teams and met first hand with SIU Boatmen aboard 62 pieces of equipment in the Gulf.

The servicing teams made the members aware of the many programs the Union has for inland Boatmen. Answering questions and



Boatmen talked about the local towing industry on board the *Seafarer* (Mariner Towing) while it was in Tampa, Fla. Pictured (l. to r.) are: Dave LeBarron, SIU representative from the Great Lakes; W. R. Wyatt, captain; Ronald Russell, AB; John R. O'Reilly, mate; G. Triguero, cook, and Joe Perez, SIU patrolman from Houston.



Deckhand Jeff Dailey ties up the pusher towboat *Genie* (Radcliff) in Mobile.

DIXIE PROGRESS

ATLAS

SEAFARER







While in Tampa, Fla., Dave Le Barron, SIU representative from the Great Lakes (back to camera) had a chance to rap with crewmembers of the *Dixie Progress* (Dixie Carriers). They are (l. to r.): Paul Soper, engineer trainee; Marty Coyne, cook, and Morgan Hansen, mate.



ABs Richard McEvoy (l.) and Alvin Edison work on the harbor tug *Dorado* (Caribe) in Jacksonville, Fla.

## Sweep Continues in Gulf

explaining benefits and political action, the representatives gained new support from the membership and greater unity for the Union's inland goals.

Many of the SIU Boatmen from the serviced boats decided to attend the sixth Boatmen's Educational Conference the following week at Piney Point, Md. There they gained greater insight into the operations of the Union and a direct chance to participate in its activities.



After discussing the latest Boatmen's Conference, there is time for a photo on the deep sea boat *Delender* (Caribe) which docked in Jacksonville. Sitting around the galley are (from the left): SIU New Orleans representatives Don Tillman and Lou Guarino; Captain Charles Bishop; AB S. Krawczynski; Second Mate Carl Hubner; Cook Bill Durham; Trainee Engineer Jay LeClair; Chief Mate John Baucom; AB L. A. Davis; OS Roman Williams, and Chief Engineer Dick Sorensen.

### INLAND WATERS



Jerry Parnham (r.) thanks Capt. Charles Bishop for saving his life. While the *Delender* was en route from San Juan to Jacksonville, the crew rescued Parnham when he had to ditch his plane at sea.



The galley is a popular spot with the crew of the towboat *Clipper*. From left are: Captain R. Gardiner; AB George Critch; Engineer Jim Daisey (a member of MEBA District 2), and AB Jack McDermott. The Mariner Towing boat was docked in Pascagoula, Miss.



While dockside in Jacksonville, SIU Rep. Don Tillman (l.) signs up Michael "Taco" Sanchez for upgrading at the Lundeberg School. Brother Sanchez is an engineer with Caribe Towing.

DORADO

CLIPPER WITH BARGE OCEAN 262

GENIE







"The most effective union is one based on a well-informed membership." HLS Vice-President Mike Sacco told the Conference delegates.



"There's only one way for the SIU to go—and that's up," Mobile Port Agent Gerry Brown said. "And there's only one way to do it—unity." To his right is Carolyn Gentile, SIU Special Counsel.



Brother Robert Davis, a captain with Sabine Towing studies some of the Union literature which each delegate received at the Conference.



Dorothea Constanis, an attorney in the SIU Legal Department, makes some notes at the Conference.



E. D. Kittrell, who works for Mobile Towing, was an active participant at the Conference.



Captain "Pee Wee" J. Butterworth, Dixie Carriers, joined in the discussion.

## 6th Boatmen's Conference

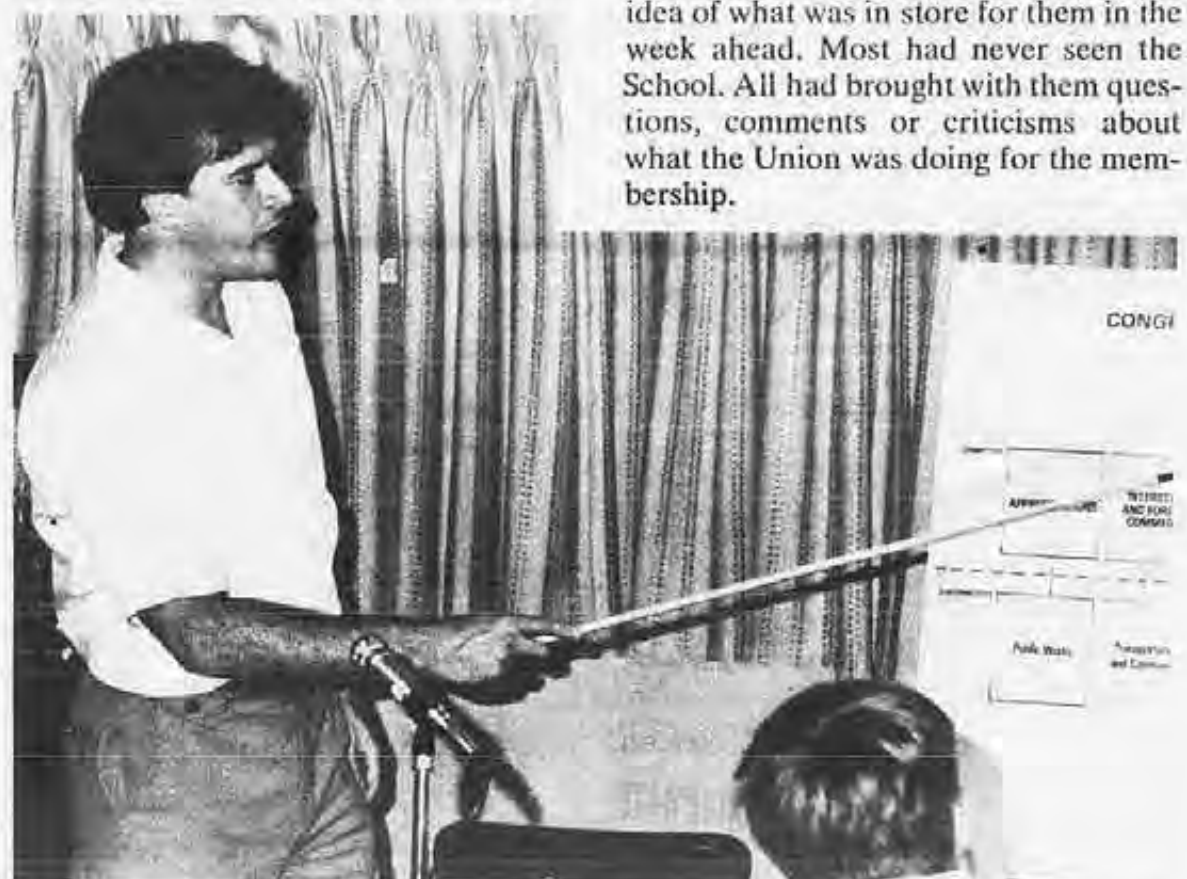
The largest group of Union delegates to attend the recent series of Boatmen's Educational Conferences, began their work on July 10 in Piney Point, Md.

The sixth Conference at the Harry Lundeberg School was attended by 36

delegates from 12 SIU-contracted inland companies based in Alabama, Mississippi and Florida.

Previously, the largest group to attend the Conferences numbered 23.

The 36 delegates had only a vague idea of what was in store for them in the week ahead. Most had never seen the School. All had brought with them questions, comments or criticisms about what the Union was doing for the membership.



SIU Inland Coordinator Chuck Mollard explained the many Government agencies and committees that have a hand in maritime affairs.



Brother Charles Mull, a mate with Caribe Towing, makes a point during one of the Conference sessions.



"We all have to be involved in the Union," Captain Ralph Gardner, Mariner Towing, said.



Frank Edmonds, an AB with Mobile Towing told of his participation in the 1947 Wall Street beef during the session on Union history.





SIU Vice-President Paul Drozak (l.), Chairman of the Conference, administered the swearing in oath for new SIU full 'A' book member Clifford James, a cook with Radcliff Materials.



New SIU members who also took the oath and received their books are, l. to r.: Jim Franceschi, chief mate (Caribe); Lonnie Gartman, welder (Radcliff), and James Byrd, engineer (Caribe).

## Held at Lundeborg School

"We are trying through these Conferences to let you know what you have in the SIU," Paul Drozak, SIU vice president and chairman of the Conference told the group on the first day of the meetings.

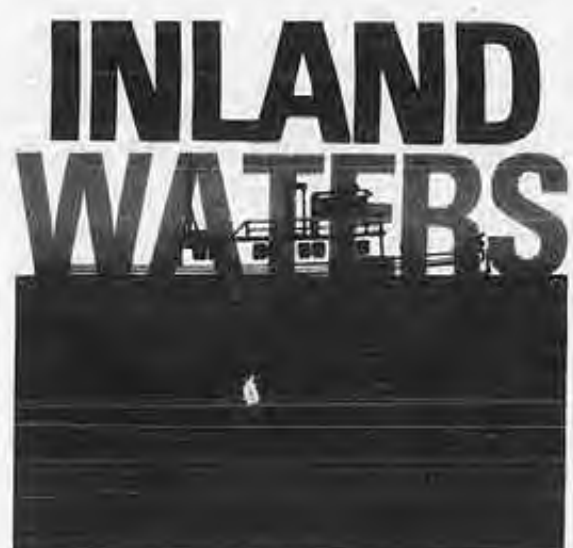
All 36 delegates knew what it means to be an SIU member at the end of the week. It was a week filled with down-to-earth discussions, slide and film pre-

sentations and question and answer sessions.

There were also tours both of the School and of maritime labor and industry headquarters in Washington, D.C.



Conference delegates from Radcliff Materials included Roger Nunn (l.), leverman, and Joel Robinson, oiler.



A highlight of the Washington trip for the delegates was a visit with Congressman Jack Edwards (R-Ala.) in his House of Representatives office.



Willie Lee James, a Radcliff leverman, enjoyed a chance to visit the Halls of Congress during the delegates' trip to Washington, D.C.



The delegates got a thorough picture of current maritime issues from Richard Saul, standing left, of the Transportation Institute, a Washington-based research and educational organization for the maritime industry.



George Critch, a mate with Mariner Towing, reads about towing industry news during the delegates' visit to the Maritime Trades Department in the AFL-CIO Building in Washington.



# Carter Mulls Alaska Gas Pipeline Route

On or about Sept. 1, 1977, President Jimmy Carter will make one of the most important decisions of his young Administration.

At that time, he will decide whether a proposed natural gas pipeline will take an all-Alaskan (all-American) route, or a trans-Canadian route. The pipeline will originate on Alaska's North Slope.

For the sake of this nation's economic and job situation, we sincerely hope the President will endorse an all-American line.

We are not alone on this issue. The AFL-CIO Executive Council has voted its complete support for the all-American project. So has the AFL-CIO Maritime Trades Department.

In addition, at least six State Legislatures have passed resolutions calling for the all-American pipeline route.

As we see it, the most important issue at hand involves jobs, and lots of them, for American workers.

If the President decides on the all-American delivery system for the gas pipeline it will mean:

- 22,500 jobs for Americans in the construction of an 800-mile gas pipeline. This pipeline would run from Prudhoe Bay in the north of Alaska to Valdez in the south of Alaska. These workers would also build a gas liquification plant near Valdez to turn the gas into a liquid form.

- 68,000 man years of employment in U.S. shipyards for the construction of 11 LNG tankers. These ships would be used to transport the liquified gas from Valdez to Southern California.

- 16,500 man years of employment in the construction of a regasification plant in Southern California. A regasification plant would turn the liquid back into gas. From here, the gas would be shipped inland by pipelines.

- 578 jobs per year for American seamen manning the 11 new LNG tankers.

- Another 540 tugboat and shore-side support jobs in the transportation of construction and other materials to Alaska from the lower 48 states.

- 1,470 permanent U.S. jobs in the operation of the pipeline after it is completed.

All this adds up to a whole lot of jobs for American workers. And, they are much needed jobs at a time when the national unemployment rate stands at 6.9 percent.

Tragically, though, most of these jobs would be lost if the President decides on the alternate Canadian route. This route would run to the U.S. Midwest.

In addition to the jobs picture, there are several other factors favoring the all-American gas delivery system. It has been judged environmentally safer than the Canadian route. And it has been judged that the American route includes less chance of construction cost overrun and delay.

In a nutshell, the situation is this. The all-American route for the natural gas pipeline would inject \$8 billion directly into American jobs, goods and services.

On the other hand, a similar amount of money would be invested into foreign markets if the pipeline goes through Canada.

Either way, the American gas consumer is going to pick up the tab.

Our contention is this. Why should the American consumer pay \$8 billion for foreign jobs, goods and services when the project can be handled just as well by American workers and companies?

To invest this kind of capital in the foreign market when America can handle the job just doesn't make sense.

Furthermore, it would almost seem criminal to export so many thousands of jobs at a time when the American workforce is suffering from job malnutrition.

President Carter is faced with a tough decision. If he chooses the Canadian route, it would no doubt do wonders for political relations between the U.S. and Canada.

But if he does choose the Canadian route, he will be throwing away a great economic and job-creating opportunity for the U.S.

We firmly believe that if the American public was given a chance to vote on the issue, it would overwhelmingly vote for the all-American pipeline route. It makes economic sense, and it makes job sense.

We hope the President sees the handwriting on the wall, and keeps the natural gas pipeline exclusively in American hands.

## TURN IT ON, JIMMY!



## LETTERS TO THE EDITOR

### Dad Says Oxygen on Ship May Have Helped to Save Son

We just received the *Log*, in which the Final Departures showed our son, Ward Anderson. This issue (May 1977) carried a letter to the editor from Thomas Reynolds who was on the *SS Flor* when our son died.

First, I want to add our sincere gratitude to Bosun Albert Schwartz for the help he gave. Also our appreciation to the SIU for the progressive program of Bosun Recertification. It is truly commendable.

I sailed SUP a number of years in the 40's and was on some SIU ships as AB and Bosun.

**I have a suggestion to make. It seems that it should be in the interest of all Seafarers that a couple tanks of oxygen be mandatory on all ships. Oxygen on the *SS Flor* might have helped save my son.**

My brother also died at sea. He was NMU. With him also, oxygen would have been enough help to get him to port.

Again, our most sincere appreciation to the Bosun Albert Schwartz and the SIU for a real interest in the practical needs of the membership.

Brother Reynold's letter to the *Log* was the most complete story we as parents have received. Also if Bosun Schwartz or Tom Reynolds happens to read this letter, we would appreciate it if they would contact us.

Fraternally,  
Fred Anderson  
Box 425  
Keene, Tex. 76059

### Steward Dept. Top Notch

After reading some of the more recent issues of the *Log*, I have noticed that some of our cooks and stewards were called "super." Well, I want this to go on record. With the whole-hearted endorsement of the entire crew and officers, we think we have one of the best steward departments afloat today right here on the *Sea-Land Consumer*. The food is well prepared and served graciously by people who take pride in their work. Sometimes on this run from the Gulf to North Europe we are shorthanded due to our fast turnaround, but we still receive the finest service and food. Special thanks to our Chief Steward Jimmy Gillian, our Chief Cook Vincent Sanchez, and Baker Paul Cox who put out the goodies. I think the steward departments on all ships deserve a vote of thanks for their efforts.

Fraternally,  
C. Walker  
Sea-Land Consumer

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# Getting a License Is A Rewarding Move



Anyway you look at it, getting a license in the towing industry is taking a step in the right direction.

It means moving up to a higher paying job. And it can mean the difference between keeping and losing a good job or even having a chance to get it.

Since September 1973, when the Towing Vessel Licensing Act took effect, a licensed operator is required for every uninspected towing vessel over 26 feet in U.S. waters. Boatmen who had been working in the wheelhouse before that time had to pass the Coast Guard licensing exam to keep their jobs. And boatmen just starting out had to pass a more difficult new exam before they could be eligible for those positions.

The towing industry is not just changing. It's growing. More boats and more jobs for boatmen are coming out every day. SIU Boatmen now have an excellent opportunity to become licensed operators, pilots, mates, masters or engineers—if they take the time to prepare themselves for the licensing exams.

To meet the challenge of increasing job opportunities and stricter requirements, the SIU began a full program of upgrading courses leading to inland licenses at the Harry Lundeberg School in Piney Point, Md. It includes Towboat Operator, First Class Pilot, Mate and Master, and Diesel Engineer Courses.

Like all HLS training programs, the inland licensing courses are free and include room and board at the attractive 60-acre School site in southern Maryland. The courses were designed jointly by the HLS staff and representatives from the towing industry and the Coast Guard to make sure that participating members learn everything they need to know to become fully qualified, licensed Boatmen. Special reading programs are also available for those members who may have extra difficulty getting through the written exams.

In addition, the SIU is negotiating transportation provisions to and from the School in all new contracts. This, together with the new inland Vacation Plan, removes all economic problems for Boatmen desiring to attend the many courses offered through the inland program at the School.

The number of SIU Boatmen who have successfully completed the pro-



Everything you need to know to become a fully qualified, licensed SIU Boatman is provided in the HLS Inland Upgrading Program. Shown here getting practice using the sextant in the Mate and Masters Course last year are (l. to r.): Boatmen Steve Nelson, Bert Thompson, and Jim Walters. All now hold mate's licenses.

gram speaks for itself. In only five years, 248 have gone through it and received their licenses.

But the Boatmen themselves tell the whole story, as the pages of this special supplement reveal. These men are now working as high paid, licensed boatmen because they took advantage of the program. Their experiences prove that the HLS Inland Upgrading Program is a step no SIU Boatman should fail to take.

## 'That's the Place to Go,' Engineer Simmons Says of Piney Point

Floyd Simmons has been sailing with the SIU since 1946. He has a lot of memories, like the time that year when he hit the bricks in the

General Strike on the waterfront. He was 19-years-old then. He walked the picketline with his father, an SIU deck engineer, in front of a

tugboat on the Norfolk, Va. docks. When it was all over, they both got a job on the same tug.

Brother Simmons now sails on

another boat in the Norfolk area that just went SIU. But he has come a long way since that first tug in 1946. He is chief engineer on the *Maggie Swann*, a 1600 hp pushboat owned by the recently organized Swann Oil Co.

When that high paying job opened up, Simmons was ready for it because he held an assistant engineer license. And he got the license after taking the Diesel Engineer Course at the Harry Lundeberg School in 1976.

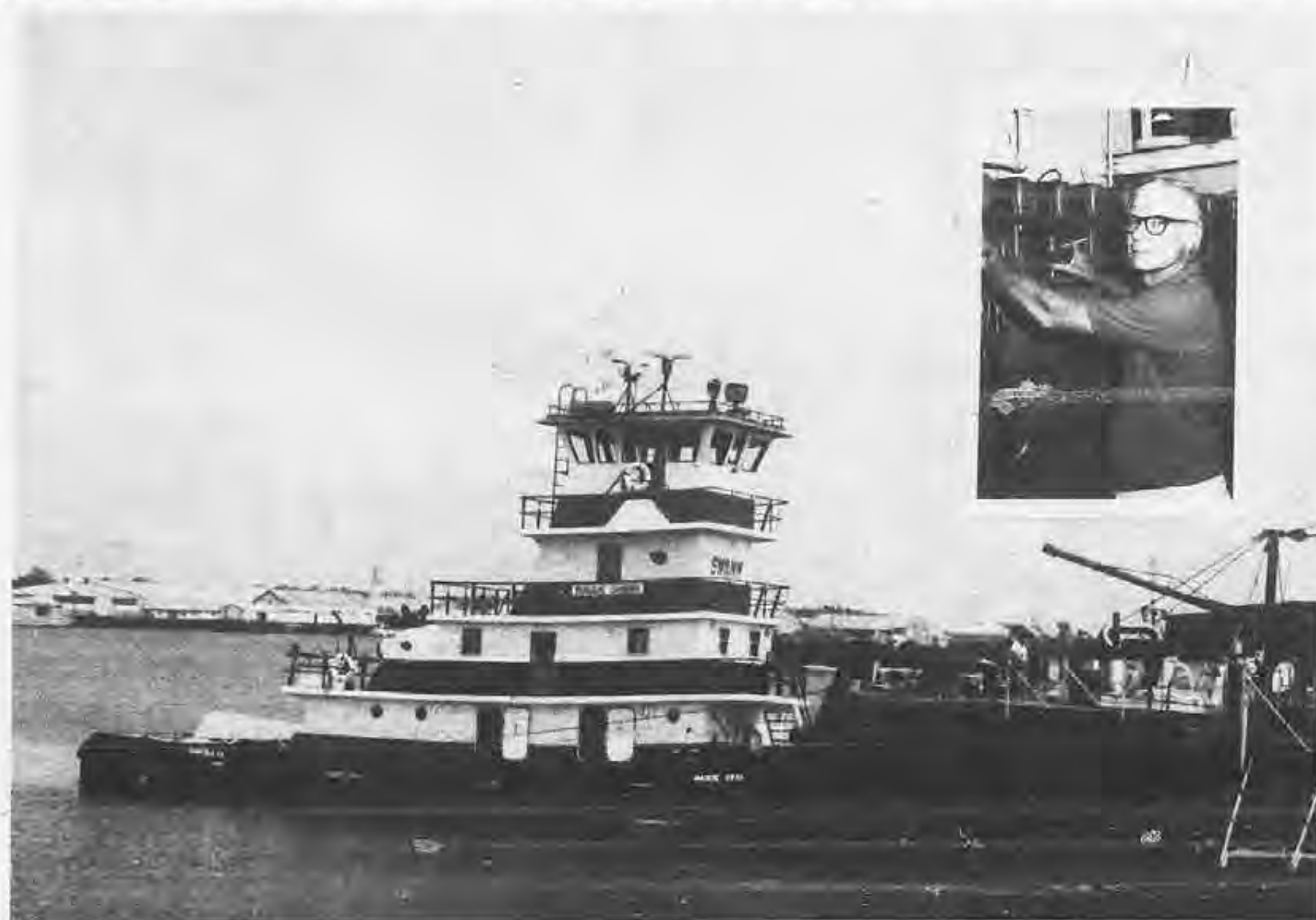
"That's the place to go," he said. "I never would have made it on my own."

Simmons got a 95 score on the difficult three-and-one-half day licensing exam.

Simmons was thinking about upgrading for a long time before he actually applied to the School. He needed more seetime to be eligible and a friend of his urged him not to wait any longer but to "go out and get it."

Simmons now gives other SIU Boatmen the same good advice. In fact, he recently gave it to Norfolk SIU Boatman Michael Pritchard who just completed the course and got his engineer's license. "The HLS instructors guide you so well that if you try, you can't fail," he told Pritchard.

Simmons hasn't stopped practicing what he preaches. His next step is to go back to the School to prepare for his chief engineer's license.



Floyd Simmons, shown in insert, now has a chief engineer's job thanks to the HLS Diesel Engineer Course. He works on the *Maggie Swann*, a new 1600 hp. towboat in the recently SIU organized Swann Oil fleet of Portsmouth, Va.





After he got his towboat operator license, Boatman Bane went to work as pilot for National Marine Service on the towboat *National Freedom*, shown here.

## From Deckhand to Pilot, Brother Bane Climbs to the Top

Ever since he first walked into the SIU Hall in St. Louis, Mo. almost four years ago, Boatman Jim Bane has been steadily climbing to the top of his profession—from deckhand to tankerman to steersman to pilot.

Brother Bane received his license as towboat operator (Western Rivers, Inland, and International) last summer at the Harry Lundeberg School in Piney Point, Md. He has nothing but praise for the School and its staff. "I doubt if I could have made it without the teachers at Piney Point," he modestly insists.

For six months after he received his license, Bane worked as a steersman for National Marine Service. This SIU-contracted company pushes chemicals and petroleum products on the Mississippi River system and the Gulf Intracoastal Waterway. As a steersman, Bane worked in the wheelhouse of the towboat *National Freedom* under an experienced captain, SIU member Merrick "Blackie" Chapman.

### Pilot on the *Ranger*

This spring Brother Bane was made full-fledged pilot of the *National Ranger*. His first trip as a pilot was one he'll never forget—"It was the biggest tow I'd ever pushed, seven loaded chemical barges put out of Chicago." When asked how he felt about that first big responsibility, Bane answered with a grin. "I wished I was a steersman again."

Through an unusual circumstance, Brother Bane temporarily became

captain, and thus master of the vessel, on only his second trip alone at the sticks. We asked him whether being captain felt different from being pilot. "I guess the extra responsibility made me a little anxious," he says. "But the most noticeable difference was the extra three hours of daylight on the captain's watch." (On the river, the pilot works the 12 to 6 watch and the captain works from 6 to 12.)

He's working as pilot again now. But at the rate he's moving up, it shouldn't be long now before the *Log* can report that Boatman Jim Bane is regular captain of his own boat.



SIU Boatman Jim Bane recently visited the Union Hall in St. Louis.

## Mate, Masters Course Pays Off for Boatmen Thompson, Fuller



Boatmen Bert Thompson, photo at left, shown when he was a deckhand on the *Sturgeon* for G & H Towing in Houston. Right after he got his mate's license he moved up to the wheelhouse as captain of the same boat (center photo). Boatman Lennard Fuller, photo at right, was one of Thompson's HLS classmates and is now captain of the *Barbara George* for G & H.



Less than a year ago, Bert Thompson was a deckhand and Lennard Fuller, Jr. was working as an unlicensed mate with G & H Towing in Galveston, Tex. Today both SIU Boatmen are captains of their own tugboats and bringing home a big increase in their paychecks.

All it took was the six-week Mate and Masters Course at the Harry Lundeberg School in Piney Point, Md.

After completing the course in December, 1976, Boatman Thomp-

son passed the exam for his mate license and Boatman Fuller got his masters. Captains' jobs were waiting for both when they got back to G&H.

"Being a captain carries a lot more responsibility than a deckhand," Thompson said as he stood in the wheelhouse of his 2150 hp tug *Sturgeon*. "But it's definitely worth it. Why not get the most return for your effort?"

**Many Boatmen put off upgrading because they don't want to lose their**

**paychecks while they go to school. "But my increase in salary now that I have my license has already more than paid off the investment of time of going to school," Thompson explained.**

Brother Fuller, who works as captain of the *Barbara George* said he found, at the School, the type of environment that he needed to prepare for the licensing exam. Moreover, he was "surprised to find the School itself and its surroundings so nice."

"I was highly impressed with all aspects of Piney Point," Thompson said. "It's a beautiful place and we were treated beautifully. There was good food, good accommodations and the instructors went out of their way to help us."

Both Boatmen said they will return to the School for more upgrading. Right now Fuller plans to get a pilot license and Thompson a masters. "Eventually I want to get every endorsement I can there," Thompson said.

## Towboat Operator Course Saves Job for Capt. Le Blanc

Capt. Gus "Harmonica" Le Blanc was one of the first SIU Boatmen to take advantage of the HLS Towboat Operator Course when it began in 1973.

At the time, Capt. Le Blanc had been in the wheelhouse at Crescent Towing of New Orleans for 15 years. But without the course he could have been out of the job.

In 1972 the Towing Vessel Licensing Act was signed into law requiring all towboats to have licensed operators by September, 1973. Le Blanc took the course in April of that year and the next month got his operator's license for Inland, Western Rivers and Ocean-200 miles.

"I wouldn't have taken the time to study properly without the course," Le Blanc said. "But once I went there I was committed to coming home with my license."

Le Blanc has been with the Union 30 years since his first days of shipping out as a deep sea member in 1947. He became an Inland Boatman on Mississippi River tugs the following year. Now he travels up and down the river as a licensed captain. His boat is usually the 2600 hp shipdocking tug *Brian Smith*, one of 13 boats in Crescent Towing's rapidly growing fleet.

Le Blanc revisited the Harry Lundeberg School in Piney Point, Md. this year as one of the New Orleans delegates to the Fifth Inland Boatmen's Educational Conference held

there from June 19 to 26.

There he had the opportunity to get in direct touch with the new developments in the Union for Inland Boatmen. And he also had a chance to entertain the other delegates in the

evening hours with his expert harmonica playing.

He also observed some of the current towboat operator classes while at the School. He said the material presented had been greatly expanded

since his first course to keep up with changes in the industry.

"I recommend that all brothers take advantage of the facilities at Piney Point," he said. "They are there for your benefit."



Captain Gus LeBlanc has been with the Union for 30 years. He kept his job security through the HLS towboat operator course that led to his license.



Boatman Tom Patterson moved closer to his goal of becoming a captain thanks to the Lundeberg School. He is shown here working as mate on the 4300 hp. tug *Cape Hatteras* for Curtis Bay in Norfolk, Va.

## 'It's the Best Way to Get a License,' Says Patterson of HLS

"If I'm going to work in this industry until I'm 65, I might as well advance myself as much as I can by upgrading."

This is SIU Boatman Tom Patterson's philosophy. Through the Harry Lundeberg Inland Upgrading Program, he has been able to put it into practice.

Brother Patterson joined the Union in 1969 as a relief deckhand in Norfolk, Va. He shipped out with Curtis Bay and McAllister Brothers until 1971 when he got a steady deckhand job.

**"But it was not my ambition to remain a deckhand for the next 30 years or more."**

With this in mind, Patterson took full advantage of what the Lundeberg School in Piney Point, Md. had to offer. He upgraded three times there and came home with a first class pilot license in 1974 and a mate's license in 1975. That year he also successfully completed the Radar Observer Course.

"As soon as I got my pilot license, I got a mate's job for more money than I was making as a deckhand and one step closer to my goal of becoming a captain."

Brother Patterson currently works as a mate for Curtis Bay but decided last year to sit for the masters license in order to move toward his career goal. He is now a licensed master of

Lakes, Bay and Sounds, Unlimited. "Now I am registered for a master's job. As soon as one opens up and my turn comes, I'll get it."

Patterson strongly recommends the School for other Boatmen. "It's the best way to get a license and anybody with a license now can get a job on a tugboat just about anywhere."



Patterson proudly displays his first class pilot license which he prepared for at the Lundeberg School.





# LOG

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## Boatmen Garcia, O'Neal Get Career Headstarts at HLSS

At 21-years-old, SIU Boatman Richard Garcia is the youngest docking master in the Norfolk Harbor.

At 27, Brother Dan O'Neal, his fellow Boatman at the SIU-contracted McAllister Brothers in Norfolk, is a licensed mate there. He is also on his way to a promising career in the wheelhouse.

Both Boatmen owe their good jobs

and secure futures to the Inland Upgrading Program at the Harry Lundeberg School in Piney Point, Md.

Brother Garcia took the First Class Pilot Course there in 1973, the year it began at the School. Brother O'Neal took it along with the Mate and Master Course the next year. Both men passed their tests and received their licenses immediately

after completing the courses.

"The day they put the pilot license in my hand," Garcia explained, "I was employed by McAllister as a captain."

He had been working before then — for much less pay — as an unlicensed mate for another company where he gained experience in the wheelhouse. He had heard that McAllister had an opening for a captain. But without his pilot license, he never would have gotten the job.

He also would have missed the chance at McAllister to become a docking master. This job means even more money for Garcia above his captain's salary, since he is paid extra for every ship he brings in.

With on-the-job training with old-time McAllister captains like Brother Wade "Sparky" Roughton, Garcia became a first-rate docking master. "I was nervous at first, especially docking some of those 700-foot long ships," he said. "But I saw it as a challenge and I'm glad I took advantage of it."

### On Way to Being Captain

Brother O'Neal works as regular mate and relief captain at McAllister. With both his pilot and mate licenses in hand, he is well on his way to becoming captain of his own boat. O'Neal liked the Lundeberg School so much that he went back a third time to take the Radar Observer Course.

Garcia and O'Neal praised the School highly for the extra time the instructors were willing to devote to the class. "They were always available after class time if you needed help, even at 10 or 11 o'clock at night."

They also pointed out that the School's special reading courses made it possible for some of the men in their class with reading problems to get their licenses. These men would never have even tried to take



Dan O'Neal upgraded three times at HLS and is on his way to a fulltime job in the wheelhouse for McAllister Brothers in Norfolk.

the test without that help," they said.

Both Boatmen have a special feeling about the time they spent at the School. It marks a career and a family milestone for each. Garcia's son, Richard Garcia, III, was born while Garcia was studying there in 1973. A year later, O'Neal also briefly interrupted his Pilot Course to drive home to Norfolk for the birth of his son, Dan Gregory.

But Garcia and O'Neal's tugboat careers have always been family affairs. Garcia's father, Richard Garcia, Sr., was a captain for 21 years with McAllister. O'Neal's SIU brothers there include his father, Beverly Moss O'Neal who works as a mate, his cousin, Almy J. O'Neal, deckhand, and his uncle, Randall O'Neal who also took the Pilot Course and got his license at the School.

Boatmen Garcia and O'Neal are following in their family's footsteps — with a headstart from HLS.



Boatman Richard Garcia explains how he became a docking master for McAllister Brothers in Norfolk after getting his first class pilot license.

## 1st Inland Contract Spurs Ben Whaley to Upgrade to Captain

SIU Boatman Ben Whaley had been in the Union only a few months when he brought home one of its biggest benefits.

Whaley had been a deckhand with Marine Contracting and Towing for five years when he and 25 other Boatmen at this Charleston, S.C. company unanimously accepted their first union contract this year.

The contract made the new SIU members the highest paid Boatmen working the Charleston Harbor. But it also gave Whaley the opportunity for further career advancement which he may never have achieved on his own.

In fact, he had already tried once and failed.

Brother Whaley did not pass the exam for an inland towboat operator license after studying for it several months at home. But two months after the SIU wrapped up the contract, Whaley entered the six-week Towboat Operator Course at the Harry Lundeberg School and got his license in July.

Whaley is back on the job now at Marine Contracting where he will

soon be assigned as captain. In the wheelhouse of the *Charleston*, one of the company's seven boats, he explained how the School helped him reach his goal.

"The course I wanted to take had

already started. But the people at the School told me to come ahead. Two days later I was in the class and quickly caught up with the extra material through the help they provided."



Boatman Ben Whaley is now captain of his own boat thanks to the HLS Towboat Operator Course.

"I'm not sure that I would have passed the licensing exam on my own even a second time," he said, "because it includes a lot of material that I don't have a chance to learn on the job. But the School prepared me for everything I needed to know."

Whaley took the course along with another young SIU Boatman from Marine Contracting, John Kershaw. Brother Kershaw also got his inland operator license and, like Whaley, has a high paying, secure job future ahead of him now as a captain.

Both Boatmen got another valuable learning experience soon after they joined the SIU when they served as the two delegates in the contract negotiations with Marine Contracting.

While Whaley and Kershaw were at the School, they received a visit from their boss, Louis Seabrook of Marine Contracting. Seabrook said he was "most impressed" with the School. He found it to be a "first-class" training facility as well as a very attractive and pleasant place to stay.

"We want a lot more of our Boatmen to attend the School," he said.



# Military Cargo Helps Keep U.S. Ships On Job

This is the 14th in a series of articles which the Log is publishing to explain how certain organizations and programs affect the jobs and job security of SIU members. This particular article deals with the movement of military cargo in U.S. merchant vessels. It also deals with the possibilities and probabilities of using U.S. merchant ships in military support operations.

Last year, the U.S. Government shipped eight million tons of military type dry cargo. All but 5 percent of this cargo was carried on privately owned, civilian manned merchant vessels under charter to the Military Sealift Command.

Also last year, the Government shipped 11 million tons of petroleum products to U.S. military bases around the world. All but 15 percent of this cargo went on private merchant ships.

In all, more than 50 privately owned merchantmen, many of them manned by SIU members, took part in the movement of this cargo.

These impressive figures all point to one vital fact. The movement of U.S. military cargoes is extremely important in keeping America's merchant ships and merchant seamen on-the-job instead of on-the-beach.

Actually, the movement of military cargo has always been an important plus for the U.S. merchant marine. More significantly, though, this situation is not about to change for one very good reason. U.S. military cargoes, by law, are almost exclusively reserved for American-flag ships.

## Laws Protecting Military Movement

The first law reserving military cargo for U.S. ships came in the form of an amendment to the Merchant Marine Act of 1936. This amendment stated that at least 50 percent of all "Government impelled" cargo must be carried by U.S.-flag ships.

This was updated in August 1956 when another law was enacted that states: "Only vessels of the United States or belonging to the United States may be used in the transportation, by sea, of supplies bought for the Army, Navy, Air Force or Marine Corps . . ."

There is one more important law reserving military cargo for U.S. ships. This law involves the sale of U.S. arms to foreign nations financed through the Export Import Bank. The law states that these arms must be carried on a 50-50 bilateral basis. That is, 50 percent on U.S. ships and 50 percent on ships of the purchasing nation.

The kinds of military cargo carried on U.S. ships is really quite varied. The cargoes include light and heavy strategic arms, as well as food and petroleum products. The cargoes also include general necessities, like household goods, for U.S. bases around the world.

## SIU Pushing Further Military Role

There is no question that the private sector of the U.S. fleet participates fully in the movement of America's military cargoes. And there is no question that these cargoes are important to the economic health of the private merchant sector.

However, for many years now, the SIU has been pushing for an even greater role for the U.S. merchant fleet in America's military operations.

This "greater role" would involve civilian-manned U.S. merchant ships in at-sea support missions and maneuvers. It would also include the increased use of civilian-manned commercial tugs for military harbor and at-sea operations.

So far, the Navy has resisted any fullscale use of civilian-manned merchant ships in these kinds of maneuvers. But there have been experiments—very successful experiments.

One of these experiments involved the SIU-manned tanker *Erna Elizabeth*. The experiment



The SIU-manned *Erna Elizabeth* during at-sea support maneuvers in 1972. The SIU has been fighting for significant role for U.S. merchant ships in at-sea military support missions with Navy combat vessels.

was conducted in March and April of 1972.

The *Erna Elizabeth* was manned by 33 civilian seamen. This is in sharp contrast with the 200 men then used to man a Navy oil tanker.

During the experiment, the crew of the *Erna Elizabeth* refueled 41 U.S. combat and NATO vessels in the Caribbean, Mid-Atlantic, and Mediterranean.

The experiment was so successful that the *Erna Elizabeth's* crew received the applause of then Maritime Administrator Andrew Gibson, and Chief of Naval Operations, Adm. Elmo Zumwalt.

Shortly after this experiment, the Navy reduced crew sizes on its own refueling tankers to 121. However, the Navy continued to resist the use of civilian crewed vessels for at-sea support operations.

This situation has not really changed much since 1972. But the SIU is still working hard to change the Navy's mind on this vital issue. (See related stories on Page 5 of this Log.)

The SIU is not alone in this fight either. Robert Blackwell, assistant secretary of commerce for maritime affairs, also advocates the use of civilian manned ships for routine underway refueling jobs.

Several years back, Sec. Blackwell, in a letter to then Secretary of the Navy John Warner, wrote: "Progress can be made by transition from Navy to

civilian operation of non-combatant ships. Immediate results can be obtained by phasing in existing merchant vessels to perform functions usually performed by Navy-owned ships." Blackwell also noted, "merchant crews are accustomed to working with a minimum of manpower."

## SIU Pushing Tug Use, Too

The SIU is also working hard to get the Navy to use civilian manned commercial tugs instead of Navy manned tugs for its tug needs. Presently, the Navy requires tugs at Naval installations for ship docking, firewatch and other duties. They also use tugs in fleet support operations.

The Navy has been criticized by the General Accounting Office for using Navy-manned tugs when cheaper commercial boats are available.

Navy manned support tugs carry crews of 33. Privately owned commercial tugs could do the same job with crews of five to nine people.

The SIU maintains that the private sector of the merchant marine, both deep-sea and inland, should be used in Naval support missions. Civilian manned merchant vessels are cheaper to use and just as effective as Navy manned oilers and tugs.

The U.S. needs a merchant fleet capable of serving as a military support arm for the Navy. The SIU intends to keep working toward this goal until it is achieved.



The *Seatrain Florida*, laden with surplus helicopters, is shown in port of Philadelphia in 1973 after returning from Vietnam. The movement of military cargo provides a good deal of employment for U.S. merchant ships and merchant seamen each year.





**Gideon A. Allen, 67,** joined the SIU in 1938 in the port of Baltimore sailing as a fireman-watertender. Brother Allen sailed 41 years. He is a veteran of the U.S. Navy. Born in Texas, he is a resident of Long Beach, Calif.



**Robert F. "Frenchy" D'Ferrafiat, 50,** joined the SIU in 1949 in the port of Tampa sailing as an OS. Brother D'Ferrafiat sailed 33 years, was on the picket line in the 1961 Greater N.Y. Harbor strike and was a deck delegate. Born in Pennsylvania, he is a resident of Chalmette, La.



**John L. Ohannasian, 54,** joined the SIU in 1949 in the port of New York and sailed as a bosun. Brother Ohannasian sailed 30 years. He is a graduate of the 30th class of the Bosuns Recertification Program in November 1975. Seafarer Ohannasian is a World War II veteran of the U.S. Navy. Born in Detroit, Mich., he is a resident of Miami, Fla.



**Robert Alvarado, 55,** joined the SIU in 1947 in the port of Galveston sailing as an AB. Brother Alvarado sailed 29 years. He is a veteran of the U.S. Army in World War II. A native of Texas, he is a resident of Galveston where he will pursue his hobby of photography.



**Dominic J. Fuschillo, 66,** joined the SIU in 1944 in the port of New York and sailed as a bosun. Brother Fuschillo sailed 36 years and was on the picket line in the 1962 Robin Line beef. He was born in Italy and is a resident of New Britain, Conn.



**John R. Talbot, 55,** joined the SIU in 1943 in the port of Baltimore and sailed as a bosun. Brother Talbot sailed 37 years and was a deck delegate. He was born in Chester, Pa. and is a resident of Houston.



**Elden R. Arnot, 64,** joined the SIU in 1944 sailing as fireman-watertender. Brother Arnot sailed 35 years. He attended a SIU-MEBA Engineering Upgrading Program in Brooklyn, N.Y. in 1966. Seafarer Arnot was born in North Bend, Ore. and is a resident of Gretna, La.



**Charles Furedi, 60,** joined the SIU in the port of New York in 1958 and sailed as a bosun. Brother Furedi sailed 25 years. He also upgraded at Piney Point. Born in Budapest, Hungary, he is a naturalized U.S. citizen. Seafarer Furedi is a resident of Houston.



**Perry S. Payne, 64,** joined the SIU in 1942 in the port of New York sailing as a cook. Brother Payne sailed 36 years and is a wounded World War II veteran of the U.S. Coast Guard. A native of Mississippi, he is a resident of New Orleans.



**Jose E. "Kiki" Bonilla, 51,** joined the SIU in the port of New York in 1952 and sailed as a bosun. Brother Bonilla sailed 33 years and was a deck delegate. He is a veteran of the U.S. Army Engineers Corps during the Korean War. A native of Ponce, P.R., he is a resident of Bayamon, P.R.



**Raymond Hodges, 49,** joined the SIU in the port of New York in 1953 and shipped as a bosun. Brother Hodges sailed 33 years. He graduated from the February 1974 class of the Bosuns Recertification Program. Born in Mobile, he is a resident of Irvington, Ala.



**Jose D. Pineiro, 64,** joined the SIU in 1939 in the port of Baltimore sailing as a fireman-watertender. Brother Pineiro sailed 45 years, was on the picket line in the 1961 N.Y. Harbor strike, and was a ship's delegate. He was born in Puerto Rico and is a resident of Brooklyn, N.Y.

**Charles G. Ashcom, 65,** joined the SIU in the port of New York in 1950 and has sailed as a QMED since 1974. Brother Ashcom sailed 35 years. He attended a 1972 Union Educational Conference at the HLSS. Born in Baltimore, he is a resident of Vienna, Va.



**Leo M. Praza, 72,** joined the SIU in the port of Seattle in 1960 and sailed as a chief cook. Brother Praza sailed 28 years. He was born in Sto Tomas Pang, Philippines, and is a resident of Seattle.



**Charles P. Breaux, 62,** joined the SIU in 1938 in the port of New Orleans and sailed as a chief steward since 1961. Brother Breaux sailed 35 years. He is a veteran of the U.S. Army in World War II. Born in Goodhope, La., he is a resident of New Orleans.



**Nicholas Mallette, 65,** joined the SIU in the port of Mobile in 1952 sailing as an AB. Brother Mallette sailed 30 years. He was born in Louisiana and is a resident of Bayou La Batre, La.



**Raymond H. Orso, 65,** joined the SIU in the port of Mobile in 1955 sailing as an oiler. Brother Orso sailed 25 years. He was born in Alabama and is a resident of Mobile.



**Frank C. Camarillo, 76,** joined the SIU in the port of Seattle in 1960 and has sailed as a cook, wiper and deck maintenance. Brother Camarillo sailed 26 years. He was born in the Philippines and is a resident of Seattle.



**Narcisse J. McKenven, 64,** joined the SIU in the port of Boston in 1957 and sailed as a bosun. Brother McKenven sailed 29 years. He is a World War II veteran of the U.S. Navy and is also a taxidermist. A native of Derry, N.H., he is a resident of Jacksonville, Fla.



**Bernardino Rivera, 65,** joined the SIU in 1940 in the port of New York and sailed as a chief electrician. Brother Rivera sailed 36 years. He was born in San Juan, Puerto Rico and is a resident of Guaynabo, P.R.



**Enoch Buster Collins, 64,** joined the SIU in 1939 in the port of New York sailing as a cook. Brother Collins sailed 46 years. He walked the picket line in the 1962 Robin Line strike and the Bull Line beef. A native of Jacksonville, he is a resident of Mobile.



**William T. Murrell, 59,** joined the SIU in 1938 in the port of Mobile sailing as a bosun. Brother Murrell sailed 41 years and was a deck delegate. Born in Mississippi, he is a resident of New Orleans.



**Gonzalo Rodriguez, 65,** joined the SIU in 1947 in the port of Philadelphia and has sailed as a fireman-watertender and carpenter. Brother Rodriguez sailed 32 years. He was born in Puerto Rico and is a resident of Philadelphia.



**Juan De Dios Diaz, 65,** joined the SIU in the port of New York in 1965 and sailed as a junior engineer. Brother Diaz is a 1965 Andrew Furuseth Training School graduate. A native of Ponce, P.R., he is a resident of New York City.



**Stan O'Brien, 65,** joined the SIU in the port of New York in 1961 sailing as an oiler. Brother O'Brien sailed 46 years. He attended the SIU-MEBA Engineering School in Brooklyn, N.Y. in 1966. Born in Canada, he is a resident of Brooklyn.



**Walter Smith, 53,** joined the SIU in the port of Baltimore in 1954 and sailed as an AB. Brother Smith sailed 24 years. He is a veteran of the U.S. Army. Born in Baltimore, he is a resident there.





**Leo F. Brown**, 65, joined the Union in the port of Detroit in 1961 sailing as an AB. Brother Brown sailed 46 years. He was born in Michigan and is a resident of St. Ignace, Mich.



**George E. Hudgins**, 67, joined the Union in the port of Norfolk in 1967 sailing as a mate for the Southern Materials Co. from 1950 to 1956 and as a captain for the Association of Maryland Pilots from 1956 to 1977. Brother Hudgins was born in Motorun, Va. and is a resident of Bavon, Va.



**Eusebio M. Velazquez**, 65, joined the SIU in the port of New Orleans in 1955 and sailed as a fireman-watertender. Brother Velazquez sailed 31 years. He was born in Puerto Rico and is a resident of New Orleans.



**Charles A. Lodriguss**, 66, joined the Union in the port of New Orleans in 1956 sailing as an AB and chief engineer for Dixie Carriers. Brother Lodriguss sailed 49 years. He was born in Pierre Port, La. and is a resident of Harvey, La.



**Anthony A. Laus**, 62, joined the Union in the port of New York in 1963 sailing as a deckhand and bridgeman for the Erie-Lackawanna Railroad from 1936 to 1977. Brother Laus is a veteran of the U.S. Navy in World War II. He was born in Hoboken, N.J. and is a resident of Cliffside Park, N.J.



**George Vidrine**, 67, joined the SIU in the port of Houston in 1961 sailing as a fireman-watertender. Brother Vidrine sailed 24 years. He was born in Ville Platte, La. and is a resident of Oberlin, La.



**Charles A. Miller**, joined the Union in the port of New Orleans in 1956 sailing as an engineer for Radcliff Materials from 1952 to 1977. Brother Miller is a veteran of the U.S. Army in World War II. He was born in Oppala, Ala. and is a resident of Mobile.



**Odell D. McAvoy**, 66, joined the Union in Port Arthur, Tex. in 1966 sailing as a tankerman, boiler operator, reefer technician, boat operator, and mate for National Marine Service in St. Louis and Houston from 1966 to 1977. Brother McAvoy has been a labor union member since 1962. He was born in Helena, Ark. and is a resident of Wynne, Ark.



**Robert C. McDonald**, 66, joined the Union in the port of Detroit in 1961 sailing as a lineman for Merritt, Chapman and Scott from 1960 to 1968 and for the Great Lakes Towing Co. from 1968 to 1977. Brother McDonald has been a union member since 1937. He was born in De Tour, Mich. and is a resident of St. Ignace, Mich.

**DEPOSIT IN THE  
SIU  
BLOOD BANK—**



**IT'S YOUR LIFE**

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

June 23-July 27, 1977

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	10	93	\$ 37,000.00	\$ 312,043.06
In Hospital Daily @ \$1.00 .....	282	2,500	282.00	2,502.00
In Hospital Daily @ \$3.00 .....	54	1,467	162.00	4,401.00
Hospital & Hospital Extras .....	14	95	1,989.93	13,536.66
Surgical .....	4	17	652.00	2,331.00
Sickness & Accident @ \$8.00 .....	5,882	37,453	47,056.00	299,624.00
Special Equipment .....	2	13	1,215.20	5,776.75
Optical .....	109	782	3,245.35	24,001.11
Supplemental Medicare Premiums .....	9	190	207.80	9,166.60
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	346	2,780	115,565.92	867,638.61
Doctors' Visits In Hospital .....	73	539	3,492.18	27,361.51
Surgical .....	98	763	15,463.05	130,788.64
Maternity .....	17	130	6,960.00	49,594.00
Blood Transfusions .....	3	16	168.00	1,515.86
Optical .....	97	641	2,760.30	18,796.31
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	13	98	51,000.00	387,600.00
Hospital & Hospital Extras .....	202	1,200	46,818.26	219,668.38
Doctors' Visits & Other Medical Expenses ..	101	724	5,035.52	32,830.80
Surgical .....	16	92	4,154.65	16,629.20
Optical .....	49	367	1,454.75	11,137.70
Blood Transfusions .....	1	4	56.25	218.75
Special Equipment .....	6	35	852.84	5,290.84
Dental .....	—	4	—	1,204.00
Supplemental Medicare Premiums .....	2,159	12,916	17,060.30	102,325.40
<b>SCHOLARSHIP PROGRAM</b>				
—	—	69	—	28,216.57
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	9,547	62,988	362,652.30	2,574,198.75
Total Seafarers Pension Plan .....	2,758	16,307	704,457.91	4,162,610.28
Total Seafarers Vacation Plan .....	1,028	6,376	938,672.36	6,153,875.05
Total Seafarers Welfare, Pension & Vacation	13,333	85,671	\$2,005,782.57	\$12,890,684.08

## SIU Brother Writes Book About the Sea

Seafarer John T. "Jack" Kelly has recently written an autobiographical account of his life at sea, entitled "Escape to the Sea." The book, which is the author's first, was released recently by Exposition Press, Inc. of Hicksville, New York.

The Brooklyn-born Seafarer, who joined the SIU in the port of New York in 1968, details the bitter reasons for his first voyage to sea. In addition, as



Kelly tells of his excursions to ports, near and far, he describes a man's attraction to the sea.

Prior to becoming a sailor, Kelly worked for the Civilian Conservation Corps, as a forest firefighter in Montana. Then, at the outbreak of World War II, he enlisted in the Army and served in the Pacific Theater for four years.

After attending the Harry Lundeberg School in Piney Point, Md., the author was able to upgrade himself. Although he began with only an eighth grade education and his knowledge of the "school of hard knocks," the SIU brother now has obtained all the unlicensed ratings in the deck department.

Brother Kelly, who is 54 years old, presently resides in Queens, N.Y. with his wife, Lucy.





## Dispatchers Report for Deep Sea

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

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

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675 4 Ave., Bklyn. 11232  
(212) HY 9-6600  
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(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. 58806  
(218) RA 2-4110  
FRANKFORT, Mich. P.O. Box D  
415 Main St. 49635  
(616) 352-4441  
HOUSTON, Tex. 1221 Pierce St. 77002  
(713) 659-5152

JACKSONVILLE, Fla.  
3315 Liberty St. 32206  
(904) 353-0987  
JERSEY CITY, N.J.  
99 Montgomery St. 07302  
(201) HE 5-9424  
MOBILE, Ala. 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 remained good to excellent at most deepsea A&G ports last month. A total of 1,253 Seafarers, 845 of them 'A' seniority full book members, found jobs on SIU-contracted deepsea vessels. With the opening of the Alaska pipeline late last month, shipping will remain good for Seafarers, especially on the West Coast.

### JULY 1-30, 1977

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
				DECK DEPARTMENT					
Boston	6	2	0	5	1	0	9	3	0
New York	129	15	5	103	51	4	173	10	8
Philadelphia	11	1	0	9	2	0	17	1	0
Baltimore	29	4	1	12	3	1	57	4	1
Norfolk	15	2	3	14	6	2	27	6	3
Tampa	11	0	0	3	0	0	20	3	1
Mobile	40	5	0	26	5	1	46	5	0
New Orleans	50	7	0	51	16	0	139	13	1
Jacksonville	22	0	5	13	6	5	60	2	1
San Francisco	22	8	0	12	3	0	53	9	0
Wilmington	24	3	0	10	3	0	35	1	1
Seattle	40	5	0	33	5	0	69	8	0
Puerto Rico	7	1	1	6	4	2	17	3	0
Houston	89	9	4	43	10	10	138	6	3
Piney Point	0	1	0	0	8	0	0	0	0
Yokohama	0	0	0	3	0	0	3	1	0
Totals	485	62	19	343	123	25	863	75	19
				ENGINE DEPARTMENT					
Boston	1	3	2	0	0	0	1	6	3
New York	108	26	5	91	43	4	153	21	6
Philadelphia	8	1	0	6	1	1	16	4	0
Baltimore	18	3	0	7	1	0	38	6	0
Norfolk	12	5	2	11	8	1	19	6	2
Tampa	5	2	0	0	0	0	10	3	1
Mobile	25	5	3	19	7	3	27	9	0
New Orleans	50	5	0	45	15	0	114	15	0
Jacksonville	29	4	1	20	4	2	49	10	1
San Francisco	24	9	0	8	9	0	46	8	1
Wilmington	7	2	0	5	1	0	13	4	0
Seattle	32	3	0	24	5	1	44	12	0
Puerto Rico	11	2	0	16	5	0	12	0	0
Houston	61	9	3	31	15	2	90	18	7
Piney Point	0	1	0	0	8	0	0	0	0
Yokohama	1	0	0	1	0	0	2	1	0
Totals	392	80	16	284	122	14	633	123	21
				STEWARD DEPARTMENT					
Boston	1	0	0	4	1	0	0	0	0
New York	51	6	0	55	27	0	72	7	0
Philadelphia	6	0	0	4	5	1	12	0	0
Baltimore	5	1	0	8	1	3	24	3	0
Norfolk	11	2	0	9	2	4	21	2	0
Tampa	1	0	0	2	1	0	4	0	0
Mobile	16	1	0	17	8	0	25	1	0
New Orleans	30	4	0	27	9	0	72	7	0
Jacksonville	18	1	0	13	3	3	32	2	0
San Francisco	15	5	0	18	8	0	32	6	1
Wilmington	8	1	0	5	3	0	9	1	0
Seattle	17	2	0	24	5	2	18	2	0
Puerto Rico	4	0	0	7	4	0	7	2	0
Houston	36	2	0	25	8	6	61	4	0
Piney Point	0	5	0	0	20	0	0	2	0
Yokohama	1	0	0	0	0	0	2	0	0
Totals	220	30	0	218	105	19	391	39	1
				ENTRY DEPARTMENT					
Boston	2	2	3				1	2	12
New York	51	108	42				55	136	133
Philadelphia	0	12	2				5	21	1
Baltimore	18	13	5				34	46	11
Norfolk	5	15	5				11	19	2
Tampa	2	4	0				3	8	1
Mobile	12	14	0				16	10	0
New Orleans	23	31	0				59	58	1
Jacksonville	9	12	4				12	23	2
San Francisco	12	18	1				30	31	10
Wilmington	2	7	1				6	11	2
Seattle	19	12	3				17	30	10
Puerto Rico	10	12	0				20	12	1
Houston	19	15	29				30	28	35
Piney Point	0	31	0				0	3	0
Yokohama	0	0	1				0	2	1
Totals	184	306	96				299	440	222
Totals All Departments	1,291	478	131	845	350	58	2,186	677	263

\*\*\*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.





**Top Photo:** One mile gone in the four mile race and it's still anyone's race to win. **Photo Left:** Byron Kelley (far right), SIU Great Lakes area director-inland division, was on board the victorious SIU-contracted tug *Maryland* to congratulate three of the happy victors. From left are: Julius Johnson, engineer; "Wally" Waldrop, captain, and Richard Gimpel, deckhand and Detroit area SIU steward.

## Tug Maryland Beats Field of 14 to Win Race

The SIU-contracted tug *Maryland* (Great Lakes Towing) churned her way to victory in the 1977 International Tugboat Race on the Detroit River, the boundary between Michigan and Canada. The race, held on July 2, was a special feature celebrated by the U.S. and Canada as part of the week-long

Windsor-Detroit International Freedom Festival.

The 96-foot *Maryland* led a fleet of 14 speedsters over the four-mile course. She crossed the finish line at least 50 feet in front of the Canadian tug *Atomic*. The race began as the tugs lined up below the Ambassador Bridge

and ended when they reached the finishing line at Dieppe Park.

It has been 17 years since tugboat racing between Windsor, Canada and Detroit, Mich. has taken place on the Detroit River. For many, this event was a throwback to those glorious days from 1950 to 1960 when the race captivated

attention across North America. It was the classic head-to-head battle between tugs from opposite sides of the border. This year's race for the supremacy of the river rekindled old but friendly rivalries as an estimated 100,000 people viewed the race from both banks of the river.

Awards were presented on the motor yacht *Queen City*. The *Maryland's* skipper, Wally Waldrop, received the Windsor Harbor Commission Cup for finishing first overall in the race. He also accepted the Hal Jackson Memorial Trophy for the *Maryland's* first place finish in the 750 to 1300 horsepower class.

According to Freedom Festival officials a race next year seems certain to take place after this year's successful event.



**Top Photo:** The winning tug *Maryland* is one of the 46 harbor tugs operated by Great Lakes Towing Co. **Photo Right:** Captain Milton "Wally" Waldrop accepts The Champions Trophy for 1977 International Tugboat Race.





**Pensioner Percy L. Foster**, 83, passed away on July 20. Brother Foster joined the SIU in 1941 in the port of New York sailing as a chief steward. He sailed 30 years. Seafarer Foster was a World War I veteran of the U. S. Army and was also a barber and mortician. Born in North Carolina, he was a resident of Schenectady, N.Y. Surviving are his widow, Emma and a daughter-in-law.



**Pensioner James Demetrius Bergeria**, 58, died of natural causes at home in Philadelphia on June 20. Brother Bergeria joined the SIU in 1942 in the port of Philadelphia sailing as a wiper and cook. He sailed 31 years. Seafarer Bergeria was born in Philadelphia. Interment was in St. Mary's Cemetery, Abington, Pa. Surviving are his mother, Mrs. Mary Pastuch, and three brothers, SIU pensioner and Recertified Bosun Steve Bergeria, Seafarer John Bergeria, and George Bergeria, all of Philadelphia.



**James K. Cann**, 48, died on June 26. Brother Cann joined the SIU in 1947 in the port of New York sailing as a bosun. He sailed 32 years and was on the picketline in the 1961 Greater N.Y. Harbor strike. Born in Brooklyn, N.Y., he was a resident there. Surviving are his widow, Kathleen; four daughters, Deborah, Maureen, Laura and Nancy, and a brother, Mohland of Brooklyn.



**Pensioner Thomas L. Crosby**, 77, passed away on July 12. Brother Crosby joined the SIU in 1945 in the port of Mobile and sailed as a chief steward. He sailed 43 years. A native of Alabama, he was a resident of Mobile. Surviving is his widow, Melda.

## Correction and Apology

Due to inadvertent errors on the Log's part, we incorrectly reported in the June 1977 *Seafarers Log* that Brothers Rodolfo I. Rodriguez and Damaso De Jesus had passed away. We are very happy to report that both brothers are alive and well.

Brother Rodriguez lives in Brooklyn, N.Y. and Brother De Jesus resides in Fajardo, Puerto Rico. Both are SIU pensioners.

We are truly sorry for the mistake and extend our sincere apologies to both Seafarers.



**Sidney Z. Berger**, 64, died in Baltimore on July 18. Brother Berger joined the SIU in 1949 in the port of Baltimore and sailed as a chief steward. He sailed 42 years, from 1935 to 1937 with the Military Sealift Command, was a former NMU member from 1937 to 1947 and sailed on one of the first Victory Carriers ships in 1948 from Baltimore. Seafarer Berger was hit in the leg by shrapnel during the invasion of Algiers, North Africa on the SS *Jeb Stuart*. Born in Hungary, he was a naturalized U.S. citizen and a resident of Baltimore. Surviving are his widow Loraine; a son, Joseph; two daughters, Mrs. Marie A. Dean, and Margaret and two granddaughters, Donna and Valerie.



**George W. Baker**, 53, died on June 21. Brother Baker joined the SIU in 1944 in the port of Baltimore sailing as an AB. He was also a deck delegate. Seafarer Baker was born in Baltimore and was a resident there. Surviving are his mother, Helen, and a sister, Mrs. Catherine D. Newton, both of Baltimore.



**Clarence A. Cyres**, 22, died of illness at home in New Orleans on July 23, 1973. Brother Cyres joined the SIU in the port of New Orleans in 1968 sailing in the steward department. Seafarer Cyres was born in New Orleans. Surviving are his mother, Mrs. Gladys Bell of New Orleans, and his father, Joseph.



**Edward C. Donery**, 54, died on July 1. Brother Donery joined the SIU in the port of Seattle in 1958 and had sailed as an assistant cook and OS. He sailed 25 years and was a ship's delegate. Born in Omaha, Neb., he was a resident of Seattle. Surviving are three sons, David, Edward and Douglas, and his father, Roy of Seattle.



**John L. Gates**, 51, died on July 14. Brother Gates joined the SIU in 1945 in the port of Baltimore sailing as a wiper. He sailed 31 years and was a veteran of the U.S. Army. Born in Uniontown, Pa., he was a resident of New Orleans. Surviving are his widow, Alma; a daughter, Ann; a stepson, Michael Le Dane; a stepdaughter, Jo Ella Johnson; a brother, Stan Suchevis, and a sister, Elizabeth Suchevis, both of Uniontown.

**Pensioner John Fabis**, 69, passed away on July 4. Brother Fabis joined the SIU in 1947 in the port of New York sailing in the steward department. He sailed 30 years and was a veteran of the U.S. Army in World War II. A native of New York City, he was a resident of New Orleans. Surviving are his widow, Ferne; a daughter, Anne of New Orleans; a brother, Frank of the Bronx, N.Y., and a sister, Mrs. Bette F. Haverling.



**Jimmie Jones**, 32, died on June 25. Brother Jones joined the SIU in the port of New Orleans in 1975 sailing in the steward department. He was born in New Orleans and was a resident there. Surviving are his widow, Shirley; two sons, Jimmie, Jr. and James, and a brother, Willie of New Orleans.



**Pensioner John C. Long**, 82, passed away on July 8. Brother Long joined the SIU in 1947 in the port of New Orleans and sailed as a chief electrician. He sailed 39 years. A native of Fort Baker, Calif., he was a resident of New Orleans. Surviving are his widow, Laura, and a brother, N. C. Long of Philadelphia.



**Pensioner Antonio A. Mangao**, died on May 23. Brother Mangao was a resident of Wilmington, Calif. Surviving is his widow, Cleo.



**Carl Messer**, 55, died of a liver ailment in Houston on May 9. Brother Messer joined the SIU in the port of Detroit in 1963 and sailed as a pumpman. He served as engine room delegate. Brother Messer sailed 16 years. Born in Ferrellsburg, W. Va., he was a resident of Mt. Clemens, Mich. Burial was in Harrison Cemetery, Frye, W. Va. Surviving are a son, Alvin of Chapmanville, W. Va.; his parents, Mr. and Mrs. Richard C. Messer of West Virginia, and a nephew, Rodney O. Lambert of Logan, W. Va.



**Kenneth W. Osburn**, 56, died of natural causes in Newell, W. Va. on May 21. Brother Osburn joined the SIU in the port of Norfolk in 1971 sailing as an AB. He served 28 years in the U.S. Navy and received the Purple Heart medal for a wound while on the destroyer SS *E. G. Sonall* off Hungnam, Korea during that conflict. Seafarer Osburn was born in Newell and was a resident of Norfolk. Interment was in Locust Hill Cemetery, Chester, W. Va. Surviving are his widow, Dorothy; a son, Michael; a daughter, Cynthia, and his parents, Mr. and Mrs. Fred K. Osburn of Newell.



**Pensioner Vicente Villacian**, 85, died of pneumonia in Church Home Hospital, Baltimore on June 16. Brother Villacian joined the SIU in 1939 in the port of Baltimore and sailed as a deck engineer. He sailed 49 years. A native of Spain, he was a resident of Baltimore. Burial was in Oak Lawn Cemetery, Baltimore County. Surviving is his sister, Mrs. Pompilya Castro of Baltimore.



**Pensioner Angel Valdes**, 72, passed away on July 12. Brother Valdes joined the SIU in 1946 in the port of Philadelphia sailing in the steward department. He sailed 32 years and during the Vietnam War. Seafarer Valdes was a veteran of the U.S. Army in World War II. Born in Florida, he was a resident of New Orleans. Surviving are his widow, Delia; a daughter, Angelita of New York City; a brother, Eduardo, and a sister, Margarita, both of Tampa.



**Pensioner Fred Vykruta**, 71, passed away on July 6. Brother Vykruta joined the SIU in 1946 in the port of New York sailing as an AB. He sailed 52 years. Seafarer Vykruta was a World War II veteran of the U.S. Navy. Born in Czechoslovakia, he was a resident of Baltimore. Surviving are two brothers, Joseph and Charles of Berwyn, Ill., and two nieces, Mrs. Karen Leonard of Berwyn and Dee of Chicago.



**James E. Ward**, 59, died in Los Angeles on July 7. Brother Ward joined the SIU in 1941 in the port of Mobile and sailed as a chief cook. He sailed 37 years. Born in Alabama, he was a resident of Los Angeles. Surviving are his widow, Elouise, and two sons, Jay and Kenneth.



**Edward D. Anderson**, 62, died on May 1. Brother Anderson joined the Union in the port of Buffalo in 1961 sailing as a dredgeman since 1937 and for the Great Lakes Dredge and Dock Co. from 1961 to 1974. He was born in Oswego, N.Y. and was a resident of Riverview, Mich. Surviving are his widow, Eileen; a son, James, and two daughters, Eileen and Mrs. James (Judy) Parsons of Wilmington, Del.



**Pensioner Ferris B. Oakley**, 53, died on July 13. Brother Oakley joined the Union in the port of Elberta, Mich. in 1971 sailing as an AB for the Ann Arbor (Mich.) Car Ferries from 1947 to 1965. He was born in Mason, Mich. and was a resident of Elberta. Surviving are a son, Fred and two daughters, Rose and Mrs. Marie Messer of Arcadia, Mich.

**Pensioner Elvin L. Clifton**, 72, died of a stroke at home in Groves, Tex. on May 31. Brother Clifton joined the Union in Port Arthur, Tex. in 1963 sailing as a deckhand and cook for the Sabine Towing and Transportation Co. which he helped to organize. He also worked as a welder in the Bethlehem Steel Shipyard, Beaumont. Inland Boatman Clifton was a native of Alto, Tex. Burial was in Greenlawn Memorial Park Cemetery, Port Arthur. Surviving is his widow, Mattie.





**Francis J. Higgins, 36,** died on June 29. Brother Higgins joined the Union in the port of Buffalo in 1970 sailing as an AB for the Reiss Steamship Co., Erie Sand, Huron Cement, Kinsman Marine, American Steamship and the Gartland Steamship Co. He was born in New York City and was a resident of Detroit. Surviving are his widow, Pearl; his mother, Agnes of Brooklyn, N.Y., and a sister, Mrs. Madeline Christiansen.



**Willard L. Tolbert, 52,** died of heart disease in South Chicago (Ill.) Hospital on June 14. Brother Tolbert joined the Union in the port of Detroit in 1960 sailing as an OS, wiper and cook for the American Steamship Co. He was a World War II veteran of the U.S. Army Medical Corps. Born in Clay City, Ill., he was a resident of Centralia, Ill. Burial was in Elmwood Cemetery, Centralia. Surviving are two sons, Robert and Daniel of Centralia, and a daughter, Mary.



Pensioner **Samuel T. "Brutus" Patterson, 69,** passed away on Oct. 19, 1976. Brother Patterson joined the SIU in 1938 in the port of New York and sailed as chief steward. He sailed 53 years and walked the picket line in the 1961 N.Y. Harbor beef. Seafarer Patterson was born in Jacksonville, Fla. and was a resident of New York City. Surviving are his widow, Virginia, and a son, Samuel, Jr. of New York City.



Pensioner **Ante Baric, 62,** died on July 14. Brother Baric joined the Union in the port of Philadelphia in 1961. He sailed as a mate and tug captain on the *Tug Trojan* (Independent Towing) from 1952 to 1977. A native of Lukoran, Yugoslavia, he was a resident of Sharon Hill, Pa. Inland Boatman Baric was a naturalized U.S. citizen. Surviving are his widow, Mary; two sons, Daniel and Josko, and three daughters, Linda, Maria and Ruzaria.



Pensioner **Sol I. Bleeker, 73,** passed away in Lutheran Medical Center, Brooklyn, N.Y. on July 16. Brother Bleeker joined the Union in the port of New York in 1960 sailing as a deckhand, floatman and bridgeman operator for the Penn-Central Railroad from 1941 to 1968. He was born in Russia and was a naturalized U.S. citizen. Inland Boatman Bleeker was a resident of Little Neck, Queens, N.Y. Surviving are his widow, Lillian, and a daughter, Mrs. Florette Henner.

Pensioner **Millard M. Cutler, 62,** died of cancer in the Norfolk USPHS Hospital on July 3. Brother Cutler joined the Union in the port of Baltimore in 1955 sailing as a cook. He was born in Beaufort, N.C. and was a resident of Blounts Creek, N.C. Burial was in the Cutler Family Cemetery, Blounts Creek. Surviving are his widow, Adelaide; a daughter, Mrs. Mildred D. Rogers of Baltimore, and a sister, Mrs. Edna Chamberlain of Chesapeake City, Va.



**Roy L. Diehl, Jr., 53,** died of a heart attack in Lourdes Hospital, Paducah, Ky. on June 17. Brother Diehl joined the Union in the port of Paducah in 1976 sailing as deckhand, engine utility and mate for Gulf Canal Lines. Inland Boatman Diehl was a veteran of the U.S. Army in World War II. Born in Memphis, Tenn., he was a resident of Paducah. Interment was in Mt. Carmel Cemetery, Paducah. Surviving is his mother, Susie of Paducah.



Pensioner **Wyndham R. Shelby, 63,** died of heart failure in the Galveston USPHS Hospital on Apr. 17. Brother Shelby joined the Union in the port of Houston in 1957 sailing as an AB. He also worked in the steward department for the G & H Towing Co. from 1948 to 1952. He was a World War II veteran of the U.S. Navy. A native of Canton, China, he was a resident of Galveston. Cremation took place in the Brookside Crematory, Houston. Surviving are his widow, Lucille and a brother, William of Louisville, Ky.



**Isaac S. Antonio, 49,** died in September 1976. Brother Antonio joined the SIU in 1945 in the port of New York sailing as a steward utility. He sailed for 34 years. Born in New York City, he was a resident of the Bronx, N.Y. Surviving are his mother, Harriet, and his brother, Jacob, both of the Bronx.



Pensioner **Albert W. Hembury, 75,** passed away on July 5. Brother Hembury joined the Union in the port of New York in 1960 sailing as a floatman for the New York, New Haven Railroad from 1926 to 1967. He was born in the Bronx, N.Y. and was a resident there. Surviving is a brother, Sidney of the Bronx.

**Alcoholism is a disease.**



**It can be treated.**



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

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

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

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

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

He let the car warm up for awhile as he listened to the music. He then turned the wheel and stepped on the gas but the car just whined a bit and wouldn't move. He went into a minor panic because he knew absolutely nothing about cars. But he glanced at the "no column" and noticed the car was still in neutral. Crisis over.

He eased away from the curb and drove a few blocks to the entrance of the Grand Central Parkway in Queens, N.Y. He had already gotten one speed-

ing ticket on this exact same road the previous month, so he promised himself to be extra careful this night for two reasons: first, he was flying high and was afraid of killing himself; second, he had half an ounce of grass and a small chunk of hashish on him, and he was in no shape to face the law if he got stopped.

So as he drove along the parkway,



he stayed exclusively in the far right lane letting the faster traffic pass him on the left.

### Flashing Lights

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

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

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

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

that he felt fine.

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

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

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

In a deep panic now, Tom blurted out, "Why, what seems to be the matter

officer?" The cop said simply, "Son, you were doing four."

Tom was arrested for driving while under the influence of drugs, and was booked for possession after a search turned up his grass and hashish.

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

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

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

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



## Charleston Committee



N.Y. Patrolman George Ripoll (seated center) holds shipboard meeting with the Ship's Committee of the SS *Charleston* (Sea-Land). Seated left is Recertified Bosun Jan Beye, ship's chairman. From left standing are: Deck Delegate Walter Gustavson; Steward Delegate Robert Frazier, and Engine Delegate John Pasko. Seated right is Chief Steward W. Seltzer, secretary-reporter. The ship paid off at Port Elizabeth, N.J. on July 21.

## Overseas Joyce Committee



Helping to crew up on Aug. 1 is the Ship's Committee of the *ST Overseas Joyce* (Maritime Overseas). From left are: Engine Delegate J. Ashley; Deck Delegate J. Nava; Chief Steward Steven Szeibert, secretary-reporter; Recertified Bosun Alfred Anderson, ship's chairman, and Steward Delegate Jose Rivera. The tanker sailed from Stapleton Anchorage, S.I., N.Y.

## Sea-Land Resource Committee



On his next to last voyage before retirement is Seafarer Allen Batchelor (fourth from left) of the SS *Sea-Land Resource*. The Ship's Committee and a crewmember, from left are: Engine Delegate Rod Borjase; Steward Delegate Phil Pron; Recertified Bosun Peter Drewes, ship's chairman; Charles Wilson of the steward department, and Educational Director K. Katsalis. The containership had a payoff in late July in Port Elizabeth, N.J.

## Delta Paraguay Committee



Posing for a group photo is the Ship's Committee of the SS *Delta Paraguay* (Delta Lines). From left are: Chief Steward W. Miles, secretary-reporter; Third Cook J. Melendez, steward delegate; Educational Director Frank W. Chavers, and Recertified Bosun Robert D. Schwarz, ship's chairman. The ship paid off late in July in the port of New Orleans.

H & RE & BIU:

# At Your Service



The Hotel and Restaurant Employees and Bartenders International Union is 450,000 chambermaids, bellmen, waiters, waitresses, bartenders, cooks, cafeteria employees, and miscellaneous restaurant and hotel workers. Each believes in the great union tradition of a good day's work for a good day's pay. All take pride in serving you, the public.

The next time you go out to dinner or order a drink at a bar, make sure that you are being served by someone wearing a union button. For 85 years, the Hotel and Restaurant Employees and Bartenders International Union has requested that all its members, while on the job, wear the working button appropriate to their trade. The H&RE&BIU feels that this is an important way in which a member can express pride in the labor movement and faith in the collective bargaining efforts of their International Union.

The H&RE&BIU requires in its standard contract that employers display one of the Union cards: The Union House card, the Union Bar card, or the Union Motel card. Like the button, the Union cards make people aware of the H&RE&BIU, reminding them that the quality service they are receiving is typical of the service they can expect at all Union establishments.

The cards and buttons also benefit the employer. Today, nearly 20 million families derive their income from employment that is protected by collective bargaining agreements. These millions represent enormous

### a UNION LABEL feature

buying power. If all union families could be educated to buy union and patronize union establishments, the employer would soon realize that it is his great privilege to display the Union Label.

So, when you are in the market for food or lodging, look for the H&RE&BIU cards and buttons. They are your guarantee of quality service and professionalism. View your patronage as a personal contribution to the strength of American Labor, for a strong labor movement means security and prosperity for all of us.





## Sea-Land Venture Committee

## Sea-Land Economy Committee



Here's part of the SS Sea-Land Venture's Ship's Committee at a payoff in the port of New Orleans late in July. From left are: Engine Delegate A. R. Brown; Steward Delegate L. O. Hansen, and Recertified Bosun William L. Robinson, ship's chairman.



Paying off late in July in the port of New Orleans was the Ship's Committee of the SS Sea-Land Economy. From left are: Chief Cook S. Morris, steward delegate; Recertified Bosun Luther V. Myrex, ship's chairman; Chief Steward Leroy Nicholas, secretary-reporter, and Deck Delegate Benjamin "Tiny" Jarratt.

### 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.

## Once an Arctic Ocean Fisherman, He Sails Deck on Great Lakes

Seamen from all over the world have settled on the Great Lakes. From Norway came Fridtjof "Fritz" Martinussen who has been an SIU member since 1946, sailing as an AB, wheelman, quartermaster and bosun. He began his career in his native country in 1930, on a fishing boat in the Arctic Ocean.

"The sea was a way of life in Northern Norway," Brother Martinussen said. In those days most of the young men from his area joined the fishing fleet. He remembers working the lines and nets all day to catch halibut and cod until he was ready to drop from exhaustion.

Later he took off on deep-sea freighters. When the Germans invaded Norway during the Second World War he was on a Norwegian ship in Yokohama,



Japan. "I signed up on a Norwegian ship headed for England," he recalled. "Then upon arriving Christmas Day of 1940, I joined the Free Norwegian Navy." About two-thirds of the Norwegian merchant fleet was out at sea when the Germans invaded. These ships joined the freedom forces under the Norwegian king who had set up a government-in-exile in London, he explained. The Free Norwegian Navy fought alongside the Allies against the Germans.

Later Martinussen was transferred to the merchant fleet. "In December of 1944 I paid off a ship in New York City. I have been in the States ever



"Fritz" Martinussen

since," he told the Log. He joined the SIU on the Lakes in 1946 and worked steadily there except for a few deep-sea trips. Now he works on the Bo-Lo boats but he also sailed on the old Milwaukee Clipper, the D&C ships, and passenger sidewheelers that went out of business

in the early 1950's. He chose the Lakes because his brother, who is now retired, was sailing as mate on a Lakes ship.

When the conversation turned to safety on the Lakes, Brother Martinussen outlined his idea for a new type of lifeboat. "An enclosed capsule that is self-launching would be the best, because in a storm you can die from exposure in an open craft. Even in summer the water temperature of Lake Superior does not go above 39-40 degrees. Also, the Lakes boats sink suddenly. By the time you launch a lifeboat it is too late."

He continued, "It is my personal opinion that the Lakes vessels are often overloaded and the captains are under pressure from the company office to sail even in bad weather. It has been like that for years and years."



# 1970 Scholarship Winner Finds College Diploma Boosts Career

Deciding what to do with your life is a major step for most young people. Although college does not always solve the problem, it makes it easier to succeed in whatever career you finally choose.

Lynn Karpiak Turley, a 1970 SIU scholarship winner found this out last year when she decided to stop working for an insurance company and become a nurse.

Because she already had a college diploma, she was able to enter Seton Hall University College of Nursing in South Orange, N.J. in June 1976. She hopes to graduate in December 1977. Otherwise, to get a Registered Nurse's degree might have taken four years. In addition, having both degrees better her chances for getting a job after graduation.

As a life service representative for the insurance company, Mrs. Turley would answer agents' questions about the policies. "After I learned about all the policies, I didn't enjoy the job anymore," she noted, "because there was nothing left to learn." The company had no need for an underwriter trainee. Wanting to move along in the career

world, she then began to look elsewhere.

## Loves Nursing School

"I had always thought about medicine in some form," she continued. So when her sister-in-law mentioned nursing, she decided to give it a try. "I love nursing school," she said.

"In nursing school, you learn all about the human body and how it functions. As a nurse I will be responsible for passing this information along to the patients. For example, I may have to teach a diabetic patient how to take care of himself. The idea of helping someone when they are in pain also is very satisfying."

She hopes to eventually get a master's degree in midwifery, which will enable her to take care of expectant mothers and deliver babies.

"Now that I am paying my own way through nursing school," she declared, "I have found out how fantastic the SIU scholarship was. I didn't fully appreciate it when I was in college, although my parents certainly did."

Lynn Karpiak attended St. Peter's College in Jersey City, N.J. and graduated with a degree in psychology in 1974. While at school, she met her



Lynn Karpiak Turley

husband, Jim Turley.

"I liked having to take all kinds of courses at college," she explained. "Even subjects you didn't want, turn out to be enjoyable. It's a real switch from high school. The instructors treat you like an adult."

Joseph Karpiak, Lynn's father, was

a member of the RMR Division of the then SIU-affiliated Inland Boatmen's Union at the time she won the scholarship. The family lived in Jersey City. Right now Karpiak is working for a drug store. He and his wife spend their weekend days at their house in the Pocono Mountains of Pennsylvania.

## MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	
		UIW	UIW
New York	Sept. 6	2:30 p.m.	7:00 p.m.
Philadelphia	Sept. 6	2:30 p.m.	7:00 p.m.
Baltimore	Sept. 7	2:30 p.m.	7:00 p.m.
Norfolk	Sept. 8	9:30 a.m.	7:00 p.m.
Jacksonville	Sept. 8	2:00 p.m.	—
Detroit	Sept. 9	2:30 p.m.	—
Houston	Sept. 12	2:30 p.m.	7:00 p.m.
New Orleans	Sept. 13	2:30 p.m.	7:00 p.m.
Mobile	Sept. 14	2:30 p.m.	—
San Francisco	Sept. 15	2:30 p.m.	—
Wilmington	Sept. 19	2:30 p.m.	—
Seattle	Sept. 23	2:30 p.m.	—
Piney Point	Sept. 10	10:30 a.m.	—
San Juan	Sept. 8	2:30 p.m.	—
Columbus	Sept. 17	—	1:00 p.m.
Chicago	Sept. 13	—	—
Port Arthur	Sept. 13	—	—
Buffalo	Sept. 14	—	—
St. Louis	Sept. 16	2:30 p.m.	—
Cleveland	Sept. 15	—	—
Jersey City	Sept. 12	—	—

## Seamen's Safety Ignored

Continued from Page 3

subject of gangway ladders at the Coast Guard seminar in March, Bluit said, Lakes vessels still use straight metal ladders. These ladders are without hand rails or cargo nets and often there is no gangway watch to help in case of trouble. In 1976, three SIU members aboard Great Lakes vessels were killed in falls from these ladders.

U.S. Rep. Philip Ruppe (R-Mich.) even suggested a suitable type of gangway/ladder carried aboard Finnish ice-breakers. Yet nothing has been done.

Bluit also called for watertight compartments to divide the holds of Great Lakes bulk carriers.

### Intolerable Conditions

A final issue was the intolerable working conditions of gatemen and conveyormen who operate the self-unloading equipment aboard Lakes carriers.

The unloading department consists of from two to four men, Bluit said. These men work around the clock while the vessel is unloading. Since they work

in the poorly ventilated ship's tunnel where the conveyor is located, the men breathe toxic dust from the coal, ore, and gypsum cargoes.

"Many must retire early because of respiratory ailments," he explained. "The masks for respiration supplied to them are of little use since they are cumbersome and difficult to wear while working."

The Coast Guard has never dealt with this occupational hazard. Nor has it considered the workload in the unloading department and "the need for regular and constant relief."

The Detroit port agent concluded his testimony by requesting a thorough investigation and corrective legislation.

## Notice to Members On Shipping Procedure

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

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

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

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

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

## Shipping Report for Inland Waters

FOR THE MONTH OF JULY 1977

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH		
	Permanent Jobs			Relief Jobs			ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	
BALTIMORE	0	0	0	1	3	1	1	3	
BOSTON	0	0	0	0	0	0	0	0	
HOUSTON	4	3	4	0	0	0	9	6	
JACKSONVILLE	1	0	0	0	0	0	1	0	
NEW YORK	0	0	0	0	0	0	0	0	
MOBILE	0	0	0	104	0	0	0	0	
NORFOLK	0	0	0	23	0	0	45	0	
NEW ORLEANS	1	0	7	0	0	0	4	1	
PADUCAH	4	1	10	3	3	48	2	1	
PHILADELPHIA	0	0	0	84	27	0	144	79	
PINEY POINT	0	0	0	0	0	0	0	0	
PORT ARTHUR	7	3	8	0	0	0	9	4	
PUERTO RICO	0	0	8	0	0	0	1	0	
RIVER ROUGE	7	0	0	0	0	0	5	0	
ST. LOUIS	7	8	18	0	0	0	18	10	
TAMPA	0	0	0	0	0	0	0	0	
TOTAL ALL PORTS	31	15	55	215	33	49	239	104	



# The Harry Lundeberg School of Seamanship



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



Fifteen SIU members gather for photo after completing Able-Seaman Program at the Lundeberg School. They are, front row from the left, Samuel Baugh, Raymond Grace, John Mitchell, Diana Bandeleian, Ken Leiby, Keith Orbyan

and Michael Willis. Back row from the left are, Jim Gilmartin, Sean Rafferty, Jeff Davis, Lawrence Osemjart, Ben Bolli, William Munroe, Kenneth Chrisman and Dave Wallin.

## Big Jump in Pay Goes Along With Upgraded Skills

There are many good reasons why Seafarers should upgrade their skills at the Lundeberg School. But from the

individual member's point of view, the most important reason is—money. That is, higher base monthly wages as

well as higher overtime and premium rates.

It's as simple as that. Each time a Seafarer increases his skills and his rating, he also increases his earning power.

Especially for our entry-rated members, there is no better time than right now to take advantage of the Lundeberg School's upgrading programs.

Shipping has been, and is expected to remain good to excellent in most deep sea ports. This trend in shipping is providing more jobs for Seafarers right across-the-board. But the biggest increase in job opportunities for Seafarers is in the middle ratings of able-seaman, assistant cook and fireman, oiler, watertender (FOWT).

This increase in middle-rated jobs for Seafarers, then, presents a perfect opportunity for entry rated men to upgrade their skills and move up into these jobs.

At the same time, as our entry members move up, the Union will be able to bring new men into the Union and the industry. This kind of manpower

cycle is the cornerstone of the SIU's job security structure.

The difference in pay between the entry rated and middle rated jobs is significant. For instance, under the present Standard Freightship Agreement, base monthly wages for an ordinary seaman is \$617.59. However, an able-seaman's base pay is \$790.10 per month.

In the steward department, base pay for a messman is \$612.78 per month. But an assistant cook's base pay is \$779.42 per month.

In the engine department, a wiper's base pay is \$733.92 per month. But an FOWT's base pay is \$790.10 a month.

In addition to base pay, of course, overtime and premium rates are higher for middle rated Seafarers. (Refer to wage chart on this page for comparisons.)

To accommodate our entry rated members' upgrading needs, the Lundeberg School has scheduled numerous classes for able-seaman, FOWT and assistant cook for the rest of this and next year.

Three able-seaman classes are scheduled for the remainder of this year on Sept. 2, Oct. 27 and Nov. 23. In addition, the School has planned seven AB classes for 1978.

There are two FOWT classes remaining this year which begin Sept. 30 and Oct. 31. Six FOWT classes are scheduled for next year.

For assistant cook, three classes remain for this year. They will begin Sept. 15, Oct. 27 and Dec. 8. Six assistant cook courses are planned for 1978.

Upgrading opportunities for all departments are readily available to all Seafarers at the Lundeberg School. But it is up to you to take advantage of them.

If you are interested in upgrading at the Lundeberg School, talk to your local SIU representative. Or, fill out an upgrading application (opposite page) and send it directly to the Lundeberg School Vocational Education Department.



Twenty-one Seafarers who had been sailing in the entry ratings recently took the opportunity to upgrade their skills to FOWT at the Lundeberg School. They are, kneeling, Stan Orlands, left, and Joe Mispagel. Front row from the left are, Seafarers Bill Atwell, Gregory Patino, Hector Toro, Mike Fester, Clark Cosner, Joe Barry, Ed Sanderson, Bob Scrivens and Sal Mobile. Back row from the left are, Seafarers Walt Davison, Michael Moore, Alfred Gonzalez, Tim Stagg, Jim McNeely, Richard Schwender, Jr., Richard Holmes, Buz Morrison, Harry Gearhart and Jim Emidy.

## Wage Comparisons of Entry, Middle Rated Deep-Sea Jobs

Below is a comparison of wage scales between the entry rated jobs and the middle rated jobs on deep-sea vessels. It compares ordinary seaman with able-seaman, messman with assistant cook and wiper with fireman, oiler, watertender (FOWT). The scales are based on the present Standard Freightship Agreement.

Entry Rated Jobs			Middle Rated Jobs		
Base Monthly Wages	Premium Rate	Overtime Rate	Base Monthly Wages	Premium Rate	Overtime Rate
	<i>Ordinary Seaman</i>			<i>Able-Seaman</i>	
617.59	5.40	3.51	790.10	6.89	4.43
	<i>Messman</i>			<i>Assistant Cook</i>	
612.78	5.38	3.51	779.42	6.83	4.43
	<i>Wiper</i>			<i>FOWT</i>	
733.92	6.42	3.51	790.10	6.89	4.43

Why wait any longer. Increase your wages significantly. Upgrade at the Lundeberg School.



# SIU Rep Luigi Iovino Gets His High School Diploma at HLSS

Long-time SIU Representative Luigi Iovino recently achieved what he considers a very important goal for him. He completed the high school GED Program at the Harry Lundeberg School and earned his high school equivalency diploma.

Brother Iovino has been a member of the SIU for 31 years. Eighteen of those years have been spent as an SIU official. He has sailed in the deck department as bosun and AB. He also shipped in the steward department for 12 years. During his travels he has been to many different climates which include England, Germany, France, Spain, Italy, Greece, Africa, Turkey, Arabia, South America, the Far East, Japan, the Phillipines and Indo China.

Seafarer Iovino decided to get his high school diploma "to better myself for speaking and reading."

He added, "Even though I didn't have an education, I did read quite a bit. I believe that this helped me during the program. But it took the school and teachers to put it all together so that I could get my diploma."

Brother Iovino feels that "everybody in the SIU should take advantage of the programs at HLS. It is here for all members to attend, whether young or old."

The High School Equivalency Program is "wonderful", Brother Iovino said. "The teachers take an interest in helping you. The methods they use are very effective, I really liked the entire program."

If you are interested in the High School Equivalency Program offered at HLS, contact your port agent or write to the Academic Department at the Harry Lundeberg School, Piney Point, Md. 20674.



SIU Representative Luigi Iovino, second from left, is the happiest guy in Piney Point after completing the School's GED Program and achieving his high school equivalency diploma. Congratulating him, from the left are: Roman Gralewicz, president of the SIU of Canada; Margaret Nalen, director of academic education at the Lundeberg School, and Mike Sacco, vice-president of the Lundeberg School.

## The Harry Lundeberg School of Seamanship

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

### 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
- 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: Sept. 2, Oct. 27 and Nov. 23, 1977.**

#### Pumproom Course To Begin Oct. 17

On Oct. 17, 1977, the Lundeberg School will offer an important course for rated black gang men. The course is Pumproom Operation and Maintenance. It is open to those engine room members who hold a QMED any rating.

The course will deal with the operation and maintenance of valves, loading procedures, cargo pump operation and cargo measurement.

The course will also include instruction in discharging procedures, ballasting procedures, tank cleaning, inert gas systems, firefighting and safety, pollution control and cargo control systems.

Members interested in taking the course are advised to contact the local Union office as soon as possible.

### LIFEBOATMAN

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

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

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

### Engine Department

#### 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: Sept. 30 and Oct. 31, 1977.**

### LNG/LPG

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

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

**Starting date: Nov. 28.**

### Steward Department

All Steward Department Courses Lead To Certification By HLSS.

#### CHIEF STEWARD

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

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

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

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

#### 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: Sept. 15, Oct. 27 and Dec. 8, 1977.**

#### CHIEF COOK

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

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

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

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

#### COOK AND BAKER

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

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

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

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

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





## FOWT Graduates

Recent FOWT grads display their FOWT endorsements. They are from the left, Seafarers Ned Pedersen, Larry Clement, Marcel Scuderi, Jose Del Rio and Martin Sweeney.



## 6 Are Lifeboatmen

Recent grads of the Lundeberg School's Lifeboat course are, front row from the left: Harry Smith, Steve Theobald and Jake Gimbert. Back row from the left are Seafarers D. Ketchum, Dave Brunzburg and Tom Bluit.



## He's a Chief Cook

Seafarer Michael Laurie recently got his chief cook's endorsement at the Lundeberg School.

## Lundeberg Graduates Page



## 8 Complete Welding Course

Eight Seafarers completed the basic welding course at the Lundeberg School this month. They are, standing from the left, Philip Booher, Spero Moche, Jr., Richard Bramley, William Lee Thomas, Don Dokulil and Michael Phillips. Kneeling are Seafarers Worcester Johnson, left, and Darrell Camp.



## Happy Chief Cook

Seafarer Earl Gray couldn't be happier after completing Chief Cook's program at Lundeberg School.



## Lifeboat Grads

Recent graduates of the Lundeberg School's Lifeboat program are Seafarers Jennings Hockman, left, and Michael Laurie.



## 2 Assistant Cooks

Holding assistant cook endorsement after completing program at the Lundeberg School are Seafarers Javan W. Currie, left, and Laird Mills.



# HIGH SCHOOL EQUIVALENCY DIPLOMA AVAILABLE TO ALL

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 takes only four to eight weeks, and your fellow Boatmen and seamen who have gone through the 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:

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

When you have completed 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—



## Upgrades to FOWT

Seafarer Chris Benzenberg shows certificate of achievement he received after recently completing FOWT program at Lundeberg School.

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 you have one year of

seaside with a contributory employer.

Your classes will be small (usually just six or 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 seamen and Boatmen that are offered each year.

## Three Become Assistant Cooks



These three Seafarers look plenty happy after completing Assistant Cooks Program at Lundeberg School. They are, from the left, Ronald Dawsey, Luccan Hood and Virgilio Rivera.

## 7 College Scholarships Awarded Yearly to Members, Dependents

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

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

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

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

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

Eligibility requirements are as follows:

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

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

## Directory of All Upgrading Courses

### DEEPSEA, LAKES COURSES

#### Deck Department

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

#### Engine Department

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

#### Steward Department

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

### INLAND WATERS COURSES

- Able-Seaman
- Pre-Towboat Operator
- Original Towboat Operator
- Master/Mate Uninspected Vessels Not Over 300 Gross Tons Upon Oceans
- First Class Pilot
- Radar Observer
- Pre-Engineer Diesel Engines
- Assistant Engineer Uninspected Motor Vessels

### LUNDEBERG UPGRADING APPLICATION

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

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

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

Deepsea Member  Inland Waters Member  Lakes Member

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

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

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

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

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

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

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

Firefighting:  Yes  No

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

(Refer to Directory for all course listings.)

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

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

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



## Digest of SIU Ships' Meetings



**COLUMBIA** (Mount Shipping), June 26—Chairman, Recertified Bosun Gus Magoulas; Secretary O. Oakley; Educational Director H. Hunt; Steward Delegate Osborne Williams. No disputed OT. Secretary reported that a letter concerning getting a new TV was written to Frank Drozak and his reply was posted for everyone to read. Report to the *Seafarers Log*: "We have been receiving the *Seafarers Log* quite regular now and thank you. Would like to know if color photos can be reprinted by the *Log*? We have heard pro and con concerning the subject. We suggest that you have a little note printed in the *Log* so that everyone will know what to do and more photographs can then be submitted to the *Log* for publication."

### Ed. NOTE:

(A reply was sent to Chairman Gus Magoulas in answer to the above request on July 15. In this issue of the *Log* there is an explanation for all members as to the best way to submit photos for use in the newspaper.)

**NEWARK** (Sea-Land Service), June 12—Chairman, A. Vilanova; Secretary Ken Hayes; Educational Director R. Coleman; Steward Delegate Donald M. King. \$8.12 in ship's fund. No disputed OT. Crew was asked to read Education Series No. 8 which was received. Chairman discussed the May issue of the *Log* and requested all crewmembers to read up on the position of the Union on several bills now in the House. Also reminded everyone of the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

**GALVESTON** (Sea-Land Service), June 12—Chairman, Recertified Bosun Charles Dawson; Secretary L. Crane; Deck Delegate Robert Erickson; Engine Delegate A. G. Andersen; Steward Delegate W. Davey. No disputed OT. Crewmembers were advised by the Chairman to read the articles in the latest *Log* and also on the importance of donating to SPAD. A vote of thanks was given to the steward department for good food and service and to the other departments for helping to keep a clean ship. Next port, Seattle.

**WACOSTA** (Sea-Land Service), June 26—Chairman, Recertified Bosun William Feil; Secretary R. De Boissiere; Educational Director Ewald P. Fahle; Deck Delegate William Vortier; Engine Delegate Rick Sayers; Steward Delegate Samuel Satomayor. \$30 in ship's fund. Some disputed OT in deck department. A vote of thanks to all delegates for a job well done. Report to the *Seafarers Log*: "The crew of the SS *WACOSTA* wishes to send regards to Chief Steward Ivan Buckley who was seriously ill while aboard said vessel. Get well Buck we miss you." Next port, Naples.

**DEL ORO** (Delta Steamship Lines), June 5—Chairman, Recertified Bosun D. Pool; Secretary Teddy Kross; Educational Director Joseph G. Arch; Deck Delegate James T. Wolff; Engine Delegate John Vieira; Steward Delegate Eladio Grajales. \$385 in movie fund. Some disputed OT in engine department. Received the *Seafarers Log* in Abidjan and the card contained in the envelope was sent to Headquarters for receipt of same. Also received was the Education Series No. 8. Secretary thanked the SIU crew for their fine cooperation. Next port, New Orleans.

**MASSACHUSETTS** (International Ocean Transport), June 26—Chairman, Recertified Bosun J. L. Bourgeois; Secretary A. Hassan. No disputed OT. A discussion was held on the ads in local magazines about "Turn the Tide on Foreign Tankers." The ad was posted on the board and every member, their families and friends were advised to write to the U.S. Maritime Committee, To Turn The Tide, P.O. Box 32236, Washington, D.C. 20007 to tell them that we all support the using of U.S. flag tankers in the importing of our country's oil needs. These letters will help in our fight to get a Cargo Preference Law through. Three days after this discussion 24 letters had been received from the crew in regard to their support of U.S. flag tankers. These letters will be mailed to "Turn the Tide on Foreign Tankers" upon our return to the States. A vote of thanks to the steward department for a job well done. Next port in Brazil.

**DELTA BRASIL** (Delta Steamship Lines), June 12—Chairman, Recertified Bosun Charles Faircloth; Secretary B. Guarino; Educational Director Hugh Wells, Jr. \$95 in ship's fund. No disputed OT. Chairman gave a talk on the importance of taking the upgrading courses at Piney Point. Shipping is good and rated men are needed. Also discussed the importance of SPAD. Next port Vitoria, Brazil.

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

OVERSEAS ARCTIC  
OVERSEAS ULLA  
OVERSEAS ALEUTIAN  
BORINQUEN  
WARRIOR  
BAYAMON  
DELTA ARGENTINA  
SEA-LAND MARKET  
HUMACAO  
HOUSTON  
GOLDEN MONARCH  
SEA-LAND CONSUMER  
OGDEN WABASH  
OGDEN CHAMPION  
SEA-LAND EXCHANGE  
PANAMA

**OGDEN WILLAMETTE** (Ogden Marine Transport), June 6—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director H. Meredith; Deck Delegate B. Anding; Engine Delegate L. Campos; Steward Delegate R. N. Sessions. No disputed OT. Chairman held a discussion on President Hall's report and on President Carter's stand for a strong maritime program as outlined in the *Seafarers Log*. Requested all crewmembers to read the *Log* to obtain all the information you want on what is going on in the Union. The steward department extended a vote of thanks to the crew for keeping things clean.

**OVERSEAS NATALIE** (Maritime Overseas), June 12—Chairman, Recertified Bosun Carl Thompson; Secretary M. Deloatch; Educational Director B. Ginter; Engine Delegate Charles D. Polk. No disputed OT. Chairman reports that the ship will layup in Jacksonville, Fla. and will be laid up for two weeks. They will call the crew back for those who want to come back. A vote of thanks to the steward department for very good and well prepared food. The menus have been very varied. Next port in California.

**MOUNT EXPLORER** (Mount Shipping), June 26—Chairman, Recertified Bosun Peter Garza; Secretary A. Salem; Educational Director Fred Harris; Deck Delegate F. R. Schwarz; Engine Delegate E. H. Nordtromp; Steward Delegate Young McMillan. No disputed OT. Chairman held a discussion on important items in the *Seafarers Log* especially the new wages effective June 16, 1977 and the new retirement program. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for excellent food preparation and good service. Observed one minute of silence in memory of our departed brothers. Next port, Texas City.

**OVERSEAS ALASKA** (Maritime Overseas), June 19—Chairman, Recertified Bosun W. L. Tillman; Secretary T. Bolton; Educational Director Joaquin Miller; Deck Delegate Calvin Smith. No disputed OT. Chairman discussed the importance of donating to SPAD. All Union mail was read and posted on the bulletin board. A vote of thanks to the Crew Messman Lloyd Clark for a very good job serving the crew. A special vote of thanks to the deck department for helping keep messroom and pantry clean at night. Next port, Portland, Ore.

AGUADILLA  
JACKSONVILLE  
SEA-LAND GALLOWAY  
SEA-LAND McLEAN  
EAGLE TRAVELER  
TAMARA GULDEN  
POINTE JULIE  
DELTA SUD  
BALTIMORE  
CHARLESTON  
SAM HOUSTON  
JOHN PENN  
YELLOWSTONE  
GEORGE WALTON  
DELTA ARGENTINA  
OAKLAND  
PISCES  
SEA-LAND ECONOMY  
MAYAGUEZ  
PONCE

**ZAPATA PATRIOT** (Zapata Bulk Transport), June 26—Chairman, Recertified Bosun R. Murry; Secretary D. E. Edwards; Educational Director G. R. Meaden; Deck Delegate James A. Wade; Steward Delegate Charles D. Locke. No disputed OT. The chairman reports that he has been on board 16 months and has had no beefs. A vote of thanks to the steward department for a job well done. Also a vote of thanks to the Radio Officer and Master for showing movies every night even in port and anytime someone wanted to see one.

**SEA-LAND COMMERCE** (Sea-Land Service), June 19—Chairman, Recertified Bosun Lothar Reck; Secretary S. S. Schuyler; Educational Director F. Sayo. No disputed OT. \$37 in ship's fund. Chairman advised all crewmembers to take advantage of the Harry Lundeberg School and try to upgrade themselves in Piney Point, Md. Next port, Seattle.

**SEA-LAND FINANCE** (Sea-Land Service), June 26—Chairman, Recertified Bosun J. Pulliam; Secretary W. Benish; Engine Delegate W. B. Austin. No disputed OT. The May issue of the *Seafarers Log* was received and Chairman discussed several articles contained therein. A vote of thanks was given to F. Pappone for showing movies and taking care of the movie machine. Report to *Seafarers Log*: "Mooring winches would make things a lot safer; anything would be better than it is now." Next port, Long Beach.

**OVERSEAS ANCHORAGE** (Maritime Overseas), June 12—Chairman, Recertified Bosun Elmer Baker; Secretary A. Arellano; Educational Director A. Clark; Deck Delegate T. R. McDuffy; Engine Delegate C. Gallagher; Steward Delegate R. Hirsch. Some disputed OT in deck and engine departments. Educational Director requested that reading material be placed aboard vessels as it would be helpful to the morale of men off watches. Next port in Puerto Rico.

**ULTRA MAR** (Westchester Marine Shipping), June 26—Chairman, Recertified Bosun Norman F. Beavers. No disputed OT. It was requested that an entry be made in the ship's minutes that when the Steward Paul Hunt came aboard the vessel that everything was in bad shape. He squared everything away by working 16 and 18 hours a day. He had the initiative to make decent menu for all personnel involved. We, the crew all appreciated it very much. We feel that this should be noted on his record. Next port, Trinidad.

SEA-LAND RESOURCE  
COUNCIL GROVE  
OVERSEAS VIVIAN  
PORTLAND  
THOMAS JEFFERSON  
NECHES  
TRANSEASTERN  
TAMPA  
SEA-LAND PRODUCER  
FORT HOSKINS  
SEA-LAND TRADE  
LONG BEACH  
DEL RIO  
SEA-LAND VENTURE  
ST. LOUIS  
COVE COMMUNICATOR  
SHOSHONE  
BEAVER STATE  
THOMAS NELSON  
DEL SOL



# 'A' Seniority Upgraders

**Carlos Rodrigues**



Seafarer Carlos Rodrigues, 24, graduated from the Harry Lundeberg School of Seamanship (HLSS) in Piney Point, Md. in 1973 returning to the school in 1975 to upgrade to fireman-watertender. He completed the Cardiac Life Support and First Aid Courses. He also has his lifeboat and firefighting endorsements. Brother Rodrigues was born in Brooklyn, N.Y. He lives in Jersey City, N.J. and ships out of the port of New York.

**Mark Sawin**



Seafarer Mark Sawin, 20, graduated from the HLSS in 1975 and upgraded to fireman-watertender in 1976. He has the Cardiac Life Support, First Aid, Lifeboat and Firefighting tickets. Brother Sawin was born in Oklahoma. He lives in Slidell, La. and ships out of the port of New Orleans.

**Richard Sanderson**



Seafarer Richard Sanderson, 21, is a 1974 HLSS graduate. He upgraded to 3rd cook there this year. He has the Cardiac Life Support, First Aid, Lifeboat and Firefighting tickets. Brother Sanderson was born in Vienna, Va. where he resides. He ships out of the Gulf.

**Nazareth Battle**



Seafarer Nazareth Battle, 26, started sailing in 1972 after graduating from the Lundeberg Trainee Program. A month after his graduation, he earned his 3rd cook rating there. This year he intends to take the LNG Course at Piney Point. In 1978, he intends to upgrade at HLS to cook and baker. He completed the Cardiac Life Support, First Aid, Lifeboat and Firefighting Courses. Brother Battle was born and raised in the port of Baltimore. He ships out of the port of Jacksonville where he lives with his wife, Sharon Elaine and their daughter.

**Larry Watson**



Seafarer Larry Watson, 25, graduated from the HLSS Trainee Program in 1971 upgrading to AB at the School in 1973. He completed the Cardiac Life Support, First Aid, Lifeboat and Firefighting Classes. Brother Watson is a native and resident of the port of Seattle from where he ships out.

**Thomas McQuay**



Seafarer Thomas McQuay, 25, is a 1970 graduate of the HLSS. He upgraded to third cook this year. He has finished the Cardiac Life Support, First Aid, Lifeboat and Firefighting Courses. Brother McQuay is a native of the port of Jacksonville where he lives and from where he ships out.

**Mark Petterson**



Seafarer Mark Petterson, 25, began his sailing career in 1972, the year he graduated from Piney Point. This year he upgraded to assistant cook at the HLSS. He has finished the Cardiac Life Support, First Aid Lifeboat and Firefighting Classes. Brother Petterson was born in Evanston, Ill. A resident of North Carolina, he ships out of the port of New Orleans.

**Tommy Hartman**



Seafarer Tommy Hartman, 22, graduated from the HLSS in 1975. He upgraded to fireman-watertender at Piney Point this year. He also has his Cardiac Life Support, First Aid, Lifeboat and Firefighting endorsements. Brother Hartman was born in San Francisco. He lives there and ships out of that port city.

**Michael Derringe**




Seafarer Michael Derringe, 24, first sailed with the SIU in 1974 following his graduation from the HLSS. He upgraded to fireman-watertender at the school. And he has his Cardiac Life Support, First Aid, Lifeboat and Firefighting tickets. Brother Derringe was born in the port of Norfolk where he still lives. He ships out of the port of Jacksonville.

**Spero Moche, Jr.**



Seafarer Spero Moche, Jr., 30, graduated from the Harry Lundeberg School in New Orleans in 1971. This year he upgraded to fireman-watertender at Piney Point. He has the Cardiac Life Support, First Aid, Lifeboat and Firefighting qualifications. Brother Moche was born in Wilson, N.C. He lives in St. Petersburg, Fla. and ships out of the ports of New Orleans and Tampa.



## Brotherhood in Action

**...for SIU members with Alcohol problem**

The Seafarers Alcoholic Rehabilitation Center holds its first annual reunion this month. Every Seafarer can feel a sense of real pride and brotherhood in this event.

Through cooperation, support, and trade union spirit, we have helped many of our fellow brothers on the road to recovery from alcoholism.

The theme of the reunion is "Living Sober". As these men gather at the ARC to enjoy Living Sober, every Seafarer can share the spirit of their celebration.

We celebrate because the Brotherhood of the Sea has brought a better way of life to these members. And anything that helps one of us helps all of us.

Every brother who has come to the ARC and recovered from alcoholism can now enjoy the good wages, working conditions and other benefits of unionism. Before, when alcohol ruled his life,

these benefits were meaningless to him.

Through union brotherhood, every one of us has helped to save the lives of these Seafarers. We did this by supporting the ARC program and our brothers' decision not to drink.

The Brotherhood of the Sea has real meaning for each brother at the Living Sober Reunion and for the many other brothers who are recovered alcoholics now at work aboard ships and boats throughout our country and the entire world. Their successful new lives are a triumph for all of us.

But we must remember that this reunion is our first celebration of an important first success. The work is far from over. We must renew our support for the ARC and our alcoholic brothers. We must keep on working until every Seafarer who has alcoholism is able to celebrate the freedom of Living Sober.

**Stanley La Grange**



Seafarer Stanley La Grange, 25, graduated from the HLSS in 1972. He now has his AB rating. Also he has the Cardiac Life Support, First Aid, Lifeboat and Firefighting qualifications. Brother La Grange was born in Saramayo Hospital, across the street from the New Orleans Union Hall. He lives in the port of New Orleans and ships out from there.

**Ricardo C. Quinones**



Seafarer Ricardo C. Quinones, 28, has been sailing with the SIU since his graduation from the HLSS in 1971. In 1974, he got his AB rating at the school. Also he has the Cardiac Life Support, First Aid, Lifeboat and Firefighting tickets. He is a Navy veteran. A native and resident of The Bronx, New York City, Brother Quinones ships out of the port of New York.

**Tommy Lister**



Seafarer Tommy Lister, 35, made his first voyage with the SIU in 1963 sailing as an OS. Previously that year he had graduated from the Andrew Furuseth Training School (AFTS) in New Orleans. In 1966, at the AFTS, he upgraded to AB. He also has his Cardiac Life Support, First Aid, Lifeboat and Firefighting endorsements. Brother Lister, who ships out of the port of Mobile, was born and grew up in Neely, Miss. He lives there with his wife, Phyllis and two children.

**Edward Craig**



Seafarer Edward Craig, 26, is a 1973 graduate of the Lundeberg School. In 1974, he upgraded to fireman-watertender there. Last year, he upgraded to QMED at the HLSS. He has completed the Cardiac Life Support, First Aid, Lifeboat and Firefighting Courses. Brother Craig was born in Newton Hamilton, Pa. He lives there and ships out of the port of New York.

## Alcoholic Rehabilitation Center

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

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

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

Telephone No. ....  
Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010



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

The following Seafarers and other concerned individuals, 451 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1977. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Seventeen who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, one has given \$400, and two \$600. For the rest of the year the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of Seafarers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

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

Abadi, H.	Campbell, A.	Fester, M.	Jacobs, R.	Lomas, A.	Napoli, F.	Reyes, M.	Rouhek, J.	Selzer, S.
Abobaker, F.	Campbell, A.	Fgrshee, R.	Jackson, J.	Lombardo, J.	Nash, W.	Rhoades, G.	Roy, B.	Shabian, A.
Adams, P.	Campbell, W.	Firshing, W.	Japper, J.	Lundberg, J.	Nauarre, T.	Richburg, J.	Royal, F.	Shelton, J.
Adams, W.	Carbone, V.	Fischer, H.	Johnson, D.	Lynch, C.	Neffe, J.	Riddle, D.	Rudnicki, A.	Sholar, E.
Adamson, R.R.	Cavanaugh, J.	Fiune, V.	Johnson, R.	Lyness, J.	Nielsen, R.	Ries, C.	Ruzyski, S.	Sigler, M.
Adlum, M.	Celgina, J.	Fletcher, B.	Johnsted, R., Jr.	Magruder, W.	O'Donnell, J.	Ripoll, G.	Sacco, J.	Silva, M.
Air, R. N.	Cheshire, J.	Florous, C.	Jones, C.	Maldonado, M.	Olds, T.	Roades, O.	Sacco, M.	Smith, L.
Algina, J.	Cinquemano, A.	Foley, P.	Jones, R.	Malesskey, G.	Olson, F.	Roberts, C.	Saeed, S.	Smith, T.
Ali, A.	Cofone, W.	Forgeron, L.	Jones, T.	Manafe, D.	Omar, Y.	Roberts, H.	Salanon, G.	Snell, F.
Allen, J.	Conklin, K.	Fox, P.	Jones, W.	Manen, J.	Pacheco, E.	Roberts, J.	Salazar, H.	Snyder, J.
Alhaj, Y.	Conning, E.	Franco, P.	Jorge, J.	Manry, L.	Paladino, F.	Robinson, W.	Saleh, H.	Somerville, G.
Almuffichi, A.	Conway, F.	Francum, C.	Kastina, T.	Mansoob, A.	Papuchis, S.	Rodgers, J.	San Filippo, J.	Soresi, T.
Anders, T.	Cortez, E.	Frank, S., Jr.	Kaufman, R.	Martin, T.	Paradise, L.	Rodriguez, F.	Sanchez, M.	Spencer, G.
Anderson, A.	Costango, G.	Frederickson, E.	Keller, D.	Martinez, L.	Paschal, R.	Rodriguez, R.	Schuffels, P.	Stancaugr, R.
Anderson, A.	Cousins, W.	Fuller, G.	Kerngood, M.	Martinussen, C.	Patterson, D.	Rondo, C.	Seabron, S.	Stankiewicz, A.
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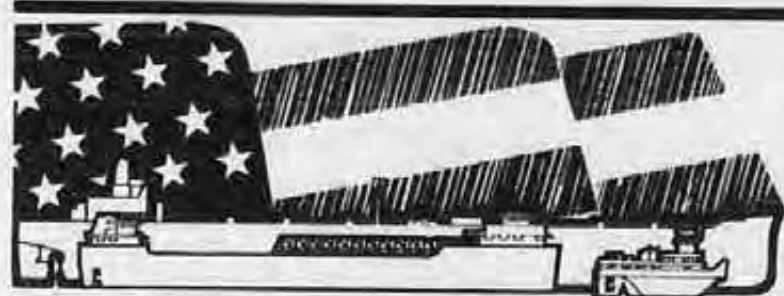
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# LOG

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The SIU-manned tugboat *Charles Lehman*, operated by American Commercial Barge Line, is shown tied up to bank of Mississippi near Alton, Ill., across the river from St. Louis.



Pleasant smiling cook, Violet Dallas, does her thing in the galley of the towboat *Ed Renshaw*, operated by Ozark Marine. The boat was picking up a load of barges on the Illinois Waterway near St. Louis.

## St. Louis—Hub of Nation's Inland Waters System



After breaking up tow, SIU Deckhand David Colboth, left, and Lead Deckhand Don "Red" Harris stack ratchets. The two Boatmen are part of the SIU crew on the *Charles Lehman*.

**S**T. LOUIS is the hub of our nation's inland waterways system. Just above St. Louis, the Illinois Waterway branches off to the northeast. The Missouri River branches off to the west there, and the Upper Mississippi River continues to the north. About 200 miles below St. Louis, the Ohio River empties into the Lower Mississippi.

Because of its central location, the port of St. Louis is a good place to catch SIU-contracted lineboats as they pass through town. When the *Log* visited St. Louis we boarded three boats with SIU crews.

At the American Commercial Barge Line fleet area in Alton, Ill., across the river from St. Louis, we found the *Charles Lehman*. The *Lehman* was just in from the Upper Mississippi and had stopped off for minor repairs before heading north again.

Back in the city, at St. Louis Shipyard, we caught the *National Gateway* of National Marine Service. She was on her way to pick up a tow of chemical barges destined for the Lower Mississippi River.

A few miles upriver we found the crew of Ozark Marine's *Ed Renshaw* making up a tow of barges to be delivered on the Illinois Waterway.

Other SIU-contracted companies whose boats sometimes pass through the port of St. Louis include: Orgulf Transport; Dixie Carriers, and Delta Queen Steamboat Co.



As far as deckhands Bill Shands (top photo) and Gregg Platt (bottom photo) are concerned, there is no such word as grime as the two keep their boat, the *Ed Renshaw*, looking sharp.

