

Trustees Vote New Pension Supplement Plan

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DEEP SEA
GREAT LAKES
INLAND WATERS

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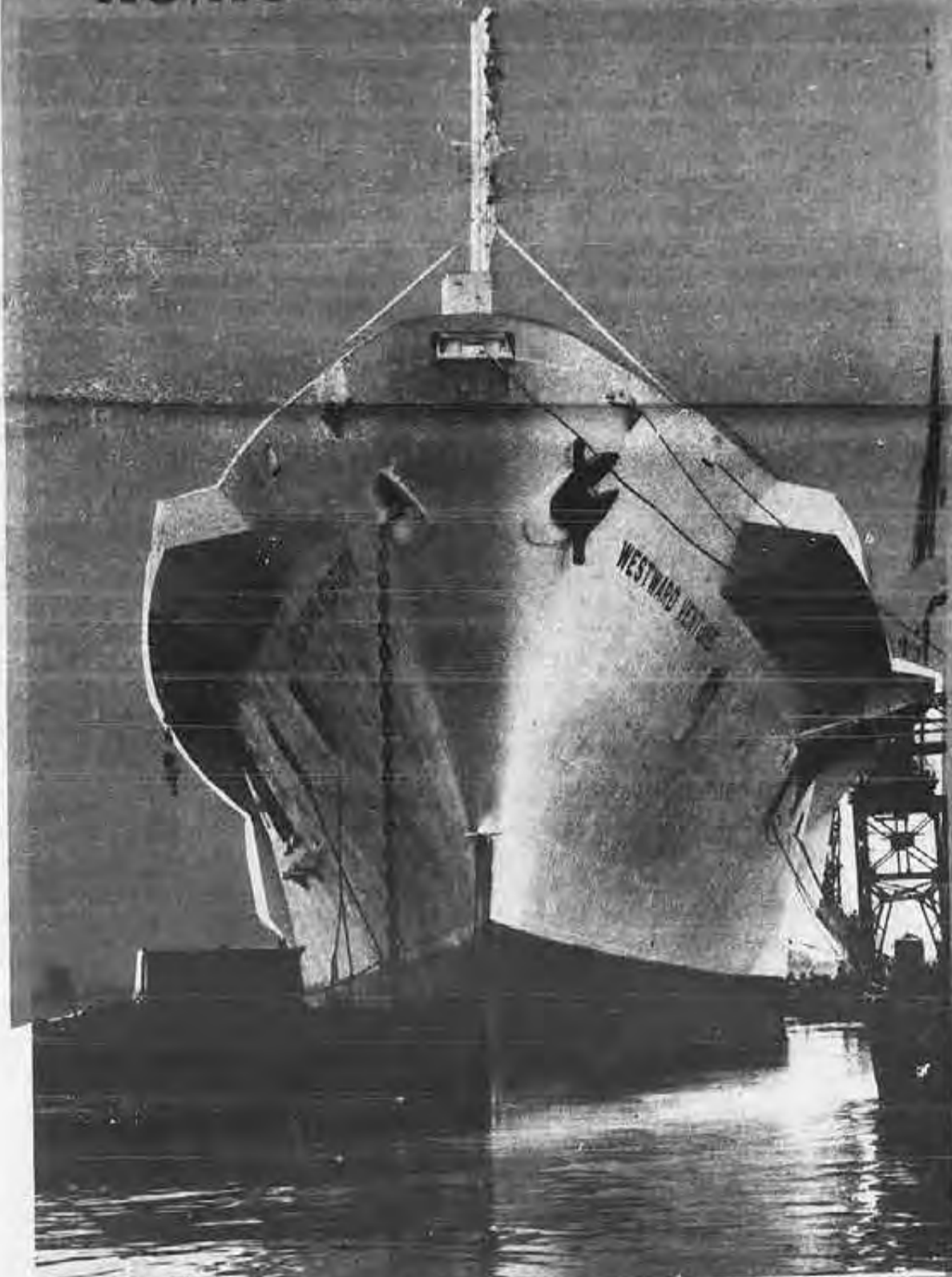
April, 1977

Log



Seafarers Crew New RO/RO Westward Venture

Hall Briefed on Carter Energy Plan



SIU President Paul Hall, serving as chairman of the AFL-CIO Energy Committee, gets a preview of President Carter's energy plan for the country. The briefing included discussion on how the program would affect American workers. James Schlesinger, right, chief energy advisor to the President, also took part in the briefing. (See story page 5.)

New Tug C.R. Hayden Launched



SIU members crewed another new vessel this month, the roll-on/roll-off ship, *Westward Venture*, operated by Inter Ocean Transport. The new vessel, a sistership of the SIU-manned *Great Land*, was crewed at the Sun Shipyard near Philadelphia. (See page 3.)

SIU Boatmen will soon be crewing the new tug *C. R. Hayden* in Houston, Tex. The tug will be operated by SIU-contracted G&H Towing of Houston. (See page 11.)

Great Lakes Ready for Another Season See Center Fold

New River Contracts at Inland Tugs, ABL See Page 2

Hall, Turner Meet on Proposed SIU-MC&S Merger See Page 3

Boatmen OK Pacts at Inland Tugs, ABL

SIU Boatmen at two Mississippi and Ohio River towing outfits have overwhelmingly accepted new three-year contracts, which among other things, establish the first Union-company jointly administered vacation plan ever negotiated for Inland Boatmen working the nation's Western rivers.

The new contracts, which also include substantial increases in wages, overtime, welfare benefits and other fringes, cover the licensed and unlicensed crews of Inland Tugs-River Division and the licensed crews of American Barge Line, both of Jeffersonville, Ind. The contract for the unlicensed crews at ABL is not up for renewal until July 1977.

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

The amount of the vacation benefit varies depending on the rating a man sails. For example, in the third year of the contracts (starting Dec. 31, 1978), and based on 240 days of employment that year, the vacation benefit for the various ratings would be:

- \$933.60 for deckhands.
- \$1065.60 for lead deckhands, cooks, tankerman, utility engineers and trainee engineers.
- \$1200 for assistant engineers (licensed).
- \$1334.40 for chief engineers (licensed).

If a man works more than 240 days

in a year, his vacation benefit would be higher accordingly, and if he works less than 240 days in a year, the benefit would be less accordingly.

Overall in the new contract, between

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the new vacation benefit and increased wages, the unlicensed member will realize a raise in earnings of about 30 percent, and the licensed members about a 40 percent raise over the life of the contract.

Also in the unlicensed area, the ratings and wages of the probationary deckhand and probationary cook have been raised to that of a full deckhand or cook, translating into an increase in earnings of about 50 percent for these categories.

Industry-Wide Plan

Winning vacation plans at Inland Tugs-River Division and American Barge Line is another big step forward in the SIU's overall program of establishing an industry-wide vacation plan for all SIU Boatmen.

The SIU broke the ice in this area last year when the Union won similar vacation plans for East Coast Boatmen working for Stuart Transportation of Piney Point, Md. and Allied Towing of Norfolk, Va. These vacation plans were the first jointly administered plans ever negotiated for Boatmen anywhere in the inland waters industry.

The SIU's goal in the area of vacation pay for Boatmen is to bring all of

the Union's contracted tug, towboat and dredging companies into the Seafarers Vacation Plan one-by-one as each company's contract comes up for renewal.

First Since Confab

The Inland Tugs and ABL contracts are the first to be ratified since last month's Boatmen's Educational Conference at the Lundeberg School, which proposed industry-wide standardization of collective bargaining agreements between the SIU and its contracted towing companies.

Delegates to this Conference, which included rank-and-file Boatmen and Union officials, also set forth bargain-

ing goals for upcoming contract negotiations with seven inland companies operating on the rivers and the Gulf Intracoastal Canal. The companies include Gulf Canal Lines, Inland Tugs-Canal Division, Sabine Canal and Harbor, Dixie Carriers, Marine Fueling, Slade Towing and National Marine.

Although members from ABL and Inland Tugs-River Division were not a part of the Conference, many of the gains the SIU won for their contracts reflect the contract goals of the Union for the upcoming negotiations.

It is hoped that the contracts won this year will be the basis for negotiating standardized contracts for all Boatmen in the next few years.

Unemployment Eases to 7.3%

WASHINGTON, D.C. — The U.S. jobless rate last month eased somewhat to 7.3 percent from February's 7.5 percent, says the Labor Department here.

Since the country's unemployment rate still remains high, AFL-CIO President George Meany's comment was that the slight decline in joblessness "proved only that the horrible winter is over," alluding to the higher unemployment caused by the severe cold and resultant gas shortage in February.

Meany holds that March's jobless rate was actually 10 percent with 9.7-million of the nation's workers unemployed. The U.S. Bureau of Labor Statistics (BLS) attributes the decrease in the jobless rate to the recall of a large

number of adult workers who had been laid off due to the harsh winter.

According to the Labor Department, more than 7-million U.S. workers were without work last month. Rep. Richard Bolling (D-Mo.) said that the 7.3 percent unemployment rate for March was the same percentage recorded in May 1976.

Meanwhile, Congress has extended the program of emergency jobless benefits for those out of work more than 39 weeks. A maximum of 13 additional weeks will be available for the long-term unemployed until Jan. 31, 1978 as soon as President Carter signs the measure.



Paul Hall

The PRESIDENT'S Report

40 Years in Politics and Still Plugging

You'd think that after nearly 40 years of working for progressive legislative programs to better our industry and enhance the livelihoods of America's merchant seamen, the increasingly important job of politics would become a little easier for us. Well, that's a very nice thought, but believe me, it just doesn't work that way.

In fact, as the SIU refined and expanded its political activities over the years, our political opponents, which includes all kinds of groups from the oil companies to the right wing "right-to-work" committee, have put more and more time, energy and money into their own.

On top of this, the political issues themselves are becoming more and more complicated as the most aggressive technological revolution in the history of maritime creates new challenges and new changes in our industry every day.

Despite all the technological and political changes, and the increased sophistication of our opposition, it is by no means a situation we can't handle. In fact, I believe the SIU's legislative programs for this year are among the most ambitious we've ever undertaken.

Our top legislative priority is, of course, a fair oil cargo preference law for U.S. ships. As you know, we succeeded in getting such a bill, the Energy Transportation Security Act, as far as President Ford's desk but it was pocket vetoed.

A number of similar oil cargo preference bills have already been introduced in both the House and Senate this year, but there is no guarantee that Congress will respond positively to the measure as it did in 1974.

A perfect example of an unexpected Congressional turnabout was the defeat in the House last month of the situs picketing bill, which would have given construction workers the same picketing rights as other organized workers. The

tragic thing is Congress had passed an identical bill last year but it was vetoed. However, this year 21 Congressmen switched their vote from support to opposition and the bill went down 217-205.

In plain English, we have our work cut out for us if we expect to outflank the oil companies once again and get a cargo preference bill through Congress and signed into law.

In addition to cargo preference, the SIU will be pushing very hard for Congressional approval of an all-American route for the Alaskan natural gas pipeline, as opposed to a Canadian route. The American route includes construction of a gas pipeline to shadow the Alaska oil pipeline from the North Slope to the ice-free port of Valdez in southern Alaska. From there, the liquified gas would be transported in U.S.-flag LNG tankers to various points in the lower 48 states.

In all, it could mean 750,000 man years of employment for U.S. workers in pipeline construction, LNG ship construction and on the ships themselves. That's a whole lot of work for Americans, but it could all be lost if Congress supports the Canadian route.

Another issue that is heating up is what to do with the Alaskan oil when it starts flowing from the new pipeline later this year. The oil companies want a swap plan, which would include exportation of as much as half of this oil to Japan, to be offset by increased importation of Arab oil to the East Coast. The SIU will be working to ensure that virtually 100 percent of the Alaskan oil is used for domestic U.S. purposes as a logical first step in making the U.S. energy independent.

Also this year, the SIU will continue its fight to close the Virgin Islands loophole in the Jones Act. For many years, the oil companies have been circumventing the use of U.S.-flag tankers by virtue of this outdated amendment. If we are successful on this issue, it could mean as many as 24 more ships for the U.S. tanker fleet.

The issues I have mentioned are just a few of the tougher ones we will be tackling in the near future. Again, I do not believe we are biting off more than we can chew. On the contrary, I believe that the positive resolution of these and other pressing maritime issues are attainable goals.

I say this because we have done our political homework over the years by keeping on top of our industry on a day to day basis. And we have avoided unnecessary setbacks in our programs by never taking anything for granted from Congress or any other outside organization.

Most importantly, though, thousands of individual SIU members have done their part in fostering our political programs by their voluntary contributions to SPAD, which has always meant the difference between success and defeat.

What we need now to bring our new political programs home is more of the same. That is, continued participation by the SIU membership in SPAD, coupled with the continued grass roots political work by the SIU leadership and the Union's political apparatus in Washington, D.C.

We have a tough job ahead of us. But with all of us working together as always in the past, I think we're going to come out on top.

Hall, Turner Meet on Proposed Merger

SIUNA President Paul Hall and Ed Turner, president of the Marine Cooks and Stewards Union, continued talks this month on the proposed merger of the SIU-AGLIWD and the MC&S.

During several meetings in Washington, D.C., Hall and Turner talked about the impact such a merger would have on the two labor organizations, as well as discussing the benefits, in the way of expanded job opportunities, that

both SIU and MC&S members would realize from the proposed move.

The two also discussed in detail the problems of the mechanics of the merger itself.

After this round of talks, Hall and Turner remarked that "the meetings were informative and profitable and we ironed out a number of important items involving the proposed merger." They

added, "We look forward to the next series of discussions."

Talks on the merger are scheduled to resume shortly in the port of San Francisco, at which time the MC&S Committee on Merger, headed by Turner, and the SIU Committee on Merger, which includes President Hall and SIU Executive Vice President Frank Drozak, will get down to some more specifics concerning the merger.

Vote of Membership

Originally, the SIU-AGLIWD offered a merger proposal to all three SIUNA-affiliated West Coast deep-sea unions—the MC&S, the Sailor's Union of the Pacific and the Marine Firemen, Oilers and Watertenders Union. To date, however, only the MC&S has accepted the proposal, while both the SUP and MFOU have rejected it for the "time being."

The entire text of the merger proposal was presented to the SIU membership at all regular March membership meetings in the nine constitutional ports and special meetings in the other ports.

The SIU membership voted unanimously to accept the merger proposal, authorizing the SIU leadership to continue discussions on a merger with the West Coast unions. The complete text of the merger proposal was also printed in the February issue of the *Log* on page 5.

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



SIU President Paul Hall



Ed Turner, president of MC&S

New R/O R/O Westward Venture Is Crewed

The brand new R/O R/O *Westward Venture*, one of the largest trailer ships ever built (she's capable of handling 550 truck trailers) a 791-foot vessel, was crewed up by the SIU on Apr. 20 in the Sun Shipbuilding and Drydock



Co. in Chester, Pa. near Philadelphia. She's the sistership of the SIU-manned R/O R/O *Great Land*, which was built in the same shipyard in September 1975.

This new vessel represents an im-

portant addition to the SIU-contracted fleet as well as new jobs and job opportunities for Seafarers.

Both ships are owned by International Ocean Transport Corp.

Just before she got up steam to sail via the Panama Canal to ports of call in Seattle and Anchorage, Alaska, a *LOG* reporter and photographer ran into a number of the crew. Recertified Bosun Tom Brooks, ship's chairman, told us it was his first voyage on a roll-on, roll-off ship.

"Best looking galley I've ever been in," was the way the *Westward Venture's* Cook and Baker Bill Bellinger, chronicler of the capture of the *SS*

Mayaguez by the Cambodians, described the vessel's cooking facilities. "It's well laid out," he added, as he gave a cheery "You've got a winner" greeting to each order of rare roast beef and mashed potatoes with gravy served by energetic Messman Russ J. Co-ruthers, a 1967 grad of the N.Y. Andrew Furuseth Training School.

Top pro in the busy galley is Steward/Cook Thomas Vanyi who's been sailing with the SIU since 1967. A native of Budapest, Hungary, he came to this country in 1965. Seafarer Vanyi's professional credentials in the preparation of cuisine include a diploma from the renowned Simoknoll School and apprenticeship at the de luxe Kaiserhof Hotel, both in Munich, Germany, and experience as a liner chef on the luxurious *SS Bremen*.

Vanyi is ably aided by Assistant Cook Paul Chechanover who can "do it all." He is a crackerjack at purchasing, we were told, and also worked as a steward-cook on tugs. Last year Seafarer Chechanover graduated from Piney Point.

The blackgang's Wipers Carl Ten-teromano and Rene Rosario (on his first trip as a wiper) both Piney Point 1976, heard that the engine room was the same as the *Great Land's* but they

"changed generators around a bit."

OS Matt Horan and AB Ted Williams were outside on the main trailer deck watching the SIU-contracted Interstate Oil Transportation Co.'s Barge No. 3 bunker fuel into the ship. Off to the right, was the U.S. Navy Hospital Ship *Sanctuary* in drydock.

The *Westward Venture's* dock and ship reinforced ramps and five decks can carry any size wheeled or tracked cargo up to 23-feet high and 1,000 tons. Oversize cargo over 40-foot long, such as steel pipes, boats, chemical tanks—anything that moves on the highway or rail lines—can be carried. Her stern cargo ramp is 40-feet wide and has connecting ramps on each deck. Her top weather deck is like a 10-lane sea-going highway—almost 500-feet long and 80 feet wide. Her 550 trailers or heavy earth moving equipment, turbo engines and oil rigs could be rolled off in six hours to areas inaccessible to regular ships.

Because of her speed and size, the *Westward Venture* can sail regularly even during the winter in frigid Alaskan waters. Special all-weather, built-in sailing features include enclosures to protect cargo and equipment plus de-icing and ventilation machinery in several areas, decks and on vehicle ramps.

Cantigny Crew Gives to SPAD

Twenty-eight Seafarers, the entire unlicensed crew of the *ST Cantigny* (Interocean Mgt.) contributed 100 percent to SPAD with 32 donations at a Apr. 10 payoff in Port Arthur.

Among the donors were Bosun J. Higgins, ship's chairman; Chief Pumpman, J. Badgett, educational director and Chief Steward H. Walker, secretary-reporter.

Also giving 100 percent to SPAD were: Deck Maintenance men J. Bid-

zilya and W. Nelle, A/Bs J. Talbot, R. Lawrence, R. Cooper, J. Borucki, C. Boles and R. Ramirez, OS' T. Lukawski, E. Zepeda and R. Paradise, Engine Maintenance man T. Tyner, Oiler Utility G. Garza, A. Benzuk and O. Sessions Jr., Wipers G. Vega, H. Mendoza and C. Williamson, Chief Cook J. Arvanites, Cook and Baker G. Ebon, 3rd Cook J. Marshall and Messmen C. Spears Jr., N. Zokari, C. Cummins and J. Jackson.

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At the meeting, Seafarer Patrick Rankin asks about the Alabama income tax.



Registering before the meeting is QMED David A. Norris (left) with SIU Dispatcher Harold Fischer checking his card.



Also asking the chair about the tax is Brother Haywood Scheard.



SIU Patrolman and meeting Reading Clerk Tom Glidewell (left) reads a report from Headquarters as Chairman Harold Fischer (center) and Recording Secretary James L. Slay listen.



Union Secretary Debbie Lenoir hears what Brother James Slay has to say.

Mobile Meeting: Mull a Taxing Problem

To a standing room only audience of well over 100 Seafarers and Boatmen at the monthly membership meeting in the port of Mobile on Mar. 16, the full house

heard some of their brothers discuss with the chair the problems surrounding Alabama's state income tax.

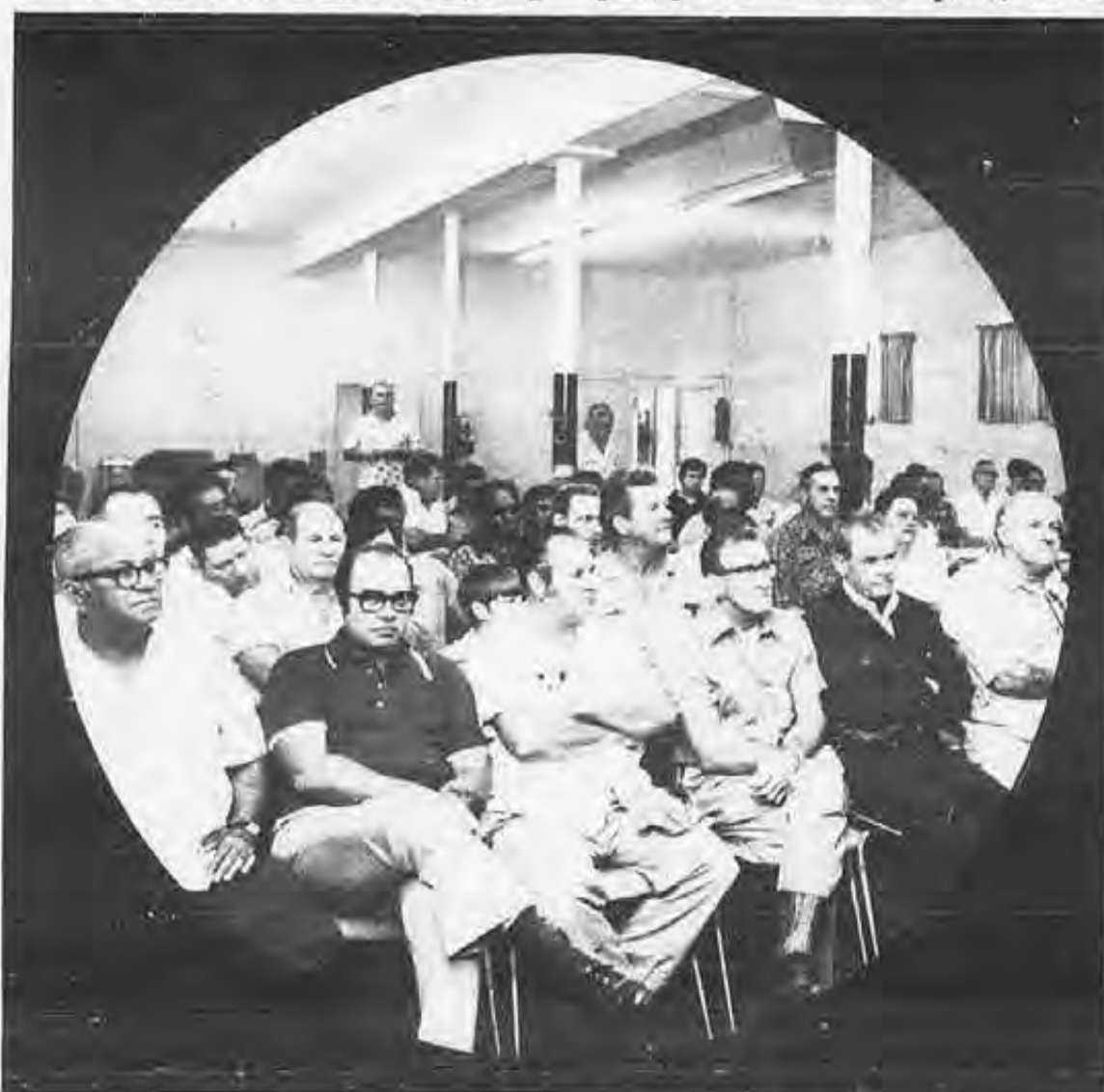
Also, after the routine reading

of the Headquarters reports, members heard the good news that the SIU-contracted SS *Flor* (Altair Steamship), which had carried phosphate into the port, would

possibly be hauling corn in July from Mobile and Louisiana to Puerto Rico. Result: more jobs there for Seafarers. Finally, it was announced at the meeting that Port Agent Jerry Brown was up at Piney Point helping to draw up master contracts for members working for Inland Boatman companies that are due for contract negotiations.



Getting ready to serve lunch is cafeteria chief James Battle.



It's standing room only at the membership meeting in the port of Mobile.



Taking everything in with serious intent is a seated Seafarer.

1st Contract Inked for Marine Towing in Charleston

The SIU has wrapped up the first union contract ever for 26 new SIU Boatmen who voted unanimously to join the Union in an election held last December. The new members work for the Marine Contracting and Towing Co., a major docking and harbor towing service for the port of Charleston, S.C.

The company operates six boats in all—five harbor tugs and one pushboat—and handles about half the ship docking chores for the port.

In regard to the contract, the SIU won wage increases for the new Union members totalling more than 28 percent over a three-year period. The Union also won provisions for a cost-of-living adjustment in the second and third years of the agreement, as well as improved sick leave and the establishment of a daily subsistence rate.

The new contract makes these men the highest-paid Boatmen working the Charleston, S.C. Harbor.

The Contract Negotiating Committee consisted of six rank-and-file Boatmen, elected by their fellow members, as well as SIU Vice President Paul Drozak and SIU Inland Coordinator Chuck Mollard.

The six boatmen on the negotiating committee—two from each rated category—were Captains John Waters and Steve Browder, Chief Engineers Norton White and "Jackie" Jackson, and Deckhands Ben Whaley and John Kershaw. In all, the contract committee held six negotiating sessions with representatives of the company.

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At the ratification meeting, the membership voted 23 to 3 to accept their new contract. Afterwards at the same meeting, they elected Capt. John Waters as their chief shop steward.

Although the SIU does not maintain a port office in Charleston, a Union representative from Union Headquarters will visit the new members on their boats at least once a month to handle any beefs or contractual disputes that might arise.

In addition to the increased wages, job security and other benefits these Boatmen gained by joining the SIU, they are also eligible to participate in

the Union's other programs such as the educational facilities at the Lundeberg School in Piney Point, Md.

The new members came into initial

contact with the SIU by docking many of the Union's contracted deepsea vessels that service this busy, growing South Carolina port.



New SIU member, Ben Whaley, standing, gives some thoughts on the new contract during ratification meeting last month. It's the first union contract ever for boatmen at Marine Towing and Construction Co. of Charleston, S.C.

White House Briefs Labor's Committee on Energy

SIU President Paul Hall got a preview of President Carter's energy program at a White House briefing for labor leaders on April 15, three days before the first of the President's televised talks to the nation.

Carter and his Chief Energy Advisor James R. Schlesinger outlined the program at the meeting and discussed its effect on the American worker.

Hall, chairman of the AFL-CIO Energy Committee, was present, together with labor chiefs Charles Pillard, president of the International Brotherhood

of Electrical Workers, John H. Lyons, president of the International Association of Bridge and Structural Iron Workers; Martin Ward, president of the United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry of the U.S. and Canada, and Robert A. Georgine, president of the AFL-CIO Building and Construction Trades Department.

Frank Pollara, AFL-CIO special assistant and Thomas Donahue, exec. asst. to the president AFL-CIO, also attended the meeting. All are members

of the AFL-CIO Energy Committee.

Carter's plan, a far-reaching attempt to deal with the nation's serious energy shortages, stresses conservation, but also calls for the development of new energy sources which could stimulate employment.

One of the goals, for example, is to increase our coal production by about two-thirds to more than one billion tons a year by 1985. Proposed tax incentives for home insulation could also create more jobs in the building and construction trades. And advances in

solar and nuclear energy would put a wide range of people to work.

More U.S.-flag shipping could also be the result of the plan to reduce American foreign oil imports and our vulnerability to foreign embargoes.

In the course of the briefing, President Hall was able to present the role of the U.S. maritime industry in achieving these goals.

Murphy: Need for Cargo Preference

"This greatest nation in the world has a dying fleet. It is not getting any bigger—it is just getting older."

Congressman John M. Murphy (D-N.Y.) drew this alarming picture of the U.S. merchant fleet to illustrate the urgent need for cargo preference legisla-

tion. Chairman of the House Committee on Merchant Marine and Fisheries, he made his remarks before the U.S. Propeller Club, a maritime industry group, on Apr. 15 in New York City.

Cargo preference would guarantee a certain percentage of our oil imports

for U.S.-flag ships and would foster the development of a modern tanker fleet, Murphy explained.

Without it, we are almost totally dependent on "unreliable" foreign sources for oil—the "lifeblood of American industry," he said. Foreign-flag tankers now carry "over 98 percent of our oil imports" and, as the Arab embargo of 1973-74 proved, this situation is a serious threat to our national security.

Those foreign registered vessels owned by American oil companies and under so-called effective U.S. control are in reality a "phantom fleet that would not materialize in any real emergency," Murphy protested.

"What we need," the Congressman pointed out, "is a minimum number of U.S.-flag tankers that can be routed to different oil sources as the occasion arises. Should one producing nation refuse us oil we would be free to draw on another."

Our national security would also be well-served, Murphy said, if U.S. merchant vessels were built with auxiliary defense features to add to our potential naval or military strength. He called it a "national scandal" that the Department of Defense does not now have an adequate supply of merchant ships to depend on in time of war.

Murphy promised action on these important issues to develop a strong U.S. merchant marine—"the goal which the last Administration failed, and failed miserably to achieve."

Recertification For Stewards Is Postponed

It was announced at the April membership meetings, that the new Steward Department Recertification Program, scheduled to begin on Apr. 11, 1977, has been temporarily suspended. Notice of this suspension has been sent to all seaman who were selected to attend the first class on Apr. 11.

Any seaman who was to participate in the program will have the opportunity to attend the first class when the program is rescheduled in the near future.

Among the reasons for temporarily suspending the program was the fact that, because of the present shortage of personnel in the Steward Department to fulfill existing manning requirements, it would be unwise at this time to take needed personnel who are available for shipping from active employment to attend the Recertification Program.

All information concerning the new starting date of the Steward Department Recertification Program will be carried in future issues of the Log.

Kreps Is Commerce Secretary

Mrs. Juanita M. Kreps, 56, a well-known economist and instructor and lecturer in economics, was confirmed recently by the U.S. Senate as Secretary of Commerce. She takes over the Commerce Department from President Ford appointee, Elliott Richardson.

In her new post, Mrs. Kreps will be dealing with a number of maritime-related issues, including overseeing the affairs of the U.S. Maritime Administration, a branch of the Commerce Department.

Mrs. Kreps, a native of Lynch, Ky, and the mother of three, started out as a junior economist for the National War Labor Board in 1943 after completing her undergraduate work at Berea College in Berea, Ky.

She won a Graduate Fellowship to Duke University in the same year and subsequently achieved an M.A. in 1944 and a Ph.D. in 1948.

For the next 10 years, she taught economics at Denison University in Granville, Ohio, Hofstra University in Hempstead, N.Y., and Queens College in Flushing, N.Y.

She returned to Duke University in



Juanita M. Kreps

1958 as a visiting instructor of economics, becoming an Associate Professor in 1963 and a full Professor in 1968. The following year, Mrs. Kreps was named Dean of Women's College at Duke, and from 1973 until her appointment as Commerce Secretary by President Carter, she served as Vice-President of the University.

Moody Tells Congress: U.S. Needs Cargo Preference

Cargo preference—the proposed legislation that would mean more jobs for Seafarers and benefits for the entire nation—was urged again in testimony presented last month by one of its most active supporters.

O. William Moody, administrator of the AFL-CIO Maritime Trades Department, told the House Subcommittee on Merchant Marine that U.S.-flag ships should carry a guaranteed percentage of America's oil imports. The big reason why, he argued, is security—for the national defense, the environment and the job future of maritime workers.

The MTD represents 43 national and international unions with a total membership of eight million workers. Moody's testimony was part of the organization's continuing effort to get some form of cargo preference legislation on the floor of Congress. Several bills have been proposed but are still at the hearing stage before subcommittees.

U.S. Courting Disaster

Moody presented his arguments to counter the attack on cargo preference by the multinational oil companies whose foreign-flag ships now dominate U.S. trade.

"This country still courts disaster by

relying on foreign-flag vessels to carry almost all its oil imports," he warned. These flag-of-convenience ships, mostly owned by American based oil companies, threaten both our environment and our national defense.

Moody pointed to the numerous oil spills caused by Liberian registered tankers this year and stressed the potential danger to our national security of relying on an oil transportation system outside U.S. control.

The oil companies claim that their Liberian registered ships are under the "effective control" of the U.S. because they are owned by Americans. However, generally accepted principles of international law give control to the country of registry. Moody said that this conflict means "any other country may withhold their shipping from U.S. (trade in order to influence U.S. economic or political policy."

The job benefits to American labor that would result from cargo preference is also of "little importance" to the oil companies, Moody stated. The law would stimulate shipbuilding and in turn new employment for a wide spectrum of American workers. Yet this aspect of the issue has been "ridiculed"

by the oil companies, he said.

Cargo preference legislation passed both Houses of Congress in 1974 but died an unnatural death because of a "massive propaganda campaign" by the oil companies, Moody said, which re-

sulted in a pocket veto by President Ford. He urged the Subcommittee members to give the American people a second change to receive the "numerous, much-needed benefits" of this legislation.



Mobile

Mobile Port Agent Gerry Brown spoke in favor of completion of the Tennessee-Tombigbee Waterway at a recent hearing held by the Army Corps of Engineers. The new waterway will run through northern Mississippi and Alabama and will connect Mobile and other ports of the southeastern Gulf Coast with the present 16,000-mile inland navigation system. Congress has authorized the project and appropriated funds for its construction, which has already begun.

Great Lakes

Inland shipping on the Great Lakes is in full swing now after the annual winter lay-up. The ship-docking tugs of Great Lakes Towing are active in all ports. Work has begun on many dredging projects, including the Cleveland Dike Disposal job of Peter Kiewit and Sons; a Great Lakes Dredge and Dock project in Cleveland; a Luedtke Engineering job in Lorain, Ohio, and a Construction Aggregates Corporation project in Bay City, Mich.

Natchez, Miss.

This historic town on the Mississippi River witnessed another historic event on Apr. 6 when the steamer *Delta Queen* tied up alongside her newer and larger sister vessel, the *Mississippi Queen*. This was the first time that the two SIU-contracted overnight steamboats have ever tied up together. For about six hours the crews and passengers of the two boats intermingled, and many ventured ashore to visit the new-restored "Natchez-Under-the-Hill" area, once a hang-out for cutthroats and prostitutes. Finally the *Delta Queen* continued upriver toward Memphis, and the *Mississippi Queen* turned around and headed back to New Orleans.

Boston

There was a lot of excitement in Boston Harbor on April 11 when the Soviet trawler *Taras Schevchenko* was brought in by the U.S. Coast Guard. The Russian ship was seized by the Coast Guard for violating the nation's 200-mile fishing limit. The seizure followed numerous warnings that the U.S. intends to enforce the 200-mile law. According to SIU tugmen in the harbor, the Soviet ship was flying the American flag to signify that it was a seized ship.

St. Louis

Navigation on the Upper Mississippi River above St. Louis resumed this month after the annual winter closing. One of the first boats into St. Paul, Minn., the head of navigation, was the SIU-contracted *Floyd Blaske*. SIU members working on the pioneer boat reported that the going was not easy, as thick ice clogged the route in many places.

\$2.50 Minimum Stuns Labor

Secretary of Labor Ray Marshall stunned the labor movement last month when he testified at Congressional hearings that the Administration supports a raise in the minimum wage of only 20 cents an hour from \$2.30 to \$2.50. The AFL-CIO has been working for a \$3.00 an hour minimum wage since 1974 when Congress set the present minimum wage level of \$2.30.

AFL-CIO President George Meany called the Administration's proposal "shameful" and "a bitter disappointment" to everyone who looked to the Carter Administration for economic justice for the poor.

The AFL-CIO said that the Administration's proposal is 38 cents an hour below the nation's poverty level and 33 cents an hour below that needed just to maintain the 1974 buying power of the

minimum wage workers.

To fight the Administration on this issue, labor is helping to form a broad-based coalition to lead a nationwide campaign for the \$3.00 minimum wage.

Clarence Mitchell, chairman of the Leadership Conference on Civil Rights, is coordinating the interorganization effort, which hopes to enlist the help of 200 or more organizations.

Other prominent civic leaders who have joined the coalition include Rev. Theodore M. Hesburgh, who is president of Notre Dame University and former chairman of the U.S. Commission on Civil Rights, and Dorothy Height, president of the National Council of Negro Women.

An estimated 3-million American workers are now being paid the \$2.30 minimum wage.

Situs Picketing Bill Defeated

The long sought after construction situs picketing bill was narrowly defeated last month in the House of Representatives by a vote of 217-205. The bill would have given construction workers the same picketing rights as other organized workers.

The situs bill, which the AFL-CIO Building and Construction Trades Department had labeled its top legislative priority for 1977, fell victim to a massive lobbying effort by anti-union contractors and the right wing "right-to-work" committee.

Secretary of Labor Ray Marshall, who testified in favor of the bill, placed its defeat on a "well organized campaign which seems to me to have been initiated more by an anti-union animus than by the importance of the issue."

Robert Georgine, president of the Building and Construction Trades Department, expressed deep disappointment. However, he pledged that the fight to obtain "equal treatment for construction workers" will continue.

A virtually identical situs picketing bill was passed by both the House and Senate last year, but it was vetoed by

former President Ford who had previously promised to sign it.

The fight for equal picketing rights for construction workers dates back to 1951. The Supreme Court at that time ruled that it would be an illegal secondary boycott if a union having a dispute against, for example, an electrical subcontractor, picketed the job site where the crafts work side-by-side on the same job.

Labor Secretary Marshall said that this limitation of picketing "prevents construction unions from bringing to bear upon their employers the full economic pressures which are available to union members in other industries."

The defeat of the situs bill also led some in the media to speculate that part of the steam had been taken out of labor's wide-ranging legislative goals for the coming year.

However, Federation President George Meany stated that labor's right wing opponents "may have gotten a piece of us the other day, but I can assure you that the only result has been to strengthen our resolve and make us more determined to seek passage of our legislative programs."



"When I said we had no mops, you said, Fenwick, figure something out!"

Headquarters

Notes

by SIU Executive Vice President

Frank Drozak



Within the next few years, Congress will be acting upon a wide range of vital legislative issues dealing with our industry. And the outcome of these issues could very well decide whether or not the U.S. maritime industry will sink or swim in years to come.

These issues, to name a few, include: oil cargo preference for U.S. tankers; the route the Alaska natural gas pipeline will take; whether or not to ship surplus Alaskan oil to Japan; the Virgin Islands "loophole" in the Jones Act; the continuing fight to save the USPHS system; cargo preference for U.S. ships in the carriage of other strategic raw materials, and bilateral agreements with many U.S. trading partners in addition to Russia.

The list goes on! But the point is that the outcome of each and every one of these issues will have a significant impact one way or the other on the jobs and job security of the collective SIU membership. And for this reason, I believe that each and every member of the SIU has a responsibility to himself and his Union to try to understand these issues and problems, and then take positive steps in helping the Union solve them.

I realize, though, that at any given time during the year, most of our members are out at sea, and therefore out of touch with the day to day happenings in our industry.

The Union tries to compensate for this by sending as much educational

material as possible to the ships. This material includes the *Seafarers Log*, Fact Sheets, the SIU Educational Series, and more. But I believe the most effective educational aid available to our members at sea is the *Log*.

The responsibility, however, for using the *Log* to its best advantage falls squarely on the shoulders of the ship's chairman and the ship's delegates. And the best time to talk about the issues contained in the *Log* is at the weekly shipboard union meeting.

I strongly urge that at every shipboard meeting, the chairman designate one of the crew to read aloud one or more of the more important articles in the latest issue of the *Log* you have. Then open the floor to discussion about the article, and simply kick it around by talking about what the issue means to the individual SIU member, to the Union itself, and to the maritime industry as a whole.

In every edition of the *Log*, there are at least 20 important maritime issues written about that can become the focal point for meaningful discussion. Take this edition of the *Log* for example. There are articles on cargo preference; the Alaska oil "swap" plan with Japan; the U.S.-USSR bilateral trade agreement; the proposed SIU-MC&S merger; the energy crisis; the Coast Guard's low budget for safety at sea; the new pension benefit; the new Galveston USPHS hospital; new contracts on the rivers, and much more.

Brothers, these are all extremely important issues that will have a definite impact on our ability to make a living as merchant seamen.

If we, collectively as members of the SIU, try to understand the issues and problems that affect all our lives, then we will be in a position to cope with these problems. However, if we let these issues pass us by over and over again, there may be no tomorrow for our industry.

The SIU is doing its utmost in working for the best interests of the SIU membership. But to be truly successful in our work, the Union needs the complete support of the membership in its political and educational programs.

The maritime industry is our lives. We all eat off the same table, and consequently we will all either survive together or go down the drain together.

However, before we can work on our problems we must understand what they are. And then, working together, we can solve them. It's up to us to get the job done, because no one is going to do it for us. I'm confident, though, that we will be extremely successful in whatever we will tackle.

Tuna Industry in Jeopardy: 2,500 Cannery Layoffs

The future of the U.S. tuna industry, which employs nearly 30,000 Americans, is in serious danger of collapse as talks between the industry and environmentalists to reach accord on the controversial porpoise mortality question broke down this month.

In the meantime, the U.S. yellow fin tuna fleet, which is awaiting outcome of the issue, remains laid up in San Diego and San Pedro, while more than 2,500 SIUNA-affiliated cannery workers have been laid off their jobs in San Diego, Terminal Island and Puerto Rico. In addition, Van Camp Cannery in San Diego has cut back to a four-day work week. The canneries rely on the American fleet for 50 percent of their tuna.

The canneries face a complete shut down on May 31, when a new regulation, requiring foreign fleets to prove they are fishing by American environmental standards, goes into effect. The foreign fleets, of course, will not be able to prove it, which means no tuna will be coming into the U.S. at all.

On Apr. 15, the National Marine and Fisheries Service issued its formal tuna fishing permit to the U.S. fleet which set a quota of 59,050 porpoise of various species that may be taken incidental to tuna fishing.

The American Tuna Boat Association rejected the permit as "wholly unworkable and unacceptable," and filed suit in Federal court asking that the permit be declared invalid. The tuna industry is seeking a porpoise kill quota of approximately 73,000.

Arabs, Mexicans Bidding

As the industry and environmentalists square off on the porpoise issue, representatives of Arabian oil interests and the Mexican government are in San Diego making bids on substantial numbers of the U.S. tuna fleet's 140 seiners, according to the Tuna Boat Association.

The Arabs reportedly have offered \$75 million for 26 of the vessels, while the Mexicans have offered to buy a large number of the boats as well as set up joint ownership deals by placing the

vessels under a Mexican "flag-of-convenience."

In addition, Ecuador, Panama, Costa Rica, Peru, Brazil and the Dominican Republic are offering economic and tax incentives to U.S. vessel owners willing to shift registration of their vessels to those countries while still retaining ownership and control.

Manuel Silva, president of the Tuna Boat Association, said, "I've had about all I can take, and if the American Government doesn't want to keep its largest fishing fleet, then I for one am ready to pull out."

Hearings Over

At Congressional hearings last

Longshoremen End 5-Day Dock Strike

A five day strike by the International Longshoremen's Association against seven shipping companies ended April 19, following moves by the companies and Government officials to improve job opportunities for the East and Gulf Coast dockworkers.

All seven targets of the strike operate containerships in the North Atlantic between the U.S. and Europe. They are: Sea-Land, Seatrain and United States Lines, all domestic carriers, and four foreign lines, Dart Container Lines, Hapag-Lloyd Cargo and Container Service, Atlantic Container Lines and the Soviet owned Baltie Line.

The strike focused on a container handling provision in the ILA's contract with the shippers' group, the Council of North Atlantic Shipping Associations (CONASA). This provision protected dockworkers jobs but was declared illegal by the National Labor Relations Board in December, 1975. Efforts since then to repeal the decision had failed.

The provision had assured the ILA's 35,000 dockworkers from Maine to Texas all stripping or stuffing of consolidated containers within 50 miles of a port. Off-pier consolidators presently

receive discounts in freight revenue which takes work away from the dockworkers.

ILA President Thomas Gleason maintained that his union could not negotiate another contract until the NLRB clarified its ruling to explain what legal alternative could be found

to the outlawed provision. The Labor Department has agreed to work with the NLRB toward that end.

Another key element in the strike settlement was a petition filed with the Federal Maritime Commission by the seven struck companies to end the inland consolidators' discounts.

Still another simply asked, "how can the government be so unfair?"

The hearings, however, seem to have been futile because no one in Congress, so far, including the California delegation, is willing to push compromise legislation in face of tremendous pressure from the environmentalists.

V.P. Meets With Adlum, Dixie



SIU Executive Vice President Frank Drozak, right, is shown with Merle Adlum, left, president of the SIUNA-affiliated Inland Boatmen's Union of the Pacific, and Washington state governor, Ms. Dixie Lee Ray. The three met in the port of Seattle on a proposed plan for a new oil terminal site on Puget Sound. If okayed, the new terminal would be a transshipment point for Alaskan oil.

Results of Study Show:

Inoculations Overdone

Seamen receive many more immunization shots and vaccinations than the average traveler, according to several recent studies. Many of these vaccinations are totally unnecessary, they cause discomfort, and in some cases may injure the sailor's health, according to the studies.

In one study, done during the second half of 1974, midshipmen from the U.S. Merchant Marine Academy at Kings Point, N.Y. were sent to sea properly inoculated for most ports of call during their six month voyage. When they returned, a researcher looked over their immunization certificates and found that 17.6 percent of the midshipmen had been given excessive and unnecessary shots including smallpox, typhoid, cholera, plague and typhus. In total, 96 needless shots were administered.

Giving these vaccinations was "completely uncalled for and creates a hazard to those receiving them," Paul C. White, Jr., M.D. said in the Kings Point study called, "A Survey of Medical Care in the United States Merchant Marine."

Immunization requirements are standardized around the world by the World Health Organization, he explained, and are quite clear. Although immunization practices have changed in the last 15 years, ignorance of modern advances is no excuse when "smallpox immunizations are repeated within a year and the International Health Certificate clearly states that it is effective for three years," he said.

The study also criticized careless use of typhus vaccine. Typhus vaccine is needed mainly by travelers to certain rural or remote highland areas of East Africa, South America and mountainous areas of Asia. No country requires this vaccination as a condition for entry.

At present according to the World Health Organization and the U.S. Public Health Service, only three inoculations may be required for international travel: cholera, smallpox and yellow fever. Various countries throughout the world will not let a traveler in without one or more of these. However, there are many countries that require no vaccinations at all unless the traveler comes from an infected area. A Seafarer may end up getting all three shots, however, if his voyage route is uncertain.

Other vaccinations, such as for plague, typhus, typhoid and poliomyelitis fall in the category of "recommended". As far as immigration health

authorities around the world are concerned, these shots are not mandatory, but if you are visiting an infected area they recommend you get them.

Tetanus is classed alone because it is neither required nor recommended, but seamen commonly receive this shot because they are susceptible to dirty wounds.

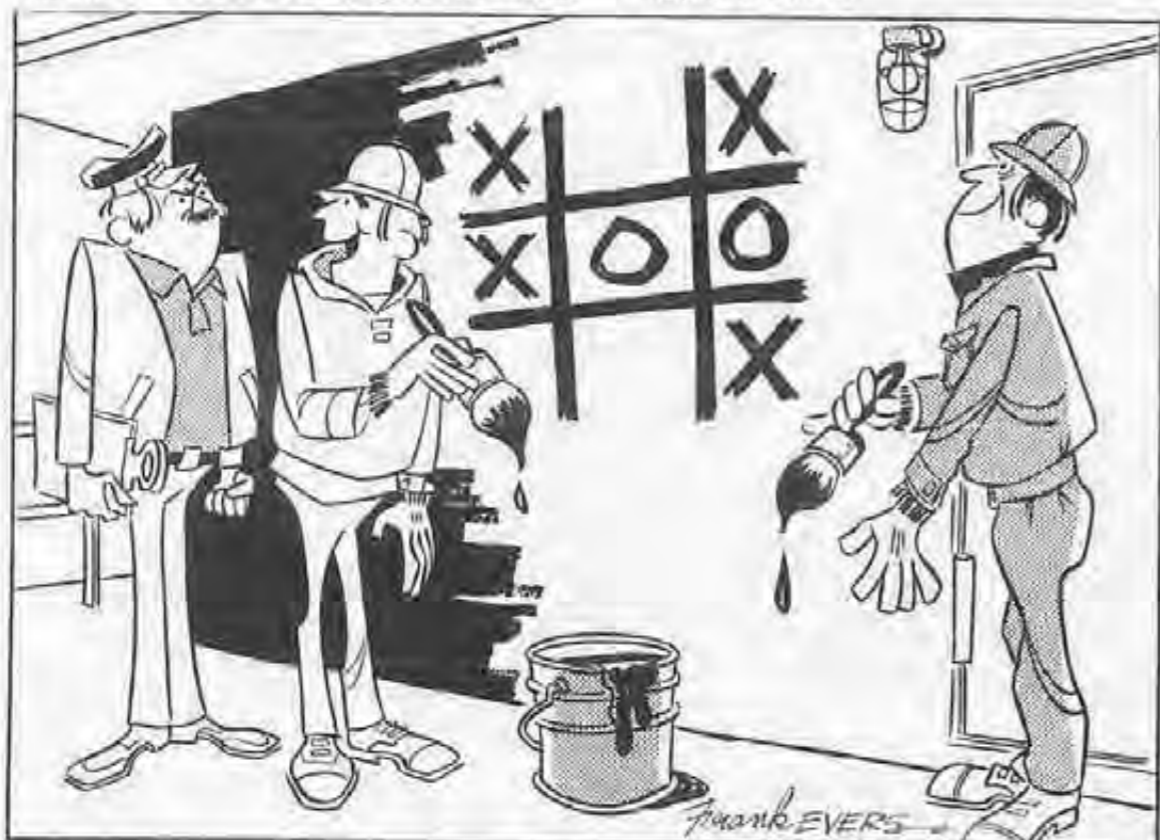
Late in 1975, Capt. Robert J. Thompson, assistant port agent in New York for the International Organization of Master, Mates and Pilots, began looking into inoculations of the seafaring community. Writing in a recent newspaper issue of the *Master Mate and Pilot* he reported that "seamen sometimes receive up to five individual inoculations in one needle, often with no concern for the reaction suffered by the individual." He found that companies insist that crewmembers get shots which no country requires or even recommends for entry.

"With the records at hand," he noted, "I could prove that steamship companies are callous. I could accuse, though not prove, some medical examiners of being interested only in fees collected for shots."

While Dr. Joseph Logue, SIU medical director, agreed that Capt. Thompson had pointed out a real problem, he noted some other reasons why seamen get more vaccinations than the average traveler. Seafarers visit out of the way ports where sanitation standards are worse than in the tourist areas, he noted, and steamship companies may want to be covered in case of liability.

Another main reason, according to Dr. Logue, is that a Seafarer may lose his inoculation card or have left it home when he is about to ship out. The SIU or company medical staff has no choice but to give him his shots all over again. Aboard some ships, the captain or mate collects the International Health Certificates for safekeeping, but in the confusion when the ship arrives in port, they forget to give the certificate back to the sailors.

To find out what inoculations a traveler requires, the best reference is "Health Information for International Travel, 1976" published by the U.S. Department of Health, Education and Welfare as a supplement to the "Morbidity and Mortality Weekly Report." This source should be updated with the Blue Sheet, a weekly listing of countries that have areas infected with quarantinable diseases.



"We're trying to make a game of our work, sir!"



The Lakes Picture

Buffalo

With the help of a Canadian icebreaker, the SIU-contracted *J.A.W. Iglehart* opened the 1977 shipping season for the port of Buffalo on Apr. 12. The arrival of the *Iglehart* (Huron Cement), a bulk cement carrier, made the front page of the *Courier Express* in that winter-weary city.

In the hopes of picking up the Buffalo grain trade again, there is a chance the federal government will be investing some money in the port's grain silos and grain handling equipment—according to local television news. Buffalo was one of the busiest grain ports in the nation before the St. Lawrence Seaway opened, which allowed foreign-flag ships to come in, pick up grain and ship out again.

Frankfort

Arnold Transit is expected to take out its first boat Apr. 15 to start the ferry run between St. Ignace and Mackinac Island, Mich. The other six boats will be fit out as the shipping season progresses.

As of now, ConRail will operate the Ann Arbor Railway, which includes the car ferry *M/V Viking*, through Oct. 1.

Alpena

By mid-April all the Huron Cement carriers were running except the old timer *Lewis G. Harriman* which is being utilized as a spare silo in Duluth.

The season's first load of calcite stone went out from Rogers City, Mich. on the SIU-steamer *Sharon* (Boland and Cornelius) Apr. 11, headed for the U.S. Steel facility in Conneaut, Ohio. The stone shipment is a sure sign of spring, since calcite freezes over in the winter and cannot be loaded.

Detroit

By the end of April, all the Lakes deep draft vessels will have fitted out. Ore, coal, stone, salt and sand will be crossing the Lakes again, bringing supplies to industrial plants and construction sites along the shore.

A new contract for the Great Lakes will be negotiated this summer and the SIU negotiating committee has received a wide variety of proposals from the membership. After putting the proposals together, the committee will be presenting a draft to the shipowners in the near future. The old contract expires July 31, 1977. Notices to open up contract negotiations will be sent to the shipowners during May. As always, the Great Lakes membership will have to ratify the new contracts before they take effect.

Recently the U.S. Coast Guard gave the Cleveland fleet of tankers, a non-SIU company, a certificate allowing them to operate their ships without any licensed or unlicensed personnel in the engine room. These will be the first vessels on the Lakes to be certified for unmanned engine rooms.

SIU Detroit Port Agent Jack Bluit said, "we're wondering how far the Coast Guard will go before there is another disaster on the Lakes. The Great Lakes and its tributaries are probably the most congested waters in the world, and we cannot see vessels—especially tankers, running around in these waters with unmanned engine rooms." The SIU also heard that these same vessels will no longer carry wheelmen. Licensed officers will handle all wheelhouse duties instead, including wheeling the tankers.

St. Lawrence Seaway

There will be no toll increases on the St. Lawrence Seaway this season, but the question of such increases is sure to come up again. Canadian Transport Minister Otto Lang would like to see an increase in fees in time for the 1978 shipping season.

A Worldwide Boycott Of Seagram's Lifted

A worldwide and U.S. consumer boycott of the Seagram Co. by the AFL-CIO's Retail, Wholesale and Department Store Union (RWDSU) and the International Union of Food and Allied Workers Assns., Geneva, Switzerland has been lifted.

The month-long boycott was started to back RWDSU members of Local 604 of Seagram's Distillery in Vancouver, British Columbia, Canada who were locked out of their jobs in February 1975 over a wage dispute.

The boycott, the union says, was started when the company began shipping its liquor products into the market area previously supplied from the British Columbia Co. distillery.

Recently members of the local ratified a new two-year agreement ending a strike and picketing of the distillery that began in June 1975. According to the union, the new contract's total package translates into a monetary value 56 percent above the wages and fringe benefits prevailing when the lockout started.

Transfer Expected Soon

Galveston USPHS Hospital Move Awaits U.S. Funds

It's just a matter of time now until the old, deteriorating Galveston USPHS Hospital is moved lock, stock and barrel from its present site to a virtually brand new facility, the Space Center Memorial Hospital, in Nassau Bay, Tex.

The Department of Health Education and Welfare finally okayed the move late last month after giving in to pressure from the SIU, the Houston-Galveston Health Planning Agency and other concerned community groups supporting the transferral.

It was illogical that HEW oppose the move in the first place since it had been determined during public hearings that the move would save the Government literally millions of dollars in capital improvements otherwise necessary for the old Galveston facility.

It was shown that improvements needed on the old facility just to meet existing building and other codes would cost \$17 million, while the cost of needed replacement construction on present grounds would cost another \$18 million, or a total of \$35 million in capital improvements. However, a study showed that it would cost the Government only \$5.4 million to transfer the hospital to the Nassau Bay site, trans-



Above is the Space Center Memorial Hospital in Nassau Bay, Tex. where Seafarer patients in the old Galveston USPHS Hospital will soon be transferred.

lating into a savings of nearly \$30 million.

The Government is also expected to save about \$900,000 a year in operation costs for the new facility.

The actual move will begin as soon as the Office of Management and Budget releases the necessary funds, which is expected to be soon. After that, it should be no more than two or three months before the job is completed.

It is undecided what will be done

with the Galveston facility, although the SIU has suggested it continue to be utilized by USPHS as an outpatient clinic.

The USPHS Hospital's new home in Nassau Bay is a four-year old, 130-bed facility. Empty for about a year, it has cost the Federal Housing Authority \$80,000 per month in mortgage and maintenance costs.

In contrast to the old site, the new facility is more centrally located to areas of main patient loads, including Hous-

ton, Beaumont and Port Arthur port facilities, as well as the Manned Spaceflight Center and Ellington Air Force Base. In addition, new docking facilities will soon be opening in the Nassau Bay area.

Plus for System

On top of the medical and other benefits the new facility will provide USPHS beneficiaries in the Houston area, the fact that HEW approved the move indicates that the agency may be recognizing that the centuries-old USPHS system is here to stay.

For years, HEW had been trying its best to close the eight remaining USPHS Hospitals outright and transfer their operations to existing community facilities.

The SIU, with the aid of a number of Congressman, in particular Rep. Jack Murphy (D-N.Y.), has consistently thwarted HEW's efforts in this regard.

Taking recent events into consideration, it seems that when the move to Nassau Bay is completed and USPHS beneficiaries are receiving care at the new facility, the USPHS system as a whole may be enjoying its most secure position in many years.



CARGO PREFERENCE AND TANKER SAFETY

Nine bills have been introduced in the 95th Congress to allocate a percentage of oil cargo to U.S. ships. Although 51 percent of U.S. oil is imported, only four percent is carried on American owned and operated ships.

Chairman John Murphy (D-N.Y.) of the House Merchant Marine and Fisheries Committee made a strong statement of commitment to cargo preference at the opening of hearings on his bill and several others. He said a viable U.S. maritime capability is essential to national security and our economic well-being, and "the decline of the U.S. flag merchant fleet must be arrested by a strong cargo policy which embodies a form of cargo equity."

In the Senate, a bill introduced by Senator Magnuson combines cargo preference with tanker safety. In introducing his bill, Magnuson stated that by increasing the share of oil cargoes carried by U.S. vessels "we can be assured that oil tankers are manned and operated in a manner which best protects the marine environment." He concludes that if we rely on foreign vessels, we are at the mercy of substandard crews and equipment.

Secretary of Transportation Brock Adams, Elliott Richardson, Ambassador-at-Large to the Law of the Sea Conference, and Patsy Mink, Asst. Sec. Designate to the State Department, have testified for the Administration before the Senate Committee and they supported the idea of increased tanker safety standards, stressing the importance of approaching tanker safety from an international perspective.

Hearings are continuing in both houses.

OUTER CONTINENTAL SHELF

Hearings are continuing in the House and Senate committees on identical bills to regulate oil and gas development on the outer continental shelf.

Congressman Murphy, Chairman of the Select Committee on the Outer Continental Shelf, said in his opening statement that he had reintroduced the conference report of the OCS Lands Act Amendment of 1976 as the new bill, H.R. 1614. Senator Henry Jackson (D-Wash.) has introduced an identical bill S. 9. Both committees promised prompt action.

Section 203 of S. 9 would amend the Outer Continental Shelf Lands Act of 1953 to require use of United States flag ships and extend coastwise trade requirements—including use of U.S. flag support vessels—to devices permanently or temporarily attached to the seabed to explore, develop or produce resources.

MARITIME AUTHORIZATION

The House Merchant Marine Subcommittee has reported out H.R. 4963 to authorize funds for fiscal year 1978 for maritime programs. Included in the bill is \$135 million for construction, reconstruction, and reconditioning of ships and \$372,109,000 for operating differential subsidy.

Hearings began in the Senate Merchant Marine and Tourism Subcommittee on maritime authorization Apr. 7.

WAR RISK INSURANCE

The Maritime Administration has announced that it is reinstating the war risk insurance program for U.S.-flag ships only.

American-owned, foreign-registered ships which were previously covered will be excluded pending new regulations governing their eligibility.

About 75 percent of the foreign-registered ships will be permanently excluded. The eligibility of a vessel will be based on age, safety and crew and will be determined on an individual basis.

The war risk insurance program expired in September 1975 and was extended by Congress for three years instead of the five-year period which has been traditional.



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.

In Jacksonville, Fla.

Trustees Meeting, Port Agents Conference Held

Ma Bell will tell you to do it by phone, and Western Union might say the telegram's the thing. But if you really want to know what's going on in your industry in other parts of the country, the best advice is to go there and find out for yourself.

It was with this in mind that the SIU initiated a new program of holding its

bi-monthly Trustee meetings at different SIU halls instead of the traditional meeting places in New York or the Lundeberg School in Piney Point, Md.

The SIU also added a new dimension to these gatherings with the establishment of a two-day port agents' conference to be held immediately after the Trustees' confab.

The Trustees, both Union and management officials from around the country, are the overseers of the SIU's eight multiemployer Plans — the Seafarer Welfare, Pension and Vacation Plans, the Great Lakes Tug and Dredge Pension Plan, the Seafarers Hiring Hall Fund, the Harry Lundeberg School of Seamanship and the United Industrial Workers Welfare and Pension Plans.

The Trustees' main function is to ensure that SIU members are receiving the proper benefits under the Plans. They also review trust fund investments; approve special requests for benefits, and review the work and operation of the Plan's administrative staff. At their most recent meeting, the Trustees approved an important new benefit for those eligible for the Early Normal Pension (see related story in this issue of the *Log*).

Better Communication

The first double conference—trustees followed by port agents—was held

in the friendly atmosphere of the SIU hall in New Orleans, and the second was held last month at the brand new Union hall in Jacksonville, Fla. Eventually, these meetings will reach ports on the East and West Coasts, the inland waters and the Great Lakes.

The goal of these meetings is to foster better communications among the Union's leadership by providing a regular forum for the discussion of maritime issues and the problems facing the Union and the industry. It also gives the leadership the opportunity to meet with some of the local Union members and focus on the specific problems of that area.

SIU Executive Vice President Frank Drozak, who is also a Union trustee for the Seafarers Welfare and Pension Plans, Hiring Hall Fund and the Harry Lundeberg School, put the new concept into its proper perspective. He said, "the SIU is a very widespread organization with extremely mobile members, who might visit 10 or 20 ports annually in the U.S. alone. So if there's a problem in New York, it's not just New York's problem, it's really everyone's concern."

He added, "if our membership is to continue to receive the best representation possible, I believe that every SIU official must know the issues and problems within the Union no matter what

they are or where they exist. I believe these conferences will go a long way in bringing about better, more open communications in all areas of the Union."

Drozak concluded, "this will make us a tighter knit organization better able to provide for the needs of all SIU members whether they be deepsea, Lakes or inland waters seamen."



Houston SIU Representative and Union trustee Joe Sacco goes over his paperwork.



Making a point at the Port Agents Conference is New Orleans' Agent Buck Stephens.



Irv Saunders, Dunbar and Sullivan Dredging Co. trustee, reads a report.



At the Port Agents Conference in Jacksonville is SIU President Paul Hall (right) and Executive Vice President Frank Drozak.



Harry Slayton is UIW trustee of the Seatrain Shipbuilding Corp.



SIU Headquarters Representative Edward X. Mooney (center) makes a point at the Port Agents Conference as Baltimore's Agent Ben Wilson (left) and Seattle's Agent Harvey Mestord look on.



Jack Bluit (right) Detroit agent, speaks to SIU Headquarters Representative Fred Farnen (center) while San Francisco's agent, Steve Troy listens at the conference.

Seafarers Pension Plan Adds New Benefit

The Trustees of the Seafarers Pension Plan have added a new and important benefit for eligible participants who qualify for the Early Normal Pension Benefit. The new benefit is called the **Early Normal Pension Supplement**.

Eligibility for the Early Normal Pension Benefit, which is available only to seamen (Deep Sea-Lakes) requires that the applicant be at least 55 years of age and have 7,300 days of service. The employee must also have at least 90 days of service in the calendar year preceding the date of his application.

The Early Normal Pension Benefit is \$350 monthly. However, if the eligible participant continues his employment after becoming eligible for the Early Normal Pension Benefit, he will receive an additional \$15.00 a month for each 365 days of service until he reaches a maximum of \$455 a month.

Under the new benefit, the **Early Normal Pension Supplement**, those Seafarers who are eligible for the Early Normal Pension Benefit, and who thereafter continue to work at least an additional 730 days, will be eligible to receive the **Early Normal**

Pension Supplement. The Supplement is in addition to the increase to his pension benefit earned by working the additional 730 days after reaching age 55 and having 7,300 days of service.

This pension supplement will be a lump sum payment equal to 12 times the participant's monthly pension benefit which shall be paid during the month of January in the calendar year following the date the participant begins receiving the Early Normal Pension Benefit.

In satisfying the service requirement of the additional 730 days, time when the participant is temporarily disabled and receiving Sickness and Accident Benefits or Maintenance and Cure or Hospital Benefits shall not be counted. Only seetime

(actual employment time) will be counted. Also, to be eligible for the Pension Supplement, *the participant must have 90 days of seetime after January 1, 1977.*

It should also be noted: The Early Normal Pension Supplement is a one time lump sum payment to the eligible pensioner and is to be paid to the pensioner during the month of January of the calendar year immediately following the calendar year in which the application of the pensioner for the Early Normal Pension is made. This Pension Supplement lump-sum payment shall not be paid to any other person except the pensioner. If an *eligible* employee should die prior to applying for his Early Normal Pension Benefit, the lump-sum **Early**

Normal Pension Supplement Benefit shall not be paid.

HOW THE EARLY NORMAL PENSION SUPPLEMENT WORKS:

If an employee is at least 55 years of age and has credit for 7,300 days of service, he is eligible for the Early Normal Pension Benefit of \$350 a month. If such eligible employee continues his employment (Deep Sea-Great Lakes) and receives credit for an additional 730 days of service, he is entitled to two increases, an additional \$30 a month pension benefit, as the **Early Normal Pension Supplement** equal to 12 times his monthly pension benefit.

Therefore, in addition to his monthly benefit of \$380 he will receive a lump-sum, one time payment of 12 times \$380 = \$4,560. Of course, if he continues his employment and receives additional service credit his monthly pension benefit will increase by \$15 a month for each additional 365 days of service up to a maximum of \$455. His **Early Normal Pension Supplement** will likewise increase, as shown in Chart 1.

CHART 1

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

Hall Deplores Coast Guard's Low Budget Bid for Safety at Sea

Despite an admitted lack of "resources," the Coast Guard has failed to ask for a budget big enough to enforce safety regulations at sea, SIU President Paul Hall protested in a letter to Rep. Mario Biaggi (D-N.Y.), chairman of the House Subcommittee on Coast Guard and Navigation.

The Coast Guard's inadequate budget request for 1978 is another reason why subcommittee hearings should be held to investigate the Coast Guard's practices, Hall said in his letter of Mar. 30. The SIU requested these hearings almost a year ago, backed by evidence of the Coast Guard's "continuing failure" to carry out its responsibility, under law, for safety of life at sea.

In April 1976, the Union complained that nothing was being done to enforce the three-watch statute, which was enacted to prevent hazards on long voyages caused by seamen working excessive overtime. The Coast Guard blamed lack of "resources" for its failure to enforce this statute, but it never requested additional funds to solve the problem, Hall pointed out.

No action on the three-watch statute

is only one example of the Coast Guard's lack of concern for merchant seamen. Hall listed many other long-standing safety issues which the Coast Guard has been content to ignore.

Not Set Health Standards

It has not set overall safety and health standards for vessels under its jurisdiction

which it proposed in August 1975. Nor has it attempted to gather any specific information to determine what these standards should prevent, such as the effect of excessive overtime on crew performance, morale and health.

Regular inspections of lifeboat equipment on Great Lakes vessels have also not been conducted, Hall said. More-

over, the Coast Guard has not taken any action to protect the safety of seamen on offshore oil drilling rigs.

"We believe the Coast Guard has been deficient in the discharge of these and other of its statutory responsibilities," Hall maintained. "Its 1978 budget request, however, reflects no apparent changes."

U.S.-Soviet Sign Bilateral Grain Shipping Treaty

U.S. and Soviet officials have finally put their John Hancocks on a new bilateral grain shipping agreement for 1977. The agreement includes a plan to make up an estimated 1.2 million tons of grain due U.S.-flag vessels under 1975 and 1976 agreements but not allocated to them.

In all, U.S.-flag tankers could be carrying as much as 3.3 million metric tons of grain to Russia this year with the combined total of the usual one-

third share and the make-up tonnage.

The Russians have also agreed to pay a freight rate of \$16.47 per ton, up from \$16 a ton, the rate set in December 1975. The additional 47 cents is supposed to compensate U.S.-flag lines for lost revenue from previous share shortages.

The terms of the new agreement are essentially the same as in all the bilateral agreements between the two nations since 1972. U.S.-flagships are guaran-

teed one-third of all grain cargoes moving to Russia with one-third each reserved for Russian and third-flag carriers.

The formal signing of the new agreement took place in Washington, D.C. after nearly a year of negotiations there and in London and Moscow. Robert J. Blackwell, assistant secretary of commerce for maritime affairs was chief negotiator for the U.S.

Tug C. R. Hayden Is Launched in Gulf

The SIU-contracted G. & H Towing Company of Houston has launched the brand new tug *C. R. Hayden*. The 3200 hp. ship-docking tug will operate in the Houston-Galveston area.

The *Hayden* is the second new boat which G & H has brought out this year, and two more identical 3200 hp. tugs are currently being built by Todd Shipyards. In addition, the company is planning a further building program, the details of which are still uncertain.

G & H Towing is just one of the SIU's rapidly growing inland companies, which provide more jobs and greater job security for SIU inland boatmen.

Shipping Report for Inland Waters

FOR THE MONTH OF MARCH 1977

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs			Relief Jobs			Class A	Class B
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
BALTIMORE	0	0	0	2	0	0	2	2
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	7	4	16	0	0	0	8	4
JACKSONVILLE	1	0	0	0	0	0	2	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	109	0	0	1	1
NORFOLK	0	0	0	18	0	0	63	0
NEW ORLEANS	0	3	2	0	0	0	4	18
PADUCAH	8	2	4	0	2	31	0	0
PHILADELPHIA	0	0	0	77	27	0	120	93
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	7	2	16	0	0	0	6	0
PUERTO RICO	1	0	15	0	0	0	1	0
RIVER ROUGE	4	5	1	0	0	0	12	0
ST. LOUIS	7	2	7	0	0	0	9	3
TAMPA	0	0	0	0	0	0	0	0
TOTAL ALL PORTS	35	18	61	206	29	31	228	121

Rail Car Ferry Chief Wawatam Will Continue to Run

The SIU-contracted *Chief Wawatam* railroad car ferry will continue to run—at least for awhile—now that the Michigan Highway Commission has



authorized \$400,000 for needed repairs.

Since 1911, the hand-fired, coal burning steam vessel has been shuttling rail cars across the Straits of Mackinac from St. Ignace on the Upper Michigan Peninsula to Mackinaw City on the Michigan mainland. The car ferry links

vital rail lines between the two points.

In accepting recommendation by the Michigan Department of State Highways and Transportation that repairs be made, Peter B. Fletcher, the highway commission chairman, said the continued operation of the only rail link between Michigan's two peninsulas "must be attempted as part of our general transportation program." He added, however, "We must continue to experiment, to explore, to try other modes of transportation."

The U.S. Coast Guard recently completed an inspection of the *Chief Wawatam* at the request of the Michigan Department of State Highways and

Transportation and indicated it would cost a minimum of \$750,000 to bring the vessel up to 1976 standards. The highway commission will ask the Coast Guard to authorize continued operation of the ferry until another vessel can be found to replace it.

Alternatives to the accepted proposal were abandonment of the service, conversion to a tug-barge operation, or interrupting the service for drydock examination and repair of the ferry.

In February the *Chief Wawatam* received a temporary reprieve from plans to convert her to a barge when the Michigan Highway Commission split 2-2 in a vote on the proposal. Attempts

to replace the *Chief Wawatam* failed in the past, however, when winter ice blocked passage for tug-barge combinations and other boats.

Community Very Active

The local community was extremely active during the past few months writing letters and organizing to keep the *Chief Wawatam* railroad car ferry in operation.

The ferry is owned by the Mackinac Transportation Co. and is assigned under Interstate Commerce Commission service order to the highway commission. It is operated for the commission by the Straits Car Ferry Service Corp.

Labor-Management Group Commend Carter on Economics

The following statement was released by the Labor-Management Group, an informal, private group comprised of eight labor leaders and eight business executives, following their April 18 meeting in Washington, D.C.:

"The Labor-Management Group, which George Meany and Reginald Jones co-chair, is pleased to cooperate with the President, as he announced on April 15, on a broad range of economic policy questions. These include "objectives for our economy, for job creation and inflation reduction, to help work out approaches to achieve these objectives and to monitor the result on a continuing basis." The Group expects that the President and his advisors will continue to solicit views on these questions from a wide range of other private sources. The Group met on April 18 with Secretary Blumenthal, Chairman of the Economic Policy Group of the Administration, and Secretary Marshall.

"The Group commends the President for the main themes of his Statement on Inflation: There are indeed "no magic solutions in the battle against inflation"; and "making progress in dealing with this problem has to be a long-term task." The President has well avoided the course of controls and guideposts which has proved counterproductive.

"This Labor-Management Group, comprised of eight labor leaders and

eight business executives, is an informal private extension of formal committees that has met together over the past four years. We have come to have a mutual respect for the roles and positions of each other in our concerns with economic policies and the future of our country. The Group has been ably assisted by staff resources drawn from the constituent organizations working on particular issues.

"The Group does not always agree, but it does always engage in candid and vigorous discussions on issues it elects to place on its agenda; it seeks practical approaches to hard questions, and it has often been able to reach a consensus on issues of domestic and international concern vital to workers, business enterprise and to the American people as a whole. We have been currently working on job creation and measures to deal with unemployment and energy policy.

"The labor and management members do not have the authority to commit their constituencies on any proposed course of action. They are in a position, however, to seek to persuade and convince their respective communities of the wisdom of policies they advocate together.

"When the Group has reached a full meeting of minds, ordinarily it makes them public so that all may see and comment upon these views and suggestions.

"American labor and management

are uniquely dedicated to private enterprise, to a free labor movement and to collective bargaining. They share a responsibility together to the American public for their performance which continues beyond any one Administration. It is these concerns which bind us together."

Among the labor leaders in the Group are: AFL-CIO President George Meany; AFL-CIO Secretary Treasurer Lane Kirkland; SIU President Paul Hall; Clothing Workers President Murray Finley; Teamsters President Frank Fitzsimmons; Plumbers

President Martin J. Ward; Auto Workers President Leonard Woodcock, and Steelworkers President I. W. Abel.

Management people include: Stephen Bechtel, Bechtel Corp.; John D. Harper, Aluminum Co. of America; Reginald Jones, General Electric; R. Heath Larry, U.S. Steel; Thomas Murphy, General Motors; Rawleigh Warner, Mobil Oil; Arthur Wood, Sears, Roebuck, and Walter Wriston, First National City Bank.

Coordinator of the committee is former Labor Secretary John T. Dunlop.

Joe 'Axe' Still Remembers Old Days on the River



Retired Boatmen Joe "Axe" Rauch, left, talks over old times with one-time boatmate of his, SIU Vice-President Lindsey Williams in the New Orleans Union hall. Rauch worked the rivers for 50 years before retiring in 1973.

Retired SIU Inland Boatman Joe Rauch recently visited the New Orleans Hall to discuss old times with a former boat mate, SIU Vice-President Lindsey Williams. Brother Rauch and Brother Williams decked together back in the early 30's on Coyle Line boats running between New Orleans and Houston.



Joe "Axe", as he is known to friends, retired in 1973 after 52 years working on tugs and towboats. He remembers when navigational improvements on the waterways were minimal. He recalls, for instance, "the Houston Ship Channel was once so narrow that two ships couldn't pass each other—one would have to pull over and berth."

Brother Rauch started out as a deckhand in New Orleans harbor in 1921. By 1932 he was licensed as 1st Class Pilot, and he worked in the wheelhouse for another 41 years, mostly for the SIU-contracted Coyle Lines and Cres-

cent Towing and Salvage Company.

Brother Rauch is especially appreciative of his SIU pension, because he remembers the days when a tug or towboat deckhand made \$41 a month, before there were any unions on the rivers and harbors.

He remembers the first boatmen's union, the old Marine Allied Workers Division, an SIU affiliate which later became the Inland Boatmen's Union. The IBU, of course, merged last year with the SIU.

Joe "Axe" manages to remain very active in his retirement. He lives with his wife Juanita in Algiers, across the river from New Orleans. When he isn't tending his sizeable vegetable garden, he is usually painting and fixing up his house. He also is an active member of the American Legion.

Despite how busy he is, Brother Rauch just can't stay away from the tugs completely. He works a few hours a week as a security guard at the Crescent Towing and Salvage dock. "My whole salary goes to bingo," admits Joe with a chuckle.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	May 2	2:30 p.m.	7:00 p.m.
Philadelphia	May 3	2:30 p.m.	7:00 p.m.
Baltimore	May 4	2:30 p.m.	7:00 p.m.
Norfolk	May 5	9:30 a.m.	7:00 p.m.
Jacksonville	May 5	2:00 p.m.	—
Detroit	May 6	2:30 p.m.	—
Houston	May 9	2:30 p.m.	7:00 p.m.
New Orleans	May 10	2:30 p.m.	—
Mobile	May 11	2:30 p.m.	—
San Francisco	May 12	2:30 p.m.	—
Wilmington	May 16	2:30 p.m.	—
Seattle	May 20	2:30 p.m.	—
Piney Point	May 14	10:30 a.m.	—
San Juan	May 5	2:30 p.m.	—
Columbus	May 21	—	1:00 p.m.
Chicago	May 10	—	—
Port Arthur	May 10	—	—
Buffalo	May 11	—	—
St. Louis	May 13	2:30 p.m.	—
Cleveland	May 12	—	—
Jersey City	May 9	—	—

Subsidy Programs Mean More Ships, Jobs

MARAD: Sparks Shipbuilding, Cargo, Ports

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

More ships mean more jobs. No one knows this simple fact better than Seafarers. But not all Seafarers realize that the power to spark U.S. shipbuilding rests within what they might dismiss as just another Government agency.

The U.S. Maritime Administration, part of the Department of Commerce, is far from a remote or vague bureaucracy. It is the Government agency charged with the major responsibility for all aspects of U.S. maritime policy.

Dedicated to maintaining a strong American merchant marine, MARAD touches the lives of Seafarers and all maritime workers.

It does so in the biggest way through its subsidy programs which offset low-cost foreign competition by providing millions of Federal dollars to strengthen the U.S. fleet. These programs, created by the historic Merchant Marine Act of 1936 and bolstered by the Merchant Marine Act in 1970, contribute a large share of the cost of building, refurbishing and operating certain U.S.-flagships.

To be eligible for a construction subsidy, a vessel must be built in the U.S., owned by an American citizen, manned by an American crew and operated under the U.S. flag.

Many of the new SIU-contracted ships such as the *SS Sam Houston* (Waterman), *Golden Endeavor* (Aeron Marine) and the 225,000-dwt tanker *Williamsburgh* (Tyler Tanker) were built under subsidies granted by MARAD.

Building and reconditioning U.S.-flagships is also made easier by MARAD's financing guarantees and capital construction fund agreements which allow shipowners to raise the large amounts



of money needed to modernize their fleets.

Helps Find Cargo

But building the ships is only half the battle. MARAD also plays an active role in finding cargo for U.S. vessels in domestic and foreign markets.

The first major bilateral shipping pact between the U.S. and a foreign nation—the U.S.-U.S.S.R. Shipping Agreement of 1972—was made possible through MARAD's efforts. In the past the Soviet Union did not live up to its commitment to transport one-third of its grain shipments on U.S. flagships, but MARAD's recent perseverance won compensation in higher shipping rates and assurance that more U.S.-flagships would now be used in trade between the two nations. The chief U.S. negotiator in the talks was Maritime Administrator Robert Blackwell.

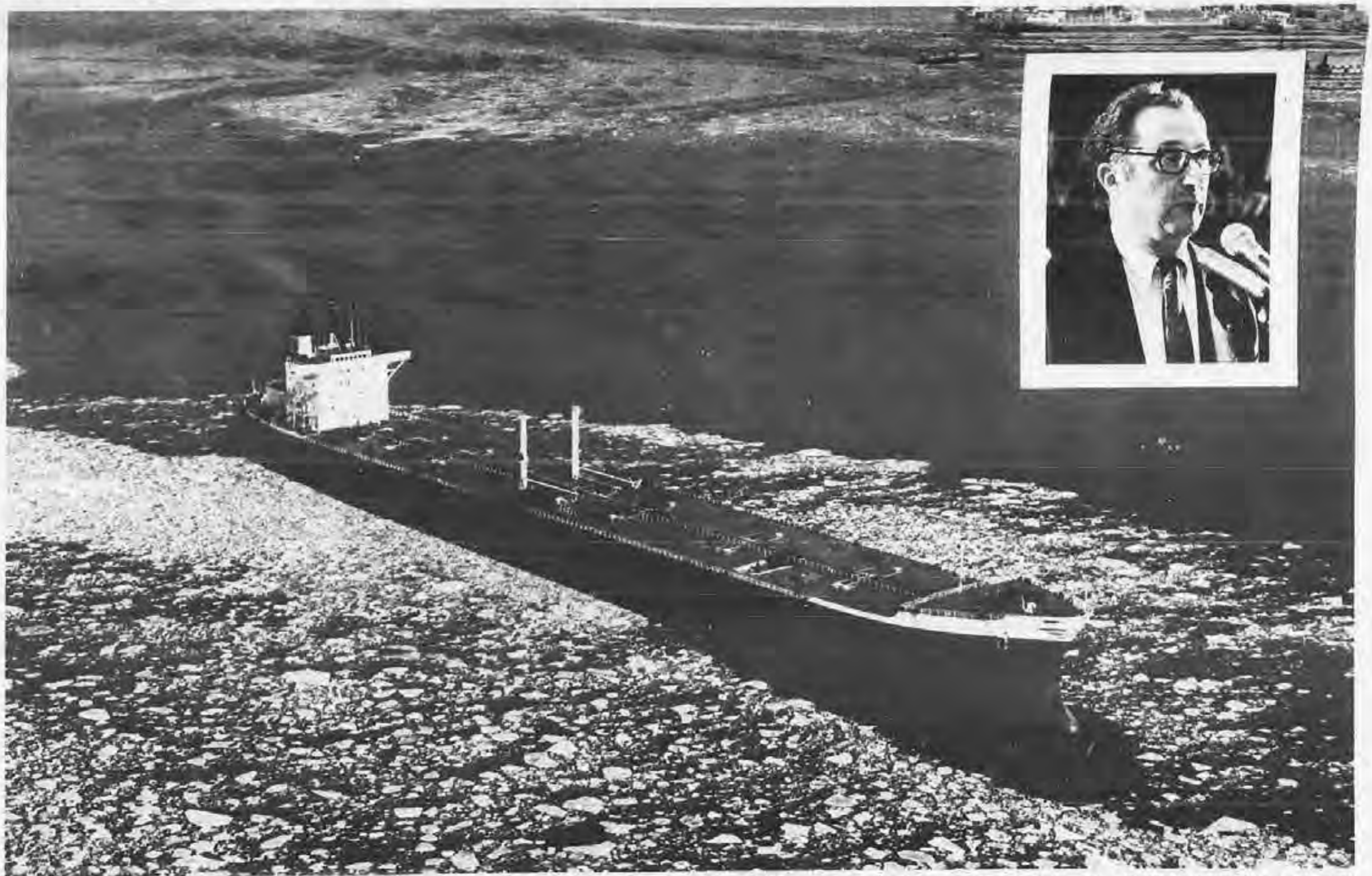
Port development is another part of the maritime industry influenced by MARAD's wide reach. The agency works with individual ports in regional planning programs and offers various technical and promotional assistance to encourage the most efficient means of moving the nation's cargo.

Planning for the future is an essential part of MARAD's job. Its extensive research and development programs have led to innovative shipping technology, in port and at sea, which insure the competitiveness of the U.S. fleet. Just last year, MARAD unveiled a \$12-million computerized simulator—the most sophisticated of its kind in the world—which can reproduce navigational situations and ultimately help prevent marine accidents.

The simulator was presented to the public on the grounds of the U.S. Merchant Marine Academy in Kings Point, N.Y., another area of MARAD's responsibility for the nation's maritime future. Young men and women are trained to become merchant marine officers at the academy and many take specialized maritime courses at other regional institutions operated by the agency. Seafarers receive an important part of their training at the firefighting school in Earle, N.J., which is also run by MARAD together with the Military Sealift Command.

Headquartered in Washington, D.C., the agency has Eastern, Central and Western regional offices in New York, New Orleans and San Francisco. A new Great Lakes region was established in 1975 in Cleveland, Ohio.

From the ships to the cargo to the crews, all links in the chain of U.S. maritime activity are strengthened by MARAD.



An aerial view of the *Golden Dolphin* (Aeron Marine) gliding through the ice-filled waters of Staten Island Narrows this past winter. The 91,849-dwt tanker is one of the many SIU-contracted vessels built under MARAD's subsidy program. Inset shows MARAD's chief, Assistant Secretary of Commerce for Maritime Affairs Bob Blackwell as he addressed the 1973 SIUNA Convention in Washington, D.C.

Rash of Disasters Highlights the Tragic

At the end of 1976, a rash of disasters caused by flag of convenience ships brought the issue of these runaway vessels to the public eye. But the problem of ships registered in such countries as Liberia, Panama and Honduras is not new. We have attempted in the article below to give you some history, statistics and solutions to the often tragic problem of flag of convenience ships.

Panlibhoco, runaway, or flag of convenience, whatever you call one of these fleets it translates into low wages, cut-rate operating costs, poor safety records, convenient tax dodges and high profits for operators.

In 1939 Panama had 722 ships flying its flag and Liberia didn't even have one. By 1965, 4,255 ships were registered in Panama, and Liberia suddenly had a fleet that boasted 18,404 ships. In 1973, reports listed Liberia as the world's largest merchant fleet with 49,824 ships, and Panama had 9,414 vessels.

Today, according to a report of the International Union of Marine Insurance, registers of convenience such as Liberia, Singapore, Panama, Cyprus, Honduras, Lebanon and Somalia comprise 23 percent of the world's merchant fleet.

The reason for this phenomenal growth is easily understood—owners can reap higher profits from their investments by escaping the taxes of their home country and by hiring crewmen who they pay as little as \$25 a month.

Another large saving is offered to flag of convenience operators by the lax safety standards and inadequate safety inspections of most convenience registry countries, for, as an International Union of Marine Insurance report points out, "if an owner wishes to put to sea an ill found, undermanned and worn-out ship, a flag of convenience is probably his best vehicle for doing so."

Prone to Accidents

Reporting that flag of convenience ship loss ratios "were three times as high as those of Organization for Economic Cooperation and Development (OECD) countries in terms of tonnage and four times in terms of numbers of ships," a new OECD report offers further proof of the runaway's poor safety record, pointing out that these fleets account for 37 percent of all ships lost and 39 percent of all tonnage lost. (OECD countries include the U.S., Japan, Turkey and most of the non-Communist European nations.)

The OECD report went on to say that flag of convenience ships "generally are more likely than ships of OECD or the world as a whole to be lost by wreck and foundering, the types of loss most closely associated with inadequacies of ships and personnel."

Even if the flag of convenience state has safety standards on its books, most ships under its flag will probably never visit its ports, making safety inspection and enforcement of the regulations impossible.

Liberian regulations call for the inspection of ships registered under its flag once every year. Yet when the *Sovereign Edith*, an 8,000-ton ship flying the Liberian flag, was loading a cargo of coke in Tyne, England, an inspection by Lloyd's revealed 40 faults in her safety equipment and ITF representatives discovered that some of her officers did not hold proper Liberian tickets, 95 percent of the crew did not know how to put on life belts and most



Broken in two at night, the 600-foot flag-of-convenience tanker, the *ST Irene's Challenger*, is still afloat on Jan. 18, 200 miles southeast of Midway Is. in the Pacific. Later the sections drifted a mile apart and her crew of 31 was picked up by a freighter.

did not know how to launch a lifeboat.

In 1970 the Liberian tanker *Arrow* ran aground in the fog as it approached Port Hawkesbury in Nova Scotia, dumping 10,000 tons of oil into Chedabucto Bay. When a three-man commission of inquiry appointed by the Canadian Government investigated the accident, they found that the tanker had been "operating with almost none of its navigation equipment serviceable."

The *Arrow's* radar and echo sounder were not functioning and the gyro compass had a permanent error of three degrees west. The third officer, the officer on watch when the ship ran aground, had no license and the commission said none of the crew had any navigational skills except the master, "and there are even doubts about his ability."

"We are well aware of the fact," the commission's report concluded, "that no form of transportation can be 100 percent safe but from the record available to us the standard of operation of the world's tanker fleets, particularly those under flags of convenience, is so appalling and so far from the kind of safety which science, engineering and technology can bring to those who care, that the people of the world should demand immediate action."

It is not only the old, poorly maintained and unsafe ships flying flags of convenience that are endangering the world's shipping lines. Many flag of convenience ships, especially those owned by large American oil companies, are among the largest and most modern in the world. Yet in an attempt to cut corners wherever possible, many of these ships are manned with the smallest crews possible, drawn from the cheapest, and all too often most unskilled, labor pools of the world.

Where traditional flag countries strictly enforce minimum crew sizes and qualifications for their ships, most flag of convenience countries have only vague rules subject to wide interpretation by operators.

Somalia, for example, simply requires that a vessel have a sufficient number of officers and crew to ensure safe navigation,

and even where a flag of convenience country does specify minimum qualifications for officers, these regulations are impossible to enforce as few runaway ships ever call on ports in their countries of registry.

This lack of regulation or supervision allows flag of convenience operators to cut manning costs even further by employing fewer fully qualified officers.

Two of the largest ship collisions in maritime history involved flag of convenience officers who either held no license or later had their license suspended or revoked for misconduct.

In October of 1970 two Liberian-flag supertankers, the 77,600 dwt *Pacific Glory* and the 100,000 dwt *Allegro* ran into each other off the Isle of Wight, killing 14 crewmembers. The *Allegro's* officer on watch at the time of the collision, the third officer, had no license and two of her engineers were also un-

licensed, as were two engineers aboard the *Pacific Glory*.

33 Men Killed

Then in August of 1972 a collision between even larger supertankers occurred in the Indian Ocean. The American-owned 95,000 dwt *Oswego Guardian* and the 100,600 dwt *Texanita* were both flying the Liberian flag when they collided in a dense fog, killing 33 men.

At the time of the collision both ships were traveling at full speed through the fog and although both had observed the other on radar, only the *Texanita*, waiting until the other ship was only four miles away, made any attempt to plot the course of the approaching *Oswego Guardian*.

Immediately after the accident, the master of the *Guardian* ordered his ship



Late last year in fair weather, the prow of the 13,192-ton Panamanian freighter *SS Cesira* sliced into the port stern of another Panamanian ship, the 10,108-ton *SS Sapphire* spilling fuel oil into Yokohama Harbor. No one was hurt.

Problem of Flag-of-Convenience Ships



Aground off Nantucket, Mass. on Dec. 17, the Liberian oil tanker *ST Argo Merchant* is battered by waves on her listing starboard side as building seas wash her aft deck.

away from the scene without even attempting to pick up survivors.

As a result of investigations into this massive collision, the *Texanita's* captain had his license suspended for 18 months and the master of the *Oswego Guardian* had his revoked.

What's being done about these flags of convenience?

Within this country efforts to reverse the trend of American companies transferring their ships to runaway flags are slowly beginning to gain strength. The most recent disasters caused by flag of convenience ships off America's shores have given those efforts new impetus. Currently, hearings are being held in the Congress to see how further tanker disasters off the U.S. can be avoided.

The National Maritime Council, an organization composed of Government, labor and maritime industry representatives, is also helping to reestablish American industry and public interest in the U.S.-flag merchant fleet through its programs.

These programs include films, speeches and literature describing the long history of U.S.-flag shipping, as well as dinners and seminars to acquaint American shippers with the economic benefits and guarantees a strong U.S.-flag merchant marine can provide for our country.

But the real key to the flag of convenience problem lies in legislation, both national and international.

Right now the Jones Act protects our merchant marine in the domestic trades from the cut-rate runaways.

Cargo Preference Needed

This act must be protected against the constant attacks of foreign-flag operators and new legislation which would reserve a fair share of American cargo for U.S.-flag ships must be enacted if the runaway fleets and the problems they generate are to be eliminated.

With their poor safety records and their exploitative use of manpower drawn from the world's poorest countries, the flag of convenience fleets are also an international problem.

The International Transport Work-

ers' Federation (ITF), an independent international labor organization, has been one of the most consistent and loudest critics of the flag of convenience fleets.

In the past, the ITF has fought to establish world minimum pay scales for sailors and to make flag of convenience operators responsible for providing decent safety and humane working conditions aboard their vessels.

The ITF and its member unions, which includes the SIU, also support flag of convenience crews in wage or condition disputes and provide aid for crews stranded when these operators abandon ships they consider no longer profitable.

Among the ITF's latest activities is an attempt to force Cyprus to investigate the disappearance of the *Cretan Star*, a Cyprus-flag 30,000 dwt tanker that was lost with its entire crew last July.

In calling for the investigation, ITF President Charles Blyth said, "We are sick and tired of these flag of convenience ships disappearing. We must try

to get some sense of responsibility into these people who run these ships."

The Intergovernmental Maritime Consultative Organization (IMCO) is another world body working to alleviate the problems of flag of convenience fleets, attempting to set minimum safety and training standards for all merchant vessels.

Part of the United Nations, IMCO and its Maritime Safety Committee are composed of representatives from all U.N. member countries and are responsible for formulating international treaties regulating manning, training and other minimum safety standards for all maritime nations.

As most nations with legitimate merchant fleets already enforce strict safety and training standards, IMCO's regulations are aimed at flag of convenience operators who, in search of higher profits, have switched to these registries to escape regulation.

The International Labor Organization (ILO), another U.N. body, is also interested in curbing the substandard health and safety conditions fostered by

flag of convenience fleets.

Minimum Standards

Just recently the ILO adopted a proposal for world-wide minimum standards for merchant ships which set up standards for manning and work loads, shipboard living conditions, safety conditions, vacation pay and crewmember competency.

Under this proposal, which is clearly aimed at upgrading conditions on flag of convenience ships, vessels could be inspected for health and safety hazards to the crew in any port of call and port officials would have the right to take action to correct conditions on any ships which are "clearly hazardous to safety and health."

If this ILO proposal is ratified by at least 10 countries with a total share of 25 percent of world shipping gross tonnage, it will cover all merchant vessels including those flying runaway flags.

The SIU participates in the ILO, IMCO and ITF, just as it takes an active role in the NMC and in working for American legislation to protect the U.S. merchant marine, in the belief that all opportunities must be taken to curb the flag of convenience fleets and their abuses—both direct and indirect—of the world's seafarers and the world's environment.

The Case Is Clear

The case against runaway flag fleets is clear—their safety record is appalling, their exploitation of workers is notorious.

These fleets include some of the oldest and most unseaworthy vessels, manned by small, often untrained, crews working for exploitative wages and in terrible conditions.

Not only do they threaten the health and safety of their crews, but as the record shows, they endanger the safety of all merchant vessels and the environment of the oceans and shorelines as they travel throughout the world in ever increasing numbers.

On a less dramatic, but none the less dangerous, level, they drain off American dollars and jobs, while placing their owners beyond the reach of any enforceable law and making it impossible to hold them to their responsibilities to seafarers, to world safety and to America's national security.

And all in the name of higher profits for their operators.



The bow of the runaway tanker *ST Sansinena* protrudes from the waters of Los Angeles Harbor on Dec. 18 after an explosion and fire destroyed and sank the 810-foot vessel's aft and midsections.



SIU deckhand Chris Osborne helps tie up riverboat *Delta Queen* to bank in Natchez, Miss.

INLAND WATERS



SIU member Richard Mesker pours some morning coffee for passenger in the *Delta Queen's* restaurant. Passengers had high praise for service they received from SIU crew.



Deckhand Tim Miller was up with the roosters this morning as he soogies deck after overnight rainfall.

SIU Crew Makes It a Good Voyage for Passengers on the Delta Queen

On a recent cruise of the SIU-contracted steamer *Delta Queen* from New Orleans to Memphis, many passengers could be overheard making a lot of favorable comments about the boat's crew. One woman summed the situation up well: "What a beautiful old boat and a delightful young crew."

The 51-year-old *Delta Queen*, which is on the National Register of Historic Places, is indeed one of the oldest of the SIU's contracted vessels. And her crew includes some of the SIU's youngest (and in some cases prettiest) members. The SIU represents the *Delta Queen's* deckhands, cooks, stewards, utility men, bartenders, waiters, bus boys, maids, porters, oilers, and firemen.

The *Delta Queen's* hull was fabricated in Scotland and shipped to Stockton, Calif. for final assembly in 1926, when she began operating overnight trips between Sacramento and San Francisco. During World War II the U.S. Navy used the *Delta Queen* to ferry troops and wounded in San Francisco Bay.

After the War the boat was purchased by Greene Line Steamers of Cincinnati, which later became the Delta Queen Steamboat Company. She was painstakingly disassembled and crated, then towed across 5,000 miles of open sea down the Pacific Coast, through the Panama Canal, and up the Gulf of Mexico to New Orleans, from which point she traveled under her own power.

For almost 30 years the *Delta Queen* has been plying our inland waterways, providing passengers with a taste of "steamboating," as the experience was called in the 19th century. Steamboating



is an elegant adventure. And the *Delta Queen's* elegance depends not only on her brass and crystal and fresh flowers, but also on the courtesy and efficiency of her SIU crew.

The adventurous part of steamboating fortunately no longer includes dealing with such items as chamber pots, but exciting and unexpected events still have a way of occurring on the river. Such an event was this month's historic meeting between the *Delta Queen* and her newer and larger sister vessel, the SIU-contracted *Mississippi Queen*.

While the *Delta Queen* carries 192 passengers and a crew of 75, the *Mississippi Queen* carries 385 passengers and 125 crew members. The *Mississippi Queen*, truly "the biggest steamboat that ever was afloat," as she is billed by the com-

pany, was built last year at Jeffboat in Jeffersonville, Ind. at a cost of \$30 million.

The *Mississippi Queen* is currently operating between New Orleans and Natchez, Miss., where the two sisterboats tied up together this month for the first time. It was a gala occasion, with passengers and crewmembers from the two boats intermingling excitedly. Many ventured ashore to the bars in the "Natchez-Under-the-Hill" district, once a notorious hangout for thieves, cutthroats, and prostitutes.

At midnight the two boats parted, the *Delta Queen* steaming upriver toward Memphis and the *Mississippi Queen* turning around for her return trip to New Orleans. Thus ended the first meeting of the only two overnight passenger steamboats operating in our country.

Since the passage of the Safety at Sea Law in 1966, the *Delta Queen* has been operating under a series of Congressional waivers, the latest of which expires in 1983. The boat's hull is of steel, but her superstructure is wooden, and thus in violation of the 1966 law, which was never really intended to cover riverboats. Legislative efforts are underway to exempt the *Delta Queen* permanently from the Safety at Sea Law.

The new *Mississippi Queen* conforms to the Safety at Sea Law and contains no wood except for two grand pianos, the only wood which the Coast Guard would allow. The *Mississippi Queen's* future is thus secure. The *Delta Queen's* future must be guaranteed, too, for she offers a unique historic experience which should not be allowed to pass away.



If you want a clean engine room, a good time, or a good meal, you might want to visit the following people on the *Delta Queen*. They are, respectively, and from left to right: Glenn Fugate, wiper; Bill Webster, the bartender, and Mary Schoen, salad girl.



Deckhand, Ms Rusty Harmening, blows whistle for all aboard. Rusty is proud of the fact she can work the deck "as good as any of the men."



The grand old riverboat *Delta Queen* approaches Natchez, Miss.



Ann Dotson, a maid on the riverboat, has a pleasant smile for everyone.



You might say 1st Cook, Karl Shivers, is the happiest guy in the galley as he flashes a characteristic smile.



Deckhand John "Cheyenne" Hess gives brass stairs a once over with coat of polish.



Overseas Alice Committee

Mobile Patrolman Tom Glidewell (seated left) with Deck Delegate G. L. Winslow at his side after a payoff on Mar. 16 aboard the *SS Overseas Alice* (Maritime Overseas) is with some of the crew and the Ship's Committee of (standing l. to r.): Engine Delegate and Pumpman Brad Bradshaw; Chief Cook Jake Longfellow, steward delegate; ABs Mark Patterson and Jim Gibson, and Recertified Bosun J. R. Thompson, ship's chairman.



Robert E. Lee Committee

SIU Partolman Teddy Babkowski (left) sits down with the Ship's Committee of the *SS Robert E. Lee* (Waterman) of (l. to r.): Steward Delegate Raphael Ascione; Chief Steward Willy Broggs, secretary-reporter; Deck Delegate E. Clarke, Jr., and Recertified Bosun Alfred Hanstvedt, ship's chairman. Payoff took place at Brooklyn, N.Y.'s Pier 7.



Erna Elizabeth Committee

In the port of Baltimore on Mar. 11, the Ship's Committee of the *SS Erna Elizabeth* (Hudson Waterways) await payoff of the vessel. They are standing (l. to r.): Recertified Bosun Ballard Browning, ship's chairman; Baker Fernando Urias, steward delegate; Chief Steward Sigmund Rothchild, secretary-reporter, and seated (l. to r.) Deck Delegate Burton Owen, and Engine Delegate Edward Krcha.



Humacao Committee

Here's the Ship's Committee of the *SS Humacao* (Puerto Rico Marine) of (l. to r.): Educational Director Juan Reyes; Steward Delegate B. Baa; Deck Delegate R. Mason; Engine Delegate R. C. D'Anglo, and Recertified Bosun Johannes C. Sorel, ship's chairman, at a payoff in Port Elizabeth, N.J.



Monticello Victory Committee

Seated with the Ship's Committee of the *SS Monticello Victory* (Victory Carriers) is Chief Pumpman John McClelland, educational director and (l. to r.): Wiper Alton Hickman; Recertified Bosun Beverly Dunn, ship's chairman; Engine Utility Willard Grayson, engine delegate; Steward Delegate William "Groucho" Saltarez, and Chief Steward Stanley A. Freeman, secretary-reporter. Payoff took place on Mar. 16 at the Exxon Refinery, Bayonne, N.J.



Overseas Aleutian Committee

At a payoff at Long Island Sound's Port Jefferson, N.Y. is the Ship's Committee of the *SS Overseas Aleutian* (Maritime Overseas) of (l. to r.): Chief Steward Floyd Mitchell, Jr., secretary-reporter; Chief Cook Peter V. Hammel, steward delegate; Recertified Bosun Raymond Lavoine, ship's chairman, and Deck Delegate Herbert Thrower.

Son of Inland Boatman

Ex-SIU Scholarship Winner Wants to Serve Society

Now that he is studying law, former SIU scholarship winner Peter Bakarich, Jr. is looking forward to taking an active role in international issues such as environmental affairs and human rights.

Many current legal questions in the headlines, such as the question of when a person is really dead and how much life support should be given to a person who is dying, are right up his alley.

For several years, Bakarich, whose father is an SIU Boatman, studied theology, which deals with problems of ethics and religion in a changing world. A theologian tries to come up with solutions to new problems that will fit a religious framework.

He began his academic career at Seton Hall University in South Orange, N.J. after winning the SIU four-year scholarship in 1965. In 1967 he received another award from the Catholic University of America in Washington, D.C. and between the two grants he was able to move to Washington and study philosophy full time.

"The SIU scholarship is set up in a terrific way," he said. "You can use it anywhere and it is very generous. Of all the grants students had at Seton Hall, the Seafarers' had the highest dollar amount."

The cosmopolitan atmosphere of



Peter Bakarich, Jr.

Washington suited young Bakarich just fine. "There were more universities around, more cultural events and libraries," he noted.

In 1970, he received a masters degree from Catholic University of America through a special honors program. Then he went to Germany to study theology and religion, thinking that eventually he might like to become a priest.

Because of his academic abilities, Bakarich was admitted to a special program in theology at the University of Tuebingen in Germany where he did research on a Dutch theologian who was part of a reform movement in the Church. His excellent diploma-thesis

was made part of the department's library.

A high point of his trip to Europe was when his father, Brother Peter Bakarich, Sr. who works in New Jersey, came over to visit in 1974. Together they toured Europe and went to Yugoslavia to the town where his grandparents were born and raised. They returned on the last voyage of the *SS France* which was Brother Bakarich, Sr.'s first cross-ocean voyage after a lifetime working on tugs.

Once home again, young Bakarich worked as a deacon-intern in a local church, visiting the sick and working

with senior citizens. He also worked as a salesman and consultant in a religious book store.

But when he looked at possibilities for the future, he realized there were not many job opportunities for teaching theology. While he enjoyed helping people—which drew him to the Church—at the same time, he missed the intellectual stimulation of academic study. Then he decided that as a lawyer he could combine everything he loved: intellectual challenge, working with people, and serving society. He is in his first year at Rutgers University Law School.



Carson City, Nev.

Right at the end of last month, the *LOG* received a fraternal letter from Seafarer Rafael A. Rios of San Pedro, Calif. in which he makes a moving, direct appeal to his Union brothers for help to aid those less fortunate than they are. His letter reads:

"This is an appeal to all of my shipmates past, present and future, and to whom it may concern. For the past month, while I am between ships, I have worked with retarded children at Eagle Valley Home for Children. The fine personnel there are doing a wonderful job and making many self-sacrifices due to the fact that they are in dire need of financial assistance.

"How well I remember when we would take up a tarpaulin muster for local orphanages as we were sailing into foreign ports. You were always more than generous.

"Please open your heart one more time for a worthy cause. If you are ever in Carson City, Nev., you are always welcome. Send donations directly to: Eagle Valley Home for Children, Route 1, Box 755, Carson City, Nev. 89701."

Murmansk, U.S.S.R.

Another letter received from Mike Bickel, Route 1, Lenzburg, Ill. 62255, appeals to Seafarers and others who may have sailed on the infamous Murmansk run in World War II for information:

"I am a graduate student in history at Southern Illinois University, Edwardsville, Ill., presently working on my masters thesis. I am researching the conditions of the North Russian ports during the Lend-Lease convoys of World War II.

"I would like to contact some of the seamen who have participated on some of these convoys. I would like to be able to obtain firsthand information from these individuals regarding their experiences."

USNS Shoshone

On the way to a port of call in Turkey last month, Chief Steward B. E. Fletcher of the SIU-contracted *USNS Shoshone* (Hudson Waterways) wrote: "Early this year we refueled the Navy oiler *Kalamazoo* 300 miles from Rota, Spain. We received [the following] letter of commendation for a job well done from Rear Adm. S. H. Moore from Washington, D.C.

"*USNS Shoshone* master, officers and crew have again demonstrated their proficiency in consol operations at sea with units of the fleet operating forces. Your timely consol aided the *Kalamazoo* and saved her precious loading time during her scheduled in-chop into the 6th Fleet. Your skill and planning carried out the evolution that demonstrates the merchant marine's support of our nation's naval forces in time of need. Well done."

SS Stonewall Jackson

In a letter from eighth grade history pupil F. J. "Flip" Donoghue of Pinellas Park (Fla.) Middle School, he wrote: "I thought you might be interested in knowing that our students keep close to the crew of one of the ships that keeps in touch with your *Seafarers Log*. We also get copies of your paper monthly.

"Our Social Studies classes, approximately 500 students, have an Adopt-A-Ship Plan Club which has been in being since September 1973. We have been most fortunate to start with Master L. O. Warren of the *Overseas Joyce* to Master F. D. Smith, the present captain of the *SS Stonewall Jackson* which makes port calls throughout the Near and Far East.

"Nearly 500 8th graders at Pinellas Park Middle School have a merchant ship, *SS Stonewall Jackson* to call their very own. The students, sponsored by the history teachers at PPMS, are part of the nationwide Adopt-A-Ship Program. The students maintain contact with the ship through letters sent every five to six weeks.

"In reply, Capt. Smith's long and interesting letters are filled with information concerning life at sea, the ship's quarters, cargoes, foreign ports and customs, trade, weather and geography.

"I want to thank you for your monthly copies of your paper."

A total of 317 U.S. merchant flag ships and their crews in the current school year have been "adopted" by fifth to eighth graders in most of the 50 states in the 40-year-old program sponsored by the Propeller Club of the U.S. Other countries also have this plan.

When Capt. Warren skippered the *ST Overseas Vivian* he wrote to eighth graders at the school and even made a special vacation visit there near St. Petersburg to see the display of 10 foot by 20 foot maps charting the ship's route to Nigeria. His letters bearing foreign stamps helped to enlarge the stamp collections of 25 students.

SS Wacosta

From the *SS Wacosta* (Sea-Land) Chief Steward Ivan Buckley reports: "On arrival in one of the Italian ports, Livorno (Leghorn) the captain informed us that there was a brother crewmember from the *SS Afoundria* (Sea-Land) hospitalized there and needed a certain type of blood.

"Due to the system of our clinic which states your blood type on each individual clinic card, in a very short time we were able to identify who had the blood type required by the hospital. Fortunately, when the donors got to the hospital, they were told that the hospital had received the required blood locally.

"Last but not least, some of the brothers with other blood types also volunteered to give blood in case the hospital could exchange same for the type needed. A vote of thanks to the volunteers and our SIU Clinic for the system.

"Our sympathy to the brothers who had to endure the harsh winter. We read about it. The weather over here has been fine or almost, to date."



Wheelsman Scott Roach prepares to hose down the pilot house of the John T. Hutchinson, as she is fitted out in Detroit, Mich.



Here's a bird's eye view of two members of the Joseph S. Young's deck crew applying the finishing touches of paint to her proud name.



Rick Hollingsworth, AB-watchman, secures the final knot before lowering scaffold and painting the starboard side of the Adam E. Cornelius.

After A Long Cold Winter The Whistles Of Springtime Sound Again on Great Lakes



How to keep one's head during an emergency is something that can be learned during a lifeboat drill—even though one member of the John T. Hutchinson's crew seems to have lost his. Actually, it's only a blast of steam from the engine room blocking the camera's eye.



Gateman Saleh Muthana clears debris from the deck of the Buffalo (formerly the Diamond Alkali) as the steamer prepares for a new season with a brand new name.



AB-Watchman Dick Lovaas, left, makes a turn for the better as he and OS John Watson oil the vent caps of the John T. Hutchinson's ballast tanks.

The early thaw was welcome on the Great Lakes this year after the most severe winter in anyone's memory. By the end of December, most ships were laid up and winter navigation was cancelled.

Never had steam whistles and fog horns sounded so good as they did this March when engine crews returned to the deep draft vessels to fit them out for the season's run. The SIU "aft" crews began work first, lining up the boilers and fixing the pumps while the cooks and porters kept chow on the table. Conveyormen and gatemen checked out the belts and motors on the self-unloaders.

Finally the deck crews came on

board and reunion time began in ship's galleys around the Lakes. Many Seafarers sail on the same ship year after year and when these "homesteaders" get together, they have a winter's worth of tales to tell.

Back in the SIU halls, officials breathed easy after a two-month rush checking seniority lists and notifying members to return to their ships.

The best thing about fitout, according to most Seafarers, is the first pay check. And the next best thing is finishing the fitout and starting the shipping season again. By the end of April, all the SIU freighters should be sailing with their cargoes of coal, ore, salt, stone, sand and grain.



One of the newest sights on the Great Lakes is the SIU-contracted Paul Thayer (Pringle Transit). The Thayer, which is having her cargo holds enlarged at the American Shipbuilding Co.'s yard in Toledo, Ohio, is scheduled to sail sometime in May.



Aboard the John J. Boland, Conveyorman Mickey McFee checks out the control panel of the self-unloader.



While standing a gangway watch, AB Walter Przewozniak points out the way to visitors on board the John J. Boland in Toledo.



The Detroit Edison undergoes a facelift as Seafarers get her ready for another season of carrying coal to and from many Great Lakes ports.

'Swap' Plan Would Increase Oil Imports

President Carter's new energy program may prove to be the same old story of sacrifice for the American people and business as usual for the big oil companies. The deciding factor could be his position on whether or not to export Alaskan oil.

Carter said a lot that had to be said in his recent talks to the nation. But he will contradict all of it if he decides to follow the oil companies' proposal to send our much needed Alaskan oil to Japan.

The West Coast can't use all of the oil that will eventually flow through the Alaskan pipeline, but rather than transport the surplus on U.S.-flag ships to the oil hungry Eastern states, the oil companies want to swap it for Japan's supply from the Middle East. From where we stand, this looks

like a good way to feed, not U.S. energy needs, but foreign-flag shipping and oil company profits.

America's oil should go to American markets. And the safest, most efficient way of getting it there is on U.S.-flag tankers. But the issue is not just jobs for U.S. seamen.

One of the major principles of Carter's energy program is to "reduce our vulnerability to potentially devastating embargoes" by, among other things, developing a "strategic petroleum reserve." This is why Congress passed legislation to build the Alaska pipeline in the first place—to reduce America's dependence on foreign oil, not increase it.

After years of hard won efforts to create an assured domestic oil supply, we can't afford to swap it for the interests of multinational companies

that care little for America's energy independence.

Carter sounds like he means what he says in his tough approach to

solving the nation's serious energy problems. He can prove it now by rejecting this dangerous trade-off of our oil resources.

Hall: Solve Energy Crisis, But Not by Losing Jobs

What does the American worker have to do with planning a national energy policy? Everything.

"In the final analysis it's the American worker who will make or break our efforts to achieve security," SIU President Paul Hall said in his speech before the Time, Inc. Energy Conference on Apr. 7 held in Williamsburg, Va.

Speaking also as a vice president of the AFL-CIO, Hall presented the Federation's stand for American energy independence and explained the crucial role of labor in achieving it. He addressed about 100 leaders who gathered at the two-day conference from Government, industry, environmentalist groups and other associations involved in organizing the nation's energy plans.

Conserving energy and developing new domestic supplies are essential policies of the future, Hall said, but their price must not be the jobs of American workers.

"If the Government threatens or is perceived to threaten the livelihood of millions of Americans and their families by less than carefully implemented energy policies, it will build in an obstacle that will slow its efforts to achieve the energy goals we all want."

The change from one fuel to another, as the new policies take effect, can take place without economic disaster for the worker, Hall said, if the Government provides a smooth transition period to

minimize loss of jobs.

Moreover, developing the new sources of energy, such as offshore oil and gas, nuclear energy and increased use of our large coal reserves, will create new industries and new jobs—jobs which must go to American workers, Hall stressed.

"At the very beginning we must stop being so beneficent to other nations by allowing them to share the growth of our energy industry. If we seek energy independence, let us also become equally self reliant in the skills to produce the equipment that makes energy and moves it to the final user."

Energy independence also means more Government control of private industry, Hall said. This means:

- Continued regulation of oil and gas prices;
- Taking oil imports out of the hands of private companies, and
- Divestiture, that is, forcing the big oil companies to give up their control of related phases of oil marketing or competing fuels.

"I for one believe that our energy industry in this country may be too fat to get down to the hard task of making this nation more energy self-sufficient," Hall remarked.

Developing enough energy to meet the nation's needs is one of the most serious problems facing America, Hall said. "The time is long past for complacency and inaction."



'That oil's for you, turkey!'



HISTORIC PRESERVATION

Thanks Aleutian Developer Crew

I would like to express my appreciation and thanks to the crew of the *Aleutian Developer* for their kind donation when my wife passed away. It was very helpful.

Fraternally,
John L. Buckley
Seattle, Wash.

Letters to the Editor

We Need Your Latest Address

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

SIU Soc. Sec. No.

Name
Print Last Name First Name Middle Initial

Address
Print Number and Street City State Zip Code

Date of Birth
Mo / Day / Year

April, 1977

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BORINQUEN (Puerto Rico Marine Operating), February 20—Chairman, Recertified Bosun Calixto Gonzalez; Educational Director Pantoja Jaime; Engine Delegate George Malinowski; Deck Delegate Francis Salmiento; Steward Delegate Peter Siems, \$75 in ship's fund. No disputed OT. Chairman held a discussion on the Washington Activities Report and the Oil Imports Bill contained in the *Seafarers Log*. A vote of thanks to the steward department for a job well done. Next port in Puerto Rico.

ZAPATA ROVER (Zapata Bulk Transport), February 6 — Chairman, Recertified Bosun J. R. Colson; Secretary J. Pitetta; Educational Director R. C. Salley; Steward Delegate M. Cooper. No disputed OT. Chairman advised crewmembers on new wage contract and asked all men to do their best to keep this ship in good condition. Discussed the advantages of Piney Point and upgrading yourself. The crew thinks that the video movies on board ship are a great idea and should be put on all ships.

SHOSHONE (Hudson Waterways), February 6 — Chairman, Recertified Bosun A. E. Weaver; Secretary B. Fletcher; Educational Director M. R. Williams; Deck Delegate J. Wilson; Engine Delegate E. Cruz, Jr.; Steward Delegate D. Reynolds. Some disputed OT in deck department. A letter was received from Executive Vice President Frank Drozak in reply to a motion made in the Dec. 5 meeting. On Jan. 25, 1977 we refueled the Navy oiler *Kalamazoo* 300 miles from Rota, Spain and received a letter of commendation for a job well done from Rear Admiral S. H. Moore. He commended the *Shoshone*, officers and crew for their demonstration of the continued Merchant Marine support of our nation's Naval forces. A hearty vote of thanks was given to the steward department for the wonderful Bar-B-Ques that the crew has been having on the stern of the ship. Next port, Gaeta, Italy.

PANAMA (Sea-Land Service), February 6—Chairman, Recertified Bosun T. Chilinski; Secretary J. E. Higgins; Educational Director Bradshaw; Steward Delegate H. Martin. Some disputed OT in deck and engine department. A donation of \$76 was given to Carlos Bonilla due to the death of his father. It was really appreciated to see so many Brothers turn out in time of need. A vote of thanks to the steward department for a job well done.

WACOSTA (Sea-Land Service), February 27—Chairman, Recertified Bosun W. Feil; Secretary I. Buckley; Deck Delegate James Thompson; Engine Delegate Oliver N. Myers, \$32 in ship's fund. No disputed OT. Report to the *Seafarers Log*: "On arrival in one of the Italian ports, Livorno, the Captain informed us that there was a brother crewmember from the *Afoundria* who was hospitalized there and needed a certain type of blood. Due to the system of our clinic stating your blood type on each individual clinic card, in a very short time we were able to identify who has the blood type required by the hospital. Fortunately, when the donors got to the hospital, they were told that the hospital had received the required blood locally. Last but not least, some of the brothers with other blood types also volunteered to give blood in case the hospital could exchange same for the type needed. A vote of thanks to the volunteers and our SIU clinic for the system."

SS DELTA PARAGUAY (Delta Steamship), February 20—Chairman, Recertified Bosun R. D. Schwarz; Secretary W. J. Miles; Educational Director F. W. Chavers; Engine Delegate Joseph T. Ryan, \$15 in ship's fund. No disputed OT. Chairman advised the steward department of the School in Piney Point and held a long discussion on same. A vote of thanks to the steward department for good service. Observed one minute of silence in memory of our departed brothers. Next port, Lagos.

MOHAWK (Ogden Marine), February 27—Chairman, Recertified Bosun E. Allen; Secretary A. H. Reasko; Educational Director Kirk; Deck Delegate Nick Swokla, \$59 in ship's fund. Some disputed OT in deck department. Chairman reported that one man was hospitalized in Djakarta, Indonesia. Discussed the importance of donating to SPAD. Requested all delegates in each department to have a complete repair list made up. A vote of thanks was given to all crewmembers for keeping the messhall clean at all times. Observed one minute of silence in memory of our departed brothers. Next port Houston, Tex.

AMERICAN EXPLORER (Hudson Waterways), February 21—Chairman, Recertified Bosun D. D. Fleming; Secretary D. G. Chafin; Educational Director Jerry L. Boyce; Deck Delegate Donald Hood; Steward Delegate Henry Armstrong. Some disputed OT in deck department. Chairman asked all members to look before walking into passageways as some painting will be done before payoff. Also discussed the importance of donating to SPAD. Advised all crewmembers to read the *Seafarers Log* and to read it well so you will know what is going on in the Union. Observed one minute of silence in memory of our departed brothers. Next port, Beaufort, N.C.

INGER (Reynolds Metal), February 27—Chairman, Recertified Bosun Hans Lee; Secretary Duke Hall; Educational Director Theodore Martinez; Engine Delegate A. Herbert, \$9 in ship's fund. No disputed OT. Chairman discussed the importance of active participation in all Union activities and the importance of being aware of your rights under the Constitution and other benefits. When the time arises, it was noted, everyone should get out and vote on pertinent issues. Educational Director advised everyone to get a firefighting certificate and a lifeboat certificate since it won't be long before they will be required by the Coast Guard in order to sign on a ship. Also noted that upgrading is available at Piney Point and everyone should take advantage of it for a better job and more pay. The latest issue of the *Seafarers Log* was read and discussed at the meeting. The *Seafarers Log* and books after they are read should be returned to the crew recreation room for all to enjoy. Observed one minute of silence in memory of our departed brothers. Next port, Longview.

OGDEN WABASH (Ogden Marine), February 27—Chairman, Recertified Bosun J. Delgado; Educational Director A. Ratkovic, No disputed OT. Chairman held a discussion on the points of interest in the *Seafarers Log*. Also explained about the Alcoholic Rehabilitation Center. Noted the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

CHARLESTON (Sea-Land Service), February 27—Chairman, Recertified Bosun Jan Beye; Secretary W. Seltzer; Educational Director Charles W. Welsh, \$7 in ship's fund. No disputed OT. Patrolman to see Chief Mate about a safety gangway at the Port of Houston since this gangway is unsafe. Next port, Elizabeth.

SEA-LAND ECONOMY (Sea-Land Service), February 27—Chairman, Recertified Bosun L. V. Myrex; Secretary L. Nicholas; Educational Director H. Duhadaway; Deck Delegate D. J. Yanzuzzi; Engine Delegate R. J. Thompkin; Steward Delegate H. Jones, Jr. Chairman brought to the attention of all crewmembers the highlights of the *Seafarers Log* which was most informative relating to the present and future situation of the maritime industry. Also, the tax information was appreciated by all. Secretary's report gave an honorable mention for our Vice President, Frank Drozak who is always prompt in answering the rank and file from our shipboard meetings. From the Secretary's point of view, this acknowledgment makes the meetings more interesting to all crewmembers. Educational Director reintroduced a reprint on the supplement of the Alcoholic Seminar and was very praiseworthy in the headway that has been made in this endeavor in such a short time. \$10 in ship's fund. No disputed OT. Next port, Rotterdam.

MOUNT EXPLORER (Mount Shipping), February 27—Chairman, Ted Densmore; Secretary A. Salem; Educational Director Robert Tims; Deck Delegate F. R. Scharz; Engine Delegate T. W. Finch; Steward Delegate Y. McMillan. No disputed OT. Secretary advised all crewmembers to read the *Seafarers Log* and to pass it around to your shipmates when you are finished with it. A vote of thanks to the steward department for a job well done. Next port, Texas City.

SEA-LAND MARKET (Sea-Land Service), February 28—Chairman, Recertified Bosun W. Nash; Deck Delegate V. Genco; Engine Delegate C. C. Hall; Steward Delegate F. Rogers. No disputed OT. Chairman noted his appreciation for the cooperation of each delegate in helping to make a smooth voyage. Suggested that we always think safety as it can save our lives. Also discussed the importance of donating to SPAD. Chairman advised all crewmembers to upgrade themselves. Also those that need help should look into the Alcoholic Rehabilitation Program. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Portsmouth.

LONG BEACH (Sea-Land Service), February 21—Chairman, Recertified Bosun T. Price; Secretary M. Costello; Educational Director S. Green. Some disputed OT in engine department. Report to the *Seafarers Log*: "The Bosun was taken to the Marine Hospital upon arrival in New Jersey complaining of a chest pain. As it was late Friday and the Captain or crew did not know that the Bosun would be hospitalized, could not and did not have time to get a replacement for the Bosun, therefore, we sailed short of a Bosun." The crewmembers would like to send the Bosun a get-well telegram.

OGDEN WILLAMETTE (Ogden Marine Transport), February 5 — Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director H. Meredith; Deck Delegate B. Anding; Engine Delegate L. Campos; Steward Delegate I. Gray. No disputed OT. Chairman held a discussion on the Seafarers Alcoholic Rehabilitation program and advised everyone about how successful it is proving to be. Discussed that seamen should realize that alcoholism is a disease and can be treated. Noted the importance of donating to SPAD.



Digest of SIU Ships' Meetings

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

SEA-LAND PRODUCER
COASTAL CALIFORNIA
SEA-LAND CONSUMER
PONCE
HOUSTON
SEA-LAND SAN JUAN
PUERTO RICO
SUSQUEHANNA
SEA-LAND TRADE
FORT HOSKINS
JOHN TYLER
ELIZABETHPORT
THOMAS LYNCH
MONTPELIER VICTORY
ZAPATA COURIER
SEA-LAND VENTURE
COVE COMMUNICATOR
DELTA ARGENTINA
GEORGE WALTON
BRADFORD ISLAND
ST. LOUIS
SEA-LAND COMMERCE
EAGLE VOYAGER
TRANSCOLUMBIA

SEA-LAND McLEAN
VIRGO
WORTH
SEA-LAND RESOURCE
MAYAGUEZ
JOSEPH HEWES
AMERICAN HERITAGE
JEFF DAVIS
ALEUTIAN DEVELOPER
OVERSEAS NATALIE
GALVESTON
BALTIMORE
ERNA ELIZABETH
SEA-LAND GALLOWAY
JACKSONVILLE
CANTIGNY
OVERSEAS VIVIAN
DELTA URUGUAY
GOLDEN DOLPHIN
TAMPA
ALLEGIANCE
MONTICELLO VICTORY
DEL SOL
MAUMEE



Longshoremen secure lines to the *Sea-Land Finance* as she arrives in Oakland after a run to the Far East.



Third Cook Fred Arafeia (r.) serves up a corn beef sandwich on rye with chips while Chief Steward Ahlee King watches.



S-L Finance, Beaver State Pay Off on

The month of January proved to be a busy one on the West Coast, as the cameras of the *Seafarers Log* recorded some of the activities there.

First of all, the *Sea-Land Finance* returned from Yokohama for a pay-off in the Port of Oakland on Jan. 13.

The huge containership is one of several SL-7's in the Sea-Land fleet. The *Finance*, nearly 1,000 feet in length and capable of carrying 1,096 40-foot containers, is among the most efficient ships in the world. With a top speed of 33 knots the *Sea-Land*

Finance and her sisterships hold quick turn-around records over both North Atlantic and West Coast to Far East trade routes. The payoff was ably handled by San Francisco Patrolman Robbie Robinson.

Across the Bay Bridge, in San

Francisco's USPHS Hospital, an SIU Representative visited some of the Union's members who are currently on the disabled list. All were glad to receive their Union benefits and were happy that the vital USPHS Hospital System is still available to them.



Day QMED Brian Yelland takes an oil sample to give to U.S. Customs officers before the *ST Beaver State* pays off in El Segundo, Calif.



The Supertanker *Beaver State* seems to be dwarfed by a passing sailboat, as they both fade to silhouettes in the Southern California sunset.

sunny Southern California, the *ST Beaver State* (Westchester Marine) paid off in El Segundo near Los Angeles. The San Clemente B class tanker, sistership to the SIU-contracted *ST Worth*, had just returned from Dumai, Indonesia carrying 25 million gallons of petroleum. West Coast Patrolman Pat Marinelli was on hand to conduct the payoff on Jan. 15, and so three busy days in California were completed.



AB's Frank Smith (l.) and Herb Greene secure the jacob's ladder for crewmembers of the *Beaver State* who will be going ashore.



SIU Patrolman Pat Marinelli (r.) goes over some of the finer points of preparing Beef Wellington with the *Beaver State's* Steward/Cook Welden O. Wallace in the ship's galley.



One of the West Coast's most famous landmarks is the beautiful Golden Gate Bridge which spans the bay from San Francisco to Marin County. This photo was taken facing the fabulous City of San Francisco.



DEEP SEA



Crewmembers of the *Sea-Land Finance* gathered in the messhall for a shipboard meeting before payoff.

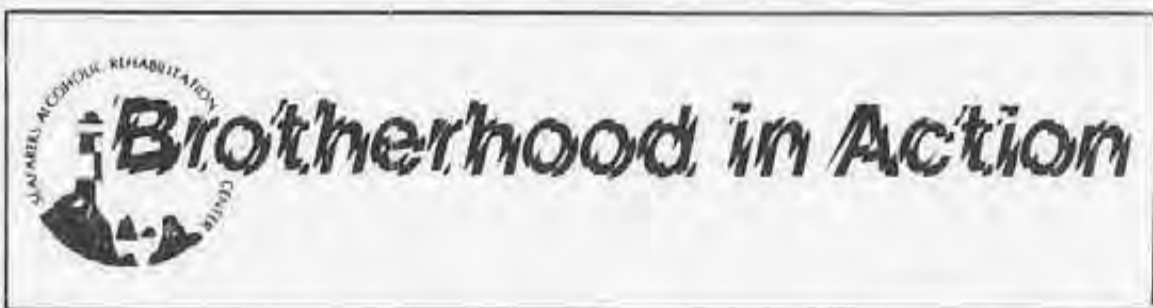


Patrolman Trevor "Robbie" Robinson (seated) is all smiles as he collects quarterly dues and SPAD donations from crew of the *S-L Finance*. Lining up behind him are the ship's committee of (l. to r.): Educational Director Dewey Carruthers; Chairman Jim Pulliam; Engine Delegate Dan Armitstead, and Steward Delegate Chuck Carlson.

West Coast; USPHS Hospital Visited



There will always be some SIU brothers who at any one time are less fortunate than others, but their burden will be eased as long as USPHS Hospitals like the one in San Francisco exist. Some SIU members who are recovering there now are shown in the photos above. At left, pondering a mystery novel, is Brother Gordon Chambers. In the center photo, Seafarer Red Pinkham. In photo at right, reading the *Log*, is recently retired Seafarer Dan Ticer. We wish them all a speedy recovery.



All Seafarers know that drug-use convictions can result in the loss of seaman's papers. This is a really stiff penalty. On the other hand, you can have all kinds of alcohol-related convictions, but the government isn't going to take away your livelihood except in the most extreme cases. Still, the most dangerous drug to Seafarers is the legal drug of alcohol.

A lot of the things we do can encourage a brother to abuse and become addicted to alcohol. We sometimes praise one another for being able to hold so much liquor. Many of us believe that drinking is the manly, seafaring thing to do. Some of us get insulted if a friend refuses to drink with us. And many of us would never, never tell a brother that he drinks too much.

Of course, each person is responsible for himself. But as members of the SIU, we're also responsible for one another.

It's this concept of brotherhood that makes our Union work.

Just as we have worked together in the past to solve our other problems, we must now work together as Union brothers to make sure we have the right attitudes about alcoholism. We have got to *really* believe—not just say we believe—that alcoholism is as serious a problem as drug abuse and that it can cost a brother a lot more than his seaman's papers. It can cost him his life.

If we really do believe these things, then we won't be so hung up on the idea that getting drunk is friendly or manly.

Real Union brotherhood means wanting what's best for our fellow members. If we know a brother who is an alcoholic, or who looks like he's becoming an alcoholic, we don't want to encourage him to go on drinking. We want to encourage him to get help.

And he can get help through the Seafarers Alcoholic Rehabilitation Center. The Center really does work—through the Center we've helped over 150 Seafarers already. But for it to keep on

working, we've got to support it and to get our attitudes straight about drinking. Alcohol may be legal, but alcoholism is just as deadly—and much more common—than any other addiction.

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

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SECRETARY-TREASURER
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(218) RA 2-4110

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(616) 352-4441

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(804) 622-1892

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St. Mary's County 20674
(301) 994-0010

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(713) 983-1679

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1311 Mission St. 94103
(415) 626-6793

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

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

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

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

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

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

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



Shipping at deep-sea A&G ports in the month of March picked up by nearly 300 jobs as 1,443 Seafarers shipped out on SIU-contracted vessels. Shipping has been good at all ports for Seafarers for the past six months, and shipping is expected to remain good to excellent at most ports for the foreseeable future.



Dispatchers Report for Deep Sea

MAR. 1-31, 1977	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Port	DECK DEPARTMENT								
Boston	6	3	0	3	1	0	7	5	0
New York	101	8	8	80	40	6	136	7	9
Philadelphia	18	2	0	11	2	0	28	4	0
Baltimore	34	2	0	28	4	0	51	3	1
Norfolk	28	2	3	32	10	1	18	3	3
Tampa	10	2	0	14	5	0	11	2	0
Mobile	37	0	0	23	4	0	49	3	0
New Orleans	69	15	1	62	24	1	132	17	1
Jacksonville	56	2	3	38	8	2	54	1	1
San Francisco	24	2	0	25	3	0	52	1	0
Wilmington	12	3	0	6	5	0	18	4	0
Seattle	32	2	0	30	4	1	67	1	0
Puerto Rico	6	2	0	4	3	0	15	5	0
Houston	97	4	3	72	20	5	145	3	3
Piney Point	0	0	0	0	5	0	0	0	0
Yokohama	4	2	0	1	1	0	4	1	0
Totals	534	51	18	429	139	16	787	60	18
Port	ENGINE DEPARTMENT								
Boston	2	2	0	0	1	0	2	3	0
New York	84	30	3	59	33	0	110	30	8
Philadelphia	13	0	0	4	3	0	24	2	0
Baltimore	25	6	0	20	3	0	36	9	1
Norfolk	17	7	0	24	9	0	17	6	0
Tampa	10	3	0	7	2	0	9	2	0
Mobile	30	3	0	22	6	0	33	5	0
New Orleans	51	11	0	56	16	0	108	16	0
Jacksonville	30	9	1	15	4	1	43	8	0
San Francisco	27	4	0	24	8	0	56	7	1
Wilmington	11	1	0	7	1	0	21	4	0
Seattle	24	4	1	20	7	3	31	10	0
Puerto Rico	6	2	0	3	0	0	15	1	0
Houston	81	12	3	64	17	3	95	14	1
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	1	0	0	0	1	0	2	1	0
Totals	412	94	8	325	114	7	602	118	11
Port	STEWARD DEPARTMENT								
Boston	1	2	0	3	0	0	1	3	0
New York	38	2	0	57	22	0	53	4	0
Philadelphia	11	0	0	7	8	0	13	0	0
Baltimore	11	3	0	8	5	0	22	3	0
Norfolk	10	0	0	25	7	0	9	1	0
Tampa	3	0	0	3	0	1	3	0	0
Mobile	17	0	0	16	6	0	24	0	0
New Orleans	32	1	0	43	25	0	67	1	0
Jacksonville	14	2	1	9	7	0	27	1	1
San Francisco	16	1	0	16	11	0	34	2	0
Wilmington	9	1	0	7	1	0	12	2	0
Seattle	2	0	0	16	6	9	14	3	0
Puerto Rico	4	0	0	6	2	0	10	0	0
Houston	52	2	1	43	26	11	66	3	3
Piney Point	0	2	0	0	6	0	0	0	0
Yokohama	0	0	0	1	0	0	0	0	0
Totals	220	16	2	260	132	21	355	23	4
Port	ENTRY DEPARTMENT								
Boston	2	1	8				3	3	13
New York	45	91	46				49	90	89
Philadelphia	4	19	0				10	25	0
Baltimore	13	22	1				27	45	5
Norfolk	10	17	1				14	17	2
Tampa	2	7	1				4	6	1
Mobile	9	13	0				13	20	1
New Orleans	37	65	1				54	71	2
Jacksonville	16	19	1				19	23	3
San Francisco	24	28	0				43	42	2
Wilmington	6	3	1				6	9	2
Seattle	17	18	17				22	31	11
Puerto Rico	12	9	0				16	15	1
Houston	35	60	25				32	58	45
Piney Point	0	6	0				0	0	0
Yokohama	0	0	0				0	1	0
Totals	232	378	102	0	0	0	312	456	177
Totals All Departments	1,398	539	130	1,014	385	44	2,056	657	210

*"Total Registered" means the number of men who actually registered for shipping at the port last month.
***"Registered on the Beach" means the total number of men registered at the port at the end of last month.

SIU, MTD Give Comments at Hearings on Gas Pipeline Route

The continuing struggle for an all-Alaska gas pipeline entered a new arena last month at hearings conducted by the House Sub-Committee on Indian Affairs and Public Lands.

O. William Moody, Jr., administrator of the Maritime Trades Department of the AFL-CIO, presented the MTD's support of the trans-Alaska project in his Mar. 18 testimony before the Sub-Committee. The SIU, one of the 43 member unions in the MTD, put its own strong endorsement on the record in a letter sent prior to the hearings from SIU President Paul Hall.

The Sub-Committee, chaired by Rep. Teno Roncalio, (D-Wy.), is part of the House of Representatives Committee on Interior and Insular Affairs which

has jurisdiction along with the Federal Power Commission to determine the pipeline route.

Three routes have been proposed. The El Paso Alaska Company's "All-American" pipeline would originate in the North Slope natural gas fields of Prudhoe Bay and end at the southern Port of Valdez where the gas would be liquefied, loaded on U.S.-flag LNG tankers and shipped to the West Coast for distribution. Two competing proposals from the Arctic Gas and Alcan Pipeline Companies would entail pipeline transportation through Canada.

Hall Criticized Ruling

An FPC administrative law judge

made a preliminary ruling Feb. 1 in favor of the Arctic route but a final decision will not be submitted to President Carter until the summer.

President Hall immediately criticized the Feb. 1 ruling and in his letter to Chairman, Roncalio reaffirmed the benefits of the El Paso pipeline. (See page 3 of February Log)

Both Hall and Moody pointed out the widespread advantages of the all-Alaska route for the U.S., especially in terms of more jobs for American workers.

The use of U.S.-flag LNG tankers would be "an enormous boost" to the American merchant marine, Hall said. Moreover, the construction of the pipeline itself, the liquefaction plant and

service and supply industries all within the U.S. would "generate more than three times as many man-years of U.S. employment as either of the trans-Canada proposals," he explained.

Other benefits to the American economy—\$9.2 billion in federal income taxes paid over the life of the El Paso project—and quicker delivery of gas to the U.S. consumer were also stressed.

An all-Alaska pipeline would provide complete U.S. control of its crucial energy resources Hall and Moody maintained. It would also prevent "serious environmental intrusion into the Arctic National Wildlife Range." Further, both Canadian pipelines face unsettled native claims in the Yukon territory, Hall explained.

Speedup Boost Given to Strategic Oil Stockpile Plan

The Federal Energy Administration plan to stockpile oil as a hedge against another Arab oil embargo or other supply cutoff received a boost recently when President Jimmy Carter requested additional funds to speed the program along.

With the increase of \$1.3 billion that Carter asked for over former President Gerald Ford's \$1.7 billion, the Strategic Petroleum Reserve (SPR) Program will be able to store 250 million barrels of oil by the end of 1978 and 500 million barrels by 1980, rather than by the end of 1982.

The speedup will increase the protection of areas in the country such as the Northeast and Midwest that would be hard hit by a cutoff in fuel supplies.

In December, the Federal Energy Administration announced that stockpiling the oil in Gulf Coast salt domes would be the best alternative among many considered because it is the least expensive. Among the other plans was a proposal to store the oil in tankers off the coast of Hawaii and the East Coast of the U.S.

In case of an emergency, the Government would allocate the oil to the parts of the country where it is needed most. It would be sent to refineries and then to its final destination by the private sector of the economy—the shipping industry and oil companies, who will

also bid to import the oil that the Government buys. The Federal Government will oversee the operation.

TI Expresses Support

Herbert Brand, president of the Washington, D.C. based Transportation Institute, has expressed firm support for the strategic petroleum reserve. Many of the deep sea and inland U.S. shipping companies which belong to TI—an educational and research organization—would play a major role in the transportation logistics of both filling the reserve and withdrawing oil in case of an emergency.

"This program will provide an added measure of assurance for our nation that a future oil embargo will not cripple our economy or jeopardize our national security," Brand said in a letter to Sen. Henry Jackson (D-Wash.), chairman of the Senate Energy and Natural Resources Committee. Brand urged that U.S. flag vessels be given a key role in the SPR program.

"We believe that the national defense

purposes of the SPR program make it essential that the transportation system be as dependable and secure as we wish the oil reserve to be. Only U.S. ships provide this security. In the past we have seen that in crises, foreign ships are either unreliable or seek to extort

from the American people a high price for their services."

It is expected that under the Cargo Preference Act of 1954, which applies to Government programs, at least 50 percent of the oil will be delivered on American-flag ships.



Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

Dispatchers Report for Great Lakes

MAR. 1-31, 1977	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Alpena	12	0	0	16	2	0	8	1	0
Buffalo	3	1	0	1	1	0	3	0	0
Cleveland	10	3	0	14	1	0	5	3	1
Detroit	18	1	0	42	8	0	24	2	1
Duluth	10	0	1	6	0	0	5	0	1
Frankfort	21	0	0	26	0	0	1	0	0
Chicago	10	1	0	16	4	2	2	0	0
Totals	84	6	1	121	16	2	48	6	3
ENGINE DEPARTMENT									
Alpena	10	4	0	10	7	1	10	5	0
Buffalo	1	0	0	0	0	0	1	0	0
Cleveland	11	1	0	15	3	0	3	1	0
Detroit	29	2	0	40	6	0	20	3	0
Duluth	6	1	2	2	0	0	4	1	2
Frankfort	10	1	0	10	2	0	1	0	0
Chicago	12	0	0	20	2	0	2	0	0
Totals	79	9	2	97	20	1	41	10	2
STEWARD DEPARTMENT									
Alpena	3	1	0	5	1	0	3	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	3	0	0	7	0	0	3	1	0
Detroit	5	2	2	18	3	0	7	2	2
Duluth	1	0	0	3	0	0	1	0	0
Frankfort	4	0	0	8	2	0	0	0	0
Chicago	1	0	1	5	2	0	0	0	0
Totals	17	3	3	46	8	0	14	3	2
ENTRY DEPARTMENT									
Alpena	16	12	14				9	14	14
Buffalo	2	1	4				3	0	5
Cleveland	18	5	7				8	7	11
Detroit	51	17	35				32	22	48
Duluth	7	5	5				4	5	5
Frankfort	15	5	6				5	5	7
Chicago	11	5	1				1	1	0
Totals	120	51	72				62	54	90
Totals All Departments	300	69	78	264	44	3	165	73	97

**"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.

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."



NEW PENSIONERS



Martin M. Iturrino, 65, joined the Union in the port of New York in 1955 sailing as a chief steward. Brother Iturrino sailed 35 years and walked the picketline in the 1961 N.Y. Harbor strike. He was born in Puerto Rico and is a resident of The Bronx, N.Y.



Florian B. Kaziukewicz, 55, joined the Union in 1946 in the port of New York and sailed as a chief steward. Brother Kaziukewicz sailed 34 years, was on the picket line in the 1965 District Council 37 strike and is a veteran of the U.S. Air Forces in World War II. He was born in Ashland, Wis. and is a resident of Chicago, Ill.



James Lyness, 68, joined the Union in the port of Seattle in 1967 and sailed as an AB. Brother Lyness sailed 37 years, was also an Inland Boatman, and rode both the Bull and Isthmian Lines. He was born in Northern Ireland and is a naturalized U.S. citizen. Seafarer Lyness is a resident of Seattle.



Charles J. Martinussen, 53, joined the Union in the port of New York in 1967 sailing as a fireman-watertender. Brother Martinussen sailed 25 years and is a veteran of the U.S. Army in World War II. He was born in Bergen, Norway and is a naturalized U.S. citizen. Seafarer Martinussen is a resident of Brooklyn, N.Y.



Edwin G. Mitchel, 66, joined the Union in 1946 in the port of New Orleans sailing as a chief steward. Brother Mitchel is a veteran of the U.S. Coast Guard in World War II. Born in New Orleans, he is a resident there.



Anastacio P. Barroga, 75, joined the Union in the port of New York in 1960 sailing as a cook. Brother Barroga was born in San Nicolas, Pang, P.I. and is a resident of Seattle.



Owen F. Griffith, 60, joined the Union in the port of New Orleans in 1951 sailing as a cook and refrigeration engineer. Brother Griffith sailed 29 years. He was born in Royalton, Ill. and is a resident there.



Jose G. Torrefiel, 62, joined the Union in 1945 in the port of New York sailing as a chief steward. Brother Torrefiel sailed 42 years. He was born in the Philippine Islands and is a resident of San Francisco.



William G. Hamilton, 62, joined the Union in 1943 in the port of Savannah sailing as a chief steward. Brother Hamilton was born in Raleigh, N.C. and is a resident of Houston.



John L. Whited, Jr., 55, joined the Union in 1944 in the port of New Orleans and sailed as a bosun. Brother Whited sailed 30 years. He was born in Tennessee and is a resident of Lebanon, Tenn.



Tahar H. Maswara, 58, joined the Union in the port of New Orleans in 1967 sailing as a fireman-watertender. Brother Maswara sailed 25 years. He was born in Yemen, is a naturalized U.S. citizen and is a resident of San Francisco.



Manuel L. Mayor, 69, joined the Union in the port of Baltimore in 1955 sailing as a chief cook. Brother Mayor was born in the Philippines and is a resident of Middle River, Md.



Terral McRaney, 63, joined the Union in 1942 in the port of New Orleans sailing as an oiler. Brother McRaney sailed 38 years and is a veteran of the U.S. Navy in World War II. He was born in Mississippi and is a resident of Houston.



John P. O'Toole, 57, joined the Union in 1943 in the port of Baltimore sailing as an oiler. Brother O'Toole sailed 34 years and during World War II. He was born in Baltimore and is a resident there.



Jean Erich P. Raupach, 67, joined the Union in the port of New York in 1961 sailing as a cook. Brother Raupach was a SIU Canada Seafarer from 1955 to 1959. He was born in Germany and is a resident of Houston.



Jose Pagola, 65, joined the Union in 1940 in the port of Tampa sailing as a cook. Brother Pagola sailed 39 years. He is also a cigarmaker. Born in Tampa, he is a resident there.



Anthony S. Ferrara, 56, joined the Union in 1949 in the port of New York sailing as an AB. Brother Ferrara sailed 32 years, attended a Piney Point Crews Conference No. 10 in 1970 and upgraded to quartermaster there in 1973-4. He was born in New York and is a resident of Los Angeles.



Buren D. Elliott, 73, joined the Union in 1945 in the port of Norfolk sailing as a chief electrician. Brother Elliott sailed 33 years and was a HLSS upgrader in 1972-74. He was born in South Carolina and is a resident of Chesapeake, Va.



Joseph Di Santo, 58, joined the Union in 1947 in the port of New York sailing as a QMED. Brother Di Santo sailed 28 years and was a 1972-3-4 upgrader at Piney Point. He is a veteran of the post-World War II U.S. Army. Born in Boston, he is a resident of Medford, Mass.



Clyde W. Woods, 62, joined the Union in 1945 in the port of Savannah sailing as a chief steward. Brother Woods sailed 32 years. He was born in Statesboro, Ga. and is a resident of Metter, Ga.



Henrik A. Bjerring, 65, joined the Union in 1947 in the port of New York sailing as a bosun. Brother Bjerring sailed 47 years and is a pre-World War II veteran of the U.S. Navy. He was also a mate and ship-fitter. A native of Norway, he is a resident of Nanset, Norway.



Dewey M. Saxon, Sr., 59, joined the Union in 1938 in the port of Mobile sailing as a bosun. Brother Saxon sailed 40 years. Born in Alabama, he is a resident of Mobile.



Franklin P. Grant, 52, joined the Union in the port of Mobile in 1958 sailing as a bosun. Brother Grant sailed 25 years. He is a veteran of the post-World War II U.S. Army. A native of Alabama, he is a resident of Mobile.



John F. McGarrigle, 65, joined the Union in the port of Buffalo in 1952 sailing as a fireman-watertender. Brother McGarrigle sailed 26 years, part of that time for Kinsman Marine. A native of Maine, he is a resident of Buffalo.



John B. Wheeler, 69, joined the Union in the port of Baltimore in 1966 sailing as an engineer for the Curtis Bay Towing Co. from 1966 to 1968, Baker and Whiteley Co. from 1968 to 1976 and for the Baltimore City Fire Department on a fireboat from 1938 to 1966. Brother Wheeler was born in Wilmington, Del. and is a resident of Baltimore.



Robert W. Smith, 63, joined the Union in the port of Detroit in 1961 sailing as a fireman-watertender and deckhand for Dunbar and Sullivan from 1947 to 1948 and for the Great Lakes Towing Co. from 1948 to 1976. Brother Smith is a veteran of the U.S. Navy in World War II. He was born in Gloucester, Mass. and is a resident of Port Richey, Fla.



Michael Pesenak, 64, joined the Union in the port of Detroit in 1952 sailing as a fireman-watertender. Brother Pesenak sailed 52 years. He makes beer cans into miniature furniture as a hobby. Born in Czechoslovakia, he is a resident of River Rouge, Mich.



John E. Ziegler, 66, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as an oiler for the Great Lakes Towing Co. from 1955 to 1976 and for the Pennsylvania Railroad from 1949 to 1954. Brother Ziegler was born in Pittsburgh, Pa. and is a resident of Ashtabula.



NEW PENSIONERS



Francisco S. Costa, 76, joined the SIU in the port of New York in 1958 sailing in the steward department for 43 years. Brother Costa was born in Spain and is a naturalized U.S. citizen. He is also an accountant and is a resident of Brooklyn, N.Y.



Arthur Henderson, 62, joined the SIU in the port of New Orleans in 1954 sailing as a cook. Brother Henderson sailed 31 years. He was born in Algiers, La. and is a resident of Houston, Tex.



Casimir Szymanski, 62, joined the SIU in 1947 in the port of Philadelphia and sailed as a chief cook. Brother Szymanski is a veteran of the U.S. Army. He was born in Philadelphia and is a resident there.



Joseph E. Richard, 62, joined the SIU in the port of New Orleans in 1955 sailing as cook. Brother Richard sailed 31 years. He is a veteran of the U.S. Army in World War II. Born in St. James, La., he is a resident of New Orleans.



Bruce H. Caulman, 76, joined the SIU in the port of Houston in 1961 and sailed as a bosun. Brother Caulman sailed for 40 years, was on the picketline in the 1921 maritime strike and upgraded at Piney Point. He also worked as a trial crew bosun for the Houston Shipbuilding Corp. from 1942 to 1945. Seafarer Caulman is a veteran of the U.S. Army in World War I. Born in Erie, Pa., he is a resident of Cordova, Ala.



Pedro J. R. Garcia, 65, joined the SIU in 1943 in the port of New York and sailed as a bosun and cook. Brother Garcia sailed 38 years and was on the picket line in the 1965 District Council beef. He was born in Puerto Rico and is a resident of Brooklyn, N.Y.



Casmer J. Skowronek, 62 joined the Union in the port of Detroit sailing as a conveyorman. Brother Skowronek sailed 35 years. He was born in Posen, Mich. and is a resident of Alpena, Mich.



Martin Ozmina, 70, joined the Union in the port of Chicago in 1962 sailing as a deckhand for the Great Lakes Towing Co. from 1955 to 1976. Brother Ozmina sailed 28 years. He was born in Chicago and is a resident there.



Frank J. Niezurawski, 56, joined the Union in the port of Detroit in 1961 sailing as a deckhand for the Great Lakes Towing Co. from 1955 to 1976 and for Dunbar and Sullivan from 1950 to 1955. Brother Niezurawski is a veteran of the U.S. Army in World War II. He was born in Michigan and is a resident of Taylor, Mich.



George B. Waller, 62, joined the Union in the port of Philadelphia in 1961 sailing as a captain for the Marine Towing Co from 1958 to 1959 and as a mate and captain for the Interstate Oil Transportation Co. from 1959 to 1976. Brother Waller is a veteran of the U.S. Naval Reserve in World War II. He was born in Baltimore and is a resident of Princess Anne, Md.



Evie A. Douget, 49, joined the Union in the port of Lake Charles, La. in 1959 sailing as an AB. Brother Douget sailed 25 years and was a ship's delegate. He is a post-World War II veteran of the U.S. Navy. Born in Louisiana, he is a resident of Mamou, La.



Robert L. McDavitt, 51, joined the SIU in the port of New Orleans in 1950 and sailed as a chief pumpman. Brother McDavitt sailed since 1946. He earned his second assistant engineer's license and was on the picket line in the 1961 N.Y. Harbor strike. He is a World War II veteran of the U.S. Navy. Born in Fort Madison, Iowa, Brother McDavitt is a resident of McComb, Miss.



Marvin A. Ditzel, 65 joined the SIU in the port of Detroit in 1960 sailing as a bosun for McKee & Sons in 1970, the B & C Co. in 1971 and the Dow Chemical Co. from 1959 to 1960. Brother Ditzel sailed 41 years. He was born in Duluth, Minn. and is a resident of Toledo, Ohio.

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

Feb. 24 - Mar. 23, 1977

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	16	47	\$ 49,000.00	\$ 151,543.06
In Hospital Daily @ \$1.00	269	1,115	269.00	1,117.00
In Hospital Daily @ \$3.00	176	783	528.00	2,349.00
Hospital & Hospital Extras	15	42	397.00	4,345.07
Surgical	2	7	345.00	728.00
Sickness & Accident @ \$8.00	4,894	16,740	39,152.00	133,920.00
Special Equipment	2	9	503.52	3,264.71
Optical	120	328	3,508.45	10,028.93
Supplemental Medicare Premiums	16	87	1,831.30	4,150.70
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	414	1,152	135,192.04	350,362.99
Doctors' Visits In Hospital	78	227	5,161.42	11,988.02
Surgical	96	307	17,277.54	53,672.69
Maternity	21	62	8,600.00	21,634.00
Blood Transfusions	1	8	25.00	433.45
Optical	90	251	2,587.79	7,336.68
PENSIONERS & DEPENDENTS				
Death	15	42	64,600.00	159,600.00
Hospital & Hospital Extras	152	491	28,413.95	79,375.32
Doctors' Visits & Other Medical Expenses ..	85	282	4,945.29	14,268.76
Surgical	18	44	2,365.20	7,489.70
Optical	53	144	1,582.95	4,299.05
Blood Transfusions	0	2	0	70.00
Special Equipment	2	9	107.32	1,850.24
Dental	0	2	0	750.00
Supplemental Medicare Premiums	2,146	4,303	16,332.50	34,819.10
SCHOLARSHIP PROGRAM				
	11	30	4,463.60	13,887.43
TOTALS				
Total Seafarers Welfare Plan	8,692	26,514	387,188.87	1,073,283.90
Total Seafarers Pension Plan	2,692	5,366	693,059.01	1,380,577.47
Total Seafarers Vacation Plan	705	2,868	622,276.47	2,900,439.07
Total Seafarers Welfare, Pension & Vacation	12,089	34,748	\$1,702,524.35	\$5,354,300.44

Personals

Walter Kosicki

Your daughter, Jeanette, asks that you contact her as soon as possible at 567 Third Ave., Brooklyn, N.Y. at 499-2446, or contact Ursula at work, 697-0640.

John Perez

Your son, Rudey Gomez, asks that you contact him in New York at (212) 588-9467 as soon as possible.

Vaino Hakkarainen

Mr. and Mrs. Pentti Jakama ask that you contact them at their new address, 8 Harris St., Norwalk, Conn. 06850, tel. (203) 847-1943.

Biagio Di Mento

Mrs. Purificacion Di Mento asks that you contact her as soon as possible at 39 Bam Bang St., Los Banos Laguna, Philippines 3732.

Raymond L. Harr

Nora Harr asks that you contact her as soon as possible at 219 1/2 Park St., Pacific Grove, Calif. 93950, tel. (403) 372-3902.

Larry Richardson

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

R. O. Anderson (Rogner)

Bertha Myntle asks that you contact her as soon as possible at P.O. Box 182, Seaview, Wash. 98644.

Kenneth Harder

Paul Grepo asks that you contact him at 5173 Brighton St., San Diego, Calif. 92107, tel. (714) 223-7080.

Final Departures



Pensioner James R. Allen, 76, passed away from a cerebral stroke in the Reno (Nev.) Convalescent Hospital on Feb. 7. Brother Allen joined the SIU in 1938 in the port of Miami, Fla., sailing as a fireman-watertender. He sailed 45 years and was a veteran of the U.S. Coast Guard. An Alabama native, he was a resident of Reno. Interment was in Masonic Memorial Cemetery, Reno. Surviving are his widow, Alice, and a sister, Mrs. Alice Hathaway of Gardena, Calif.



Terrence J. White, 46, was dead on arrival at Mary's Help Hospital, Daly City, Calif. on Dec. 24, 1976. Brother White joined the SIU in the port of San Francisco in 1957 sailing as a bosun and deck delegate. He sailed 25 years, was on the Sea-Land Shoregang in San Francisco in 1968, was a member of the SUP, and received a Union Personal Safety Award in 1961 for sailing aboard an accident-free ship, the *SS Fairport*. Seafarer White was a veteran of the U.S. Navy. Born in Boston, Mass., he was a resident of Pacifica, Calif. Cremation took place in the Cypress Lawn Cemetery Crematory, Colma, Calif. Surviving are his widow, Gwendolyn; three sons, Martin, Terrence and Timothy; a daughter, Kelly Ann; his mother, Mrs. Isabel Oliver of Chelsea, Mass., and his father, Terrence, Sr. of Nova Scotia, Canada.



Pensioner Heinrich Viik, 64, died of a heart attack in the Baltimore USPHS Hospital on Mar. 10. Brother Viik joined the SIU in 1943 in the port of New York sailing as a chief electrician. He sailed 43 years, upgraded at the HLSS in Piney Point, Md. and was on the picket line in the 1961 N.Y. Harbor strike. A native of Estonia, U.S.S.R., he was a resident of Baltimore. Cremation took place in Greenmount Crematory, Baltimore. Surviving are his widow, Lucille; two sons, Joseph and Peter, and a sister, Mrs. Leene Taevaskoja of Estonia.



Pensioner Chambers O. Winskey, 66, died of heart failure in the Delaware Valley Hospital, Bristol, Pa. on Sept. 13, 1976. Brother Winskey joined the SIU in 1943 in the port of Baltimore and sailed as a chief steward. He attended Piney Point Crews Conference No. 8 in 1970. A native of Shenandoah, Pa., he was a resident of Croydon, Pa. Interment was in Bristol Cemetery. Surviving are his widow, Bessie; his mother, Blanche of Bristol, and a niece, Mrs. Harriet Fernys of Croydon.



Alfred E. "Al" Trumbach, 54, died of a collapsed lung in Tampa Memorial Hospital on Oct. 27, 1976. Brother Trumbach joined the SIU in the port of Tampa in 1966 sailing as a cook. He was a veteran of the U.S. Navy in World War II. Born in British Honduras, he was a resident of Tampa. Seafarer Trumbach was also a bartender and salesman. Burial was in the Garden of Memories, Tampa. Surviving are his widow, Nancy; three sons, Vincent, Joseph and Alfred, Jr., and his parents, Mr. and Mrs. Theodore Trumbach.



Donald L. Ricketts, 52, died on Mar. 16. Brother Ricketts joined the SIU in the port of Houston in 1962 sailing as a cook. He sailed 19 years. Seafarer Ricketts was a veteran of the U.S. Navy in World War II. Born in Texas, he was a resident of Houston. Surviving is his mother, Mrs. Bertha Martin of Houston.



Pensioner Charles W. Hall, 54, died of heart failure in the Baltimore USPHS Hospital on Mar. 6. Brother Hall joined the SIU in 1944 in the port of New York and sailed as a bosun and cook. He sailed 37 years. Seafarer Hall was a veteran of the U.S. Navy in World War II. Born in Chattanooga, Tenn., he was a resident of Baltimore. Burial was in Mt. Carmel Cemetery, Baltimore. Surviving are his widow, Doris; two sons, Anthony and Daniel; his mother, Mrs. Annie Arwood of Detroit, and two sisters, Mrs. Grace Jackson and Mrs. Lucille Gregory, both of Detroit.



Pensioner Manuel Santana, 69, passed away in Puerto de la Luz, Las Palmas, Canary Islands, Spain, on Feb. 14. Brother Santana joined the SIU in 1945 in the port of Galveston sailing as a wiper. He sailed 30 years and received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Frances*. Born in Spain, he was a naturalized U.S. citizen, and was a resident of Las Palmas. Surviving are his widow, Encarnacion, and a daughter, Juan.



Pensioner Lawrence A. Price, 49, died on Mar. 15. Brother Price joined the SIU in the port of New York sailing as a bosun. He had also been an Inland Boatman. Brother Price sailed for 30 years, part of that time for the Curtis Bay Towing Co., and was a docking master in Baltimore Harbor last year. Seafarer Price was a veteran of the U.S. Navy in World War II. Born in Maryland, he was a resident of Baltimore. Surviving are his widow, Mary; two sons, Robert and Lawrence, and two daughters, Mary and Lynne.



Pensioner Dallas K. Williams, 70, passed away on Mar. 18. Brother Williams joined the SIU in the port of New Orleans in 1957 sailing as an oiler. He sailed for 42 years. Born in Wilson, La., he was a resident of New Orleans. Surviving are a brother, Omar, and a niece, Mrs. India W. Mc Lin, both of Baton Rouge, La.



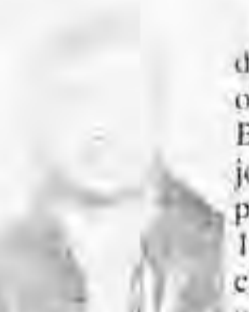
Pensioner Jose S. Pelayo, 83, passed away from pneumonia in Las Pinas, the Philippines on Feb. 11. Brother Pelayo joined the SIU in 1938 in the port of Baltimore sailing as a fireman-watertender. He sailed 45 years. Seafarer Pelayo was born in the Philippines and was a resident of Talon Laspin, Rizal, P.I. Burial was in Las Pinas Cemetery. Surviving are a brother, Gregorio of Aklan, P.I.; a sister, Mrs. Rita P. Supetran of Taglaya, Ibaday, Aklan; a niece, Mrs. Rodela Bofill of Rizal, and a cousin, Amadio Pelayo of Baltimore.



Pensioner Carl N. Pierce, 56, died of a heart attack in the Biloxi (Miss.) Hospital on Feb. 16. Brother Pierce joined the SIU in 1949 in the port of New York sailing as an AB. He sailed 25 years and was a veteran of the U.S. Navy in World War II. Born in Mobile, he was a resident of Theodore, Ala. Burial was in the Mobile Memorial Gardens Cemetery. Surviving are his widow, Mabel; a son, Joseph and a daughter, Louise Ethel.



Michael Toth, 63, died on Feb. 15. Brother Toth joined the SIU in the port of New York in 1961 sailing as a chief steward. He sailed 43 years, was on the picket line in the 1961 Greater N.Y. Harbor strike and attended the HLSS Crews Conferences No. 7 and No. 9 in 1970. Seafarer Toth was born in East Pittsburgh, Pa. and was a resident of New Orleans. Surviving are his mother, Mary; a brother, James, both of East Pittsburgh and a sister, Mrs. Magdeline Repic of Pittsburgh, Pa.



Stavros Tzavis, 45, died of natural causes on Dec. 31, 1976. Brother Tzavis joined the SIU in the port of New York in 1963 sailing as a chief electrician. He was on the Sea-Land Shoregang, Port Elizabeth, N.J. from 1974 to 1976 and graduated from the Union's MEBA School of Engineering, Brooklyn, N.Y. as a junior engineer in 1969. Seafarer Tzavis was a veteran of the Greek Army from 1953 to 1954. Born in Marseilles, France, he was a resident of Moonachie, N.J. Burial was in George Washington Memorial Park Cemetery, Paramus, N.J. Surviving are his widow, Lorraine; two sons, Carmine and Constandinos; four daughters, Lisa, Constandina, Despina and Theresa, and his mother, Despina.



Pensioner C. A. Morrison, 53, died on Mar. 18. Brother Morrison joined the SIU in the port of Seattle in 1970 sailing as a fireman-watertender. He sailed 29 years and upgraded at the HLSS. Seafarer Morrison was born in Birmingham, Ala. and was a resident of Seattle. Surviving are five sons, Timothy, Gerald, Robert, Morrie and Gary; two daughters, Terry and Lorrie, and his mother, Mrs. Bertha Siener of Seattle.



Pensioner Haakon J. Moum, 70, passed away on Mar. 17. Brother Moum joined the SIU in the port of New York in 1951 and sailed as a chief electrician. He was on the picket line in the 1961 N.Y. Harbor strike and was a veteran of the Norwegian Navy in World War II. Born in Borge, Norway, he was a resident of Brooklyn, N.Y. Surviving are his widow, Anne of Long Island City, N.Y., and a son, Jack, also of Long Island City.



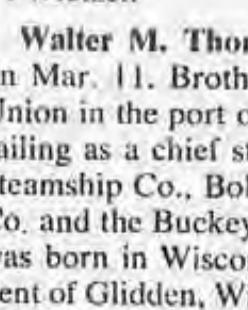
Pensioner Jose V. Alvarez, 79, passed away on Mar. 17. Brother Alvarez joined the SIU in 1938 in the port of New York sailing as a fireman-watertender. He sailed 45 years and received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Elizabeth*. A native of Spain, he was a resident of Brooklyn, N.Y. Surviving are his widow, Segunda and a daughter, Mrs. Carmen M. McCaskey of San Juan, P.R.



Norman A. Power, 49, died in a fire with his wife, Lorene on Mar. 9. Brother Power joined the SIU in 1947 in the port of New York and sailed as a bosun. He sailed 32 years and was a veteran of the U.S. Army. A native of North Carolina, he was a resident of Kents Store, Va. Surviving are a sister, Mrs. Virginia P. Rhodes of Richmond, Va., and his mother, Mrs. Bruce W. Power of Louisburg, N.C.



Pensioner Lawrence V. Springer, 66, died of heart disease at home in Galveston, Tex. on Jan. 4. Brother Springer joined the SIU in the port of New York in 1952 sailing as a fireman-watertender. He sailed 32 years. Seafarer Springer was born in La Vernia, Tex. Burial was in La Keview Cemetery, Galveston. Surviving are his widow, Violet and a sister, Mrs. Lucille V. Wietzel.



Walter M. Thorp, 74, passed away on Mar. 11. Brother Thorp joined the Union in the port of Cleveland in 1958 sailing as a chief steward for the Reiss Steamship Co., Bob-Lo Co., Erie Sand Co. and the Buckeye Steamship Co. He was born in Wisconsin and was a resident of Glidden, Wis. Surviving are his widow, Irene; two sons, Roland and Roy, and two daughters, Sarah and Caroline.



Gary J. Strommen, 26, died on Apr. 27, 1976. Brother Strommen joined the SIU in the port of Piney Point, Md. in 1973 following his graduation from the Harry Lundeberg School of Seamanship (HLSS) that year and sailed in the steward department. He was a veteran of the U.S. Navy before entering the HLSS. Seafarer Strommen was born in Texarkana, Ark. and was a resident of Galveston, Tex. Surviving are his widow, Linda and his parents, Mr. and Mrs. Christopher and Virginia Strommen of Galveston.



Francis D. Wall, 79, died of blood poisoning in the New Orleans USPHS Hospital on Dec. 15, 1976. Brother Wall joined the SIU in 1945 in the port of New York sailing as a fireman-watertender. He sailed 59 years, rode the Bull Line and attended Piney Point Crews Conference No. 3. Born in Brooklyn, N.Y., he was a resident of Pompano Beach, Fla. Surviving are two sisters, Mrs. Margaret F. Koster of Pompano Beach and Mrs. Elizabeth A. Brown of Brooklyn.



Pensioner Oliver L. Lee, 72, died of lung cancer in the Leesburg (Fla.) General Hospital on Feb. 24. Brother Lee joined the SIU in 1949 in the port of Tampa sailing as fireman-watertender and third assistant engineer. He was a 1966 graduate of the SIU MEBA District 2 Training School, Brooklyn, N.Y. Seafarer Lee was a veteran of the U.S. Air Corps. Born in Dover, Fla., he was a resident of Lady Lake, Fla. Burial was in Lady Lake Cemetery. Surviving are his widow, Elizabeth, and a daughter, Gayle.



Frank L. Smith, Jr., 62, died of a heart attack in an ambulance on the way to Memorial Hospital, Long Beach, Calif. on Sept. 13, 1976. Brother Smith joined the SIU in 1939 in the port of Boston and sailed as a bosun. He sailed 38 years. Born in Wakefield, Mass., he was a resident of Huntington Beach, Calif. Burial was in Westminster (Calif.) Memorial Park Cemetery. Surviving are his widow, Evangeline and his parents, Mr. and Mrs. Frank Smith, Sr. of Massachusetts.



Charles E. Smith, 49, died in Kennestove Hospital, Marietta, Ga. of multiple injuries sustained in an auto accident on November 11, 1976. Brother Smith joined the SIU in the port of Mobile in 1968 sailing as a chief electrician. He was a veteran of the U.S. Air Force at Hill AFB, Utah. A native of Ashland, Ala., he was a resident of Bay Minette, Ala. Interment was in Bay Minette Cemetery. Surviving are three sons, John of Bay Minette, Charles and James, and his parents, Mr. and Mrs. John E. Smith.



Pensioner Alfred P. Stearns, 67, died of heart failure in the West Florida Hospital, Pensacola, Fla. on October 9, 1976. Brother Stearns joined the SIU in 1947 in the port of Mobile sailing as a fireman-watertender. He sailed 44 years. Born in Pensacola, he was a resident there. Interment was in Bayview Memorial Cemetery, Pensacola. Surviving are two sisters, Mrs. Josephine S. McVoy and Mrs. Roberta Clower, both of Pensacola.



Pensioner Albert D. Smith, 74, died of heart failure in Overlake Hospital, Bellevue, Wash. on June 17, 1976. Brother Smith joined the SIU in 1940 in the port of Baltimore and sailed as a bosun. He sailed for 45 years. Seafarer Smith was born in Scotland, was a naturalized U.S. citizen and a resident of Issaquah, Wash. Cremation took place in the Sunset Crematory, Bellevue. Surviving is his widow, Margaret.



Kay D. Hagen, 47, died of hepatitis in Seattle, Wash. on Jan. 27. Brother Hagen joined the SIU in the port of Seattle in 1968 sailing as a cook and baker. He sailed 23 years and was a veteran of the post-World War II U.S. Army. A native of Bellingham, Wash., he was a resident of Oak Harbor, Wash. Cremation took place in the Wright Crematory, Seattle. Surviving is his mother, Mrs. Virginia Perry of Oak Harbor.



Pensioner Victor Harding, 67, died on Mar. 14. Brother Harding joined the SIU in the port of New York in 1952 sailing as a bosun. He sailed 57 years, sailed as a British captain, was on the picket line in the 1961 N.Y. Harbor strike and received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS City of Alma*. Seafarer Harding was a veteran of the U.S. Navy in 1961. Born in England, he was a resident of San Francisco. Surviving is a daughter, Mrs. Jennifer Ankers of Charlotte, N.C.



Pensioner Raymond R. Van Valkenburg, 67, died on Jan. 31. Brother Van Valkenburg joined the Union in the port of New York in 1960 and sailed as a deckhand for the Penn Central Railroad from 1927 to 1971. He was a veteran of the U.S. Air Corps in World War II. Inland Boatman Van Valkenburg was a member of the International Masters, Mates and Pilots Union from 1937 to 1960. Born in West New York, N.J., he was a resident of North Bergen, N.J. Surviving are two brothers, Henry and Leeman, and a nephew, Robert, all of West New York.



Pensioner Ferdinand L. Hart, 82, was found dead of a cerebral shock in New York City on Mar. 2. Brother Hart joined the SIU in 1938 in the port of New York and sailed as a second electrician and chief steward. He sailed 53 years. A native of St. Andrew's, Jamaica, B.W.I., he was a resident of New York City. Interment was in Woodlawn Cemetery, the Bronx, N.Y.



John B. Martin, III, 21, died on Mar. 8. Brother Martin joined the SIU following his graduation from Piney Point in 1976. He sailed as an OS and upgraded at the HLSS in 1975. Seafarer Martin also attended Florida Junior College. Born in Jacksonville, Fla. he was a resident there. Surviving are his parents, Mr. and Mrs. John B. and Mary Martin, II, Jr. and an aunt and uncle, Mr. and Mrs. Joseph and Rosalie Oszuscik, all of Jacksonville.



James E. Tate, 49, drowned in Maumee Bay, Toledo, Ohio when he fell into the water while working on the McKee & Sons Dock off the *SS Presque Isle* on Oct. 11, 1976. Brother Tate joined the SIU in the port of Detroit in 1964 sailing as an AB for McKee & Sons in 1976. He had sailed for the Boland Steamship Co. in 1957. He was a veteran of the U.S. Navy in World War II. A native of Sequatchi, Tenn., Brother Tate was a resident of Whitwell, Tenn. Burial was in Cookston Cemetery, Whitwell. Surviving are two sons, Harold and Ronald; a daughter, Mrs. Marvin E. (Peggy) Smith of Dunlap, Tenn., and his parents, Mr. and Mrs. Fenton Smith.



Arthur W. Brabant, 64, died of heart failure in Mercy Hospital, Watertown, N.Y. on Feb. 8. Brother Brabant joined the SIU in the port of Detroit in 1960 sailing as a fireman-watertender for the Boland and Cornelius Steamship Co. in 1976. He sailed 48 years and was a veteran of the U.S. Army in World War II. Laker Brabant was born in Clayton, N.Y. and was a resident there. Burial was in St. Mary's Cemetery, Clayton. Surviving is a brother, Jerome of Clayton.



Walter F. Dominick, 61, died of heart failure in the Nesbitt Memorial Hospital, Wilkes-Barre, Pa. on Feb. 26. Brother Dominick joined the SIU in the port of Detroit in 1960. He sailed as a bosun for the Boland and Cornelius Steamship Co. on the *SS Detroit Edison*. He sailed 31 years. Born in Wilkes-Barre, he was a resident there. Interment was in Mt. Olivet Cemetery, Wilkes-Barre. Surviving are his widow, Stefanie; a son, Richard, and a brother, Robert.



Clifford A. Campbell, 65, died on Mar. 10. Brother Campbell joined the Union in the port of Detroit in 1965 sailing as a cook. He sailed for the Kinsman Marine Transit Co. in 1963, for the Bob-Lo in 1967 and for the Huron Cement Co. Born in Spencer, Iowa, he was a resident of Minneapolis, Minn. Surviving are a son, Clifford and a sister, Mrs. Louis (Birdie) Brunson of Minneapolis.



Arthur G. Schmittling, 61, died on Mar. 1. Brother Schmittling joined the Union in the port of Houston in 1959 sailing as a cook for the D.O. Wade Towing Co. from 1959 to 1972 and for the Allied Towing Co. from 1975 to 1976. Born in Belleville, Ill., he was a resident of Roxana, Ill. Surviving are four sons, Robert, James, Lee and George of Roxana; a daughter, Rose Marie; his mother, Ida of Alton, Ill. and a brother and sister-in-law, Mr. and Mrs. Aloysius Mamie Schmittling of Brownsville, Tex.



Pensioner Andy Youhas, 70, died of heart disease in Conneaut, Ohio on Jan. 17. Brother Youhas joined the Union in the port of Ashtabula, Ohio in 1961 sailing as a tug fireman for the Great Lakes Towing Co. from 1939 to 1974. He was a native of Fairport Harbor, Ohio and was a resident of Conneaut. Interment was in Center Cemetery, Conneaut. Surviving are his widow, Marion and a daughter, Susan.



Wallace S. West died on Feb. 18. Brother West joined the Union in the port of New Orleans in 1957 sailing as a pilot and captain for Dixie Carriers Corp. from 1961 to 1970 and for the Canal Barge Line. He retired in 1971 after sailing for 31 years. Inland Boatman West was a veteran of the U.S. Navy in World War II. He was a resident of Covington, La. Surviving is his mother, Ethel of Covington.



Joseph R. Morin, 72, passed away on Feb. 11. Brother Morin joined the Union in the port of Detroit in 1960 sailing as a porter for the Pioneer Steamship Co. He was born in Chassell, Mich. and was a resident of Forest Park, Ga. Surviving are his widow, Margaret of Harritsburg, Ky.; two sons, Joseph of Janesville, Wis. and Daniel, and a daughter, Mary.

'I'm Glad to Be Alive,' Says Seafarer Overcome by Fumes

All he could say when it was over and he was resting in a Cape Town, South Africa hospital was, "I'm glad to be alive." The simple fact, though, is that Seafarer Harold Wallace is just plain lucky to be alive after being overcome by fumes in two futile attempts to save the life of a shipmate who had fallen 25 meters to the bottom of an empty cargo tank on the SIU-contracted supertanker *SS New York* (Interocean Mgt.)

For Quick Return, Make Out Claim Form Properly

Making an SIU pension, welfare or vacation claim? You'll get your money a lot sooner if you take care to fill out the claim forms correctly.

Many claims are unnecessarily delayed because Brothers do not provide all required information. One of the most frequent omissions is the doctor's federal identification number. If this is not available, the doctor's social security number can be used instead.

When making a claim for a dependent, also be sure to include your child's birth certificate or marriage certificate for your wife's claim. Remember, incomplete forms cannot be processed.

If you have any questions, ask your port agent or write to Claims Department, Seafarers International Union, 275 20th St., Brooklyn, N.Y. 11215.

The tragic incident, in which the vessel's captain, Robert Fulton, was also hospitalized due to gas poisoning, occurred earlier this year as the 265,000-ton *New York*, on only her fourth voyage since being launched, was about 1,000 kilometers west of Saldanha, South Africa on her trip from South America to the Persian Gulf.

The tanks had already been cleaned and Chief Mate Joe Robida entered one of the tanks to check a possible faulty valve. He was carrying a flashlight and a walkie-talkie.

Seafarer Wallace, sailing ordinary, remained on deck with his walkie-talkie and watched as the chief mate slowly climbed down into the tank.

Suddenly, Wallace heard a commotion and looking down saw a decreasing speck of light disappear. He guessed it

to be the chief's flashlight falling to the bottom of the tank.

Wallace became alarmed and tried to reach the mate by walkie-talkie, but there was no answer. He told the captain, standing nearby, of what happened and then entered the tank himself to assist his shipmate. But as he climbed down the tank's ladder, the young Seafarer hazily recalls becoming lightheaded and his arms and legs becoming paralyzed. He struggled back up to the deck and fell unconscious.

Capt. Fulton then entered the tank trying to reach the mate, but he suffered the same consequences as Wallace.

After this, two other Seafarers in turn entered the tank with fresh air breathers and a safety harness but neither could reach the mate.

Brother Wallace, now recovered

from his first ordeal, put on the fresh air breather and gave it one more try wearing one safety harness and carrying another to tie around the chief mate.

This time he made it and completed the grim task of hooking up the harness to the mate, who Wallace could see was already dead.

Wallace had his second brush with death when, as the crew lifted him from the tank's bottom, he again felt the buzzing sensation caused by the poison fumes. He ripped off his mask and removed his pants using them as a fan to disperse the pockets of gas.

When the crew finally got Wallace back on deck, he was nearly unconscious. The crew then hoisted up the body of Chief Mate Joe Robida.

In the meantime, a South African Navy rescue launch, carrying emergency supplies and a doctor, was dispatched from Cape Town to rendezvous with the *New York*. When it arrived, Seafarer Wallace and Capt. Fulton were taken aboard. As the launch came within helicopter range of the coast, a rescue copter was sent to meet the launch and the two American seamen were airlifted the rest of the way to Cape Town.

Seafarer Wallace recovered in a few days and was subsequently repatriated to the U.S. Presently, Wallace is home in Brooklyn, N.Y. with his wife, Julia, and four-year-old son, Anwa.

In a recent interview with the *Log*, Brother Wallace said, "the incident may be over, but it's something I'll never forget. I have trouble sleeping at night thinking about it. I know the memory of the mate's death and the entire incident will probably wear off, but right now it's something that bothers me very much."



Back home in Brooklyn after his ordeal on the *New York*, Seafarer Harold Wallace and son Anwa both agree—they're glad he's alive.

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.

Notice to All Participants of the Seafarers Pension Plan

Beginning in 1977 and continuing in future years, all Participants in the Plan will be provided a Summary Annual Report, together with other materials in order to keep you informed about the financial status of the Plan.

This Summary Annual Report covers the year ended March 31, 1976. (See statements of assets and liabilities below.)

SEAFARERS PENSION PLAN SUMMARY ANNUAL REPORT

MARCH 31, 1976

	BEGINNING OF YEAR	END OF YEAR
ASSETS		
Cash	\$ 3,330,528.90	\$ 3,461,214.21
Receivables	3,562,277.32	5,618,322.42
General Investments	91,905,268.47	109,740,199.46
Party-In-Interest Investments	1,782,707.50	2,938,007.50
Other Assets	18,993.34	20,748.78
TOTAL ASSETS CURRENT VALUE	\$100,599,775.53	\$121,778,492.37
Total Assets Book Value	\$110,206,605.48	\$123,633,146.99
LIABILITIES		
Payables	\$ 52,863.02	\$ 43,607.67
Other Liabilities	41,719.66	67,145.45
TOTAL LIABILITIES	\$ 94,582.68	\$ 110,753.12
NET ASSETS	\$100,505,192.85	\$121,667,739.25

STATEMENT OF CHANGES IN NET ASSETS FOR PLAN YEAR ENDED MARCH 31, 1976

INCOME	
Cash Contributions	\$ 14,019,330.20
Earnings From Investments	6,790,373.74
Net Realized Gain On Sale Or Exchange of Assets	52,087.56
Other Income	405,000.00
TOTAL INCOME	\$ 21,266,791.50
EXPENSES	
Benefit Payments To Participants Or Their Beneficiaries	\$ 7,062,678.20
Fees, Commissions and Insurance Premiums	
For Fiduciary Insurance Other Than Bonding	155,674.36
Other Administrative Expenses	638,067.87
TOTAL EXPENSES	\$ 7,856,420.43
NET INCOME	13,410,371.07
Unrealized Appreciation of Assets	7,752,175.33
Net Increase In Assets	21,162,546.40
Net Assets At Beginning of Year	100,505,192.85
Net Assets At End of Year	\$121,667,739.25

Establishment and Purpose of Fund

The Seafarers Pension Trust, which provides for the creation of the Seafarers Pension Fund, was established under the provisions of the Agreement and Declaration of Trust of the Seafarers Welfare Plan, made as of July 1, 1950, between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District and the signatory employers. This Trust was adopted by the Board of Trustees on September 20, 1961, and commenced operations on October 1, 1961. Regulations formulated under the Seafarers Pension Trust provide for the establishment of monthly pensions and a death benefit for employees for whom the Union is the collective bargaining representative and who retire from employment, if they meet specific requirements as to age and years of service.

Actuarial Report

The consulting actuaries in their most recent report estimated the unfunded accrued liability of the Pension Plan as of December 31, 1974 to total \$100,817,000.00. The total accrued liability at that time amounted to \$208,342,000.00 and the annual current normal cost was \$7,990,000.00.

The actuary indicated that the annual contribution includes amortization of the unfunded accrued liability. In addition, Great Lakes District companies contributed \$1.50 per man per day and Atlantic and Gulf companies contribute \$1.67 per man per day for funding prior service costs. The actuary stated that the Fund's net income is the actuarial funding requirement.

NOTICE TO ALL PARTICIPANTS OF THE SEAFARERS PENSION PLAN

Plan participants may obtain copies of the more detailed annual report for a reasonable charge, or may inspect it at the Plan Office without charge. The latest full annual report includes a list of the assets held for investment and all other relevant financial information. To obtain a copy of the annual report, write to the Administrator asking for what you want. The Administrator will state the charge for specific documents so that you can find out the cost before ordering. The full report can be examined at the Plan Office during normal business hours.

If you seek additional information write to:

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

Notice to All Participants of the Seafarers Welfare Plan

Beginning in 1977 and continuing in future years, all Participants in the Plan will be provided a Summary Annual Report, together with other materials in order to keep you informed about the financial status of the Plan.

This Summary Annual Report covers the year ended March 31, 1976. (See statements of assets and liabilities below.)

SEAFARERS WELFARE PLAN SUMMARY ANNUAL REPORT

MARCH 31, 1976

	BEGINNING OF YEAR	END OF YEAR
ASSETS		
Cash	\$ 598,268.26	\$1,857,112.22
Receivables	3,527,228.20	3,643,828.58
General Investments	428,352.49	412,887.92
Buildings and Other		
Depreciable Properties [Net]	2,521,446.72	2,640,195.68
Other Assets	33,201.85	23,137.60
TOTAL ASSETS CURRENT VALUE	\$7,108,497.52	\$8,577,162.00
Total Assets Book Value	\$7,108,497.52	\$8,577,162.00
LIABILITIES		
Payables (Includes Plan Claims)	\$5,131,329.19	\$6,933,372.90
Other Liabilities	98,978.00	96,239.00
TOTAL LIABILITIES	\$5,230,307.19	\$7,029,611.90
NET ASSETS	\$1,878,190.33	\$1,547,550.10

STATEMENT OF CHANGES IN NET ASSETS FOR PLAN YEAR ENDED MARCH 31, 1976

INCOME	
Cash Contributions	\$6,758,592.12
Earnings From Investments	64,086.47
Other Income	345,240.53
TOTAL INCOME	\$7,167,919.12
EXPENSES	
Benefit Payments to Participants Or Their Beneficiaries	3,411,470.80
To Other Organizations Or Individuals	
Providing Welfare Benefits	2,354,768.96
Fees, Commissions and Insurance Premiums	
For Fiduciary Insurance Other Than Bonding	106,968.01
Other Administrative Expenses	1,625,351.58
TOTAL EXPENSES	\$7,498,559.35
NET DECREASE IN NET ASSETS	(330,640.23)
Net Assets At Beginning of Year	1,878,190.33
Net Assets At End of Year	\$1,547,550.10

Establishment and Purpose of Fund

The Seafarers Welfare Plan, which provides for the establishment of the Seafarers Welfare Fund, was established under the provisions of an Agreement and Declaration of Trust made as of July 1, 1950, between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District and the signatory employers.

On September 20, 1961, the Trustees adopted the Fourteenth Amendment which established the Seafarers Pension Plan and which states, among other things, that both Plans shall be administered by the same Trustees and that all contributions shall be payable to the Seafarers Welfare Plan. This amendment also states that the Trustees may allocate to the Pension Plan such portion of the contributions as they deem necessary to pay pensioners, as provided under the Seafarers Pension Fund Trust Agreement and Rules and Regulations, and to maintain adequate reserves.

The purpose of the Plan is to provide certain health and welfare benefits to eligible employees and pensioners and their dependents. Funds to provide these benefits are contributed by the signatory employers under the terms of collective bargaining agreements between the Union and the employers.

NOTICE TO ALL PARTICIPANTS OF THE SEAFARERS WELFARE PLAN

Plan participants may obtain copies of the more detailed annual report for a reasonable charge, or may inspect it at the Plan Office without charge. The latest full annual report includes a list of the assets held for investment and all other relevant financial information. To obtain a copy of the annual report, write to the Administrator asking for what you want. The Administrator will state the charge for specific documents so that you can find out the cost before ordering. The full report can be examined at the Plan Office during normal business hours.

If you seek additional information write to:

Administrator
Seafarers Welfare Plan
275 20th Street
Brooklyn, New York 11215

Notice to All Participants of the Great Lakes Tug and Dredge Pension Plan

Beginning in 1977 and continuing in future years, all Participants in the Plan will be provided a Summary Annual Report, together with other materials in order to keep you informed about the financial status of the Plan.

This Summary Annual Report covers the year ended March 31, 1976. (See statements of assets and liabilities below.)

GREAT LAKES TUG AND DREDGE PENSION PLAN SUMMARY ANNUAL REPORT MARCH 31, 1976

	BEGINNING OF YEAR	END OF YEAR
ASSETS		
Cash	\$ 218,170.50	\$ 237,221.88
Receivables	38,366.83	79,692.23
General Investments	2,280,268.38	2,782,885.88
Party-In-Interest Investments	24,487.50	8,787.50
Other Assets	5,865.19	3,600.43
TOTAL ASSETS CURRENT VALUE ..	\$2,567,158.40	\$3,112,187.92
Total Assets Book Value	\$2,886,715.60	3,197,951.03
LIABILITIES		
Payables	\$ 9,821.93	\$ 8,679.80
TOTAL LIABILITIES	\$ 9,821.93	\$ 8,679.80
NET ASSETS	\$2,557,336.47	\$3,103,508.12

STATEMENT OF CHANGES IN NET ASSETS FOR PLAN YEAR ENDED MARCH 31, 1976

INCOME	
Cash Contributions By Employers	\$ 233,034.45
Cash Contributions By Employees	81,618.24
Earnings From Investments	171,522.88
Net Realized Gain On Sale Or Exchange of Assets	57,244.16
TOTAL INCOME	\$ 543,419.73
EXPENSES	
Benefit Payments	\$ 121,503.55
Fees, Commissions and Insurance Premiums	
For Pension Benefit Guaranty Corporation	11,325.43
Insurance Premiums For Fiduciary Insurance	
Other Than Bonding	1,864.68
Other Administrative Expenses	53,710.17
Other Expenses*	42,638.34
TOTAL EXPENSES	\$ 231,042.17
NET INCOME	312,377.56
Unrealized Appreciation of Assets	233,794.09
Net Increase On Assets	546,171.65
Net Assets At Beginning of Year	2,557,336.47
Net Assets At End of Year	\$3,103,508.12

*Reduction in Carrying Values of Investment in Common Stock of Certain Real Estate Investment Trusts

During the period under review, the market values of common stocks of certain real estate investment trusts (REITS) substantially declined due to specific adverse conditions for these securities. It is generally considered unlikely that these securities will be able to ultimately recover the carrying value (cost) of the investments.

Accordingly, the carrying values of the applicable REITS have been reduced by \$42,638.34 via appropriate reserves to reflect their market values at March 31, 1976.

Establishment and Purpose of Fund

The Great Lakes Tug and Dredge Pension Plan, which provides for the establishment of the Great Lakes Tug and Dredge Pension Fund, was established under the provisions of the Agreement and Declaration of Pension Plan made as of April 1, 1961, as amended, between various signatory employers of the Great Lakes and the Great Lakes Tug and Dredge Region, Inland Boatmen's Union of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO.

The Pension Plan provides for the adoption of a pension program for the exclusive benefit of employees.

Actuarial Report

The consulting actuary, in his most recent report, estimated the total accrued liability of the Great Lakes Tug and Dredge Pension Fund as of December 31, 1974, to be \$4,687,247.00 and its annual current normal cost to be \$172,876.00.

The actuary indicated that the unfunded accrued liability of \$1,922,711.00 is being amortized over the 36 year period from December 31, 1974, and that the Pension Fund has net income which exceeds the annual normal cost and 36 year amortization of the unfunded accrued liability.

NOTICE TO ALL PARTICIPANTS OF THE GREAT LAKES TUG AND DREDGE PENSION PLAN

Plan participants may obtain copies of the more detailed annual report for a reasonable charge, or may inspect it at the Plan Office without charge. The latest full annual report includes a list of the assets held for investment and all other relevant financial information. To obtain a copy of the annual report, write to the Administrator asking for what you want. The Administrator will state the charge for specific documents so that you can find out the cost before ordering. The full report can be examined at the Plan Office during normal business hours.

If you seek additional information write to:

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

Thomas Jefferson Seafarers, Ship's Committee Hold Meeting



In photo at left SIU Representative George Ripoll (right) talks over the Union business with the crew and some of the Ship's Committee of the SS Thomas Jefferson (Waterman) at a shipboard meeting after a payoff at the port of New York's Brooklyn Pier 7. In the photo (right) is the full Ship's Committee of (l. to r. sitting): Recertified Bosun Luther Pate, ship's chairman and Deck Delegate Dale Allen. Standing (l. to r.) are: Educational Director H. R. Guymon; Engine Delegate Jack Smithy; Chief Steward Jesus de los Reyes, secretary-reporter, and Steward Delegate Robert Adams.

12 'A' Seniority Upgraders

Tom McKeehan



Seafarer Tom McKeehan, 28, graduated from the New Orleans Andrew Furuseth Training School in 1968. A member of the engine department, he upgraded to QMED at the HLSS in 1975. He has obtained both lifeboat and firefighting tickets. Brother McKeehan was born in Blount County, Tenn. and is a resident of Lenoir City, Tenn. He sails out of the ports of New Orleans and New York.

Allan Kurtz



Seafarer Allan Kurtz, 25, in 1972 graduated from Piney Point and sails in the engine department. He upgraded to FOWT in 1974 at the HLSS. Brother Kurtz has firefighting and lifeboat tickets. Born in Chicago, Ill., he is a resident of Hawthorne, Calif. and ships out of the port of Houston.

Howard L. Drennen



Seafarer Howard L. Drennen, 25, first shipped out with the SIU in 1973 following his graduation from the HLSS. In 1974, he received his FOWT endorsement. He has both his lifeboat and firefighting tickets. Born in Montgomery, W. Va., Brother Drennen lives in Ansted, W. Va. and ships out of the port of New York.

Thomas Herbert



Seafarer Thomas Herbert, 25, first shipped out with the SIU in 1973. A member of the engine department, he upgraded to FOWT at the HLSS last year. Brother Herbert has both lifeboat and firefighting tickets. Born in Brooklyn, N.Y., he is a resident there and ships out of the port of New York.

Paul Ligon



Seafarer Paul Ligon, 25, graduated from the HLSS in 1973 and sails in the engine department. Brother Ligon upgraded to FOWT in 1974 at the HLSS in Piney Point. He has lifeboat and firefighting endorsements. A native of Tokyo, Japan, he lives and ships out of the port of Baltimore.

Mike Hurley



Seafarer Mike Hurley, 30, started sailing with the SIU in 1973. A member of the deck department, he went on to upgrade this year to AB at Piney Point. He has firefighting and lifeboat tickets. Brother Hurley is a native of Bristol, Conn. and lives and ships out of the port of Tampa.

Steve Weldon



Seafarer Steve Weldon, 21, graduated from the HLSS in Piney Point in 1973. A member of the engine department, he upgraded to FOWT at the HLSS in 1975. He has both lifeboat and firefighting tickets. Brother Weldon was born in Baltimore where he lives and from where he ships out.

Choyce Jackson



Seafarer Choyce Jackson, 22, first began sailing with the SIU in 1973, the year he graduated from the HLSS. A member of the engine department, he upgraded to FOWT in 1975 at Piney Point. Brother Jackson has both lifeboat and firefighting endorsements. He was born in Houston where he resides and ships out.

James Sasnett



Seafarer James Sasnett, 27, is a 1971 graduate of the Andrew Furuseth Training School in New Orleans. A member of the deck department, he sails as AB. Brother Sasnett holds lifeboat and firefighting endorsements. He was born in Florida, Ala., and is a resident of Pensacola, Fla. He ships out of the port of Houston.

Angel Hernandez



Seafarer Angel "Pops" Hernandez, 23, first shipped out with the SIU in 1971 when he graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. A member of the engine department, he upgraded to FOWT at Piney Point in 1976. He has lifeboat and firefighting tickets. Brother Hernandez was born in Puerto Rico and was raised in Brooklyn. He lives in Flushing, Queens, N.Y. with his wife, Jeanette and two children. He ships out of the port of New York.



DEEP SEA

Joe Edwards



Seafarer Joe Edwards, 32, graduated from Piney Point in 1968 and sails in the deck department. He upgraded to AB in 1976 and has his lifeboat and firefighting endorsements. A native and resident of New Haven, Conn., he ships out of the port of New York.

Jim Sieger



Seafarer Jim Sieger, 25, started sailing as an oiler and upgraded to FOWT in 1973 at the HLSS in Piney Point. He holds lifeboat and firefighting endorsements. Brother Sieger is a native of Bayshore, L.I., N.Y. where he resides. He ships out of the port of New York.

Coast Guard Seizes 23 as On-Fire Panamanian Pot Ship Sinks

Two Miami, Fla. Coast Guard cutters seized 23 crewmembers and 12 bales of marijuana of a suspected 50-ton cargo which went to the bottom when the blazing rustbucket Panamanian freighter, *SS Calabres*, fleeing to South American waters, sank 170 miles north of the port of San Juan, Puerto Rico.

The pot-laden vessel had been shadowed for a week by the cutters suspecting the *Calabres* was carrying dope before she caught fire.

A Coast Guard spokesman said the 23 crewmen were plucked out of the water and arrested for conspiracy in an attempt to smuggle marijuana into the continental United States. They were taken to San Juan.

U.S. Customs Service officials who boarded the *Calabres* before she sank estimated that she was carrying 50-tons of the pot. They confiscated two bales of the stuff aboard and 10 bales which floated to the surface when the vessel went under to Davey Jones' Locker.

The Coast Guard suspected the *Calabres* of being one of those ships that carry huge quantities of marijuana, but remain outside of U.S. territorial waters. Their standard operating procedure the Coast Guard said, is for smaller boats to be loaded with the pot from the freighter and then the boats try to sneak their contraband ashore.

In another event in Miami, the U.S. Customs there recently sold at auction for \$92,000 a 100-foot long cargo ship grabbed by them in a marijuana raid.

The vessel, the *SS Labrador* nee *SS Night Train*, was sold to the top bidder, Miami's Christos Tzanetakos, head of the Professional Marine Engineering Co.

Thirty-six bidders starting bidding at \$50,000 for the 12-year-old, double hatch, self-contained craned freighter.



Warning to Seafarers Young and Old: Drug Possession Means Loss of Seaman's Papers

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

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

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

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

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

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

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

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

Stay drug free and steer a clear course.

The Harry Lundeborg School of Seamanship



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

Opposites Attracted to HLSS For Vessel Operator Course

Two more SIU members, who are just about as opposite as you can get, recently completed the Vessel Operator Management and Safety Program at HLSS. They are so opposite because one is a guy and one is a gal, Boatman William Lanham and Boatwoman Diana Bandedean, respectively.

Brother Lanham, 31, works for National Marine out of St. Louis, while Sister Bandedean, 29, one of the few women to aspire to a wheelhouse job in the towing industry, is a relief captain for Curtis Bay Towing of Norfolk.

Even though the two are of opposite sexes and come from opposite parts of the country, they do share a high regard for the Harry Lundeborg School and the educational opportunities that can be found there.

Boatman Lanham, who has been a vessel operator for nine years, said that he had no intention of coming to HLS at first. "I had heard mostly good about the school," he said "but I still didn't want to go. Then the company starting pushing, so I said 'I'll go out of curiosity.'" Brother Lanham now hopes to return to HLS for his masters license and for the high school equivalency program.

He also said that he enjoyed working with the HLS trainees. "The program for them is good, a lot better than it used to be," he said. "When they first started coming aboard my boat, I went through them like water. But now, they stay. I have six graduates on my boat right now." Sister Bandedean, a native of Portsmouth, Va. now living in Chesapeake, Va., got her license in December of 1974. Before that, she worked for four years as an ordinary seaman, wiper, and deckhand. She also earned her first aid ticket.

In discussing the Vessel Operator program, she said, "I've learned a lot of little things I didn't know before. I recommend this program and I love the Lundeborg School."

She also said that she enjoyed working with the HLS trainees. "They're curious and ambitious when they come aboard your boat," she said. "They want to know when they can get into the wheelhouse, but I always tell them 'Just be a good deckhand first.'"

Now that she has completed the Vessel Operator Program, Sister Bandedean plans to return to HLS later this year for a lifeboat ticket and for her pilot's license.



Boatwoman Diana Bandedean takes a turn at the wheel of the Lundeborg School's towboat, *Susan Collins*, during recent Vessel Operator Management and Safety course. Looking on is fellow student, Boatman William Lanham, left, and course instructor Capt. Irwin Gros.

June Quartermaster Course Cancelled

The Lundeborg School Vocational Department has announced that the Quartermaster course scheduled to begin June 13 has been cancelled. Members interested in taking the Quartermaster course should apply for the programs beginning Sept. 6 and Nov. 28, 1977.

To qualify for the course, which is four weeks in length, a member must hold a U.S. Coast Guard endorsement as Able Seaman Unlimited Any Waters.

Automation Course To Start July 25

A course in shipboard automation is scheduled to begin at the Lundeborg School on July 25, 1977. There are still a number of spots open in the class, so if you are interested, you should apply for the program as soon as possible.

To be eligible for the course you must hold a QMED-any rating endorsement.

The course of instruction consists of both classroom and practical training which includes instruction in the operation and control of automated boiler equipment; systems analysis and the operation of remote controls for all components in the steam and water cycles; generator; fire pumps; the sanitary system; bilge pumps, and other associated engine room equipment. Students will train by use of the School's full scale simulation of an automated engine room console. Course of instruction is four weeks.

New Dates Set for Steward Courses

With the temporary suspension of the new Steward Department Recertification Program, the Lundeborg School has set some new dates for the start of the traditional steward department courses.

Courses leading to certification as Chief Steward will begin on April 14, May 26, July 7, Aug. 18, Sept. 29, and Nov. 10.

Chief Cook courses will begin on April 28, June 9, July 21, Sept. 1, Oct. 13 and Nov. 24.

Assistant Cook courses will start on May 12, June 21, Aug. 4, Sept. 15, Oct. 27 and Dec. 8.

Courses leading to certification as Cook and Baker will begin at two week intervals starting April 11.

Deck Department

ABLE SEAMAN

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

Requirements:

- All candidates must be at least 19 years of age.
- Must pass a physical examination.
- Must have normal color vision.
- Must have, either with or without glasses, at least 20/20 vision in one eye, and at least 20/40 in the other. The candidates who wear glasses, however, must also be able to pass a test without glasses of at least 20/100 in each eye.
- Must either have, or first complete, the separate Lifeboat Course offered at the school.

• For **Able-Seaman 12 Months Any Waters**, you must have 12 months seetime or eight months seetime if an HLSS graduate.

• For **Able-Seaman Tugs and Towboats**, you must have 18 months seetime, or 12 months seetime if an HLSS graduate.

Starting dates: May 12, Aug. 4 and Oct. 27.

Engine Department

QMED—Any Rating

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

Course Requirements: You must show evidence of six months seetime in at least one engine department rating, and hold an endorsement as Fireman/Water-tender and Oiler. Course is 12 weeks in length.

Starting date: June 13.

FOWT

The course is four weeks in length and leads to endorsement as Fireman, 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: July 7 and Sept. 29.

Directory of All Upgrading Courses

DEEPSEA, LAKES COURSES

- **Deck Department**
 - Able-seaman, 12 Months Any Waters
 - Able-seaman, Unlimited Any Waters
 - Lifeboatman
 - Quartermaster

Engine Department

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

Steward Department

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

INLAND WATERS COURSES

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



2 Are Lifeboatmen

SIU members Jim Bernachi, left, and George Overton display their Lifeboatmen certificates after completing this important course at the Lundeberg School.

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.

Boatman Gives \$100 to SPAD



Boatman Ervin Brong, right, is thanked by Piney Point Agent, George Costango, for his contribution of \$100 to SPAD, the SIU's political arm. Brother Brong sails as engineer on the tug, *Papa Guy*, operated by Steuart Petroleum of Piney Point.

34-Year Old Philadelphian Earns High School Diploma

Seafarer Ed Murray, a 34-year old Philadelphian, recently completed the GED program at the Harry Lundeberg School and earned his high school diploma. He has been a member of the SIU for 13 years.

Seafarer Murray commented that he came to HLS to get his diploma because "I wanted to see if I could learn the math because in the future I want to get my engineer's license." Murray received his QMED in 1973 at the Lundeberg School.

When asked what he liked most about the program, Murray said, "the entire program is very good. I like everything." He feels that the Lundeberg School offers many things that other institutions don't. "The classes are small and the teachers have more time to help each person with his own particular problem. The program was a lot harder than I thought it would be, but I received a lot of individualized help from my teachers."

Seafarer Murray said that he recommends the GED program at the Harry Lundeberg School to every Seafarer who didn't finish high school. This program is



Seafarer Ed Murray is the latest SIU member to achieve a high school equivalency diploma through the Lundeberg School's GED program.

open to all SIU members in good standing. If you are interested in obtaining more information about the program, or if you would like to enroll in it, contact your port agent, or write the following address: Academic Department, Harry Lundeberg School, Piney Point, Md. 20674.

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

Inland Boatman Tugs, the Active and the Shamokin



Capt. Carl Foster of the Active (Express Marine) in her wheelhouse.



Above is the Active tied up at Sun Oil Co. Docks in Newark Bay, N.J. In photo below (standing right center) on the Active, SIU Representative George Ripoll conducts a meeting with (seated clockwise) Mate Walter Popperwill, Capt. Junious H. Fulford and MEBA Second Engineer Ernie Hudson. Standing (right) is Chief Engineer Clifton Potter.



In the Active's galley is Cook Bill Delesine stirring a sauce.



Hold Meetings on Oil Run to the Port of New York



Cook Roy Holton, Jr. of the Shamokin (Express Towing) slices vegetables.

The coastwise towing tugs, the Active and the Shamokin recently discharged their cargoes of oil and

picked up gasoline for their accompanying barges at the Sun Oil Co. Docks in Newark, N.J. and at the re-

fineries in Linden, N.J. The SIU Boatmen aboard told SIU Representatives about their beefs and had their questions answered on their contracts.

Further Union servicing of the Shamokin included Mate William Fulford getting his reissued SIU book. He also holds a second engineer's rating and a book in the MEBA. Other members of the crew are Mates Charles Foreman and Mark Gray and Cook Albin R. Henries.

The tugs tow their barges up the Atlantic Coast from the port of Philadelphia and return to dockings at the ports of New York and New Jersey. They call, too, at ports in Connecticut and other New England states.



On the Shamokin docked at Linden, N.J., Ripoll leads a meeting aboard the tug with (l. to r.): Capt. Ellis Foster; Second Engineer William Fulford; Mate Charles Foreman, and Cook Roy Holton, Jr.



Second Tankerman James B. Felip of the Shamokin tightens up the lines of the Barge Interstate 35.

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

The following Seafarers and other concerned individuals, 213 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.) Four who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, and one \$600. For the rest of the year the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of Seafarers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

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

SPAD Honor Roll

Abas, I.
 Adamson, R. R.
 Air, R. N.
 Algina, J.
 Ali, A.
 Allen, J.
 Anderson, A.
 Anderson, R.
 Antici, M.
 Aquino, G.
 Aumiller, R.
 Avery, R.
 Barroga, A.
 Bartlett, J.
 Baum, A.
 Beeching, M.
 Bendit, C.
 Bergeria, J.
 Berglund, B.
 Bishop, S.
 Bland, W.
 Bonser, L.
 Boyne, D.
 Brand, H.
 Brown, G.
 Browne, G.
 Bryant, B.
 Bucci, P.
 Buczynski, J.
 Caga, L.
 Caffey, J.
 Campbell, A.
 Campbell, A.
 Celgina, J.
 Cheshire, J.
 Cofone, W.
 Conklin, K.
 Costango, G.
 Cresci, M.
 Cross, M.
 Cunningham, W.
 Da Silva, M.
 Davis, S.
 Davis, J.
 Debarrios, M.
 Dechamp, A.
 Delrio, J.
 Dernbach, J.
 Diaz, R.
 Diercks, J.
 Digiorgio, J.
 Doak, W.
 Dolgen, D.
 Domenico, J.
 Domingo, G.
 Drozak, F.
 Drozak, P.

Drury, C.
 Dryden, J.
 Ducote, C.
 Dwyer, J.
 Dyer, A.
 Evans, M.
 Faust, J.
 Fay, J.
 Fergus, S.
 Fgrshee, R.
 Fischer, H.
 Fiune, V.
 Franco, P.
 Francum, C.
 Frank, S., Jr.
 Frounfelter, D.
 Furukawa, H.
 Garcia, R.
 Gardner, E.
 Gentile, C.
 Gimbert, R.
 Goff, W.
 Goldberg, J.
 Gooding, H.
 Goodspeed, J.
 Guillen, A.
 Haggagi, A.
 Hall, W.
 Hall, P.
 Hall, M.
 Hannibal, R.
 Harildstad, V.
 Harris, E.
 Hauf, M.
 Haynes, B.
 Holmes, W.
 Hunayon, M.
 Jackson, J.
 Johnson, D.
 Jones, T.
 Kastina, T.
 Keller, D.
 Kerr, R.
 Kizzire, C.
 Koflowitch, W.
 Kouvardas, J.
 Kramer, M.
 Lankford, J.
 Lawrence, W.
 Lelonek, L.
 Lennon, J.
 Lewis, L.

Loleas, P.
 Lynch, C.
 Lyness, J.
 Magruder, W.
 Malesskey, G.
 Manafe, D.
 Martinussen, C.
 McNabe, J.
 McNally, M.
 McCartney, G.
 McCaskey, E.
 McClinton, J.
 McElroy, E.
 McFarland, D.
 McNeely, J.
 Mesford, H.
 Mollard, C.
 Mongelli, F.
 Mooney, E.
 Morrison, J.
 Mortensen, O.
 Munsie, J.
 Murray, J.
 Murray, M.
 Napoli, F.
 Nash, W.

Neffe, J.
 Olson, F.
 Pacheco, E.
 Paladino, F.

Papuchis, S.
 Paradise, L.
 Paschal, R.
 Patterson, D.

Perez, J.
 Peth, C.
 Prentice, R.
 Prevas, P.
 Prott, T.
 Purgvee, A.
 Quinnonez, R.
 Reck, L.
 Reinosa, J.
 Reiter, J.
 Rhoades, G.
 Ripoll, G.
 Roades, O.
 Roberts, J.
 Robinson, W.
 Rodriguez, R.
 Rondo, C.
 Roy, B.
 Royal, F.
 Rudnicki, A.
 Sacco, M.
 Sacco, J.
 San Fillippo, J.
 Sanchez, M.
 Schuffels, P.
 Seagord, E.
 Selzer, S.
 Selzer, R.
 Sigler, M.
 Silva, M.
 Smith, T.

Soresi, T.
 Spencer, G.
 Stancaugr, R.
 Stearns, B.
 Stephens, C.
 Stevens, W.
 Stubblefield, P.
 Sulaiman, A.
 Sullins, F.
 Tanner, C.
 Taylor, F.
 Taylor, J.
 Telegadas, G.
 Terpe, K.
 Troy, S.
 Truenski, C.
 Tsmirx, L.
 Turner, L.
 Underwood, G.
 Velandra, D.
 Webb, J.
 West, D.
 Whitner, A.
 Whitsitt, M.
 Wilburn, R.
 Williams, L.
 Wilson, C.
 Wilson, J.
 Wingfield, P.
 Worster, R.
 Yarmola, J.

\$600 Honor Roll

Pomerlane, R.

\$300 Honor Roll

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

\$200 Honor Roll

Bernstein, A.
 Combs, W.
 Pow, J.
 Shields, J.

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

Date _____ S.S. No. _____

Contributor's Name _____ Book No. _____

Address _____

City _____ State _____ Zip Code _____

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

Signature of Solicitor _____ 1977 _____ Port _____
 Solicitor's No. _____

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

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

WELCOME TO MOBILE



In the photo at left, Oiler R. E. Haulcomb of the tug *Cathleen E. Moran* (Moran Towing) enjoys his lunch in the tug's messroom. In center photo, miniature Pomeranian, Peppy, who is mascot of the tug *J. Barton Greer* (Mobile Towing), is with his owner, Oiler Fred Vrocher of Austin, Tex. In right photo filling out a report in the wheelhouse of the new tug *Patriarch* (Caribe Towing) is First Mate Jim Franceschi.

Mobile Harbor's sunny, clear skies and near 80 degree temperature provided a more than welcome respite on Mar. 16 for your *Log* reporter and photographer after a long and harsh winter up North. With one of the port's patrolmen, Tom Glidewell showing us around the harbor, we drove onto the sturdy Alabama State Dock where we boarded the new, seagoing tug, the *Patriarch* (Caribe Towing). Set to sail at noon for Puerto Rico, she would tow the behemoth barge, *Isla Verde* which was loaded with a cargo of Southern lumber. Aboard we met Cook Bayard Britton who was getting off and new Cook James Barnett baking a cake. It's his first tug job in sailing 32 years with the SIU. In the messroom waiting for the cake were Deckhands Mike Bradshaw, John Sellers and Fred Thompson. Below decks in the engine room we ran into Chief Engineer Leslie Bryan monitoring the control board. Following luncheon, we went via tunnel under the Alabama River to dockside to clamber aboard the tug *Cathleen E. Moran* (Moran) where ABs M. E. Nelson, M. Saranth and J. Johnson were working on the tow lines. Later on, along the same riverside at the Mobile Towing Co. Dock, on their tug *John T. Walsh*, were ABs Ray Esquere and Marion Bailey, and Oiler Tom Winston. With that we took one last look downriver toward Mobile Bay and headed for the monthly membership meeting in town.

AROUND THE HARBOR



Patriarch



On the prow deck of the seagoing tug *M/V Patriarch*, built last year, are (l. to r.): Mobile Port Capt. Jim Herndon, senior master of Caribe Towing, and the tug's Captain, H. R. Wilson. The tug is at the Alabama State Docks.

Lumber is being loaded aboard the 336-foot, 2-story high, 5,285-gross ton barge *Isla Verde* at the state dock for the five-day voyage to Puerto Rico. Taking the tow will be the *Patriarch*.