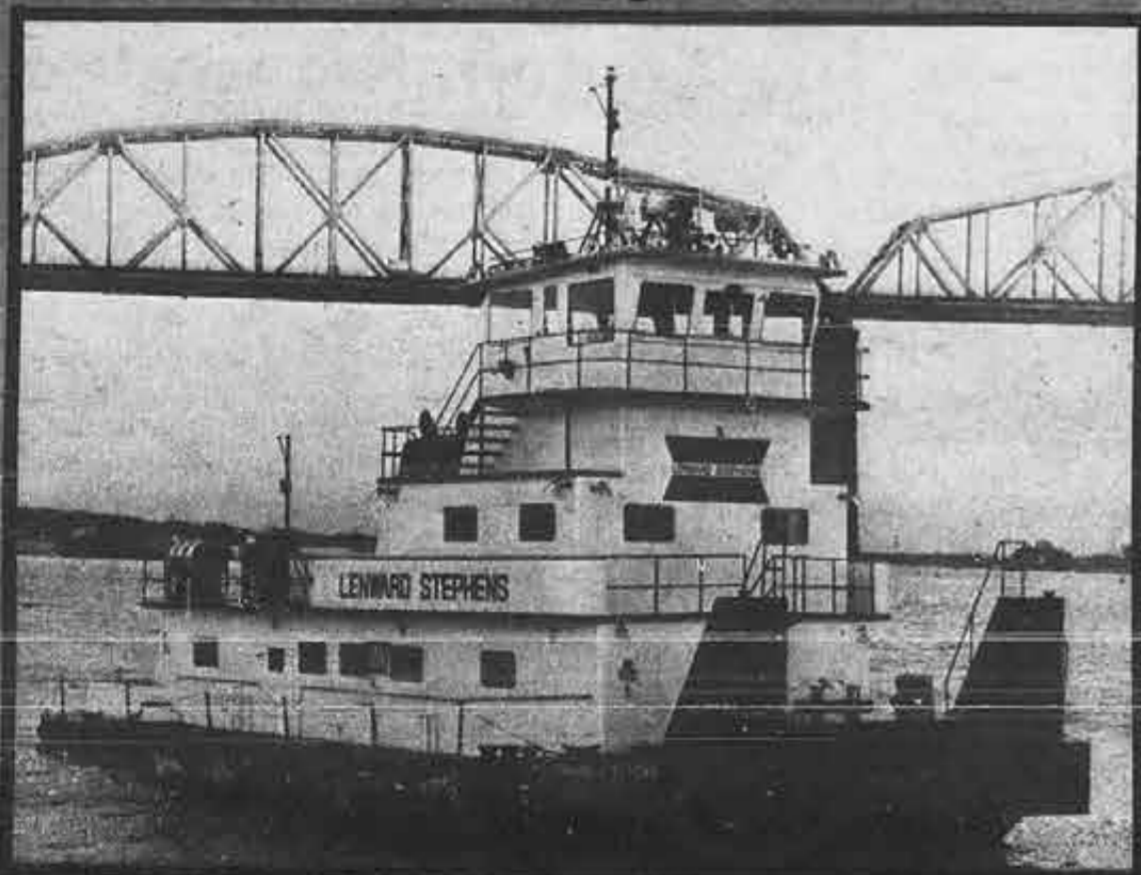


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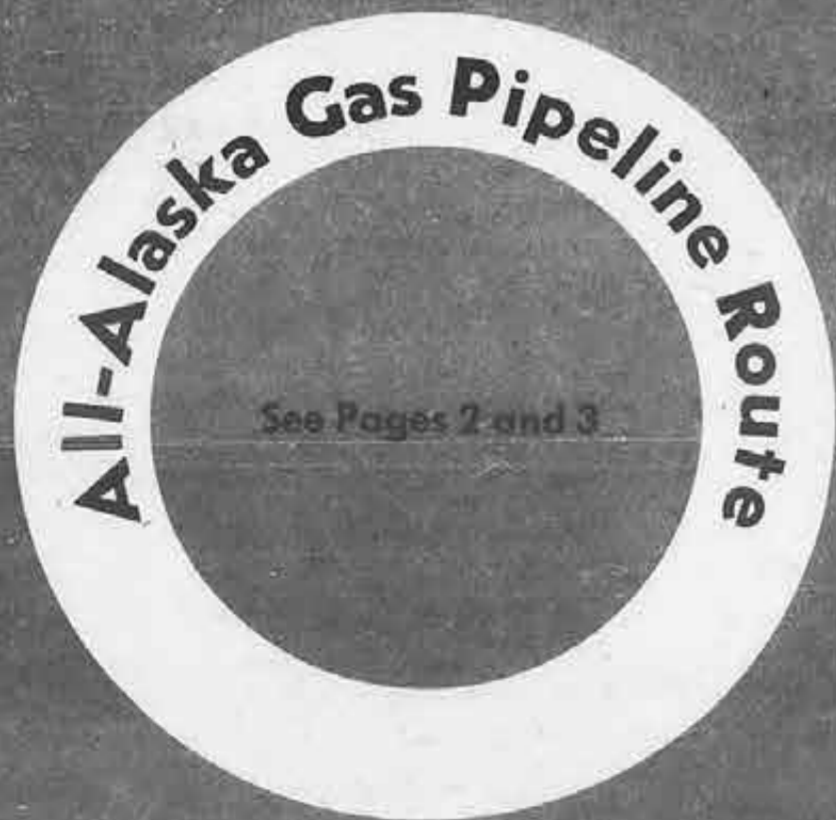
New Tug Lenward Stephens

See Page 5



MTD Executive Board Proposes Maritime Program

See Page 3 and Special Supplement



At the mid-winter meeting of the Maritime Trades Department, SIU President Paul Hall (far right), who is also president of the MTD, met with Carlos Romero Barcelo (far left) governor of Puerto Rico, and F. Ray Marshall (center), U.S. Secretary of Labor. Both men addressed the Board.

Coast Guard Seminar to Be Held on Great Lakes

See Page 2

Lakes Coast Guard to Study Training, Manning

Drozak Asks for Crew Wellbeing at Safety Seminar

The SIU will present its position on vessel manning, crew qualifications and occupational safety on the Great Lakes



at a seminar in Cleveland, Ohio, Mar. 2.

At first, these issues were not going to be discussed at the Marine Industry Seminar which is sponsored by the 9th U.S. Coast Guard District (Great

Lakes). But when the SIU was invited to attend, Executive Vice President Frank Drozak pointed out that it is impossible to talk about marine safety while ignoring the wellbeing of the crew.

In a letter to Rear Adm. J. S. Gracey, commander of the 9th Coast Guard District, Drozak said, "The Seafarers Union believes that in view of recent tragic accidents on the Lakes, the subject of marine safety is a vital one.

Safety not only encompasses the hardware aboard the ship but the training and qualifications of the crew as well."

He recommended that a special workshop cover "Crew qualifications, including the training of AB's on the Lakes and the use of QMED's in the engine room; the safety of Great Lakes operations and the need to provide greater protection for Lakes' crews during an accident, and the need for establishing occupational safety and health criteria for the Lakes fleet in such areas as sanitation and food service arrangements." The additional workshop was then added to the agenda.

At the session, there will be speeches on topics chosen by the Coast Guard.

including commercial vessel safety and loading, tank venting and sewage, ports and waterways safety, pollution prevention and LORAN-C.

Aside from the workshop suggested by the SIU, other scheduled workshops will include the handling of hazardous materials, vessel construction and modification, and handling pollution incidents.

Jack Bluit, SIU Detroit port agent will attend the seminar, along with George Telegadas, SIU representative in Cleveland, and Byron Kelley, Great Lakes area director for the inland waters. Representatives from other maritime unions on the Lakes will be there as well.

1977 Marks 20th Year of Lundeberg Death

This year marks the 20th anniversary of the untimely death of the SIUNA's first president and founder, Harry Lundeberg, who died of a heart attack at the age of 56 on Jan. 28, 1957 in Peninsula Hospital, San Francisco, Calif.

A leading figure in the revival of maritime unions dating back to the early 1930's, he led a seamen's strike on the West Coast in 1934. Lundeberg succeeded pioneer Andrew Furuseth as secretary of the Sailors Union of the Pacific in 1936. Furuseth passed away in 1938.

Like Furuseth, who authored the 1915 Seamen's Act, Lundeberg was born near Oslo, Norway. His father and three of his brothers had been seafarers and he went to sea at 10. During World War I, he rode English nitro ships which were torpedoed from under him a few times. He sailed on nine different foreign-flag ships until he settled in the port of Seattle in 1919 transferring from the Australian Seamen's Union to the SUP.



Harry Lundeberg

A great organizer, Lundeberg became SUP Seattle port agent in 1934 a year after he became a U.S. citizen. In 1938 he founded the SIUNA and in 1941 the A & G was born.

Lundeberg never forgot he was a sailor. Visiting his family in Norway in 1947 after a 30-year hiatus, he shipped out as an AB on the *SS Marine Jumper* working for his passage roundtrip.

Union Wins Arbitration Case to Have Tug Captain Reinstated

A Philadelphia arbitrator has ordered the Interocean Transport Co. (Mariner Towing) to reinstate SIU Boatman Leslie Collier as senior captain of the tug *Voyager II* with full back pay and

Collier contacted the SIU which immediately filed a grievance. The arbitration hearing was held on Nov. 30, 1976 and the ruling was handed down last month.

In his ruling, the arbitrator concluded that Collier was demoted without just cause, stating that "the overwhelming weight of the evidence disclosed that Captain Collier maintained his concern for the safe operation of the vessel, his loyalty to the company, and his sense of professionalism despite the lack of cooperation afforded to him by his superior. The inevitable conclusion is that Collier was wrongfully demoted. . . ."

The arbitrator also ordered the company to reimburse Collier for the expenses he incurred in processing his grievance.



full seniority, while at the same time rejecting the company's contention that it could freely demote licensed personnel without sufficient cause.

Brother Collier was originally promoted to captain under provisions of the SIU contract in 1974, and to senior captain the following year. However, on Sept. 10, 1976 the company notified him he was being demoted to mate and transferred from the company's Gulf fleet to its Atlantic fleet.

AFL-CIO Statement on Alaska Gas Pipeline Route

As this issue of the Log went to press, SIU President Paul Hall was attending the mid-winter meeting of the AFL-CIO Executive Council at which a number of vital labor issues were taken up. Instead of President Hall's usual column, this month we are reprinting action taken by the AFL-CIO Executive Council on the Alaskan gas pipeline route. A related article, concerning President Hall's news conference early this month on the gas pipeline, can be found on page 3.

Statement by the AFL-CIO Executive Council on Alaska Pipeline Route February 25, 1977 Bal Harbour, Fla.

The nation's need for new energy supplies has been compounded by the effects of the harsh weather conditions which have raised the demand for fuel supplies to unprecedented levels. The dual effects of the cold winter in the U.S. east and midwest,

AFL-CIO Acts On Maritime Issues

At the time the Log was going to press, a number of maritime issues were acted upon by the AFL-CIO Executive Council which was meeting in Bal Harbour, Fla.

A full report on all these actions will be printed in the next issue of the Seafarers Log.

coupled with the drought on the West Coast, have produced economic chaos that has affected the nation's vital industries and many homes.

In the early months of this year hundreds of thousands of American workers have been temporarily and in many cases permanently thrown out of work because of the lack of adequate energy supplies, particularly natural gas. In the West the continuing drought has not only caused economic problems but threatens the supply of cheap hydroelectric power which is the basis for the operation of many industries in the West.

These problems have heightened and dramatized the immediate need for additional energy sources, of which natural gas is in the shortest supply. One of the most immediately available new sources of energy for the U.S. are the huge reserves of natural gas available on the North Slope of Alaska. The production of this gas would make a major contribution towards the nation's efforts to

become more self-reliant in its energy supplies.

There are three proposals now being considered by the Administration for moving Alaska gas to consumers in the lower 48 states. Of the three only one would be entirely under U.S. control. This is the Trans-Alaska gas route. The line would largely parallel the Alaska oil line across Alaska and would involve the construction of a complex of gasification and liquefaction facilities as well as a fleet of liquid natural gas vessels to carry the gas to the U.S. West Coast. The other two lines both involve gas pipelines across Canada.

The decision on which of these three lines the Administration will support will be made by the President later this year. The President's decision will then be forwarded to Congress for it to approve or disapprove.

Of the three proposed routes, the Trans-Alaska line will provide the maximum job benefits in Alaska as well as in the lower 48 states, par-

ticularly during the construction in U.S. yards of the fleet of LNG vessels needed to carry the gas. The line would employ over 44,000 construction, trade and shipyard workers during the peak construction phase. In addition the Alaska gas line, because it would use many of the facilities built for the Alaska oil pipeline, could be constructed sooner than the two competing routes across Canada.

As important as the employment benefits are, however, the need to obtain secure supplies of gas for the lower 48 states as soon as possible to meet the present shortage clearly transcends all other considerations. On this basis also the Trans-Alaska line is clearly superior.

Therefore, the AFL-CIO urges the Administration to approve the Trans-Alaska gas route in order to assure the expedited availability of the secure new gas supplies that will increase U.S. energy self-reliance.

At Mid-Winter Meeting

MTD Calls for Cargo Policy for U.S. Fleet

At their mid-winter meeting, the Executive Board of the Maritime Trades Department of the AFL-CIO called for the development of a national cargo policy that would assure the American fleet a substantial share of U.S. cargoes in all the trade routes of the world.

In their list of maritime legislative goals, the 43-union group called a cargo policy "the foremost priority for the maritime industry". The meeting, chaired by SIU President Paul Hall who is also president of the MTD, was held Feb. 17-18 in Bal Harbour, Fla.

For full details of the MTD Executive Board meeting see the special supplement in this Log.

A fair share of cargo could be guaranteed, the Board said, through a law requiring that 30 percent of U.S. oil imports be carried on U.S. ships. Similar legislation was pocket vetoed by President Gerald Ford in 1974. The Board also recommended bilateral agreements with U.S. trading partners granting American bottoms a substantial share of U.S. dry bulk cargo and the use of American vessels in Federal programs.

Two of the guest speakers, Congressman John Murphy (D-NY) and Congressman Leo Zeferetti (D-NY) called for cargo preference legislation as the

way to revitalize the American Merchant Marine.

The Executive Board also condemned tax breaks for runaway-flag vessels which are owned by U.S. companies but registered in countries where taxes and safety regulations are "virtually non-existent". The idea that these vessels would be available to the U.S. in a time of emergency is a myth, it said.

Support for Jones Act

Support for the Jones Act was reaffirmed during the meeting when the labor leaders urged that cargo between the Virgin Islands and the U.S. mainland be carried on American-flag ships. They also reaffirmed their support for operating and construction differential subsidies to keep the U.S. fleet competitive in the world market.



SIU President Paul Hall, left, who is President of the MTD, chaired the MTD Executive Board Meeting on Feb. 17-18. Sitting next to him is O. William Moody, Jr., administrator of the MTD.

An active U.S. Merchant Marine would maintain jobs for present workers and create jobs for those who are now without work, according to a booklet issued at the meeting entitled "Maritime Incentives: Job Stimulus for the U.S. Economy."

On related issues, the MTD Executive Board took a firm stand in favor of an all-American route for transporting natural gas from Alaska's north slope to the lower 48 states. This would involve an all-Alaska pipeline route and a fleet of U.S.-flag liquid natural gas tankers.

The Board condemned the Coast Guard for failing to enforce the Occupational Safety and Health Act on board ships and spoke out against tolls on the St. Lawrence Seaway.

At the meeting, the MTD presented an outline for a rational and coordinated energy policy for the United States.

Board members also repeated their support for the continued operation of the eight remaining U.S. Public Health Service Hospitals.

Labor issues and international trade were also discussed and many prominent leaders spoke including Carlos Romero Barcelo, the governor of Puerto Rico, and F. Ray Marshall, Secretary of Labor.

Hall Urges Approval for All-Alaska Gas Pipeline

WASHINGTON, D.C.—At a press conference held here Feb. 2, SIU President Paul Hall strongly urged the Federal Power Commission, the President and Congress to approve an all-American delivery system to bring natural gas from Alaska's North Slope to the lower

48 states. He criticized the Feb. 1 decision of Federal Power Commission Administrative Law Judge Nahum Litt who ruled in favor of the trans-Canada pipeline route proposed by the Alaskan Arctic Gas Pipeline Co. (Arctic).

A third proposal sponsored by the

Alecan Pipeline Co. was ruled too uncertain and poorly prepared to be considered in the running. In deciding among the three projects, Judge Litt called the all-American route proposed by the El Paso Alaska Co. "viable". This delivery system would parallel the Alaska Oil Pipeline from Prudhoe Bay to the south where the gas would be liquefied and carried in LNG tankers to the American market. A final decision rests with the President and Congress and should be made by the end of the year.

President Hall asserted that the El Paso proposal would deliver the much-needed Alaskan gas at an earlier date than could the rival proposals to bring the gas across Canada. He cited unsettled Canadian native claims, opposition to crossing the Arctic Wildlife Range and financing difficulties as delaying factors. But from his point of view, the major obstacle was the unsettled Canadian political situation.

Criticizes Dependence

Hall criticized continued heavy U.S. dependence on foreign fuels and foreign-flagships and noted that placing

U.S. natural gas supplies in Canadian hands would only increase the problem. It's basically "a political decision", he said.

"But most important," Hall stressed, "are the overwhelming economic benefits of the all-American proposal." El Paso's project would invest \$8-billion directly into American goods and services, instead of spending billions in Canada, Japan and Western Europe as the trans-Canadian projects are committed to do.

"The all-American line would provide 750,000 man-years of American jobs without spending a cent of the taxpayers' money. If there is anything our economy needs more than these jobs, I don't know what it is," said Hall. "Since the American gas consumer is paying the bill, it would be foolish not to invest that money in American jobs and goods," he added.

Safe Carriers

Hall then addressed the issue of the safety of the liquefied natural gas (LNG) carriers. He said they would be the most

Continued on Page 29

Apply Now For Steward Program

All steward department members are reminded that the first class of the Steward Department Recertification Program will begin on Apr. 11, 1977 at the Lundberg School.

This new vocational education program has something for just about everyone in the steward department. For our younger members, the program offers a unique opportunity to upgrade to higher ratings and higher pay while at the same time building a solid career and a lifetime of job security in this important shipboard department.

For our older members who have already been sailing as chief steward, the program offers the opportunity to

learn the latest methods of food preparation and the newest theories of balanced meal planning. The program will also provide some tips on accounting and bookkeeping as well as some fresh ideas on the management of a modern shipboard galley.

Applications for the new program have been sent to all ships, Union halls and members' homes. The application was also printed in the January 1977 issue of the Log which may be cut out and sent to the Lundberg School.

Steward department members are urged to fill out an application for the program as soon as possible to insure a seat in one of the earliest classes. Good cooking!

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S. F. Meeting: No Alaska Oil for Japan

Citing a possible trade off by the United States with Japan for North Slope oil from the Alaska Pipeline, San Francisco Agent Steve Troy told Seafarers of the SIU's opposition to sending such oil to that country or other countries this year when the line is scheduled to open.

Speaking at the port's monthly membership meeting on Jan. 13, Brother Troy declared that the Union favors the transshipment of the oil in large tankers from the Alaskan port of Valdez to Panama where it would be transferred to smaller tankers for passage through the canal to Gulf ports.

He had testified before the U.S. Senate Joint Interior-Commerce hearing on Dec. 7 in Los Angeles saying that the employment of thousands of Seafarers depends upon "the shipping demand generated by Alaskan oil supplies moving to the U.S. West and Gulf Coasts ports.

"An oil swap with a nation such as Japan would not only be contrary to the nation's security interests, but would also exchange U.S. shipyard and shipping jobs for foreign jobs and would increase the already rapid decline in U.S. shipping employment," he had told the hearing.

Some oil companies knowing that the West Coast states wouldn't need all the oil coming from Prudhoe Bay had suggested that the excess fuel be shipped to Japan with the U.S. East Coast and the Mideast getting theirs from the Middle East countries.

The Jones Act stipulates that American vessels be used to carry all commerce between U.S. ports.



Port Agent Steve Troy is at the speaker's podium.



Recertified Bosun Wallace Perry, Jr. (left) eyes his shipmates ABs Tony Brooks and Elmer Annis.



Having their registration cards stamped prior to the meeting by Seafarer Lou Ciamboli (left) are Brothers Frank White in the cap and Joe Springer.



Baby bottle in hand, Chief Cook Ronald Fluker a '67 HLSS grad, wheels in his 13-month-old son, Jason.



San Francisco Seafarers (left) seem to be in a pensive mood at the monthly meeting on Jan. 13. The steward department's Andrew Green (right) speculates on what is being said.

SIU AGLIWD Proposes Merger to SUP, MCS and MFOU

Following is the text of the merger proposal adopted by the Executive Board of the SIU Atlantic, Gulf, Lakes and Inland Waters District.

SUBJECT: SIU A&G'S PROPOSAL FOR MERGING SEAMEN UNIONS

The AGLIWD has found merger of maritime unions to be in the interest of the membership of the merging unions. In fact, the AGLIWD as presently known was the result of a merger between the International's old Atlantic District and Gulf District. Again in 1972, the International's Great Lakes District by overwhelming membership vote approved merger with AGLIWD. Only last year, the TBU of the AGLIWD by almost unanimous vote approved merger of its organization of its organization with the AGLIWD.

The AGLIWD further recognizes that under the structure and laws of our International as demonstrated by Convention action at our International's Seventeenth Biennial Convention held September 1975 at Washington, D.C.

"Our International is a federation of autonomous unions. As such, any question involving a merger or other comparable action which is fundamental to an affiliate's autonomy must be determined and consented to solely by each affiliate.

The International has demonstrated that it will continue to assist affiliates in bringing about mergers and establish appropriate guidelines for mergers, but only where the affiliates themselves have consented to and agreed to the merger."

The record makes clear that for quite some time and continuing to date, employment opportunities in the U.S. maritime off-shore industry have been decreasing. This has had a substantial adverse impact upon the membership of some of the maritime unions. For-

tunately and notwithstanding this trend the AGLIWD has been able to maintain a substantial segment of employment opportunities with increased economic benefits for its members. This is in sharp contrast to some of the other unions. Furthermore, as distinguished from some other unions, the AGLIWD's financial posture has continued to increase over this period.

Most important however, is reliable indications are that employment opportunities for AGLIWD members, and their collective assets as a union will continue and improve. Unfortunately such prospects are not probable for some other maritime unions.

Based upon its experience with mergers over many years resulting in beneficial gains for the merged membership and recognizing the shrinking employment opportunities in the off-shore maritime industry with disturbing effect upon the membership of some of the maritime unions and consistent with SIU International Union action, the AGLIWD proposes that the SUP, MFU and MCS comprising the SIU Pacific District, separately or collectively merge with the AGLIWD. Such merger shall be upon the following terms and conditions, subject to legal requirements, restrictions and authority.

(a) Consolidation of all facilities such as hiring halls, office and administrative buildings, etc. and disposition of unnecessary or duplicate facilities, buildings, including reduction of duplicate and unnecessary administrative personnel.

(b) Elected officers and named job holders of the organizations merging with the AGLIWD to continue in their employ at not less than their present wages and benefits, for the balance of the term of the offices presently held by the AGLIWD officials, to wit, Decem-

ber 1979 subject to assignment as to duties and/or locations depending upon needs.

(c) The AGLIWD constitution to be amended, to accommodate to the changes necessitated by the merger, shall be applicable and controlling. An appropriate amendment shall provide for a constitutional Vice President, plus such assistants as may be agreed upon for each of the vessel's Department, Deck, Engine and Steward, and for officials and offices at Ports, where the same are not presently provided for by the AGLIWD constitution, i.e., Portland, Honolulu, etc.

(d) All deep sea contracted jobs, present and future of the merging unions, shall be the employment opportunities of the merged membership who as of this proposal's date, have shipped regularly in accordance with the merging unions shipping rules.

(e) AGLIWD as the merged organization to succeed to all or part of the SIU Pacific District rights and rights of individual unions depending upon number of affiliates merged, including the merged union being a party to beneficial funds. Rights and benefits of existing members in all beneficial funds to be preserved.

(f) Financial certifications to determine assets and liabilities and transfer of assets to the merged AGLIWD organization and its assumption of appropriate liabilities.

(g) The appointment by each union of an appropriate committee in compliance with constitutional requirements if any, for the purpose of forthwith holding sessions to discuss and implement the contents of this merger proposal with authority to discuss any related subjects and conditions as may be appropriate.

(h) Any and all agreements of merger

The Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District has presented a proposal for merger to the SIU Pacific District affiliate unions—The Sailors Union of the Pacific, The Marine Cooks and Stewards Union and the Marine Firemen's Union.

The executive officers of the SUP, MFOU and MCS have the merger proposal under advisement.

In keeping with the autonomous character of the SIUNA district unions, the AGLIWD offered the proposal to each union individually for its consideration. Acceptance or rejection of the proposal would be made individually.

The AGLIWD executive board proposal recalled that "Under the structure and laws of our International as demonstrated by convention action at our International's 17th Biennial convention held September 1975 in Washington, D.C.: 'Our International is a federation of autonomous unions. As such, any question involving the merger or other comparable action which is fundamental to an affiliate's autonomy must be determined and consented to solely by each affiliate'."

The merger proposal was predicated on a desire to more effectively preserve and expand the job opportunities of the membership to the respective organizations and to bring about economies in face of constantly escalating costs of operations and administration.

arrived at, including a governing constitution, shall be subject to approval by membership referendum of each organization as required by their respective constitution.

(i) In accord with 1975 International Convention action, notification be given to the International by the affiliates voluntarily participating in the merger discussions with request for authorized assistance in bringing about such merger.

SIU Asks That Navy Use Commercial Tugs and Oilers

WASHINGTON, D.C. — The SIU has again urged Congress to trim the Navy's shipbuilding program budget by transferring funds the Navy has requested for building new fleet oilers and tugs to the construction of combat vessels.

Included in the Navy's 1978 Proposed Shipbuilding Program are four

needed U.S. warships. He noted: "The Navy could contract from the merchant marine for the services of equivalent numbers of privately manned and operated merchant vessels to fill its needs. This would ensure that the Navy's readiness was not impaired."

Review Navy's Program

SIU President Hall also sent letters to other members of the House Armed Services Committee requesting that they review the Navy's shipbuilding program, and to Rep. John Murphy, chairman of the House Merchant Marine and Fisheries Committee, requesting a meeting to "discuss the way the nation's economy and security could benefit from greater employment of the U.S. merchant marine as a Navy auxiliary."

Over the years, the SIU has been involved in an effort to convince the Navy of the security and economic advantages of maximizing the use of private vessels for the Navy's sealift support and underway replenishment missions.

In the few experiments the Navy has tried—including the highly successful use of the privately contracted *Erna Elizabeth*—the U.S. merchant marine has demonstrated that it can completely fulfill the Navy's underway replenishment needs.

Hall also reminded Congress that "only by using American-flag vessels

and crews in peacetime can they obtain the experience they will need to serve the military in war."

Hearings on the Navy's proposed budget—including its shipbuilding program—are now underway in Congress.

Lenward Stephens Launched

One of the SIU's fastest-growing companies, American Commercial Barge Line Co. of Jeffersonville, Ind., recently launched a new 1800 hp. towboat, the *Lenward Stephens*.

The *Stephens* is a relatively small boat for ACBL, measuring only 80 x

Great Lakes, Atlantic and Gulf Coasts.

The boat was built at Grafton Boat Works in Grafton, Ill.

INLAND WATERS

30 x 8 feet. The company plans to operate the new boat primarily on the Gulf Intracoastal Waterway, where smaller boats are needed to navigate in the narrow channel.

The *Lenward Stephens* is the seventh new boat which American Commercial has launched in the past year and a half, and an eighth—the *Delmar Jaeger*—is due out next month.

All of these new vessels mean more jobs and better job opportunities for SIU members sailing on the inland waters.

Many other SIU-contracted inland companies are also involved in the modernization and expansion of their fleets in many areas including the rivers,



INLAND WATERS

AO 177-class oilers and five T-AFT ocean tugs. The tentative budget for 1979 calls for building four more oilers and two additional ocean tugs.

In a letter to Rep. Charles E. Bennett, chairman of the Seapower Subcommittee, SIU President Paul Hall congratulated the chairman for sponsoring a bill which would cut the Navy's request from four oilers to two and from five ocean tugs to three. But Hall also said that "in view of the capability of the merchant marine to supply both commercial tugs and oilers to the Navy . . . the Congress should consider eliminating all Navy construction of these two types of support vessels."

Hall said that eliminating the new oilers and tugs from the Navy's shipbuilding budget would produce a savings to the Navy of more than \$700 million that could be used to build

'Make-Up Plan' for U.S. Ships To Be Part of '77 Grain Pact

After months of nation-hopping negotiations, U.S. and Soviet shipping officials have reached accord on the key issues of a new grain shipping pact for 1977, which will include a program to make up an estimated one million tons of grain due U.S.-flag ships but not allocated them under the old agreement.

The basics of the new grain agreement are essentially the same as the old.

U.S. ships will be guaranteed at least one third of all grain cargoes going to Russia, and U.S. operators will be paid \$16 a ton—a rate set in December 1975—for the grain movement.

However, the Russians have also agreed to pay an additional \$.47 per ton on the cargo due U.S. ships from past years but not booked. In addition, the Russians have assured American officials that U.S. ships will get their full

one third share, unlike the first five years of the pact during which time U.S. ships got only about 23 percent of the cargoes.

An estimated 6.4 million tons of grain will be exported to the Soviet Union this year.

For Seafarers, the new pact will mean continued good shipping, especially in the Gulf where most of the cargo is loaded.

Robert J. Blackwell, assistant secretary of commerce for maritime affairs and head negotiator for the U.S. on this issue, said that the pact hasn't as yet been signed because the two nations are still dickering over a few technicalities.

The negotiations, which have been held in Washington, D.C., Moscow and London, have been going on at intervals for the past eight months.

U.S. Safety Board Faults Skipper for Loss of Transhuron

WASHINGTON, D.C. — The National Transportation Safety Board found recently that a crippled SIU-manned tanker, afire, and adrift in the Arabian Sea in 1974 for more than 63 hours, which finally ran aground on a reef, was lost as the result of the ship's master failing to anchor or to accept aid from other ships standing by.

Earlier, a Coast Guard probe of the SS *Transhuron* (Hudson Waterways) also had come to the same conclusion

and faulted the ship's three out of four engineers for negligence in fighting the smoky daylight fire which knocked out the main propulsion plant. Later the engineers put out the blaze.

The Coast Guard added "... There is evidence that the action on the part of the master, in permitting his vessel to drift without propulsion for 63 hours into a vicinity of small islands, amounted to gross negligence and a complete disregard for the safety of his vessel and crew. No action was taken to

insure the safety of the vessel and crew by requesting assistance from the numerous vessels offering support which were in the area, even though the master had no positive assurance that the tug he requested from the operating company was enroute until after the grounding occurred. Assistance was sought by the master only after there was insufficient time to allow for a safe and timely rescue."

The MSC-chartered SS *Transhuron*, underway from Bahrein Is. in the Persian Gulf to Subic Bay, P.I., hit a reef off Kiltan Is. in the Laccadive Island chain off the southwest coast of India on Dec. 26, 1974 two days after the blaze erupted. Her 33-man crew left the T-2, 117,251 barrel tanker without incident. However, the coral ripped a gash in the 547-foot ship's hull.

The safety board reported that an

electrical fire in her main engine control switchboard was triggered by incoming splashing salt water which shorted out the system. This, they say, forced the engineers to shut down her engines, leaving the ship at the mercy of bad weather, wind and tide.

Beside a faulty radar and fathometer, the board cited slow communications and equipment failure for the grounding. A burst iron pipe nipple in the air conditioner caused the salt water to spray onto high voltage propulsion wires.

Due to a delay in communications, the National Transportation Safety Board urged the Maritime Administration to ask shipowners to install the new, longrange voice MARISAT communications satellite system in their vessels. It could have helped to save the *Transhuron*, they said.

January's Jobless Rate 7.3%; Cold Lays Off Nearly 2-M

Although January's U.S. jobless rate fell to 7.3 percent from December's 7.9 percent, a freezing cold snap over parts of the country triggered a natural gas shortage in factories and farms which closed them resulting in the layoff of nearly 2-million workers early this month.

While 561,000 workers lost their jobs in January, 444,000 stopped looking for work. The total number of unemployed in the nation came to an official 6,958,000.

A harsh winter helped to lay off 900,000 in Ohio; 750,000 in New York State; 164,000 in Pennsylvania; in Ken-

tucky 60,000; in Indiana 45,000; in New Jersey 46,000; in West Virginia 35,000; in Georgia 26,000, and in Florida 25,000.

Thus Government labor officials foresee a 1 percent rise in the unemployment rate figures for February.

Another sidelight of the winter weather and fuel-related crisis was that the layoffs pushed new state unemployment insurance benefits claims in the first week of this month to the highest point since mid-1975.

The Government reported that initial claims for that week totaled 537,000, up from 417,000 claims filed the week before. Also 2,893,000 persons collected jobless benefits in the last week of January, a hike of 136,000 over the previous week's level. Overall 5,442,600 persons collected state and Federal jobless benefits in that period, up from 5,378,000 a week earlier.

A high volume of new claims in February's first week were found in Tennessee, Illinois, Wisconsin, Maryland, Indiana and Georgia.

Notice on Series

The ninth part of the *Log* series showing how various organizations affect the job security of Seafarers will not be run this month due to production difficulties. However, the series will be continued in the March issue of the *Log*.

Financial Committee Meets



In the middle of this month the Union's Quarterly Financial Committee went over the SIU's record of expenditures at Headquarters. Shown (clockwise from left) are the seven members of the elected committee of: James R. McPhaul; Warren Cassidy; Chairman Jim Golder; Tom Maley; Donato Giangiordano; Horace D. Jones, and Anthony Gregiore.

Clearing Ice on the Rivers



As ice accumulated on America's inland waterways during one of the coldest winters on record, many SIU-contracted boats tried to clear channels on the rivers. In this photo, two SIU-manned towboats, the *Charles Lehman* and *Jack Bullard* (the boats farthest to the front) helped to ram a 10-foot thick wall of ice on the lower Ohio River until they cleared a channel 300 feet wide. Both boats are owned by American Commercial Barge Lines.

Headquarters

Notes

by SIU Executive Vice President

Frank Drozak



Your future as SIU members is only as secure as you make it. At the Lundeberg School, both Seafarers and Boatmen can take courses, absolutely free, which will help you keep up with the latest developments in the maritime industry. All you have to pay is transportation to and from the school.

If we take inland water transportation, for example, we can see that it is a rapidly expanding field. Tugs and barges are cheaper and cleaner to operate than railroads or trucks. For the same amount of fuel, a tug can haul far more cargo than a freight train or a fleet of trucks. Because of fuel shortages and pressure from the ecology movement, the nation will be turning more toward inland water transportation in the future.

But as water traffic increases, certification requirements for boatmen on tugs, towboats and barges are bound to become stricter. The Harry Lundeberg School in Piney Point, Md. has prepared for this possibility with an expanded schedule in 1977 for inland and harbor workers. A member on an SIU-contracted boat can now upgrade from deckhand through to captain.

The job opportunities as you upgrade are limitless. Our own manpower study shows there will be a growing need for captains and mates on the tugs right in SIU-contracted companies. There is no reason why our own members cannot upgrade into these positions.

Beginning with the trainee program, a Boatman can then proceed to get his AB endorsement, his original towboat operator license, his license for master/mate, pilot, or radar observer. Members who have not been through the trainee program can upgrade at the HLSS the same way.

The courses are designed to fit the needs of individual students. For example, when you study navigation, you will be studying the particular waters of the area where you work. There is also a complete line of tug and towboat engine

room and tankerman courses and a special course for towboat cooks who work in the one-person galley.

All the members should look over the list of 1977 courses at the Lundeberg School, no matter what area they sail in, because the more you know about the industry as a whole, the better off you will be. (See pages 36-37 of this Log for Directory of Courses.)

Dieselization of steamships is another major change in the maritime industry. On the Great Lakes, several steamships have been converted to diesel engines, while on deep sea vessels, diesel engines are the trend of the future. The new SIU-contracted ships of the Zapata tanker fleet are diesel powered. The *Sugar Islander* and the four SIU manned MSC tankers *Columbia*, *Neches*, *Hudson* and *Susquehanna* are diesel powered as well.

Although most of the present SIU-contracted deep sea vessels have steam engines, this will not be the case in the future, since a diesel engine is often more economic to operate than a steam engine. But again, the Lundeberg School is prepared for the future with a new course in the operation and maintenance of diesel engines. The course begins on May 16 and lasts for six weeks. It is open to all interested students. Members of the black gang should look into this so that they will be prepared to sail on any of our contracted ships. (See page 39 of this Log.)

On Apr. 11, the Steward Department Recertification Program begins at the Lundeberg School covering all galley ratings. Once again, I would urge all members of the steward department to sign up as soon as possible so you can guarantee your job security in a rapidly changing field. (An application for the Program can be obtained aboard ship or at an SIU Hall. Also, an application appeared in the January issue of the Log.)

The LNG course is another essential for Seafarers who want to keep up with the times. Anyone who has been ashore during this severe winter is certainly aware that natural gas has been in the headlines every day. One thing is certain—LNG ships are the wave of the future and SIU members are going to be aboard those ships.

Finally, it would be a mistake to talk about upgrading without mentioning the importance of reading, writing and basic science skills in keeping up with rapidly changing technology. Many of our members had to go to sea at a young age and did not have a chance to finish high school. If you have trouble reading or writing, there is nothing to be ashamed of. At the Lundeberg School you can get personal instruction in reading and writing skills and can study for a high school equivalency diploma. All members should think seriously about the General Educational Development program and encourage the brothers who have trouble with reading or lack of academic education to enroll in it right away.

SIU, Maritime Unions Prepare to Do Battle With the Coast Guard

The SIU has requested the help of other maritime unions in its effort to prepare for Congressional hearings on the U.S. Coast Guard's inefficient and haphazard method of dealing with vessel manning, personal and environmental safety, and other shipboard conditions. The subcommittee on Coast Guard of the House Committee on Fisheries is expected to hold the hearings in the near future.

Last July 1, SIU President Paul Hall wrote to Rep. Mario Biaggi (D-N.Y.), chairman of the subcommittee, asking for an investigation into Coast Guard practices on vessel manning, manning of offshore drilling rigs and platforms, watchstanding, tankermen, training and certification of able seamen and apprentice mates, riding crews, and occupational safety and health. The Union's accusations against the Coast Guard were backed up by a folder of documents dealing with dangerous incidents on board ships that were a direct result of Coast Guard policies.

In a followup letter sent Dec. 20, 1976, President Hall informed Congressman Biaggi that "we have continued to monitor the activities of the Coast Guard in these areas and we are presently updating and expanding the material sent to you last July. This data will further illustrate the failure of the Coast Guard to act consistently with Congressional mandates." Copies of this letter were sent to all other American maritime unions.

Notice

Brother Charlie Maynard requested that the Log run a special notice asking Robert (last name not remembered) of Erie, Pa. to get in touch with him. Seafarer Maynard's address is: Tower Trailer Ct., B-11, Carteret, N.J. 07008.

Many of the unions have agreed to help in the effort to prepare evidence against the Coast Guard. President Hall's letter was reprinted in full in the

Inland Boatman of the Pacific newspaper and IBU of the Pacific President Merle Adlum is preparing to testify before the subcommittee. Thomas Gleason,

international president of the International Longshoremen's Association also is planning to testify as are other union leaders.

Dispatchers Report for Great Lakes

JAN. 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 | 5 | 1 | 0 | 4 | 3 | 1 | 2 | 1 | 0 |
| Buffalo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleveland | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 |
| Detroit | 9 | 1 | 0 | 0 | 0 | 0 | 14 | 3 | 2 |
| Duluth | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| Frankfort | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 |
| Chicago | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Totals | 17 | 2 | 0 | 5 | 8 | 2 | 27 | 5 | 2 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Alpena | 3 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 0 |
| Buffalo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Cleveland | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| Detroit | 13 | 4 | 0 | 0 | 1 | 0 | 17 | 4 | 0 |
| Duluth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Frankfort | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| Chicago | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 |
| Totals | 19 | 7 | 0 | 1 | 2 | 0 | 27 | 7 | 2 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Alpena | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| Buffalo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleveland | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Detroit | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Duluth | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Frankfort | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Chicago | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Totals | 5 | 0 | 0 | 1 | 0 | 2 | 6 | 2 | 0 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Alpena | 1 | 5 | 1 | | | | 1 | 5 | 1 |
| Buffalo | 1 | 0 | 0 | | | | 3 | 1 | 4 |
| Cleveland | 1 | 1 | 1 | | | | 1 | 3 | 7 |
| Detroit | 19 | 12 | 5 | | | | 27 | 15 | 13 |
| Duluth | 0 | 1 | 0 | | | | 1 | 1 | 3 |
| Frankfort | 2 | 3 | 5 | | | | 4 | 4 | 3 |
| Chicago | 1 | 0 | 0 | | | | 2 | 0 | 3 |
| Totals | 25 | 22 | 12 | | | | 39 | 29 | 34 |
| Totals All Departments | 66 | 31 | 12 | 7 | 10 | 4 | 99 | 43 | 38 |

***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.



The Lakes Picture

Detroit

Although the SIU-contracted tug-barge combination *Presque Isle* (Litton Great Lakes) was slated to run through the extended winter shipping season, it was forced to lay up in early January after getting stuck several times in the ice clogged turns of the St. Mary's River. The vessel was the last SIU-contracted freighter left running this winter. The *Presque Isle* is spending the winter in Milwaukee, Wisc.

Domestic shipments on the Lakes of iron ore, coal and grain increased during 1976, up 4.6 million tons over 1975. The new total of 158,082,849 net tons was the highest figure for cargo movement in the past three years, according to the Lakes Carriers' Association. Due to the larger ships coming out each year, the increase in tonnage does not result in an increase in jobs.

With all the ships laying up this cold winter, for a switch, notice went out Feb. 4 to the crew of the *M/V Richard Reiss* (American Steamship) asking them to report in mid-February to fit-out the vessel. The *Reiss* will begin running Mar. 1 carrying much-needed coal from Toledo, Ohio to Detroit.

Buffalo

Blizzards and driving winds created a state of emergency in Buffalo, N.Y. by Feb. 1, leaving motorists stranded in their cars and people trapped in their homes without supplies. As a result of the severe winter, one of the worst in Buffalo's history, the SIU Hall has been periodically closed along with other places of business and schools.

Frankfort

Paul Allers, the captain of the ferry responsible for stocking Lake Huron's Mackinac Island with beer and food for the winter was featured in a recent article in the Detroit Free Press. Brother Allers, a full book SIU member, had to steer the *M/V Huron* (Arnold Transit) around huge chunks of ice in December while bringing in the last supplies before the freeze. "This is the earliest I've seen the ice in all the 20 years I've been sailing to the island," he said.

Sure enough, the boat laid up in January. Four to six weeks after the ferry stops running, the islanders can travel over the ice by snowmobile, horseback or foot to St. Ignace on the Upper Michigan Peninsula.

The carferry *M/V Viking* got stuck on the ice inside the breakwall in Frankfort, Mich. on Jan. 29 when it was leaving that port with a load of rail cars and passengers headed for Kewaunee, Wisc. Four days later on Feb. 1 it was freed by Coast Guard ice-breakers and returned to Frankfort to take on more freight cars and let the passengers off.

After the *Viking* took off again that same day, it got stuck on the ice outside the breakwall and didn't get free until the next morning. Nevertheless, the carferry will continue to run through the winter.



I've decided to spend my vacations right here on board.

IMCO Committee Stresses Need for Survival Techniques

Seafarers of all nations should be trained in personal survival techniques before going to sea, according to the Sub-Committee on the Standards of Training and Watchkeeping of the Intergovernmental Maritime Consultative Organization (IMCO). At the Sub-Committee's 9th session held in London, Dec. 13-17, it also recommended strict international requirements for certifying seafarers in the use of survival craft.

The Sub-Committee of IMCO, an agency of the UN, has been meeting over a four year period to draft international standards for the training of maritime personnel. Two more sessions remain before the Sub-Committee presents its recommendations to IMCO in 1978. At that time, the proposals covering the whole range of training for maritime personnel will be worked into a treaty that will become international law if enough countries sign.

The recommended training in personal survival techniques would require that all first-trip seafarers be given practical instruction in putting on a life jacket, entering the water and swimming with a life jacket on, boarding liferafts and lifeboats from the water, and operating and maintaining survival craft. Recommendations for instruction in all aspects of emergency situations and how to survive during an accident at sea were also outlined.

Earl "Bull" Shepard, SIU Atlantic Coast vice president attended the London meeting as a State Department-designated advisor representing labor. Robert Kalmus, director of vocational education at the Lundeberg School in Piney Point, Md. was also present.

Kalmus noted that in many instances, the requirements for training in survival techniques were more stringent than present U.S. regulations. "This means the American maritime community will have much work to do to come up to future world standards," he said. He pointed out that the Lundeberg School already gives future SIU Seafarers safety training, as well as basic training in entry skills in the deck, engine and galley departments.

During the same session, the Sub-Committee on Standards of Training and Watchkeeping recommended that a

seaman have a minimum age of 17½ with 12 months of sea service in order to qualify for certification in survival craft, or nine months sea service following completion of an approved training course.

The Sub-Committee also discussed where the new safety and training regulations would apply. Such treaties at sea usually do not hold for "designated near coastal waters" because sailors in domestic trade may not need as much training as those on deep sea vessels. However, there has been a lot of debate as to how far out "designated near coastal waters" extend. After a long discussion, the Sub-Committee tightened up the definition to mean waters just off the flag state's shore or near neighboring states' shores. This would prevent unqualified seafarers from bringing their vessels into international waters, or for that matter into American territorial waters as well.

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."

Ice Lays Up Presque Isle



In early January, even the SIU-contracted tug-barge combination *Presque Isle* (Litton Great Lakes) was forced to lay up earlier than scheduled after getting stuck several times in the ice-clogged turns of the St. Mary's River. The 1000-foot bulk carrier arrived covered with ice at its winter home, the frozen port of Milwaukee, Wisc.

Washington Activities



By B. Roeder

Policy for the maritime industry is determined by the laws passed by Congress and signed by the President, regulations from the Coast Guard, and funding through the Maritime Administration. The maritime industry must be alert at all times to hearings and planning meetings and must maintain close contact with members of Congress, their staffs, and the agencies to present their views and make information available about their needs.

Listed below are some of the new appointments and activities which affect the industry.

NEW CHAIRMAN OF MERCHANT MARINE COMMITTEE

The Merchant Marine and Fisheries Committee of the House of Representatives, which has a key role in all bills relating to the maritime industry, has a new chairman. Rep. John Murphy (D-N.Y.) is replacing Leonor Sullivan, who retired at the end of the 94th Congress.

Chairman Murphy, from the 16th District, has served on the Merchant Marine Committee for 14 years and has been chairman of the subcommittees on Coast Guard, Oceanography, Panama Canal and the Select Committee on Outer Continental Shelf.

Rep. Murphy has lent his support over the years to the fight to keep the Public Health Service Hospitals open, against repeated attempts by the Administration to close them. The Staten Island facility, in his district, is one of the eight remaining hospitals.

Murphy was the chief sponsor of the 1976 House bill on the outer continental shelf, a bill to revise procedures for development of Federal offshore oil and gas resources. The bill, and its "buy-American" Murphy amendment, died in September in the adjournment rush.

CARGO PREFERENCE

Three bills have been introduced to require that up to 30 percent of our oil imports be carried in U.S.-flag ships.

Chairman Murphy, who has stated that cargo preference is one of the priorities for the Merchant Marine Committee, is the author of one of two House bills. Rep. William Whitehurst (R-Va.) has introduced an identical bill. The third was introduced in the Senate by Sen. Ernest Hollings (D-S.C.).

The House bills have been referred to the Merchant Marine and Fisheries Committee and Senator Hollings' bill will be sent to the Senate Commerce Committee. No hearings have been scheduled.

SIU President Paul Hall, testifying last month before the Senate Commerce Committee on recent oil spills, urged Congress to require that more oil be shipped on American tankers with their better trained American seamen.

ADAMS ORDERS STUDY OF TANKER REGULATIONS

Closely following the recent Senate investigation into foreign-flag tanker accidents, Transportation Secretary Brock Adams has appointed a Marine Safety Task Force to review all regulations dealing with tankers operating in U.S. waters in order to insure the highest possible standards of safety.

At the same time, Secretary Adams announced the issuance of safety regulations which set a minimum level of proper navigation practice and equipment for all vessels of 1,600 or more gross tons operating in U.S. navigable waters.

In issuing regulations to increase marine safety, the secretary called the current frequency of tanker accidents in U.S. waters "intolerable."

BLACKWELL ASKED TO STAY ON AT MARAD

Robert Blackwell, assistant secretary of commerce for maritime affairs since 1972, has been asked to stay on as head of the Maritime Administration, the agency which administers operating and construction differential subsidies and Title XI loans.

When a new President takes office, appointed officials from the previous Administration usually resign, allowing the President to make his own appointments.

WRITING TO YOUR REPRESENTATIVE

If you wish to express your views to elected representatives on matters of concern to you, the correct form for addressing letters is:

| | | |
|--------------------------------|----|-------------------------|
| The Honorable (Senator's Name) | or | (Representative's Name) |
| Senate Office Building | | House Office Building |
| Washington, D.C. 20510 | | Washington, D.C. 20515 |
| Senate Committees 20510 | | House Committees 20515 |

Increase your influence by describing yourself as:

- 1) A constituent
- 2) a voter (also campaign contributor, precinct worker, etc.)
- 3) a taxpayer (union member, homeowner, etc.)
- 4) an active citizen (member of civic group, veterans' or religious organization).

When writing to congressmen not your own, mention family, friends or business interests you have in the districts or states served by them.



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.

PHS System Needs More Funds for Full Service

The USPHS system may have to begin cutting back on personnel and services the end of this month unless it gets some kind of commitment from Congress for supplemental appropriations of \$10 million to cover increased medical and operational costs this year.

The hospitals' budget for fiscal year 1977 had been set by Congress at \$128 million last year. The request for the additional funds now sits with the House and Senate Appropriations Committees.

The hospitals do not need the extra funds immediately, but they must have at least a promise that the money will be forthcoming later this year.

If they do not get that promise soon, the hospitals will be forced to cut back in preparation for the projected fiscal shortcomings months from now. However, USPHS has not announced where the manpower and service cuts would be made.

In other news involving the USPHS system, the Department of Health,

Education and Welfare has finally submitted, four months late, a study it conducted to determine the cost of modernization for the eight USPHS Hospitals. Congress has been holding back on allocating appropriations for modernization of the facilities while waiting for HEW's belated cost projections.

The modernization costs, which are expected to be about \$120 million, would include funds to move the Galveston USPHS Hospital from its present site to the abandoned Space Memorial Hospital also in Galveston.

However, bids on the abandoned hospital are expected to be called early next month, which leaves Congress little time to evaluate HEW's cost study and then act on it.

In the meantime, the SIU will be working in Congress to cut some red tape so the opportunity of acquiring the modern Space Memorial facility does not elude the USPHS system.

Despite the latest problems facing

the USPHS Hospitals, the serious threats to the system's survival posed by HEW's continuous attempts to shut it down seem to have passed.

USPHS Contributions

Although HEW will probably continue its fight to close the eight remaining hospitals, Congress is aware of the hospitals' contributions to local health needs and has publicly stated it intends to keep the hospitals open.

This staunch Congressional support for the system emerged out of hearings conducted several months back by the House Committee on Appropriations investigating the need for keeping the hospitals operating.

At that time, the Committee concluded that "the eight general care hospitals of the USPHS system are an invaluable resource for the use in dealing with the health needs of this nation." And the Committee noted emphatically that "the high quality of their operation, training and research

programs and the care they provide their beneficiaries, despite constant attempts by the Department of Health, Education and Welfare to undermine the system, is a tremendous tribute to the hospitals, staffs and the officers of the USPHS system."

The Committee condemned HEW's attempts "to thwart the will of Congress by seeking termination of the system," and affirmed that "the weight of evidence in these hearings makes it abundantly clear that to close any single one of the eight hospitals would be irresponsible and unconscionable."

The Committee strongly suggested that instead of trying to close the USPHS Hospitals, HEW should use its energy "to develop an adequate well-expressed continuation policy which includes expansion of needed services and the retention of competent staff with assurances to beneficiaries that they will not be shoved from pillar to post under an uncertain process of contract care."

The Old Brooklyn, New York Navy Yard: A Study in

Especially on one of those dark grey cloudy days, when an early winter wind would whip up thousands of tell-tale whitecaps in New York harbor, you could stand alone in eerie silence in the abandoned Brooklyn Navy Yard and hear the faint, forgotten echoes of workmen's hammers as they built the most famous ships in America's history.

You might have heard clanging on

the bulkheads of the legendary battleship *Maine*, blown up in Havana harbor in 1898; or the *U.S.S. Arizona*, sunk in the Japanese attack on Pearl Harbor in 1941; or the *U.S.S. Missouri*, aboard which the Japanese formally surrendered, closing one of the darkest chapters in the history of mankind, World War II.

But that was all in the past and pre-

tend the year is now 1966, the Brooklyn Navy Yard's 165th, and what many believe is its last birthday. It is in that year that the U.S. Navy Department pulls up stakes leaving the Yard to New York's sizeable pigeon population.

The Navy left the Yard a sad shell of its great historic past. It was like a vast steel and cement ghost town with wind-swept leaves feigning tumbleweed and

its huge empty graving docks serving as a Boot Hill for the nation's naval past.

With the Yard's closing, there were various plans for its use including turning it into a vast industrial park. One city planner even wanted to build a new house of detention there. Nothing came of these plans, though, whether it was due to a lack of funds or lack of initiative—or maybe it was fate.

Fortunately, in late 1969 the Brooklyn Navy Yard was resurrected for the work it had been meant to do. Seatrain Shipbuilding, a subsidiary of the SIU-contracted Seatrain Lines, leased a large part of the Yard from New York City to build ships unlike any ever built there before—giant ships called supertankers. All the ships would be built under the auspices of the SIU-backed Merchant Marine Act of 1970.

Before long, the Navy Yard was alive with activity again as nearly 2,500 SIU-affiliated United Industrial Workers, hired mostly from the surrounding hard-pressed areas of Brooklyn, worked on the first of four 225,000-ton supertankers slated to be built at the Yard.

The first ship, appropriately named the *Brooklyn*, was launched in July 1973 and became the largest merchant vessel ever built in the United States.

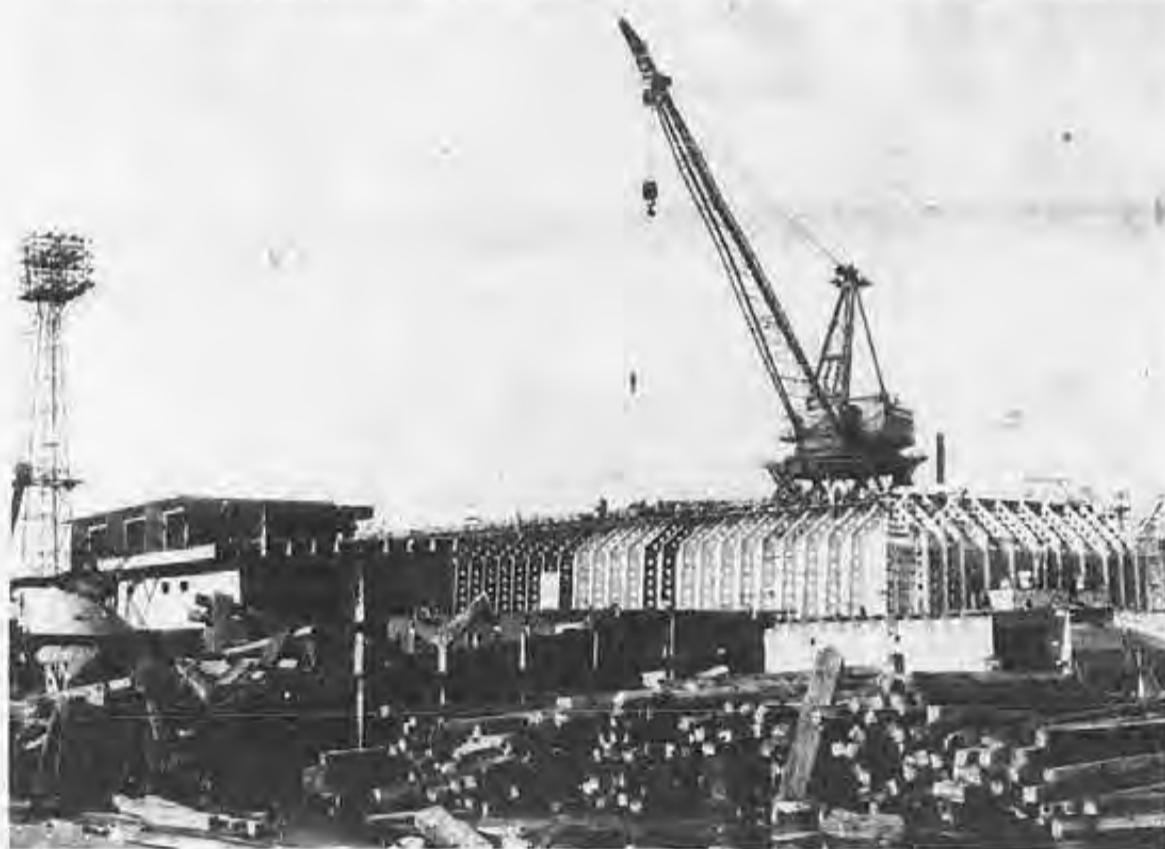
Her sistership, the *Williamsburgh*, was launched and put into service the following year, and it appeared that the Brooklyn Navy Yard was well on its way to a new career as a merchant shipyard.

However, in late 1974, a serious dip



(PHOTO PILOT: JAY BECK)

Here's a bird's eye aerial view of the Yard this month. Note the *TT Stuyvesant* (left) and the *TT Manhattan* (center).



The barge *Antoine* under construction is nearly in the completion stage.



Looking at a front view of the supertanker *TT Manhattan* undergoing modifications to her icebreaking bow.



Entrance to the main administration building of the Seatrain Shipbuilding Corp. in the Yard.



Toolroom Supervisor Stenio Augustin in the window takes orders from Welders Joseph Poole III, (left) and Michael Hodelin on Feb. 17.

Progress From An Exciting Past to a Bright Future

in the world tanker market, coupled with President Ford's pocket veto of the Energy Transportation Security Act, which would have reserved 30 percent of all U.S. oil imports for U.S.-flag tankers, brought operations at the Yard to a halt. Left unfinished were the *Brooklyn's* sisterships, *Stuyvesant* and *Bay Ridge*.

During this idle period for the Yard, the SIU negotiated for several months with government officials and eventually was instrumental in securing a \$40 million loan for Seatrain to complete the ships. Most of the laid-off men returned to work, but the future of the Yard was still in doubt.

Soon after, though, the Yard won a \$20 million contract to build eight 370-foot seabarges for Bulk Food Carriers of San Francisco, and the Yard again was on the road to recovery. That was about a year-and-a-half ago.

Today, business is booming at the Yard and UIW members are busier than ever. Work is nearly completed on the supertanker *Stuyvesant*, and the *Bay Ridge* is more than half done.

In addition, the Yard has won recent contracts to build six various types of oceangoing barges at a cost of nearly \$53 million.

Among these barges will be two triple-decked roll on/roll off barges, built as part of a unique tug-barge system. The huge vessels, capable of carrying all kinds of wheeled commercial and military equipment, will be 568 feet in length, 85 feet wide and will draw 13 feet.

The contracts also include one 440-foot self propelled roll on/roll off container barge for Cove Carriers; two 438-foot oceangoing barges for Union Carbide, and one 300-foot ocean barge for McAllister Brothers of New York.

In addition to this work, UIW members are removing the ice-breaker bow of the SIU-contracted tanker *Manhattan*, once the largest ship in the U.S. merchant fleet.

The Yard also has a contract to



Welder Edgar Hoper (above photo on left) welds on the inside of a bulkhead of the *TT Bay Ridge* in one of the fabrication sheds at the Yard. While (above right) Insulator Darryl White unloads pipe insulation off a truck to be used in the *TT Stuyvesant*. Below (left) Painter Errol Mayers takes a break while painting *TT Stuyvesant*. And below (right), next to a snowdrift, is the administration bldg. of the SIU-affiliated United Industrial Workers (UIW) of North America.



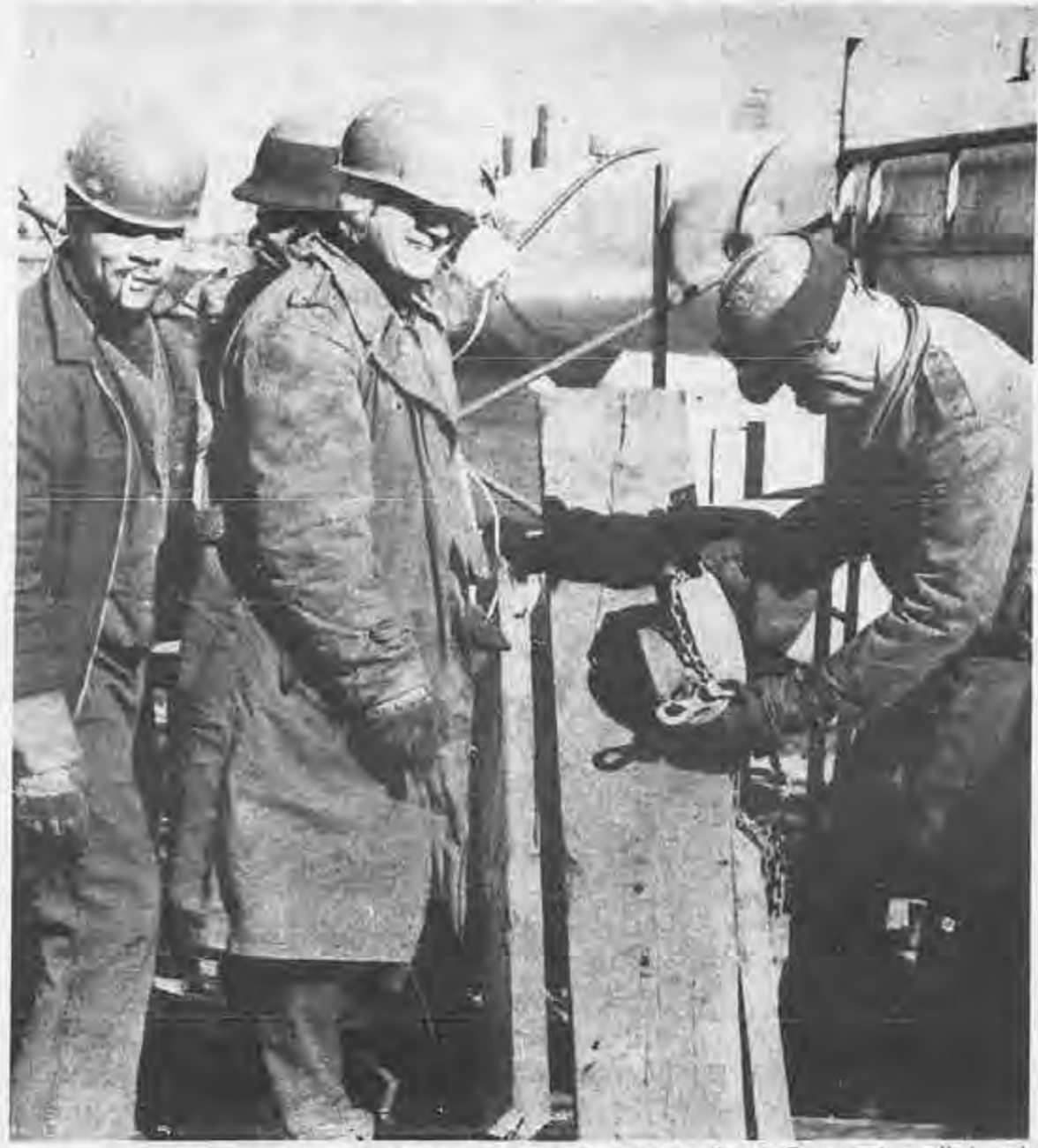
modify an oceangoing deck barge for use in carrying coal.

The Brooklyn Navy Yard, which for 165 years built 26 different kinds of warships, and at the height of its activ-

ity in World War II employed 72,000 men and women in the war effort, is now a major contributor to the U.S. merchant marine.

If you go there today, and simply

close your eyes and listen to the noisy, metallic work, you can also experience the historian's pen as a new chapter is written in the incredible life of the Brooklyn Navy Yard.



Installing a pipe on the *TT Stuyvesant* (photo on left) is Pipefitter Bob Horstmann. In center photo Carpenters (l. to r.) Rene Jeantine, Osmond Kalaba and John Knott strip No. 3 tank on the *TT Stuyvesant*. At right, is the *TT Stuyvesant* which is nearing completion.

Overseas Natalie Committee



Paying off last month at Stapleton Anchorage, S.I., N.Y. was the crew and the Ship's Committee of the *SS Overseas Natalie* (Maritime Overseas) of (l. to r.): Chief Steward Frank Paylor, secretary-reporter; Educational Director Clotus Sullivan; Steward Delegate Don Richards, and Engine Delegate G. Garza.

American Heritage Committee



On Jan. 18 on her maiden voyage out of the West Coast, the new tanker *ST American Heritage* (Westchester Marine) paid off her SIU crew at Stapleton Anchorage, S.I., N.Y. Her Ship's Committee are (l. to r.): Steward Delegate Don Knoles; Engine Delegate George R. Rogers; Deck Delegate Bob Ray; Recertified Bosun Billy Mitchell, ship's chairman, and Chief Steward John Shields, secretary-reporter.

John B. Waterman Committee



Seated around a mess table of the *SS John B. Waterman* (Waterman) at a payoff recently in the port of Baltimore is the Ship's Committee of, clockwise from foreground left: Bosun C. C. Smith, ship's chairman; Engine Delegate Louis Juneau; Chief Steward L. W. Franlin, secretary-reporter; Steward Delegate Tom Buckley, and Deck Delegate Robert Favolora.

Manhattan Committee



Having her bow modified at the Seatrain shipbuilding facility at the old Brooklyn (N.Y.) Navy Yard, was the *TT Manhattan* (Hudson Waterways) in the middle of last month. Part of her crew and the Ship's Committee are (l. to r.): Engine Delegate S. Plaisance; Recertified Bosun David Dickinson, ship's chairman; Chief Steward M. J. Mundine, secretary-reporter; Saloon Messman Charles Hall; Deck Delegate Teddy McDuffie, and Steward Delegate Rainey Tate.

San Juan Committee



Ready to get off the *SS San Juan* (Puerto Rico Marine) after a payoff in Port Elizabeth, N.J. recently is the Ship's Committee of (l. to r.): Steward Delegate Julio Rivera; Deck Delegate D. Manzanet; Recertified Bosun Robert Gorbea, ship's chairman, and Engine Delegate C. Garcia.

Sea-Land Galloway Committee



SIU Patrolmen Teddy Babkowski (seated left) and George Ripoll (seated right) do their paperwork aboard the *SS Sea-Land Galloway* at Port Elizabeth, N.J. In the background is the Ship's Committee (l. to r.) of: Steward Delegate Aristedes Karis; Engine Delegate Alan Gardner; Recertified Bosun George Burke, ship's chairman, and Deck Delegate Ken Nuotio.



SS St. Louis

The Merry Christmas Day menu to end all holiday menus at sea was had on the *SS St. Louis* (Sea-Land) on Dec. 25 starting with a breakfast of honeydew melon, stewed peaches, baked apple, Wheatena, Cream of Wheat, fried oysters, smoked herring, Southern fried chicken giblets, chicken livers, Shirred eggs Bayonnaise, minced salmon omelet and griddle cakes with maple syrup.

For dinner, consomme supreme, broiled halibut steak with maitre d'hotel sauce, Vermont turkey stuffed with pecans and oysters, smoked Virginia ham with champagne sauce, beef ribs, candied yams, cauliflower, broccoli, lemon meringue pie and fruit cake were featured.

If you were still hungry, filet mignon in mushroom sauce, salmon salad, cheeses, dates and figs could be eaten for supper.

Afterwards, Recertified Bosun Alan E. Whitman, Engine Delegate Ken H. Bowman and the entire crew gave a vote of thanks to the steward department for the three superb, beautiful Christmas Day meals and for a well-run department.

Chief Steward Theodore R. Goodman thanked his department and the crew for a beautiful six months of sailing without a beef. Chief Cook Frank Adkins, getting off to start his own business, will be missed by all since "the man's food is great." Departing Steward Delegate Fritzbert A. Stephen also will be missed, an "all around good man."

The ship was expected to pay off on Feb. 26 in Rotterdam.

Juneau, Alaska

A recently completed Coast Guard marine radio communications antenna on Tuklung Mountain, Cape Constantine, near the Kodiak Rescue Center, will aid Seafarers sailing in Bristol Bay north of the Aleutians.

The improved remote control communications link is part of a U.S. project to cover all coastlines in the country. Another antenna will be put up on Cape Gull near Kodiak by spring.

New Orleans

On Maritime Sunday here on Mar. 13, the SIU will place a memorial wreath in the Mississippi across from St. Louis Cathedral in honor of those seafarers who lost their lives at sea.

At 10 a.m. a Mass for the departed seafarers will be offered up by Archbishop Philip M. Hannan in the cathedral.

Port Chaplain the Rev. Donald F. Grady, S.J., who attends and gives the invocation at MTD meetings here, said "The purpose of this Maritime Sunday observance is to honor those men and women who spend their lives sailing the seas of the world and bring cargo of all kinds to this port. It is also to ask God's blessings and protection on all seamen, whose work is often hazardous."

Atlanta, Ga.

The doctors who finally diagnosed the cause of the American Legionnaires disease which took the lives of many of those attending a convention in Philadelphia last year were USPHS doctors presently operating out of the U.S. Communicable Disease Control Center in Atlanta, Ga. The head of those physicians is Dr. A. Merriweather.

New York

Author and AB John T. "Jack" Kelly, 54, of Ozone Park, Queens, N.Y. will have his first autobiographical book "Escape to the Sea" published in the late spring by Exposition Press of Hicksville, L.I., N.Y.

The Brooklyn-born Seafarer, who joined the SIU in the port of New York in 1970, brings everything topside in his book which tells what attracts a man to go to sea. Excursions in ports near and far are described and the essence of the sea's healing powers on the mind and the psyche are captured by the author.

SS Delta Brasil, Norte, Paraguay, Uruguay, Mar

The U.S. Coast Guard has awarded AMVER pennants to the SIU-contracted *SS Delta Brasil*, *SS Delta Norte* and the *SS Delta Paraguay* (all Delta Line) for their lifesaving roles in the Automated Mutual Assistance Vessel Rescue System (AMVER).

These were the second such awards for the *Delta Brasil* and the *Delta Norte*. The AMVER voluntary communications program develops and perfects rapid search and rescue operations for stricken ships and crews in the oceans of the world. It has resulted in reducing the number of MAYDAY calls for help from vessels in out-of-the-way positions and in cutting time lost for ships answering the calls.

The LASH container ship, the *SS Delta Mar* (Delta Line) inaugurated a new run late last month from the Gulf to the Venezuelan ports of Guanta and Puerto La Cruz.

Helping to create for the Seafarers the warm spirit of Christmas at home far from family and friends on that day aboard the *SS Delta Uruguay* enroute to the port of Dakar, Senegal was the International Seamen's Center of the port of Houston.

Playing Santa during the holiday season, the center had a gift for each crew-member waiting for him under the Yuletide tree in the ship's recreation room.

Some of those Seafarers who got gifts were Brothers OS Brian D. Hubbell and Daniel H. Gemeiner, Cook and Baker Thomas Fields, Chief Cook Willie Patterson, Third Cook Neville Johnson Jr., Messmen James Henderson and Jimmie Jones, and Wiper Michael S. Pell.

SS Overseas Alice

Going aground in an ice-clogged channel off the port of Baltimore late last month was the tanker *SS Overseas Alice* (Maritime Overseas) carrying almost 6-million gallons of gasoline.

The Coast Guard reported that no gasoline was spilled into the waters and that the ship's hull apparently had not been damaged.

Deep Sea Mining Issue at UN Law of the Sea Confab in May

When the next general session of the United Nations' Law of the Sea Conference — which former Secretary of State Henry Kissinger once called "one of the most comprehensive and critical negotiations in history" — convenes in New York City this May, tops on the list of things to be settled will undoubtedly be the controversial deep sea mining issue.

On one side of the mining issue sits the industrialized nations with deep sea mining capabilities, such as, the U.S., Japan, Russia and others who are anxious to begin retrieving some of the estimated \$3 trillion worth of manganese nodules just waiting to be scooped up off the ocean's floor. These nodules contain nickel, copper, cobalt and other important minerals.

On the other side of the issue is a solid political block of mostly underdeveloped nations, known as the Group of 77, which want a monopolistic international authority to exert effective

controls over marketing and production of the seabed minerals. The Group of 77, which is now composed of about 100 nations, feels that if such an all-powerful authority is not formulated, the economies of developing nations, largely dependent on the land-based production of the same minerals contained in the sunken nodules, would be in serious jeopardy.

At the last general session of the conference six months ago, a group of nations including the United States introduced a compromise which would give industrialized nations access to only one half of the manganese nodule fields, while leaving the balance of the fields to be developed by the International Seabed Authority. The compromise also included a temporary production limit to protect land-based nickel producers.

At the start of the session, the Group of 77 flatly refused to accept the compromise, and instead tried to introduce

proposals to place all seabed mining under the auspices of the Seabed Authority. However, by the end of the session, the Group of 77 seemed to be taking a more moderate position on the proposal. Still nothing final was worked out.

In the May 1977 session of the Law of the Sea Conference, the half-and-half compromise may again be introduced and this time it may be ratified.

If the mining issue, which has been the major stumbling block throughout the four-year history of the conference, is finally decided, other outstanding disputes would probably fall into line quickly thereafter. In fact, a number of major issues, including proposals for a 12-mile territorial sea limit, a 200-mile economic zone in which coastal nations would have sovereign rights to fish and oil, the principle of unimpeded passage, and provisions on ocean pollution and scientific research, have in general been agreed upon. If all the chips finally fall

into order in the May session—a very tall order—150 countries could be signing a treaty covering 400 international laws of the sea.

Whether the upcoming session ends in success or failure the U.S. will have a new man, former Secretary of Commerce Elliot Richardson, to represent the nation at the conference. President Jimmy Carter, who made the appointment, said that "although there has been some progress" in the sessions in Geneva, Caracas and New York, "many important issues remain. At stake are competing national interests in freedom of navigation and use of the seas in ocean resources development, in the advancement of ocean science and in environmental protection."

In addition to his most recent post as secretary of commerce, Richardson has served other administrations as attorney general, secretary of defense, and under secretary of state.



Inland operations at a number of SIU ports on the rivers and the Atlantic Coast have been affected by this year's severe winter weather. Here are some of the reports which we have received.

Norfolk

The SIU-contracted Penn Central Railroad tugs were out of service for 10 days due to ice on the Chesapeake Bay, but they are back in operation now.

A new three-year contract has just been signed with W. P. Hunt Co., a local oil transfer operation. The new contract contains significant increases in wages and fringe benefits as well as improved working conditions.

Boston

The Cape Cod Canal was closed down early this month for the first time in six years. All local marine traffic had to take the long route around Nantucket, adding about two days to the trip time in and out of Boston.

St. Louis

The Mississippi River below St. Louis to Cairo, Ill. was closed for much of January and February due to an 80-mile long ice jam which halted navigation. The Illinois Waterway above St. Louis to Chicago was virtually closed, as very few tows were able to make any headway through the heavy ice.

Baltimore

Ice on the harbor here is the worst it has ever been. SIU members, especially those working for Curtis Bay Towing, are getting a lot of experience at ice-breaking.

Philadelphia

SIU Tug Boatmen were working longer hours than usual as their boats attempted to clear passages through the six-foot-thick ice on Delaware Bay.

New Orleans

The halting of navigation on the Mississippi and Illinois Rivers due to ice has been felt 1,000 miles to the south. Empty grain ships are backing up and grain elevators are operating at half capacity while the port waits for ice-bound grain barges to arrive.

After her yearly one-month lay-up, the *Delta Queen* has begun her 1977 season with a round trip cruise from New Orleans to Memphis. The SIU-contracted overnight excursion boat will operate in New Orleans and the Lower Mississippi area during the spring months.

Jacksonville

Caribe Towing has just crewed its newest and biggest boat, the 7,000 hp. tug *Hunter*. The *Hunter* will operate on a container barge run from Jacksonville to Panama.

Houston

The SIU-contracted G & H Towing Co. has transferred its newest boat, the *Phillip K*, to its Corpus Christi ship-docking operation. The company expects delivery of the *C. R. Hayden*, a sister boat to the *Phillip K*, some time in April.

Paducah

Once again a lock on the Ohio River near Paducah has been damaged and traffic through the port has been slowed or halted. This month Lock 50, sixty miles upriver from Paducah, was closed for two weeks while damage to 14 dam wickets was being repaired. The wickets were damaged by a helpful towboat which was attempting to clear them of ice.

As a result of all this bad weather, which has hampered or totally stopped operations in some areas causing millions of dollars in losses to operators, increases in barge rates may be necessary later this year, according to many towboat companies.

A spokesman for the operators said that "no one knows at this point what the rate increases may be until the total impact of the winter is felt." But he added that shippers could expect the increases as soon as barge operations get back into full gear after the spring thaw.

A Dream Comes True for Young SIU Boatman

When John Woodburn stepped into the St. Louis SIU Hall back in the spring of 1975, he never expected to become a towboatman. "I had this vague dream of going to sea," he explains. He soon found, however, that his best opportunity lay in attending the Inland Entry Program for deckhand/tankerman at the Lundeberg School. He has not regretted his decision.

"I like the job a lot," says Brother Woodburn, who has been working as a tankerman on SIU-contracted boats



for a year-and-a-half now. "I've always loved the water and being outdoors. And I like to be on the move." He could hardly have found a more suitable line of work.

Brother Woodburn's work for National Marine Service and Dixie Carriers has taken him over many miles of inland waterways. He likes to talk about the different rivers he's worked on, which so far include the Lower Mississippi, the Ohio, the Illinois, the Gulf Intracoastal Waterway, and even the Arkansas, on which very few SIU members have had occasion to work.

So far the Ohio wins Boatman Woodburn's prize for the most beautiful river. "The banks are lined with rolling hills, and the water is so clear in places that you can actually see the bottom." But he suspects that the Ohio may lose the prize if he ever takes his dream trip on the Upper Mississippi in springtime.

Another river that interests Brother Woodburn is the Warrior, which runs through Alabama. Why such an obscure choice? "Because I've heard the Warrior is a fierce river to run, very twisting and with a swift current," replies the adventurous young Boatman.

Brother Woodburn encounters a different sort of adventure on the Gulf Intracoastal Waterway, where his work frequently takes him. "The mosquitoes down there are big enough to kill a cow," laments the Midwesterner, "and we often see alligators. Once, while loading barges at Pecan Island in Louisiana, I saw four of them lounging around within 20-feet of the dock." He's had plenty of run-ins with mosquitoes, but so far the alligators have left him alone.



Boatman Woodburn received his tankerman's license within two months of his graduation from the Lundeberg School. He enjoys his work and discusses it in a most professional way, but he is ready to move on to bigger things. Consequently, he plans to attend the next Towboat Operator Course at the Lundeberg School.

"I know I'll get my license if I go to Piney Point," he declares. "I got my GED there, and I know how helpful the teachers can be. They really go out of their way to make sure people pass."

Brother Woodburn gives all the usual reasons for wanting to upgrade to the wheelhouse: higher pay, job security, and increased job satisfaction. What will he do with the fatter paycheck which he will some day receive as a towboat captain or pilot?

"I hope to buy a farm, maybe somewhere near the Ohio River," he says. With the drive and determination that he has shown in his new career, Boatman John Woodburn will surely be Farmer John Woodburn one day.



I Don't Care What Your Hobby Is, Fenwick, You Can't Bring That Animal Aboard!

Come June, Call '69 Scholarship Winner, Dr. Pucevich

"I had a good time in college," Maria Valiente Pucevich told the *Log* in a recent interview. The 1969 SIU scholarship winner attended the University of New Orleans and majored in medical technology. After college she went to medical school and is now in her last year at Tulane University Medical School in New Orleans. Come June, she will be called Dr. Pucevich.

"I never thought about anything else but college when I was growing up," the daughter of former Seafarer Arturo Valiente explained. "If you don't go, you limit yourself. After high school, I would have had to take a boring job. Instead, I had a chance to meet different people and broaden myself by taking courses outside my field. Each new semester, with new courses and classmates, was like a whole new change of scenery.

"Because of the scholarship, I didn't have to work while at school, so I was able to devote full time to my studies and have an active social life besides," Mrs. Pucevich added.

"A Great Idea"

Her first year at school was spent at Sophie Newcomb, the school for women at Tulane University. But the other students were from out of town and lived on campus, which Mrs. Pucevich couldn't afford. "Raising the grant to \$10,000 was a great idea," she noted. (At the time Mrs. Pucevich won the

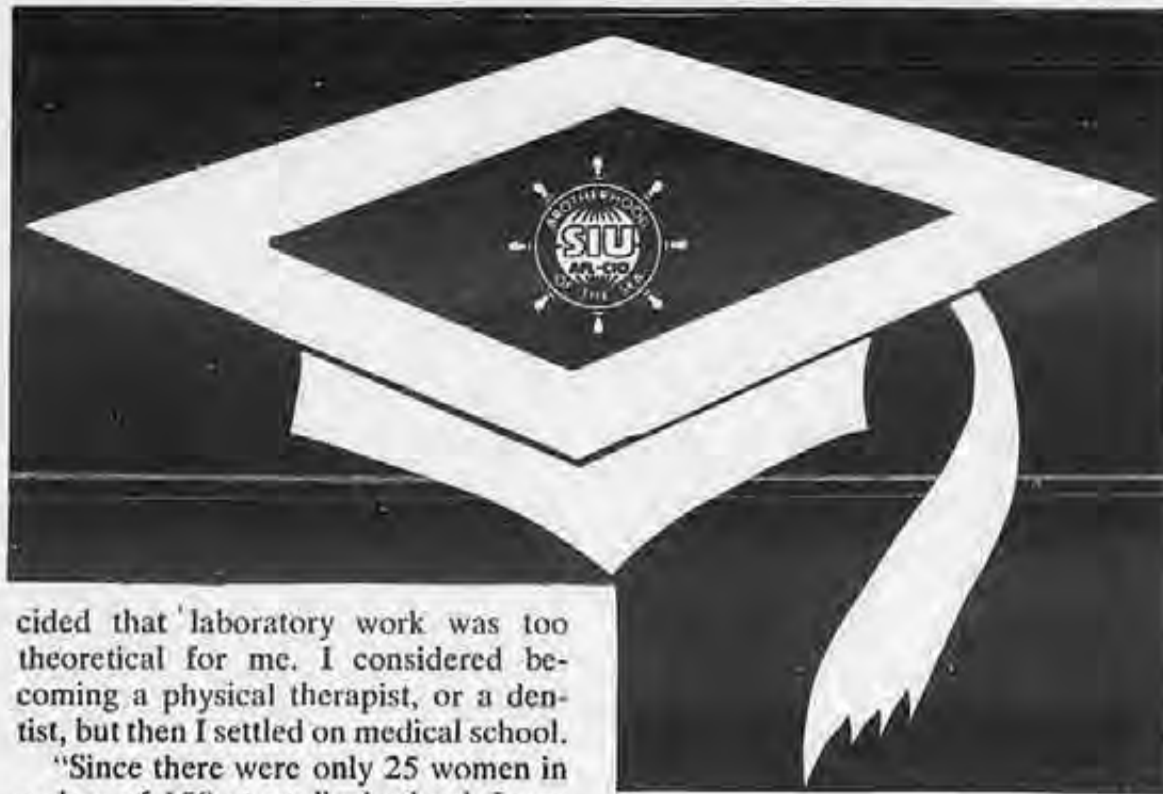


Maria Valiente Pucevich

SIU scholarship, the grant was worth \$6,000.)

Since she felt left out of things at Sophie Newcomb, she switched to the University of New Orleans, where there were other commuting students—many of them high school friends. She majored in medical technology and did exceptionally well in her studies. Encouraged by one of her professors, she decided to apply to medical school.

"In medical technology, you study how to perform the various laboratory tests to identify diseases. It is a challenging and difficult course. But I de-



cidated that laboratory work was too theoretical for me. I considered becoming a physical therapist, or a dentist, but then I settled on medical school.

"Since there were only 25 women in a class of 150 at medical school, I was intimidated at first. But it turned out fine. The students develop a lot in common and you make good friendships." Just last Aug. 27, she married a fellow student, Chuck Pucevich.

Mrs. Pucevich intends to specialize in dermatology, the study of skin diseases, because she is interested in the effects of cosmetics. "Dermatologists make people look better which makes them happy," she said. Right now, she and her husband are waiting to hear from various medical centers where they have applied to do their internships.

Her father, Arturo Valiente, used to sail in the steward department on the passenger ships. When those ships laid up, he went to work in some of the better New Orleans restaurants and his wife went back to work also so he could study accounting at night. He is now working for the Internal Revenue Service.

"I am glad Maria's story will be printed in the *Log*," he said, "because I am grateful that she won the scholarship. I want other Seafarers to know it is possible for their children to go to college as well."

Higher West Coast '77 Porpoise Quota Bid Cheers Tunamen

The U.S. tuna fishing industry received some encouraging news last month when Frank W. Vanderheyden, administrative law judge for the Commerce Department, recommended that the 1977 porpoise mortality quota for West Coast tunamen should be approximately 96,000, which is 18,000 more than the 1976 level. The National Marine and Fisheries Service had previously proposed a 1977 mortality quota of 29,920 which tuna industry officials called "unrealistically low."

Two days after Vanderheyden's recommendations were made public, San Diego Federal Court Judge William Enright lifted the ban on tuna fishermen from using surface swimming porpoise to locate and fish schools of yellow fin tuna. He set a temporary porpoise mortality limit of 10,000 until the NMFS officially sets the 1977 quota sometime next month. He noted that the 10,000 limit "is a reasonable figure to permit the fleet to go fishing now."

Immediately after Judge Enright's

ruling, conservation groups filed an appeal with the U.S. District Court of Appeals in Washington, D.C. which promptly stayed Judge Enright's decision. However, a spokesman for the American Tunaboat Association said that the fleet would remain at sea until a court order was received.

Porpoise Study Begins

Both industry and union officials have agreed for a longtime that the porpoise mortality controversy would continue to go on unsolved until it could be realistically determined how many porpoise actually swim the oceans, and then reasonable quotas set.

Fortunately, such a study has just been launched by the National Oceanic and Atmospheric Administration. The

massive study is being conducted by air and by sea and will attempt to cover the 5-million square miles of the eastern tropical Pacific Ocean.

A spokesman for NOAA said the goal of the survey is to better understand the impact of commercial tuna fishing on porpoise population. The spokesman noted that the "results of the survey will have important implications for the welfare of the porpoise stocks and will strongly influence future fishing regulations for the U.S. tuna fleet."

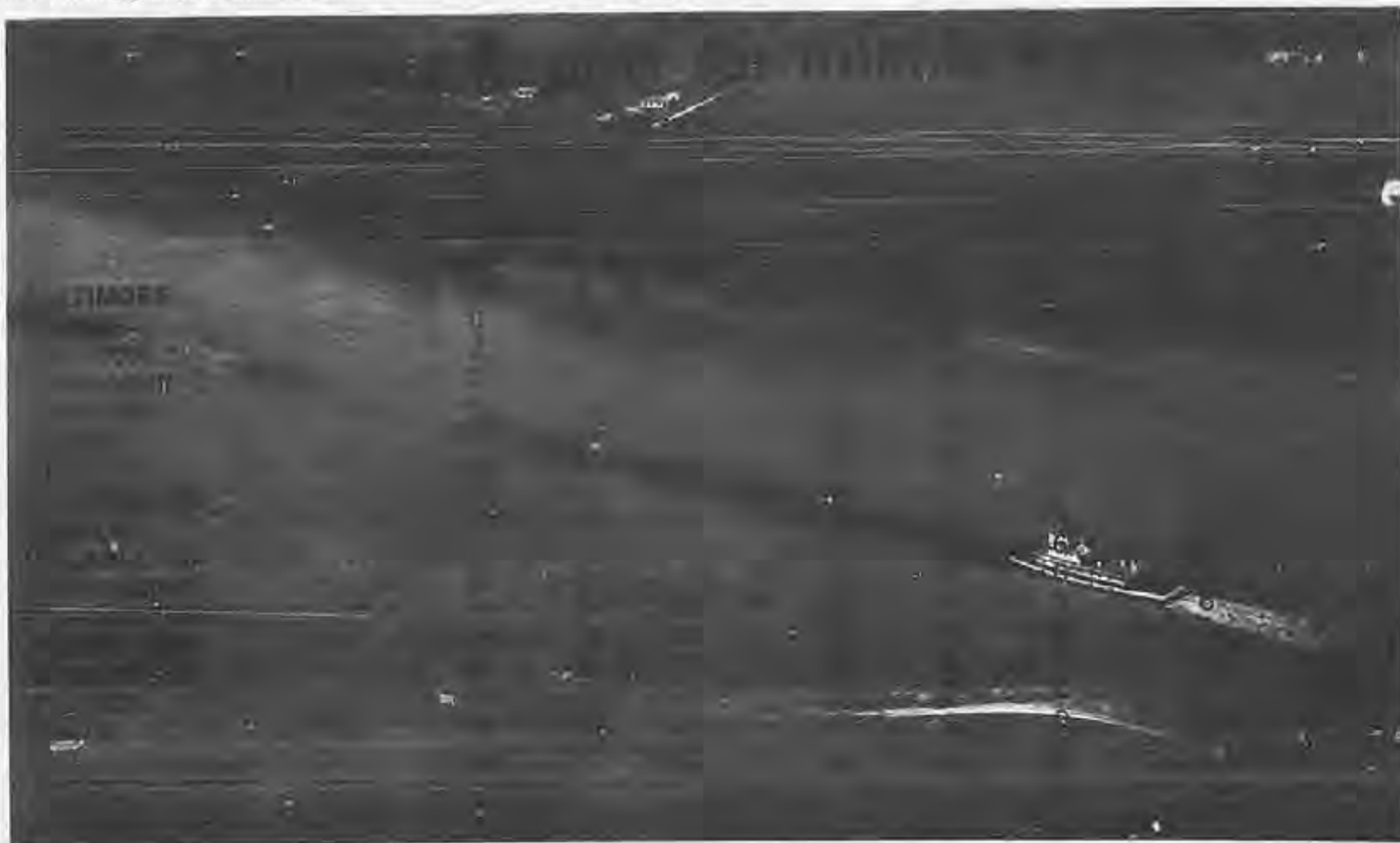
The air survey will be conducted from a longrange Navy plane flying in designated tracklines from airfields in California, Ecuador, Hawaii and French Polynesia.

The NOAA spokesman described the

air operation as follows: "When a porpoise school is sighted, visual estimates will be made by the two observers on watch and the data recorded by another observer riding in the plastic nose of the plane. Pictures will be taken with a 9-inch mapping camera. The airplane will then drop to about 5,000 feet to make species identification, and then resume the trackline."

The seagoing part of the study will be conducted by two research vessels which, combined, are expected to cover 24,000 nautical miles in just over two months time.

It is hoped that the NOAA study, which will cost the Government more than \$330,000, will be a positive step in solving the porpoise mortality question.



Alcoholism

is

a

disease.

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It can

be

treated.

# The All-Alaska Gas Pipeline Makes Sense

How many winter disasters will this nation have to live through before the government comes up with a policy that will insure a steady fuel supply. During this past January and February, factories in the northeast and midwest were forced to close because of lack of natural gas. Thousands of workers were laid off. Homeowners had to lower their thermostats and school children attended classes in their coats and gloves.

Back in the winter of 1973-74 during the Arab oil boycott, there was similar deprivation and shortages. But in three years, federal energy administrators have learned nothing.

Recently, Federal Power Commission Judge Nahum Litt ruled that an all-American route to deliver Alaskan natural gas to markets throughout the United States, proposed by El Paso Alaska Co., was second-best to a gas pipeline across Canada into the U.S.

Fortunately, this ruling is not the last word. The Federal Power Commission must review the decision and

make a recommendation to President Carter by May 1, 1977. The President's choice of a route to move Alaskan gas to the lower 48 states must then be approved by Congress.

**The SIU intends to fight Judge Litt's decision all the way, because no matter how you look at it, it is bad for the nation's security, bad for the economy and bad for the American workers and consumers.**

The Canadian pipeline route favored by Judge Litt would bring Alaskan Prudhoe Bay gas across the Alaskan Wildlife Range through the MacKenzie River Valley in the Canadian Northwest Territory and then down through the Province of Alberta. From the point of view of national security, this leaves a vital source of fuel supply in the hands of a foreign country, which is a mistake. Although Canada and the United States have had friendly relations in the past, the stability of that nation is threatened by the secessionist movement in Quebec.

The Arab oil boycott showed what

relying on other nations for our energy supply can do. Furthermore, during the 1973 Arab-Israeli War, Liberia, a so-called friendly nation, ordered American owned runaway ships under its flag to stay out of the mideast arena. Why take the risk with Canada when an all-American route is available?

Unsettled Canadian native claims and unsettled political arrangements with Canada over the pipeline further complicate the situation. Another problem is crossing the Alaskan Wildlife Range which would threaten an ecologically delicate wilderness area. Billions of dollars spent in construction, and paid for by the American gas consumer, would go to Canada, Japan and Western Europe—not to mention \$7 billion in Canadian taxes. Unfortunately, Judge Litt did not consider these issues.

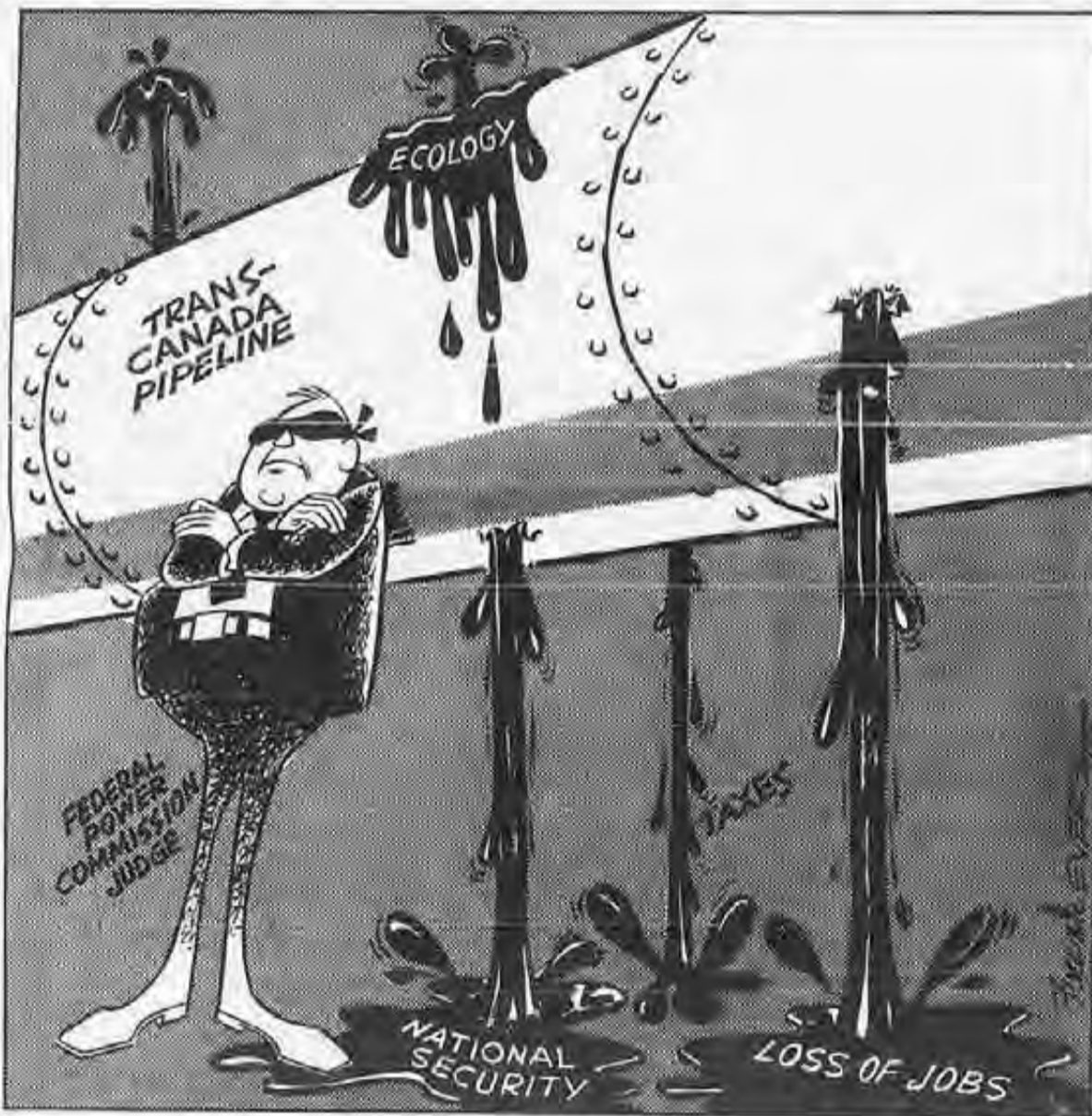
In contrast, the all-Alaska route proposed by El Paso would be fully under U.S. control and would generate 750,000 man years of badly needed jobs for Americans. The gas pipeline would parallel the Alaskan oil line from Prudhoe Bay to Valdez, an area where all the native claim

issues and ecology issues have long since been settled. From Valdez, the gas would be carried in liquefied gas (LNG) ships to the lower 48 states.

The El Paso proposal would require approximately 11 American-flag LNG vessels. Building them would generate 68,673 man years of shipyard employment. Crewing them will require a total of 578 U.S. seamen each year. There will be a demand for American tugs and barges, not to mention construction workers, welders, painters, electricians, engineers and other skilled tradesmen during construction stages of the pipeline and LNG liquefaction plant.

This employment would be created without Federal aid or assistance. As an added benefit, the all-Alaska route would help the U.S. balance of payments and contribute \$10 billion in taxes over the life of the project.

Because of the many benefits, the SIU supports El Paso's proposed all-Alaska route. This route was also endorsed at the 1975 Biennial Convention of the AFL-CIO Maritime Trades Department, which represents 43 AFL-CIO unions and eight million workers.



## BLIND TO THE LEAKS

## Letters to the Editor



HISTORIC PRESERVATION

## Deep Appreciation

I would like very much to express my whole hearted and deep felt appreciation to our Welfare Plan and the Board of Trustees for their help to me while my wife, Anne, was confined in the Medi Center of America with terminal cancer. She passed away on Nov. 18, 1976.

Fraternally,  
James L. Danzey  
Mobile, Ala.

## A Word of Thanks From 'Saki Jack'

I wish to thank all the wonderful patient people that work in the SIU Welfare and Pension Plan.

If they can serve an old cranky seagoat like me, then there is hope for all hands.

I am on pension almost a year now and already miss all my old friends at sea and on the beach around the world. I sailed 43 years, 10 in the blackgang, 10 on deck, and 23 in the steward department. I sailed as carpenter, deck maintenance, ordinary seaman and acting able seaman on deck. Wiper, storekeeper, electrician, oiler, fireman, watertender, and engine maintenance down below. All ratings in the steward department: printer, porter, waiter, bellhop, storekeeper, cabin steward, room steward, deck steward, nite steward, lounge steward, captain's waiter, head waiter, dishwasher, chief cook, 2nd cook, 3rd cook, 4th cook, 5th cook, nite cook and baker, 2nd baker, 3rd baker, chief steward on many cargo and tankships, 2nd steward on Army transports, so you can see I've been through the mill a couple times.

Thank God for the SIU and smooth sailing ahead to all the Brothers in the Union.

Fraternally,  
Jack 'Saki Jack' Dolan  
New Milford, N.Y.

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• ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

## MTD Proposes Program of Progress for American Merchant Marine



At their annual mid-winter meeting, the Executive Board of the Maritime Trades Department of the AFL-CIO declared that the framework for a strong, balanced and competitive U.S. merchant marine already existed and pledged themselves to making sure that the goal was achieved.

A powerful Merchant Marine "was proclaimed a national policy of the United States in the Merchant Marine Act of 1936," the leaders of the 43 affiliated unions explained in their final statement. "This policy was reaffirmed in the Merchant Marine Act of 1970. It further set forth the goal of modernizing and revitalizing the U.S. Merchant Marine."

But the Executive Board members warned, "Much of what was set forth in both Acts has not yet been attained." While meeting in Bal Harbour, Fla. on Feb. 17 and 18, MTD executives listed the tasks still to be accomplished and the legislation needed to guarantee a year of progress in fulfilling the intent of the Acts.

"Develop a national cargo policy by requiring that 30 percent of U.S. oil imports be carried on U.S. ships and through bilateral agreements requiring that U.S. ships carry a substantial share of U.S. dry bulk cargo."

"Urge the President to direct all agencies to use American vessels to the fullest practical extent in their administration of Federal Programs."

"Create an Office of Maritime Affairs Coordinator in the Executive Office of the President."

"Apply the Jones Act to the Virgin Islands which are currently exempt from the Act's requirement that shipping between domestic ports be on U.S. flag-ships."

"Continue to fight any efforts by the oil companies to waive the Jones Act for the carriage of Alaskan oil to the lower 48 states or to grant Congressional permission to swap this oil with Japan or any other foreign country."

"Support the construction of an all-Alaska LNG tanker route to transport natural gas from Alaska to the lower 48 states."

"Develop a strong balanced U.S. Merchant Marine through continued operating and construction differential subsidy programs."

"End dependence on the 'effective control' theory which allows major U.S. oil companies and other multinational operations to dodge U.S. taxes and union workers by registering their ships in foreign countries. The idea that these foreign-flag vessels, manned by foreign crews, in some way owe their loyalty to the U.S. is a myth."

"Repeal tax laws which allow U.S. operators of foreign-flag vessels to receive benefits from their foreign operations that are not available to U.S. flag operators."

"Continue the effective program of the National Maritime Council."

"End government competition with the private shipping industry."

"Amend the Merchant Marine Act of 1970 to include support for the growth of a U.S.-flag bulk cargo fleet."

"Require that ocean mining vessels operating under a U.S. license be American vessels and that recovered minerals be transported on American vessels to the U.S. for processing."

"Oppose the predatory rate practices of the state-owned fleets, in particular the merchant fleet of the Soviet Union."

"Require that all existing equipment operating on the Outer Continental Shelf be American manned and operated in accordance with American safety standards. At a later date, all newly-built equipment for use on the OCS must also be registered U.S."

"Provide that U.S.-bound tankers receiving oil from supertankers on the OCS be American vessels."

"Make the major oil companies divest themselves of their shipping operations if engaged in the producing, refining, or marketing branches of the industry."

## 43 MTD Affiliates

1. American Guild of Variety Artists
2. The Journeymen Barbers, Hairdressers and Cosmetologists' International Union of America
3. International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
4. Boot and Shoe Workers' Union
5. International Union of Bricklayers and Allied Craftsmen
6. United Brotherhood of Carpenters and Joiners of America
7. United Cement, Lime and Gypsum Workers International Union
8. Communications Workers of America
9. Distillery, Rectifying, Wine and Allied Workers' International Union of America
10. International Union of Dolls, Toys, Playthings, Novelties and Allied Products of the United States and Canada, AFL-CIO
11. International Brotherhood of Electrical Workers
12. International Union of Elevator Constructors
13. International Union of Operating Engineers
14. International Association of Fire Fighters
15. International Brotherhood of Firemen and Oilers
16. Glass Bottle Blowers' Association of the United States and Canada
17. American Federation of Grain Millers
18. Graphic Arts International Union
19. Hotel and Restaurant Employees' and Bartenders' International Union
20. International Association of Bridge, Structural and Ornamental Iron Workers
21. Laborers' International Union of North America
22. AFL-CIO Laundry and Dry Cleaning International Union
23. International Leather Goods, Plastics and Novelty Workers Union
24. International Association of Machinists and Aerospace Workers
25. Industrial Union of Marine and Shipbuilding Workers of America
26. National Marine Engineers' Beneficial Association
27. Amalgamated Meat Cutters and Butcher Workmen of North America
28. Office and Professional Employees International Union
29. Oil, Chemical and Atomic Workers International Union
30. International Brotherhood of Painters and Allied Trades
31. United Paperworkers International Union
32. Operative Plasterers' and Cement Masons' International Association of the United States and Canada
33. United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
34. International Brotherhood of Pottery and Allied Workers
35. Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
36. Retail Clerks International Association
37. Retail, Wholesale and Department Store Union
38. United Rubber, Cork, Linoleum and Plastic Workers of America
39. Seafarers International Union of North America
40. Sheet Metal Workers International Association
41. American Federation of State, County and Municipal Employees
42. United Telegraph Workers
43. United Textile Workers of America

# 4 Important Maritime Related Proposals Passed

A year of progress for the American merchant marine—the goal set by the Maritime Trades Department at its winter meeting—means advancement for affiliate unions in the MTD. Along with the maritime program outlined to achieve that goal, the MTD Executive Board released four important maritime-related proposals.

Offshore oil rig divers as well as seamen will benefit from the proposal for stricter health and safety regulations at sea. Jobs in related industries, such as tuna fishing, are at stake in the second proposal to amend the Marine Mammals Protection Act. And widespread economic and environmental concerns are behind the MTD's opposition to tolls on the St. Lawrence Seaway and its support for the Coastal Zone Management Act.

## Coast Guard

"The Coast Guard appears to have outlived its usefulness," the Board maintained, because it has failed to carry out its authority to provide for the safety of life at sea. The Coast Guard has done "virtually nothing" to enforce the three-watch statute, for example, an essential safety regulation designed to prevent accidents caused by excessive hours on watch.

Three watches on voyages over 600 miles are required so that watchstanders are alert and rested sufficiently to cope with the hazards of navigation. But sea-

men have been forced to work overtime at rates from 100 to 120 percent.

Protection for offshore oil rig divers and workers has also been left to "the whim of the industry" by the Coast Guard's negligence, the Board complained.

The MTD proposes that Congressional hearings be held to expose the Coast Guard's irresponsibility and correct it. Specific regulations are needed to enforce the three-watch system and to protect offshore rig personnel.

**"The Coast Guard appears to have outlived its usefulness."**

Inspection and crew certification laws should also be extended to all commercial vessels, the Board pointed out, and Coast Guard manning standards must take into account both physical and psychological conditions for the crew.

The second MTD proposal was made to correct a problem faced by U.S. tuna fishermen who are losing millions of dollars to foreign competition because of a restriction in the Marine Mammals Protection Act of 1972. The Act forbids killing porpoise, which the fishermen use to locate the tuna swimming below, and catch together in their nets.

The Act gives an unfair advantage to foreign boats, which fish unrestricted, and tempts U.S. tuna boats to transfer to foreign flags. The MTD clearly predicts the likely result: "Thousands of



Jesse Calhoon, president of the National Marine Engineers Beneficial Association and MTD Executive Board member, presents the MTD's maritime legislative goals for the coming year. Calhoon also serves as chairman of the MTD's Special Committee for Maritime Legislation.

jobs for U.S. fishermen would be lost, and when the boats head south, so too will U.S. canneries, at a further loss of 16,000 jobs in canneries and many others in allied industries."

The MTD proposes immediate and long range government action to protect the U.S. tuna industry. The Act must be amended to allow reasonable fish-

ing operations and international laws should be adopted for all tuna fleets.

## Tolls on St. Lawrence

Flag of convenience ships would also stand to benefit at the expense of American and Canadian ships by the plan, strongly opposed by the MTD, to increase tolls on the St. Lawrence Seaway.

Increased tolls would cripple American and Canadian shipping in and out of the Great Lakes via the Seaway. Their cargo would be diverted to more expensive rail transportation and ultimately to overseas third-flag ships—"all at the expense of American and Canadian maritime workers, taxpayers and consumers."

## Coastal Zone Management

The fourth MTD proposal for the Coastal Zone Management Act will have a significant impact on the maritime related industry of offshore oil drilling. The Act provides \$1.2 billion in a 10 year program of assistance to coastal states for development of on-shore support services for the offshore oil and gas production.

The MTD vigorously supports implementation of the Act which will bolster domestic energy supplies, jobs and the economy. It also encourages a strong voice for the states involved to insure safe standards for the coastal environment.

# MTD Proposes Trade Policy That Will Protect U.S. Workers

"A U.S. trade policy which will protect the jobs of thousands of American workers instead of exporting our employment abroad" heads the list of priorities set by the Executive Board of the AFL-CIO Maritime Trades Department at its annual mid-winter meeting in Bal Harbour, Fla.

In a report that spells out the loss to American labor under the present trade policy, the Board urged the Carter Administration to correct the unfair advantages now permitted for foreign goods and services. The changes include legislative reform at home and a "drastic revamping" of policy in multilateral trade negotiations in Geneva.

Repealing those laws which encour-

age industries to leave the U.S. is the way to begin, the Board explained. Underdeveloped, low-wage nations are now allowed to export to the U.S. at zero tariff levels. Under Sections 806 and 807 of the Tariff Code, American-owned firms can locate in these coun-

**"thousands of U.S. workers are being deprived of their livelihoods"**

tries where they exploit the cheap labor and export their products duty-free back to the U.S.

Moreover, these firms can take advantage of U.S. laws which permit tax deferrals on income earned abroad.

The result is that "thousands of U.S. workers are being deprived of their livelihoods." Those in the shoe and television industries have suffered the greatest job losses.

Higher tariffs on foreign imports are also the Board's answer to hard-hit U.S. industries at home. The MTD called on the new Administration to include stiffer tariffs and other protective measures for those industries in its proposals at the multilateral trade negotiations. "The Ford Administration's plan to cut tariffs across the board at these talks is a serious mistake which will have adverse consequences on millions of American workers."

President Ford's plan was to offset American job losses by adjustment assistance for laid-off workers. But this

help not only ignores the real problem of saving jobs, the Board pointed out, but also does not affect workers in service industries—roughly two out of every three Americans in the workforce—who do not produce goods and

**"a U.S. trade policy which will protect the jobs of thousands of American workers instead of exporting our employment abroad"**

therefore are not eligible under the Trade Act for adjustment assistance.

American service workers, especially those in the maritime trades, are threatened by foreign service competition and need a "stronger voice" in U.S. trade policy, the Board maintained.



Dave McClung, who chaired the Drafting Subcommittee which drew up the maritime plank for the 1976 Democratic Platform, addresses the MTD meeting. McClung is former Hawaii Senator.



Anthony Scotto, president of Local 1814 of the ILA and president of the MTD Port Maritime Council of New York, speaks at MTD executive board meeting.



Sam Kovenelsky, president of Local 1 S of the Retail, Wholesale and Department Store Union and secretary-treasurer of the MTD Port Maritime Council for New York.



MTD Executive Board Member Ben Feldman, president of the International Leather Goods, Plastics and Novelty Workers Union headquartered in New York.

# Murphy Says Lack of Cargo Is Biggest Problem of U.S. Fleet

The fundamental problem of the U.S. maritime industry is lack of cargo, Congressman John Murphy (D-NY) told the Executive Board of the Maritime Trades Department. As the new chairman of the House Merchant Marine and Fisheries Committee, Murphy pledged to remedy the situation.

"The first thing I intend to do is hold hearings on legislation that would initially require 20 percent of oil imported into the United States to be carried in U.S.-flag tankers; increasing to 30 percent after two years," the veteran Congressman said. "This is essentially the so-called Energy Transportation Security Act that was pocket-vetoed by

former President Ford."

He blamed the concept of "effective control" for the failure of the United States to maintain a fleet of U.S. flag tankers and dry bulk vessels after World War II. Under this doctrine American owners of "flag of convenience" vessels pledge their ships to U.S. service in times of emergency. Murphy called for hearings to determine whether this concept is "pure sham".

Another measure to boost the U.S.-flag ship trade in bulk commodities that Murphy favors includes operating-differential subsidies. He added that "if cargo reservation measures are required for dry bulk commodities—so be it,"



Rep. John Murphy

but called for a brief investigation into these issues before legislation is proposed.

During his speech he also discussed American control and manning of deep

**"The first thing I intend to do is hold hearings on legislation that would initially require 20 percent of oil imported into the United States to be carried in U.S.-flag tankers. . . ."**

seabed mining and Outer Continental Shelf drilling operations. He appealed to the gathered maritime trade union leaders for help in getting his legislation through Congress.

## Governor of Puerto Rico Talks About Labor and Statehood

The new governor of the Commonwealth of Puerto Rico, the Honorable Carlos Romero Barcelo, outlined his position on labor issues and on statehood at the mid-winter MTD Executive Board meeting.

Governor Romero Barcelo won the election in Puerto Rico last Nov. 2 on a statehood platform.

"A major commitment of my administration is to bring more labor into

**"A major commitment of my administration is to bring more labor into government."**

government," he said. "The government of Puerto Rico welcomes all responsible labor unions and their help in writing constructive labor laws, including minimum wage laws. We must raise wage levels in Puerto Rico, where the cost of living is higher than in the U.S.

"Lower wages and tax incentives have been regarded in the past as the basis of economic progress in the island," he continued. "This is a concept



Carlos Romero Barcelo

that will not bring up our standard of living. We must aim for a gradual but steady build-up in our standard of liv-

**"We must raise wage levels in Puerto Rico . . ."**

ing. I am a statehood advocate, but our economic problems must come first before action on statehood.

"I believe in statehood because the only alternative is independence and because I like what the United States stands for," Governor Romero Barcelo

explained. "But those who want statehood and its benefits must recognize that they must assume the obligations of statehood, too."

## Sec. of Labor Marshall Stresses Need for Full Employment

"Unemployment is our big problem," U.S. Secretary of Labor F. Ray Marshall told the gathered trade union leaders and guests.

Marshall, a recently appointed member of the Carter cabinet, was previously Director of the Center for the Study of Human Resources and a professor at the University of Texas.

"As I see it," he continued, "we must strive to reach full employment in this country as soon as possible. We must see to it that no one who wants a job has to go without it for very long."

Addressing a major issue of concern to the maritime industry Marshall said, "We need a maritime policy that recognizes the importance of the American Merchant Marine and protects maritime jobs for American labor."

At the MTD meeting, the labor **"We need a maritime policy that recognizes the importance of the American Merchant Marine and protects maritime jobs for American labor."**



F. Ray Marshall

in both the maritime industry and manufacturing industries ashore. Resolutions on tariffs and foreign trade were passed. Speaking on that same topic, the Secretary of Labor stated, "We must help other nations but not at the expense of American workers or at the expense of low income workers."

He expressed admiration for the labor union movement and noted, "We must improve the efficiency and effectiveness of collective bargaining."

leaders had expressed concern over the issue of unfair foreign competition,

## Congressman Zeferetti Bids MTD Press for Cargo Preference

Brooklyn Congressman Leo Zeferetti urged the Maritime Trades Department to continue its efforts to educate the executive and legislative branches of Government as to the value of the maritime industry. He told the Executive Board that if Government took the nec-

**"The large amount of exports given to foreign-flag ships is one evidence of neglect by Government of the American merchant marine."**

essary steps, such as oil cargo preference, to revitalize the merchant marine it would strengthen the nation's security and put Americans back to work.

"The past few years have seen a serious erosion in the American maritime



Leo Zeferetti

industry, partly caused by the executive branch of Government," Zeferetti said. "The large amount of exports given to foreign-flag ships is one evidence of neglect by Government of the American merchant marine." Zeferetti, a second-term Congressman, is a staunch supporter of the maritime industry and trades.

According to Zeferetti the situation may change. "It looks like our new executive branch of Government will breathe new health and vitality into our merchant marine. We can now look to cargo preference and other things that will turn our maritime industry around and head it on a progressive course."



MTD President Paul Hall greets new Secretary of Labor Ray Marshall during MTD Executive Board meeting this month.





Ed Turner is president of the Marine Cooks and Stewards Union, an affiliate of the SIUNA.



Frank Drozak is a vice president of SIUNA.



On MTD Executive Board is Joseph Hellman, secretary-treasurer Graphic Arts Interntl. Union.



Robert E. P. Cooney is MTD Executive Board member and vice president of the Interntl. Assn. of Bridge, Structural, Ornamental Iron Workers.



President John J. McNamara of Interntl. Brotherhood of Firemen, Oilers is on MTD Executive Board.



MTD Executive Board's Edward J. Carlough is president of Sheet Metal Workers Interntl. Assn.



Henry Disley (l.) is president of the Marine Firemen's Union, a SIUNA affiliate, and Morris Weisberger is Western Area MTD Executive Board member.

## Many Union Officials Attend Mid-Winter Meeting of Maritime Trades



Russell R. Crowell, MTD Executive Board member and president Laundry, Dry Cleaning Interntl. Union.



MTD Executive Board's Dominic L. Carnevale is admin. asst. to the president of the United Assn. Journeymen, Apprentices Plumbing, Pipe Fitting Industry, U.S., Canada.



MTD Executive Board member Fred J. Kroil is president of the Brotherhood of Railway, Airline, Steamship Clerks, Freight Handlers, Express, Station Employees.



MTD Executive Board member Roy O. Wellborn is president of the American Federation of Grain Millers.



Anthony C. Sabatine, who is on the MTD Executive Board, is secretary-treasurer of the Oil, Chemical and Atomic Workers Interntl. Union.



MTD Executive Board member, Frank Palumbo is secretary-treasurer of the Interntl. Assn. of Fire Fighters.

## Department Executive Board in Bal Harbour, Fla., February 17-18



Julius Isaacson (l.) MTD Executive Board member and president Interntl. Union of Dolls, Toys, Playthings, Novelties, Allied Products, U.S., Canada, and, on right, Secretary-Treasurer of the same union, John Serpico.



Floyd E. Smith, on the MTD Executive Board, is president of the Interntl. Assn. of Machinists and Aerospace Workers.



MTD Executive Board's Richard A. Plumb is president of Journeymen Barbers, Hairdressers, Cosmetologists' Interntl. Union.



John Gibson, who is on MTD Executive Board, is secretary-treasurer of the Hotel, Restaurant Employees', Bartenders' Interntl. Union.



On MTD Executive Board is Thomas F. Miechur, president United Cement, Lime and Gypsum Workers Interntl. Union.



Roman Gralawicz (l.) is Eastern Area Executive Board member of the MTD and Roger Desjardins is secretary-treasurer of Quebec's St. Lawrence, Tributaries Port Council.

# N.Y. Industrial Commissioner Ross Discusses Unemployment



Philip Ross

"Unemployment is the number one growth industry in New York," Philip Ross, Industrial Commissioner of the New York State Department of Labor, announced at the MTD session. Ross has been head of the New York State

"What this country needs is jobs . . ."

Department of Labor since Mar. 30, 1976.

He explained that in New York State, "We are now re-defining our definition of unemployment. At present, for instance, part time workers are defined under the law as employed, although they may only work one day a month. The national unemployment rate is an

artificial figure that needs a much more accurate definition to reveal the true picture of employment."

Discussing a possible solution Ross declared, "We do not need tax incentives . . . we do not need miniscule tax

cuts." What is needed to put the economy back on the right track is jobs for all Americans who are able to work, he stated. "What this country needs is jobs . . . jobs in the best tradition of American labor unions and the country."

## Coastal Zone Management "Is a Program of Wise Use" - Knecht

Robert Knecht, administrator of the Office of Coastal Zone Management pointed out some of the effects of the U.S. Coastal Zone Management Act of 1972 on issues of concern to maritime labor. During his speech, he reassured the union leaders that Coastal Zone Management "is a program of wise use . . . not primarily of environmental protection."

That means, he explained, the government is not out to help local communities block programs that are in the

"The prosperity of the U.S. fishing industry depends on preserving the food supply of bays, marshes, rivers . . ."



Robert Knecht

broad public interest. Often communities fight refineries or superports because they fear damage to the local environment.

On the other hand, he pointed out, "The prosperity of the U.S. fishing industry depends on preserving the food supply of bays, marshes, rivers, etc. in the coastal zone. Fish use these areas for spawning and many species and young fish depend on coastal wetlands

for their food supply. In the past few decades the U.S. has lost 50 million acres of coastal wetlands, vital to fisheries, wildlife and recreation to urban and industrial development."

Knecht explained that the purpose of the Coastal Zone Management Act was to provide for wise, balanced management of the nations coastal lands and to encourage states to set up management programs.

## Sweeney Warns of Danger Caused by Exposure to Asbestos

Robert Sweeney, General Counsel to the Cleveland Building Trades Council, warned MTD representatives of the continuing and growing danger to American workers caused by unchecked exposure to asbestos. Sweeney, a former Ohio Congressman, declared, "It is the responsibility of the American labor movement to eradicate this problem."

Much of the blame rests with the Federal government, he explained. Ac-

"We have a time bomb ticking away in America the likes of which we have never seen because of asbestos."

ording to Sweeney, asbestosis and other pulmonary (lung) illnesses afflict thousands of workers because the federal government has failed to enact and enforce meaningful safety measures.

"We need a tough surveillance system to monitor out of the work place a number of dangerous substances which threaten workers in many industries. More fringe benefits and work benefits don't matter much if workers are ex-



Robert Sweeney

posed to dangerous pulmonary diseases," he stated.

He charged that many industries had known for 30 years about the dangerous and often lethal effects of asbestos and other substances, but that little has been done about it. "We have a time bomb ticking away in America the likes of which we have never seen because of asbestos," Sweeney predicted.

## MTD Issues Two Important Booklets

Maritime Incentives: Job Stimulus for the US Economy



Executive Board Meeting  
AFL-CIO Maritime Trades Department

Bal Harbour, Florida  
February 17-18, 1977

Energy Issues



Executive Board Meeting  
AFL-CIO Maritime Trades Department

Bal Harbour, Florida  
February 17-18, 1977

Job stimulus programs, a new national energy policy and how and where to implement them are tops on the Congressional list of things to do for the coming year.

The AFL-CIO Maritime Trades Department has its own views on where the emphasis should be placed on these vital issues, and the Department made these views known in two booklets made public during the MTD Executive Board meeting earlier this month.

The two booklets, entitled *Maritime Incentives: Job Stimulus for the U.S. Economy*, and *Energy Issues*, deal mainly with how a strong, revitalized U.S. maritime industry can significantly contribute to both the U.S. job picture and in the formation of a new energy policy for the nation.

The jobs stimulus booklet calls for the enactment of four important maritime programs that would create thousands of jobs on ships, in shipyards and in supportive industries, including:

- Legislation to require that 30 percent of all oil imports be carried on U.S.-flag tankers, which would provide 134,000 shipyard man-years of employment, 400,000 man-years in allied industries and 5,000 jobs aboard ships for the next 20-25 years.

- All-Alaska route for the natural gas pipeline, providing 68,673 man-years of work to build 11 LNG vessels and 578 U.S. seamen to man them, as well as thousands more jobs for workers in the actual construction of the pipeline.

- Bring the Virgin Islands under the provisions of the Jones Act, which would create the need for 25 new U.S.-flag ships and 2,442 man-years of shipyard employment and jobs for 864 seaman for 25 years.

- Bilateral shipping arrangements with major trading partners, which also

carries the promise of thousands more jobs for U.S. workers.

In the booklet dealing with energy issues, the MTD called for the full development of new forms of energy such as solar power; importation of more crude petroleum, rather than petroleum products, to stimulate U.S. refinery construction, and an increase of the nation's oil reserve to a six month supply, and that this supply should be carried entirely on U.S. ships to ensure the availability of U.S. ships in an emergency.

The MTD also called for the full development of oil, gas and coal on public lands in a balanced program under legislation like the strip mine bill.



Lester Null, president of the SIUNA-affiliated International Brotherhood of Pottery and Allied Workers.

# Congress: Act on Health, Safety, Minimum Wage, Food Stamps

Immediate action to insure the health, safety and economic well-being of American workers was called for by the Executive Board of the AFL-CIO Maritime Trades Department at their mid-winter meeting this month.

The board urged Congress to guarantee workers safe standards on the job, an increased minimum wage and continuation of the food stamp program. A change in the Clean Air Act was also

**"... a family of four whose breadwinner now works full time and year-round at the minimum wage earns some \$700 a year less than the federal government's poverty line."**

demanding "to prevent large segments of U.S. industry from being shut down by this law."

## Safety Standards

The Occupational Safety and Health Act mandates safe work standards. But the board, citing serious safety problems in the maritime trades, complained that industry often refuses to comply and no Government agency adequately enforces those standards. The Coast Guard, which has jurisdiction over on-

board worker safety, "tends to enforce only vessel safety regulations while ignoring worker safety and health."

The Coast Guard neglects not only seamen, but divers—members of the United Brotherhood of Carpenters and Joiners—who work as welders and maintenance men on the submerged portion of off-shore drilling rigs. The divers work unprotected because the Coast Guard and industry have blocked the efforts of the MTD and the carpenters to enforce safety regulations for these men.

"The case of the divers illustrates the need for clearcut, responsible health and safety jurisdiction which places the worker's life before industry profit," the board maintained.

Other MTD affiliates have worked long and hard to assure their members and the public maximum protection against toxic substances and other health hazards on the job. The MTD urged strict Government enforcement of OSHA for every American worker.

## Minimum Wage

An increased minimum wage—to at least \$3.00 an hour this year—is another top priority set by the MTD.

Leon B. Schachter, international vice president of the Amalgamated Meat Cutters and Butcher Workmen of North America, pointed out that inflation soon eats away the benefits of periodic minimum wage increases. Under the last increase passed in 1973, "a family of four whose breadwinner now works full time the year-round at the minimum wage

**"... the need for clearcut, responsible health and safety jurisdiction which places the worker's life before industry profit."**

earns some \$700 a year less than the Federal Government's poverty line."

The MTD strongly supports legislation to change the minimum wage once a year according to a percentage of the U.S. average manufacturing wage.

## Food Stamp Program

Vice President Schachter also voiced the MTD's call for continuation of the Food Stamp Program which will expire on Sept. 30, 1977. The Meat Cutters and Butcher Workmen Union won an important victory last year when they stopped an attempt to cripple the pro-

gram. The MTD agreed to renew the fight to keep the program, simplify its cumbersome process and enlarge the number of eligible families.

## Clean Air Act

The Food Stamp Program is crucial this year because of increasing unemployment. But the MTD wants to prevent the loss of even more jobs which could follow enforcement of the Clean Air Act on Mar. 31, 1977. The act will deny construction permits to those industries which have not achieved clean air standards—a majority in the country.

"This will have a devastating effect on employment in all types of industries and could create a halt in new construction that would last for months or years," the International Association of Bridge, Structural and Ornamental Iron Workers and the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers warned. The MTD believes that the act should be postponed "until industry has enough time to meet the requirements of the law."

## 4 Union Officials: Bomarito, Schacter, Livingston, Groton Give Views on MTD Aid, Food Stamps, OSHA, Solar Energy



Leon Schacter

Leon Schacter, vice-president of the Amalgamated Meat Cutters and Butcher Workers of North America announced the Maritime Trades Department's endorsement of legislation renewing the food stamp program for hard pressed Americans. He affirmed that the MTD-endorsed legislation "should provide improvements in the program to simplify its processes and permit it to benefit eligible unemployed workers and other needy Americans."

Schacter also presented the MTD's position on what the minimum wage in this country should be. He called for an increase of the minimum wage to \$3 an hour and said that this wage should change annually in line with the average manufacturing wage. Labor has been working in Congress to get the \$3 minimum wage for over a year.



Peter Bomarito

Peter Bomarito, president of the 70,000-member United Rubber Workers of America Union, extended his own and his membership's thanks to the Maritime Trades Department for its "tremendous assistance" during the 140-day rubber workers strike last year.

**Bomarito said that his union owed a great deal to the American labor movement as a whole, but he singled out the work of the MTD and its network of Maritime Port Councils for special credit. He stated that "labor's assistance helped us win excellent benefits."**

The rubber workers struck 47 plants during their nearly five-month strike beginning Apr. 1, 1976. During the strike, the AFL-CIO carried out a nationwide boycott against products of the Big Four tire makers, Firestone, Goodyear, Goodrich and Uniroyal. The boycott included a campaign of "Don't Buy Firestone" handbills as well as picketing at high volume retail outlets and independent stores.



Richard E. Livingston

Richard E. Livingston, secretary of the United Brotherhood of Carpenters and Joiners of America, affirmed that "it is incumbent on government to enforce strict standards assuring workers the safest possible work environment," as he presented the MTD's position concerning the Occupational, Safety and Health Act.

Livingston pointed out that government had not done enough to force implementation of various OSHA regulations, and he used as an example the suspension of certain emergency diving regulations at the prompting of the Coast Guard.

**Livingston said that every American has the right to a safe workplace, and he demanded that government "establish strict safety and health standards for every American industry to protect the worker and provide for a healthy working environment."**



Page Groton

One way to significantly conserve America's depleting domestic natural gas supplies is the development of a new, renewable solar energy source known as Ocean Thermal Energy Conversion (OTEC), according to Page Groton, assistant to the president of the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers.

Groton told the MTD executive board meeting that in addition to conserving natural gas, development of the OTEC program would "create by 1986 a total of 100,000 jobs in shipyards, 1,330 aboard ships, 10,000 in aluminum production and 100,000 in equipment and concrete production."

He added that the program would also reduce costs for every consumer of natural gas, as well as cutting costs of ammonia fertilizer, which has a bearing on food prices.

## Support J. P. Stevens Boycott

An all-out nationwide campaign by labor to boycott products of the J. P. Stevens Company is underway, and Delmont Mileski, director of the boycott for the Amalgamated Clothing and Textile Workers Union of America, addressed the MTD meeting to ask for the special help of the MTD's eight million members to fight the most notoriously anti-union company in the U.S. today.

Labor has been trying since 1963 to organize J. P. Stevens, a company that has been fined \$1.3 million in 94 NLRB cases involving unfair labor practices in recent years.

Mileski said that J.P. Stevens products hide under many brand names. Some of these include: Fine Arts, Utica, Tastemaker, Mohawk, Beautiblend, Beauticale, Peanuts, Yves St. Laurent and Angelo Donghia sheets, pillowcases and towels; Simtex table linen; Gullsten, Contender and Merryweather carpets; Forstmann blankets and draperies, and Big Mamma, Finnesse, Hip-Lets and Spirit hosiery.



**Delmont Mileski**

J. P. Stevens operates 85 mills and their workers are paid 31 percent below the U.S. factory worker average.

The MTD passed a resolution supporting the boycott.

## "...100 Men Behind Him..."

With unemployment still the number one problem plaguing the American economy, MTD President Paul Hall offered some food for thought to the nation's legislators during the MTD meeting this month.

He said simply: "For every man who rides a ship there are 100 men behind him to build ships, repair them and operate them from shoreside."

In other words, the U.S. maritime industry—if given the support of Congress in the way of new maritime programs aimed at revitalizing the industry—has a vast potential to provide thousands of jobs to presently unemployed men and women.

It would be good if the nation's lawmakers would remember those words when it comes time to vote on such vital maritime legislation as cargo preference for U.S. ships.



**Paul Hall**



William Winpisinger, vice president of the International Association of Machinists and Aerospace Workers. He will assume presidency of the Union on July 1, 1977.



Bernard Puchalski, president of the Iron Workers District Council of Chicago and president of the Greater Chicago and Vicinity Port Maritime Council.

## 27 MTD Port Councils



### ALABAMA

1. Mobile Port Maritime Council

### CALIFORNIA

2. San Diego Port Maritime Council
3. San Francisco Bay Area and Vicinity Port Maritime Council
4. Port Maritime Council of Southern California

### FLORIDA

5. Florida West Coast Maritime Trades Council

### HAWAII

6. Honolulu Port Maritime Council

### ILLINOIS

7. Greater Chicago and Vicinity Port Council

### LOUISIANA

8. Port Maritime Council of Greater New Orleans and Vicinity

### MARYLAND

9. Baltimore Port Maritime Council

### MASSACHUSETTS

10. Maritime Port Council of Greater Boston and New England Area

### MICHIGAN

11. Detroit and Wayne County Port Maritime Council

### MINNESOTA

12. Port Maritime Council of Duluth, Minnesota, Superior, Wisconsin, Harbors and Vicinity

### MISSOURI

13. Greater St. Louis Area Port Council

### NEW YORK

14. Buffalo Port Maritime Council
15. Port Maritime Council of Greater New York and Vicinity

### OHIO

16. Cleveland Port Maritime Council

17. Toledo Port Maritime Council

### OREGON

18. Portland and Vicinity Port Maritime Council

### PENNSYLVANIA

19. Delaware Valley and Vicinity Port Maritime Council

### TEXAS

20. West Gulf Ports Council

### VIRGINIA

21. The Hampton Roads Port Maritime Council

### WASHINGTON

22. Seattle-Puget Sound Port Maritime Council

### PUERTO RICO

23. Puerto Rico Port Maritime Council

### CANADA

24. Canadian Lakehead Port Council

25. Hamilton Port Council

26. St. Lawrence and Tributaries Port Council of the Province of Quebec

27. Southern Ontario Port Council Toronto and District Branch

# An Outline of the Seafarers Pension Plan

The amount of money a retired Seafarer or Boatman receives in his monthly pension check depends on the type of pension benefit he is eligible for. Eligibility is based upon how long he has worked, and several other factors.

The Pension Plan is governed by specific rules and regulations. This article hopes to provide an overview of the eligibility requirements, the amount of benefits for each Pension and other facts of importance to the retiring Seafarer or Boatman.

The Seafarers Pension Plan will prepare and distribute a detailed summary of the rules and regulations concerning the Plan in the near future.

The Seafarers Pension Plan which governs benefits paid to Seafarers and Boatmen is provided under the terms of the collective bargaining agreements and is paid for by contributions made under these contracts by the employers. An employee is entitled to pension benefits only if he meets the eligibility requirements of the Pension Plan.

The employer contributions are not earmarked for any particular employee but are put into a general pension fund. The Trustees are responsible for making sure that only those employees who meet the eligibility requirements of the Plan receive the Pension Benefits.

[This article does not deal with the Pension Plan in effect for employees in the Great Lake Tug and Dredge Division].

## TYPES OF PENSION BENEFITS AVAILABLE UNDER THE SEAFARERS PENSION PLAN

### Regular Normal and Deferred Vested Pensions

Most Seafarers and Boatmen are expected to receive one of these Pension Benefits. Upon reaching Normal Retirement age (65 years for Deep Sea workers or 62 years for Boatmen) an employee is entitled to the full Pension Benefit for the rest of his life if he has credit for 5,475 days of service. This is the Regular Normal Pension Benefit.

The Deferred Vested Pension Benefit applies to those employees who, at age 65 for Deep Sea or 62 for Boatmen have credit for at least 10 years of Service. [One year of Service credit is earned when an employee has received credit for at least 125 days of Service in any calendar year.]

### The Disability Pension

An employee shall be eligible for a Disability Pension if he has credit for at least 4,380 days of service plus at least 90 days of service in the calendar year preceding his date of application and he is totally and permanently disabled. There is no minimum age requirement for the Disability Pension. The Disability Pension Benefit is in the same amount as the Regular Normal Pension Benefit.

### Early Normal and Special Early Normal Pension

There is also the *Early Normal and Special Early Normal Pension* for which only Deep Sea-A&G members are qualified.

The *Early Normal Pension* is available to Deep Sea A&G workers who have: (1) at least 7,300 days of service; (2) are at least 55 years of age when they apply; (3) have at least 90 days of service in the calendar year preceding their date of application. The *Early Normal Pension Benefit* is \$350 a month. However, if the seaman chooses to continue his employment, he shall receive increments of \$15 a month in his pension benefit for every additional 365 days of service credited to him after age 55, up to a maximum monthly benefit of \$455.

The *Special Early Normal Pension* applies to the seaman who has 7,300 days of service but whose last day of service was prior to his 55th birthday and who does not have at least 90 days of Service during the calendar year immediately preceding his date of application. Such employee must also be at least 55 years of age to qualify. The amount of the *Special Early Normal Pension Benefit* is actuarially reduced to equalize the value of the benefit considering the fact that benefit payments shall begin prior to age 65, but not earlier than age 55.

## THE AMOUNT OF THE PENSION BENEFIT

For Deep Sea A&G workers, the amount of the

monthly pension benefit is:

\$350 at age 65 for the Regular Normal Pension;  
\$350 at age 55 for the Early Normal Pension;  
\$350 at any age if eligible for the Disability Pension.

For Boatmen, the amount of the monthly pension benefit is:

\$340 at age 62 for the Regular Normal Pension and  
\$340 at any age if eligible for the Disability Pension where their employers' contributions are at the standard rate;

\$200 or \$240 at age 62 for the Regular Normal Pension and

\$200 or \$240 at any age, if eligible for the Disability Pension where their employers' contributions are less than the standard rate.

In order to get the \$350 (Deep Sea) or \$340 (Boatman) the employee must be credited with 90 days of employment time during the period starting the date of the latest contract increase and the last day of the calendar year or 90 days in any subsequent calendar year. This requirement is waived if an employee is continuously disabled from his last day of employment until he becomes eligible for a pension.

For those seamen and Boatmen who are eligible for the *Deferred Vested Pension Benefit*, the amount of the monthly payment is determined as follows:

Eligibility for the *Deferred Vested Pension Benefit* is based upon having credit for at least 10 years of Service. An employee receives credit for one year of Service if he receives credit for at least 125 days of Service during any calendar year. In calculating the amount of his monthly pension benefit, an eligible employee will take the total number of days of service he has credit for, and determine the ratio of his actual days of credited service to the number 5,475. The amount of his monthly benefit will be that fraction of the regular normal pension benefit.

For example, if an employee has at least 10 years of service and has accumulated 1825 days of service, the calculation of his monthly benefit will be:

For \$350 pension:

$$\frac{1825}{5475} = \frac{1}{3} \times \$350 = \$116.66$$

For \$340 pension:

$$\frac{1825}{5475} = \frac{1}{3} \times \$340 = \$113.33$$

For \$240 pension:

$$\frac{1825}{5475} = \frac{1}{3} \times \$240 = \$80.00$$

For \$200 pension:

$$\frac{1825}{5475} = \frac{1}{3} \times \$200 = \$66.66$$

## BREAK IN SERVICE

Credit for service for any type of pension may be lost due to a break or series of breaks-in-service or a break in continuous employment. There are two forms of Breaks in Service: the old form which applies to service prior to Dec. 31, 1975; and the new form which applies after Dec. 31, 1975.

**Old Form: Break in Service:** If during the period from Jan. 1, 1968 to Dec. 31, 1975, an employee receives credit for less than 90 days of Service in each of three (3) consecutive calendar years, a Break in Service occurs.



NO CREDIT FOR THIS SERVICE

CREDIT FOR THIS SERVICE

If such a break in Service occurs, said employee shall lose ALL CREDIT FOR SERVICE prior to and including said three year period and for any succeeding calendar year prior to Jan. 1, 1976 during which the employee receives credit for less than 90 days of Service.

**New Form of Break-in-Service:** Beginning on Jan. 1, 1976, a Break in Service occurs when an employee receives credit for less than 62½ days of service in any calendar year. However, this "Break in Service" does not mean that prior service credit is lost, unless:

1. The employee has less than 10 years of Service credit AND

2. The employee incurs a number of consecutive "Breaks-in-Service" equal to or exceeding the number of years of Service he has previously accumulated. For example, if an employee has credit for seven (7) years of service as of Dec. 31, 1977 and he leaves his job for six consecutive years . . . say . . . from Jan. 1, 1978 until Dec. 31, 1984, and returns to work in 1985 and worked for more than 62½ days in that year . . . he does not lose credit for those seven years, even though he has had six consecutive "Breaks-in-Service." In other words he still has credit for those seven years of service. He would lose his previous credit of seven years service, however, if he did not work at least 62½ days in 1985, since he would have, by the end of 1985, seven consecutive "Breaks-in-Service."

If an employee has accumulated 10 years of Service, he is "VESTED," which means he can never lose his previously accumulated Service credit. Once "VESTED" he may leave the covered employment entirely and be entitled to a pension benefit if he applies at normal retirement age.

## JOINT AND SURVIVORS ANNUITY BENEFIT

The Seafarers Pension Plan gives the eligible employee a choice concerning how he wishes to have his pension benefits paid. One choice is to have the full pension benefits paid each month to the pensioner. The pension benefit ends when the pensioner dies. The other choice is to have a reduced pension benefit paid each month to the pensioner as long as he lives, and when he dies, a monthly payment equal to one-half (50%) of the reduced monthly benefit will be paid to his surviving spouse, for her lifetime. This second option is called the *Joint and Survivors Annuity Benefit*.

If the eligible employee does not elect to take the first choice, he will automatically get the *Joint and Survivors Annuity Benefit*.

Under the *Joint and Survivors Annuity Benefit*, the amount of the monthly payment is reduced actuarially, based upon the life expectancies of both the eligible employee and his wife. If an employee retires at age 65, and his wife is 55 he would receive about 80% of the full regular pension benefit [80% of \$350-\$280] every month until he dies. After the pensioner dies, his wife will continue to receive a monthly pension benefit of \$140 for the rest of her life.

**How does this "actuarially determine amount" work?** If a pensioner is age 65 and his life expectancy is 20 years he would receive \$350 a month for 240 months (20 years) or until he dies. The total pension benefit would be \$84,000 if he died at age 85. Under the *Joint and Survivors Annuity Benefit* he and his surviving spouse would also receive a total of \$84,000. Under the example above of the 65-year old man and his 55-year old wife: The pensioner would receive 240 monthly payments of \$280 each for a total of \$67,200 during his lifetime. His wife is age 55 and has a life expectancy of 30 years. She will outlive him by 10 years. After the pensioner dies, his surviving spouse would receive monthly payments of \$140 for those 10 years (or until she dies). She will receive during those 120 months a total of \$16,800 if she lives 10 more years; \$67,200 plus \$16,800 = \$84,000.

Remember, actuarial charts cannot predict how long any individual will live. The charts are based upon a group's experience. Some people will live longer than what is expected and some will die sooner. Therefore, whichever choice an eligible employee makes should be based upon what he and his wife expect.

## CONCLUSION

We have only been able to give the reader a brief review of the major benefits and eligibility requirements of the Seafarers Pension Plan. We have not set forth the full text of the rules and regulations of the Pension Plan nor is it to be considered a complete and detailed description of all the rules and regulations of the Plan. Any questions concerning your Pension should be addressed to:

Seafarers Pension Plan  
275 20th St.  
Brooklyn, N.Y. 11215



# Digest of Ship Meetings



**SEA-LAND ECONOMY** (Sea-Land Service), December 26 — Chairman, Recertified Bosun F. H. Johnson; Secretary L. Nicholas; Educational Director H. Duhadaway; Deck Delegate J. Yannuzzi; Engine Delegate W. L. Ehret; Steward Delegate H. Jones. \$24 in movie fund. No disputed OT. Chairman gave a lecture on the care of the movie projector; also, that the stretching of the water hose on the dock in Jacksonville is to be brought before a safety meeting. All communications received were posted. A vote of thanks to the steward department for a very enjoyable Christmas dinner.

**SEA-LAND CONSUMER** (Sea-Land Service), December 12—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director H. P. Calloe; Deck Delegate J. McPhee; Engine Delegate R. L. L. Elliott; Steward Delegate M. P. Cox. No disputed OT. Chairman advised that the ship will dock in Rotterdam and he will let everyone know if it is going to Bremerhaven. Advised all to fill out beneficiary cards and mail them into Headquarters; also advised crew to get firefighting endorsement as soon as possible. Next port, Rotterdam.

**PANAMA** (Sea-Land Service), December 26—Chairman, Recertified Bosun S. Sbriglio; Secretary J. E. Higgins. No disputed OT. A special vote of thanks to the steward department for a job well done and for a wonderful Christmas dinner. Report to *Seafarers Log*: "Our Brother Kadziola is still supplying himself with fish and has now the complete works, habatchi pot, etc. He is wondering if he should get a universal license."

**TRANSINDIANA** (Hudson Waterways), December 26—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch. \$14.08 in ship's fund. No disputed OT. A vote of thanks to the steward department for a beautiful Christmas dinner. Report to the *Seafarers Log*: "A vote of thanks to the *Log* for the splendid job throughout the year in keeping us posted of all maritime news. We wish to extend a very Merry Christmas to all and a New Year of happiness." Observed one minute of silence in memory of our departed brothers.

**SEA-LAND MARKET** (Sea-Land Service), December 26 — Chairman, Recertified Bosun Walter Nash; Secretary R. Hutchins; Deck Delegate H. Yaekel; Engine Delegate C. C. Hall; Steward Delegate F. Rogers. No disputed OT. Chairman discussed the importance of donating to SPAD. Secretary wished everyone a "Happy New Year and Good Health." A vote of thanks was extended to the steward department for a very nice Christmas dinner and for making it a very nice Christmas away from home. Observed one minute of silence in memory of our departed brothers. Next port, Newport, Va.

**TRANSCOLORADO** (Hudson Waterways), December 19 — Chairman, Recertified Bosun J. Spuron; Secretary T. Conway; Educational Director J. Peterson. \$7 in ship's fund. No disputed OT. Chairman advised crewmembers that compliments were received from the Navy on behavior of the crew in Diego Garcia. Observed one minute of silence in memory of our departed brothers. Next port, Oakland.

**INGER** (Reynolds Metals), December 5—Chairman, Recertified Bosun Thomas J. Self; Secretary Duke Hall; Educational Director Oscar Cooper; Engine Delegate Barney Hireen; Steward Delegate P. R. Rogers. \$69.11 in ship's fund. No disputed OT. Educational director advised all crewmembers to keep up with everything that is going on in the Union—read the *Seafarers Log*. The last issue of the *Log* was received and discussed. A vote of thanks to the steward department for a job well done. Next port, Longview, Wash.

**MOUNT EXPLORER** (Mount Shipping), December 2 — Chairman, Recertified Bosun Billy Edelman; Secretary A. Salem; Educational Director Robert Tims; Deck Delegate F. R. Schwarz; Engine Delegate J. H. Brewer; Steward Delegate Young McMillan. No disputed OT. Chairman discussed the contents of the November *Seafarers Log*. A very good Thanksgiving dinner, well prepared by galley personnel, with good service by all in the steward department. Observed one minute of silence in memory of our departed brothers. Next, Port Everglades, Fla.

**ELIZABETHPORT** (Sea-Land Service), December 19—Chairman, Recertified Bosun Orla Ipsen; Secretary George W. Gibbons; Educational Director Peter K. Shaughnessy; Engine Delegate Robert Thomas. \$136 in ship's fund. \$465 in movie fund. No disputed OT. Chairman reported that most of the repairs that were necessary have been completed and to please advise him if there are anymore. A vote of thanks to the deck department for keeping the messroom and pantry clean. Also a vote of thanks to the department delegates and the ship's committee for doing a good job. Next port in Panama Canal.

**ARTHUR MIDDLETON** (Waterman Steamship), December 12—Chairman, Recertified Bosun C. Dammeyer; Secretary R. M. Boyd; Educational Director R. J. Ball; Deck Delegate C. Johnsen; Engine Delegate E. Smith; Steward Delegate Miguel Aguirre. No disputed OT. Chairman explained the reasons for donating to SPAD and why Piney Point is a must today to keep in tune with modern ships and the functions of the Union.

**PUERTO RICO** (Puerto Rico Marine Mgt.), December 12—Chairman, Recertified Bosun F. E. Walker; Secretary V. Douglas; Educational Director W. R. Carroll; Steward Delegate Clarence Jones. \$21.10 in ship's fund. No disputed OT. It was noted that the service elevator is unsafe and needs repair. The chairman and secretary gave all crewmembers a vote of thanks for their cooperation and their support of SPAD and wished all a Merry Christmas and a Happy New Year.

**DELTA SUD** (Delta Steamship), December 5—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial; Deck Delegate Mitchell Reed. \$35 in ship's fund. No disputed OT. The crew was commended for having three safe, accident free trips and were reminded to be very careful while walking and working out on open deck, especially while cargo is being moved. One letter was received from Headquarters concerning notation in the previous ship's minutes about the lack of receiving *Logs* and Union matters while in foreign ports. Received plenty of *Logs* while in New Orleans. Next port in Suez Canal.

**ERIC K. HOLZER** (Puerto Rico Marine Mgt.), December 26—Chairman, Recertified Bosun Roberto Zaragoza; Secretary H. Strauss. Some disputed OT in engine department. A vote of thanks to the steward department for a fine Christmas dinner. Report to the *Seafarers Log*: "Christmas at sea aboard the SS *Eric K. Holzer*—We had a Santa Claus giving out gifts which were given to the whole crew by the Seamen's Club in Elizabeth." Next port, Elizabeth, N.J.

**GUAYAMA** (Puerto Rico Marine Mgt.), December 19—Chairman, Recertified Bosun W. Velazquez; Secretary J. Prats; Engine Delegate H. Welch; Steward Delegate D. Hatch. The educational director held a discussion about alcoholism and the center the Union established for that purpose. No disputed OT. A vote of thanks was given to the steward department from the crew for the good Thanksgiving dinner they put out during the voyage.

**NATHANIEL GREENE** (Waterman Steamship), December 12 — Chairman, Recertified Bosun J. F. McCollom; Secretary W. G. Williams; Educational Director J. R. Johnson. Some disputed OT in steward department. A safety meeting was held and all department heads and ship committee members attended. Discussed the importance of donating to SPAD. A vote of appreciation to the steward department for a job well done. Next port, Savannah.

**SEA-LAND FINANCE** (Sea-Land Service), December 12 — Chairman, Recertified Bosun J. Pulliam; Secretary J. Mar; Educational Director F. Caruthers; Deck Delegate J. Long; Engine Delegate A. Armistead; Steward Delegate C. Carlson. No disputed OT. Chairman advised that any literature that is left by the patrolman should be read and passed along. To keep up with what is going on in the Union, read the *Seafarers Log*. Steward asked all crewmembers to report any repairs that have to be done so they can be fixed. Next port, Yokohama.

**ZAPATA PATRIOT** (Zapata Bulk Transport), December 12—Chairman, Recertified Bosun R. Murry; Secretary A. Arellano; Educational Director G. Meaden; Deck Delegate J. Wade; Engine Delegate T. Thomas; Steward Delegate R. Hirsch. No disputed OT. Chairman advised all crewmembers to read all their established benefits as they can be very helpful in sickness that may need financial assistance. A vote of thanks to the steward department for serving such gourmet foods as caviar, smoked sturgeon, filet mignon, lobster tails and various cheeses. Report to *Seafarers Log*: "Ex-SIU member, Arnie Bjornsen is now a captain aboard this vessel. He is a good guy to ship with. We have gone to Sweden and our next trip may be to Murmansk."

**SEA-LAND PRODUCER** (Sea-Land Service), December 5—Chairman, Recertified Bosun M. B. Woods; Secretary L. H. Waldron; Educational Director Tyler; Deck Delegate Ralph Dougherty. \$8 in ship's fund. No disputed OT. The *Seafarers Log* was received and distributed. A vote of thanks to the steward department for a wonderful Thanksgiving dinner. Next port, Port Everglades, Fla.

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

POTOMAC  
PHILADELPHIA  
COVE COMMUNICATOR  
PISCES  
OGDEN CHALLENGER  
BALTIMORE  
JACKSONVILLE  
ANCHORAGE  
SEA-LAND RESOURCE  
PORTLAND  
FORT HOSKINS  
OVERSEAS ALICE  
ARECIBO  
SAN PEDRO

AGUADILLA  
SEA-LAND GALLOWAY  
CANTIGNY  
TAMPA  
HOUSTON  
OVERSEAS ARCTIC  
OVERSEAS JUNEAU  
CHARLESTON  
PONCE DE LEON  
OGDEN WABASH  
MAYAGUEZ  
GOLDEN DOLPHIN  
MAUMEE

LOS ANGELES  
OVERSEAS VALDEZ  
ALLEGIANCE  
SUSQUEHANNA  
COLUMBIA  
AMERICAN EXPLORER  
HUMACAO  
JAMES  
TRANSEASTERN  
CONNECTICUT  
OVERSEAS NATALIE  
ALEX STEPKENS  
THOMAS JEFFERSON

DELTA ARGENTINA  
ST. LOUIS  
MOUNT WASHINGTON  
EAGLE TRAVELER  
DELTA URUGUAY  
MERRIMAC  
MOBILE  
BEAVER STATE  
VANTAGE DEFENDER  
OVERSEAS TRAVELER  
FORT HOSKINS  
DELTA NORTE  
ALEUTIAN DEVELOPER

SHOSHONE  
SEA-LAND EXCHANGE  
SEA-LAND McLEAN  
JOHN TYLER  
TAMARA GULDEN  
BANNER  
ROBERT TOOMBS  
MONTICELLO VICTORY  
BOSTON  
ROSE CITY  
YELLOWSTONE  
ZAPATA RANGER  
BORINQUEN  
SAN JUAN



New Orleans style architecture marks the front entrance of the elegant SIU hall that serves as home for the SIU in New Orleans. The bricks in the exterior walls were baked by Spanish artisans 150 years ago.



The auditorium in the New Orleans hall comfortably seats 850 people. A kitchen next to the auditorium allows the SIU to host dinners and conferences such as the recent trustees meeting.

## Trustees Hold January Meeting in New Orleans

Trustees of the eight Union multi-employer plans held their bi-monthly meeting in New Orleans on Jan. 18 and 19. Although in the past trustee meetings have been held in New York or at the Lundeberg School in Piney Point, Md., recently the trustees decided to hold their meetings in various ports around the country to get to know the members and officials of the SIU and United Industrial Workers on their home turf. New Orleans was the first choice since it is one of the largest and busiest ports for Seafarers.

The trustees represented the Great Lakes Tug and Dredge Pension Plan, the Seafarers Welfare, Pension and Vacation Plans, the Seafarers Hiring Hall Trust Fund, the Harry Lundeberg School of Seamanship and the United Industrial Workers (UIW) Welfare and Pension Plans.



John Jaeger, an attorney from Cleveland, Ohio, attended the Seafarers Vacation Plan meeting as a management trustee.



It was a busy schedule for SIU Executive Vice President Frank Drozak in New Orleans where he attended meetings as a Union trustee for the Seafarers Welfare and Pension Plans, Seafarers Hiring Hall Trust Fund, and the Harry Lundeberg School.

At these meetings, which are held once every two months, Union officials and management representatives who are responsible for administering the various plans approve the requests for benefits and go over the plans to make sure the proper benefits are available to the members. They review the trust fund investments and make sure the plans' administrative staff is functioning properly.

Lindsey Williams, SIU vice president for the Gulf Coast, was host at the meetings in the beautiful New Orleans hall

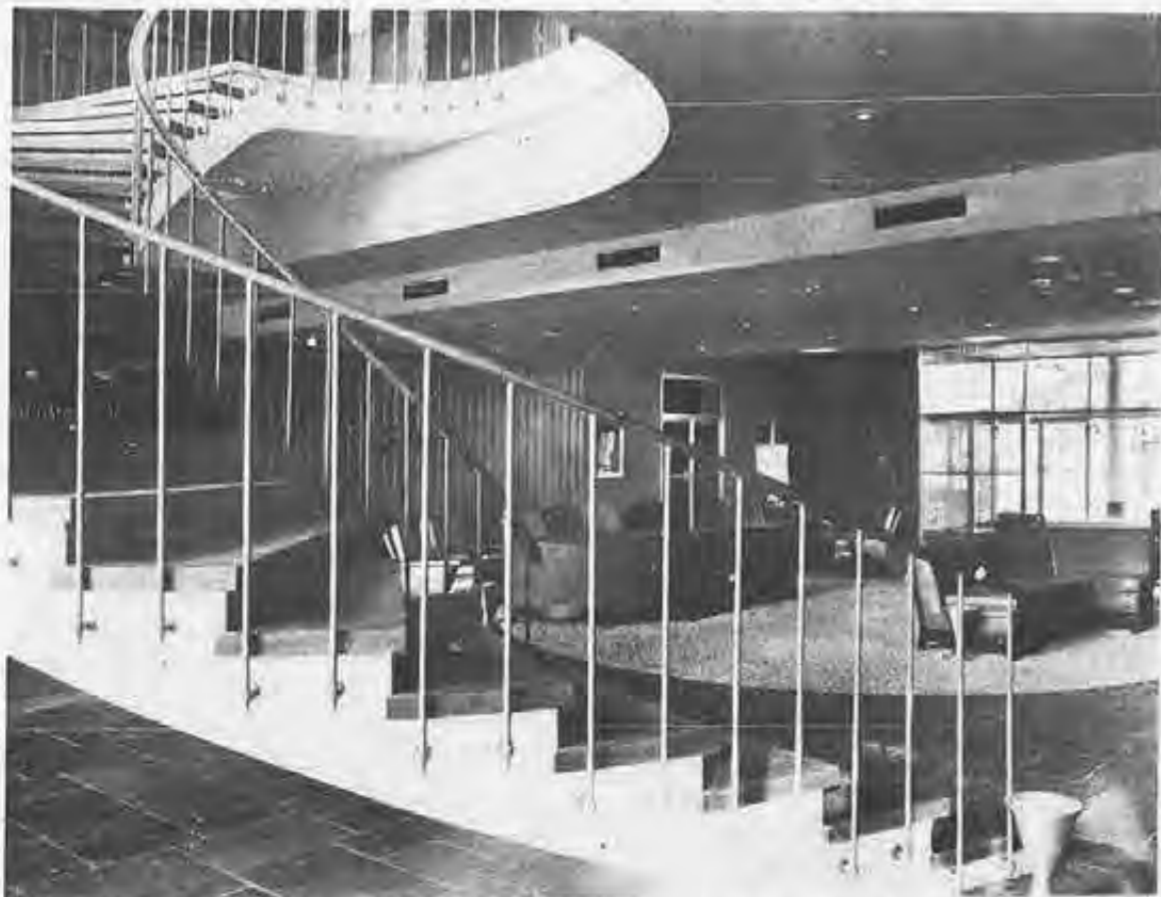
which was built by the SIU in 1961. The trustees were treated to New Orleans creole type lunches, cooked in the SIU cafeteria which is rated three stars in the New Orleans Underground Gourmet. That book, which rates moderate-priced restaurants on a basis of four (excellent) to no stars, gave SIU red beans and rice a special mention.



Chuck Mollard is a Union trustee for the Seafarers Pension Plan.



Irv Saunders of Dunbar and Sullivan Dredging Co. serves as a management trustee on the Seafarers Welfare and Pension Plan and Great Lakes Tug and Dredge Pension Plan.



A beautiful circular stairway, entirely unsupported by exterior columns and in itself an engineering marvel, leads from the lobby in the New Orleans hall to the second floor.



Lindsey Williams, SIU vice-president for the Gulf Coast, hosted the January trustees meeting in New Orleans. Brother Williams serves as a Union trustee for the Seafarers Welfare and Pension Plan and the Harry Lundeberg School of Seamanship.

## Seventh Part of Series

# Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein, SIU Welfare Director

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

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

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

### THE RISING COST OF MEDICAL CARE

Medical costs have been spiraling over the years and the outlook for the future shows ever increasing expenses when you become ill or are injured. Medical costs are one of the largest expenditures you might have to face during retirement. This includes operations, dental work, drugs, hospitalization. It is very true that a stay in the hospital can wipe out a person's lifetime savings. That is why national health insurance programs such as medicare are so very important. And that is why labor has for years fought for greater medical coverage for the worker.

Also, as senior citizens you may find a greater need for medical care. This further emphasizes the importance of medicare for you.

There are two parts to the medicare program, Part A and Part B. And both parts are very important.

Part A is automatic for most people over 65 years of age; Part B is voluntary, but we strongly urge everyone eligible to participate in it.

Everyone 65 or older who is entitled to monthly social security or railroad retirement benefits is entitled to Part A of medicare. This part is called hospital insurance. It is only necessary that you have a certain number of quarters of coverage. (Check with your local Social Security office for the exact amount). A quarter is any three month period beginning January 1, April 1, July 1, or October 1—in which you were paid at least \$50 in wages.

### Hospital Insurance Benefits

Your hospital insurance helps pay the cost of medically necessary covered services for the following care:

- ▶ Up to 90 days of inpatient care in any participating hospital in each benefit period.<sup>1</sup> For the first 60 days, it pays for all covered services after the first \$92. For the 61st day through the 90th day, it pays for all covered services except for \$23 a day. Care in a psychiatric hospital has a lifetime limit of 190 inpatient days.
- ▶ A "reserve" of 60 additional inpatient hospital days. You can use these extra days if you ever need more than 90 days of hospital care in any benefit period. Each reserve day you use permanently reduces the total number of reserve days you have left. For each of these additional days you use, hospital insurance pays for all covered services except for \$46 a day.
- ▶ Up to 100 days of care in each benefit period in a participating skilled nursing facility, a specially qualified facility which is staffed and equipped to furnish skilled nursing care, skilled rehabilitation care, and many related health services. Hospital insurance pays for all covered services for the first 20 days and all but \$11.50 a day for up to 80 more days if *all* of the following five conditions are met:
  - You have been in a hospital at least 3 days in a row before your transfer to the skilled nursing facility,
  - You are transferred to the skilled nursing facility because you require care for a condition which was treated in the hospital,
  - You are admitted to the facility within a short time (generally within 14 days) after you leave the hospital,
  - A doctor certifies that you need, and you actually receive, skilled nursing or skilled rehabilitation services on a daily basis, and
  - The facility's Utilization Review Committee does not disapprove your stay.
- ▶ Up to 100 home health "visits" in each benefit period from a participating home health agency during the 12-months after your discharge from a hospital or skilled nursing facility if *all* six of the following conditions are met:
  - You were in a participating hospital for at least 3 days in a row,
  - The home health care is for further treatment of a condition which was treated in the hospital or skilled nursing facility,
  - The care you need includes part-time skilled nursing care, physical therapy, or speech therapy,
  - You are confined to your home,
  - A doctor determines you need home health care and sets up a home health plan for you within 14 days after your discharge from a hospital or participating skilled nursing facility, and
  - The home health agency providing services is participating in Medicare.

\* \* \*

<sup>1</sup>A benefit period is a way of measuring your use of services under Medicare's hospital insurance. Your first benefit period starts the first time you enter a hospital after your hospital insurance begins. When you have been out of a hospital (or other facility primarily providing skilled nursing or rehabilitation services) for 60 days in a row, a new benefit period starts the next time you go into a hospital. There is no limit to the number of benefit periods you can have.

Part B of medicare is voluntary and is called medical insurance. Its benefits will be outlined in the next part of this series.

## Sea-Land Shoregang Aboard the SS Houston in Port Elizabeth



Above, in photo at left, Frank Wong of the Sea-Land Shoregang deck department moves food stores for the galley along a conveyor belt on the SS Houston (Sea-Land) recently. In photo at right, shoregang cooks (l. to r.) Louis Lowe and Tom Esposito get the lunch soup and vegetables ready for their crew at Port Elizabeth, N.J.

# Hudson Saves 47 Viets Off Junk in Mid-S. China Sea

Forty-seven Vietnamese men, women and children refugees fleeing their homeland in a "top heavy" motorized junk were rescued recently by the SIU-manned tanker *USNS Hudson* (Mount Shipping) in the cyclonic South China

Sea 250 miles out from the nearest landfall.

AB Mike Mastrogiannis at the helm first spotted the small old, wooden boat off the starboard bow in the late morning as the *Hudson* plowed her way from Chimu Wan, Okinawa toward the Persian Gulf.

On watch, Chief Mate Don Mappin noted that the junk headed for the Philippines was flashing the Morse Code so he signalled Capt. Robert Wolfe to the bridge. Twenty-minutes later the master was told by Dr. Nguyen Thi-To-Vinh of the plight of her 12 children, 19 women and 16 men compatriots aboard the junk.

Immediately, Seafarers and officers worked tirelessly to replenish the refu-

ges with food, water and fuel, said Third Mate Paul Mehr.

The crew then learned that the junk's captain was making his maiden voyage at sea with no other navigational equipment than a magnetic compass!

Later in the afternoon, all the tiny tots were lashed to the backs of crewmembers who climbed up the Jacob's ladder to put their charges in the arms of their shipmates on deck. Unable to mount the ladder, ill women and men were hauled up in stretchers. The remaining women climbed the ladder.

Wishing the rest of the refugees, who were all men on board the junk, good luck, they were given directions to Subic Bay.

## 2 Get Tankerman Sheepskins



Happily showing off their Certificates of Achievement are (l. to r.): Brothers Thomas Burke and Recertified Bosun Edgar Anderson, Jr. after completing the Tankerman Course recently at the Harry Lundeberg School of Seamanship, Piney Point, Md.

## Hall Urges Approval for All-Alaska Gas Pipeline

*Continued from Page 3*

sophisticated, safe commercial vessels ever built. "It would be a mistake to consider LNG carriers as being in the same class as the oil tankers involved in recent accidents; these LNG carriers are all double-hulled, have collision avoidance radar, bow thrusters, automatic and redundant firefighting systems, closed cargo systems with inert gas instead of oxygen—they exceed Coast Guard specifications for safety of cargo and navigation."

The 11 ships needed for the Alaska project, all American-built and American-crewed, would mean \$2.2 billion

worth of jobs and equipment to the U.S. economy, according to Hall.

"I am confident that the FPC, President Carter and the Congress will decide to keep our gas under U.S. control," Hall concluded, "and I only hope the decision will be made as soon as possible so we can get started—every day of delay is another day of the hardships caused by the growing shortage of natural gas throughout the nation."

The all-Alaska El Paso route had been endorsed at the 1975 Biennial Convention of the AFL-CIO Maritime Trades Department, which represents 43 AFL-CIO unions and eight million workers.

## Logan Plaque Is Presented



New Orleans Port Agent Buck Stephens (left) presented a memorial plaque recently to Mrs. Charles H. Logan, widow of the late, longtime SIU friend and consultant. The plaque commemorates the memory of Logan and came from the Seafarers Welfare and Pension Plans Board of Trustees. Part of the plaque's inscription read: "... Charles H. Logan ... especially contributed to the welfare of merchant seamen during more than a quarter of a century ..." and "... was identified with every progressive and innovative effort of the Seafarers Welfare (and Scholarship) Plan ..." In the photo's background is a painting by Mrs. Logan of her spouse, who died Dec. 13, 1975 at age 75 in New Orleans, and Sister M. Lillian McCormack, S.S.N.D., of St. Michael's School, where the painting and the plaque will hang in the school's Charles H. Logan Memorial Room.



### Brotherhood in Action

The high cost of alcoholism to society in general has been well-publicized over the past few years. Many of us fail to realize, however, that as workers and Union members, alcoholism is costing us, too. And the cost is not just the emotional hardship of seeing a friend suffer.

As Union members, alcoholism among our brothers costs us plenty in terms of dollars and cents in the form of insurance payments, man hours used in settling alcohol-related beefs, hours spent aboard the ship or boat covering for the alcoholic, and the cost of medical services for treating everything except the real problem.

The dollars-and-cents costs to management are high also in terms of damaged cargoes and equipment. In the old days, this might not have mattered because management's problems were management's tough luck and certainly didn't mean anything to us. But today we know that the problem of the indus-

try must be solved by management and labor together.

So every alcoholic brother we have in our Union is costing us money. It's important to remember this not so that we can be angry at these brothers or so we will despise them. It's important so that each of us realizes the personal stake we have in the Alcoholic Rehabilitation Program operated by the Seafarers Welfare Plan.

This program can only work if each of us believes in it and promotes it. Certainly it contributes to the welfare of every single member to do so. Through this program, we are able to help our alcoholic brothers become the informed, dedicated, contributing members of the SIU that they have the potential to be.

We have never been a Union that was willing to forget about the members who needed help. Our brothers who have alcoholism need help. In seeing that they receive it, we are benefiting them, ourselves, our Union and our industry.

### Alcoholic Rehabilitation Center

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

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

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

Telephone No. ....

Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

## Personals

### Arlen Quinn

Walter Young would like you to contact him at 13240 Ave. F, No. 605, Chicago, Ill. 60633.

### Larry Richardson

Mont (Fingers) McNobb asks that you contact him as soon as possible at 98 Mason St., San Francisco, Calif. 94102. Telephone (415) 362-0326.

### Candido Alcides Ortiz

Your wife, A. R. Ortiz, asks that you contact her as soon as possible at 3400 Springdale Ave., Baltimore, Md. 21216. Or, you can call at (301) 367-1730.

### Tom Duncan

### Tom Laughlin

### Charles Eglin

Chris Jensen of 99-262 Iini Way, Aiea, Hawaii, 96701 would like to get in touch with you.

### James Russell Egan

Thomas O. Tyler asks that you contact him at Box 83, Vienna, Md. 21869.

### William Joe

Ed Murray asks that you contact him at 3358 Morning Glory Rd., Philadelphia, Pa. 19154.

### Hakan Boander Hakansson

Your grandniece and nephew, Mr. and Mrs. R. V. Houde, ask that you contact them at 203 Gold Creek Rd., Bremerton, Wash. 98310.

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

Dec. 23, 1976-Jan. 26, 1977

| SEAFARERS WELFARE PLAN                      | Number        |              | Amount         |                |
|---------------------------------------------|---------------|--------------|----------------|----------------|
|                                             | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE  | YEAR TO DATE   |
| <b>ELIGIBLES</b>                            |               |              |                |                |
| Death .....                                 | 18            | 18           | \$ 64,543.06   | \$ 64,543.06   |
| In Hospital Daily @ \$1.00 .....            | 603           | 603          | 603.00         | 603.00         |
| In Hospital Daily @ \$3.00 .....            | 514           | 514          | 1,542.00       | 1,542.00       |
| Hospital & Hospital Extras .....            | 14            | 14           | 2,264.85       | 2,264.85       |
| Surgical .....                              | 3             | 3            | 234.00         | 234.00         |
| Sickness & Accident @ \$8.00 .....          | 6,368         | 6,368        | 50,944.00      | 50,944.00      |
| Special Equipment .....                     | 4             | 4            | 1,559.50       | 1,559.50       |
| Optical .....                               | 104           | 104          | 3,200.53       | 3,200.53       |
| Supplemental Medicare Premiums .....        | 9             | 9            | 437.30         | 437.30         |
| <b>DEPENDENTS OF ELIGIBLES</b>              |               |              |                |                |
| Hospital & Hospital Extras .....            | 347           | 347          | 95,304.33      | 95,304.33      |
| Doctors' Visits In Hospital .....           | 90            | 90           | 3,836.59       | 3,836.59       |
| Surgical .....                              | 113           | 113          | 19,509.80      | 19,509.80      |
| Maternity .....                             | 23            | 23           | 7,349.00       | 7,349.00       |
| Blood Transfusions .....                    | 4             | 4            | 210.00         | 210.00         |
| Optical .....                               | 82            | 82           | 2,371.38       | 2,371.38       |
| <b>PENSIONERS &amp; DEPENDENTS</b>          |               |              |                |                |
| Death .....                                 | 15            | 15           | 48,000.00      | 48,000.00      |
| Hospital & Hospital Extras .....            | 162           | 162          | 20,514.93      | 20,514.93      |
| Doctors' Visits & Other Medical Expenses .. | 105           | 105          | 3,766.84       | 3,766.84       |
| Surgical .....                              | 16            | 16           | 2,972.50       | 2,972.50       |
| Optical .....                               | 49            | 49           | 1,468.90       | 1,468.90       |
| Blood Transfusions .....                    | —             | —            | —              | —              |
| Special Equipment .....                     | 5             | 5            | 1,705.55       | 1,705.55       |
| Dental .....                                | 1             | 1            | 250.00         | 250.00         |
| Supplemental Medicare Premiums .....        | 34            | 34           | 2,436.30       | 2,436.30       |
| <b>SCHOLARSHIP PROGRAM</b>                  |               |              |                |                |
|                                             | 5             | 5            | 1,573.23       | 1,573.23       |
| <b>TOTALS</b>                               |               |              |                |                |
| Total Seafarers Welfare Plan .....          | 8,688         | 8,688        | 336,597.59     | 336,597.59     |
| Total Seafarers Pension Plan .....          | 13            | 13           | 15,003.63      | 15,003.63      |
| Total Seafarers Vacation Plan .....         | 1,265         | 1,265        | 1,375,437.61   | 1,375,437.61   |
| Total Seafarers Welfare, Pension & Vacation | 9,966         | 9,966        | \$1,727,038.83 | \$1,727,038.83 |

## 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.



**Chester J. Rickards**, 65, joined the Union in the port of Philadelphia in 1961 sailing as a tug captain for the Independent Towing Co. from 1942 to 1976 and for the Taylor and Anderson Towing Co. from 1929 to 1942. Brother Rickards was born in Millsboro, Del. and is a resident there.



**Norman O. Schwab**, 66, joined the Union in the port of New Orleans in 1957 sailing as a deckhand for the Magco Towing Co. from 1955 to 1963. Brother Schwab was born in Paris, La. and is a resident of Thibodaux, La.



**James L. Sullivan**, 65, joined the Union in the port of Philadelphia in 1961 sailing as a mate for the Curtis Bay Towing Co. from 1944 to 1976. Brother Sullivan was a rigger foreman for the Dravo Corp. from 1942 to 1944. He sailed 46 years. Born in Fall River, Mass., he is a resident of Boothwyn, Pa.



**Exum G. Swindell**, 66, joined the Union in the port of Norfolk in 1961 sailing as an engineer for the Curtis Bay Towing Co. from 1940 to 1975. Brother Swindell was born in Swan Quarter, N.C. and is a resident of Norfolk.



**James R. Stephenson**, 63, joined the Union in the port of Sault Ste. Marie, Mich. in 1961 sailing as an oiler for Dunbar and Sullivan Dredging Co. in 1974, Merritt, Chapman and Scott in 1958 and for the U.S. Army Corps of Engineers from 1941 to 1958 as a linetender. Brother Stephenson was born in Sault Ste. Marie and is a resident there.



**Arthur C. Notton**, 62, joined the Union in the port of Duluth in 1961 sailing as a tug fireman, lead deckhand and pilot for the Zenith Dredge Co. from 1953 to 1976. Brother Notton was born in Ashland, Wisc. and is a resident of Superior, Wisc.



**Sigurd Gronli**, 68, joined the Union in the port of New Orleans in 1956 sailing as an AB for the G & H Towing Co. in 1962. Brother Gronli sailed 25 years. He is a veteran of the U.S. Army in World War II. Inland Boatman Gronli was born in Norway, is a naturalized U.S. citizen and is a resident of Chalmette, La.



**William I. Kinsella**, 63, joined the Union in the port of Sault Ste. Marie, Mich. in 1963 sailing as a deckhand for the Great Lakes Dredging and Dock Co. from 1960 to 1976. Brother Kinsella was a self-employed auto mechanic in his own gas service station and repair shop from 1944 to 1960. He was born in Munising, Mich. and is a resident of Brimley, Mich.



**Ante Baric**, 61, joined the Union in the port of Philadelphia in 1961 sailing as a captain for Independent Towing Co. from 1952 to 1977. Brother Baric sailed 35 years and was a member of the NMU from 1941 to 1952. He was born in Lukoran, Yugoslavia and is a naturalized U.S. citizen. Inland Boatman Baric is a resident of Sharon Hill, Pa.




**Lawrence E. Courtney**, 68, joined the Union in the port of Buffalo in 1960 sailing as a fireman-watertender and deckhand for the Great Lakes Towing Co. from 1936 to 1976. Brother Courtney sailed 51 years. He was born in Buffalo and is a resident of Hamburg, N.Y.



**James C. Milligan**, 63, joined the Union in the port of Buffalo in 1961 sailing as a deckhand for Dunbar and Sullivan Dredging Co. from 1956 to 1976 and for the Great Lakes Dredging and Dock Co. in 1960. Brother Milligan was born in Brimley, Mich. and is a resident there.



**Russell L. Hastings**, 64, joined the Union in the port of Philadelphia in 1961 sailing as a cook for the Interstate Oil Transport Co. from 1956 to 1976 and for the Graham Transport Co. from 1952 to 1956. Brother Hastings is a veteran of the U.S. Army in World War II. He was born in Berlin, Md. and is a resident there.



**Harry A. Hansen**, 69, joined the Union in the port of Philadelphia in 1961 sailing as an oiler for the Taylor and Anderson Towing and Lighterage Co. from 1949 to 1976. Brother Hansen was born in Norway, is a U.S. naturalized citizen and is a resident of Salisbury, Md.



**John D. "Johnnie" Hunter**, 55, joined the Union in 1943 in the port of Mobile and sailed as a bosun. Brother Hunter sailed 41 years and was on the Alcoa Shoregang in 1955. He was in the December 1975 Bosuns Recertification Program graduating class. A native of the British West Indies, he is a resident of Mobile.



**Herbert M. Bernhard**, 61, joined the Union in the port of New York in 1960 sailing as a deckhand and mate for the New York, New Haven and Hartford Railroad from 1939 to 1963 and for the Penn Central Railroad from 1963 to 1976. Brother Bernhard was born in New York City and is a resident of Merritt Is., Fla.



**Ralph O. Carlson**, 64, joined the Union in the port of New York in 1960 sailing as a deckhand and bridge motorman for the Penn Central Railroad from 1945 to 1976. Brother Carlson was a firstclass shipfitter at the Kearney (N.J.) Federal Shipyard from 1942 to 1945. He was born in Jersey City, N.J. and is a resident there.



**Charles F. Browne, Jr.**, 56, joined the Union in the port of Philadelphia in 1961 sailing as a deckhand, mate, pilot and captain for the Curtis Bay Towing Co. from 1943 to 1961 and for the U.S. Army Corps of Engineers from 1936 to 1942. Brother Browne sailed 40 years and is a veteran of the U.S. Navy in World War II. He was born in Claymont, Del. and is a resident of Chesapeake City, Md.



**Otto M. Felker**, 68, joined the Union in the port of Baltimore in 1956 sailing as a cook for the Interstate Oil Transport Co. from 1965 to 1976. Brother Felker is a veteran of the U.S. Army. He was born in Natico, Pa. and is a resident of Baltimore.



**Peter J. Brisick**, 68, joined the Union in the port of Chicago in 1952 sailing as a deckhand for the Great Lakes Dredge and Dock Co. from 1951 to 1976. Brother Brisick was a member of the National Maritime Union from 1939 to 1952. He was born in New York and is a resident of Galveston.



**Robert C. Arnold**, 65, joined the Union in the port of New Orleans in 1955 sailing as an oiler. Brother Arnold sailed 28 years. He was born in New York City and is a resident of Bogalusa, La.



**Carmine J. Caropreso**, 65, joined the Union in the port of New York in 1951 sailing as an oiler. Brother Caropreso sailed on the Bull Line, attended a Piney Point Educational Conference and was on the Sea-Land Shoregang from 1973 to 1976. He is a veteran of the U.S. Army in World War II. Born in Italy, he is a U.S. naturalized citizen and a resident of Sunnyside, Queens, N.Y.



**Zee Young Ching**, 55, joined the Union in 1948 in the port of New York and sailed as a chief steward. Brother Ching sailed 34 years and is a veteran of the U.S. Navy in World War II. A native of Hangchow, China, he is a U.S. naturalized citizen. He is a resident of Gretna, La.



**Teodoro M. Diangson**, 65, joined the Union in the port of New York in 1953 and sailed as a chief cook. Brother Diangson sailed 33 years and was on the picket line in the 1965 District Council 37 beef, 1962 Robin Line strike, and the 1961 N.Y. Harbor strike. He is a veteran of the U.S. Navy in World War II. Born in the Philippines, he is a resident of Brooklyn, N.Y.



**Alphonso R. Gonzales**, 66, joined the Union in the port of New Orleans in 1954 sailing as a fireman-watertender. Brother Gonzales sailed 46 years, attended a 1975 Piney Point Crews Conference and walked the picket line in the 1934 and 1936 San Francisco MFOV strikes. He was born in Hawaii and is a resident of Metairie, La.



**Edward J. Hibbard**, 65, joined the Union in 1942 in the port of Baltimore sailing both on deep sea and on the inland waters as a deckhand for the Curtis Bay Towing Co. from 1967 to 1976. Brother Hibbard was on the picket line in the 1967 IBU beef. Born in Virginia, he is a resident of Baltimore.



**Hilton T. Sims**, 62, joined the Union in the port of Mobile in 1962 sailing as a welder for Radcliff Materials, Inc. from 1952 to 1976. Brother Sims is a veteran of the U.S. Air Forces in the post-World War II period. He was born in Covington County, Ala. and is a resident of Mobile.

# Final Departures



**Walter A. Mielnicki**, 55, died of heart failure at home in Bloomfield, N.J. on Nov. 1. Brother Mielnicki joined the Union in the port of New York in 1959 and sailed as a deck-

hand for the Penn Central Railroad from 1946 to 1976 and worked for Kraft Foods from 1938 to 1945. He was on the picket line in the 1961 N.Y. Harbor strike and was a 1969 convention delegate. Inland Boatman Mielnicki was born in New Jersey and was a veteran of the U.S. Army in World War II. Interment was in Mount Olivet Cemetery, Bloomfield. Surviving is a sister, Mrs. Jean Keefe of Bloomfield.



**Harold E. Sampson, Sr.**, 53, succumbed to lung cancer in Burgess, Va. on Dec. 4. Brother Sampson joined the Union in the port of Baltimore in 1972 and sailed as a relief

engineer for the Stuart Transportation Co. of Piney Point, Md. from 1971 to 1976. He was a former member of the NMU from 1943 to 1947. A native of Sampson's Wharf, Va., he was a resident of Burgess. Burial was in the Wilcomico Universal Methodist Cemetery, West Church, Va. Surviving are his widow, Peggy; a son, Harold E., Jr.; two daughters, Peggy Jo and Judith; his parents, Mr. and Mrs. Marcellous E. Sampson, and a relative, Mrs. H. Ellsworth Sampson.



**Pensioner Melvin R. Jennings**, 40, succumbed to cancer in Nederland, Tex. on Oct. 31. Brother Jennings joined the Union in the port of Port Arthur, Tex. in 1961 and sailed as a

captain and mate for the Moran Towing Co., Sabine Towing Co., and for the Nederland D.M. Picton Towing Co. from 1956 to 1972; and as a deckhand for the Glasscock Drilling Co. in 1956. He was a Korean War veteran of the U.S. Army and also served from 1959 to 1962. A native of Sabine Pass, Tex., he was a resident of Nederland. Burial was in the Greenlawn Memorial Park Cemetery, Port Arthur. Surviving are his widow, Sidney Lee; a son, Michael; a daughter, Amy; two stepsons, Francis and Jeffrey Williams, and his parents, Mr. and Mrs. F. C. Jennings of Sabine Pass.

**Pensioner Earl C. Carver**, 78, died of lung cancer in the St. Joseph Hospital, Houston, Tex. on Oct. 26. Brother Carver joined the Union in the port of Houston in 1957 and sailed as a second assistant engineer for the G & H Towing Co. from 1941 to 1963. He sailed 38 years. Inland Boatman Carver was a veteran of the U.S. Army Artillery Corps in World War I. A native of Iowa, he was a resident of Houston. Interment was in the Brookside Memorial Park Cemetery, Houston. Surviving is his widow, Mabel.



**Anthony A. J. Guillard**, 65, died on July 14. Brother Guillard joined the Union in the port of Sault Ste. Marie, Mich. in 1961 and sailed as a lineman, oiler and fireman-watertender for the Dunbar and Sullivan Dredging Co. of Green Bay, Wisc. from 1952 to 1976. From 1943 to 1945 he was an auto worker. Inland Boatman Guillard was a resident of Sault Ste. Marie. Surviving are his widow, Betty Myra, and three daughters, Mrs. Elizabeth Lanham of Sault Ste. Marie, Gertrude and Esther Marie.



**Robert R. "Bob" Louzon**, 53, died on Sept. 25. Brother Louzon joined the Union in the port of Detroit in 1961 and sailed as a tug line-

man for the Western Con Co. from 1958 to 1960, the Great Lakes Tug and Dredge Co. in 1973 and for Dunbar and Sullivan from 1960 to 1976. Inland Boatman Louzon was a veteran of the U.S. Army in World War II. He was born in River Rouge, Mich. and was a resident of Saint Ignace, Mich. Surviving are his widow, Mary; three sons, George, Larry and Charles, and two daughters, Sandra and Rosemary Rickley.



**Walter A. Oliver**, 39, died on Jan. 6. Brother Oliver joined the Union in the port of Detroit in 1968 and sailed as a tug AB for Dunbar and Sullivan and the

Great Lakes Tug and Dredge Co. He was a member of the SIU from 1955 to 1968. Born in Alpena, Mich., he was a resident of Wyandotte, Mich. Surviving are his parents, Mr. and Mrs. Robert W. Posen of Michigan.



**Carl A. Carlson, Jr.**, 55 died on June 16. Brother Carlson joined the former Inland Boatmen's Union in the port of Norfolk in 1969 and sailed as a AB relief

man and deckhand for the Curtis Bay Towing Co. from 1969 to 1976 and for McAllister Brothers from 1969 to 1972. He had formerly sailed with the deep sea SIU since 1943. His son, Carl A., III said "He counted it a privilege that he was jailed 11 times in one day for attempts in organization of labor." Surviving, beside his son of Chesapeake, Va., are a daughter, Mrs. Myra Suzanne Stoneberger of Norfolk, and his mother, Mrs. Gladys Whitt, also of Norfolk.



**Pensioner James J. Schultz**, 79, died of a cerebral stroke at home in Baltimore on Dec. 27. Brother Schultz joined the Union in the port of Baltimore in 1957 and sailed as a mate,

pilot and captain for the Baker-Whiteley Towing Co. from 1912 to 1962. He was born in Baltimore. Interment was in the Gardens of Faith Cemetery, Baltimore County, Md. Surviving are his widow, Adela, and a daughter, Mrs. Wanda Shattuck.



**Pensioner Charlie F. Ridley, Sr.**, died of cardiac arrest in Fredericksburg, Tex. Hill Country Memorial Hospital on Aug. 13. Brother Ridley joined the Union in the port of Houston

in 1957 sailing as a cook for the G & H Towing Co. for 12 years. He was a veteran of the World War II U.S. Army Field Artillery. Born in Cleburn, Tex., he was a resident of San Saba, Tex. Burial was in Wallace Creek Cemetery, San Saba County, Tex. Surviving are his widow, Margaret Mae; two sons, Seafarer Charles, Jr. of San Saba and Rayborn; a daughter, Mrs. Annie Nixon; his brother, J. C. Ridley, and three sisters.



**Joseph N. Matejek, Sr.**, 56, died of natural causes on the Sun Oil Docks in Pasadena, Tex. on Nov. 11. Brother Matejek joined the Union in 1949 in the port of Galveston

and sailed as a chief engineer for the G & H Towing Co. of Corpus Christi, Tex. from 1949 to 1976. He was born in Hallettsville, Tex. and was a resident of Pasadena. Burial was in the Forest Park East Cemetery, Houston. Surviving are a son, Michael of Pasadena; a daughter, Brenda, and his parents, Mr. and Mrs. Joseph J. Matejek, Sr.



**Pensioner Trilby G. Safford**, 76, passed away on Jan. 18. Sister Safford joined the Union in 1946 in the port of New Orleans sailing as a chief stewardess

on the SS *Del Mar* (Delta Line) from 1947 to 1954 and on the SS *Corsair* (Alcoa) from 1954 to 1960. She sailed 21 years. Born in Galveston, she was a resident of De Ridder, La. Surviving are two daughters, Mrs. C. C. (Emma Jane) Elish of Slidell, La. and Mrs. Annis S. Fullerton, and a sister, Mrs. Mae Word of De Ridder.



**Pensioner Jean V. Bertrand**, 69, succumbed to heart failure in the Ville Platte (La.) General Hospital on Dec. 22. Brother Bertrand joined the Union in the port of New Orleans

in 1956 sailing in the steward department. He was born in Ville Platte and was a resident there. Interment was in the Gates of Heaven Cemetery, Ville Platte. Surviving are two sisters, Mrs. Velma B. Bergeron and Mrs. Guivis (Elmine) B. Hebert, both of Ville Platte.



**Oscar L. Briscoe**, 62, died on Dec. 21. Brother Briscoe joined the Union in the port of Wilmington in 1957 sailing as a pumpman. Brother Briscoe sailed 22

years and was a former member of the Marine Firemen's Union. He was born in Colgate, Okla. and was a resident of Clovis, N.M. Surviving are his parents, Mr. and Mrs. S. B. R. Briscoe of Clovis.



**Roberto Burgos**, 55, died of brain inflammation in St. James Hospital, Newark, N.J. on Jan. 4. Brother Burgos joined the Union in the port of New York in 1961 sailing in the

steward department for 20 years. He was born in Guayama, P.R. and was a resident of Newark. Burial was in Puerto Rico. Surviving are two sons, Roberto, Jr. and Luis; his mother, Mrs. Elisa Sanchez of Guayama; his father, Tomas; two sisters, Margarita and Rosa, and a niece, Irma Sanchez of New Jersey.



**Mario Canalejo, Sr.**, 59, died of heart disease in St. Joseph Hospital, Tampa on Nov. 24. Brother Canalejo joined the Union in 1942 in the port of Tampa sailing as a chief steward. He

sailed for 35 years and was a Piney Point upgrader in 1957-8. Born in Key West, Fla., he was a resident of Tampa. Cremation took place in the West Coast Crematory, St. Petersburg, Fla. Surviving are his widow, Lydia; two sons, Larry and Harry, and a daughter, Lorraine.



**James R. Bigner, Jr.**, 27, died of a fractured skull in New Orleans, La. on Nov. 2. Brother Bigner joined the Union in the port of New Orleans in 1967 sailing as an AB. He was a

1966 graduate of the Andrew Furuseth Training School in New Orleans and a 1970 'A' seniority upgrader at the HLSS. A native of Hammond, La., he was a resident of Slidell, La. Burial was in Forest Lawn Cemetery, Slidell. Surviving are his widow, Susan; a son, James; his parents, Mr. and Mrs. Milton Bigner, and a brother, Seafarer Milton Bigner, all of Hammond.



**Clayton F. Davis**, 58, died of heart and lung failure on Dec. 19. Brother Davis joined the Union in the port of Wilmington in 1967 and sailed as a fireman-watertender. He

sailed 20 years. Seafarer Davis was born in Independence, Kans. and was a resident of Long Beach, Calif. Burial was in Woodlawn Memorial Park Cemetery, Long Beach. Surviving is a sister, Mrs. Dorothy E. Bingham of Long Beach.



**Pensioner Richard A. "Dutch" De Graaf**, 68, died of natural causes in The Netherlands on Nov. 7. Brother De Graaf joined the Union in the port of New York in 1952 and sailed as a

fireman-watertender. He sailed 31 years and attended a SIU Pensioners Conference at Piney Point in 1970. Born in Rotterdam, The Netherlands, he was a resident there. Cremation took place in the Van Uw Valder Crematory, South Rotterdam. Surviving are a son, Simon; a daughter, Mrs. Edward (Gertrude) Kulick of Wayne, N.J., and a sister, Mrs. Maria Cornelia Letsch of Paterson, N.J.



**Pensioner Anargyros Dokeris**, 71, died of natural causes on Dec. 13. Brother Dokeris joined the Union in 1949 in the port of New York sailing as a chief pumpman. He sailed 48 years, rode the Bull Line and attended Piney Point Pensioners Conference No. 3 in 1970. Seafarer Dokeris was born in Kea, Greece and was a resident of The Bronx, N.Y. Burial was in Mount Olivet Cemetery, Maspeth, Queens, N.Y. Surviving are his widow, Triantafilio, and a niece, Margaret Dokeris of Syra, Greece.



**Pensioner William G. Dyal**, 58, died in a coma after an operation in the University of Southern Alabama Medical Center, Mobile on Sept. 19 following a fall at home. Brother Dyal

joined the Union in 1942 in the port of Mobile and sailed as a fireman-watertender. He sailed 39 years and attended the Brooklyn, N.Y. SIU-District 2 MEBA Engineer Upgrading Program in 1967. Seafarer Dyal was born in Lottie, Ala. and was a resident of Mobile. Interment was in the Mobile Memorial Gardens Cemetery. Surviving are his mother, Mrs. Lula Chambless of Lottie; his father, Dalton of Lottie, and a sister, Mrs. James M. (Louise) Tillman of 8 Mile, Ala.



**Pensioner Frank Mazet**, 73, passed away of natural causes in the Long Island College Hospital, Brooklyn, N.Y. on Dec. 18. Brother Mazet joined the Union in 1942 in the

port of New York and sailed as a fireman-watertender. He sailed 40 years, was on the picket lines in the 1961 Greater N.Y. Harbor strike, 1962 Rob-in Line strike and the 1965 District Council 37 beef, and attended SIU Pensioners Conference No. 3 and Conference No. 9 at the HLSS in 1970. Seafarer Mazet was born in Antwerp, Belgium and was a resident of New York City. Burial was in Greenwood Cemetery, Brooklyn, N.Y. Surviving are his mother, Regina de Herdt, and a sister, Josephine de Herdt, both of Antwerp.



**Recertified Bosun Melville "Tex" McKinney, Jr.**, 51, died of natural causes aboard the *SS Tamara Guilden* (Transport) while at sea in the North Atlantic on Dec. 24.

Brother McKinney joined the Union in 1947 in the port of New York sailing for 33 years. He was a March 1975 grad of the SIU Bosuns Recertification Program. Born in Lawrenceburg, Ind., he was a resident of Camden, N.J. His ashes were buried at sea. Surviving are his widow, Florence; two daughters, Delores and Patricia, and a sister, Rose of North Bend, Ohio.

**Miguel A. Ruiz O'Neill** died on Sept. 30, 1974. Brother O'Neill joined the Union in 1961 and last sailed as a QMED. He was a 1968 HLSS upgrader. Seafarer O'Neill was a resident of Santurce, P.R. Surviving is his widow, Margarita.



**Richard G. Everhart**, 51, died of a heart attack on the way to Tidelands Hospital, Houston on Nov. 30. Brother Everhart joined the Union in the port of Baltimore in 1956

and sailed as an AB and cook. He was a veteran of the U.S. Navy in World War II. A native of Thomasville, N.C., he was a resident of Lexington, N.C. Interment was in Lexington City (N.C.) Cemetery. Surviving are his widow, Ardella; a son, Richard, Jr. of Thomasville; a daughter, Mrs. Douglas (Vicki) Newman of Lexington; a foster son, Ricky H. Parsons, also of Lexington; his father, William and his mother, Josie of Lexington; three brothers, Corbett of Winston-Salem, N.C., Bryan of Fort Myers, Fla., and Bryan III of Lexington; a sister, Mrs. Henry L. Joyner of Welcome, N.C., and two grandchildren.



**Pensioner Antonio Falco**, 60, died of a heart attack in Zurburg Hospital, Riverside, N.J. on Dec. 20. Brother Falco joined the Union in the port of Philadelphia in 1951 and

sailed as a cook. He sailed 19 years and was elected to the 1960 SIU Quarterly Finance Committee in Philadelphia. Seafarer Falco was born in New Jersey and was a resident of Westmont, N.J. Burial was in Calvary Cemetery, Cherry Hill, N.J. Surviving are his mother, Therese of Camden, N.J., and his sister, Yolando of Westmont.



**Pensioner James M. Fisher, Jr.**, 67, passed away on Jan. 3. Brother Fisher joined the Union in 1942 in the port of New York and sailed as an AB. He sailed 47 years, was a ship's

delegate and rode on the American Coal Co. run. Born in New York City, he was a resident of Seattle. Surviving is a sister and brother-in-law, Mr. and Mrs. Warren H. and Mary Frommeyer of Gretna, La.



**Charles H. Hanners**, 53, died at home in Wewahatchka, Fla. on Apr. 17. Brother Hanners joined the Union in 1949 in the port of Mobile and sailed as an AB. He sailed 33

years and was a veteran of the U.S. Navy in World War II. Seafarer Hanners was a native of Florida. Interment was in Millville Cemetery, Panama City, Fla. Surviving are his widow, Mary; a son, Lewis; a daughter, Brenda, and his mother, Nora of Panama City.



**Raymond La Bombard**, 49, died on Jan. 18. Brother La Bombard joined the Union in the port of New York in 1955 sailing as an AB. He sailed 30 years and had also

been a member of the Inland Boatmen's Union. Seafarer La Bombard was born in Fitchburg, Mass. and was a resident of Houston, Tex. Surviving are his mother, Esther of Fitchburg, and his brother, Charles.



**Virgil L. Harding**, 49, died on Nov. 26. Brother Harding joined the Union in 1947 in the port of New York sailing as a chief steward. He sailed 37 years. Born in Oklahoma, he was a resident of Houston. Surviving are his widow, Margaret Lee; a son, David Lee Porter; two daughters, Mrs. Lana K. Wyatt of Jacksonville and Wanda Faye, and a sister, Mrs. Wilma Johns of Pasadena, Tex.



**Pensioner Rudolph J. "Rudy" Himel**, 67, died of a heart attack in the Autumn Hills Convalescent Center, Galveston, Tex. on Dec. 22. Brother Himel joined the Union in 1939 in

the port of New Orleans sailing as a cook. He sailed 31 years. Seafarer Himel was born in New Orleans and was a resident of Galveston. Interment was in Grace Memorial Park Cemetery, Alta Loma, Tex. Surviving are his mother, Josephine of Westwego, La.; a stepsister, Mrs. J. F. Charping of Houston; a nephew, Kenneta Ray Dickard of Galveston, and a godson, Michael F. Charping of La Marque, Tex.



**Herbert C. Johnson**, 73, passed away in December. Brother Johnson joined the Union in 1943 in the port of Norfolk and sailed as a chief steward. He sailed for 33 years. Seafarer Johnson

was a veteran of the U.S. Air Force in World War II. A Texas native, he was a resident of Carson City, Nev. Surviving are his sister, Mrs. James Gregory of Van Alstyne, Tex.; a nephew, Charles H. Johnson of Dallas, Tex., and a niece, Mrs. Jeannine Baker, also of Dallas.



**Kenneth K. Kendall**, 53, died in San Francisco on Christmas Day, Dec. 25. Brother Kendall joined the Union in the port of San Francisco in 1967 and sailed as a QMED.

Seafarer Kendall sailed 29 years. He upgraded at the HLSS in 1973, and was a veteran of the U.S. Navy in World War II. Born in Scottsbluff, Neb., he was a resident of Chehalis, Wash. Surviving is a brother, Robert of Seattle, and a sister, Mrs. Homer K. Kinckpatrick of Chehalis.



**John T. Eddins**, 53, died of cancer in the Baltimore USPHS Hospital on Nov. 21. Brother Eddins joined the Union in 1948 in the port of New York sailing as a recertified bosun.

He sailed 35 years, graduated from the SIU Recertified Bosuns Program in March 1974 and walked the picket line in the 1961 N.Y. Harbor strike. Seafarer Eddins was a veteran of the U.S. Navy in World War II. Born in Norwood, N.C., he was a resident there. Burial was in the Norwood Cemetery. Surviving are his widow, Lethias; two sons, Jeffery Lee and John, Jr.; a daughter, Miriam, and his parents, Mr. and Mrs. John S. Eddins.



**Pensioner Felix La Borde**, 66, died of a heart attack in St. Mary's Hospital, Port Arthur on Jan. 18. Brother La Borde joined the Union in the port of Lake Charles, La. in 1958

sailing as an oiler and OS. He sailed 29 years. A native of Cottonport, La., he was a resident of Port Arthur. Burial was in the Greenlawn Memorial Park Cemetery, Port Arthur. Surviving are his widow, Vernice; two sons, Leland La Borde and Seafarer Felix La Borde, Jr.; two daughters, Marjorie Seaux and Merlene Badgett, and his parents, Mr. and Mrs. Adolphe La Borde.



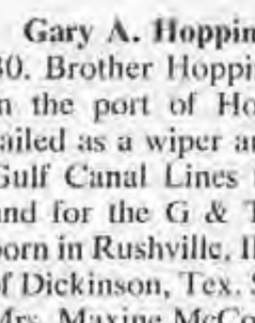
**Paul M. Landry**, 48, died of a hemorrhage in the Galveston University of Texas Medical Branch Hospital on Oct. 27. Brother Landry joined the Union in 1947 in the

port of Mobile sailing as a QMED. He sailed 32 years and upgraded at Piney Point in 1974-5. Seafarer Landry was a veteran of the U.S. Army during the Korean War. A native of Galveston, he was a resident of Port Bolivar, Tex. Interment was in Port Bolivar Cemetery. Surviving is his mother, Mrs. Martin (Anne B.) Mouton of La Marque, Tex.



**Joseph N. McLaren**, 63, died on Dec. 15. Brother McLaren joined the Union in the port of Houston in 1953 and sailed as a chief electrician. He sailed 24 years

and ran for an SIU office in 1968. Seafarer McLaren was a veteran of the U.S. Navy in World War II. A native of Texas, he was a resident of Hurst, Tex. Surviving are his widow, Hilda; three sons, Charles, Harry and Joseph, Jr., and two daughters, Mrs. Ethelynn Beach of Galveston and Joan Nell.



**Gary A. Hopping**, 30, died on Nov. 30. Brother Hopping joined the Union in the port of Houston in 1973 and sailed as a wiper and deckhand for the Gulf Canal Lines from 1973 to 1976 and for the G & Towing Co. He was born in Rushville, Ill. and was a resident of Dickinson, Tex. Surviving is an aunt, Mrs. Maxine McCormick of Dickinson.

**James D. Ward**, 49, died of a heart attack on the *MVC Peters* (Inland Tugs) at Hickman, Ky. on Oct. 25. Brother Ward joined the Union in the port of St. Louis in 1966 and sailed as a cook for the Inland Tugs from 1963 to 1976. He was a veteran of the post-World War II U.S. Army. Born in Calhoun City, Miss., he was a resident of Clarksdale, Miss. Burial was in the Dogwood Ridge Cemetery, Blythville, Ark. Surviving are his widow, Alma of Memphis, Tenn.; two sons, Robert and David of Bartow, Fla.; two daughters, Linda and Darlene, and his parents, Mr. and Mrs. Elmer E. Ward.





**Pensioner Vernon F. Martin**, 65, died of cancer in the Alpena (Mich.) General Hospital on Nov. 10. Brother Martin joined the Union in the port of Alpena in 1954 and sailed as a conveyorman and in the steward department. He was born in Detroit and was a resident of Alpena. Interment was in the Evergreen Cemetery, Alpena. Surviving are his widow, Dortha; his son, Frank, and a daughter, Sandra.



**Pensioner Charles G. Bloom**, 65, died of a heart attack in the W. A. Foote Memorial Hospital, Jackson, Mich. on Dec. 31. Brother Bloom joined the Union in the port of Elberta, Mich. in 1953 and sailed for the Great Lakes Carferries Co. He was born in Maple City, Mich. and was a resident of Rives Junction, Mich. Burial was in the Pere Marquette Cemetery, Ludington, Mich. Surviving is a daughter, Mrs. John (Katrine Helen) Oatley of Lansing, Mich.



**Burl D. Cain**, 51, died of lung failure in the Paul Oliver Hospital, Frankfurt, Mich. on Jan. 8. Brother Cain joined the Union in the port of Frankfort in 1953 and sailed in the steward department for the Great Lakes Carferries Co. He sailed 33 years and was a veteran of the U.S. Army in World War II. A native of Howel, Mich., he was a resident of Elberta, Mich. Burial was in the Gilmore Township Cemetery, Benzie County, Mich. Surviving are his widow, Pearl, and his parents, Mr. and Mrs. Charles Cain of Elberta.

**Marshall J. Bogues**, 56, died of cancer in the Louisville, Ky. Veterans Administration Hospital on Oct. 14. Brother Bogues joined the Union in the port of St. Louis in 1974 and sailed as a lead deckhand for the American Commercial Barge Lines Co. in 1975 and for the Inland Tugs Co. of Jeffersonville, Ind. in 1974. Inland Boatman Bogues was a veteran of the U.S. Army in World War II. He was born in Sheffield, Ala. and was a resident of Valley Station, Ky. Interment was in Eastern Cemetery, Louisville. Surviving are his daughter, Margaret of Louisville; his mother, Mrs. Frances Bevars, also of Louisville; his father, Albert, and a sister and brother-in-law, Mr. and Mrs. Jasper and Grace L. Gayle of Valley Station.

**Pensioner Charles D. Koch**, 85, passed away with heart disease in New Orleans on Oct. 22. Brother Koch joined the Union in 1939. He was a chief engineer for the W. G. Coyle Lines and sailed since 1933. Born in Logtown, Miss., he was resident of New Orleans. Surviving is a daughter, Mrs. Nettie May Griffen of New Orleans.



**Moses N. McCoy**, 70, died on Nov. 29. Brother McCoy joined the Union in the port of Galveston in 1956 and sailed as an oiler for the G & H Towing Co. from 1956 to 1976. He was born in Bonnie Terre, Mo. and was a resident of Galveston. Surviving are his widow, Frances, and his son, George of Galveston.



**Pensioner Herman J. Meitz**, 83, passed away on Aug. 14. Brother Meitz joined the Union in the port of New York in 1955 and sailed as an AB and ship's carpenter. He sailed 46 years and during World War II. Seafarer Meitz was born in Germany and was a naturalized U.S. citizen. He was a resident of Islip, L.I., N.Y. Surviving are two daughters, Mrs. Marie Brooks of San Jose, Calif. and Mrs. Muriel Wirostek of Ocean Beach, L.I., N.Y.



**SIU pensioner Nathaniel J. Newsome**, 68, died in California on July 11. Brother Newsome joined the Union in the port of New York in 1964 sailing as a bosun. He sailed 48 years and during World War II. A native of Cordele, Ga., he was a resident of Dulzura, Calif. After cremation, burial was at sea. Surviving are a brother, SIU pensioner Wilbur of Brooklyn, N.Y., and two sisters, Mrs. O. (Ernestine) Rugoff of Lauderhill, Fla. and Mrs. Thelma Paridgen of Chula Vista, Calif.



**Pensioner Asperino A. Mazzariello**, 74, died of natural causes in the Staten Island, N.Y. USPHS Hospital on Oct. 13. Brother Mazzariello joined the Union in the port of New York in 1960 sailing as a deckhand and 1st mate on the tug *H. Simpson* for the Baltimore & Ohio Railroad from 1923 to 1965. He was a veteran of the U.S. Army in World War II. A native of Roccabascera, Italy, he was a naturalized U.S. citizen and was a resident of Clifton, S.I., N.Y. Burial was in Silver Mountain Cemetery, S.I., N.Y. Surviving are three sisters, Mrs. Elvia Brown of Northfield, N.J., Mrs. Petra Geroni of Elm, N.J., and Mrs. Christine Miller of Staten Island, N.Y.

**Orville Tillett**, 43, died of a heart attack enroute to the Memorial Clinic, Wanchese, N.C. Brother Tillett joined the Union in the port of Norfolk in 1961 and sailed as a first mate and captain respectively for the Gulf Atlantic Towing Co. from 1957 to 1960 and the IBC Co. from 1966 to 1976. He sailed 20 years. From 1955 to 1957, he was a commercial fisherman. Inland Boatman Tillett was a veteran of the U.S. Army in the Korean War. Born in Wanchese, he was a resident of Winchester, N.C. Interment was in the Cudworth Cemetery, Wanchese. Surviving are his widow, Bebe Daniels; a son, Daniel; two stepsons, Stanley and Kenneth Kee; his parents, Mr. and Mrs. Richard and Sabra Tillett of Wanchese, and a sister-in-law, Dixie W. Daniels.



**Herbert Mills**, 51, died on Nov. 1. Brother Mills joined the Union in the port of Houston in 1970 sailing as an AB. He sailed 30 years and was a veteran of the U.S. Navy in World War II. Born in Texas, he was a resident of Baytown, Tex. Surviving are his mother, Mrs. Esther Sheffield of Baytown; a brother, C. J. Mills and a sister, Mrs. Dorothy M. Erwin, also of Baytown.

**Charles L. Insko**, 58, died of lung failure in the Cabell (Huntington, W. Va.) Hospital on Oct. 12. Brother Insko joined the Union in the port of St. Louis in 1972 and sailed as a cook for the Inland Tugs Co. from 1970 to 1972, the American Commercial Barge Lines and the Ohio River Co. from 1958 to 1969. He was a veteran of the U.S. Air Force in World War II. A native of Huntington, he was a resident there. Burial was in Woodmere Cemetery, Huntington. Surviving are his widow, Maxine; a son, Stephen, and a daughter, Sue.

## Service at PHS Clinic In Miami

The *Log* recently received a report in the ship's minutes from the *SS Ponce De Leon* (PRMMI) which noted that the USPHS clinic in Miami was not accepting seamen for treatment "unless they have with them discharges from past employment, although they are on a ship at the time and have a signed Masters Certificate."

However, the Miami Clinic's Administrator Mrs. White, told the *Log* that if someone was turned away with a Master's Certificate it was a mistake and wouldn't happen again. She added that the clinic accepts seamen with Master's Certificates every day.

The official rule for acceptance for treatment at a USPHS Hospital or clinic is as follows:

- If you are on a ship when treatment is needed, a Master's Certificate is sufficient.
- If you are on the beach, you must show discharges of at least 60 days sea-time, and you must apply for treatment within 90 days following the last day of sea service unless you can show that economic conditions affecting the maritime industry have prevented you from shipping, or that you have been under medical care since your last day of sea service.



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INLAND WATERS

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## Dispatchers Report for Deep Sea

| JAN. 1-31, 1977               | *TOTAL REGISTERED<br>All Groups |            |            | TOTAL SHIPPED<br>All Groups |            |           | **REGISTERED ON BEACH<br>All Groups |            |            |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|-----------|-------------------------------------|------------|------------|
|                               | Class A                         | Class B    | Class C    | Class A                     | Class B    | Class C   | Class A                             | Class B    | Class C    |
| <b>Port</b>                   | <b>DECK DEPARTMENT</b>          |            |            |                             |            |           |                                     |            |            |
| Boston                        | 5                               | 6          | 0          | 7                           | 4          | 1         | 7                                   | 5          | 0          |
| New York                      | 81                              | 9          | 5          | 69                          | 24         | 6         | 145                                 | 17         | 5          |
| Philadelphia                  | 14                              | 2          | 0          | 7                           | 5          | 0         | 20                                  | 5          | 0          |
| Baltimore                     | 27                              | 4          | 0          | 15                          | 4          | 0         | 56                                  | 7          | 1          |
| Norfolk                       | 11                              | 1          | 1          | 14                          | 9          | 2         | 22                                  | 4          | 2          |
| Tampa                         | 15                              | 2          | 0          | 16                          | 5          | 0         | 16                                  | 1          | 0          |
| Mobile                        | 22                              | 2          | 0          | 21                          | 6          | 0         | 47                                  | 4          | 0          |
| New Orleans                   | 59                              | 5          | 1          | 56                          | 11         | 0         | 133                                 | 15         | 0          |
| Jacksonville                  | 32                              | 1          | 0          | 20                          | 3          | 0         | 54                                  | 0          | 0          |
| San Francisco                 | 38                              | 3          | 1          | 31                          | 3          | 0         | 61                                  | 3          | 1          |
| Wilmington                    | 13                              | 1          | 0          | 13                          | 2          | 0         | 21                                  | 4          | 1          |
| Seattle                       | 48                              | 2          | 0          | 31                          | 11         | 0         | 65                                  | 1          | 0          |
| Puerto Rico                   | 9                               | 3          | 0          | 6                           | 5          | 0         | 19                                  | 3          | 0          |
| Houston                       | 82                              | 4          | 6          | 66                          | 19         | 7         | 117                                 | 3          | 5          |
| Piney Point                   | 0                               | 0          | 0          | 0                           | 7          | 0         | 0                                   | 0          | 0          |
| Yokohama                      | 0                               | 0          | 1          | 0                           | 0          | 1         | 1                                   | 0          | 0          |
| <b>Totals</b>                 | <b>456</b>                      | <b>45</b>  | <b>15</b>  | <b>372</b>                  | <b>118</b> | <b>17</b> | <b>784</b>                          | <b>72</b>  | <b>15</b>  |
| <b>Port</b>                   | <b>ENGINE DEPARTMENT</b>        |            |            |                             |            |           |                                     |            |            |
| Boston                        | 0                               | 1          | 1          | 1                           | 1          | 1         | 1                                   | 2          | 0          |
| New York                      | 65                              | 17         | 3          | 74                          | 25         | 2         | 135                                 | 27         | 5          |
| Philadelphia                  | 7                               | 1          | 0          | 5                           | 0          | 0         | 16                                  | 7          | 0          |
| Baltimore                     | 16                              | 0          | 0          | 10                          | 2          | 0         | 37                                  | 5          | 0          |
| Norfolk                       | 8                               | 1          | 0          | 16                          | 5          | 0         | 19                                  | 5          | 0          |
| Tampa                         | 10                              | 2          | 0          | 7                           | 4          | 0         | 14                                  | 3          | 1          |
| Mobile                        | 20                              | 3          | 0          | 23                          | 8          | 0         | 36                                  | 7          | 0          |
| New Orleans                   | 46                              | 8          | 0          | 38                          | 12         | 0         | 116                                 | 12         | 1          |
| Jacksonville                  | 33                              | 5          | 0          | 15                          | 3          | 0         | 54                                  | 5          | 0          |
| San Francisco                 | 33                              | 7          | 0          | 18                          | 9          | 0         | 60                                  | 13         | 0          |
| Wilmington                    | 13                              | 1          | 0          | 9                           | 5          | 0         | 22                                  | 4          | 1          |
| Seattle                       | 27                              | 6          | 1          | 26                          | 7          | 1         | 37                                  | 13         | 0          |
| Puerto Rico                   | 10                              | 0          | 0          | 10                          | 1          | 0         | 14                                  | 2          | 0          |
| Houston                       | 45                              | 11         | 4          | 49                          | 20         | 8         | 76                                  | 11         | 6          |
| Piney Point                   | 0                               | 0          | 0          | 0                           | 7          | 0         | 0                                   | 0          | 0          |
| Yokohama                      | 2                               | 0          | 0          | 2                           | 1          | 0         | 3                                   | 0          | 0          |
| <b>Totals</b>                 | <b>335</b>                      | <b>63</b>  | <b>9</b>   | <b>303</b>                  | <b>110</b> | <b>12</b> | <b>640</b>                          | <b>116</b> | <b>14</b>  |
| <b>Port</b>                   | <b>STEWARD DEPARTMENT</b>       |            |            |                             |            |           |                                     |            |            |
| Boston                        | 1                               | 1          | 0          | 1                           | 1          | 1         | 2                                   | 1          | 0          |
| New York                      | 37                              | 4          | 0          | 54                          | 37         | 0         | 53                                  | 6          | 1          |
| Philadelphia                  | 2                               | 0          | 0          | 1                           | 6          | 1         | 10                                  | 1          | 0          |
| Baltimore                     | 7                               | 0          | 0          | 11                          | 5          | 0         | 20                                  | 4          | 0          |
| Norfolk                       | 6                               | 2          | 0          | 5                           | 4          | 0         | 20                                  | 3          | 0          |
| Tampa                         | 6                               | 1          | 0          | 10                          | 1          | 0         | 8                                   | 0          | 0          |
| Mobile                        | 9                               | 0          | 0          | 9                           | 6          | 0         | 28                                  | 1          | 0          |
| New Orleans                   | 23                              | 1          | 0          | 30                          | 26         | 0         | 67                                  | 3          | 0          |
| Jacksonville                  | 12                              | 0          | 0          | 9                           | 6          | 0         | 23                                  | 0          | 0          |
| San Francisco                 | 22                              | 1          | 0          | 17                          | 3          | 1         | 36                                  | 2          | 0          |
| Wilmington                    | 5                               | 0          | 0          | 3                           | 3          | 0         | 13                                  | 1          | 0          |
| Seattle                       | 18                              | 3          | 0          | 17                          | 8          | 7         | 20                                  | 4          | 0          |
| Puerto Rico                   | 8                               | 0          | 0          | 6                           | 3          | 0         | 11                                  | 1          | 0          |
| Houston                       | 27                              | 3          | 2          | 23                          | 24         | 10        | 50                                  | 2          | 2          |
| Piney Point                   | 0                               | 2          | 0          | 0                           | 6          | 0         | 0                                   | 0          | 0          |
| Yokohama                      | 0                               | 0          | 0          | 0                           | 0          | 2         | 1                                   | 0          | 0          |
| <b>Totals</b>                 | <b>183</b>                      | <b>18</b>  | <b>2</b>   | <b>196</b>                  | <b>137</b> | <b>22</b> | <b>362</b>                          | <b>29</b>  | <b>6</b>   |
| <b>Port</b>                   | <b>ENTRY DEPARTMENT</b>         |            |            |                             |            |           |                                     |            |            |
| Boston                        | 1                               | 3          | 6          |                             |            |           | 1                                   | 4          | 6          |
| New York                      | 33                              | 64         | 31         |                             |            |           | 50                                  | 109        | 77         |
| Philadelphia                  | 3                               | 9          | 1          |                             |            |           | 13                                  | 24         | 0          |
| Baltimore                     | 20                              | 16         | 1          |                             |            |           | 32                                  | 44         | 10         |
| Norfolk                       | 8                               | 11         | 4          |                             |            |           | 14                                  | 19         | 2          |
| Tampa                         | 8                               | 4          | 1          |                             |            |           | 4                                   | 4          | 2          |
| Mobile                        | 12                              | 12         | 0          |                             |            |           | 18                                  | 27         | 0          |
| New Orleans                   | 24                              | 34         | 0          |                             |            |           | 59                                  | 61         | 0          |
| Jacksonville                  | 11                              | 13         | 1          |                             |            |           | 18                                  | 25         | 3          |
| San Francisco                 | 29                              | 24         | 4          |                             |            |           | 42                                  | 35         | 4          |
| Wilmington                    | 0                               | 10         | 0          |                             |            |           | 6                                   | 11         | 2          |
| Seattle                       | 15                              | 18         | 8          |                             |            |           | 21                                  | 22         | 3          |
| Puerto Rico                   | 3                               | 8          | 1          |                             |            |           | 13                                  | 14         | 3          |
| Houston                       | 30                              | 40         | 30         |                             |            |           | 41                                  | 40         | 31         |
| Piney Point                   | 0                               | 18         | 0          |                             |            |           | 0                                   | 0          | 0          |
| Yokohama                      | 0                               | 2          | 2          |                             |            |           | 1                                   | 2          | 0          |
| <b>Totals</b>                 | <b>197</b>                      | <b>286</b> | <b>90</b>  |                             |            |           | <b>333</b>                          | <b>441</b> | <b>143</b> |
| <b>Totals All Departments</b> | <b>1,171</b>                    | <b>412</b> | <b>116</b> | <b>871</b>                  | <b>365</b> | <b>51</b> | <b>2,119</b>                        | <b>658</b> | <b>175</b> |

\*"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.

# The Harry Lundeborg School of Seamanship

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

## Quartermaster Course To Begin March 21

Deck department members should be aware that the Lundeborg School will begin a Quartermaster Course Mar. 21, 1977. The course includes instruction in the use of the magnetic and gyro compass, rules-of-the-road, knots and splices, fire-fighting, emergency procedures, international codes and signals, bridge publications and instruments, aids to navigation, a review of deck seamanship, as well as instruction in radar, loran, fathometers and weather, tides and currents.

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

Other starting dates for the Quartermaster Course include June 13, Sept. 6 and Nov. 28, 1977.

## 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 candidate who wears glasses, however, must also be able to pass a test without glasses of at least 20/100 in each eye.
- Must either have, or first complete, the separate Lifeboat Course offered at the school.

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

### LIFEBOATMAN

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

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

**Starting dates: March 3, 17, 31; April 14, 28, and May 12, 26.**

#### Note on Lifeboat:

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

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

## Lifeboat Course Graduates 2



Seafarers Rainey Tate (left) and Frederick Washington display their Lifeboatman Course graduation diplomas on Feb. 3 at the HLSS.

## 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.**

**Starting date: June 13.**

### WELDING

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

#### Course Requirements:

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

**Starting dates: April 4, Sept. 19.**

## Trio Graduates in Welding Class



Finishing the Basic Welding Class recently in Piney Point are (l. r.): Brothers John McCabe, William Magruder, and John Wallack.

### FOWT

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

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

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

**Starting dates: April 14, July 7 and Sept. 29.**

### LNG/LPG

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

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

**Starting dates: May 2, Nov. 28.**

## New Steward Program To Be Launched April 11

The Steward Department Recertification Program will get under way April 11, 1977 and will include new courses for Chief Steward/Cost Accountant, Chef, Second Chef, Third Chef and Steward Assistant.

A complete rundown of the new program for steward department members, as well as a schedule of course dates, was run in the December 1976 issue of the Log on pages 30, 31 and 32. In addition, a corrected program application was run in the January 1977 Log on pages 33 and 34.

Steward department members should look into the program, and if interested, should fill out the application as soon as possible to insure a spot in an early class.

Additional applications have also been mailed to all SIU Union Halls, SIU-contracted ships, and the homes of steward department members.

## 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

#### 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

# Diesel Course Preparing Members for New Trend

The Harry Lundeberg School will begin an important upgrading course for engine department members on May 16 in anticipation of another new trend in the U.S. maritime industry. The course is entitled Diesel Engine and it is open to all interested engine room men.

Presently, most SIU-contracted deep-sea vessels have steam engines, but for reasons of economy, diesel powered ships may soon make up a sizeable part of the U.S. merchant fleet. This trend can already be seen developing in some of the newer additions to the fleet. For example,

the SIU-contracted ships of the Zapata tanker fleet are diesel powered as is the *Sugar Islander* and the four SIU-manned MSC tankers *Columbia*, *Neches*, *Hudson* and *Susquehanna*.

The Lundeberg School's course provides participants with complete instruction on the principles and maintenance of diesel engines, while at the same time giving them a head start on the future.

A more detailed look at the diesel program shows that the course familiarizes students with diesel engine operations and includes both classroom and practical

training in the types, design, construction and characteristics of various diesel engines, diesel nomenclature and principles of operation; introduction to the fuel, air, lubrication and exhaust systems and the use of various gauges, meters and instruments used on diesel engines.

The course of instruction also includes training in the care, operation, maintenance and recording of diesel engine per-

formance signals used between bridge and engine room; fundamentals of electricity and refrigeration, basic firefighting, first aid and safety. The course itself is six weeks in length.

If you are interested in taking the diesel course, fill out the upgrading application in this issue and mail it to the Lundeberg School as soon as possible to insure a place in the class.



During classroom sessions, Seafarers use scale models to observe diesel engine operations.



The instructors in the Diesel Engine course help students to visualize the theory which is covered on the examinations by using models and mock-ups of diesel engine parts.



During on-the-job instruction, students operate diesel engines and repair diesel parts.



All students enrolled in the Diesel Engine course have the opportunity to observe and work in a diesel plant during actual operation aboard the HLS push-boat *Susan Collins*.

## LUNDEBERG UPGRADING APPLICATION

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

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

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

Deepsea Member  Inland Waters Member  Lakes Member

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

Date Book Was Issued \_\_\_\_\_ Port 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

## GED Diploma Paying Off Big for Young Boatman

Mike Culpepper, a 19-year-old resident of Virginia Beach, Va., earned his high school diploma through the Lundeberg School's GED Program in May, 1975 and it has been paying off for him ever since.

According to Mike currently upgrading at HLS for his able seaman endorsement, the academic background he acquired in the GED Program has been a big help to him in his vocational courses.

"I'm not having any trouble keeping up in class," he said, "I understand all the vocabulary and my spelling is pretty good."

The Able Seaman Course requires the use of math skills, also. Mike has found that he has the needed background for this requirement, too. "I use the math skills I learned in GED for figuring variations and deviations and for determining the mechanical advantage of blocks and tackles."

Brother Culpepper, who has been working on the inland waters for two years said that his GED diploma has helped in

other career plans as well as in achieving the AB endorsement. "I plan to upgrade for the mate's license eventually. For that, I'll need the trigonometry I learned in GED and there's also a lot of working with decimals in that course."

Mike termed the High School Equivalency Program "a fine course." He said, "I like to write, and the English class has helped me in that. I also plan to go to Tidewater Community College and the program has enabled me to do so. People respect that diploma. It has helped me since I got it, and I'm sure it will go on helping me."

## SIU Gives 7 Scholarships to Members, Dependents

Another part of the SIU's total educational program for its members is the Union's College Scholarships Fund. Each year the SIU awards five \$10,000 four-year scholarships, of which one is reserved for a Union member and four for dependents of members.

The Union also awards two \$5,000 two-year scholarships reserved exclusively for members. The two-year scholarships offer various opportunities especially for the member who plans to keep shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as helping you obtain a better paying job when you are ashore.

The \$10,000 scholarships may be used to pursue any field of study at any accredited college or university in the U.S. or its territories.

In regard to our members, application requirements are geared for the man or woman who has been out of school for a

number of years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April of each year and the deadline for the receipt of all applications is usually around April 1.

Eligibility requirements are as follows:

- Have not less than two years of actual employment (three years for the parent or guardian of dependents) on vessels of companies signatory to the Seafarers Welfare Plan.

- Have one day of employment on a vessel in the six-month period immediately preceding date of application.

- Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available for you and your dependents at the local Union hall or by writing to the Seafarers Welfare Plan, College Scholarships, 275 20th St., Brooklyn, N.Y. 11215.



Boatman Mike Culpepper studies material for Lundeberg course leading to able-seaman endorsement. The high school diploma he achieved through the School's GED Program in 1975 is helping him now in understanding vocational material.

## 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.

## Gives \$100 to SPAD



Chief Steward Arthur R. Rudnick (left) aboard the SS John Penn (Waterman) gets his \$100 SPAD receipt last month from SIU Representative George Ripol at Brooklyn, N.Y.'s Pier 7. Such donations this year will continue to protect the job security and livelihoods of Seafarers by helping to enact favorable legislation for seamen in the Halls of Congress on Capitol Hill.

**SEAFARERS POLITICAL ACTIVITY DONATION**  
(SPAD)

675 FOURTH AVENUE      BROOKLYN, N.Y. 11222

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. \_\_\_\_\_

**Dexter James**



Seafarer Dexter James started sailing in 1967 after graduating from the N. Y. Andrew Furuseth Training School. A member of the engine department, he holds an FOWT endorsement and a QMED endorsement which he got at the Harry Lundeberg School in 1974. He also received a lifeboat certificate at Piney Point that year. Brother James is a native and resident of Baltimore, Md. and ships out of the port of New York.

# 12 'A' Seniority Upgraders

**George Nason**



Seafarer George Nason started sailing with the SIU after finishing the trainee program at the Harry Lundeberg School in 1973. In 1975, he returned to the School to get his AB ticket. A member of the deck department, Brother Nason was born and raised on Long Island, N. Y. and makes his home in Garden City, L. I. He ships from the port of New York.

**Mike Coleman**



Seafarer Mike Coleman went through the Harry Lundeberg School Trainee Program in 1974. A member of the black gang, he also earned an FOWT endorsement at Piney Point in 1974. He was born in Camden, N. J. where he now makes his home. Brother Coleman ships out of the port of New York.

**Tyrone "Ty" Jackson**



Seafarer Tyrone Jackson has been shipping out with the SIU since graduating from the New Orleans Andrew Furuseth Training School. A member of the engine department, in 1968 he went to the N. Y. Andrew Furuseth Training School for his FOWT. He earned a lifeboat ticket and has started work toward a high school equivalency diploma at the Harry Lundeberg School. A native and resident of New Orleans, Brother Jackson ships out of that port.

**Richard Doug Fanning**



Seafarer Doug Fanning has been sailing with the SIU since graduating from the Harry Lundeberg School in 1974. Brother Fanning ships in the deck department as an AB, an endorsement he earned in Piney Point in 1975. He also earned a tankerman endorsement at the Lundeberg School in 1975. He was born in Bethesda, Md., raised in the Washington, D.C. area, and lives in Crofton, Md. Brother Fanning ships out of the port of Baltimore.



## DEEP SEA

**Darrell Rye**



Seafarer Darrell Rye graduated from the Harry Lundeberg School in 1973. He sails in the deck department as an Able Seaman. Brother Rye was born in California, but raised in Fort Worth, Tex. where he now lives. He ships out from the port of Houston.

**James Wolf**



Seafarer James Wolf first shipped out with the SIU in 1973 after graduating from the Harry Lundeberg School. Brother Wolf, who works in the deck department, upgraded to AB at the Lundeberg School in 1975. A native and resident of Ewing, N. J., he ships from the port of New York.

**Theopolis "T.J." Jordan**



Seafarer "T.J." Jordan, who is a graduate of the Harry Lundeberg School Trainee Program, first shipped out with the SIU in 1972. He has been sailing as an FOWT since 1974, when he completed the Piney Point upgrading course. A native and resident of Toulminville (Mobile), Ala., Brother Jordan ships out of Mobile.

**Clarence Reid Langford**



Seafarer Reid Langford graduated from the Harry Lundeberg School in 1974 and began shipping in the engine department. He upgraded to FOWT at Piney Point in 1975 and returned again in 1976 for a QMED endorsement. Brother Langford was born in Pahokee, Fla. and lived in different cities since his family was in the military. He is now settled in Panama City, Fla. and ships out of all Gulf Coast ports.

**Heine Morales**



Seafarer Heine Morales first went to sea with the SIU in 1970. That same year, he got a lifeboat ticket at the Andrew Furuseth Training School in New York. In 1976 he received his AB ticket at the Harry Lundeberg School in Piney Point and got his high school equivalency diploma there as well. Brother Morales, a native of Puerto Rico, now makes his home with his wife in New York. He ships from the port of New York.

**Ducky Amat**



Seafarer Ducky Amat started sailing with the SIU in 1973 after graduating from the Harry Lundeberg School. Before attending the "A" Seniority Upgrading Program, he went back to Piney Point to get his FOWT endorsement in 1975. A native of Brooklyn, Brother Amat makes his home there with his wife and daughter. He ships from the port of New York.

**David McGarrity**



Seafarer David McGarrity first sailed with the SIU from the port of Mobile in 1969. He is a graduate of the Harry Lundeberg School Trainee Program. A member of the engine department, he obtained an FOWT ticket through the N. Y. Andrew Furuseth Training School in 1970. He upgraded to QMED in 1975 at the Harry Lundeberg School. Born in New Brunswick, N. J., Brother McGarrity was raised in Freehold, N. J. He lives in Pensacola, Fla. and ships out of all Gulf Coast ports.

### MEMBERSHIP MEETINGS' SCHEDULE



| Port          | Date    | Deep Sea<br>Lakes, Inland Waters | UIW       |
|---------------|---------|----------------------------------|-----------|
| New York      | Mar. 7  | 2:30 p.m.                        | 7:00 p.m. |
| Philadelphia  | Mar. 8  | 2:30 p.m.                        | 7:00 p.m. |
| Baltimore     | Mar. 9  | 2:30 p.m.                        | 7:00 p.m. |
| Norfolk       | Mar. 10 | 9:30 a.m.                        | 7:00 p.m. |
| Jacksonville  | Mar. 10 | 2:00 p.m.                        | —         |
| Detroit       | Mar. 11 | 2:30 p.m.                        | —         |
| Houston       | Mar. 14 | 2:30 p.m.                        | 7:00 p.m. |
| New Orleans   | Mar. 15 | 2:30 p.m.                        | —         |
| Mobile        | Mar. 16 | 2:30 p.m.                        | —         |
| San Francisco | Mar. 17 | 2:30 p.m.                        | —         |
| Wilmington    | Mar. 22 | 2:30 p.m.                        | —         |
| Seattle       | Mar. 25 | 2:30 p.m.                        | —         |
| Piney Point   | Mar. 12 | 10:30 a.m.                       | —         |
| San Juan      | Mar. 10 | 2:30 p.m.                        | —         |
| Columbus      | Mar. 19 | —                                | 1:00 p.m. |
| Chicago       | Mar. 15 | —                                | —         |
| Port Arthur   | Mar. 15 | —                                | —         |
| Buffalo       | Mar. 16 | —                                | —         |
| St. Louis     | Mar. 18 | 2:30 p.m.                        | —         |
| Cleveland     | Mar. 17 | —                                | —         |
| Jersey City   | Mar. 14 | —                                | —         |

### Lifeboat Course Graduates 5



Seafarers (l. to r.) John D. Tucker; Allan Dale Bigner; William Theodore Marvin E. Gilden, and Tyrone Jackson are shown with their certificates of achievement as they graduated from the Piney Point Lifeboat Course recently.

## 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



On the new tug *Bulwark* (Crowley) is Deckhand Stephen Frost who took an upgrading course recently at the HLSS.



Jacksonville Patrolman Tony Aronica (left) takes a gander at Deckhand Glenn McDonough's new inland waters book. Brother McDonough sails on the tug *Bulwark*.



Cook Jay R. Phelps of the tug *Sea-Swift* (Caribe Towing) takes on supplies as the boat prepares to take on a barge load of trailers.

## Jacksonville: Hub of the Puerto Rico Runs

All roads, rail lines and airlines in norther Florida lead to the distribution center of the deepwater and inland waterways port of Jacksonville on the St. John's River.

There in the harbor, second in Florida, mainland manufactured products and machinery in truck-trailer containers are driven onto RO-RO barges to be towed by such SIU-contracted tugs as the *Apache*, *Monitor* and *Bulwark* (Crowley) and the *Sea-Swift* (Caribe Towing) to a final rendezvous in the first port of Puerto Rico, San Juan.

On the return haul, they tow back barges loaded with such agricultural products as sugar, tobacco, coffee, fruits and spirits.

The harbor is also a deep-sea stopover point for oil tankers carrying their black gold to the shivering, frigid Northland where it's sorely needed.



Both the tugs *Apache* and *Monitor* (Crowley), wait for Ro-Ro barges with truck-trailers of cargo for the port of San Juan.



The two-month old tug *Bulwark* out of the port of San Francisco nears an anchored CTMT container barge, also slated for docking in Puerto Rico.



Here's part of the crew of the tug *Sea-Swift* of (l. to r.): Chief Engineer Jim Prentice; Cook Jay R. Phelps; OS Richard S. Turner, and Engineers Mike R. Sanchez and Richard A. McEvoy, who had just finished overhauling the diesel engines.