



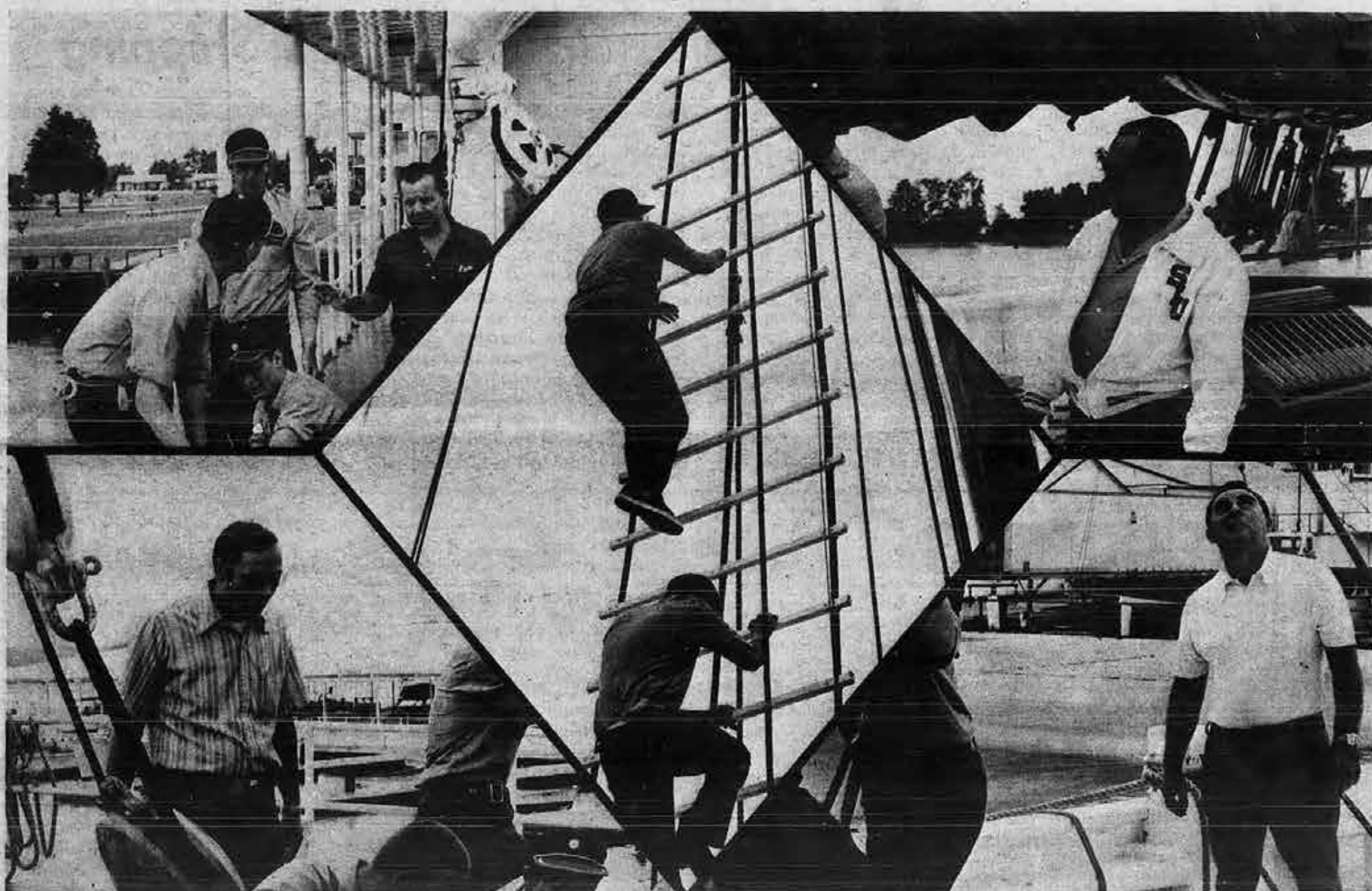
SEAFARERS LOG

Vol. XXXVI, No. 7

July, 1974

Bosuns Take Part in Varied Program

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As part of the two-month Bosuns Recertification Program, SIU bosuns spend approximately four weeks at Piney Point, where they learn more about their Union and the technology on newly-built ships. At the same time, these bosuns are able to impart the experience they have obtained over the years to the young trainees. Pictured here working with trainees are (clockwise from top right) Recertified Bosuns Guillermo Castro, John Pierce, Ray Todd and Gene Nicholson.

**Investigation
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John Hawk
Passes Away**

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SPAD Works for Jobs and Job Security

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MTD Briefs Industry Leaders On Progress of Oil Import Bill

WASHINGTON — The AFL-CIO Maritime Trades Department briefed a group of shipowners, representatives of the shipbuilding industry and labor representatives on the progress of the oil import bill at a meeting held here July 2.

Paul Hall, president of the MTD and president of the Seafarers International Union, told the more than 100 industry and labor leaders that the labor movement had established a united front in support of the energy transportation bill and he urged the industry to take a more active role in promoting legislation to strengthen the U.S. merchant fleet.

Peter McGavin, executive secretary of the MTD, reviewed the coordinated efforts of the AFL-CIO and its affiliated

organizations throughout the United States in generating grassroots support for the oil bill. He said that a victory for this bill "would represent a victory for the entire labor movement."

MTD Administrator O. William Moody outlined the progress of the oil import bill since its approval in the House of Representatives by a vote of 266 to 136 and predicted a victory "if we keep up the momentum."

The oil import bill—which would require that 20 percent of oil imported into the United States be carried on U.S.-flag ships—was voted out of the Senate Commerce Committee by a vote of 14-2 on June 27 and action on the bill by the full Senate is expected later this month. (See story on page three.)



Paul Hall, president of the Maritime Trades Department and the SIU addresses maritime industry leaders at a July 2nd meeting called by the MTD in Washington, D.C.

Labor Secretary Brennan Praises Upsurge in U.S. Shipping

The 20-year employment decline in shipping and related maritime industries has been halted by new U.S. foreign policy initiatives and the expansion of the U.S. merchant marine, according to Secretary of labor Peter J. Brennan.

Speaking at commencement ceremonies of the Merchant Marine Academy at Kings Point, N.Y., Secretary Brennan praised the "new spirit" in maritime labor-management relations, and said: "The U.S. merchant marine is now in a position to meet foreign competition on the world's sea lanes."

He noted that seamen's unions are cooperating more and have loosened rigid manning requirements to make use of new technology and to boost

productivity—all of which help to make the U.S.-flag fleet more competitive in the world market.

As an indication of this cooperative spirit in labor-management relations, Secretary Brennan also noted that Union representatives and shipping executives are appearing jointly before Congress and the American business community to win back cargo lost during the decline in numbers and quality of the U.S.-flag ships. But, he also said:

"Clearly, I am not suggesting that the days of strikes are gone forever. The unions have not given up their duty to represent their membership, nor companies their stockholders. But

the level of hostility has diminished."

Secretary Brennan said that a major result of this cooperation based on a mutual understanding of the problems that effect both labor and management is that "both unions and management can look forward with confidence to the continued growth and prosperity of the shipping industry."

Commenting on the shifting attitude of the government toward the nation's merchant marine, Secretary Brennan said that the history of the merchant marine has been one of "feast and famine."

"The feast," he said "has been the product of the boom in shipping engendered by the two world wars—and

the famine has been a product of the failure of people and institutions since World War II to understand the vital necessity of maintaining a competitive merchant fleet."

He observed that since the passage of the 1970 Merchant Marine Act, federal maritime policies have been restructured to revitalize and improve productivity in the shipping and shipbuilding industries.

Pointing to advances in maritime technology and a boost in ship construction, Secretary Brennan said that these add up to jobs—"good jobs on ships, in the shipbuilding yards, on the docks and in those industries that supply the shipbuilders."

the PRESIDENT'S REPORT:



Paul Hall

WE IN THE SEAFARERS UNION have learned from experience that our strength is in our unity. Through the unity and understanding of our membership, we have accomplished much—not only for ourselves, but for the maritime industry and the thousands of workers in maritime related industries.

On the broader scale, the labor movement in this nation has long recognized the need for unity to accomplish, not only its parochial economic goals, but to further its deeper social objectives.

And, within the family of seagoing unions, all of us recognize that a unity based on mutual respect and understanding is essential to the continued growth of the maritime industry and the well-being of our membership.

Within the management section of the industry, itself, with some few exceptions, there is a lack of organization—of unity. There is a lack of involvement by some of the shipowners associations in anything other than commitment to their own personal interests.

It Is Time to Talk Together

But, the time has come to talk together. We must take a hard look at this industry and the problems which concern us all. We must become aware that ours is a common cause and that the many problems that confront us can only be resolved through a unity of conviction and commitment.

Our efforts in the past two years to secure legislation which would provide our industry with a fair share of cargo for American-flag ships illustrates both our strength and our weaknesses—and, more important, forcefully illustrates the need for closer unity of purpose within the industry.

Within the labor movement, we have achieved a unity which has galvanized a concerted effort toward enactment of the Energy Transportation Act. This legislation—which began with the Seafarers, alone—has become a trade union program. The success of this effort will be a victory for the labor movement.

Within industry management associations there has been little, if any, involvement. There has been no effective organization to present the views of the

industry and no articulate spokesman—representing a united industry—to speak for them.

We are nearing the end of this round in our fight for an equitable oil import bill. We think we are going to win. But—win or lose—we will be back for the next round. And—win or lose—we will have achieved a major victory if we have learned that only through unity of the entire industry can we expect to build a strong, viable and competitive American-flag merchant fleet.

It is time to talk together and to take a hard look at where we are and where we are going in this industry. None of us can afford to go it alone. Individually, we are all at the mercy of the many Federal agencies that regulate and control the maritime industry. But, together—united—we can achieve our common goals. Within the labor movement we have succeeded in forging a unity of purpose and direction. It is time now for the industry to organize itself and to understand that ours is a common cause which can only succeed through the unity of our combined determination and strength.

Senate Committee OK's Oil Import Bill by 14-2 Vote

WASHINGTON—A bill which will require that 20 percent of the nation's oil imports be carried on U.S.-flag ships took another step forward when the Senate Commerce Committee approved the measure by a strong 14-2 vote on June 27 and sent the bill to the full Senate. A vote there is expected sometime after July 29.

The bill—which passed in the House of Representatives in March by a vote of 266-136—will require that 20 percent of petroleum imports be carried on American bottoms this year and that the quota be increased to 25 per-

cent in 1975 and at least 30 percent in 1977.

The Senate version of the Act—S. 2089—is entitled: "A Bill to Regulate Commerce and Strengthen National Security by Requiring that a Percentage of the Oil Imported into the United States be Transported on United States-Flag Vessels."

In reporting its version of the Bill to the full Senate, the Commerce Committee added three requirements not

included in the House version:

- No ship older than 20 years, unless it has been reconstructed and is still within its economic life, would be an acceptable vessel under the Act;

- Owners of eligible vessels must enter into a capital construction fund agreement with the government to set aside part of earnings for new tonnage by the end of the ships' economic life;

- Any vessel greater than 20,000 deadweight tons contracted for after

Dec. 31, 1974 or scheduled for delivery after Dec. 31, 1979 must be equipped with a segregated ballast capacity and must be fitted with double bottoms.

The Senate Committee mark-up and vote came June 27 after a week of hearings during which government, industry and labor spokesmen testified before the Merchant Marine Subcommittee.

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In recognition of her success in formulating training programs for young men entering the merchant marine, Hazel Brown, president of SIU's Harry Lundeberg School, has been invited by Secretary of Labor Peter Brennan to serve on the Federal Committee on Apprenticeship.

This Committee, composed of representatives from labor, business and the public, is responsible for advising the Secretary of Manpower in setting up apprenticeship programs and establishing labor standards to protect the apprentices.

Recognized as a leading educator in

NLRB Orders Hearings To Investigate Sabine Tactics

The National Labor Relations Board in Washington, D.C. has ordered that hearings be held to further investigate the charges brought by the SIU against Sabine Tankers and Transportation Co. for alleged illegal actions taken by Sabine to unduly influence the outcome of the recent NLRB certification election.

The SIU was narrowly defeated in the election, which was conducted by the NLRB to determine the bargaining agent for Sabine's employees, and contends that the company's unfair labor practices and anti-SIU campaigns overturned the election in their favor.

The recent ruling of the NLRB national office upheld the findings of its regional office in Houston which recommended additional steps be taken in the investigation. No definite date has yet been determined to begin the hearings.

During the organizing campaign, SIU officials compiled a lengthy record of Sabine's tactics, and after the results of the election were announced the SIU immediately filed the report with the NLRB for action.

The SIU charged that on many occasions during NLRB sanctioned meetings aboard Sabine ships between SIU representatives and the unlicensed crews, company officials, guards and licensed officers were illegally present, creating uneasiness among the crew and fostering reluctance to support the SIU.

It is also charged that Sabine held back mail from their ships which contained SIU literature while delivering only company mail and anti-SIU materials.

In addition, evidence was entered charging company officials and other Sabine sympathizers with deliberately misleading the unlicensed seamen as to the SIU's Shipping Rules and fringe benefits, and harassing Sabine employees who openly supported the SIU.

The SIU is determined to continue the fight to organize Sabine and provide its employees with the same benefits enjoyed by SIU members.

The LOG will continue to report on the progress or outcome of the NLRB hearings in upcoming issues.

the field of apprenticeship and training for her work at HLS, Miss Brown has been appointed to the committee as a public representative. As director of SIU's training program at Piney Point, Miss Brown's appointment to this in-



Hazel Brown

fluential Committee reflects the Labor Department's high regard for the training and upgrading opportunities offered SIU members.

Set up under the Fitzgerald Act, the Committee was allowed to sink into inactivity during the Johnson administration. Secretary of Labor Brennan, sharing SIU's belief that apprenticeship and quality vocational training is the right way to get young people into skilled trade positions, has reactivated the Committee.

Stating that Miss Brown's "leadership in apprenticeship and in other areas of manpower activities is well established," Secretary Brennan believes that her experience with the highly successful SIU training programs will make her a valuable member of the Committee in its attempts to help the Department of Labor rework and renew national manpower training programs.

SIU Official John Hawk, 67, Passes Away

John "Whitey" Hawk, an active SIU official from the Union's inception until his retirement in 1971, passed away June 28 at the Valley Park Community Hospital in Mill Valley, Calif. He was 67.

Brother Hawk was a charter member of the SIU and served as Secretary-Treasurer, of the SIU Atlantic & Gulf District.

Later he became Secretary-Treasurer of the SIUNA and served in that capacity until his retirement on May 10, 1971.

Paul Hall, SIU president, expressed sorrow and regret at the passing of John Hawk. "Brother John Hawk was a competent, well-



John 'Whitey' Hawk

liked Seafarer and Union official," President Hall said. "His death saddens those of us who worked with him and had the opportunity to know him."

To the many who knew him in

the trade union movement, he will be greatly missed.

In accordance with his wishes, Brother Hawk's remains will be cremated and his ashes scattered at sea.

If anyone would like to give a contribution in John Hawk's name, his choices would have been:

St. Joseph's High School for Boys
Archdiocese of San Francisco
PO Box 151
Mountain View, CA 94042

or

St. Vincent's School for Boys
Box M, Civic Center Branch
San Rafael, CA 94903

Bosuns Participate in Wide Range of Activities



The twelfth class of Seafarers to participate in the Bosuns Recertification Program stand for a group shot with SIU President Paul Hall, seventh from the left, and Lundeberg School Vice President Mike Sacco, ninth from the left. All were in Washington, D.C. in late May to attend a special meeting, called by the Maritime Trades Department, of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems to discuss the Energy Transportation Security Act pending in the U.S. Senate. From left are: Guillermo Castro; John Koen; Ronald Burton; Stanley Sokol; William Bushong; Paul Turner; Hall; James Colson; Sacco; Eugene Nicholson; Ray Todd; Robert Gorbea; John Pierce, and Earl McCaskey.

During the two-month period that groups of SIU bosuns attend the Bosun Recertification Program they learn and observe many aspects of their Union and the maritime industry. In the time they spend at Piney Point they are brought up-to-date on the modern technology on the many

new ships (LASH, LNG/LPG, SL 7s) being constructed. They also receive a thorough course in the history of the SIU and its present organizational structure.

The one month at Piney Point also includes one or more trips to Washington, D.C., where they are shown the importance of the SIU's political activity in fighting for maritime legislation which will benefit all Seafarers. Members also learn the importance of SPAD in this continuous fight for job security and a good future for all seamen.

During the second month of the program each group of 12 bosuns visits Headquarters in New York and sees firsthand what they have learned in Piney Point. They visit the various departments and are shown how they all fit into the organizational structure. These include Welfare-Claims, Records, Control Room and LOG, Data Center and the Cowler. The men also visit the waterfront with a particular emphasis on the shipyard where the

hospital, and visit the United Industrial Workers in the Seatrain Shipyard in Brooklyn.

All these activities comprise this program, which is providing our bosuns with the knowledge and insight they will need to be effective leaders on the SIU ships of the future.



Seafarer Bobby Gillain, who graduated from the eleventh class of bosuns to participate in the program, is shown here wearing the hard hat that is a requirement when visiting the former Brooklyn Navy Yard where SIU-affiliated UIW members are building the TT Williamsburgh.



In the Control Room at Headquarters, Bosun Robert Gorbea reads some of the very useful information which is kept on all SIU-contracted vessels.



As part of their one-month stay in Headquarters, bosuns help to register Seafarers at the second deck counter. Here, Bosun Paul Turner, right, registers Wiper Ignazio Passalacqua.



The veteran and the novice come together as Ecsun John Pierce watches two trainees rig the sails on the 135-foot schooner Capt. James Cook at the Lundeberg School in Piney Point, Md. While the bosuns learn about the new ships coming off the ways today, they can also give some good, sound sea advice to the young fellows coming into the industry.

Jaworski Dredges Up SIU Probe

Who Is Behind This Plot?

The timing is interesting—but the comments of Watergate Special Prosecutor Leon Jaworski are even more interesting.

Just as SIU President Paul Hall was presenting testimony on the Energy Transportation Security Act at a special hearing before the U.S. Senate Commerce Committee, the *Washington Post* "reveals" that the SIU had made political donations to several Democratic congressmen.

And, on the eve of the Senate Committee's vote on the oil import legislation, the *Post* reports that the Justice Department—at the apparent suggestion of Jaworski—had reopened its investigation of the SIU's political activities fund (SPAD).

In the first story, the *Post* finds nothing wrong with the SIU's donations.

The following are excerpts from the Washington Post article which appeared on May 30, 1974.

Contributions Still Full of Loopholes

By Bob Kuttner

Washington Post Staff Writer

The seafarers' union has distributed \$500 checks to several Democratic congressmen, earmarked for each member's office account. The union reported the money as a political contribution. The congressmen did not.

The Republican senatorial campaign committee reports spending tens of thousands of dollars picking up the tab for TV tapes produced for GOP senators by the Senate recording studios. One senator seeking re-election, Peter Dominick of Colorado, reported the payment as a campaign contribution. Another, Jacob Javits of New York, did not.

"Frankly," says Chuck Warren, Javits's chief legislative assistant, "I don't think it's something we've really thought about. But I'll mention it to the senator. Maybe he'll want to start reporting it."

According to Rep. Charles Rangel of New York, one of the House Democrats who got a check from the seafarers, that contribution went unreported because office-account money is nonpolitical. "It's for our newsletter," says George Dalley, Rangel's administrative assistant, pointing out that the newsletter is franked, and therefore couldn't be political.

Other House Democrats who received trade-union contributions for their office accounts include Mario Biaggi (N.Y.), Frank Annunzio (Ill.), John Culver (Iowa), Charles Carney

(Ohio), Lester Wolff (N.Y.), William Ford (Mich.), John Murphy (N.Y.), John Dingell (Mich.) and Charles Wilson (Calif.).

Campaign finance disclosure is still a myriad of gray areas. An examination of the quarterly campaign-finance reports on file with the clerk of the House and the secretary of the Senate reveals that despite Watergate, a variety of loopholes remain open to special-interest groups wishing to conceal contributions to legislators.

Among the gray areas are so-called "in-kind" contributions to candidates, which may be a free ride in a corporate jet, a printing bill picked up by a special-interest campaign committee, phone-bank volunteers supplied by a union local or tapes purchased for a GOP senator by the Republican campaign committee.

The 1971 law is clear; all such forms of assistance are supposed to be reported, by both the campaign committee making the donation and the candidate receiving it.

In the 1972 campaign, many of these contributions went unreported. But this election year, in the wake of Watergate special-interest groups seem to be reporting expenditures somewhat more carefully. In some cases, the groups and the candidates are using different standards—to the embarrassment of both sides.

Everything was above-board and all contributions were made by check and clearly reported. So, why the story?

In the article on June 18, the *Post* story deals with the Justice Department's harassment of the SIU which ended in 1972 when the U.S. District Court dismissed the case against the Union. According to the *Post*, Jaworski's office found no evidence of improprieties—still he recommended that Justice begin a new probe of the original charges. Why the new investigation?

It seems quite obvious that every time the SIU moves into the area of legislative or political action—as it has every legitimate right to do—the issue of SPAD and the SIU's political activities is questioned.

The timing on the publication of these two articles strongly suggests that the giant oil interests—desperate to head off the efforts of the American labor movement to win enactment of the oil import bill—are behind the maneuver. The coincidence is compelling.

Perhaps, too, the Special Prosecutor in his zeal to indict the President thinks that he must tarnish anyone or any organization that has supported programs of the President. This is a symptom of the "throw the baby out with the bath water" syndrome that is not uncommon among prosecutors.

Whatever the reason for this latest attack on the right of Seafarers to engage in political action, the membership of the SIU will continue—through their voluntary participation in SPAD—to strive for a stronger U.S. merchant marine, and for better job security for American seamen.

The following appeared in the June 18th, 1974 edition of the Washington Post.

Seafarers Fund Set For Probe

By Bob Kuttner

Washington Post Staff Writer

The Justice Department has reopened its investigation of the Seafarers International Union (SIU) and its political action fund, apparently at the suggestion of Watergate Special Prosecutor Leon Jaworski.

A 1970 indictment charging SIU president Paul Hall and seven other union officers with violations of the Corrupt Practices Act was dismissed by U.S. District Court Judge Mark A. Costantino in May, 1972, on the ground that the Justice Department had unaccountably delayed pressing the case. About three weeks after the Justice Department decided not to appeal the dismissal, the SIU borrowed \$100,000 to make a contribution to the Nixon re-election campaign.

The special prosecutor's investigation found no evidence of improprieties, either in the Justice Department's delay or in the 1972 campaign contribution. However, Jaworski did recommend that Justice begin a new probe of the original charges.

Those were that the Seafarers violated the Corrupt Practices Act by maintaining a Seafarers Political Action Donation fund (SPAD), which actually was a front for the union itself, and by coercing

members to make supposedly voluntary contributions.

Because the 1971 campaign finance act changed the law explicitly to permit unions and corporations to operate separate political funds, any new indictment would have to show evidence of illegal pressure on the membership to contribute.

A number of corporate and trade union political funds do report identical contributions from large numbers of employees, which seems to reflect at least social pressure to contribute. The courts have not determined whether that constitutes a violation of the 1971 law.

Government investigators view the Seafarers as one union that engages in substantial arm-twisting to fatten its political war chest.

Union president Hall dismissed that charge as "ridiculous." According to Hall a large portion of SPAD funds come from solicitations in the union's newspaper.

However federal investigators in the 1970 case found that union business agents called "patrolmen" collect political contributions at the same time they collect compulsory union dues as seamen are being paid after voyages.

Union officials agree that the practice occurs, but con-

tend that many union members decide not to contribute, and that no reprisals are taken.

With a declining membership, the Seafarers in recent years have relied heavily on lobbying efforts to keep subsidies flowing the American merchant marine.

Reports filed with the clerk of the House indicate that the Seafarers political action fund spent nearly \$200,000 in 1973—including \$100,000 to repay the money borrowed for the Nixon contribution and \$50,000 for off-year contributions to House and Senate members. The union raised almost another \$100,000 in the first nine months of 1974.

The Seafarers also operate a nonprofit research organization called the Transportation Institute, which is financed by compulsory employer contributions totaling about a million dollars a year.

The professed purpose of the institute is to conduct research aimed at demonstrating the need for a strong American merchant marine. However for several years the institute was best known for its now discontinued weekly Wednesday luncheons, at which congressmen were invited to deliver speeches drafted by the institute for honorariums averaging about \$500.

Labor reporter and syndicated columnist Victor Riesel shows the other side of the story in this column which

was reprinted in papers across the country.

VICTOR RIESEL

Pro-Nixon labor chief reported Jaworski target

WASHINGTON—Since leaks spring two ways, it now can be reported that special Watergate prosecutor Leon Jaworski's staff has forced the Justice Department to investigate one of the nation's most politically influential labor leaders. He committed no crime. But he's pro-Nixon.

Jaworski's headquarters took this action when it determined that the union leader hadn't violated any electoral practices law during the 1972 presidential campaign.

THE PROBE IS ON. FBI men are in the field. Witnesses, frightened by the doomsday atmosphere here, are being interrogated by Justice Department officials. Old records are being uprooted from dossiers in which they've milled for years.

Someone is out to get this man. Paul Hall, president of the Seafarers International Union (SIU), national vice president of the AFL-CIO, and chief of the eight million-member AFL-CIO Maritime Trades Department. And in this capricious capital's highest circles, the feeling is that someone is out to prove it doesn't pay to be pro-Nixon these days.

They point out that: On Monday, Oct. 22, 1973, during an emer-

gency breakfast session of the AFL-CIO Executive Council, Paul Hall alone stood against the 30 other board members when they passed a resolution calling for Dick Nixon's resignation. Later that day his delegation was the only one at the federation's national convention in Bal Harbour (Fla.) to stand mute in protest against the adoption of this resolution by a laughing, applauding crowd.

ON NOV. 26 PAUL HALL introduced President Nixon to the international Seafarers convention in the Statler-Hilton here. Warm applause. Later that week Hall presented his old friend, Vice President Jerry Ford. And Secretary of Labor Peter Brennan.

Between the October resolution and the November convention, Hall told me when I interviewed him during a broadcast he would back "Jerry" for any office, including the presidency.

In December, a few weeks later, special prosecutor Leon Jaworski subpoenaed the records of the union's "SPAD"—Seafarers Political Activity Donation. SPAD is the SIU campaign machine similar to the AFL-CIO's COPE or the United Auto Workers' CAP (Community Action Program).

King Midas never examined his gold coin collection more closely than Jaworski's auditors went over those books. This went on for months. Hall's union had donated \$100,000 to the Nixon campaign. To do this, the union borrowed the money from a bank and later SPAD returned it to the SIU, which repaid its loan.

FINALLY THE UNION'S political activity records were stacked up. Jaworski's men, even those of the Kennedy-McGovern-Lindsay camp, couldn't find anything wrong. Not a misplaced penny.

Reluctantly they wrapped it up. They gave up on the records. But not on Paul Hall. They went to the Justice Department. They spaded up an old (circa 1968) probe of SPAD. It had been launched by then Atty. Gen. Ramsey Clark, who believed that SPAD had muscled big sums for political action in the '60s. Clark was a Lyndon Johnson appointee, of course. And the late President's sensitivities were hurt when Hall outlobbied him on a maritime issue in the Congress. Johnson had admitted this during a White House meal with some labor men.

IN THE FOLLOWUP to the Ramsey Clark action, the Justice Department rounded up

sailors, loaded them in buses, took them in and served them subpoenas by the score. But nothing came of this. Mass political action collections are trade unionism's traditional tactics. This is a separate issue and should be argued elsewhere.

In May 1972, the case was heaved out of the federal court. There the SPAD affair rested until Hall and his union coalition stayed on board with Nixon because of the President's vast maritime construction program. This is trade unionism—which never is simple. To Hall the vital matter always is—what makes jobs for his followers.

But recently, when Jaworski's investigators found nothing illegal in the Seafarers' 1972 political action, they went over to "Justice" and laid it on the line: Hall should be probed again on possible violations in 1968 (and earlier) of the Corrupt Practices Act.

BY CONTRAST, there appears not to have been any investigation of unions which contributed to the McGovern campaign. I don't insinuate there should have been. If I knew of any violations, I'd print the story. But the contrast is vivid.





Eugene Nicholson

Seafarer Eugene Nicholson, 49, has been a member of the SIU for 31 years, and has sailed as bosun for the past 20 years. Born in Baltimore, Brother Nicholson ships out of that port city. He and his wife Marie make their home in a Baltimore suburb.

After finishing the Bosuns Recertification Program, I can say that I was most impressed by the excellent job that is being done at Piney Point where the staff and instructors work 24 hours a day to train anyone involved in the program.

Also we were in Washington where we saw our SPAD dollars at work. We also attended the firefighting school which to me was very educational and informational.

I think that our elected officials are doing a very good job, and I urge every member to attend and participate in all meetings ashore and aboard ship. A better informed membership is a stronger membership and that is why we are, "Strong In Unity".



Paul Turner

Seafarer Paul Turner, 47, has been with the SIU since 1946, and has sailed as bosun for the past 16 years. A native of Tennessee, Brother Turner ships out of the port of New Orleans where he makes his home.

During the last month of my stay at Headquarters and the time I spent at Piney Point, I found that a lot of the things I took for granted before take a lot of work on the part of the officials and office staff. Before I just paid my dues and didn't give it a second thought, until I needed my vacation pay or some kind of welfare. I also found out that our officials don't just sit back and draw they pay. Every day they are out in the streets or on Capitol Hill in Washington trying to save our jobs or get us more.

Believe me men, SPAD money is well spent. It keeps your jobs and ships. It's money that's needed. When you put out \$20 you are betting that you keep your job. And so far, we have been collecting our bet pretty well.



Robert Gorbea

Seafarer Robert Gorbea, 45, has been a member of the SIU since 1950, and has been sailing as bosun since

Bosuns Recertification Program

Twelfth Class Graduates

The Bosuns Recertification Program graduated its 12th class of Seafarers this month, and is continuing to provide more of our bosuns with a greater knowledge of their Union, its problems and how it is meeting them.

The total number of bosuns who have gained a better understanding of the maritime industry and the new technology on our contracted ships is now 118. They are able to return to their ships and inform the membership about what SIU will be facing in the future, and how it is fighting for the job security of all Seafarers.

On these two pages the 12 bosuns who have just gone through the program describe what it has meant to them.

1959. A native New Yorker, Brother Gorbea now ships out of that port. He makes his home in Brooklyn, N.Y. with his wife Inez and their two children.

I have looked, listened and sighted every aspect and function I possibly could of this Union, and all my questions were answered here at Headquarters and Piney Point, by very capable and reliable people.

I found out this Union is in pretty good shape and it will even be healthier when the Energy Transportation Security Act is passed. There was, and is, a lot of hard work and money into getting this bill through the House and Senate and before the President. This bill will mean that 30 percent of oil imports to the U.S. will be carried by American ships by 1977. This means new ships and more jobs. So we can help by donating to SPAD because there are no more picket lines. It is now done by legislation in Washington, and that's a fact, no fallacy. Like it or not, SPAD is where it's at.



Stanley Sokol

Seafarer Stanley Sokol, 64, joined the SIU in the port of San Francisco in 1944, and has been sailing as bosun since then. A native of Poland, Brother Sokol ships out of San Francisco where he makes his home.

I came to HLSS in Piney Point to attend the Bosuns Recertification Program, sponsored by this Union, to find out the true story after hearing some criticism from some members. I'd like to advise them to come to Piney Point and, like myself, to find out the true story how this Union operates to obtain job security for this membership.

During my two months that I spent in HLSS nobody brainwashed me. I had the opportunity to be three times in Washington and see for myself all the action of this Union in fights for the rights of this membership. Times change—our struggle is no longer on the picket lines on the waterfront—now it is in the political arena in Washington. We the membership, must strongly support SPAD to secure what we gained on picket lines, through many years of hard fighting.

In the near future I'm going to retire after spending 48 years going to sea and 30 years with the SIU. I'll get my pension and remember always what this Union did for the membership through all those years.



Guillermo Castro

Seafarer Guillermo Castro, 53, has been a member of the SIU since 1945, and has been sailing as bosun since 1947. Born in Catania, Puerto Rico, Brother Castro now makes his home in Dorado, Puerto Rico with his wife Angela. He ships out of the port of San Juan.

I have had the opportunity and privilege to attend the Bosuns Recertification Program. After having seen all the inner workings of our Union and all the problems they face daily I can only say that our elected officials are really dedicated and doing a fine job.

Our main problem lies in Washington, D.C. where the oil companies and federal agencies are trying to put us out of business. Our only way to survive is through SPAD. We had the opportunity to attend quite a few meetings in Washington and those donations work. They know the SIU in Washington, and it is only through our donations and participation in all phases of labor activities that we are recognized. We all have a job to do not only on the ship, but also to support SPAD and our Union.



John Pierce

Seafarer John Pierce, 46, has been a member of the SIU for 29 years, and has sailed the last 15 of them as bosun. A native of Philadelphia, he ships out of that port and also makes his home there with his wife Mary and their four children.

The month I spent at Piney Point was well worthwhile. I had been there before and when I was called to go through the Bosuns Recertification Program, I thought I knew what to expect, but not so. I learned a lot about the new ships coming out and what is expected of the sailors that man them.

While going through this program, between Piney Point and New York, I came to realize how little I knew about

the functions of our Union. Believe me, it was interesting and educational. All the people I came in contact with would go to lengths to explain any question I might ask. I know where our SPAD dollars go—it is money well spent. I suggest that those of you that don't understand why we need SPAD, speak to someone that does. Then, let your good sense and your conscience be your guide.



Earl McCaskey

Seafarer Earl McCaskey, 53, has been with the SIU since 1942, and has been sailing as bosun since 1956. A native of Alabama, he now makes his home in Mobile. Brother McCaskey ships out of the port of New Orleans.

I have just completed the Bosuns Recertification Program and there were no questions left unanswered. We participated in every phase of the Union. We were at the HLSS where young men who will be future Seafarers are taught. Too much praise cannot be given to the staff and every person who is connected with it. They are doing a typical SIU job. "Well done."

I was in Washington quite a few times and saw how our donations to SPAD work. We should donate generously to SPAD, it means our job security which is what we all worry about. Without jobs, we don't exist. So give and give generously.

It was also a pleasure and a privilege to see how our elected officials are working for each member, to protect and seek more rights and benefits for him.



Ronald Burton

Seafarer Ronald Burton, 55, has been with the SIU since 1942, and has sailed as bosun for the past 10 years. Born in New York, Brother Burton now makes his home in Alexandria, Va. with his wife Ellen. He ships out of the port of New York.

The five weeks in New York City were more than excellent, as I was able to see and learn what my Union has to do to operate properly. No matter what, the ball has to be kept rolling at all times. When it isn't our internal affairs, it is our external affairs, which all become a part of us, one way or the other.

While in New York I was fortunate to attend a rally for the United Farm Workers. After the rally, on returning to my car, I passed a building known as the Martin Luther King, Jr. Labor Center and was amazed at the inscription on the mural which was, "If there is no struggle, there can be no progress" by Frederick Douglass. So gentlemen, it is very clear we must keep on struggling to meet our goals. In order to do so we must keep not only SPAD but maintain a steady support behind our Union and elected officials.

Bosuns Recertification Honor Roll

Following are the names and home ports of the 118 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

Aitstatt, John, Houston
Anderson, Alfred, Norfolk
Anderson, Edgar, New York
Annis, George, New Orleans
Armada, Alfonso, Baltimore
Atkinson, David, Seattle
Baruhill, Ehmer, Houston
Baudoin, James, Houston
Beavers, Norman, New Orleans
Beeching, Marion, Houston
Berger, David, Norfolk
Beye, Jan, New York
Bojko, Stanley, San Francisco

Boney, Andrew, Norfolk
Bourgot, Albert, Mobile
Bryan, Ernest, Houston
Bryant, Vernon, Tampa
Burch, George, New Orleans
Burke, George, New York
Burton, Ronald, New York
Bushong, William, Seattle
Butterton, Walter, Norfolk
Butts, Hurmon, Houston
Castro, Guillermo, San Juan
Christenberry, Richard,
San Francisco

Cisiecki, John, San Francisco
Clegg, William, New York
Colson, James, Seattle
Cooper, Fred, Mobile
D'Amico, Charles, Houston
Darville, Richard, Houston
Delgado, Julio, New York
Dickinson, David, Mobile
Dixon, James, Mobile
Drewes, Peter, New York
Eddins, John, Baltimore
Ferrera, Raymond, New Orleans
Flowers, Eugene, New York

Garner, James, New Orleans
Giangiordano, Donato, Philadelphia
Gillain, Robert, Jacksonville
Gorbea, Robert, New York
Gorman, James, New York
Greenwood, Perry, Seattle
Hanback, Burt, New York
Hellman, Karl, Seattle
Hicks, Donald, New York
Hodges, Raymond, Mobile
Hodges, Raymond W., Baltimore
Hogge, Elbert, Baltimore
Homka, Stephen, New York
James, Calvin, New York
Jandora, Stanley, New York
Jansson, Sven, New York
Johnson, Ravaughn, Houston
Kerngood, Morton, Baltimore
Kleimola, William, New York
Knoles, Raymond, San Francisco
Koen, John, Mobile
Konis, Perry, New York
Koza, Leo, Baltimore
Lambert, Reidus, New Orleans
Landron, Manuel, San Juan
Lasso, Robert, San Juan
Latapie, Jean, New Orleans
Lavoine, Raymond, Baltimore
Lee, Hans, Seattle
Levin, Jacob, Baltimore
Loyal, Joseph, Philadelphia
Libby, George, New Orleans
Mackert, Robert, Baltimore
Manning, Denis, Seattle
Mattioli, Gaetano, New York
McCaskey, Earl, New Orleans
McGinnis, Arthur, New Orleans
Meehan, William, Norfolk
Miller, Clyde, Seattle
Morris, Edward, Jr., Mobile
Moyd, Ervin, Mobile
Nash, Walter, New York
Nicholson, Eugene, Baltimore
Nielsen, Vagn, New York
O'Connor, William, Seattle
Olson, Fred, San Francisco
Ormaner, Albert, San Francisco
Parker, James, Houston
Perry, Wallace, Jr., San Francisco
Pierce, John, Philadelphia
Pollanen, Viikko, New Orleans
Poulsen, Verner, Seattle
Pressly, Donald, New York
Pulliam, James, San Francisco
Radich, Tony, New Orleans
Rihn, Ewing, New Orleans
Riley, William, San Francisco
Ringuette, Albert, San Francisco
Rivera, Alfonso, San Juan
Rodrigues, Lancelot, San Juan
Rodriguez, Ovidio, New York
Schwarz, Robert, Mobile
Self, Thomas, Baltimore
Selix, Floyd, San Francisco
Sheldrake, Peter, Houston
Smith, Lester, Norfolk
Sokol, Stanley, San Francisco
Stockmarr, Sven, New York
Swearingen, Barney, Jacksonville
Teti, Frank, New York
Thompson, J. R., Houston
Todd, Raymond, New Orleans
Turner, Paul, New Orleans
Wallace, Ward, Jacksonville
Wardlaw, Richard, Houston
Weaver, Harold, Houston
Whitmer, Alan, New York
Woods, Malcolm, San Francisco
Workman, Homer, New Orleans
Zaragoza, Roberto, New York



James Colson

Seafarer Jimmy Colson, 41, has been with the SIU since 1959. Brother Colson, who has shipped as bosun for the past two years, is a native of Seattle. Seafarer Colson ships out of Seattle, where he makes his home with his wife Pat and their two sons.

While attending the Bosuns Program at Piney Point, I not only got the chance to learn about the new automated ships, I got the chance to see how our Union is working for us. The month I spent in New York I saw first-hand just what our Union officials are up against and their endless struggle to keep our Union where it is.

I, like many others, at one time or another have thought being an official was a soft job. Believe me, I'll take a ship any day, as being an official is like being on an endless line. This is a 24 hour, 365 day job. This is what it takes to keep us working.

I believe every man in our Union who is eligible should attend this program, because if they have ever had any doubts, they will come away with a true knowledge and understanding of the SIU.

War Bonus Arbitration

The Military Sealift Command has accepted the ruling of an impartial arbitrator concerning the payment of Vietnam War Bonuses. The arbitrator's decision, reported in the June issue of the LOG, stated that all claims for the payment of the Vietnam War Bonus prior to Jan. 9, 1974 must be honored, and that such payments after this date would be denied.

The arbitration is binding only between the MSC and the Master, Mates and Pilots Union, which called for the arbitration.

A meeting of the SIU and the other maritime unions will soon be held to determine if this decision is acceptable to all without further arbitration. The LOG will keep SIU members informed on new developments in the War Bonus situation in upcoming issues.



John Koen

Seafarer John Koen, 61, has been going to sea for well over 40 years; first as a serviceman in the Navy for seven years, then as a member of the old ISU and then finally joining the SIU in 1938. Brother Koen, who has been shipping as bosun since 1940, is a native of Alabama. He ships out of the port of Mobile, where he makes his home with his wife Sue.

I can see now that each member in our Union is well protected while away from home. I have gone to sea for 40 years and I honestly thought I knew all about our Union's programs, Welfare, Pension, Vacation, Shipping Rules, Constitution, but I soon found out I didn't know as much as I thought I did. But after being at our SIU Headquarters for five weeks, I found out that if you didn't know just what everything was all about, all you had to do was ask.

And although 40 years ago most of the Seafarers' ball games were played the hard way, on the streets and on the docks, today they are played a little differently up there in Washington. And just like we participated in our Union's affairs years ago on the streets and on the docks, we can and we should participate in our Union's affairs in a different manner today. We should give ourselves a hand by donating to SPAD.



William Bushong

Seafarer William Bushong, 60, has been sailing with the SIU since 1953, and has been shipping as bosun for about the last 10 years. A native of Indianapolis, Ind., Brother Bushong ships out of the port of Seattle where he makes his home with his wife Sue, and their three children.

The portion of our program at Piney Point gave us new knowledge and information that was priceless: history of the Union; first aid knowledge; seaman-

ship; new ships and equipment; Union politics; firefighting, and many other subjects and activities. We saw first hand new men being trained for our way of life. This is an important three-month program and will give us better qualified and better informed future SIU manpower. At Piney Point the SIU men in charge and the very fine staff are well qualified and dedicated people going out of their way to help anyone there.

The New York portion of our program gave me thorough knowledge of what goes on at Headquarters; what we are up against every day in our fight for survival and what we are doing about it. Our participation in Union activities in other fields as well as ours, gives us future friends who can help us develop a solid labor front. We found out where our SPAD money goes and why it is absolutely necessary.



Raymond Todd

Seafarer Ray Todd, 38, has been a member of the SIU since 1960, and has been shipping as bosun for the past five years. A native of Mississippi, Brother Todd makes his home in Collins, Miss. with his wife Martha, and their four children. He ships out of the port of New Orleans.

After my completion of the Bosuns Recertification Program, I leave Headquarters with full knowledge of how every phase of the Union works. There were no questions left unanswered.

We have the greatest training facilities for our young new members and also the old-timers at the HLSS. Too much credit cannot be given to the staff and all of the instructors.

Also, we were in Washington and saw the impact our SPAD dollars have there. So I strongly urge you to support SPAD.

Our elected officials are working 24 hours a day for our benefit and I think we owe a debt of gratitude to our leadership.

If you read the LOG and study it you will be well informed on the problems we face and what can be done about it.

We also attended the firefighting school and it was most impressive. I think it should be compulsory for every member to attend, as it gives you more confidence to fight a fire aboard ship.



Headquarters Notes

by SIU Vice President Frank Drozak

LNG TRAINING

Twenty-five Seafarers have thus far completed the LNG training offered at the Lundeberg School in Piney Point, Md.

I cannot stress too often the importance of getting LNG training. If you want to insure the job security of this membership, then all Seafarers eligible should participate in this course. More and more in the future you will see these energy carriers—LNGs and LPGs—plying the waterways of the world. If we are to secure these ships for the membership we must show that we can provide qualified men to sail them.

Requirements for this course can be found on page 31 of this issue of the LOG. The next class is scheduled to begin on Sept. 23.

BOSUNS RECERTIFICATION PROGRAM

The 12 Seafarers who graduated this month from the Union's Bosuns Recertification Program bring to 118 the number of men who have completed this very successful program since its inception on June 1, 1973.

I am proud to congratulate these 12 men and wish them the best of luck in the future. They are: Ronald Burton; William Bushong; Guillermo Castro; James Colson; Robert Gorbea; John Koen; Earl McCaskey; Eugene Nicholson; John Pierce; Stanley Sokol; Ray Todd, and Paul Turner.

Since there have been a few inquiries as to how the bosuns are selected for the program, I would like to note that each month a special meeting of bosuns is held after the regular membership meeting at Headquarters to elect a three-man Selection Committee which chooses the 12 bosuns who will participate in the next month's class. This is the procedure that was established by the bosuns when the Recertification Program was set up.

NAVY TANKERS

As reported to you last month, the Navy wants to give its manning contracts for nine new 25,000-deadweight ton tankers to Marine Transport Lines, even though Falcon Carriers was the low bidder.

We are currently investigating why Falcon was not given the contracts as the low bidder.

Both Representative Frank Clark of Pennsylvania and Senator Warren Magnuson, chairman of the Committee of Commerce, have sent inquiries on this matter to the under secretary of the Navy, William Middendorf.

"A" SENIORITY UPGRADING

Five more Seafarers have completed the SIU's "A" Seniority Upgrading Program, thus bringing to 99 the number of brothers who have completed this program since it was begun last year.

I am proud to congratulate Thomas Bartol; Thomas Galka; Don Knight; Darry Sanders, and Thomas Vanyi.

I encourage each and every one of you who are eligible to participate in this one-month program.

NEW CONSTRUCTION

SIU-contracted Zapata Bulk Transport signed a contract to build three 97,000-deadweight ton tankers at Newport News, Va. with delivery to take place in 1979. Also this company expects two of her 35,000-deadweight ton diesel engine tankers to be launched in 1975.

Waterman Steamship Company's *Robert E. Lee* crewed in New Orleans on June 24. The *Stonewall Jackson* will be crewing later this month and the *Sam Houston* in August.

This company has also acquired three American President Line vessels: the *President Buchanan*, to be delivered at the end of this month; the *President Jackson*, also to be delivered this month, and the *President Garfield*, to be delivered later this year.

Interstate Oil Transport reports that the keel has been laid for Hull 4643 which is one of three 265,000-deadweight ton MFC Boston tankers to be built for the company. The firm also noted that shipyard problems are delaying the delivery of their two LNG vessels, the *Kentown* and the *Montana*.

Sea-Land Service will deliver the *Sea-Land Consumer* and the *Sea-Land Producer* later this summer.

Seatrains Lines' 225,000-deadweight ton tanker *TT Williamsburgh* will be christened on Aug. 17.

I would also like to note that on July 1, a consolidated agreement between Cities Service Tankers and Interstate Oil was signed. The company is to be known as International Ocean Transport Corporation.

Finance Committee Meets



The SIU's Quarterly Financial Committee, elected at the general membership meeting at Headquarters July 8, review the Union's books and financial transactions. They are, clockwise from the left: SIU members John Carey, Warren Cassidy, Pete Drewes, Conrad Gauthier, Otis Paschal, M. E. Reid, and Nicholas Damante.

Must Know Sailing Time

According to the rules outlined in both the SIU's New Standard Freightship and New Standard Tanker Agreements with our contracted companies, a Seafarer must be aboard his vessel at least one hour before the scheduled sailing time. And, it is up to the individual Seafarer to be aware of what that sailing time is.

As noted in the Agreements, sailing times will be posted "at the gangway on arrival when the vessel is scheduled to stay in port 12 hours or less. When the stay is scheduled to exceed 12 hours the sailing time shall be posted eight hours prior to scheduled sailing, if before midnight. If scheduled between midnight and 8 a.m., sailing should be

posted by 4:30 p.m., but not later than 5 p.m.

For ships arriving on weekends between 5 p.m. Friday and 8 a.m. Monday, sailing times will be posted "not later than two hours after arrival." Any changes for weekend sailing times previously set may be made, but these changes will be made "no less than eight hours prior to actual sailing. This provision applies to all vessels scheduled to depart during a weekend.

Full details covering penalties for failure to arrive on time, and compensation for delayed sailings are outlined in Article II Section 38 of the Freightship Agreement, and Article II Section 36 of the Tanker Agreement.

Port Work Requirements

On certain occasions, Seafarers are required to perform various longshore duties to insure the smooth continuance of operation of their vessels.

These required duties and the compensation payments for performing them are completely outlined in two specific sections of the SIU's Standard Freightship and Tanker Agreements.

The first, Article II Section 10(a), states:

"Members of all departments shall perform the necessary duties for the continuance of the operations of the vessel as set forth in this agreement. Necessary work shall include the preparation and securing of cargo gear and the preparation of cargo holds for the loading or discharging of cargo."

The second, Article II Section 32, further clarifies the matter. It states:

"In those ports where there are no longshoremen available, members of the crew may be required to drive winches for handling cargo or may be required to handle cargo. For such work, crewmembers shall be paid by using the various groups as defined by the Shipping Rules, Section 3, Departments and Groups, to determine their applicable rate.

"On tankers which are carrying grain, when crewmembers are required to unfasten butterworth plate nuts and/or remove the butterworth plates for the purpose of loading or discharging grain cargo, they shall be entitled to compensation as provided for in this section.

"This section shall not be so construed as to be applicable to any work where longshoremen are not available due to labor trouble."

Bosun Selection Committee



The Bosun Selection Committee reviews applications of SIU bosuns to determine who will make up the 12-man August class of the Bosun Recertification Program. The impartial committee is elected at a special bosun meeting each month immediately following the general membership meeting at Headquarters. Members of this month's committee are, from the left: John Sweeney, William Funk, and Gaetano Mattioli, a Recertified Bosun.

Two SIU Officials Appointed To Positions with NMC

Frank Drozak, SIU vice president, and Ed Mooney, SIU headquarters representative, have been appointed to executive positions on National Maritime Council committees.

The National Maritime Council is made up of representatives from all segments of the maritime industry—management, labor and government. Its purpose is to help promote and maintain a strong U.S. merchant marine.

Frank Drozak will serve as vice chairman of the NMC's Co-Sponsored Activities Committee. This committee is responsible for coordinating activities and setting up discussions with organizations outside the National Maritime Council. In addition to helping set up these meetings, SIU Vice President Drozak will, at times, represent NMC's labor segment on these discussion

panels visiting other organizations.

SIU Headquarters Representative Ed Mooney has been appointed Chairman of NMC's Economic Committee. This Committee researches and studies any issue affecting the economic situation of the U.S. merchant marine. The committee also uses their research information to present white papers and to make recommendations to the National Maritime Council.

The appointment of two SIU officials to these National Maritime Council committee posts insures our Union a strong voice in the policy making decisions of this influential maritime organization. SIU's active participation in all maritime and labor groups is one way the Union can help shape national maritime and labor policy, and work to insure its members' job security.

Calmar to Cut Coastal Route

After 47 years of continuous service between Baltimore and the West Coast, SIU-contracted Calmar Steamship Corporation is being forced to withdraw six of its seven freightships from the long established intercoastal route because of foreign competition.

Calmar, a subsidiary of Bethlehem Steel Corp. of Sparrows Point, Md., announced that the sharp curtailment of service would go into effect Jan. 1, 1975.

The company reports that the move is necessitated by the closing of its cold-rolled steel bands plant in Richmond, Calif. The plant, which employs nearly 3,000 people, is shutting down due to heavy foreign competition.

This year, the seven SIU-manned vessels are scheduled for 34 intercoastal

voyages, but company projections for 1975 show a need for only seven round trip runs because of the lack of west-bound cargo.

For years, the seven 15,000-ton cargo ships had carried steel coils from Sparrows Point to its plant on the West Coast, and returned with lumber from the Pacific Northwest and other cargoes.

Calmar officials have not completed plans on what to do with the withdrawn vessels, but they expressed confidence that the ships can be employed in other trades.

Calmar purchased the vessels presently sailing the intercoastal route in the mid 1960s from the U.S. government. The ships, originally World War II troop carriers, were then converted at a cost of \$29 million.

SIU to Attend ITF Congress

The SIU will be sending a delegation of Union officials to the 31st Congress of the International Transport Worker's Federation, which opens in Stockholm, Sweden on Aug. 7.

The ITF is a multinational confederation of transportation worker's unions set up to coordinate labor movement activities on an international level.

Meeting once a year, the ITF's congress elects officials, votes on amendments to its constitution and hears motions sponsored by its member organizations.

The agenda of this ITF congress will include a vote on a motion sponsored by the SIU and other U.S. trade unions,

calling for an investigation of multinational companies.

Stating that the financial decisions made by these business giants "aim at establishing sub-standard worldwide employment conditions", and that these multinational companies "are taking a heavy toll among working families and working communities from one end of the globe to the other", the motion calls for an ITF conference to formulate an international labor course of action to deal with these companies.

The 31st congress will also hear motions dealing with the safe manning of ships, income tax relief for seafarers and the basic rights of trade unions.

HLS Grad Will Upgrade

Harry Lundeberg School graduate, Oiler Jay Sides, has been sailing with the SIU for two years. The Engine Room Delegate aboard the *San Francisco* (Sea Land), Brother Sides is anxious to upgrade to QMED, and plans to return to Piney Point shortly to attend SIU's upgrading program.

Washington Activities



By B. Rocker

Oil Import Bill

• **Legislative action** on the Energy Transportation Security Act of 1974 (H.R. 8193; S. 2089) took another important step forward last month when the Senate Commerce Committee's Subcommittee on Merchant Marine voted the Bill out of committee by a significant vote of 14-2. The Bill—which passed in the House of Representatives in May by a wide margin of 266 - 136—now goes to the full Senate. A vote there is expected within a few weeks.

This Bill will require that 20 percent of oil imports into the United States must be carried on American bottoms, and that this quota will be increased to 30 percent in 1977. The Bill will give a shot in the arm to the U.S. shipbuilding industry, and will improve the job opportunities and job security of American seamen. In addition, this Bill will provide consumer protection against the uncontrolled inflation of gasoline and home heating fuels, and—because of the high safety standards of American ships and American crews—the Bill will insure a cleaner environment on the high seas and along our coastal waters.

• **Legislative support** for the Energy Transportation Security Act continues to come in from all segments of the American Labor Movement. AFL-CIO President George Meany and SIU President Paul Hall have sent telegrams and letters to the heads of all national and international unions, and all affiliates of the AFL-CIO Maritime Trades Department requesting their support for this Bill. In addition, all Port Maritime Councils, AFL-CIO Regional Directors, State Federations and Local Central Bodies have been contacted, and these organizations have pledged their full support.

Literally thousands of telegrams and letters have been sent to U.S. Senators by AFL-CIO affiliated organizations, and the legislative representatives of a number of national unions have personally contacted Senators urging them to vote in favor of the Bill.

At the Harry Lundeberg School in Piney Point, more than 500 letters asking the support of their Senators have been sent by the trainees, upgraders and staff members.

Deepwater Ports

Hearings on construction of offshore, deepwater oil terminals are now being held in the U.S. Senate. The Deepwater Port Bill passed the House of Representatives last month by a wide margin—318 - 9.

The Special Senate Joint Committee—composed of members of the Senate's Commerce, Public Works and Interior Committees—has revised the House version of the Bill to designate the Department of Transportation as the primary agency to license and regulate the deepwater terminals through the Coast Guard. The committee also gave the green light to allow oil companies to apply for permits to build these ports. Several committee members opposed this move which would give the oil companies control over these key installations. However, if the oil companies are allowed to build deepwater ports on the offshore coastal areas of the U.S., they may very well open the door to anti-trust actions against them.

Merchant Marine Act of 1970

President Nixon last month signed a supplemental Maritime Administration authorization providing an additional \$23 million for operating differential subsidy for the remainder of fiscal 1974. This increased the authorization from \$221.5 to \$244.5 million for the period.

Legislative Meetings

The SIU Washington staff regularly attends the meetings of the AFL-CIO Legislative Department to review the progress of legislation affecting Seafarers and their families.

During the past month, some of the urgent bills on the agenda for discussion and review at these meetings have been—in addition to the oil cargo bill and the deepwater port bill—legislation affecting union-management pension plans and offshore mining.

With respect to the Pension Reform Bill now before Congress, the SIU is keeping a close watch to insure that the rights of Seafarers and their families are fully protected.

Support SPAD

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.



Philadelphia SIU members listen attentively to proceedings of June meeting.

Seafarers Take Part in Philadelphia Membership Meeting



Port Agent John Fay reports to members on the state of shipping in Philadelphia.

Seafarers in the port of Philadelphia participated in a membership meeting last month, much like the membership meetings held in all SIU Constitutional ports each month.

SIU members present heard reports from Union officials on the upgrading programs, welfare claims, the state of shipping in the port of Philadelphia, the importance of SPAD and other issues relevant to Union operation.

In addition, legislation before the U.S. Congress that is of vital importance to Seafarers was discussed, and SIU members at the meeting were appraised of their Union's activities in Washington in support or opposition to these various bills.

The port of Philadelphia, also known as Ameriport, is the largest industrial port in the nation. Located in the geographical center of the Atlantic Seaboard megalopolis area, the port has facilities for all modern container handling, as well as facilities for break-bulk, grain, ore, coal, oil, lumber, chemicals and gypsum.



Patrolman Joe Walsh, left, and SIU members Steve Bergeria, center, and Johannes Roos are interested in hearing about their Union's activities in Washington.



When Seafarers like James Bergeria, left, James McGinty, center and Casmer Szymanski attend a membership meeting, they are taking an active role in running their Union.

SIU-Manned Pecos Supplies Military Bases Around Globe

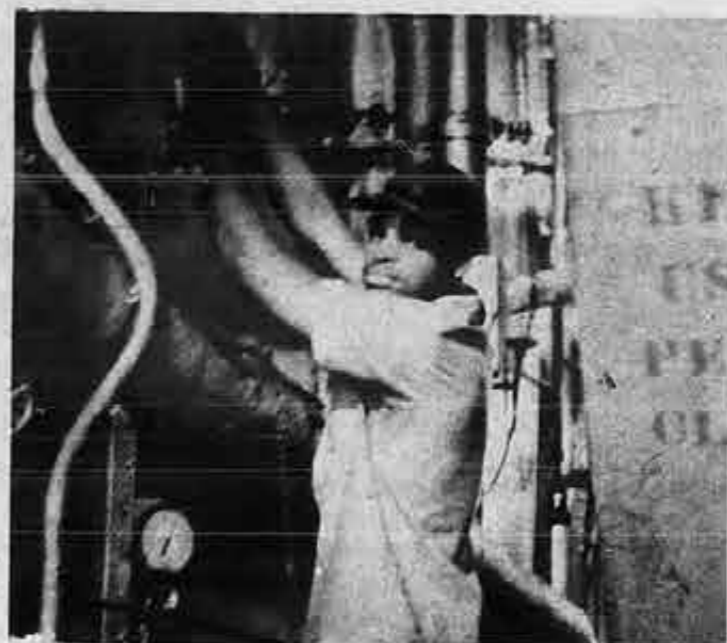
The SIU-manned *USNS Pecos*, one of the 13 Navy Tankers under contract to the SIU, performs the important job of supplying Army, Navy and Air Force bases around the world with fuel oil, gasoline, jet fuel and other vital materials.

In the past few months, the *Pecos*, has been hopscotching around the globe to ports in Spain, Venezuela, Scotland, Greece, and the U.S. and its territories. The photos appearing on this page were taken while the *Pecos* was enroute from Rota, Spain to Norfolk, Va.

The pictures were submitted to the LOG by the ship's First Assistant Engineer, Greg Hayden, who wrote, "if there was some kind of award for the outstanding engine room crew of the year, these guys would certainly win it."



Members of the *Pecos* engine room crew are, from the left: Art Austin, fireman-watertender; Bill Parker, oiler; Al Morris, fireman-watertender; Bob Sawyer, fireman-watertender, and Stan Grooms, oiler. Brother Grooms has been on the *Pecos* longer than any other member of the ship's black gang, including the licensed officers.



Wiper Sam Davis, standing the 4-8 watch, performs the daily chore of blowing tubes.

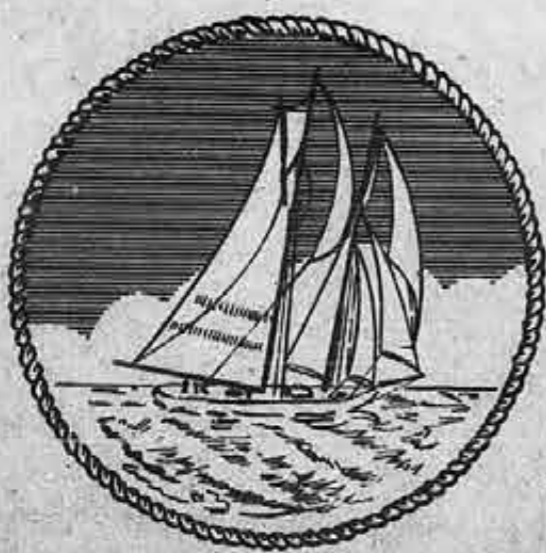


Bosun Bill Price, left, and Pumpman Jim Chianese on duty topside aboard the *Pecos*.



Seafarer Doug Turner, sailing as oiler, during his watch in the *Pecos* engine room.

STEER A CLEAR COURSE!



Forever is a very definite word. It means for a limitless time . . . for all time . . . never again! But forever is the length of time a Seafarer loses the right to his livelihood and future career in the maritime industry if he is busted on a drugs charge either while at sea or ashore.

It's a tough rap — but that's exactly how it is. Your seaman's papers are gone forever, without appeal, if you are convicted of possession of any illegal drug—heroin, barbiturates, speed, ups, downs or marijuana. In 1971 alone there were 400,606 drug related arrests in the U.S. and even that staggering figure was topped in 1972.

The shipboard user of narcotics is not only a menace to himself, but presents a very grave danger to the safety of his ship and shipmates. Quick minds and reflexes are an absolute necessity aboard ship at all times. A drug user becomes a thorn in the side of his shipmates when they are required to assume the shipboard responsibilities the user is not capable of handling.

Also, a Seafarer busted at sea leaves a permanent black mark on his ship. The vessel will thereafter be under constant surveillance and the crew will be subjected to unusually long and annoying searches by customs and narcotics agents in port.

Truly, forever is a long, long time — something a drug user does not have.

Don't let drugs destroy you or your livelihood.
Steer a clear course!



San Francisco Ports Speed Valley Crops to Orient

The following article and photo on the American merchant marine by Wayne Cox is reproduced from the May 26th, 1974 edition of the Fresno Bee, a California newspaper. The story points out a good example of how U.S. produce growers can be encouraged to ship American.

OAKLAND — Unmatched in their ability to produce abundant commodities for California's \$5 billion agricultural industry, San Joaquin Valley fresh fruit packers and shippers jumped at an invitation offered by the Maritime Administration to gaze at ultra modern Bay Area cargo shipping procedures.

On a two-day bus jaunt, the 34 packer-shipper contingent left their warm inland valley for a breezy coastal visit to the flourishing port of Oakland and its counterpart on the San Francisco side where international trade is as common as the salty air.

As the peach, nectarine, plum and grape traders stretched their necks and strained their eyes to see it all, the word "export" popped up in their excited conversation. They are bent on expanding Far East trade in search of greater market areas. They also realize that export is the name of the game and ocean carriers appear to be the most practical way of getting their agricultural products to foreign markets.

Containerization, the relatively new concept of shipping cargo in 35 and 40 foot containers, caught on in a big way in the 1960s with the Port of Oak-



land leading the way. Today, some of the world's largest and fastest cargo ships are capable of moving 1,096 containers on a single vessel which steams from Oakland to Yokohama in only five and a half days at 33 knots an hour.

The Sea-Land Terminal at Oakland's Outer Harbor operates eight of these swift SL7 super containerhips from its sprawling 70-acre facility with barely enough space for 2,000 containers on their own chasis.

This terminal and others like it make Oakland the largest container port on

the Pacific, handling twice as much cargo as the Port of San Francisco.

To keep Sea-Land's more than 65,000 containers from dead-ending or piling up at any given port, the company always loads its swift ships with the same number of containers whether they are loaded or empty.

Like a Coke bottle, a container may leave its point of origin and never return. More than 2,000 containers and chassis are maintained in the local area around the Sea-Land Terminal to handle incoming and outgoing cargo.

A pair of giant cranes load and unload Sea-Land's cargo containers at the rate of 500 tons an hour, and two more \$1 million-plus cranes are now on order.

Across the bay, Pacific Far East Lines is practicing another new cargo moving concept with ships known in the maritime world as LASH, an acronym for "lighter aboard ship." Two ships are now in service and four more are being built.

LASH service involves a large "mother" ship carrying 61-foot barges loaded with cargo. An entire barge and its cargo is lifted aboard ship by an onboard crane and released in the water to be towed to either the port dock or inland points while the ship stands out in deeper water. This procedure is reversed when the ship is being unloaded.

However, timing took an unfavorable switch for the touring packers and shippers since none of the LASH ships were in port during their visit.

Pacific Far East Lines handles a tremendous amount of agricultural bulk products such as rice, alfalfa pellets and fertilizer. On the other hand, Sea-Land has developed special containers to accommodate a comfortable trip for livestock such as cows and sheep.

Down the pier from Sea-Land, US Lines is now constructing a new terminal in the Oakland Middle Harbor which should be ready for full operation in July.

Tour guide Theodore W. Plessner, a Maritime Administration cargo representative, told the packers and shippers that real estate is a critical problem among the steam ship lines. "There just isn't any more of it available," he said.

Although Plessner admitted the Port of San Francisco "has a long way to go to catch up with Oakland," he said American President Lines on the San Francisco side is now in the process of moving to new facilities from Pier 80 to Pier 96.

Also, States Steamship Company of San Francisco is about ready to introduce an entirely new shipping procedure involving the roll-on, roll-off method of cargo loading and unloading. This innovative style of shipping cargo features the "no lift" concept which eliminates the need for sky towering cranes capable of lifting 50 tons or more in a single movement.

Currently, States Steamship Company is using conventional vessels to move its cargo. But the company has ordered four \$40 million vessels from Maine ship builders to initiate the roll-on, roll-off cargo shipping technique.

In total tonnage, the Port of Oakland last year shipped more than seven million revenue tons of freight including 5,395,094 revenue tons in containers. Oakland's total tonnage rose 10 per cent over the 1972 totals and containerized shipments were up 17.8 per cent over 1972.

Containerized freight leaving Oakland represents 86 per cent of all port general cargo and 75 per cent of the total port tonnage.

Apply For Unclaimed Wages

With the closing of accounts of the General Agents (companies) who operated ships for the National Shipping Authority during the Vietnam sealift, the U.S. Maritime Administration is in possession of lists of merchant seamen who have unclaimed wages due to them for service on these Government-owned ships.

Any Seafarer who knows he has unclaimed wages due him, should fill out the following form and send it to the Maritime Administration, Chief, Division of Accounts, Washington, D.C. 20230.

DATE: _____

MARITIME ADMINISTRATION
CHIEF, DIVISION OF ACCOUNTS
WASHINGTON, D.C. 20230

DEAR SIR:

I REQUEST UNCLAIMED WAGES FOR SERVICE DURING THE VIETNAM SEALIFT ON NATIONAL SHIPPING AUTHORITY VESSELS OPERATED BY THE FOLLOWING GENERAL AGENT(S):

NAME _____
(LAST) (FIRST) (INITIAL)

ADDRESS _____
(STREET)

(CITY) (STATE) (ZIP CODE)

SOCIAL SECURITY NUMBER _____

PLEASE FORWARD MY CHECK TO THE ABOVE ADDRESS.

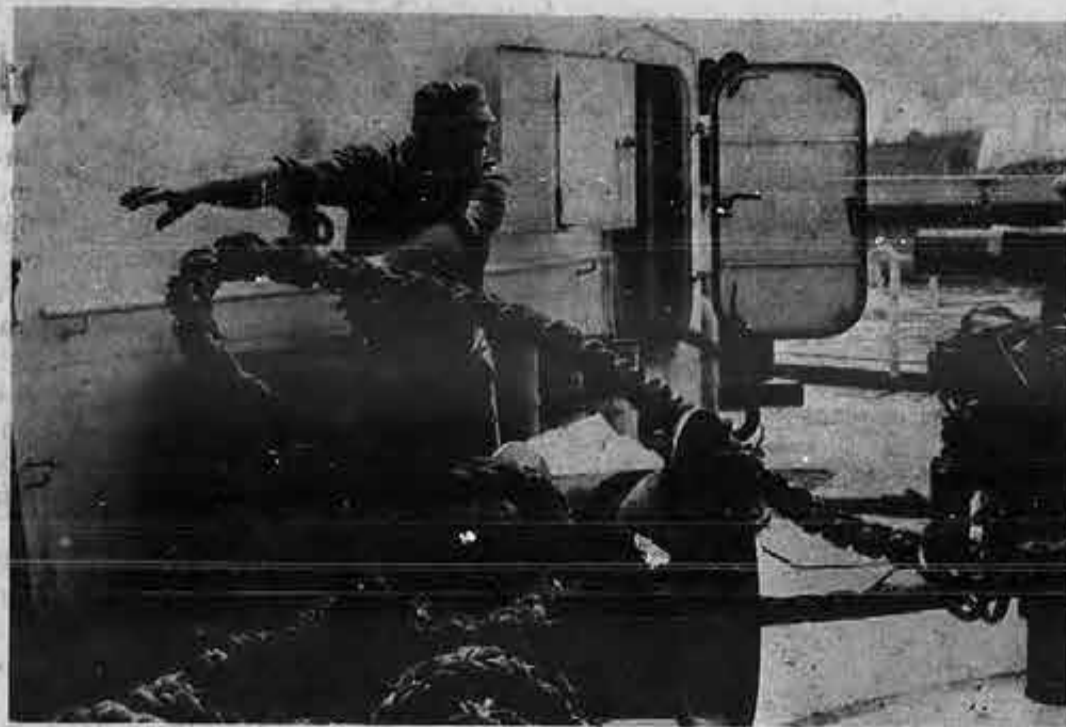
VERY TRULY YOURS,

(applicant's signature)

Quarterback Visits HLSS



The Green Bay Packers' quarterback, Scott Hunter, second from left, visited the Lundeberg School in Piney Point, Md. the end of May to show a film on drugs to the trainees. He discussed with the young men, the harmful and dangerous effects of drug use. Pictured with him here are, from left: Mike Sacco, vice president of the HLSS; Gerry Brown, Piney Point port agent, and Recertified Bosun Earl McCaskey who is Scott Hunter's uncle.



AB Arthur Longuet helps ready *Ultramar* for her recent drydocking in Jacksonville.



AB Alex Berlin, a recent graduate of SIU's upgrading program at Piney Point straightens lines.

After Maiden Voyage, *Ultramar* on 2nd Trip Round the World

Largest Ship in Jacksonville Harbor

The largest ship to ever enter the Jacksonville harbor, the 895-foot SIU-contracted *Ultramar* (Westchester Marine) recently called on that port for a guarantee drydocking by her builders, a service similar to a car's 1,000 mile checkup.

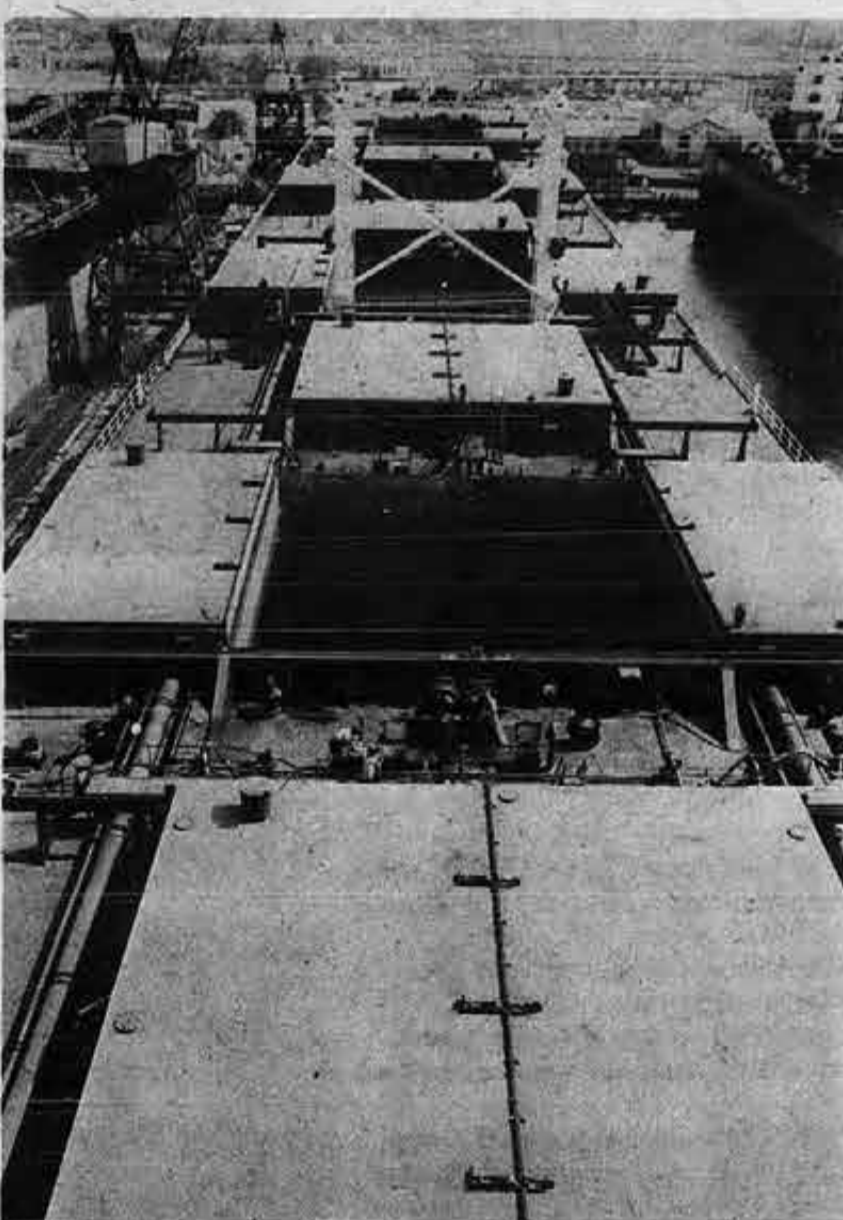
Chief Steward Joseph Pitella, like the rest of the ship's crew, couldn't be happier with his new ship. One of the *Ultramar's* original crewmembers, Brother Pitella said, when interviewed in his modern galley, "I've waited years and years for a ship like this."

Having just completed her maiden voyage around the world, the 80,500-ton oil, ore, bulk carrier spent two weeks in drydock during the general checkup, and then sailed for Norfolk to take on a load of coal.

After delivering the coal to Yokohama, the *Ultramar* sailed for Australia, where she will take on ore bound for Rotterdam.



SIU veteran Joseph Pitella, chief steward aboard the *Ultramar*, prepares lunch in his modern galley.



The view forward from the bridge of the 895-foot *Ultramar*.



Seafarer James Nettles, sailing as ordinary seaman, checks lifeboat rigging.



The *Ultramar's* deck gang takes a coffee break. They are (l. to r.) Barney Swearingen, recertified bosun; Walter Wright, AB; Alex Berlin, AB; Arthur Longuet, AB; Rex Rayner, OS; and Patrick Bourgeois, AB.

ASHORE



Baton Rouge, La.

SIU vice president Lindsey J. Williams was honored at the Louisiana AFL-CIO 19th Annual Convention on Apr. 9 getting the award of excellence from Victor Bussie, state president of the AFL-CIO. Taking part in the ceremonies were Sen. Russell B. Long and Rep. Corinne C. "Lindy" Boggs, both of Louisiana; Sen. Lloyd Bentsen, Jr. of Texas and Gov. Edwin W. Edwards of Louisiana. The award to Lindsey Williams said:

"The Louisiana AFL-CIO 19th Annual Convention proudly presents this award of excellence to Lindsey J. Williams for inspiring an entirely new dimension in the relationship between organized labor and the public of Greater New Orleans AFL-CIO area. His unique concept in setting up a system of selecting political candidates who would prove faithful to workers as well as bring honor to their community has earned him universal respect in the seats of Government and throughout the body public. It is a tribute to this untiring champion of workers that he devoted so much of his life to give to civic and public affairs while still carrying on his enormous responsibilities as vice president of the Seafarers International Union and his obligations to the maritime groups within his jurisdiction. For many years he has played an important role in the leadership of the Greater New Orleans AFL-CIO impervious to opposition and disdainful to adversity. This dedicated man has remained steadfast where lesser men would have surrendered. He is a private part of the great organization of Seafarers of which he leads in this area and is always a dependable fighter for the great body of AFL-CIO workers throughout Louisiana."

Piney Point

The U.S. Maritime Administration has notified the HLSS that a Soviet maritime delegation from the U.S.-USSR Cultural and Technical Exchange Program is expected to visit the school sometime after July 15.

Recertified Bosun Earl McCaskey's nephew, Scott Hunter, quarterback for the Green Bay Packers, spoke to the trainees last month about his football career. He also answered questions on the use and problems of drugs.

Haskell, Tex.

One of the SIU's five 1974 scholarship winners, William Scott McDonald, a graduate of Cooper High School, Abilene, Tex., had his picture and story of his award in the local newspaper here, the Free-Press. He's the son of Seafarer William Jackson McDonald and Marticia McDonald and the grandson of Dr. and Mrs. F. C. Scott of Haskell.

New York

Thirty-four years of North Atlantic station weather patrols by the U.S. Coast Guard ended June 30 when the cutter *Morgenthau* sailed away from Station Bravo between Labrador and the southern tip of Greenland.

The only remaining Pacific station, Station November, between San Francisco and Hawaii, was also decommissioned on the same date.

Today's faster and higher flying aircraft equipped with sophisticated navigational gear plus weather satellites have reduced the need for weather ships, the Coast Guard says.

Weather Station Hotel 250 miles northwest of Norfolk is not a part of the ocean station system and will continue to operate. A cutter mans the station from August to mid-April sending out advance weather data on winter storms and hurricanes heading for the Eastern Seaboard.

Eleven of the Coast Guard's 21 East Coast weather ships have been decommissioned.

Bravo will be the fourth station phased out in a year. Stations Delta, Echo and Charlie were axed last year.

New Orleans

For the second straight year, the SIU-contracted Delta Steamship Line has won the National Safety Council's annual award for the lowest fleet injury rate in the U.S.

Brooklyn, N.Y.

The SIU-contracted Waterman Steamship Corp. of Mobile will run their LASH ships from Piers 6 and 7 here. The new 893-foot long LASH ships are the *SS Robert E. Lee*, *SS Stonewall Jackson* and the *SS Sam Houston*. They will carry 89 barges each to the Red Sea, Persian Gulf, India, Pakistan and Bangladesh.

Balboa, Panama Canal Zone

Sea-Land Service, Inc. has put into operation a 30-ton, 150-foot container handling gantry crane on Dock 7 in the terminal area here. The crane was carried from Puerto Rico to replace a steam crane.

Politics Is Porkchops
Donate to SPAD

Young Seafarer Performs 'An Act of Courage'



Seafarer Phil Haring points out area where Brother Jan Prins was almost washed overboard by heavy boarding seas. Commended to the U.S. Maritime Administration for the quick and courageous action that saved the life of his fellow Seafarer, Brother Haring risked his own life to pull Seafarer Prins to safety.

Exhibiting courage and the ability to act decisively in a life and death situation, OS Philip Haring, Jr., a recent Harry Lundeberg graduate, risked his life to save an injured fellow Seafarer from being washed overboard by heavy boarding seas.

For his quick and courageous action, Brother Haring has been commended to the U.S. Maritime Administration by his chief mate on the *Sea-Land Market*.

On May 2, the *Sea-Land Market* was weathering a gale in the North Atlantic when Ordinary Seamen Haring and Jan Prins, Jr., another recent HLS graduate, left their quarters to go aft to the messhall via a tunnel on the starboard side.

They had stopped by an entranceway to look at the sea when Brother Prins noticed a lifering adrift and went on deck to retrieve it. At that instant, a heavy boarding sea hit Brother Prins and carried him aft, breaking his arm, fracturing a rib and puncturing a lung.

Seafarer Haring, waiting back in the entranceway, saw the sea hit Brother Prins, and thinking he had been washed overboard, ran to the messhall shouting "Man overboard!" He then ran back to the entranceway. Looking aft, he saw Brother Prins hanging to the bulwark, half overboard and half aboard. Without hesitating, Seafarer Haring ran out, pulled Prins aboard and brought him back to the entranceway.

Just as he laid Brother Prins down on the deck within the entranceway, another sea hit the same area. Had Haring not acted as quickly as he had, this second sea would surely have carried Prins completely overboard.

The chief mate aboard the *Sea-Land Market*, Richard Hawkins, was so impressed with the actions of both HLS graduates, he drafted a letter of commendation. Entitled "An Act of Zeal, An Act of Courage", the letter was co-signed by the captain, J. Robertson, and sent to the U.S. Maritime Administration in Washington, D.C.

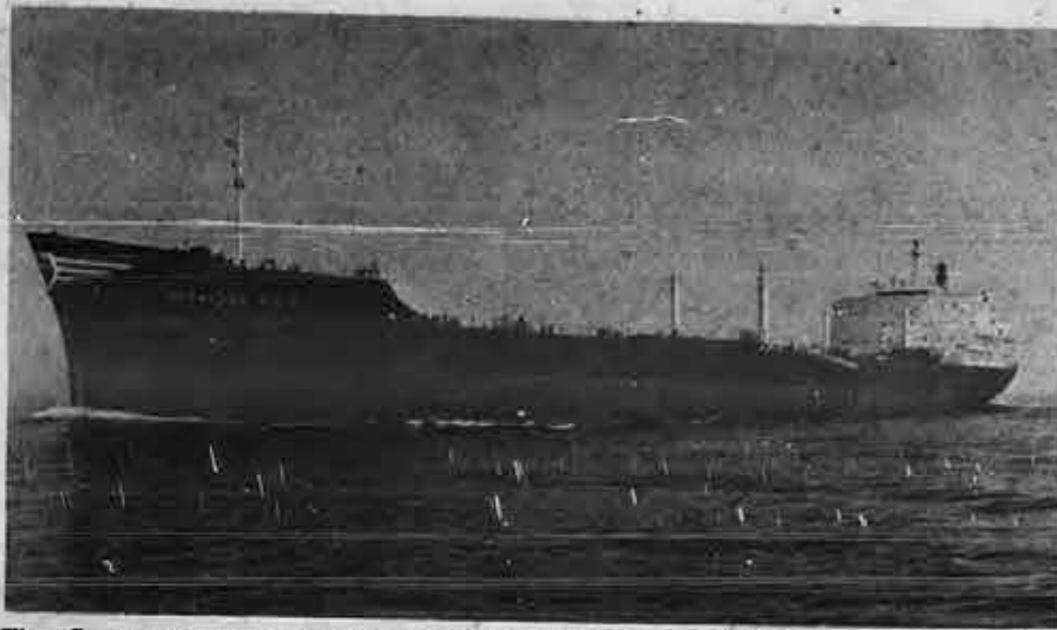
Of Seafarer Jan Prins' "act of zeal", Chief Mate Hawkins wrote: "Perhaps it was foolhardy of Prins to go after the lifering, however to him, he saw a wrong that must be put right. Seamen have been ridiculed so many times for lack of loyalty, no spirit, here in one second was a pure act that disproves any such scorn."

Calling on MARAD to recognize and commend Brother Haring for his "act of courage", the letter continues: "Mr. Haring's actions in going to the rescue of Prins too could also be called foolhardy, but of such actions it seems as though one rises to the situation. With no hesitation he went to his aid."

The mate's letter praising the two SIU members ends: "With this type of men the American Merchant Marine will always stay way ahead of whoever is in second place. I for one am certainly proud of them."

After being hospitalized in Rotterdam, the *Sea-Land Market's* destination, Jan Prins was repatriated and is reported to be recovering quickly from his injuries. Despite his near fatal experience, Brother Prins plans to ship out as soon as he has recovered.

Seafarer Haring, after payoff in Elizabeth, N.J. in June, shipped out aboard the *Sea-Land Market* again, and is headed for Rotterdam.



The *Overseas Alice* (Maritime Overseas) at sea. Her SIU crew was recently commended by U.S. Naval observers for its performance during a refueling at sea drill.

Overseas Alice Crew Receives Praise For Refueling at Sea

The crew of the SIU-managed *Overseas Alice* (Maritime Overseas) was praised by Captain Robert Johnson, master of the ship, naval observers aboard the *USS Mispillion* and the vice-president of Maritime Overseas for its performance during a complicated refueling-at-sea drill recently.

Despite moderately heavy seas, the crew rigged two stations aboard the *Mispillion*, and then unrigged the aft station under a simulated emergency breakaway, without difficulty.

The U.S. naval observers, impressed with SIU crew's ability to carry out this difficult maneuver under adverse weather conditions, sent the crew a telex message stating that the "*Mispillion* has conducted fueling at sea operations with four MSC chartered vessels and SS

Overseas Alice was the best to date."

The telex also praised the *Overseas Alice* and her crew for remaining on a steady course and speed, despite the heavy seas, thereby facilitating station keeping.

Unable to find a single major safety violation, the naval observers further singled out the *Overseas Alice* as "the only MSC chartered tanker whose deck hands, without exception remained completely outfitted through the exercise."

At the following weekly shipboard meeting, Captain Johnston, master of the *Overseas Alice*, further commended the crew and read a letter from the vice-president of Maritime Overseas praising the officers and crew for a job well done.

Arni Bjornsson Works His Way Up from OS to Master

As a young man, former SIU member Arni Bjornsson decided to make the merchant marine his career, and now—30 years after he first shipped out—he has taken his first command.

Truly a self-made man, Brother Bjornsson has worked his way up from OS to captain, and will sail as master of the *Manati* (Berwind Lines), an SIU of Puerto Rico contracted feeder ship that operates between Puerto Rico and the Virgin Islands.

Captain Bjornsson, a native of Iceland, first went to sea as a herring fisherman during school vacations at the age of 13. In 1944, 16-years old and 6'2" tall, he shipped out as an OS from Reykjavik on the *Yemasea*, part of an Allied convoy bound for Scotland and New York.

In 1945, upgraded to AB, Seafarer Bjornsson began sailing with the SIU. An active Union member as well as sailor, Brother Bjornsson walked the SIU picket lines in 1961 during the Robin Line beef. Later, he served for five years as one of the first lifeboat and deck instructors at the old Harry Lundeberg School in Brooklyn.

Experienced in sailing all types of ships, Capt. Bjornsson put his knowledge of sailing vessels to good use as an instructor at HLS and helped sail the 135-foot schooner *Dana*, the 64-foot yawl *Manitou* and the 38-foot sloop *Hi Doll* from various ports to Piney Point.

In 1969, Capt. Bjornsson took ad-



Arni Bjornsson

vantage of the upgrading opportunities offered by the SIU and MEBA District 2 and by July of 1969, he had obtained his second mate's license.

Now, five years after becoming a licensed crewmember and 30 years after he first began sailing, Arni Bjornsson has reached the top of his chosen profession and taken his first command. In the best tradition of free enterprise, Capt. Bjornsson has been free to rise as high as his ability and drive will take him.

And in the best tradition of trade unionism, the SIU has been able to offer another one of its members the training opportunities and support he needs to reach his professional goals.

AT SEA



USNS Millicoma

Seafarer Lawrence Parker, an AB aboard the SIU-contracted tanker *USNS Millicoma* (Hudson Waterways) engaged in the Navy's Charger Log IV refueling operations, received a "well done" commendation letter from the ship's master, Capt. William H. Barrett, Jr. on May 12 in Rota, Spain. The letter read:

"It is not often and it gives me pleasure to be able to do so, to recommend to anyone the above designated seaman (Parker) without qualification whatsoever. He is a gentleman. He is a capable able-seaman and is one of the finest helmsmen I have ever known. This skill was demonstrated to perfection during a recent refueling-at-sea operation with the *USS Canisteo* in the Mediterranean Sea."

A ship-to-shore radiogram on May 1 from the *USS Canisteo* to the master of the *USNS Millicoma* said in part "... commenced consol first light Apr. 29 ... approach alongside ... first shot line over at 6:24 a.m. ... first rig connected at 6:35 a.m. ... During refueling a 30 degree course change was executed at 10:15 a.m. ... There were no problems encountered during the maneuver. ... Consol was completed at 12:53 p.m. *Millicoma* personnel were well prepared and performed in a highly professional manner. The passing and retrieving of fueling rigs was conducted smoothly and with a high degree of safety although the fuel transfer (1,216,870 gallons) was conducted expeditiously. ... All communications while alongside were by sound-powered phones with excellent results ... consider briefing of *Millicoma* personnel for this ... primarily responsible for efficiency of operations ..."

SS McKee Sons

For the first time in the 18 years of the National Ship Safety Achievement Awards Contest competition, a Great Lakes vessel, the SIU-managed *SS McKee Sons* (American Steamship) has been cited for her rescue of six persons in Lake Huron on Christmas Day 1973. The 633-foot self-unloader out of Buffalo received an award of merit from the marine section of the National Safety Council and the American Institute of Merchant Shipping.

SS Roger M. Kyes

Making her first port of call in mid-June was the newly built SIU-contracted ore carrier *SS Roger M. Kyes* (American Steamship) which self-unloaded her cargo of 26,000 tons of iron ore pellets at the Pittsburgh and Conneaut (Ohio) Dock. Later she headed for her home port of Detroit at the head of the Lakes.

SS Ultramar

The 75,000-ton OBO *SS Ultramar* (Westchester Marine) carried 15,000 tons of coal late this month from Hay Point, Australia to Europe.

SS Ultrasea

This month the OBO *SS Ultrasea* (Westchester Marine) carried 30,000 tons of ore from Gove, Australia to Rotterdam.

SS Yellowstone

The *SS Yellowstone* (Ogden Marine) this month sailed from the Gulf of Mexico to Conakry, Guinea, carrying 2,275 tons of wheat flour and 10,000 tons of corn.

SS Delta Paraguay

This Delta Line vessel carried an unusual on-deck cargo last month, a water taxi called the *Sirene* built in New Orleans for the Union des Remorqueurs of Dakar, Senegal on Africa's west coast. The 63-foot, 33-ton boat was lowered over the side to head ashore. She will carry men and equipment to offshore oil drilling platforms.



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

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

Seafarers Political Activity Donation

Working For Jobs and Job Security

SPAD

WHAT IS SPAD?

SPAD — Seafarers Political Activity Donation — is the political energy that powers the SIU's drive for jobs and job security. It is the only means for Seafarers to make their voices heard on legislative matters that directly affect their livelihood.

SPAD is a Political Activity Fund made up from the voluntary donation of SIU members. It is a separate and segregated fund established to further the political, social, economic and trade union interests of Seafarers — and to promote the American Merchant Marine to provide job opportunities for American seamen.

HOW DOES SPAD WORK?

SPAD supports and contributes to political candidates for elective office.

Through the support of political candidates whose philosophies and political programs are consistent with Seafarers we may attain laws which promote Seafarers' economic, social, political and trade union objectives — and protect the jobs and job security of American seamen.

HOW YOU CAN PARTICIPATE

You can participate in this program through your voluntary donations to SPAD.

Through your purchase of a SPAD Certificate you are joining with your shipmates and SIU brothers in working effectively toward building a healthier maritime industry which will provide greater job security for all American Seamen.

Seamen are the most federally regulated workers in America and the maritime industry itself is subject to the regulations and laws of more federal agencies and Congressional committees than any other national industry.

In no other industry is participation in political action more urgently needed than in maritime.

The strength of the SIU has always been in our unity — and our unity in Political Action is through our support of SPAD.

Politics Is Porkchops is more than a slogan to Seafarers — it is an understanding that only through effective Political Action will we protect what we have, and build for our future.

SPAD IS VOLUNTARY

All contributions to SPAD are voluntary.

No contributions may be solicited or received because of force, job discrimination, financial reprisal or as a condition of employment or membership in the SIU, or threats of such action.

All members who contribute to SPAD receive an official receipt. If any member feels he has been forced or threatened to contribute, he should notify the SIU or SPAD and demand an investigation and refund if his donation was involuntary.

SPAD IS UNITY

SPAD is the unity of Seafarers in the continuing struggle to promote a strong and competitive American Merchant Marine which will provide greater job opportunities and job protection for American seamen.

SPAD WORKS!

SPAD does work to provide jobs and job security for Seafarers. The Political Action of the SIU was directly responsible for the Merchant Marine Act of 1970. This Act is building new ships for a revitalized American Merchant Marine.

The Political Action of the SIU is carrying the fight for more cargo for American-flag ships. It was through our Political Action that American ships are carrying U.S. grain to Russia — Jobs for American seamen.

It is through our Political Action that we are leading the fight to have American-flag ships carry a substantial portion of the nation's oil imports — more jobs for American seamen.

The Political Action of the SIU is fighting against attacks on the Jones Act which protects our domestic shipping for U.S.-flag ships — job protection for American seamen.

The Political Action of the SIU has saved the U.S. Public Health Service Hospital system — health protection for American seamen.

SUPPORT SPAD FOR JOBS AND JOB SECURITY



SEAFARERS POLITICAL ACTIVITY DONATION

Amount: **\$20.00** B 10001

Date: _____

Contributor's Name: _____

Address: _____ City: _____ State: _____

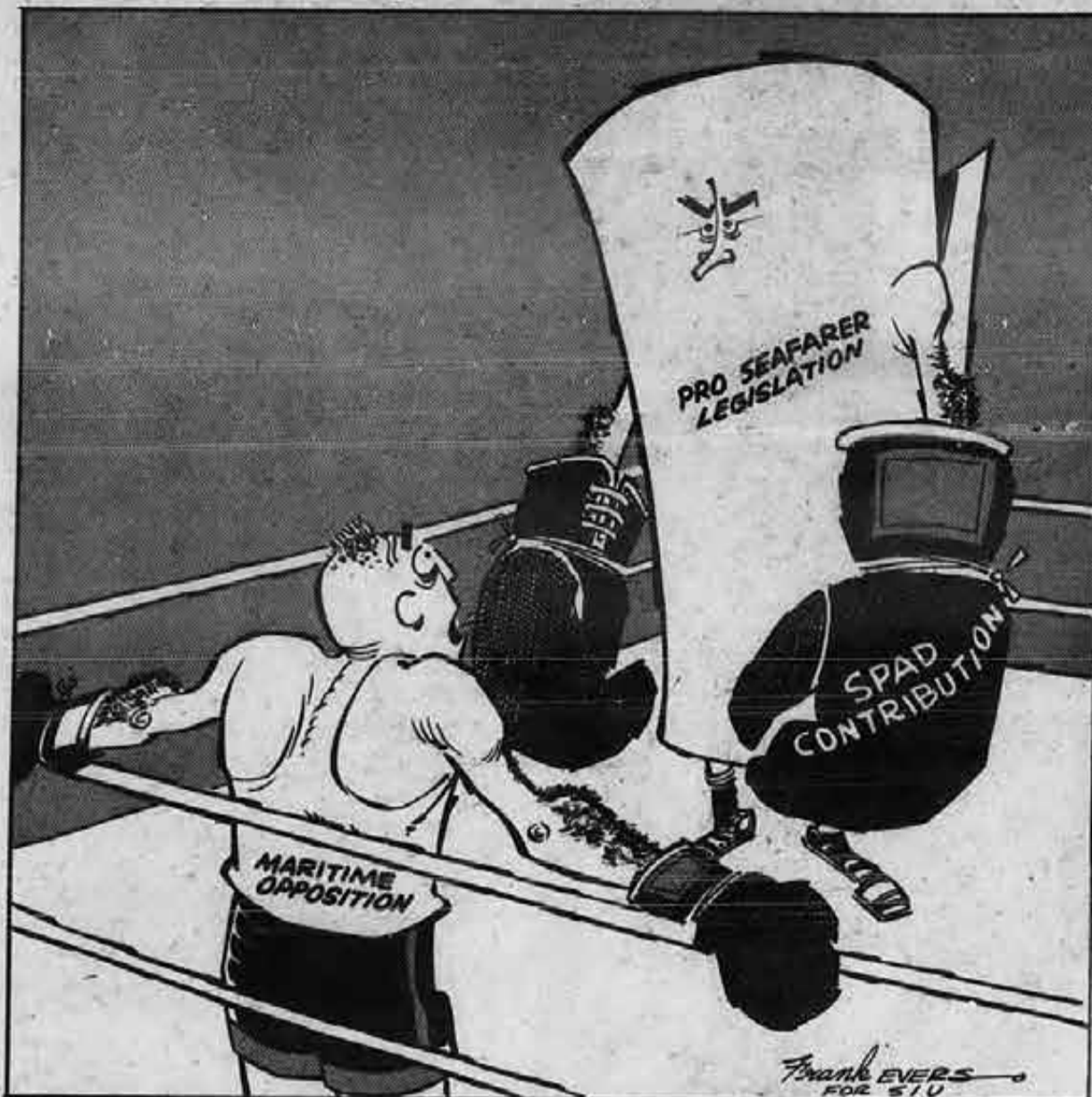
S.S. No. _____

SPAD is a separate segregated fund. Its proceeds are used for political, social, economic and trade union purposes. It is not authorized to solicit or receive contributions from non-members of the SIU. No contributions may be solicited or received because of force, job discrimination, financial reprisal or as a condition of employment or membership in the SIU, or threats of such action. If any member feels he has been forced or threatened to contribute, he should notify the SIU or SPAD and demand an investigation and refund if his donation was involuntary.

Signature of Solicitor: _____ 1974



Special Gloves



SPAD: Key to Political Clout

At the end of World War II, this country commanded the largest, newest, most efficient and competitive merchant marine in the world.

However, through corporate business deals which transferred hundreds of American ships to foreign-flag registry, and an almost disgraceful governmental neglect, the U.S. merchant marine slowly lost its competitive edge on the high seas and the industry as a whole fell into a serious state of decline.

So serious was this decline, that several years ago a report showed that the U.S., in little more than a score of years, had slipped from world dominance in merchant shipping to a poor seventh place, falling behind Liberia, Japan, England, Norway, Russia and Greece. And, another report showed that the U.S. now commanded the world's largest idle fleet.

However, through the continuing efforts of the SIU to make our nation's legislators aware of the vital importance of a healthy, competitive merchant marine, the U.S. maritime industry is steadily rebuilding, and is on the threshold of again regaining its previous worldwide position.

The SIU has been successful in spearheading the legislative fight to revitalize the maritime industry for one very basic reason—the voluntary contributions of an involved SIU membership to SPAD. (See pages 16 and 17 of this issue.)

SPAD has provided the SIU with the invaluable tools to build a political apparatus in Washington, D.C. that has paid off for everyone involved in the U.S. maritime industry.

Let us look at some of our victories.

Four years ago, the SIU, backed by the political strength of SPAD, was at the forefront of the fight to enact the Mer-

chant Marine Act of 1970, the most significant piece of maritime legislation to be passed in nearly 40 years.

As a direct result of this Act, the U.S. shipbuilding industry is now in the middle of its greatest boom in the history of peacetime America. And, Seafarers are already manning many of the vessels built under this program.

Again backed by SPAD in late 1972, the SIU was successful in getting the government to sign a bilateral shipping agreement with the USSR for the Russian grain-oil run. Presently, 50 SIU-contracted vessels, which might otherwise be laid up, are involved in this run.

In November of 1973, the road was finally cleared for the construction of the Trans-Alaska Pipeline, which when completed will mean hundreds of jobs for Seafarers. The SIU again led the fight.

Also in that month, the USPHS hospital system was saved from extinction through the efforts of the SIU.

Our fight to revitalize the U.S. merchant marine, and to protect the job security of our members, is a continuing one.

We must not only work to achieve new successes, but we must fight to maintain those we have already won.

We are presently involved in two major battles—the final enactment of the oil imports bill, and the continued protection of the Jones Act—which will shape the future of our industry.

We are confident that we will be successful in both, but we can only continue to fight through our members' strong participation in SPAD.

For Seafarers, SPAD means jobs and job security, so support it—it supports you.

Letters to the Editor



HISTORIC PRESERVATION

Thanks Fast Acting Crew

I would like to express my appreciation to the ship's Master, Captain T. Wooten and the other officers and crew of the 23 Sea-Land Commodore for the quick attention and aid given me after I was struck with a serious heart attack while aboard the ship at sea. Special thanks to Chief Officer William L. Smith who was first on the scene. His fast thinking and selfless family saved my life.

Thank you for the caring and help of the Commodore and the crew during this critical time. They are a true example of seamanship.

Respectfully,

Wanda Webb
Alaska, 1973

Pensioner Donates to SPAD

Since 1971, I have received my full pension from the U.S. Maritime Industry Pension Fund. I have been a member of the SIU since 1958 and have been a pensioner since 1971.

I have been very pleased to see the SIU's efforts to revitalize the U.S. merchant marine and to protect the job security of our members.

Respectfully,

Robert E. Webb, 1973

Get Your Pension Check

I have just received my pension check from the U.S. Maritime Industry Pension Fund. I am very pleased to see the SIU's efforts to revitalize the U.S. merchant marine and to protect the job security of our members.

I have been very pleased to see the SIU's efforts to revitalize the U.S. merchant marine and to protect the job security of our members.

Respectfully,

Robert E. Webb, 1973

Robert E. Webb, 1973

Robert E. Webb, 1973

Thanks SIU for Quick Payment

I have just received my pension check from the U.S. Maritime Industry Pension Fund. I am very pleased to see the SIU's efforts to revitalize the U.S. merchant marine and to protect the job security of our members.

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Respectfully,

Robert E. Webb, 1973

Robert E. Webb, 1973

John Penn Committee



The SIU-contracted *John Penn*, operated by Waterman, paid off last month in Brooklyn, N.Y. Committee members, seated clockwise from the left, are: Steve Senteney, educational director; Julius Kotan, steward delegate; Arnold Eckhert, ship's chairman; Edward Ryan, engine delegate, and Jerry Corelli, deck delegate. Standing right is Anthony Freeman, secretary-reporter. The *John Penn* is on the Far East run.

Galveston Committee



Recertified Bosun Denis Manning, left, graduated from the Bosun Recertification Program last September and is now aboard the SIU-manned container-ship *Galveston*. Photo was taken at the ship's most recent payoff in the port of Seattle. Committee members are, from the left: Manning, ship's chairman; John Sullivan, engine delegate; Gus Skendelas, secretary reporter; Oscar Sorenson, steward delegate, and Walter Rogers, deck delegate. The 497-foot long container-ship, converted in March 1969 at Todd Shipyards in Galveston, carries up to 360 containers on its coastwise run to Alaska.

Mt. Washington Committee



Recertified Bosun James Baudoin, left, is now sailing aboard the SIU-contracted tanker *Mount Washington*. Photo was taken topside aboard the tanker in the port of Yokohama. Ship's committee members are, from the left: J. Baudoin, ship's chairman; N. O. Huff, deck delegate; Chuck Galbraith, educational director; Cyril Grab, engine delegate; William Autry, secretary-reporter, and Jose Santiago, steward delegate. The *Mount Washington*, previously on the Far East run is switching to the Persian Gulf run.

Philadelphia Committee



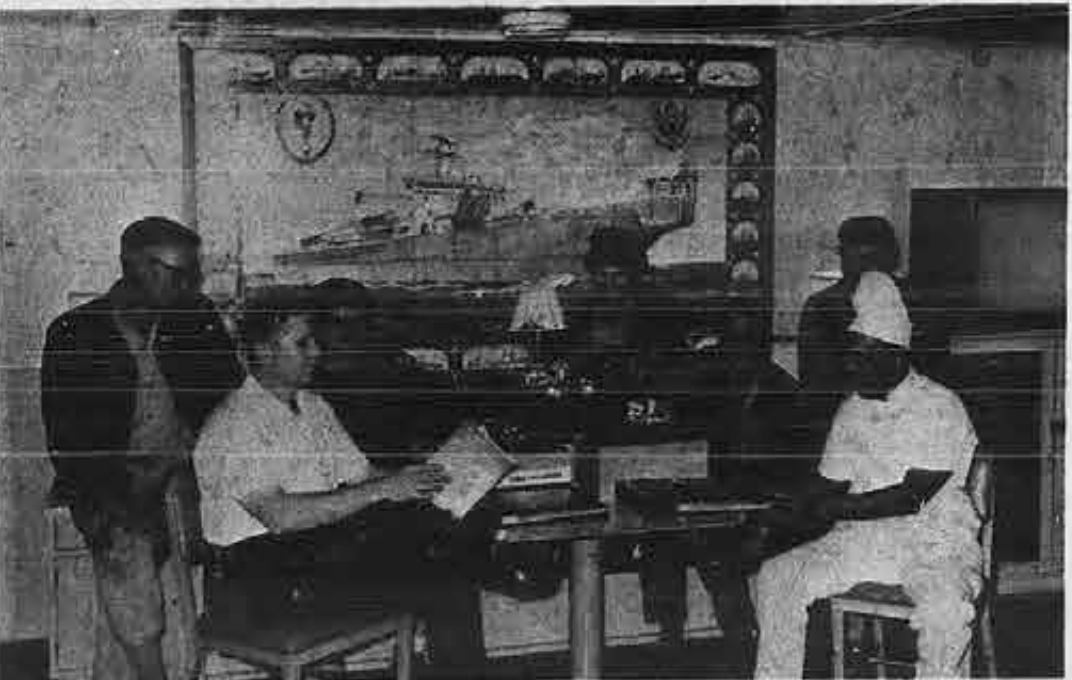
The containership *Philadelphia*, operated by Sea-Land, paid off in the port of Seattle late last May after completing a coastwise run to Alaska. Ship's committee members are, seated from the left: Clyde Miller, ship's chairman; Hubert Martin, educational director; Bjarne Jensen, engine delegate, and George Hair, secretary-reporter. Standing from the left are: Jim Downey, deck delegate, and Donald Kink, steward delegate. The 497-foot long *Philadelphia* is powered by 9,900 horses and carries 360 containers.

Calmar Committee



Recertified Bosun Morton Kerngood, a participant in the November class of the Bosun Recertification Program, is now working the bosun's job aboard the SIU-contracted freightship *Calmar*. Photo was taken at the ship's most recent payoff at the Pennwood Wharf in Sparrows Point, Md. Ship's Committee members are, rear from the left: Kerngood, ship's chairman; Claude Garnett, Jr., secretary-reporter, and J. V. Rooms, steward delegate. Seated front, from the left are: Roland Muir, engine delegate; William O'Brien, deck delegate, and Julian Lopez, educational director.

Long Lines Committee



With a full size portrait of their unique vessel in the background, the ship's committee aboard the 511-foot cable ship *Long Lines* take time out for a photo in the crew's mess in the port of Yokohama. They are, seated rear from the left: Herb Libby, ship's chairman; Ted Williams, educational director; John Smith, cable department delegate; Al Valente, watch department delegate and Charles Shaw, engine delegate. Seated front, from the left are: Ira Brown, secretary-reporter, and Ralph Trotman, steward delegate. The \$99 million vessel is crewed by 90 officers and unlicensed men, and stores as much as 1,000 nautical miles of telephone cable in her three cable tanks.

New SIU Pensioners



William J. Doyle, 53, joined the SIU in the port of New York in 1955 sailing as an AB. Brother Doyle walked the picket line in the 1961 N.Y. Harbor strike and is an Army veteran of World War II. Born in Wisconsin, he is now a resident of Slidell, La. with his wife, Evelyn and son, William J., Jr.



Anders I. Ellingsen, 60, joined the SIU in 1947 in the port of Wilmington, Calif., sailing as an electrician. Brother Ellingsen attended a Crews Conference workshop at Piney Point in 1971. He was born in Oslo, Norway and is now a resident of Mobile with his wife, Rosina.



Archibald R. Volkerts, 55, joined the Union in the port of New York in 1954 sailing as a chief steward. Brother Volkerts is a native of Dutch Guiana, South America, and is now a resident of Brooklyn, N.Y. with his wife, Evelyn.



John T. Murphy, 75, joined the SIU in the port of New York in 1952 sailing as an AB. Brother Murphy was on the picket line in the Robin Line strike in 1962 and is an Army veteran of World War I. He is a native of Bruley, Newfoundland, Canada, and is now a resident of Syosett, L.I., N.Y.



Frank E. May, 56, joined the Union in the port of Frankfort, Mich. in 1953 sailing as an AB for the Ann Arbor Railroad Co. Brother May was born in Springdale Twshp., Mich., and is now a resident of Frankfort with his wife, Zelda.



Curtis S. Wainwright, 52, joined the SIU in the port of New Orleans in 1954 sailing in the engine department. Brother Wainwright is a Navy veteran of World War II. Born in Jacksonville, Fla., he is now a resident of Westwego, La. with his wife, Edna.



Roy E. Curtis, 64, joined the SIU in the port of Houston in 1959 sailing in the engine department. Brother Curtis is a native of Georgetown, Tex. and is now a resident of Port Arthur, Tex.



James Kalogrides, 61, joined the SIU in 1943 in the port of New York sailing as a deck engineer. Brother Kalogrides had sailed for 42 years. Born in Greece, he is now a resident of Jersey City, N.J. with his wife, Frangeska.



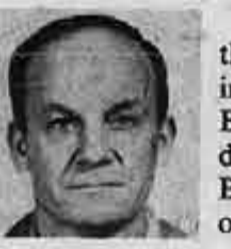
Edward L. Poe, 65, joined the SIU in 1945 in the port of Mobile sailing in the steward department. Brother Poe is a native of Mobile and is now a resident of New Orleans.



Nicholas Goresch, 62, joined the SIU in 1945 in the port of Baltimore sailing in the steward department. Brother Goresch was born in Pennsylvania and is now a resident of Newark, N.J. with his wife, Julia.



Cruz Negrón, 53, joined the Union in 1942 in the port of New York sailing as a bosun. Brother Negrón did picket duty in the N.Y. Harbor strikes of 1946, 1961 and 1962. Born in Puerto Rico, he is now a resident of the Bronx, N.Y. with his wife, Carmen.



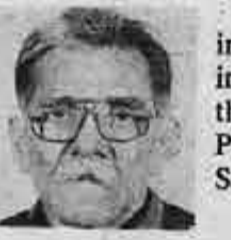
John M. Thompson, 65, joined the Union in the port of New York in 1950 sailing as a chief electrician. Brother Thompson served picket duty in the 1961 N.Y. Harbor strike. Born in Utah, he is now a resident of Portland, Ore.



Isaak Bouzin, 64, joined the Union in the port of New York in 1954 sailing as a bosun. Brother Bouzin is a wounded Army Purple Heart medal veteran of World War II. He did picket duty in the N.Y. Harbor strike of 1961 and attended a 1970 Crews Conference at Piney Point, Md. A native of Russia, he is now a resident of Chicago with his wife, Lee.



Tiburcio C. Ibabao, 85, joined the Union in 1938 sailing in the steward department. Brother Ibabao was born in the Philippines and is now a resident of Daly City, Calif.



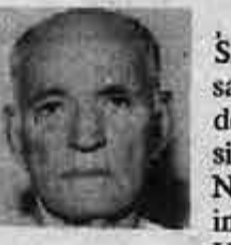
William Nuttal, 68, joined the SIU in 1947 in the port of New York sailing in the steward department. Brother Nuttal was born in Manila, the Philippines, and is now a resident of San Francisco.



Steve O. Bernaldes, 72, joined the Union in the port of Wilmington, Calif. in 1960 sailing in the steward department. Brother Bernaldes was born in the Philippines and is now a resident of Wilmington.



Edward E. Edinger, 55, joined the Union in the port of Savannah in 1955. He had been sailing as a chief steward for 34 years. Brother Edinger attended a Crews Conference at the Harry Lundeberg School of Seamanship, Piney Point, Md. A native of Ohio, he is now a resident of Phoenix, Ariz.



Thomas C. Ballard, 67, joined the SIU in 1945 in the port of New York sailing in both the steward and engine departments. He had been sailing since 1926. Brother Ballard is a U.S. Navy veteran of World War II. Born in Alabama, he is now a resident of Houston with his wife, Ruth.



William F. Garrity, 63, joined the Union in 1947 in the port of New Orleans sailing in the deck department. Brother Garrity is a native of New Orleans and is now a resident of Chalmette, La. with his wife, Antionette.



George W. Owen, Jr., 50, joined the SIU in the port of Norfolk in 1955 sailing as an AB. Brother Owen is a Navy veteran of World War II. Born in Elizabeth City County, Va., he is now a resident of Chesapeake, Va. with his wife, Minnie.

Thomas Lynch Committee



Recertified Bosun Richard Wardlaw, center rear, wearing the traditional white cap of the Seafarers, is on his first ship, the *Thomas Lynch*, since completing the SIU's Bosun Recertification Program. Photo was taken at the ship's most recent payoff at Pier 7 in Brooklyn, N.Y. Ship's committee members are, seated rear from the left: Theodore Humal, educational director; R. Wardlaw, ship's chairman, and C. E. Pryor, deck delegate. Seated front, from the left are: J. W. Sanders, secretary reporter; Troy Smith, engine delegate, and Vernon Barfield, steward delegate. The *Thomas Lynch* is on the Far East run.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Aug. 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Aug. 6	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Aug. 7	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Aug. 8	—	5:00 p.m.	7:00 p.m.
Detroit	Aug. 9	2:30 p.m.	—	—
	Aug. 12	—	5:00 p.m.	—
Houston	Aug. 12	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Aug. 13	2:30 p.m.	5:00 p.m.	—
Mobile	Aug. 14	2:30 p.m.	5:00 p.m.	—
San Francisco	Aug. 15	2:30 p.m.	—	—
Columbus	Aug. 17	—	—	1:00 p.m.
Chicago	Aug. 13	—	5:00 p.m.	—
Port Arthur	Aug. 13	—	5:00 p.m.	—
Buffalo	Aug. 14	—	5:00 p.m.	—
St. Louis	Aug. 15	—	5:00 p.m.	—
Cleveland	Aug. 15	—	5:00 p.m.	—
Jersey City	Aug. 12	—	5:00 p.m.	—

New 'A' Book Members



Donald Knight

Seafarer Donald Knight has been a member of the SIU for seven years. Prior to receiving his full 'A' book, Seafarer Knight obtained a QMED endorsement at the Harry Lundeberg School. The 38-year old Seafarer is a native of Tampa, Fla. where he ships out and still makes his home.

The Seniority Upgrading program has left me more informed as to how the SIU works. The upgrading Seafarer is shown every little detail as to how the SIU functions at the top level. There are no places off limits when it comes to informing the upgrading Seafarer about the different plans that the Union has. If a Seafarer has a question about the Welfare plans, it is answered in detail to make sure he leaves the program fully informed.

The officials at Headquarters are never too busy to take a little time with the Seafarer and answer any questions he may have about the structure of the Union and the programs in which the SIU is involved.

I was particularly interested in the many job security programs in which the SIU was involved to keep jobs for the membership. This takes, I have seen, many hours of planning and strategy.



Thomas Galka

Seafarer Thomas Galka graduated from the Harry Lundeberg School in 1970. He returned to Piney Point in 1973 to receive his FOWT endorsement. A native of Philadelphia, the 25-year old Seafarer ships from that port and makes his home there. Brother Galka plans to return to Piney Point at the end of this year to obtain a QMED endorsement.

While in the "A" Seniority program,

Upgraders Train for Future

Five more Seafarers achieved full 'A' Books through the SIU's Seniority Upgrading Program this month and took the oath of obligation at the general membership meeting in N.Y.

There is a great need in our changing industry for a continuing program to teach seamen the latest innovations and technology on merchant ships so that they will be able to effectively man them in the future. The 'A' Seniority Upgrading Program does just that, and at the same time provides SIU members with a greater knowl-

edge and understanding of our problems and how we must meet them in order to survive.

The addition of these five men brings to 99 the number of Seafarers who have had the opportunity to go through this program which was initiated last year. Their newly-acquired 'A' Book status also gives them a better choice when they ship out.

On this page the five new Seafarers with full 'A' Book status tell in their own words what the program has meant to them.

I attended the firefighting school in Bayonne, N.J. I recommend this to all Seafarers. As is stressed in the course—once the fear of fire is overcome, it becomes a relatively simple task to combat one, if we act quickly enough—and let's face it, a fire at sea is probably one of the most dangerous things we might ever encounter.

The Brooklyn shipyard for me was also an exciting part of the program. I saw work being done on the *TT Williamsburgh*, the sistership of the recently completed *TT Brooklyn*. These ships are one of the end results of our SPAD donations. SPAD was, and must continue to be our political weapon in Washington. Passage of the Merchant Marine Act of 1970, eventual passage of the now pending Oil Quota Bill, the Public Health Hospitals remaining open, protecting the Jones Act—these are only a few of the things the SIU has fought for and won for its members and the industry in general—and each and every fellow member can and should be proud, because he knows he played a part in it with SPAD.

April, 1973 for his AB ticket. A 24-year old native of Wilmington, Del. he now makes his home in Cocoa Beach, Fla. Brother Bartol ships out of the port of Houston.

During my two-week stay at New York I learned quite a lot. Going through the IBM, Welfare, Claims, Control Room, and the Records Department really amazed me. I didn't think there was so much work involved. What interested me most was the Control Room and the IBM. The computer is some kind of machinery and it saves time.

I am glad I had a chance to go to the firefighting school. I learned a lot from the film the instructor showed us as well as the instruction we received on the firefighting field.

All the information I received down in Piney Point and in New York, I will pass on to my shipmates. Again I'd like to say I am glad to be a member of the SIU and that we have the best Union.



Thomas Bartol

Seafarer Thomas Bartol graduated from the Harry Lundeberg School in 1971. He returned to Piney Point in



Darry Sanders

Seafarer Darry Sanders graduated from the Harry Lundeberg School in 1968. He received his FOWT endorsement in 1970 in New York. A native of Mobile, Ala., the 25-year old Seafarer

ships out of that port and makes his home there. He plans to return to Piney Point for his QMED endorsement.

In the time I spent at Headquarters in New York, I went through various phases of the Union operation. I was also shown how Union funds are broken down and how those funds are used.

I also found out how important SPAD is. It is the only weapon we have against the people who want to control the maritime unions. SPAD allows us to have a louder voice in the political system of our government and that is the only way we can win this fight. When you contribute you are doing yourself a favor.

Finally, I would like to say to those of you who are eligible for any of the upgrading programs offered by the Union to take advantage of them. They are there for you.



Thomas Vanyi

Seafarer Thomas Vanyi received his Chief Steward's endorsement from the Harry Lundeberg School in April, 1974. A member of the SIU since 1967, the 31-year old native of Hungary now makes his home in Flushing, N.Y. with his wife Betty and their son. Brother Vanyi ships out of the port of New York.

The two weeks that I have spent in New York for my "A" Seniority Upgrading have been a great experience. I had the opportunity, which I hope everybody will have once, to see how our computer system works, how carefully and precise everything is kept. Also, I am very impressed about our Record Department, especially by the job that is performed in keeping everything up-to-date. I also had the chance to participate in the firefighting school in New Jersey, which course I completed, and believe it is very essential for every member to experience. It would give all of us a better opportunity to be ready when fire emergencies arise.

I would like very much to express my thanks to all the personnel who were so helpful and patient in teaching me all of the above mentioned items and many other things which would take too long to explain in writing.

Upgrading Honor Roll

Following are the names and departments of 99 Seafarers who have completed the "A" Seniority Upgrading Program.

Andrepoint, F. J., Engine	Galka, Thomas, Engine	Kerney, Paul, Engine	Moore, George, Deck	Smith, D. B., Steward
Arnold, Mott, Deck	Garay, Stephen, Deck	Kirksey, Charles, Engine	Moore, William, Deck	Spell, Gary, Engine
Bartol, Thomas, Deck	Garcia, Robert, Deck	Kittleston, L. Q., Deck	Painter, Philip, Engine	Spell, Joseph, Deck
Baxter, Alan, Engine	Gilliam, Robert, Steward	Knight, Donald, Engine	Paloumbis, Nikolaos, Engine	Spencer, H. D., Engine
Bean, P. L., Deck	Gotay, Raul, Steward	Konetes, Johnnie, Deck	Papageorgiou, Dimitrios, Engine	Stanter, David, Engine
Beaverd, Arthur, Engine	Gower, David, Engine	Kunc, Lawrence, Deck	Parker, Jason, Deck	Svoboda, Kvetoslav, Engine
Bollinger, William, Steward	Graham, Patrick, Deck	Kundrat, Joseph, Steward	Poletti, Pierangelo, Deck	Thomas, Robert, Engine
Blacklok, Richard, Engine	Grimes, M. R., Deck	Lehmann, Arthur, Deck	Reamey, Bert, Engine	Thomas, Timothy, Deck
Bolen, Timothy, Deck	Hart, Ray, Deck	Lentsch, Robert, Deck	Restaino, John, Engine	Trainor, Robert, Deck
Burke, Lee Roy, Engine	Hawker, Patrick, Deck	Lundeman, Louis, Deck	Ripley, William, Deck	Utterback, Larry, Deck
Burke, Timothy, Deck	Haynes, Blake, Engine	Makarewicz, Richard, Engine	Roback, James, Deck	Vain, Thomas, Deck
Clark, Garrett, Deck	Heick, Carroll, Deck	Manning, Henry, Steward	Rodriguez, Charles, Engine	Vanyi, Thomas, Steward
Conklin, Kevin, Engine	Humason, Jon, Deck	Marcus, M. A., Deck	Sabb, Caldwell, Jr., Engine	Vukmir, George, Deck
Daniel, Wadsworth, Engine	Hunmerick, James, Jr., Steward	McAndrew, Martin, Engine	Salley, Robert, Jr., Engine	Walker, Marvin, Engine
Davis, William, Deck	Hutchinson, Richard, Jr., Engine	McCabe, John, Engine	Sanders, Darry, Engine	Wambach, Albert, Deck
Day, John, Engine	Ivey, D. E., Engine	McCabe, T. J., Engine	Sanger, Alfred, Deck	Wilhelm, Mark, Engine
Deakins, William, Steward	Johnson, M., Deck	Minix, R. G., Jr., Engine	Shaw, Ronald, Engine	Wilson, Richard, Steward
Dising, Maximo, Engine	Jones, Leggett, Deck	Miranda, John, Engine	Simonetti, Joseph, Steward	Wolfe, John, Deck
Ewing, Larry, Steward	Kegney, Thomas, Engine	Moore, C. M., Deck	Sirapson, Spurgeon, Engine	Woodhouse, Ashton, Engine
Fils, Martin, Deck	Kelley, John, Deck		Sisk, Keith, Deck	Zukier, Hans, Engine

Laying Cables in the Pacific, C.S. Long Lines Calls at Yokohama



The 511-foot long Cable Ship *Long Lines* entering the port of Yokohama.

Largest Cable Ship in the World

While laying cable in the Pacific, the SIU-contracted Cable Ship *Long Lines* recently called on the port of Yokohama.

This 511-foot long ship stores more than 1,000 nautical miles of cable in huge tanks, which she can lay while cruising at seven or eight knots.

Carrying 90 officers and crew, Seafarers aboard this vessel, the largest cable ship in the world, are performing unique jobs requiring special skills and constant alertness.



Discussing cable loading operations are, from left: John Whiting, cable AB; Mr. Siman, who is an AT&T cable operator director, and Bosun Herb Libby.

Vantage Horizon Meeting



Members of the *Vantage Horizon's* ship's committee (top) gathered on deck when ship paid off recently after seven months at Newport News, Va. They are (from l. to r.), H. Roberts, engine delegate; B. Turk, educational director; Thomas Reading, deck delegate; G. Tolliver, secretary reporter; J. E. Tanner, ship's chairman, and F. L. Hall, steward delegate. Members participated in ship's meeting (bottom) and were brought up-to-date on legislative action in Washington and other developments affecting the Union. Bosun John Cisiecki (shown in inset photo), who was participating in the Bosun Recertification Program at the time visited the ship from New York and described the Program, emphasizing the importance of contributing to SPAD in order to win our legislative battles. The entire crew donated to the SPAD fund.

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 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.

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, 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 Paul Hall at headquarters by certified mail, return receipt requested.

Committee OK's Oil Bill

Continued from Page 3

SIU President Paul Hall—testifying as the final speaker at the hearings—stressed the importance of this legislation to the national security of the United States and to the nation's economic and environmental concerns.

Hall also emphasized that the oil import legislation would implement the Merchant Marine Act's stated policy of rebuilding the nation's merchant marine.

Stating that the passage of this cargo legislation is "the logical extension of the shipbuilding pro-

gram of the Merchant Marine Act of 1970," Hall asserted:

"The Merchant Marine Act of 1970 was not intended to be and must not be considered as the only solution to rebuilding the merchant marine. Since the passage of that Act, it has become all too apparent that the availability of cargo is essential to the survival and growth of the merchant marine."

Following is the recorded vote of members of the Senate Commerce Committee on the oil import legislation:

Voting For

Chairman Warren D. Magnuson (D-Wash.); Russell B. Long (D-La.), Chairman of the Merchant Marine Subcommittee; John O. Pastore (D-R.I.); Vance Hartke (D-Ind.); Phillip A. Hart (D-Mich.); Howard W. Cannon (D-Nev.); Frank E. Moss (D-Utah); Ernest P. Hollings (D-S.C.); Daniel K. Inouye (D-Hawaii); John V. Tunney (D-Calif.); Adlai E. Stevenson, III (D-Ill.); Marlow W. Cook (R-Ky.); Ted Stevens (R-Alaska); and J. Glenn Beall, Jr. (R-Md.).

Voting Against

Norris Cotton (R-N.H.) and James B. Pearson (R-Kan.).

Not Voting

Howard H. Baker, Jr. (R-Tenn.) and Robert P. Griffin (R-Mich.).

The Seafarer's Bookshelf

"Liberty Ships" by John Bunker, published by Naval Institute Press, Annapolis, Md., 1972, 287 pages.

Often overlooked in histories of World War II are the ships and sailors that struggled against heavy enemy resistance to keep the Allied forces rolling with supplies of "bombs, bullets and beans." "Liberty Ships," written by a former merchant seaman who sailed on two Liberty ships during WW II, fills in the gap with this thorough recounting of the exploits of "the ugly ducklings of World War II" and their crews.

Beginning with the simultaneous launching of the first 14 Libertys on Sept. 27, 1941, John Bunker (who sailed with the SIU) follows the history of this mass produced, "expendable" ship through each theater of operation. Ship by ship, he records accounts of merchant seamen braving enemy torpedoes, air attacks, heavy seas and boredom in the Atlantic, Persian Gulf, Pacific, Mediterranean, and on the Normandy invasion and Murmansk run.

He also includes accounts of some of the several hundred unlucky Liberty ships sunk or destroyed by enemy attacks, bad weather and in a few cases, poor construction. And there are fascinating stories of weeks spent in lifeboats that read like sea fiction, but are actually drawn from diaries kept by crewmembers.

To balance the picture, there are accounts of greatly outgunned merchant seamen shooting down enemy planes, sinking subs, gunning down torpedoes headed for their ships, and even one account of a Liberty sinking a 4,800-ton German raider.

But as anyone who sailed a Liberty during the war knows, life on board was not all attack and counterattack. Mr. Bunker, always the accurate historian, quotes terse log entries that record fights stemming from shipboard monotony and anonymous ditties complaining of long months waiting to unload and the lack of battle action. The inevitable comic confusion that always surrounds military operations doesn't escape his attention either, and there are stories of Liberty ships roaming the South Pacific, unable to find anyone to accept their cargo.

Full of good sea stories about the Libertys, this straightforward and well researched book is always interesting. It includes over a dozen photos, detailed plans of one of the Libertys and a complete numerical and alphabetical listing of the more than 2,700 Liberty ships built.

Get Passports

All Seafarers are advised that they should have United States passport books and should carry them with them at all times.

Seafarers have encountered problems in some areas of the world because they did not have passports, and the problem seems to be increasing.

In addition, many Seafarers have not been able to make fly-out jobs to foreign countries because they lacked passports.

A U.S. passport can be secured in any major city in the country. If you need assistance in getting a passport, contact your SIU port agent.

Personals

Richard Seiling

Please contact the SIU hiring hall in Seattle. Agent is holding mail and a package for you there.

Joseph Michael Novotny

Your son Michael would like you to contact him at 202-628-3544.

Charles O. Faircloth

Please contact Mrs. Virginia B. Faircloth as soon as possible at 3684 Riviera Dr., Slidell, La. 70458, or call collect 504-643-1668.

William Dunn, Jr.

Please contact Ernest S. Newhall c/o the SS John Tyler, Waterman Steamship Co., 120 Wall St., New York, N.Y. 10005.

Joseph Zelay

Please contact Mrs. Catherine Glidewell as soon as possible at Route 3, Box 94, Gulfport, Miss. 39501.

Peter Ucci

Please contact Miss Carmela Corbo as soon as possible at 109 Norwood Ave., Buffalo, N.Y. 14222.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

May 23-June 26, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	20	94	\$ 47,330.46	\$ 259,795.88
In Hospital Daily @ \$1.00	433	4,662	433.00	4,662.00
In Hospital Daily @ \$3.00	212	2,046	636.00	6,138.00
Hospital & Hospital Extras	22	97	2,809.94	14,308.55
Surgical	7	26	591.00	2,634.00
Sickness & Accident @ \$8.00	7,937	45,804	63,496.00	366,432.00
Special Equipment	1	10	340.00	2,901.40
Optical	192	1,323	4,549.28	30,234.35
Supplemental Medicare Premiums	68	210	2,723.50	9,893.60
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	540	2,682	112,376.61	554,321.02
Doctors' Visits In Hospital	83	419	2,734.04	13,104.28
Surgical	154	769	20,554.60	98,621.95
Maternity	26	141	6,600.00	36,559.75
Blood Transfusions	5	20	236.50	1,353.65
Optical	129	921	2,913.92	19,787.25
PENSIONERS & DEPENDENTS				
Death	13	69	39,000.00	202,000.00
Hospital & Hospital Extras	187	937	40,352.85	176,016.84
Doctors' Visits & Other Medical Expenses ..	141	734	4,720.06	27,929.13
Surgical	14	82	1,915.00	11,332.25
Optical	40	276	1,371.49	7,433.58
Blood Transfusions	—	4	—	305.75
Special Equipment	4	18	423.66	4,349.86
Dental	1	4	250.00	828.54
Supplemental Medicare Premiums	1,872	9,163	12,618.50	67,149.90
SCHOLARSHIP PROGRAM				
	1	60	364.62	20,636.72
TOTALS				
Total Seafarers Welfare Plan	12,102	70,571	369,341.03	1,938,730.25
Total Seafarers Pension Plan	2,214	11,001	535,169.00	2,651,268.50
Total Seafarers Vacation Plan	1,271	6,699	643,097.27	3,631,473.88
Total Seafarers Welfare, Pension & Vacation	15,587	88,271	\$1,547,607.30	\$8,221,472.63

Deposit in the

SIU

Blood Bank—

It's Your Life

DISPATCHERS REPORT

JUNE 1-30, 1974

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	DECK DEPARTMENT								
Boston	5	2	1	1	4	1	8	3	2
New York	99	15	3	86	37	6	158	27	3
Philadelphia	17	3	1	5	4	1	23	4	1
Baltimore	55	8	0	29	12	5	79	8	0
Norfolk	20	3	0	16	10	0	27	6	0
Tampa	7	4	0	10	9	0	8	1	0
Mobile	28	3	0	20	7	0	59	7	0
New Orleans	78	18	2	61	43	7	104	6	1
Jacksonville	38	5	1	33	9	1	50	7	1
San Francisco	57	13	0	31	10	0	110	24	0
Wilmington	19	11	1	14	7	0	25	18	1
Seattle	32	10	0	20	16	1	55	19	1
Puerto Rico	11	0	0	7	3	1	16	2	0
Houston	76	20	1	67	38	2	139	28	5
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	2	4	3	2	1	1	2	4	3
Alpena	3	0	2	3	2	4	4	0	4
Buffalo	3	0	0	5	2	2	2	2	0
Cleveland	2	2	0	2	7	11	6	1	1
Detroit	11	1	1	21	8	10	16	3	0
Duluth	7	2	3	12	6	12	5	3	6
Frankfort	8	1	0	11	1	2	6	1	2
Chicago	4	2	1	6	2	3	6	1	3
Totals	582	127	20	462	242	70	908	175	34

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	ENGINE DEPARTMENT								
Boston	0	2	0	1	1	0	1	2	0
New York	90	38	5	65	52	8	128	52	2
Philadelphia	8	6	0	6	4	0	11	8	0
Baltimore	38	11	1	28	12	0	55	18	1
Norfolk	11	4	0	8	7	1	19	7	1
Tampa	4	1	1	8	4	1	2	2	0
Mobile	25	8	0	18	5	0	43	15	0
New Orleans	47	28	1	43	22	0	78	24	3
Jacksonville	19	15	2	23	18	2	20	8	3
San Francisco	51	27	0	43	22	0	71	27	1
Wilmington	12	11	0	6	5	0	18	16	0
Seattle	9	21	0	17	14	1	25	17	0
Puerto Rico	12	6	0	9	1	0	19	6	0
Houston	59	27	2	58	35	3	89	34	6
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	2	1	1	1	2	3	1	4	0
Alpena	1	1	2	3	0	0	2	2	4
Buffalo	2	1	0	2	0	2	4	1	2
Cleveland	2	3	2	2	11	3	2	1	1
Detroit	17	2	2	9	3	5	24	5	2
Duluth	11	4	2	14	5	0	7	4	6
Frankfort	3	0	1	6	0	1	2	0	0
Chicago	4	1	5	6	6	0	0	1	8
Totals	437	218	27	376	235	30	621	264	40

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	STEWARD DEPARTMENT								
Boston	5	3	0	1	3	1	5	1	0
New York	38	6	2	33	30	15	74	16	2
Philadelphia	4	0	0	6	1	0	8	1	0
Baltimore	12	0	0	12	2	5	22	2	1
Norfolk	10	1	0	9	7	0	12	2	0
Tampa	6	0	0	8	3	0	0	1	0
Mobile	16	1	0	19	5	0	36	3	0
New Orleans	46	9	0	39	16	0	45	6	0
Jacksonville	16	1	2	13	12	0	20	5	2
San Francisco	24	12	0	21	22	0	58	32	0
Wilmington	5	6	0	5	7	0	11	7	0
Seattle	9	3	0	6	7	1	22	5	0
Puerto Rico	14	0	0	8	7	0	13	1	0
Houston	36	11	1	33	28	11	74	13	1
Piney Point	0	3	0	0	21	0	0	0	0
Yokohama	2	0	1	1	0	4	2	1	1
Alpena	0	0	0	0	1	0	0	0	0
Buffalo	0	0	0	0	3	1	1	0	0
Cleveland	0	0	1	1	1	3	1	1	0
Detroit	4	0	0	8	1	2	3	0	0
Duluth	1	0	1	3	2	4	3	1	0
Frankfort	2	1	0	9	1	0	0	0	0
Chicago	0	0	2	2	3	1	0	1	2
Totals	256	58	10	238	182	54	310	89	9

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	ENTRY DEPARTMENT								
Boston	0	3	6	0	3	10	0	3	10
New York	32	105	52	54	159	83	14	21	4
Philadelphia	11	18	4	14	21	4	36	47	13
Baltimore	24	29	13	6	14	5	11	19	9
Norfolk	6	14	5	2	7	2	2	2	2
Tampa	2	7	2	14	26	0	17	39	0
Mobile	14	26	0	31	68	16	46	52	16
New Orleans	31	68	16	8	28	13	10	42	14
Jacksonville	8	28	13	23	49	13	29	83	15
San Francisco	23	49	13	6	15	0	8	18	0
Wilmington	6	15	0	14	13	2	13	19	4
Seattle	14	13	2	17	27	3	23	33	4
Puerto Rico	17	27	3	18	58	24	24	66	65
Houston	18	58	24	0	28	0	0	4	0
Piney Point	0	3	7	1	3	7	1	2	9
Yokohama	1	3	7	0	3	28	6	5	65
Alpena	0	3	28	3	2	13	4	5	34
Buffalo	3	2	13	2	8	21	5	5	21
Cleveland	2	8	21	23	9	20	25	14	88
Detroit	7	8	15	15	3	11	8	14	46
Duluth	15	3	11	3	2	18	15	5	21
Frankfort	3	2	18	4	4	40	4	4	40
Chicago	3	2	18	260	526	316	355	661	563
Totals	260	526	316	1,076	659	154	2,194	1,189	646
Totals All Depts.	1,535	929	373						

The above figures clearly show that shipping in all areas is excellent. During the period of June 1-30, a total of 1,889 jobs were shipped from SIU halls. But of these, only 1,076 were taken by Class "A" Seniority full book men. That means there were 813 permanent jobs available to Class "A" seniority full book men not taken by them. There are plenty of jobs available in all departments, and SIU members can feel secure that when they go to an SIU hiring hall, there will be jobs for them to fill.



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SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Frank Drozak Paul Drozak

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(212) HY 9-6600

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

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

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

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

CHICAGO, Ill. ... 9383 S. Ewing Ave. 60617
SIU (312) SA 1-9733
IBU (312) ES 5-9570

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(216) MA 1-5450

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

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

FRANKFORT, Mich. P.O. Box 287
415 Main St. 49635
(616) EL 7-2441

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

JACKSONVILLE, Fla. . 2608 Pearl St. 32233
(904) EL 3-0987

JERSEY CITY, N.J.
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(201) HE 5-9424

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(205) HE 2-1754

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630 Jackson Ave. 70130
(504) 529-7546

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

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(502) 443-2493

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

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

SAN FRANCISCO, Calif.
1321 Mission St. 94103
(415) 626-6793

SANTURCE, P.R. 1313 Fernandez, Juncos,
Stop 20 00908
(809) 724-0267

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

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

TAMPA, Fla. 312 Harrison St. 33602
(813) 229-2788

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

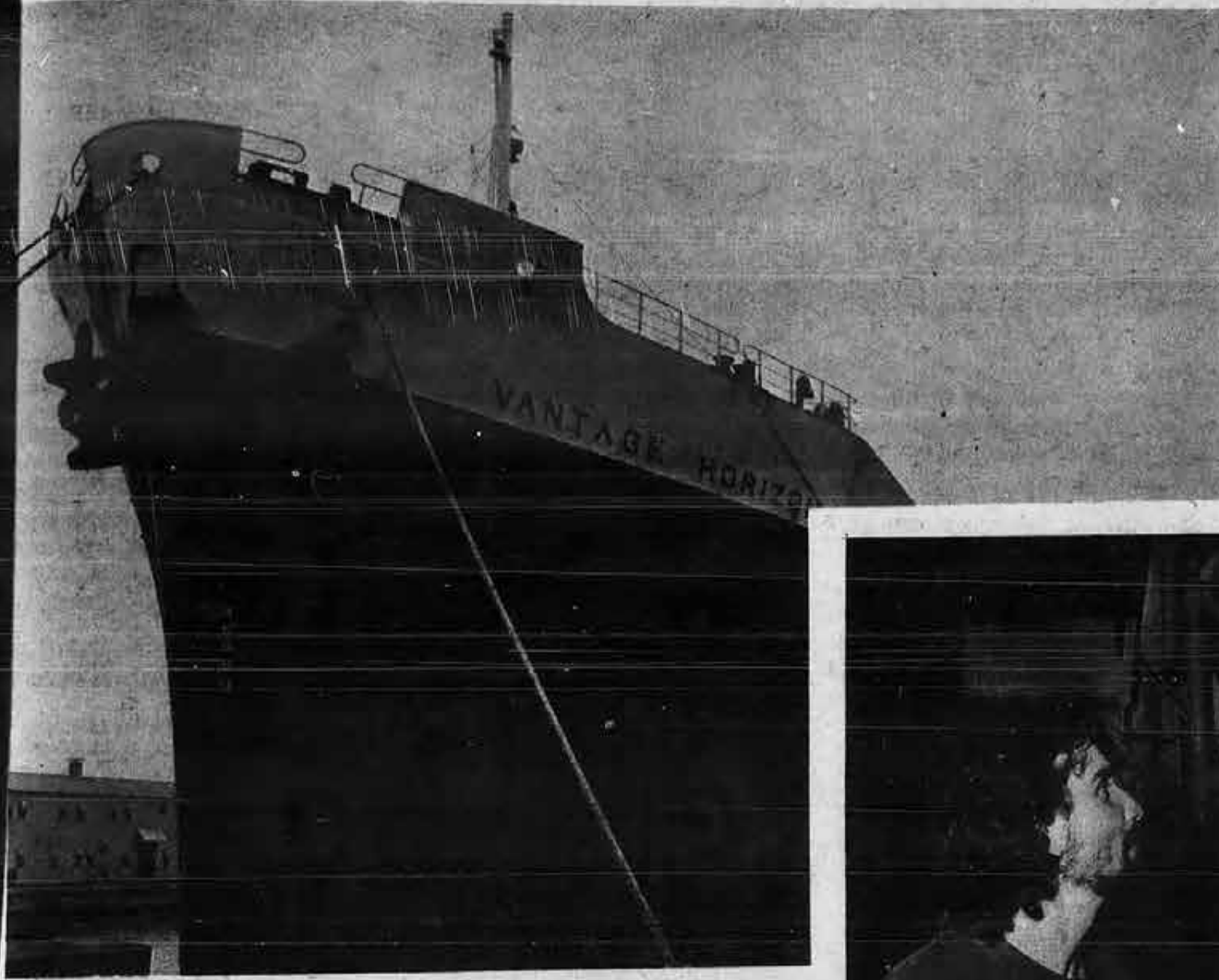
WILMINGTON, Calif.
510 N. Broad St. 90744
(213) 549-4000

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O.
5-6 Nihon Odori
Naka-Ku 231-91
201-7935 Ext. 281



Politics is
Porkchops

First US Ship Since WWII to Load Wheat Down Under

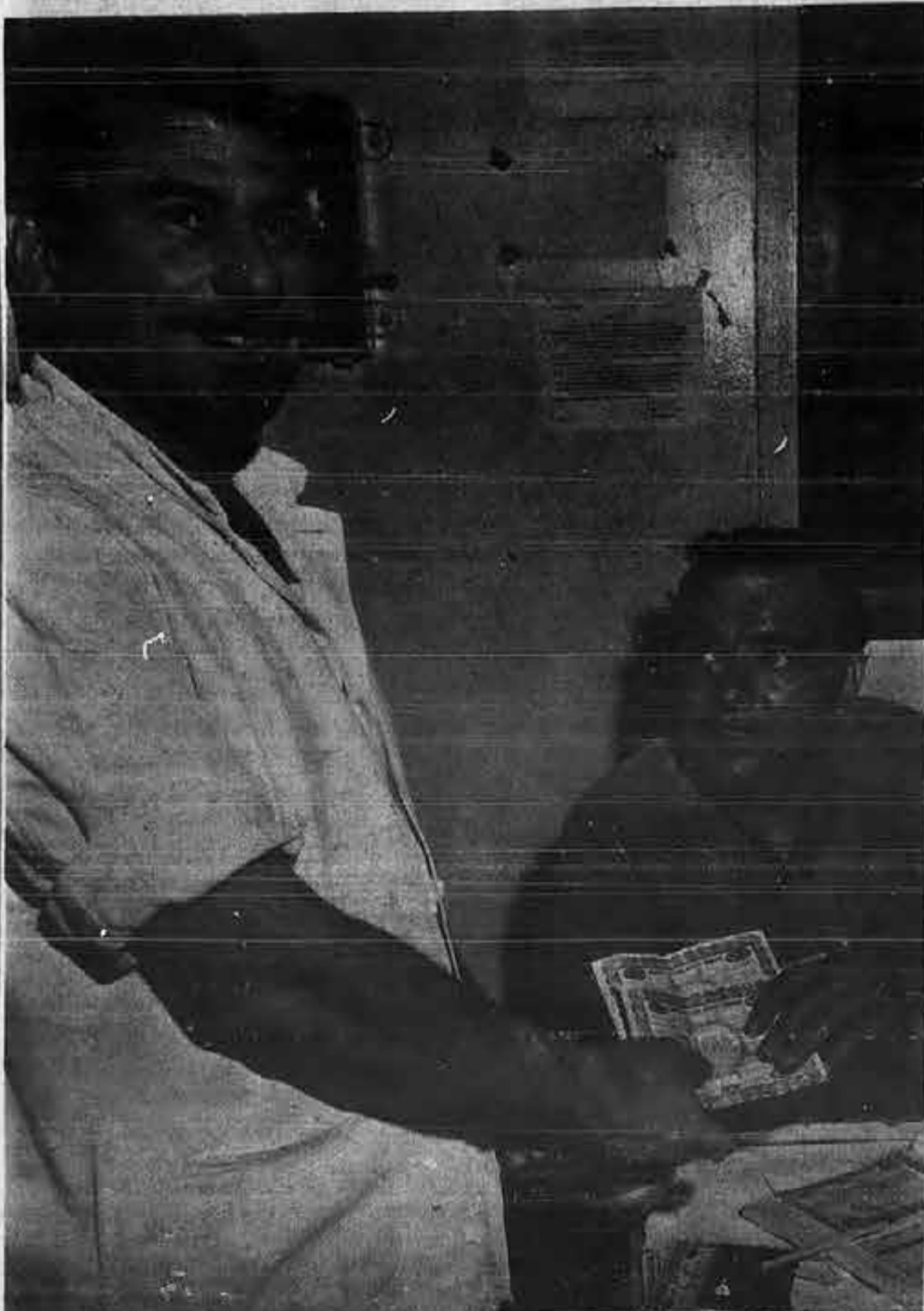


The *Vantage Horizon* (Vantage Steamship), the first American vessel to load wheat in Australia since World War II, recently had a seven month payoff at Newport News, Va. The ship had carried grain from the Gulf of Mexico to Germany, India, Iran, and Geraldton, Australia, among other ports.

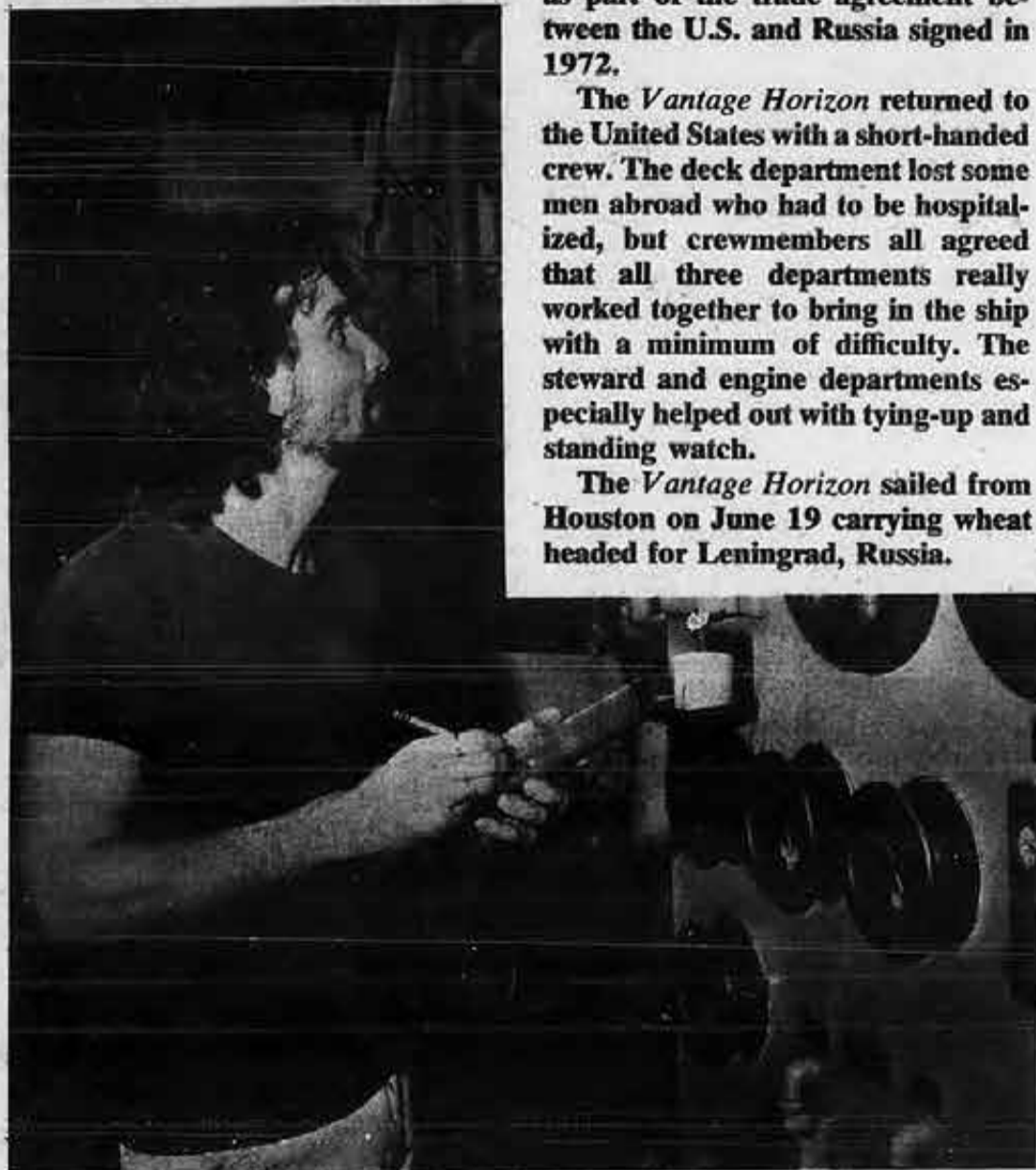
The 650 foot-long tanker has a dwt of 33,761 tons. She was constructed from two vessels in Mobile, Ala. in April, 1968. Her bow and stern section were taken from the former T-2 tanker, *Westfield*, and her mid-body from the French-built *Isanda*. The fully air-conditioned ship is one of the 50 American ships which carry grain to the Soviet Union as part of the trade agreement between the U.S. and Russia signed in 1972.

The *Vantage Horizon* returned to the United States with a short-handed crew. The deck department lost some men abroad who had to be hospitalized, but crewmembers all agreed that all three departments really worked together to bring in the ship with a minimum of difficulty. The steward and engine departments especially helped out with tying-up and standing watch.

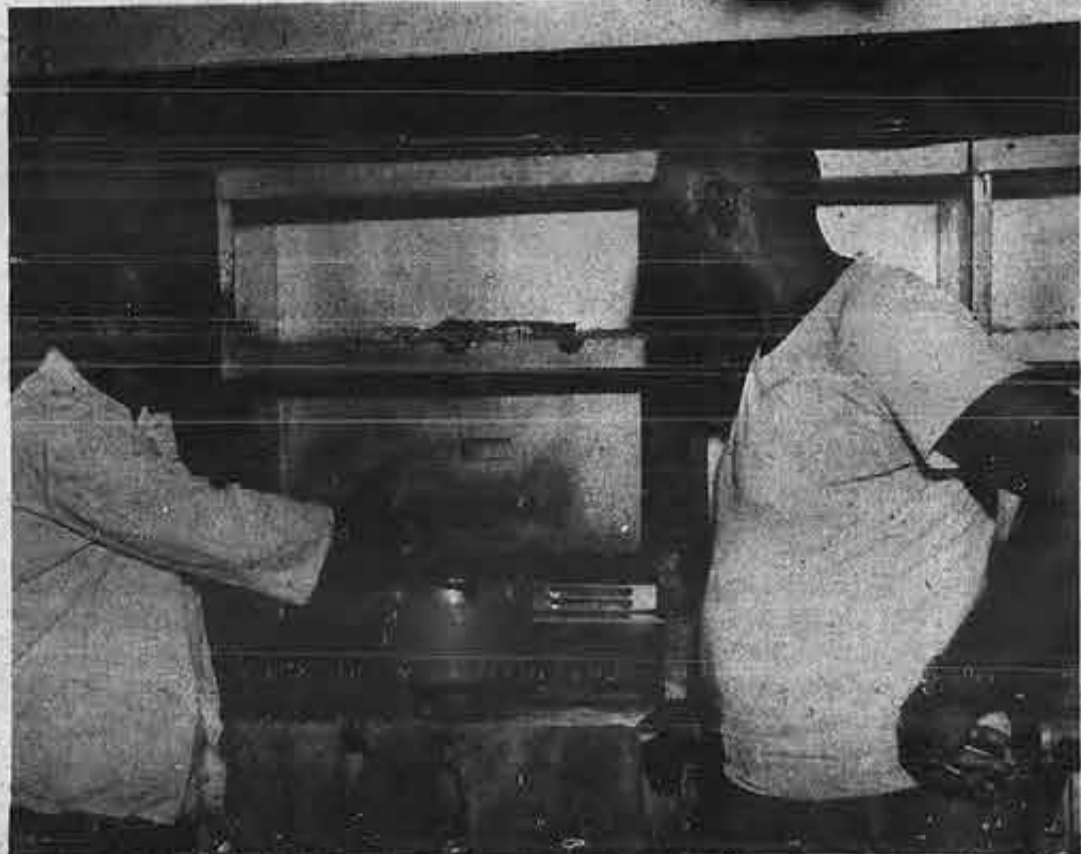
The *Vantage Horizon* sailed from Houston on June 19 carrying wheat headed for Leningrad, Russia.



BR/Utility Pericles Mouzithras (left) makes two-ticket SPAD contribution to Norfolk Patrolman Steve Papuchis.



Oiler John Boles checks gauges in *Vantage Horizon's* engine room.



Chief Cook F. L. Hall (left) prepares food in the galley as Chief Steward G. Tolliver looks on.



Final Departures



SIU pensioner Earl R. "Blackie" Harrison, 61, died of bronchopneumonia in the A.G. Holley State Hospital, Lantana, Fla., on Feb. 13. Brother Harrison joined the SIU in the port of New York in 1957 sailing as a chief cook and steward delegate. He was born in Mansfield, Mass., and was a resident of Lake Placid, Fla. at the time of his death. Burial was in Lake Placid. Surviving are his widow, Dorothy, and a stepdaughter, Marian A. Williams.



Thomas C. Hopkins, 53, died on Mar. 18. Brother Hopkins joined the SIU in the port of Houston in 1958 sailing in the engine department. He had sailed for 32 years. A native of Norton, Va., he was a resident of Churchill, Tenn., at his death. Seafarer Hopkins was a pre-World War II veteran of the U.S. Coast Artillery. Surviving are his widow, Hazel; a son, Mark of Kingsport, Tenn., and his mother, Mrs. Jennie McMurray of Dorchester, Va.



SIU pensioner Cleveland A. Howell, 76, died of natural causes in Misericordia Hospital, Bronx, N. Y., on May 29. Brother Howell joined the Union in 1947 in the port of New York sailing as a cook. He was born in Kingston, Jamaica, British West Indies, and was a resident of the Bronx at his death. Burial was in Woodlawn Cemetery, the Bronx. Surviving are his widow, Wilhelmine and a daughter, Mrs. Elaine M. Allen.



Frank I. Fisher, 19, passed away aboard the *SS Platte* (Ogden Marine) in Saigon Harbor, Vietnam, on Jan. 15. Brother Fisher was a 1972 graduate of the HLSS. He sailed in the steward and deck departments. Seafarer Fisher was a native of St. Petersburg, Fla., where he resided at his death. Burial was in St. Petersburg. Surviving is his mother, Jeanne of St. Petersburg.



William F. Carpenter, 37, died of a hemorrhage in Lawrence County General Hospital, Ironton, Ohio on Mar. 19. Brother Carpenter joined the Union in the port of Detroit in 1970 sailing as an AB for both the American and Erie Steamship Companies. A native of Ironton, he was a resident there at his death. He was a U.S. Army veteran. Burial was in Woodland Cemetery, Ironton. Surviving are his widow, Ruth; his mother, Mrs. Marietta Carpenter and two children, all of Ironton.



Candido Bonfont, 57, died in the Bronx, N.Y., on Aug. 8, 1971. Brother Bonfont joined the SIU in 1942 in the port of Baltimore sailing as an AB. He walked the picket line in the Greater N.Y. Harbor strike in 1961. Born in Yabucoa, Puerto Rico. Seafarer Bonfont was a resident of the Bronx, N.Y. at his death. Surviving is his widow, Maria.



Ernest C. Brown, 66, passed away in Oakland, Calif. on Apr. 22. Brother Brown joined the Union in the port of New York in 1957 sailing as a cook. He had sailed for 47 years. A native of Seattle, Wash., he was a resident there at his death. Seafarer Brown is survived by two sisters, Lillian Brown and Mrs. June Sentine, both of Seattle.



SIU pensioner Roy J. Barker, 64, succumbed to cancer in Park Central Convalescent Hospital, Fremont, Calif. on May 20. Brother Barker joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. Born in Wisconsin, he was a resident of Newark, Calif. at his death. Burial was in Irvington Cemetery, Newark. Surviving are his widow, Gladys and three grandchildren, Pamela Jean, Roy and Richard Saladin.



Frederick Colleton, 47, passed away on the *SS Overseas Valdez* (Maritime Overseas) on Apr. 19. Brother Colleton joined the SIU in the port of New York in 1961 sailing in the engine department. Born in Stockport, England, he was a resident of Wilmington, Calif. at his death. He was an Army veteran of World War II. Surviving is a sister, Mrs. Barbara Hollis of Wilmington.



SIU pensioner Adam R. Swiszcowski, 77, succumbed to heart disease in Brooklyn, N. Y., on Apr. 23. Brother Swiszcowski joined the SIU in 1943 in the port of Baltimore sailing as an AB. He was an Army veteran of both World War I and World War II. Seafarer Swiszcowski attended the HLSS in 1970. He also sailed on the *RV Anton Bruun* (Alpine Geophysical) in 1964 on the National Science Foundation Indian Ocean Expedition. Born in Poland, he was a resident of Toledo, Ohio. Cremation was in the Garden State Crematory, North Bergen, N. J. Surviving are a sister, Z. Dzieworska of Warsaw, Poland and three cousins, Mrs. Helen Brownfield of Birmingham, Mich.; Henry Richards of Toledo, and W. S. Richards of Perrysburg, Ohio.



SIU pensioner George F. Crabtree, 70, died of natural causes on May 28 at his home in New York City. Brother Crabtree joined the SIU in 1947 in the port of Norfolk sailing as a cook. He was born in King, N. Carolina. Cremation was in Garden State Crematory, North Bergen, N.J. Surviving are his widow, Catherine and a son, Tom of Rainier, Md.



Charles L. Gregson, 60, succumbed to pneumonia in Morton Hospital, Taunton, Mass. on Mar. 22. Brother Gregson joined the SIU in the port of Boston in 1956 sailing as a chief cook. He was born in Worcester, Mass., and was a resident of Taunton at his death. Interment was in Woodlawn Cemetery, Everett, Mass. Surviving is his widow, Isabelle.



Francesco E. Gianico, 52, died of heart disease in Brooklyn, N.Y. on Apr. 19. Brother Gianico joined the Union in the port of Baltimore in 1959 sailing as a fireman-watertender. Born in San Jose, Calif., he was a resident of Brooklyn at his death. He was a Navy veteran of World War II. Burial was in Greenwood Cemetery, Brooklyn. Surviving is a sister, Mrs. Ruth G. Pascoe of San Francisco.



SIU pensioner Joseph T. Gehringer, 63, died of cancer in East Louisiana State Hospital, Jackson on Apr. 7. Brother Gehringer joined the SIU in 1944 in the port of Baltimore sailing in the deck department. Born in Allentown, Pa., he was a resident of New Orleans at his death. Interment was in Garden of Memories Cemetery, New Orleans. Surviving are his widow, Audrey and a son, Tom of Allentown.



Karl G. Westerbach, 56, passed away on Apr. 13. Brother Westerbach joined the Union in the port of New York in 1965 sailing as an AB. He was born in Finland and was a resident of Baltimore at his death. Interment was in Mt. Carmel Cemetery, Baltimore. Surviving is a brother, Alfred of Thunder Bay, Ontario, Canada.



William J. French, 63, passed away on Mar. 25. Brother French joined the SIU in the port of Baltimore in 1957 sailing in the deck department. He was born in Massachusetts and was a resident of Middlesex, Md. at his death. Surviving is a sister, Mrs. Rose Carlin of Middlesex.



William L. Ecker, 84, died of a heart attack aboard the *SS Summit* (Sea-Land) at the Kodiak, Alaska City Dock on Mar. 31, 1973. Brother Ecker joined the Union in the port of Seattle in 1955 sailing as a chief cook. He had sailed for 44 years. Born in Rome, N.Y., he was a veteran of both the Army and the Navy in World War I. Burial was at sea from the *SS Brooklyn* (Sea-Land) on Aug. 8, 1973. Surviving are a son, Tom; two sisters, Mrs. Carl Domino, both of Rome, N.Y., and Mrs. Marjorie Jones of Whittier, Calif. and a cousin, Mrs. Harriet Simons of Pompano Beach, Fla.



Isaac R. Clark, 49, died in Oakland, Calif. on Mar. 16. Brother Clark joined the SIU in the port of San Francisco in 1968 sailing as a cook. A native of Mississippi, he was a resident of Oakland at his death. He was an Army veteran of World War II. Interment was in Sunset View Cemetery, El Cerrito, Calif. Surviving are his widow, Nellie; a son, Aaron; three daughters, Beverly and Michelle and Pamela Gilliam, all of Oakland, and a sister, Mrs. Sylvia L. Troupe of Hamilton, Miss.



John E. Brown, 70, died of a heart attack in Seattle's USPHS hospital on Apr. 26. Brother Brown joined the Union in the port of Detroit in 1952 sailing as a fireman-watertender. He was a pre-war and World War II veteran of the Navy and U.S. Coast Guard. Born in Beach Grove, Tenn., he was a resident of Seattle at his death. Burial was in Acaia Memorial Park, Seattle. Surviving are his widow, Margaret, and a daughter, Mrs. Betty J. Minga of Bellingham, Wash.



George E. Phillips, 51, passed away aboard the *SS Achilles* (Newport Tankers) while at sea on June 16. Brother Phillips joined the SIU in the port of Mobile in 1954 sailing in the engine department. He attended the HLSS at Piney Point, Md. in 1970. Born in Alabama, he was a resident of Houston at his death. Surviving are his widow, Margaret; six sons, Philip, Ronald, Ernest, Donald, Jeffrey and Lawrence and two daughters, Peggy and Etta.



Jose Dacunha, 63, was found drowned in Baltimore Harbor on Mar. 28. Brother Dacunha joined the Union in the port of Philadelphia in 1955 sailing in the steward department. A native of Portugal, he was a resident of Baltimore at his death. Interment was in Mt. Carmel Cemetery, Baltimore. Surviving is a brother, Manuel of Baltimore.



Final Departures



Edward S. Bryson, 72, passed away in Woodstock, Ill., on June 4. Brother Bryson joined the SIU in the port of Detroit in 1961 sailing as a cook. Born in Chicago, he was a resident of Clinton, Md. at his death. Surviving is a cousin, Edward Silver of Los Angeles.



Charles J. Burns, 56, died in the Church Home and Hospital, Baltimore, on Apr. 27. Brother Burns joined the SIU in the port of New York in 1955 sailing as a bosun. He did picket duty in both the Greater N.Y. Harbor strike of 1961 and the Robin Line strike in 1962. Born in Cumberland, England, he was a resident of Carbondale, Pa. at his death. Interment was in Mt. Carmel Cemetery, Baltimore. Surviving are three brothers, Michael of Niagara Falls, N.Y.; Joseph of East Haven, Conn., and James.



Hobart R. Kirkwood, 47, died of a heart attack aboard the *SS Panama* (Sealand) in Baton Rouge, La., on Apr. 2. Brother Kirkwood joined the Union in 1947 in the port of New York sailing as a bosun. He was a Navy veteran of World War II. Seafarer Kirkwood was a November 1973 alternate in the Bosuns Recertification Program and attended the HLSS welding and GED courses at Piney Point, Md. Born in Florida, he was a resident of Jacksonville at his death. Interment was in Riverside Memorial Park, Jacksonville. Surviving are his widow, Virginia; three sons, Travis, Hobart and Kylan and his mother, Mrs. Ruby Curl of Jacksonville.

SIU pensioner **Francis Peterson**, 68, succumbed to lobar pneumonia in Memorial Hospital, Onokoma Twsp., Mich. on July 27, 1973. Born in Frankfort, Mich., he was a resident of Manistee, Mich. when he died. Brother Peterson joined the SIU-affiliated IBU in 1939 in the port of Detroit sailing in the engine department for the McCarthy Steamship Co. Burial was in Trinity Lutheran Cemetery, Manistee. Surviving is his widow, Norma.



SIU pensioner **Francisco Mayo**, 68, died in Coruna, Spain, in June. Brother Mayo joined the Union in 1939 in the port of Baltimore sailing in the engine department. He was born in Spain and was a resident there at his death. Surviving are his widow, Lena and a sister, Delores of Baltimore.



Milton F. Flynn, 58, died of cancer in the Fort Pierce, Fla. Memorial Hospital on Mar. 19. Brother Flynn joined the Union in 1949 in the port of New York sailing in the engine department. Brother Flynn was a SIU welfare representative in 1956. He was born in Florida and was a resident of Fort Pierce at his death. Surviving are his widow, Mary and a brother, SIU member Delmar Flynn.

Joseph L. Cebula, 59, expired from cancer on July 18, 1973. Born in Alpena, Mich., he was a resident there when he died. Brother Cebula joined the SIU in the port of Alpena in 1958 and sailed in the engine department as a fireman. Burial was in St. Casimir Cemetery, Posen, Mich. Surviving are his widow, Helen; his mother, Anna; a son, Joseph, Jr. and a daughter, Jane.

Hubert E. Burkeen, 36, was crushed to death when he fell between a ship and a Great Northern ore dock in Superior, Wisc., Oct. 5. Brother Burkeen joined the SIU-affiliated IBU in the port of Detroit in 1973 sailing in the deck department for Kinsman Marine and the Great Lakes Shipping Co. Born in Texarkana, Ark., he was a resident of Duluth, Minn. at the time of his demise. Burial was in Memorial Gardens Cemetery, Texarkana. Surviving is a brother, Charles B. Burkeen of Texarkana.



Michael N. Katradis, 66, died on May 26. Brother Katradis joined the Union in the port of New York in 1965 sailing in the engine department. A native of Greece, he was a resident of Brooklyn, N.Y. at his death. Surviving are his widow, Katina of Chios Agios Simeon, Greece, and a son and a daughter.

Richard N. Green, 20, after an accident aboard the *Ben Calvin* died in Outer Drive Hospital, Lincoln Park, Mich., on Aug. 8. Brother Green was a resident of Rogers City, Mich. He was a member of the SIU in the port of Detroit and sailed in the deck department as a gateman for the American Steamship Co. of Buffalo. Interment was in Memorial Park Cemetery, Rogers City. Surviving is his mother, Dorothy.

Gerald R. Blahnik, 45, died of a heart attack in St. Joseph Hospital, Lorain, Ohio on Aug. 16. A native of Algoma, Wisc., he was a resident of Green Bay, Wisc. when he passed away. Brother Blahnik joined the SIU in the port of Detroit in 1961 sailing in the deck department as a wheelsman for the Roen Steamship Co. of Sturgeon Bay, Wisc., and the American Steamship Co. of Buffalo. He was a U.S. Army veteran. Interment was in St. Mary Cemetery, Algoma. Surviving are his mother, Mary and his father, Raymond of Algoma, and two sisters, Mrs. Gail J. De Meuse of Green Bay and Mrs. Verna Moore of Algoma.



Louis C. Becker, 18, died in John F. Kennedy Hospital, Iselin, N.J., on Mar. 7. Born in Perth Amboy, N.J., Brother Becker was a resident of Iselin at the time of his death. He was a 1972 graduate of the Harry Lundeberg School of Seamanship, Piney Point, Md., and sailed as an OS. Seafarer Becker marched in the school's Memorial Day parade in 1972. Burial was in Hazelwood Cemetery, Rahway, N.J. Surviving are his mother, Alice of Iselin; his father, Louis and a sister, Mercedes.

SIU pensioner **Stephen R. Laffey**, 72, died of a cerebral thrombosis in the Napening Nursing Home, Midway Twsp., Minn., Dec. 9. Born in Ireland, he was a resident of Duluth, Minn. at the time of his death. Brother Laffey joined the SIU in 1945 in the port of Cleveland sailing in the deck department as a wheelsman for Kinsman Marine. He did picket duty in the Northern Venture strike. Burial was in Calvary Cemetery, Duluth. Surviving are his widow, Marian and a sister, Mrs. Margaret Leininger of Carnegie, Pa.



SIU pensioner **Gilbert G. Parker, Jr.**, 51, succumbed to emphysema on Mar. 13. Brother Parker joined the SIU in 1944 in the port of Savannah sailing as a chief cook. He had sailed for 30 years. Born in Philadelphia, Seafarer Parker was a resident of Savannah at his death. Burial was in Forest Lawn Cemetery, Savannah. Surviving are his mother, Ethel and a brother, John, both of Savannah.

George E. Richardson, 53, passed away on July 25, 1973. Born in Missouri, he was a resident of California at the time of his death. Brother Richardson joined the Union in 1956 in the port of Baltimore and sailed in the engine department. He is survived by a sister-in-law, Marie Richardson.

SIU pensioner **Jesse A. Pace**, 73, died of heart failure at home Dec. 31. Born in Elberta, Ohio, he was a resident of Frankfort, Mich. when he passed away. Brother Pace joined the Union in the port of Elberta in 1953 sailing in the engine department 21 years for the Ann Arbor Railroad Co. Interment was in Vonway Cemetery, Manistee County, Mich. Surviving is his widow, Vera.



Victor C. Alicea, 39, succumbed to a heart attack in Jewish Hospital, Brooklyn, N.Y., on Mar. 26. Brother Alicea joined the SIU in the port of New York in 1970 sailing as a cook. A native of Puerto Rico, he was a resident of the Bronx, N.Y. at the time of his death. Interment was in Municipal Cemetery, Bayamon, Puerto Rico. Surviving are his widow, Tita; four daughters, Sylvia, Elizabeth, Lus Ivonne and Margarita; a son, Edwin; his father, Leonardo; a sister, and two brothers.

SIU pensioner **Carl G. Green** succumbed to a cerebral thrombosis in Detroit General Hospital Nov. 20. Brother Green joined the Union in the port of New York in 1965. He was a resident of Detroit when he died. Burial was in Ferndale Cemetery, Riverview, Mich.



William E. May, 63, succumbed to cancer May 20 in Monroe Memorial Hospital, Monroe, Mich. Brother May joined the SIU in the Great Lakes port of Alpena, Mich. in 1955 sailing in the steward department for the American Steamship Co. and the Huron Cement Co. Born in Cheyboygan, Mich., he was a resident of Alpena at the time of his death. Interment was in Evergreen Cemetery, Alpena. Surviving is a son, William of Rockwood, Mich.

SIU pensioner **Edmund H. Johnston**, 73, passed away from arteriosclerosis on Sept. 17. A native of Alpena, Mich., he was a resident of Hubbard Lake, Mich. at the time of his death. Brother Johnston joined the SIU-affiliated IBU in the port of Detroit in 1949 and sailed in the steward department for Michigan Tankers Corp. from 1953 to 1962. He had been sailing on the Great Lakes since 1937. Surviving is his widow, Edith.

SIU pensioner **Anthony Czczemski**, 79, died of arteriosclerosis in the Gould Nursing Home, Baltimore, Md. on Aug. 12. Born in Buffalo, N.Y., he was a resident of Baltimore when he passed away. Brother Czczemski joined the SIU in 1943 in the port of New York and sailed in the engine department as a fireman-watertender. Burial was in St. Stanislaus Cemetery, Dundalk, Md. Surviving are a sister, Mrs. Walter A. (Josephine) Kurek, and a niece, Mrs. Cecila Fahey, both of Phoenix, Ariz.



Robert H. Albright, 48, died of cancer in the USPHS hospital in New Orleans on Sept. 19. Brother Albright joined the Union in the port of Philadelphia in 1952 sailing in the engine department. Born in Monclo, W. Va., he was a resident of Orlando, Fla. at the time of his death. Seafarer Albright was a veteran of the Army Medical Corps in World War II. Surviving are his mother, Mrs. Naomi Albright of Orlando and a sister, Mrs. Jean A. Bradshaw of Pinellas, Fla.



Severino H. Garcia, Jr., 22, passed away in St. Joseph's Hospital, Houston, on Apr. 27. Brother Garcia joined the Union in the port of Houston in 1971 sailing as a wiper. A native of Galveston, Tex., he was a resident of Houston at his death. Burial was in South Memorial Park Cemetery, Pearland, Tex. Surviving are his widow, Sylvia, a daughter, Christie; his mother, Nica and his father, SIU pensioner Severino Garcia, Sr., all of Houston.



DELTA BRASIL (Delta Steamship), May 7—Chairman Recertified Bosun E. A. Rihn; Secretary R. P. Marion; Educational Director A. Abrams; Deck Delegate J. Klondyke; Engine Delegate O. Wheeler; Steward Delegate J. Hummerick, \$157 in ship's fund. No disputed OT. Chairman urged all to take advantage of upgrading at Piney Point. There was also a discussion about the importance of SPAD. Next port Maracaibo.

OVERSEAS TRAVELER (Maritime Overseas), May 26—Chairman Recertified Bosun Fred Cooper; Secretary J. Thomas; Educational Director S. Marano; Deck Delegate J. Murphy. Held a discussion on the Oil Import Bill and how it came about with the help of SPAD donations. All crewmembers donated to SPAD. The great benefits that can be attained by going to Piney Point were also discussed. \$2.73 in ship's fund. No disputed OT. All communications were read, discussed and posted. At a safety meeting several points were made on how to improve things safety-wise for all crewmembers.

LOS ANGELES (Sea-Land Service), May 19—Chairman Pedro J. Erazo; Secretary Paul P. Lopez; Educational Director Walter Stevens; Deck Delegate John Holt; Engine Delegate Juan J. Patino; Steward Delegate Rufus Woodard. \$40 in ship's fund. No disputed OT. Everything running smoothly. Next port Cadiz, Spain.

IBERVILLE (Waterman Steamship Corp.), May 5—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director Stephen Divane; Steward Delegate Eddie Bowers. Some disputed OT in steward department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Charleston.

MONTICELLO VICTORY (Victory Carriers), May 5—Chairman Recertified Bosun P. Konis; Secretary McNally; Educational Director Bryant; Steward Delegate Joseph Roberts. No disputed OT. Everything running smoothly.

SEATTLE (Sea-Land Service Inc.), May 5—Chairman J. Gianniotis; Secretary E. B. Tart; Educational Director A. Tselentis. \$18 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

OVERSEAS BULKER (Maritime Overseas), May 19—Chairman A. Houde; Secretary C. Scott; Educational Director D. Sidney. No disputed OT. A vote of thanks to the steward department; three of the messmen were from Piney Point and did a fine job. Everything running smoothly. Next port Jamaica.

COLUMBIA (United States Steel), May 12—Chairman John Bergeria; Secretary Melano S. Sospina; Deck Delegate James Rogers. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

Overseas Vivian Committee



After a run to Russia, the SIU-contracted tanker *Overseas Vivian* paid off on May 14 in the port of Philadelphia. The ship's committee noted it had been a smooth voyage and reported no beefs from the crew. Committee members are, from the left: Paul Honeycutt, engine delegate; R. C. Bozeman, steward delegate; Nolan Trahan, educational director; Whitten Hammock, deck delegate; Pablo Barrial, ship's chairman, and Allen Bell, secretary-reporter.

DEL ORO (Delta Line), May 5—Chairman Robert Broadus; Secretary Teddy Kross; Educational Director David Rojas; Deck Delegate Andrew Thompson; Engine Delegate R. L. Evans; Steward Delegate John Reilly. \$70 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Dakar.

EAGLE TRAVELER (Sea Transport Corp.), May 5—Chairman G. Finklas; Secretary F. S. Paylor; Educational Director C. Landos. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done. Everything running smoothly.

SEATRAN WASHINGTON (Hudson Waterways), May 12—Chairman A. Schwartz; Secretary W. G. Williams; Educational Director J. Lincoln; Deck Delegate W. Moore; Engine Delegate S. Torina; Steward Delegate P. Livingston. A vote of thanks to the deck watch for keeping the messroom and pantry clean. Some disputed OT in steward department. Everything running smoothly.

TRANCOLUMBIA (Hudson Waterways), May 12—Chairman Jesse L. Green; Secretary D. G. Chafin; Educational Director William L. Holland. Steward Delegate David R. Sumulong making his first trip from Piney Point. Observed one minute of silence in memory of our departed brothers. Next port Pusan, Korea.

OVERSEAS ANCHORAGE (Maritime Overseas), May 12—Chairman F. A. Pehler; Secretary George A. O'Berry; Educational Director Herman Wilkerson. Some disputed OT in deck department. A vote of thanks to the pumpman for the up-keep of the washing machines and dryers. Everything running smoothly. Next port Houston.

BROOKLYN (Sea-Land Service), May 6—Chairman N. Beahlivanis; Secretary F. Carmichael; Educational Director O. Stores; Deck Delegate Elvis O. Warren; Engine Delegate Marcelino Valentin. No disputed OT. The SEAFARERS LOG was received and several articles contained therein were discussed. Everything running smoothly.

George Walton Committee



Recertified Bosun George Annis, standing second from right, a graduate of the February Class of the Bosun Recertification Program is now sailing bosun aboard the SIU-manned *George Walton* which paid off late last month at Pier 7 in Brooklyn, N.Y. after a run to Africa. Ship's committee members, and others are, standing from the left: Robert Johnson, educational director; Dave Quinones, SIU patrolman; Leslie Phillips, engine delegate; George Annis, ship's chairman, and Pete Gerard, steward delegate. Seated clockwise from the left are: Roy Evans, deck delegate; Larry Utterback, "A" Seniority Upgrader, and Bennie Guarino, secretary-reporter.

TRANSIDAHO (Hudson Waterways), May 12—Chairman Recertified Bosun Raymond W. Hodges; Secretary A. Aragones; Educational Director E. Lagasse; Steward Delegate Juan Ruiz. A vote of thanks to the Assistant Cook, Monte Estes for a job well done. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port New York.

ERNA ELIZABETH (Hudson Waterways), May 19—Chairman Jack Kingsley; Secretary Sherman Wright; Educational Director D. Kosicki. \$15.08 in ship's fund. Some disputed OT in steward department. Everything running smoothly.

NEW YORKER (Sea-Land Service), May 12—Chairman Robert N. Mahone; Secretary Edward M. Collins; Educational Director Rodney D. Borlase; Deck Delegate Lonnie C. Cole; Engine Delegate Rodney Borlase. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

JAMES (Ogden Marine), May 4—Chairman F. Finch; Secretary P. Franco; Educational Director Clevenger. Some disputed OT in deck and engine departments. Everything running smoothly.

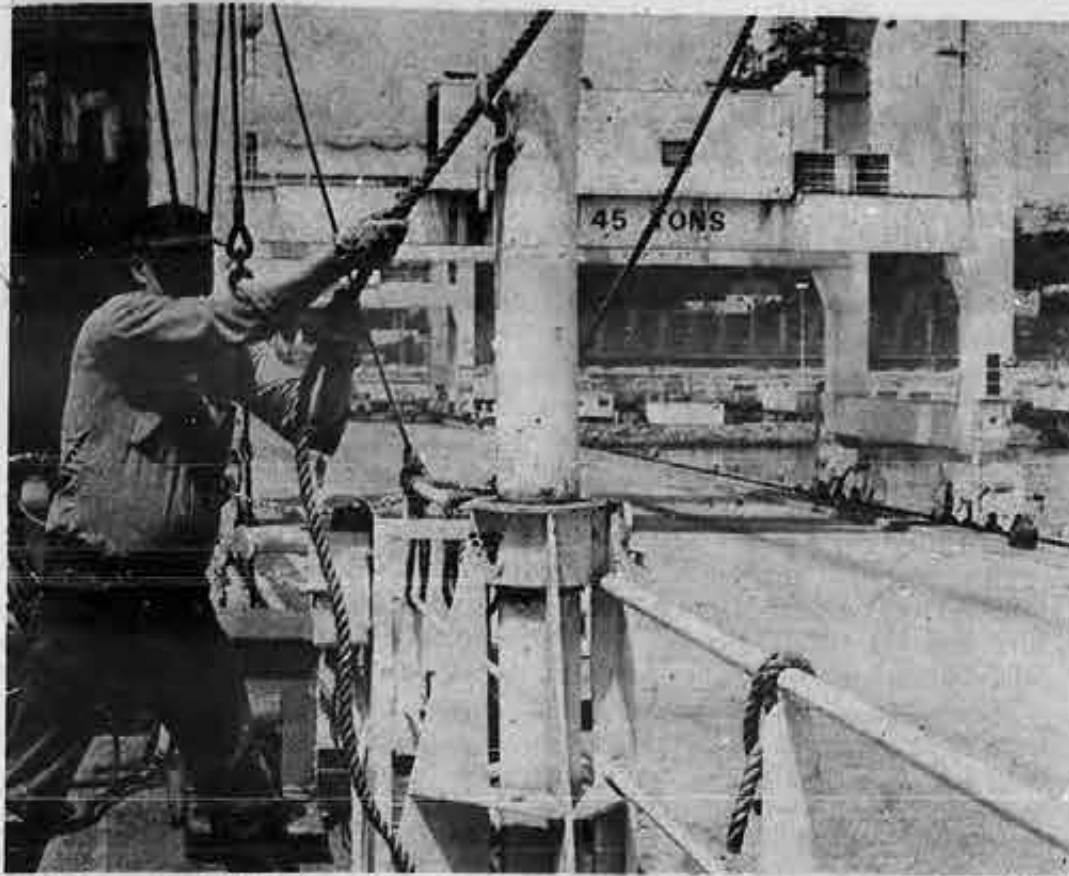
TRANSINDIANA (Hudson Waterways), May 5—Chairman E. Cristianesen; Secretary E. Caudill; Steward Delegate H. Martin. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Kobe, Japan.

BIENVILLE (Sea-Land Service), May 19—Chairman Francis J. White; Secretary Jack Mar. \$3.25 in ship's fund. No disputed OT. Everything running smoothly.

BROOKLYN (Anndep Shipping Co.), May 3—Chairman Recertified Bosun Alfonso A. Armada; Secretary Jimmie Bartlett; Educational Director Eddie Corley; Steward Delegate C. Martin. Some disputed OT in deck department. All communications were read and posted on board. A vote of thanks to the Steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

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

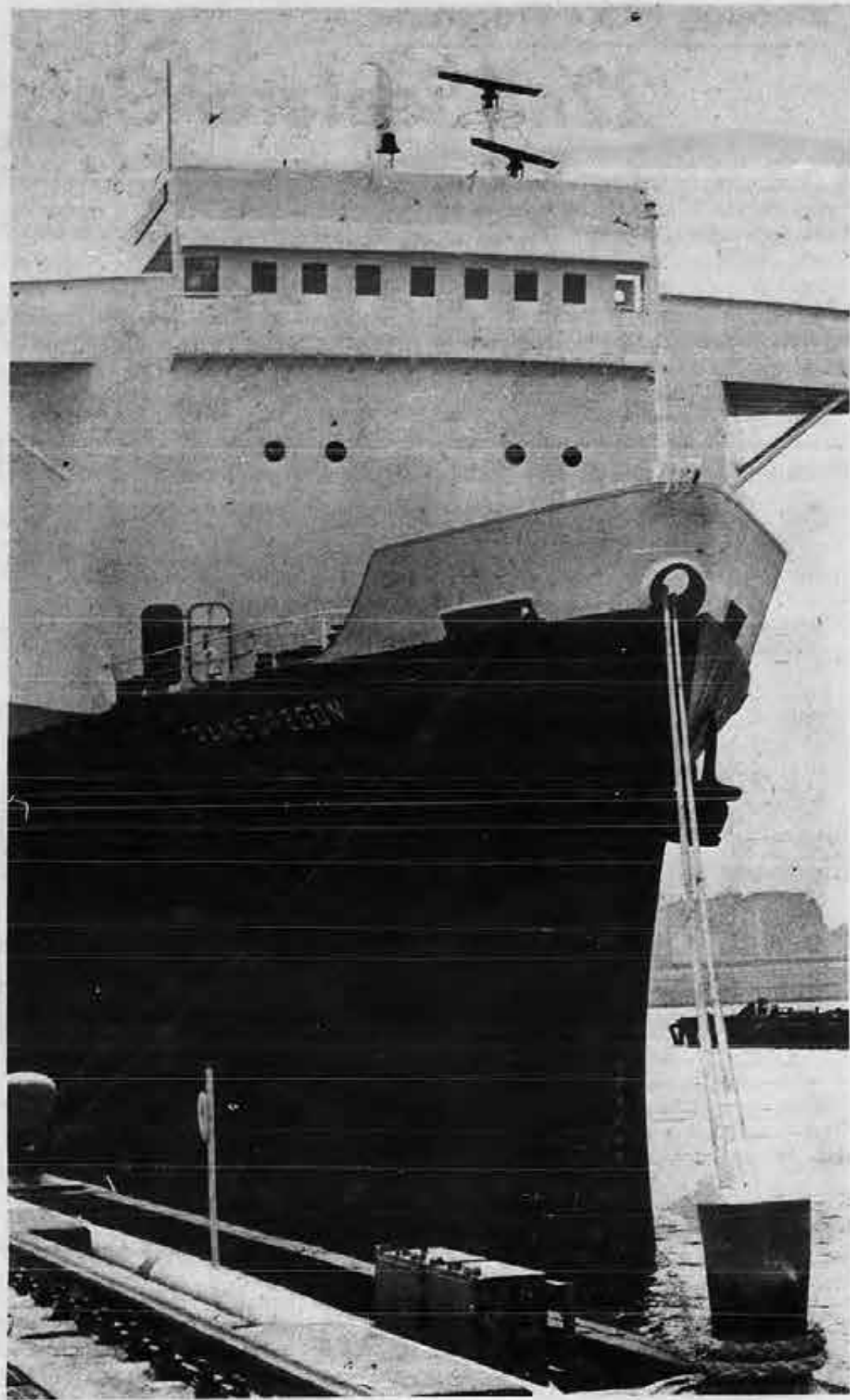
- SACRAMENTO
- GALVESTON
- ARTHUR MIDDLETON
- SAN FRANCISCO
- MAYAGUEZ
- TRANSUPERIOR
- VANTAGE DEFENDER
- VANTAGE HORIZON
- MONTICELLO VICTORY
- MELZMAC



Able-seaman William Jenkins of Baltimore works topside aboard the containership *Transoregon*.



Young Seafarer George Pino, right, on his first ship since graduation from the Lundeberg School, squares away dues with Patrolman Dave Quinones.



Transoregon Pays Off After Good Coastwise Run

The SIU-contracted containership *Transoregon*, operated by Seatrain Lines, paid off May 21 in the port of Weehawken, N.J. after another good voyage to Puerto Rico.

The payoff was handled smoothly and no beefs were reported by the

crew to SIU patrolmen servicing the vessel.

During the payoff, Recertified Bosun Gaetano Mattioli, a graduate of the November Class of the Bosun Recertification Program, chaired a Union meeting at which the SIU's

legislative activities were discussed, and the importance of SPAD in supporting these activities was emphasized.

The crew was brought up-to-date on the progress in the U.S. Congress of the oil imports quota bill and other

important issues facing the industry.

The crew also took note of the necessity—for personal and ship-board safety—of getting fire-fighting training at the Maritime Administration Firefighting School in Bayonne, N.J.



Third Cook R. Caraballo, left, and Baker Juan Rodriguez prepare a well-balanced dinner for the crew.



J. R. Thompson, a participant in the Bosun Recertification Program, accompanied SIU representatives to *Transoregon* payoff, and brought crew up-to-date on oil imports bill. Thompson graduated Program at June membership meeting in New York.



Engine Delegate David Able does his part in supporting the SIU's Washington activities with a donation to SPAD.

22nd Seafarer Gets High School Diploma

Chief Electrician Horace Jones has become the 22nd SIU member to get his high school diploma through the equivalency program at the Lundeberg School.

Seafarer Jones, a Seafarer since 1968, decided to get his high school diploma because he "felt limited without it. Among other things, it's a prerequisite for all college courses."

An avid photography buff, Brother Jones, who is 38, now plans to continue

his education by attending photography courses at a local college, if he can find the time.

Before beginning the program, Brother Jones was especially worried about the math section, but his math teacher said: "Horace always worked the hardest in my class. He always came to class with his assignments excellently prepared."

His hard work payed off, and though Brother Jones finished the GED pro-

gram in half the time most Lundeberg Trainees in the program take, he passed the GED exam with the highest total of all the students sitting for the test.

Born in the West Indies, Brother Jones left school at the age of 15 to become a diesel mechanic's apprentice. A resident of the country since 1968, Seafarer Jones makes his home in the port of New York.

Brother Jones' roommate at Piney Point, QMED Joseph Myers, is another SIU member going through HLS's GED high school equivalency program.

Brother Myers, no stranger to the training programs offered at the Lundeberg School, earned his full "A" book there in 1971 and returned in 1973 to upgrade to QMED.

Shipping out since the age of 17, Seafarer Myers has returned to take ad-

vantage of the SIU's GED program and earn his high school diploma so that he can begin pursuing a college education.

Peter Albano, another Seafarer who upgraded to QMED in 1973 at Piney Point, has just returned to start attending GED classes, making him the 24th SIU member to start the Lundeberg School's high school equivalency program.

This GED program at Piney Point offers many SIU members the opportunity to earn the high school diplomas they may never have had the chance to get. With teaching programs geared to the individual, SIU members studying at Piney Point have had an amazing 100 percent success record in passing the GED exam and earning their diplomas.



Brother Horace Jones, who became the 22nd Seafarer to receive his high school diploma through the GED program at the Lundeberg School, studies in the research barge.

High School Program Is Available to All Seafarers

Twenty two Seafarers have already successfully completed studies at the SIU-IBU Academic Study Center in Piney Point, Md., and have achieved high school diplomas.

The Lundeberg High School Program in Piney Point offers all Seafarers—regardless of age—the opportunity to achieve a full high school diploma. The study period ranges from four to eight weeks. Classes are small, permitting the teachers to concentrate on the individual student's progress.

Any Seafarer who is interested in taking advantage of this opportunity to continue his education can apply in two ways:

Go to an SIU office in any port and you will be given a GED Pre-Test. This test will cover five general areas: English Grammar, and Literature; Social Studies, Science

and Mathematics. The test will be sent to the Lundeberg School for grading and evaluation.

Or write directly to the Harry Lundeberg School. A test booklet and an answer sheet will be mailed to your home or to your ship. Complete the tests and mail both the test booklet and the answer sheet to the Lundeberg School. (See application on this page.)

During your stay at the school, you will receive room and board, study materials and laundry. Seafarers will provide their own transportation to and from the school.

Following are the requirements for eligibility for the Lundeberg High School Program:

1. One year's seetime.
2. Initiation fees paid in full.
3. All outstanding monetary obligations, such as dues and loans paid in full.

I am interested in furthering my education, and I would like more information on the Lundeberg High School Program.

Name _____ Book No. _____

Address _____
(Street) (City or Town) (Zip)

Last grade completed _____ Last year attended _____

Complete this form, and mail to: Margaret Nalen
Director of Academic Education
Harry Lundeberg School
Piney Point, Maryland 20674

Upgrading Class Schedule

- July 22 — FOWT
- July 25 — QMED, Lifeboat, all Steward Dept. Ratings
- July 29 — Diesel Engine Course
- August 8 — QMED, Lifeboat, Welding, Able-seaman, and all Steward Dept. Ratings
- August 19 — FOWT
- August 22 — QMED, Lifeboat, and all Steward Dept. Ratings
- Sept. 5 — Lifeboat, QMED, Welding, and all Steward Dept. Ratings
- Sept. 16 — FOWT
- Sept. 19 — QMED, Lifeboat, and all Steward Dept. Ratings
- Sept. 23 — LNG
- Oct. 3 — QMED, Lifeboat, Able Seaman, Welding, and all Steward Dept. Ratings
- Oct. 17 — All Steward Dept. Ratings, QMED, FOWT and Lifeboat
- Oct. 31 — Lifeboat, Quartermaster, QMED, Welding and all Steward Dept. Ratings
- Nov. 11 — FOWT
- Nov. 14 — All Steward Dept. Ratings, QMED, Able Seaman and Lifeboat
- Nov. 29 — Lifeboat, QMED, FOWT, Welding, and all Steward Dept. Ratings
- Dec. 12 — All Steward Dept. Ratings, QMED and Lifeboat
- Dec. 26 — All Steward Dept. Ratings, QMED and Lifeboat

Upgrader Secures Job



Steward Department Upgrader Edward Heniken, a veteran Seafarer, unloads the Piney Point commissary vegetable locker. Brother Heniken, having sailed as chief cook for eight years, decided to take advantage of SIU's Steward Upgrading Program and get his steward endorsement because, in his words, "Eventually you're going to need the endorsement to get the steward job. It's the only way you can protect yourself against a period of slow shipping." Deck, engine room and steward upgrading programs at Piney Point offer all SIU members the same opportunity to increase their job security and, of course, their pay check.



Lundeborg School



Deck Department Upgrading

Quartermaster

1. Must hold an endorsement as Able-Seaman—unlimited—any waters.

Able-Seaman

Able-Seaman—12 months—any waters

1. Must be at least 19 years of age.
2. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/40—20/20, and have normal color vision).
3. Have 12 months seetime as an Ordinary Seaman or
4. Be a graduate of HLS at Piney Point and have 8 months seetime as Ordinary Seaman. (Those who have less than the 12 months seetime will be required to take the four week course.)

Able-Seaman—unlimited—any waters

1. Must be at least 19 years of age.
2. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/40—20/20, and have normal color vision).
3. Have 36 months seetime as Ordinary Seaman or AB—12 months.

Lifeboatman

1. Must have 90 days seetime in any department.

Engine Upgrading

FOWT—(who has only a wiper endorsement)

1. Must be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/50—20/30, and have normal color vision).
2. Have six months seetime as wiper or be a graduate of HLS at Piney Point and have three months seetime as wiper. (Those who have less than the six months seetime will be required to take the four week course.)

FOWT—(who holds an engine rating such as Electrician)

1. No requirements.

Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist or Boilermaker—(who holds only a wiper endorsement)

1. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/50—20/30 and have normal color vision).
2. Have six months seetime in engine department as wiper.

Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist or Boilermaker—(who holds an engine rating such as FOWT)

1. No requirements.

QMED—any rating

1. Must have rating (or successfully passed examinations for) FOWT, Electrician Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, and Deck Engine Mechanic.
2. Must show evidence of seetime of at least six months in any one or a combination of the following ratings: FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, or Deck Engine Mechanic.

Welding

1. Must hold endorsement as QMED—any rating.

LNG/LPG Program

1. Engine personnel must be QMED—Any Rating. All other (Deck and Steward) must hold a rating.

Steward Upgrading

Assistant Cook

1. 12 months seetime in any Steward Department Entry Rating.
2. Entry Ratings who have been accepted into the Harry Lundeborg School and show a desire to advance in the Steward Department must have a minimum of three months seetime.

Cook and Baker

1. 12 months seetime as Third Cook or;

2. 24 months seetime in Steward Department, six months of which must be as Third Cook and Assistant Cook or;
3. Six months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

Chief Cook

1. 12 months seetime as Cook and Baker or;
2. Three years seetime in Steward Department, six months of which must be as Third Cook or Assistant Cook and six months as Cook and Baker or;
3. Six months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
4. Twelve months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

Chief Steward

1. Three years seetime in ratings above that of Third Cook and hold an "A" seniority in the union or;
2. Six months seetime as Third Cook or Assistant Cook, six months as Cook and Baker, six months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second Cook and Baker and Chief Cook Training Courses at the Lundeborg School or;
3. Twelve months seetime as Third Cook or Assistant Cook, six months seetime as Cook and Baker, six months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training programs.
4. Twelve months seetime as Third Cook or Assistant Cook, twelve months seetime as Cook and Baker and six months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Name _____ Age _____
(Last) (First) (Middle)

Address _____
(Street)

Telephone _____
(City) (State) (Zip) (Area Code)

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

- | | | |
|--|--------------------------------------|--------------------------------------|
| DECK | ENGINE | STEWARD |
| <input type="checkbox"/> AB 12 Months | <input type="checkbox"/> QMED | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FWT | <input type="checkbox"/> Dk. Eng. |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Oiler | <input type="checkbox"/> Jr. Eng. |
| <input type="checkbox"/> Lifeboatman | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Pumpman |
| | <input type="checkbox"/> Reefer | <input type="checkbox"/> Machinist |
| | <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Welder |
| | <input type="checkbox"/> LNG-LPG | |

RECORD OF SEETIME — (Show only amount needed to upgrade in rating checked above or attach letter of service, whichever is applicable.)

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

RETURN COMPLETE APPLICATION TO:
LUNDEBERG UPGRADING CENTER,
PINEY POINT, MD. 20674

Upgrade for Job Security

To Help Yourself And Your Dependents, Fill Out Claim Forms Properly

Each month, the SIU's Welfare and Pension Department at Headquarters receives scores of claims filed by SIU members that cannot be processed and promptly paid because the claim lacks information of some kind.

This is a very discouraging and frustrating situation—and a situation that at times can cause undue financial hardship to a member and his dependents. But the SIU's Welfare and Pension Plans are regulated by the State of New York which requires that certain information must be obtained before payment of any claims is made.

The most common cause of delayed claims is the failure to include doctor or hospital bills with the SIU claim form. Other documents frequently missing include: notarized death certificates, birth certificates, marriage licenses, Medicare statements, certified funeral bills, discharges, and income tax returns when proof of support of adopted or step-children is required. Your doctor's social security number or the hospital's identification number is also necessary for the processing of claims.

SIU members can easily avoid these unnecessary payment delays by taking a few minutes to make sure the claim is properly and completely filled out, and that all relevant documents are included before mailing the claim to Headquarters.

When going to sea, a member should leave with his wife or other dependents a claim form—with the front page completely filled out—along with copies of all discharges for the previous and current year, and the name of the ship he will be aboard in case a claim must be filed while he is away.

The member should also instruct his dependents on what other documents are necessary for payment of a claim to be made.



Seafarers are urged to cooperate with the Union's Welfare and Pension Department in this matter. It will alleviate unnecessary delays in the future.

If you have any questions on filing a claim with the Seafarers Welfare and Pension Department, get in touch with an SIU representative at the nearest Union Hall to your home.

Delayed Benefits

The following members have had their benefit payments held up because they failed to supply complete information when filing their claims. Please contact Tom Cranford at (212) 499-6600.

Name	Social Security Number	Union
Gantt, E. C.	250-76-1548	UIW
Ulacich, S.	165-03-2686	IBU
Jaco, S. W.	332-40-5281	IBU
Maiello, P.	061-50-6129	UIW
Copeland, J. T.	526-38-4311	IBU
Daughtrey, D.	416-14-8431	A&G
Lupion, J.	219-26-5208	IBU
Bruno, M.	151-03-4390	A&G
Noel, K.	580-12-1954	UIW
Harris, J.	284-54-8501	UIW
Funk, J. E.	055-34-6933	A&G
Huston, H.	490-10-7854	A&G
Green, K.	264-10-0116	A&G
Testa, R.	111-28-7404	UIW
Shoemaker, T. E.	498-46-3789	A&G
McDowell, W. S.	011-09-2614	A&G
Helton, D.	297-38-4456	UIW
Lopez, P.	080-26-5821	A&G
Smith, J. P.	541-32-0450	IBU
Fitte, B.	433-20-3774	IBU
Englesdee, T.	268-01-4392	IBU
Dean, E. B.	265-64-3330	A&G

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

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