

Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO



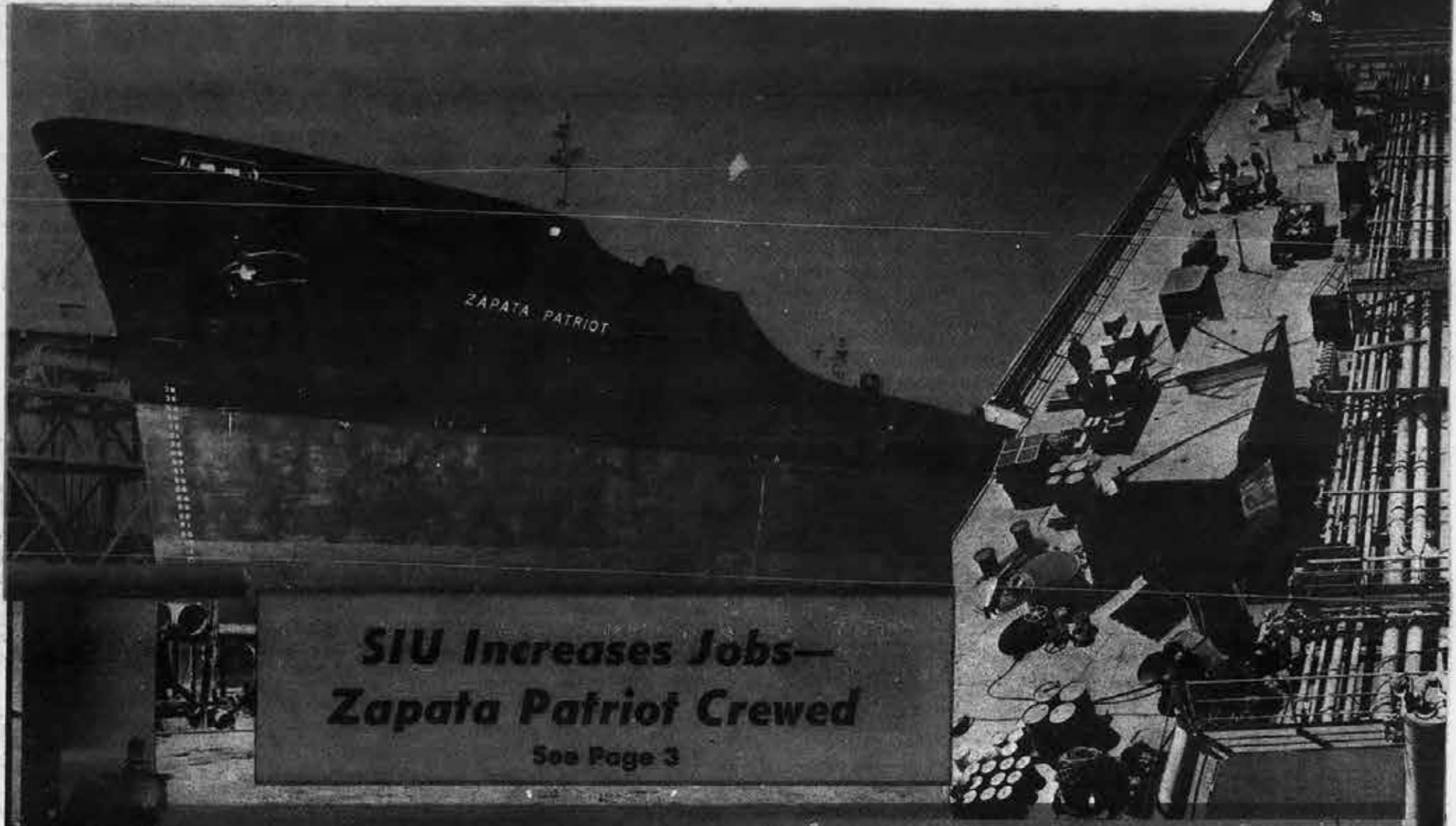
# SEAFARERS LOG

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Vol. XXXVIII, No. 4

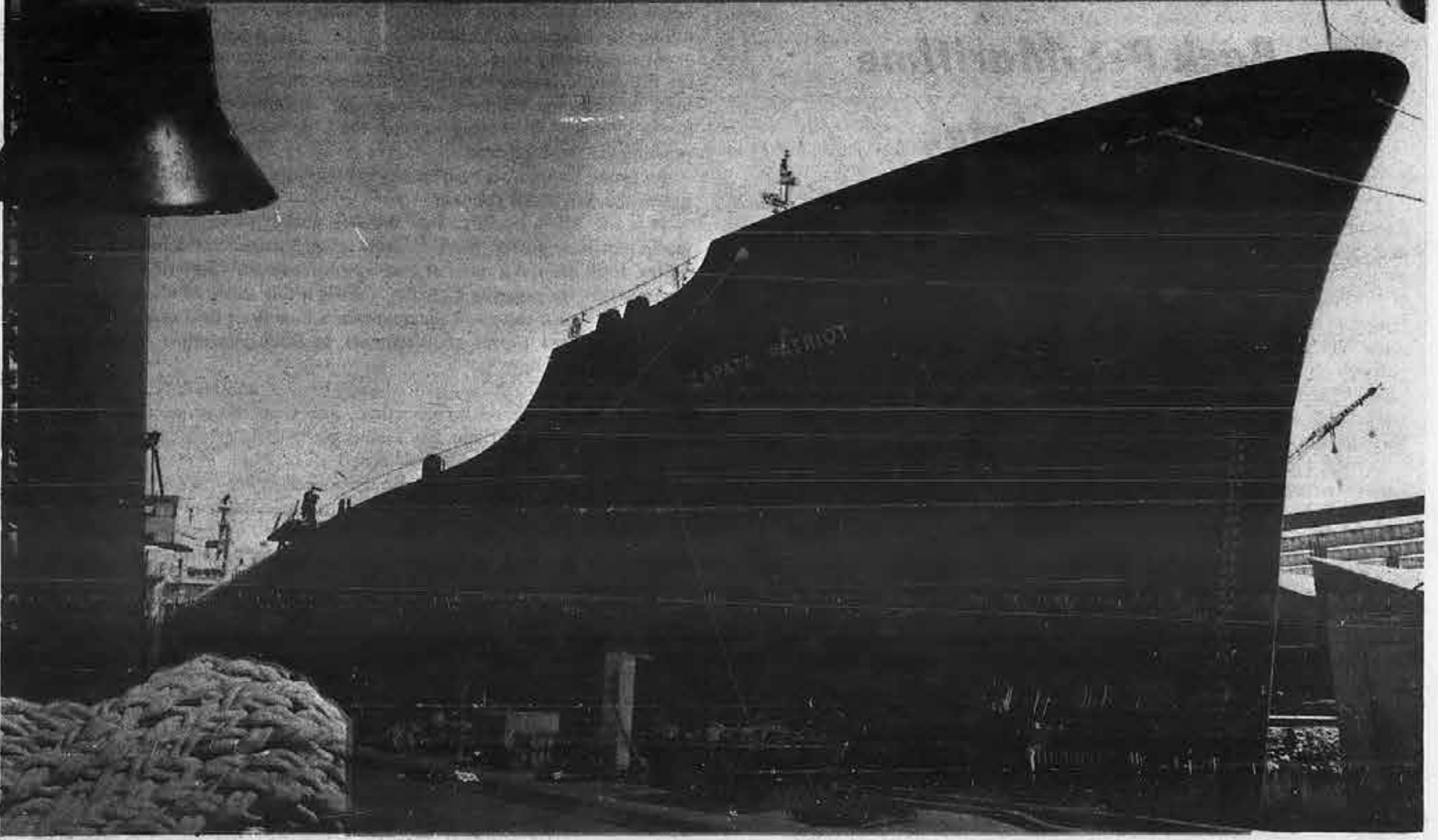
April, 1976

FINNEY POINT, MARYLAND 20674



**SIU Increases Jobs—  
Zapata Patriot Crewed**

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## Blackwell to Committee

# ODS Program Produces Many Benefits

Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell told the House Merchant Marine Subcommittee of the Merchant Marine and Fisheries Committee last month that the Maritime Administration's Operating Differential Subsidy (ODS) program "generates benefits in the areas of trade, employment, and balance of payments."

Blackwell, testifying at the subcommittee's oversight hearings into all aspects of the U.S. maritime industry, defended MARAD's ODS program against recent criticism. He stated that "the primary basis for taxpayer support of ship operations is the need to assure a national capability to move military material and essential raw materials in wartime without heavy dependence on foreign flag vessels."

The MARAD chief traced some of the changes in the ODS program, including extension of subsidy money to bulk carriers. He said that the inclusion of bulkers has made it possible to grant operating subsidies to American vessels transporting Soviet grain, and that these subsidies, he hopes, will insure carriage by the U.S. of its negotiated one-third of the Soviet grain shipment.

### More Productive

Blackwell stated that in his opinion the subsidized fleet has actually become "more modern and productive since 1970." And he estimated, that "the Gov-

ernment's contribution induces about \$4 of private sector expenditure for every Government dollar. The overall impact of U.S. maritime operations on employment has been estimated at about 200,000 jobs, producing taxes of about \$600 million."

In his testimony, Blackwell responded to recommendations by earlier witnesses that the restriction on ODS funds for American companies with foreign-flag carriers as well as U.S.-flag ships be lifted.

Among these recommendations on the subsidy program was a modification of the so-called "grandfather clause" of the Merchant Marine Act of 1970. This clause stipulates that any company with both U.S. and foreign-flag carriers wishing to qualify for ODS funds must make a written commitment to divest themselves of the foreign ships within 20 years.

It had been recommended that the clause be modified as it affects U.S.-flag bulk carriers so that large multinational bulk shipping companies could be immediately enlarge their U.S. fleets and be eligible for subsidy. A further modification was also recommended by suggesting a formula for the oil companies to be able to build U.S.-flag vessels with ODS and Construction Differential Subsidy (CDS) funds as long as they gave U.S. independent tonnage an equal amount of work.

While admitting that the law "does need some correcting" in this respect, Blackwell said that anyone urging an outright repeal of the provision was "very wrong."

The MARAD chief was also critical of a suggestion made in testimony before the subcommittee in February that Government funds be put into upgrading the National Defense Reserve Fund (NDRF) fleet for emergency use rather than into the existing construction and operating subsidy programs.

He called the idea without merit, and claimed it would substitute an idle, unmanned fleet for an active, fully manned fleet, available for contingency operations in a small fraction of the time required for reserve fleet activation.

Blackwell's testimony concluded the third phase of the subcommittee's oversight hearings which began last year. Hearings on the next topic scheduled for consideration, the ship construction loan and mortgage insurance program, are slated to start this month.

## AFL-CIO Says U.S. Jobless Report Isn't 'True' Picture

The national unemployment rate dipped slightly last month to 7.5 percent from 7.6 percent in February, according to a report released by the U.S. Labor Department, but the AFL-CIO, in its own statement on unemployment, says that the "true" jobless figure should be put at 10.3 percent.

The Department's Bureau of Labor Statistics, in its monthly report, said that 109,000 persons less were unemployed during March, lowering the total number of out of work Americans to 7,027,000. The Bureau said that the number of employed rose by 375,000 during the month to a record high of 86.7 million.

However, the AFL-CIO issued its own statement interpreting unemployment. Federation President George Meany said:

"The only good thing that can be said about this report is that unemployment at this moment is not feeding on unemployment. For despite all the politically-inspired rhetoric and optimistic predictions, unemployment remains America's Number One economic problem."

"True unemployment in America remains in double figures—10.3 percent with 9.7 million jobless, based on the

*Continued on Page 6*

## the PRESIDENT'S REPORT:



Paul Hall

## Back Pro-Maritime Candidates

You don't have to like their political philosophy, foreign policies or ideological beliefs, but you have to admire the Russians for at least one thing, and that is the way they treat their merchant marine. In the past decade, the Russians have succeeded in building a merchant fleet that not only serves as a working teammate to the expanding Soviet Navy, but has given the Russians an important economic leverage over non-Communist countries, especially with regard to the United States.

The fact that the Russian merchant marine, operating as a third-flag fleet along with other Communist and non-Communist fleets, has captured nearly half of all liner cargo moving between the U.S. West Coast and the Far East should have opened a lot of eyes in the U.S. Government to the real economic and political danger posed to our nation by the Russian maritime expansion.

It is truly unfortunate, though, that very few eyes have been opened to this danger. And it is even more unfortunate that the same 'hear no evil, see no evil' attitude on the part of the U.S. Government that has allowed the U.S. merchant fleet to slip from first to seventh place in world rankings continues to prevail in Washington, D.C. today.

The real problem with this 'see no evil' attitude is that too many people in Government and the legislature have lost sight of the true meaning of "sea power," and the indispensable role that sea power plays in the nation's economy and our national security.

U.S. sea power encompasses a whole lot more than a battleship or an aircraft carrier or a submarine, because the worth of a nation's sea power is not only gauged by its ability to fight a war at sea, but by a nation's ability to service these ships at sea in time of a national emergency; a nation's shipbuilding capacity, and most importantly, a nation's ability to carry its own commerce.

In other words, the different segments of the nation's maritime services—Navy, merchant marine and shipbuilding—are interdependent on one another. To have a strong Navy, a nation must have a strong, viable merchant fleet capable of carrying a large percentage of all the nation's cargoes, to support that Navy. And to have a strong merchant marine, the nation must have an operating shipbuilding capacity to both keep up with the new ship needs of the functioning merchant marine and keep one step ahead of technological changes in the industry.

At the present time, United States sea power leaves much to be desired for the simple reason that the U.S. Government for years left the Navy and merchant marine on the bottom of the national security priority list. This has to change—and change soon if the U.S. expects to regain any of its lost position on the high seas.

As usual, though, when it comes to maritime, not much is going to be done unless the SIU leads the way.

**It is the SIU's position that for this nation to regain the strength of a world maritime power, the U.S. must adopt a coordinated national maritime policy, built around a basis of cargo preference and bilateral shipping agreements. Only by assuring U.S.-flag vessels a fair share of all cargoes moving from our shores, can the U.S. maintain a merchant fleet capable of meeting the nation's sea power requirements in both peacetime and in time of national emergency.**

Let's face it! The Russians are happy to carry all the American cargo they can get their hands on in peacetime, and reap the economic benefits that go along with this carriage. But who is going to carry our cargo in a national emergency? The Russians? Not likely!

As we move closer to the national elections in November, the SIU, backed by the SIU membership in particular and the American labor movement in general, is planning to support those legislators that show insight into the problems of the U.S. merchant marine, and the vision to know what steps must be taken to correct them.

Getting the right candidates into office will not be an easy job, but it is a vitally important one to the strength of the U.S. maritime industry and the long-term job security of Seafarers.

I am confident that with the continued support of the SIU membership for the SIU's political programs, we will do a good job this year.



**'...Only Major Nation With No Maritime Policy'**

**Hall Urges Single, Unified U.S. Maritime Agency**

SIU President Paul Hall, calling for "a single, unified U.S. maritime agency," was the opening-day luncheon speaker at the Second National Conference on Domestic Shipping held in New Orleans on Mar. 9-11.

Over 200 high-ranking labor, management, and Government representatives from all segments of our nation's domestic shipping industry—deep sea, inland, and Great Lakes—attended the conference, which was sponsored by the Maritime Administration.

In his introduction of Hall, Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell called him "one of the most effective and articulate spokesmen in the maritime industry." Secretary Blackwell went on to praise Hall for bringing the once fragmented segments of the maritime industry together on the National Maritime Council.

President Hall noted the importance of marine transportation to the history and welfare of our nation. The theme of the Conference was "Progress Through Productivity" and Hall observed that "the domestic shipping industry has made great strides toward improved productivity and the cost savings that are a result." This advance in productivity has been due just as much to the maritime worker as to technological advances, he stressed.

Hall went on to discuss some of the problems that the domestic shipping industry faces and priorities for solving them. He addressed himself first to the fact that "We are the only major nation with no maritime policy."



SIU President Paul Hall addresses the Second National Conference on Domestic Shipping held in New Orleans last month.

**Coupled with the absence of a national maritime policy, Hall observed, is the need for a single, unified U.S. agency to deal with maritime matters. "Today, the maritime industry is spliced, sliced, and cut more ways than a stick of salami in a New York deli. We are a little bit everywhere. As a result, we are not important to too many people."**

He criticized the U.S. Department of Transportation for being oriented toward land transportation and showing favoritism toward the railroads at the expense of water transportation. And he warned his audience that the DOT thus would not be the best agency for setting maritime policy.

Another important priority for strengthening the maritime industry, according to Hall, is the protection of the Jones Act. He noted that the industry has met a number of heavy attacks on this important law. But meeting attacks on the Jones Act is not enough, he said. "We should close the loophole in it, especially with regard to the Virgin Islands."

Finally, Hall addressed himself to what he called "the greatest problem" which is "our inability to put our resources together as human beings." Cooperation and communication among labor, management, and Government are the solution to this problem, he asserted, and "We've only scratched the surface with the National Maritime

Council."

To illustrate the results which can be achieved through cooperation, he pointed to the passage by the Congress last year of the Energy Transportation Security Act, which was opposed by the huge oil lobby. Even though the President vetoed the bill, Hall said, "We won it where it counted, and we won it because we got together."

Hall then pointed out another important issue which will require the same kind of communication and cooperation—the replacement of Locks and Dam No. 26 on the Mississippi River. "Time is running out," he warned. "We don't have to lose this fight, but we will if we sit back."

The SIU president ended his speech on the theme of the importance of all segments of the maritime industry working together. "What we all need is a healthy American maritime industry. One segment of the industry must help another. For everything we can't agree on, there are two things we can agree on."

His address was well received and many subsequent speakers referred to the speech and its major theme of cooperation.

Included in the Conference schedule were workshop sessions in which participants broke up into small groups to discuss specific problems. SIU Vice President and IBU National Director Paul Drozak was chairman of the Inland Waterways Training Workshop and HLSS President Hazel Brown chaired the Deep Sea Training Workshop.

**On Maiden Voyage, She Carries Grain to Russia**

**Seafarers Man the New Tanker Zapata Patriot**

The SIU is continuing to expand its fleet of contracted vessels, as late last month Union Members crewed up the brand new *Zapata Patriot*, first of four 35,000-dwt tankers built for Zapata Bulk Transport Corp. The *Zapata Patriot's* sisterships, the *Zapata Ranger*, *Zapata Rover*, and *Zapata Courier*, are all scheduled for delivery to the company later this year.

The 711-foot long vessel, which was

constructed at Todd Shipyards Corp. in San Pedro, Calif. at a cost of approximately \$16 million, was officially launched on Nov. 1, 1975. The ship has a beam of 84 feet, a draft of 34 feet 5 inches, a brake hp of 14,000 and a speed of 16.5 knots.

This latest SIU ship, which was scheduled to load grain in Baltimore and carry it to Russia on her maiden voyage, is another in a long line of mod-

ern, technologically-advanced vessels which have been built over the past few years.

Chief Steward Antonio Arellano will be in charge of one of the most modern, fully-automated galleys on any SIU ship. There will be cafeteria-style feeding.

One other feature of the steward department is the loading of stores which will be carried aboard ship by a monorail system which will take them from

the dock directly to the dry store rooms.

All and all, the *Zapata Patriot*, and her three identical sisterships, represent the latest in technological advancement and modern comfort. Despite the present recession, and problems in the maritime industry as well, the SIU is continuing to obtain more vessels for our members. And, with the cooperation of the entire membership, the Union will be able to ensure the job security of all in the future.

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Helping out during the crewing up of the *Zapata Patriot* were Wilmington Port Agent Mike Worley (left) and SIU Executive Vice President Frank Drozak (second left). Among the crewmembers who will sail this modern vessel are, from left: Recertified bosun Ralph Murray; Assistant Cook and Lundeborg School graduate David Johnson; QMED John Wade; QMED Ted Kulas, and Deck Engine Utility Robert Tollison who is a graduate of the Lundeborg School.



# Monthly Membership Meeting Held in Piney Point



Mike Sacco, vice president of HLSS, served as the chairman for the monthly membership meeting at Piney Point.



Seafarer Luciano Alfeo told the membership that he first came to HLSS in 1973 to earn his QMED endorsement. He has upgraded three times since and recently completed the A Seniority program.

Each month a membership meeting is held at the Harry Lundeberg School of Seamanship in Piney Point, Md. for members who are attending the School.

During the March meeting the results of the SIU elections were read and the membership gave the winners a standing ovation. Piney Point Port Agent Gerry Brown presented the Headquarters Report and the Report from Vice President Frank Drozak, who stressed the necessity for Seafarers to upgrade at HLSS. Vice President Drozak's report discussed the seminar on alcoholism which the SIU sponsored recently, and he encouraged Seafarers in need of help in overcoming this disease to take advantage of the Alcoholic Rehabilitation Center in Piney Point.

IBU National Director Paul Drozak's report was also presented. He pointed out the need for qualified personnel at the top levels aboard the boats of the towing industry. He said the educational programs at HLSS, such as the newly-instituted Vessel Operator Management and Safety Program offered an excellent opportunity for Boatmen, and he urged all members to upgrade their skills and to encourage their friends to do so also.

Seafarers who addressed the membership during the meeting were Joe San Filippo of San Francisco, Jack Dalton of Houston, Donald Pool of New Orleans, Joseph Snider of Baltimore, Floyd Fritz of Jacksonville, Luciano Alfeo of New York, and Ronnie Echeverio of Baltimore.

Many of these members addressed their remarks to the trainees who attended the meeting. Brother Dalton advised the students that, "Whatever job you get, try to do a good job and we will help you." Seafarer Pool described the Lundeberg School as "a tremendous opportunity," and Brother Alfeo added, "the more you learn, the better man you become."



Seafarers who spoke at the March membership meeting listen as Port Agent Gerry Brown reads the election results. The election news brought a standing ovation from the listeners.



Brother Floyd Fritz told his fellow Seafarers that, "In 31 years in the SIU, I've never seen anything like this school . . . you could never doubt the sincerity of the teachers here."



Trainees and upgraders at the Lundeberg School took an active interest in the monthly meeting, and many of them participated in the meeting as speakers.



During his remarks to the membership, Brother Donald Pool, who recently completed the Bosuns Recertification Program, described the Lundeberg School as, "a tremendous opportunity" for seafarers.



# Hall Scores Navy on Use of Tankers, Non-Support

Speaking before a symposium jointly sponsored by the Navy League and the National Maritime Council in Baltimore last month, SIU President Paul Hall told over 400 maritime industry and Defense Department officials that "the maritime services are fragmented where they should be coordinated and working together toward common goals."

In light of the Navy's tanker construction program, President Hall pointed out that the Navy's tanker requirements could easily be met by using laid-up private tanker tonnage and said "we're tired of competing with the Navy."

Directing his remarks to the military representatives, Hall continued, "You are taking our cargo away. You are taking our jobs away."

"The Soviet merchant marine and the Soviet Navy operate together as daily routine—they are a team," he said. "The U.S. Navy and merchant marine," Hall added, "do not have a tradition of operating together or supporting one another."

Calling sea power fundamental to U.S. security, Hall told the symposium that "U.S. sea power is in trouble and both the Navy and merchant marine have been weakened" because "there have been no efforts to recognize the merchant marine as an element necessary to national security."

"No great power in history was able to survive for long without a superior merchant marine and a superior combat navy," he added.

To rebuild the strength of the U.S. merchant marine and thereby protect U.S. national security, Hall suggested "a coordinated national maritime policy built around a basis of cargo preference and bilateral shipping agreements, and a high level maritime representative on



SIU President Paul Hall addresses Baltimore seminar on sea power, jointly sponsored by the U.S. Navy League and the National Maritime Council. Seated at the dais from the left are: Thomas J. Smith, chairman of the NMC and president of Farrell Lines; Admiral Max K. Morris, and Edwin Hood, president of the Shipbuilders Council of America.

the President's staff to administer this policy."

Among the other speakers at the NMC and Navy League meeting were Robert J. Blackwell, assistant secretary of commerce for maritime affairs, and J. William Mittendorf, secretary of the Navy.

Blackwell told the delegates that unless the Government moves to increase shipbuilding construction sub-

sidies, prospects for new ship construction in the U.S. are "bleak."

If shipyards endangered by the present slump in construction were allowed to close, Blackwell said that the remaining shipyards "would not constitute an adequate mobilization base for national defense purposes."

The House of Representatives has already approved a proposal to increase the construction subsidy rate and Blackwell reported, "if the measure is passed

by the Senate and signed by the President, I am confident that new orders for American shipyards will be forthcoming."

Delivering the symposium's keynote speech, Mittendorf traced the Soviet Union's expansion of its sea power program and the U.S. Government's plan to maintain its strength through a \$34-billion ship construction program.

This program, Mittendorf said, calls for the construction of 111 Navy ships.

## Downing: Ford Lags on Maritime; Asks Cargo-Sharing Plan

Rep. Thomas N. Downing (D-Va.) chairman of the House Merchant Marine Subcommittee, said that the Ford Administration has not responded adequately to the problems facing the U.S. maritime industry, and called for "immediate" implementation of "some kind of cargo-sharing program."

He said that the form of cargo sharing could differ as to bulk and liner cargoes, but affirmed that the need for such programs "is immediate and crucial to the future of the privately owned U.S.-flag merchant marine."

Making these remarks before a luncheon sponsored by the Propeller Club, Port of New York, last month, Rep. Downing also pointed out that the nation's present marine industrial base "would be only marginally adequate" in case of a national emergency.

The long-time Virginia Congressman noted that U.S. foreign trade has been increasing "dramatically" in recent years while cargo carriage in U.S. bottoms is dropping, and he assessed that "the basic problem would appear to be that the United States is not capturing enough of this cargo to provide the shipbuilding and ship-operating base required by our national security."

Rep. Downing also pointed out that as the U.S. falls behind in its maritime

programs, it is not surprising that the leader in "the merchant marine race" today is the Soviet Union. He explained that the USSR now possesses 10.5 percent of the aggregate world fleet with other Communist-bloc nations controlling another 5 percent. Conversely, the United States controls only about 4 percent of the world fleet, which Rep. Downing calls a "grave situation whose implications are very clear. The economic sword of the Cossack is beating our brains out and something must be done."

Downing reiterated that the tough times being encountered by the U.S. maritime industry results from "one cause and one cause only—the lack of cargo for U.S.-flag vessels."

He said that the U.S. merchant marine is "at a crossroads" and predicted that by the year 2000 the nation's maritime industry would be "either nationalized or cargo sharing will prevail." But in the face of a recent poll which indicates that most Americans would make personal sacrifices to preserve the free enterprise system, Rep. Downing said "I believe it will be cargo sharing."

Rep. Downing, who has served in the U.S. Congress for nearly two decades and has been a long-time friend of the U.S. maritime industry, said he plans to

retire at the end of this term.

The Propeller Club is a nationwide organization established nearly 50 years ago "to promote, further and support a

privately owned and operated American merchant marine, adequate to the economic welfare of the United States and to its national security."

## Seafarers Recrew Falcon Ships to be Operated by Mount Shipping

After nearly two years of operation by the Military Sealift Command, the four former Falcon tankers—*Princess*, *Duchess*, *Lady* and *Countess*—will be recrewed by SIU members. Manned by the MSC since 1974, the ships had previously been operated by Iran Destiny for Falcon Tankers.

The new operating agent for the tankers will be Mount Shipping of New York City, which won a one-year con-

tract in competitive bidding with 60 other U.S. flag operators.

Two of the four 37,000-ton, fully automated tankers will be delivered to Mount Shipping and crewed by Seafarers this month, with the remaining two tankers to take on their SIU crews in May.

After the MSC manned the ships two years ago, the vessels were renamed the USNS *Columbia*, *Neches*, *Hudson* and *Susquehanna*.

## Trustees Change SIU Scholarship Requirements

The SIU's Board of Trustees voted recently to change seetime and age requirements for an SIU member for the Annual College Scholarship Program.

Formerly, a Seafarer had to be 35 years of age or under and have three years seetime to be eligible for either the four-year \$10,000 scholarship or the two-year \$5,000

scholarships. With the Trustees' changes, though, there is now no age requirement and a Seafarer need only two years seetime to qualify.

The scholarship requirements for dependents (less than 19 years old and unmarried) of members (with three years seetime), however, remain the same.

# SECURITY IN UNITY



## Drugs Mean Loss of Seaman's Papers

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

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

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

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

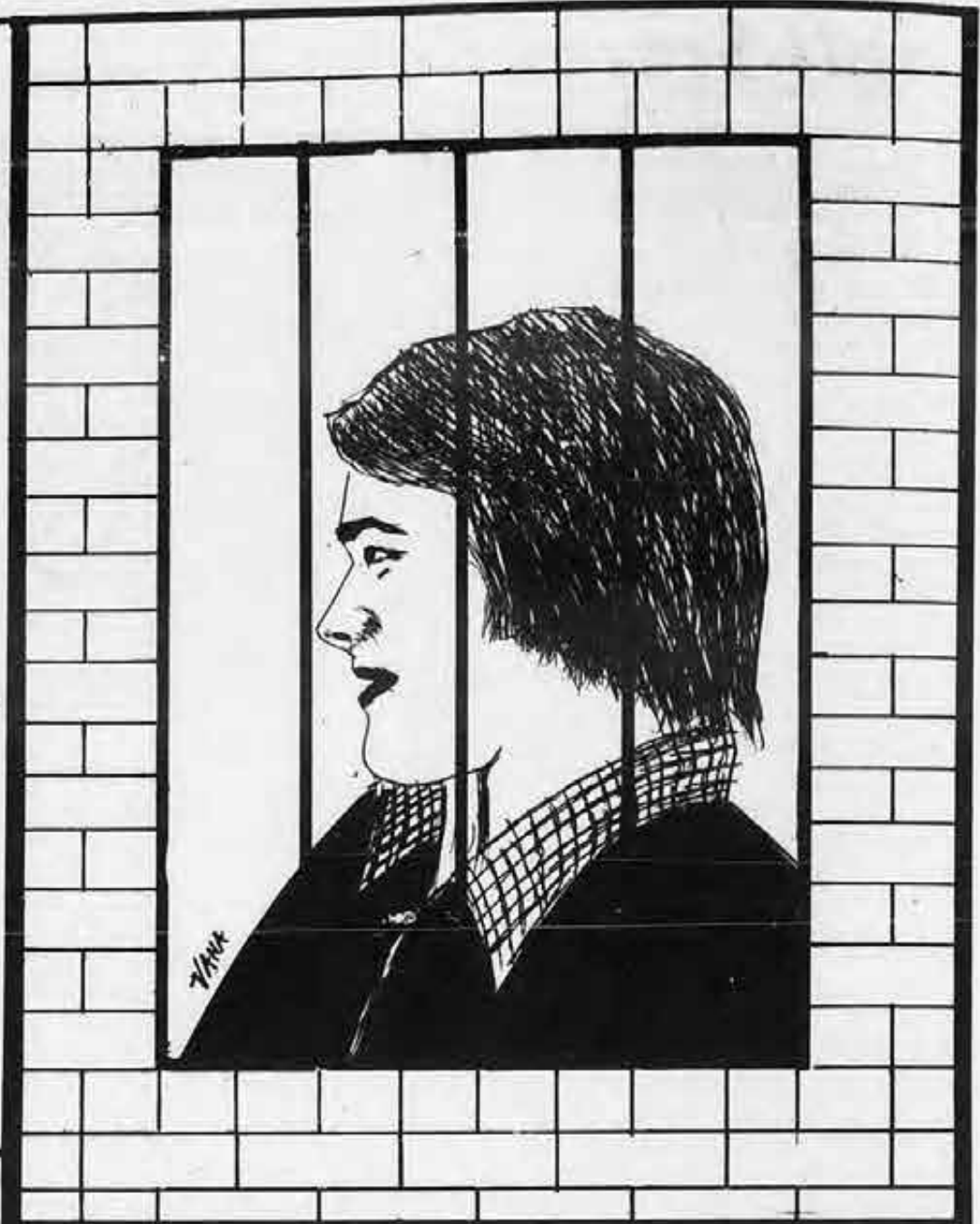
It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

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

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

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

Stay drug free and steer a clear course.



## AFL-CIO Says U.S. Jobless Report Isn't 'True' Picture

Continued from Page 2

formula adopted by the AFL-CIO Executive Council last February, which includes those too discouraged to seek work and those forced to work part-time because full-time jobs are not available.

"This is a shocking waste of productive human resources that should and could be put to work building a healthy, balanced economy—an economy where recovery is determined in human terms."

Earlier this year the Federation announced it would begin issuing its own statement against the one released by the Labor Department because it said

the Department's report does not accurately reflect the true jobless picture.

The AFL-CIO cited as an example the Department's failure to compute statistics for those who say they have stopped looking for work because they are discouraged, and those who are employed part-time because they cannot find full time work.

Although Labor Department officials hailed the slight drop in unemployment last month as the continuation of an important economic trend which has seen the unemployment rate decline for five consecutive months, they admitted that unemployment last month was "at a high level by historical standards."

## 50 Seafarers Attended HLS Alcoholic Rehabilitation Center

The SIU Alcoholic Rehabilitation Program at the Harry Lundeberg School of Seamanship is drawing an increasing number of Seafarers as time passes. To date, more than 50 SIU members have gone through the six-week program at the Alcoholic Rehabilitation Center at Piney Point.

The SIU Alcoholic Rehabilitation Program was established because the Union realized that some of our members—like workers in every other industry—are alcoholics, and unless their disease is treated, it could be fatal.

The Rehab Center, located on the HLS Valley Lee Farm, is manned by both experienced counselors who are trained in dealing with the problems of alcoholism—and Seafarer counselors, themselves recovered alcoholics, who are there to provide encouragement and understanding.

A member who recently went through the program had these comments:

"There are no locks on any doors down here. No one forces you to do anything you don't want to. The

surroundings are beautiful and the atmosphere relaxed. If you have a drinking problem, don't kid yourself anymore. Get into this program. It's

doing wonders for me."

One of the things the Brother said is very important to remember. The alcoholic member must face up to his drinking problem, must recognize it for what it is, and must then decide to seek help and get cured. No one will force him to recover, but at The SIU Center the counselors and the other alcoholics participating in the program will help him recover.

Any SIU member with a drinking problem who wishes to receive treatment at the Rehab Center may call 24 hours a day at (301) 994-0010 for information, or can write to The Center by filling in the application below. Also, a member can stop in at any Union Hall and talk to the Port Agent. He will be glad to help you apply for treatment. All records at the Center are kept strictly confidential.

The goal of this program is to help the alcoholic Seafarer resume a normal life without alcohol, rebuild his mind and body, and lead a happy, productive life once again.

## Personals

### Herbert "Stud" Halfhill

Leona Halfhill requests that you contact her as soon as possible at Seattle address.

### William MacDonald

Mrs. Edith Brooks requests that you contact her as soon as possible at 1406 Grant Ave., Woodlyn, Pa. 19094.

### Robert G. Marrero

Your mother Fela asks that you contact her as soon as possible at 615 West 183 St., New York, N.Y. 10033.

### William Downes

Ms. Peggy McCarthy requests that you contact her as soon as possible at 2583 41 Ave., San Francisco, Calif. 94116.

### George "Rocky" Shiflitt

J. C. Shiflitt requests that you contact her as soon as possible at 1822 Walnut Ave., Dundalk, Md. 21222.

### Donald Pratt Lewis

Frank Lewis requests that you contact him as soon as possible at 155-20 41st Ave., Flushing, N.Y. 11354.

### SIU Alcoholic Rehabilitation Center

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

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

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

Telephone No. ....

Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Md. 20692  
or call, 24 hours-a-day, (301) 994-0010





## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

### USE LOG AT SHIPBOARD MEETINGS

Just about every day of the week, something occurs whether it be on the political, economic, industrial or educational fronts—that could have an impact on the livelihoods and job security of Seafarers.

No matter what the particular issue might be, though, if it is going to affect maritime jobs or the maritime industry as a whole, it is vitally important that Seafarers know not only what the issue is all about, but what the SIU is doing about it.

However, the fact that nearly 80 percent of the SIU membership is at sea all the time and for the most part out of touch with everyday maritime affairs creates a serious problem in communication between the Union and the membership.

A shoreside worker can pick up the daily newspaper and find out what is going on in his industry. Unfortunately, there are no daily newspapers aboard ship to keep Seafarers informed about maritime or the issues that affect it. This is where the *Seafarers Log*, a maritime newspaper specifically for SIU members, comes in.

Pick up any issue of the *Log* and read through it. You'll find that each page of the *Log* carries some story or item that has a direct effect on your job and job security. The *Log* carries up-to-date stories on political and legislative issues that affect Seafarers; important developments in the labor movement; shipping reports; outlines of the educational opportunities available to Seafarers, and a lot more. Most importantly, though, the *Log* informs the membership as to what the SIU is doing about these issues.

In other words, the *Seafarers Log* is the most effective means that the Union has to keep a widespread and very mobile membership up-to-date on just what's going on in our industry.

Unfortunately, many Seafarers restrict their reading of the *Log* to three areas—the Pensioner's Page, to see who retired; the Obituary Page, to see who of our old shipmates have passed away; and the Digest of SIU Ship's Meetings, to see who is on what ship. Of course, these are very important features in the *Log* because they concern our friends and shipmates—men we have worked with and lived with aboard ship for months at a time. But if this is all you read, you're missing the full story by a long shot because the articles that are carried in the *Log* deal with issues that are too important to let pass by without reading or understanding them.

I believe that the most effective way to deal with the *Log* when you get it aboard ship is at the weekly membership meeting on Sunday afternoon. After the ship's delegates carry out the routine Union business at the meeting, the bosun, as chairman, could designate one of the crew to read aloud one or more articles in the *Log* and then hold a discussion among the crew on what the issue is all about and how it affects the job security of Seafarers.

If this was done just once a week, I believe that our membership would have a much clearer understanding of what our complicated industry is all about; the kinds of problems that the industry and we as workers in it are faced with; what the Union is trying to do to solve the problems, and what you as an individual can do to help solve them.

To handle the *Log* in this way each week would take no more than 20 minutes of your time. I believe it will be time well spent.

### 'A' SENIORITY UPGRADING PROGRAM

Our 'A' Seniority Upgrading Program is also moving along well as six more Seafarers this month received their full books after the month-long course. It is important that the SIU have a program like 'A' Seniority Upgrading, because each month several score of our old line 'A' book men are retiring or passing on.

The men who come through the program are both helping to fill this manpower gap and insuring that the SIU will be able to continue supplying our contracted vessels with the qualified manpower.

I urge all eligible 'B' book men, especially those in the Steward Department, to apply for this program as soon as possible.

### STEWARDS RECERTIFICATION PROGRAM

We have long recognized the need for a Steward Department Recertification Program. One of the difficulties in commencing such a Program has been the limitations placed upon the facilities and staff of the Harry Lundeberg School of Seamanship by their use in the Bosuns Recertification and the Upgrading Programs.

In order to properly implement a Steward Department Recertification Program, the Bosuns Recertification Program will be temporarily suspended, effective upon the graduation of the class starting the program in May.

With the help and cooperation of the Steward Department and the entire membership, we are sure that the Steward Department Recertification Program will be as successful as the Bosuns Recertification Program has been thus far. At the April membership meetings we asked, therefore, for membership approval and authority to work out the details of the Steward Department Recertification Program with the Harry Lundeberg School and to implement the Steward Program as soon as possible.

### BOSUNS RECERTIFICATION PROGRAM

Twelve more Seafarers graduated this month from the Bosuns Recertification program, which brings to 367 the number of SIU bosuns who have gone through the course.

I am proud to say that the Bosuns Program has been one of the most successful educational courses the SIU has ever conducted. This is evidenced by the important fact that our contracted ships are coming into port with a minimum of beefs, making for smoother and quicker payoffs and a lot more shoretime for Seafarers.

### FIREFIGHTING

As the new, technologically advanced ships are coming on to the modern maritime scene in increasing numbers, the skills and Coast Guard certificates that a Seafarer must have are also increasing. Firefighting is one of these needed skills.

Seafarers can get their firefighting certificates by participating in a two-day course offered jointly at the Lundeberg School and at the MSC-MARAD Firefighting School in Earle, N.J. If you haven't taken this course yet, do so as soon as possible. Contact the local Union hall for more information on how you can attend.

### LNG TRAINING

There are presently no U.S.-flag LNG vessels in our merchant fleet, but the day of the American-flag LNG carrier is coming, and coming soon. If you want a job on one of these sophisticated vessels when they come out, you will need the proper qualifications and Coast Guard certificates. A Seafarer can get the necessary training for LNG vessels through the Lundeberg School's excellent LNG/LPG Upgrading Program.

I urge all Seafarers to take a good look at this program and participate in it when you can.

## Finance Committee Meets



Seafarers at the April New York membership meeting elected a seven-man Quarterly Financial Committee to review the Union's financial records for the last three months of 1975. Shown here signing their final report, they are, clockwise from the left: Chief Steward William Reid; Chief Electrician Jack Dixon; Chief Steward Bob Scarborough; AB Nick Damante; Chief Steward Oscar Smith; Chief Cook Jimmy Smith, and Chief Electrician Angelo Meglio.

## Court OKs SIU Crews for 3 PRMMI Ships Until NLRB Ruling

The Boston U.S. Court of Appeals has reversed the San Juan U.S. District Court order which provided that NMU rather than SIU crews, should operate PRMMI ro-ro vessels even though PRMMI was an SIU operator. The Appeals Court, however, affirmed the part of the District Court's injunction which restrained the NMU from picketing PRMMI's ships.

Although this decision does not settle the question of which Union should

man the ships, it does insure that the SIU will continue manning the vessels until the National Labor Relations Board makes a final ruling.

The dispute began last October when the Puerto Rico Maritime Shipping Authority (PRMSA) transferred management of three roll on-roll off ships—the *SS Eric Holzer*, *Ponce de Leon* and *Puerto Rico*—from the NMU-contracted Transamerican Trailer Transport to PRMMI.

PRMMI, which already operated eight SIU-manned ships, had a fleetwide contract with the SIU and eventually manned the three ships with Seafarers.

The NMU then obtained a decision from the U.S. District Court in San Juan which ruled that SIU crews must get off the three ships and that the NMU should continue manning the vessels until the NLRB could settle the issue.

The SIU appealed this ruling to Judge Coffin of the U.S. Court of Ap-

peals First Circuit in Boston who last October, after a series of hearings, ordered that the SIU should continue manning the three ships until the full three-man Boston U.S. Court of Appeals could hear the appeal.

It was this appeal which finally reversed the San Juan court's order this month and which will allow SIU crews to remain aboard the *SS Eric K. Holzer*, *Ponce de Leon* and *Puerto Rico* until the NLRB reaches a final decision.



# Zumwalt Backs Passage of U.S. Cargo Preference Law

Retired Chief of U.S. Naval Operations Adm. Elmo R. "Bud" Zumwalt told a Newport News (Va.) Propeller Club meeting last month that the U.S. "must have a cargo preference law which guarantees employment for the U.S. merchant marine."

Adm. Zumwalt, who retired in 1975 as naval chief, the youngest man in U.S. naval history ever to be appointed to that position, told the audience that "to insure that our merchant shipping will represent a secure foundation upon which to rebuild our Nation's seapower, I believe we need a national policy reserving cargoes for American flagships."

In his remarks, Zumwalt spoke on the overall state of U.S. seapower—composed of the nation's Navy, merchant shipping, its shipbuilding; its fishing industry, and its knowledge in the field of marine science and engineering.

"It is within this frame of reference that the United States must face the future if it is to remain the preeminent world power," Zumwalt said. "Seeing that we have the national leadership to marshal and direct the national will to meet this challenge is of uppermost concern to me," he stated.

After describing what he said was the deterioration of the U.S. Navy in

terms of a loss of ships, the retired naval chief discussed the current problems of the American merchant marine.

## Allowed to Decline

"Our merchant marine has been allowed to decline precipitously," Zumwalt said. "In the last 30 years it has dropped from first to eighth place among the merchant fleets of the world. On the other hand, the stature of Soviet merchant shipping has improved dramatically, from 23rd to sixth place. It has been able to mount a worldwide offensive to the point where no one disputes the fact that the Soviets could block readily and effectively our Na-

tion's vital energy supplies originating in the Middle East," he continued.

To rectify this situation, Zumwalt recommended that certain steps be taken, among them the passage of cargo preference legislation.

He suggested that there should be a "coordination of our maritime efforts which could result in a more effective use of our merchant marine as an auxiliary to the Navy;" and "to bring about effective coordination between the Navy and our maritime industry, we need coordination at the highest levels of Government to pull together the current diverse sub-cabinet activities in the maritime field."

# U.S. Buyers' Boycott, Picketing Is Launched by Candy Union

A nationwide buyers' boycott and picketing of thousands of retail and franchise outlets selling Russell Stover Candies was launched late last month by the Bakery and Confectionary Workers International Union of America (BCWIUA).

A month earlier, the AFL-CIO Executive Council, at their mid-winter meeting in Bal Harbour, Fla., endorsed this consumer boycott urging all union members and the buying public with a sweet tooth not to purchase these products until the company ends a decade of "a consistent pattern of anti-union and illegal activity in resisting the legal right of its employees to become mem-

## Against Russell Stover Outlets

bers of the BCWIUA."

The union also asked the stores to buy their candy elsewhere.

The boycott and the picketing, which began on Mar. 23, was launched, the AFL-CIO and Union said, because it was "a last resort effort to bring the Russell Stover management's labor relations into the 20th Century" and because "of the company's delaying tactics in connection with good-faith bargaining at its Lincoln, Neb. plant, as well as the company's refusal to abide by decisions of the National

Labor Relations Board (NLRB) at its Montrose, Colo. plant."

The present rhubarb's roots go back to September 1974 when 643 eligible workers at the Lincoln plant voted 392 to 216 to join the union in an NLRB election which certified the union as bargaining agent. As we go to press, Russell Stover has failed to offer its workers an acceptable contract.

In June of 1974, at the candy company's Montrose, Colo. plant, the union lost an organizing election by a vote of 101 to 133 after the firm committed

unfair labor practices. The NLRB ordered a new election and ruled that the company should pay back wages plus 6 percent interest on increases promised by them and supported by the union. As of this date, Russell Stover has refused.

Also, the company tried to force supervisors there to plumb the union leanings of the workers and has shunned an NLRB order to reinstate a fired supervisor who refused to be intimidated by this pressure.

It all began in 1966, when the union organized the Russell Stover plant in Kansas City, Mo. getting two subsequent contracts. In retaliation, the company closed down its operation there.

# 15 U.S. Multinational Oil Biggies Beat Uncle Sam on Taxes

Fifteen of the largest U.S. multinational oil companies are avoiding their fair share of Federal taxes, according to a recent report released by a U.S. congressman.

The report shows that the 15 companies paid a startlingly low average of 7 percent of their 1974 income to the Federal Government. The average American taxpayer paid about 13.7

percent of his wages to the Government.

This average rate of 7 percent is approximately the same as that paid by a family with only \$5,000 in taxable income. The oil companies in question, on the other hand, amassed a total income of \$18.8-billion in 1974.

The report was compiled by Rep. Charles A. Vanik (D-Ohio) from information he obtained from the U.S. Securities and Exchange Commission. The report states, among other facts, that:

- Occidental Petroleum paid only 0.6 percent of its 1974 income of \$785.8 million.
- Mobil Oil, which made \$3.7 bil-

lion in 1974, paid only 1.6 percent in taxes.

• Texaco, with an income of \$2.6 billion, paid taxes of 1.7 percent.

Rep. Vanik, who is a member of the powerful House Ways and Means Committee, in commenting on the statistics said, "Obviously, the U.S. is getting the short end of the stick from the giant oil companies. I estimate these oil companies should be paying an additional \$5-billion a year into the U.S. Treasury."

Vanik said that two of the biggest companies, Exxon and Shell, were not included in the report because figures for them were too confusing to make accurate calculations possible.

## Waterman Gets OK For Subsidy \$

WASHINGTON—An extension of the subsidy granted to the Waterman Steamship Corp. has been approved for six months on routes 12 and 22 of the Atlantic, Gulf and Far East runs by the Maritime Subsidy Board. The subsidy ran out on Nov. 7.

At present, the line has appealed a ruling denying its application to MARAD for a 20-year contract for these two, eight-ship, trade routes.

Waterman had also applied to the board for a construction subsidy for four new LASH ships for the Far East runs. This application depends upon the company receiving the 20-year contract for the above routes 12 and 22.

Funds given in the new operating

subsidy for the six months will be deposited in Waterman's capital construction fund for future ship replacement obligations.

Also recently the company, in anticipation of finally getting an operating subsidy for a new U.S. Atlantic Coast to Europe run, applied to the U.S. Maritime Subsidy Board for a 50 percent construction subsidy to build three Roll-On, Roll-Off vessels worth \$60-million each with an option to build a fourth.

The 19,334 dwt ships would carry a crew of 37 and 1,200 containers each at 23 knots. They would replace four or five Mariners in the company's 19-ship fleet.

## Emergency Hospital Care

Inquiries have been made recently by a number of Seafarers concerning hospital care in a non-USPHS facility. If a Seafarer is too ill or badly injured to travel to a Public Health Service facility, he or someone acting in his behalf must request authorization for the emergency care from the Director/Medical Officer in Charge of the nearest USPHS hospital, outpatient clinic or contracted physician. This request may be made by telephone or telegraph.

When the Medical Officer in Charge is satisfied that the seaman is ill and his condition is a

threat to the requested care and the USPHS will assume responsibility for all bills.

Unless this request for authorization is made within 48 hours of seeking treatment, the USPHS may refuse to pay for any of the medical services rendered.

Seafarers should also note that the SIU Welfare Plan does not cover medical expenses incurred by members eligible for USPHS care. If the USPHS refuses to pay for emergency care given at non-USPHS facilities because a Seafarer failed to notify the facility, then the Seafarer will be responsible for all bills.

## A Chip Off the Old Block



Very much like his dad, Chief Steward John F. Castronover, Sr., is John F. Castronover Jr., 14, who is also "a great cook," according to his mother, Myrtle of Long Beach, Calif. She adds he's very talented playing first base and relief pitching for the local Cubs, as well as football, basketball and the alto sax for his school. Johnny's life dream is to become a fireman paramedic.



# Washington Activities

By B. Rucker



## Chairman Sullivan to Retire

Rep. Leonor Sullivan (D.-Mo.) announced recently that she will retire after this term. Mrs. Sullivan is chairman of the Merchant Marine and Fisheries Committee, which has jurisdiction over most of the bills affecting the maritime industry.

The Chairman has served in Congress for 24 years; she took over as chairman just after the passage of the 1970 Merchant Marine Act.

Mrs. Sullivan, in her early seventies, says she doesn't think she can keep going for 14 or 16 hour days for another term.

## Alaska Gas Pipeline

A decision has not yet been made in the question of alternate routes for transporting natural gas from Alaska to the lower 48 states.

The Interior Department is considering two proposals. One, by Arctic Gas (a consortium of 14 American and Canadian companies) would extend 6280 miles across the North Slope of Alaska to the McKenzie Delta, down through Canada and split near Calgary, with one line going through Idaho to the West Coast, the other through Montana to the Midwest.

The other, proposed by El Paso Natural Gas, is an 809-mile line of 42" pipe from Prudhoe Bay to Gravina Point, south of Valdez—paralleling the oil pipeline which is now under construction.

The Federal Power Commission must certify one of the routes; following certification, the Department of Interior will grant right-of-way.

The United States and Canada initialed a draft treaty in January as a step toward ratifying a jointly owned line for bringing Alaskan gas across the McKenzie Delta to market.

Five bills are pending in committees—four in the Senate and one in the House—to cover various aspects of the question. Two would require that the line be the trans-Canadian route, one requires the all-Alaska route, and two deal with a final date when a decision must be made.

SIU has favored and supported the all-Alaska route because it gives the U.S. control of the line, and provides jobs for U.S. construction workers, shipbuilders and seamen.

## 200 Mile Limit Bill

The House and Senate have accepted the conference report on a bill to require foreign fishermen to get permits to fish within 200 miles of our shores. The bill was sent to the President and he is expected to sign. Provisions become effective Mar. 1, 1977.

The issue has been debated for years. A United Nations Law of the Sea Conference in Geneva recommended that coastal states have sovereignty over a 12-mile zone and control over fishing and minerals in a 200-mile zone.

Sen. Ted Stevens (R.-Alaska) said the unilateral declaration of a 200-mile fishery management and conservation zone is not intended to interfere with negotiations now underway in the Law of the Sea Conference.

## Maritime Authorization

The authorizing legislation for Fiscal Year 1977 passed the House on Mar. 11 by a vote of 315 to 42. The bill provides \$403.7 million for operating differential subsidy and \$4 million for state maritime schools.

No action has been taken yet in the Senate Commerce Committee.

## Jones Act

Leonor Sullivan, Chairman of the House Merchant Marine and Fisheries Committee, has introduced a bill to require public notice and comment prior to granting administrative waiver of the Jones Act. The bill, H.R. 12724, has been referred to the Merchant Marine and Fisheries Committee. This bill would make it more difficult for exemptions and waivers to slip by unnoticed.

## Merchant Marine Oversight

Hearings are continuing in the Merchant Marine Subcommittee on oversight of the maritime programs authorized by Congress.

Secretary Blackwell, testifying before the Committee on Mar. 23 concerning operating differential subsidy, said that ODS is needed to assure a national capability to move military material and essential raw materials in wartime without heavy dependence on foreign-flag vessels.

## Offshore Drilling

At a recent meeting, representatives of the SIU and several other unions discussed the impact of offshore drilling legislation on their memberships along the East Coast.

The original bill, The Outer Continental Shelf Lands Act of 1953, sets up rules for offshore drilling and bidding for offshore leases. Congress is reviewing the Act to bring it up to current needs, including environmental standards and jurisdiction.

The oil companies argue that the bill, as it is now written, allows the Federal Government to explore extensively offshore and that the companies would not receive adequate compensation if their leases are cancelled by the Government.

Estimates are that 50,000 jobs will be involved in drilling off the East Coast. Many of those jobs would be available to our members.

The amending legislation is pending before the House Ad Hoc Select Committee on Outer Continental Shelf.

## PHS Hospitals

The Health, Education and Welfare Department held a hearing on Apr. 1 in Boston to permit interested parties to submit their views regarding closing the Boston hospital.

SIU representatives joined with local citizens groups in presenting persuasive arguments to keep the hospitals open.

In spite of strong language written by Congress to keep the hospitals open and to serve the needs of seamen, the Administration continues its efforts to close them.

We believe that our support and support at the local level have overcome the Administration opposition, and we look forward to a program of repairing and enhancing the facilities at all eight locations.



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.

## Joint and Survivor Annuity Benefit Offered in Pension Plan

As of April 1, 1976 each married Seafarer who becomes eligible for a pension will receive the following letter concerning his decision to accept or reject a Joint and Survivor Annuity Benefit. (This choice is required under the Employee Retirement Income Security Act of 1974. For background information, see the December 1975 Seafarers Log as well as the January, February and March 1976 Seafarers Log.)

As you will notice, there are a number of blank spaces in the letter since such Seafarer's case is different. The blank spaces, of course, will be filled in appropriately for each Seafarer.

Dear \_\_\_\_\_

We are happy to inform you that your application has been approved and that you are entitled to receive a \_\_\_\_\_ Pension effective \_\_\_\_\_. Because you are married, you now have a choice as to the type of Pension benefit you will receive.

### 1. Joint and Survivor Annuity

Unless you complete the enclosed form and return it to us by \_\_\_\_\_, you will receive a Joint and Survivor Annuity. This form of benefit will result in a monthly payment to you of \$ \_\_\_\_\_ until your death. Upon your death, if your (spouse) survives you, (he/she) shall receive \$ \_\_\_\_\_ per month until (his/her) death. These amounts are based on records on file with the Plan which indicate that you are \_\_\_\_\_ years old, and that

your (spouse) is \_\_\_\_\_. If either of these ages is incorrect, please inform the Plan immediately as any error will effect the amount of your benefit. Please note that your (spouse) shall not receive any benefit unless you and (he/she) are married for at least one year immediately preceding the date of your death. In addition, you should be aware that if your (spouse) dies while you are alive, your monthly payments will not be increased.

### 2. Straight Life Annuity

If you complete the enclosed form and return it to us by \_\_\_\_\_, you will receive a Straight Life Annuity. This form of benefit will result in a monthly payment to you of \$ \_\_\_\_\_ per month until your death. Your (spouse) will not receive any Pension benefit after your death. If you complete the enclosed form you will have until \_\_\_\_\_ to change your mind. However, if we do not receive notice of such a change by \_\_\_\_\_, you will receive the Straight Life Annuity until your death and you will not be allowed to change the form of your benefit for any reason.

Because of the importance of this decision we urge you to take your time and consider your choice. Payment will begin immediately of your Pension in the form of a Joint and Survivor Annuity. However, if you choose to receive a Straight Life Annuity a retroactive adjustment will be made so that you will receive all the money due to you. If you have any questions please feel free to contact \_\_\_\_\_

Sincerely,



# Safety Board Completes Sea Witch Collision Inquiry

The National Transportation Safety Board has issued a number of safety recommendations to the U.S. Coast Guard following the Board's lengthy investigation into the collision between the SS *Sea Witch* and the *Esso Brussels* in New York Harbor in 1973.

The accident occurred shortly after midnight on June 2, 1973 when the

*Sea Witch*, an NMU-manned container-ship outbound in the Narrows area of New York Bay, struck the hull of the anchored foreign-flag tanker *Esso Brussels*. The collision and ensuing fire caused 16 deaths, one injury and extensive property damage.

The NTSB investigation found that the collision was caused by a mechan-

ical failure in the steering control system of the *Sea Witch*. The Board found that the Coast Guard had approved the steering system of the vessel even though it was not fully in compliance with a Federal regulation requiring two separate and independent systems to guard against malfunction.

The Board also found other con-

tributing factors to the collision and resulting fire. It cited the failure of properly manning the *Sea Witch's* emergency steering station, a procedure normally not followed when vessels enter or leave a harbor; the failure to report numerous previous mechanical failures of the vessel's steering system because the Coast Guard does not require such reports when the repair costs are below \$1,500; and, the lack of specific emergency procedures for the crew to follow in case steering control was lost.

These factors, the Board said, plus unnecessary axial strength in the *Sea Witch's* bow which, although conventional with other vessels, exceeds normal operating requirements, combined to cause the vessel to penetrate the tanker's hull. The Board found that elimination of any or some of these factors might have precluded the disaster.

## 10 Recommendations

The Board then went on to make the following recommendations to the Coast Guard:

- Revise its interpretation of 46CFR 58.25-55, which requires separate and independent steering controls, to prevent the use of a single control path up to the steering power units as was done on the *Sea Witch*.

- Establish a requirement for oceangoing vessels in designated restricted waters such as New York Harbor to have the emergency steering station manned. This also should apply to foreign vessels.

- Require all steering failures aboard U.S. oceangoing vessels to be reported to the Coast Guard. Such failures aboard foreign vessels also should be reported if the failure occurs in U.S. waters.

- Require that the emergency generator on future U.S. vessels provide power to the steering gear upon loss of a ship's normal electric power.

- Require all U.S. oceangoing vessels to establish written emergency procedures and alarms for loss of steering control. Emergency drills for loss of steering control should be required and logged.

- Include, as part of its speed limit stipulations for large vessels transiting New York Harbor a requirement that any vessel which loses steering control shall immediately stop or slow, and anchor as soon as it is safe to do so.

- Initiate research to develop a technical guide for the design of nonpenetrating ships' bows. The scope of protection sought as to vessel types and collision speeds should be determined by risk analysis, but should not be less than that which would protect typical modern tankers in collisions with similar vessels at a speed of six knots.

- Require the installation of an automatic recording device to preserve the vital navigational information aboard oceangoing tankships and container-ships.

- Expedite implementation of the Safety Board's 1972 recommendation to prepare emergency contingency plans to respond to catastrophic accidents involving hazardous materials for those waterways which carry large quantities of these materials. The contingency plan for New York Harbor should be given priority.

- Expedite implementation of the Safety Board's recommendations to require each life preserver to be equipped with a battery-powered light.

## THE CARPENTERS' UNION LABEL SERVES

### A DIVERSIFIED INDUSTRY

The United Brotherhood Of Carpenters and Joiners of America represent more than three-quarters of a million carpenters, cabinetmen, millwrights, and allied tradesmen in North America.

As one of the oldest of the Building Trades, the United Brotherhood learned early of the value of the union label as a consumer weapon. As far back as 1869 the Carpenter's Eight-Hour League of San Francisco issued a stamp to planing mills working an eight-hour day. This stamp helped to identify work from such mills against competing ten-hour day mills.

However, it was not until the turn of the Twentieth Century that the carpenters union officially adopted a stamp, emblem, or label which would be attached to products produced by its members. At the Carpenter's 11th General Convention, held in Scranton, Pa., in 1900, Cabinetmakers Local 309 of New York City presented a resolution, calling for the adoption of a standard union label for use throughout the Brotherhood. In the following year the union's General Executive Board adopted a design and directed the General Secretary to have it registered with the United States Patent Office in Washington. At that time, the Patent Office contended that the label could not be registered, and the Brotherhood then took action to have the label registered in each of the States and Provinces of North America. Today the label is officially recognized throughout the continent, and two years ago the Patent Office in Washington belatedly accepted the registration of the Brotherhood's label.

In early days of the labor movement, the carpenters were directed by the AFL to lead the fight for an eight-hour work day. Pursuing this goal, the carpenters would allow no shop or mill to use the label unless its work day was eight-hours or less and unless the mill met minimum standards of pay.

Today the Brotherhood issues periodically a small pocket size booklet, totaling approximately 132 pages, which is a "list of union shops and firms granted the use of the union label." This directory is updated each year.

The label can be found on furniture, in houses of worship, on desks, in the schools of America and the Halls of the Congress of the United States; even on the very rafters of the White House, as well as on all the manufactured items of the forest products industry.



Hardwood flooring produced by the E. L. Bruce Co. at its plant in Center, Texas, bears the Carpenters' label. In the picture, Brotherhood members pack parquet floor squares along the Bruce assembly line.

Visitors to the 1963 AFL-CIO Union Industries Show in St. Louis, Mo., were given this miniature folding-cardboard house as a reminder that union Carpenters and Mill-Cabinetmen should be used in home construction.



Buy Union



The union label of the United Brotherhood of Carpenters and Joiners of America is made available to manufacturers in four application forms. (1) a rubber stamp is used to place an impression of the label upon millwork and manufactured material, (2) a brass die is available for sinking an impression of the label in boxes, flooring, etc., (3) a transfer label is made up in colors, and is generally used for finished products such as fixtures and furniture, and also musical instruments, including pianos and other wood instruments, and (4) a special cellophane sticker label is made for metal trim, metal doors and sash.

The Carpenter's Label appears on the following products:

- ✓ Aluminum doors, sash and windows
- ✓ Awings and metal products
- ✓ Boxes
- ✓ Barber and beauty shop furniture, etc.
- ✓ Bowling alleys, pool tables, etc.
- ✓ Boats
- ✓ Cabinet Work and Cabinets
- ✓ Caskets
- ✓ Concrete forms
- ✓ Church furniture
- ✓ Cooling towers
- ✓ Doors, reg., fireproof, etc.
- ✓ Displays
- ✓ Furniture
- ✓ Hardwood floors and Hardwood
- ✓ Insulation
- ✓ Laboratory furniture and equipment
- ✓ Lumber
- ✓ Ladders and Scaffolding
- ✓ Millwork
- ✓ Mobile homes
- ✓ Musical instruments
- ✓ Metal Trim, doors, partitions, etc.
- ✓ Overhead doors
- ✓ Office Furniture
- ✓ Prefabricated garages
- ✓ Prefabricated houses
- ✓ Prefabricated Houses/Modules-Tri-Trades
- ✓ Plastics
- ✓ Plywood and veneer
- ✓ Restaurant Furniture
- ✓ Refrigeration
- ✓ Specialty products
- ✓ Screens
- ✓ School furniture, etc.
- ✓ Shingles
- ✓ Stair builders products
- ✓ Trusses
- ✓ Venetian blinds

The firms listed as manufacturing general mill work are engaged in the manufacture of interior trim, exterior trim, sash, doors, etc., and some manufacture cabinet work. Most of all in this group will manufacture any wood products on order.

The firms listed as manufacturing cabinet work are engaged in the manufacture of bar, bank, store or office fixtures and furniture, etc.

The firms listed as manufacturing boxes are engaged in the manufacture of beer, packing or cigar boxes.

The firms listed as manufacturing special wood products are engaged in the manufacture of wood products not coming under any of the other groups.



## Mind Over Matter as He Plays Golf

# 'Won't Quit,' Amputee Says—He's Going Back to Sea

Most guys in his place would say the hell with it and pack it in for a disability retirement, and for good reason. But there's something deep inside of Seafarer Romeo Joseph Ringuette that declares over and over again in a loud and determined voice: "I won't quit." And if you listen to him tell it, you'd know he's not kidding.

Several months ago, the 53-year-old able-seaman woke up at his Los Angeles home with severe pains in his right leg.

He went to a hospital in Los Angeles for emergency tests, but the results weren't good. A blood clot had formed in his leg and he was informed that the leg would have to be amputated below the knee. He was transferred to the USPHS Hospital in San Francisco where successful surgery was performed.

His recovery was almost miraculous. After only a few weeks of therapy at the USPHS Hospital, Brother Ringuette was ready to be fitted for a wooden leg.

At that time he was in top spirits. He told the *Log* that it would only be a matter of time before he was back sailing as AB. "It's a simple question of mind over matter," he said. "I've seen other guys with the same kind of operation who made it back to sea. I'm going to make it back, too."

Brother Ringuette got his wooden leg along with some more therapy and was released from the hospital. He went back home to Los Angeles. To get used to his new limb, while at the same time strengthening his body, he played golf. If everything went just right, he could ship out again soon. But it wasn't going to be that easy for him.

His leg started bothering him again. He went back to the hospital, and after tests, he was given the crushing news that another blood clot had formed and he would need an operation.

At the USPHS Hospital in San Francisco, the same leg was amputated, this time just above the knee. The operation was successful. But Brother Ringuette is again on the road to recovery and will have to go through many long weeks of tough, painful therapy.

SIU Representative Pat Marinelli, who visits Brother Ringuette once or twice a week, says that "Romeo is truly a remarkable person. Most guys in his place would think it was the end of the world and just give up. But Romeo has an incredible desire and will to live a full and happy life. It makes me feel good inside when I visit him. He never complains. He always has a good word. And I believe his wonderful attitude helps other patients in the same boat as him to cope better with their burdens."

Despite his second and more serious operation, Brother Ringuette still refuses to give up the idea of going back to sea as an able-seaman.

**"If I don't make it back to sea," says a determined Seafarer with a lot of fortitude, "It won't be because I didn't try."**

**We believe he will. Good Luck!**



Seafarer Romeo Ringuette, a guy with a lot of heart, gets the in-hospital cash benefit from SIU Representative Pat Marinelli at the San Francisco USPHS Hospital.

## Pensioner Is Chief 'Cop Karate' Expert

If you were in any one of 14 European countries recently, you may have run across this remarkable 67-year-old SIU pensioner, who some might say looks his age from the neck up, but everyone would agree doesn't look a day over 30 from the neck down.

This pensioner is San Francisco Seafarer Al Oromaner who manages to keep his body in such good shape by working as chief instructor of police karate at the San Francisco Police Academy.

Ex-Recertified Bosun Oromaner, who had sailed on U.S.-flag ships for nearly 45 years before retirement a few months back, first took up this unusual kind of karate in 1936. He studied in Japan, Korea and Okinawa and worked years to achieve a 5th degree Oriental black belt diploma—the highest degree to which a Westerner can aspire.

Originally from New York, Brother Oromaner also taught his craft of police karate to the New York City Police Department, holding classes in Rockefeller Center. He explains that police karate is a special kind of karate. "It's by no



Al Oromaner means a sport. It is strictly for self-defense."

Even though karate has been a big part of his life (he will remain an instructor for the S.F.P.D.), sailing has always been number one with him.

In his 30 years with the SIU, he has accumulated nearly 20 years' seetime

on deck, much of it as bosun. He also sailed with the old ISU back in 1936.

Brother Oromaner is a graduate of the seventh class of the Bosuns Recertification Program. And in 1971, he helped represent the port of San Francisco at the SIU Educational Conference.

Seafarer Oromaner accepted his first pension check at a recent San Francisco membership meeting, at which he bade farewell to his shipmates from the Bay Area.

After the meeting, Brother Oromaner stayed in San Francisco only long enough to pack and go to the airport where he caught a flight to Paris. He spent his first months of "retirement" on an extended tour of 14 European countries explaining that, "as many times as I've been to Europe on ships, all I've seen have been some of the ports, but I've never been inland. But now I have the time and I'm taking advantage of it."

The SIU wishes Brother Oromaner, one of its old-time members, a long and happy retirement life.

## The Bradford Island Pays Off, Signs On Crew in Baltimore



Recertified Bosun Herbert O. Leake (rear left), ship's chairman of the T2 SS *Bradford Island* (Stewart Tankers), heads a meeting of the Ship's Committee of (front left) AB Walker LaClair, deck delegate and (right clockwise) Steward Delegate Marvin E. Howell; Engine Delegate Joseph H. Decinque, and Chief Steward Richard Hufford, secretary-reporter. At (right) the crew attends a shipboard meeting in the messroom in the port of Baltimore on Feb. 27. Later, new crewmembers were signed on as the vessel loaded on grain for delivery to Russia.



# The Committee Page

## Overseas Anchorage Committee



Paying off at the Royal Petroleum Docks in Seawarren, N.J. on Mar. 9 is the tanker the *ST Overseas Anchorage* (Maritime Overseas) with her Ship's Committee of (l. to r.): Steward Delegate Bert Winfield; Engine Delegate John Haller; Chief Steward A. Bell, secretary-reporter; Recertified Bosun J. R. Thompson, ship's chairman; Educational Director Lester Peppett, and Deck Delegate Albert Saxon. The ship is carrying grain to Russia.

## Overseas Joyce Committee



At a payoff on Mar. 23 in the port of Baltimore aboard the *ST Overseas Joyce* (Maritime Overseas) are the Ship's Committee of (seated front l. to r.): AB John Murphy, deck delegate; Chief Steward Vasser Szymanski, secretary-reporter and Recertified Bosun Ravaughn Johnson, ship's chairman. Standing (l. to r.) are: Educational Director L. Flores; Engine Delegate Otto Motley, and Chief Cook Ray Fletcher, steward delegate. The ship is on the run to Europe.

## Arecibo Committee



Recertified Bosun Nicholas Bechlivanis (left) ship's chairman of the containership *SS Arecibo* (Puerto Rico Marine) gets together with the Ship's Committee of (l. to r.): Chief Steward J. Goilles, secretary-reporter; AB Manuel Sanchez, deck delegate; Steward Delegate E. Albarran, and Engine Delegate Tom Conway. The ship paid off in Port Elizabeth, N.J. on Mar. 10. She's on the run to the port of San Juan.

## Pittsburgh Committee



Recertified Bosun Donald Pressley (seated 2nd right), ship's chairman of the containership *SS Pittsburgh* (Sea-Land) waits for a payoff on Mar. 26 in Port Elizabeth, N.J. with the Ship's Committee of (l. to r.): Steward Delegate Earl Pippens; Engine Delegate Thomas Toledo; Chief Steward Ivan Buckley, secretary-reporter; Educational Director Peter Kavanos and Deck Delegate J. Carry. The vessel is on a 33-day run to the Med and back.

## Boston Committee



SIU Representative George Ripol (seated extreme left) talks with the Ship's Committee of the containership *SS Boston* (Sea-Land) in Port Elizabeth, N.J. on Mar. 16. They are (seated l. to r.) in the vessel's messroom: Chief Steward James Keno, secretary-reporter; AB Ralph Moore, deck delegate, and Chief Electrician J. Rogers, educational director. Standing (l. to r.) are: Recertified Bosun Leyal Joseph, ship's chairman; SIU Patrolman Jack Caffey, and Chief Cook David Smith, steward delegate. The ship is on the run to Puerto Rico.

## Williamsburgh Committee



Recertified Bosun Stephen Homka (seated right) ship's chairman of the supertanker-*TT Williamsburgh* (Westchester Marine) awaits payoff in the port of Rotterdam on Jan. 25 with part of the Ship's Committee and some of the crew. They are (standing l. to r.): Cook T. Vanyi; QMED-Pumpman D. Orsini; QMED S. Mondone, engine delegate, and Steward Utility V. Acevedo, steward delegate. Seated (left) is Deck Delegate A. Sanger. The tanker, on the shuttle run from the Persian Gulf to here, laid up in Rotterdam.



**SEA-LAND VENTURE** (Sea-Land Services), February 8—Chairman, Recertified Bosun W. M. Parker; Secretary Roy R. Thomas. No disputed OT. Chairman advised crewmembers to read the *Seafarers Log* to see what is going on in the Union. Also discussed the importance of donating to SPAD. Next port, New Orleans.

**SAN JUAN** (Puerto Rico Marine Operating), February 12—Chairman, Recertified Bosun Robert Gorbea; Secretary F. Vega. No disputed OT. Funeral services were held at sea in memory of the Captain's brother who died of a heart attack a few days before. All the crew were present at the service. A vote of thanks to the steward department for a job well done.

**SEA-LAND FINANCE** (Sea-Land Service), February 1—Chairman, Recertified Bosun J. W. Pulliam; Secretary G. Nicholson; Educational Director D. Susbilla; Deck Delegate J. Long; Engine Delegate Sam Rivers; Steward Delegate Charles Ratcliff. Chairman held a discussion on the pension and vacation plans and excerpts were read from the fact sheet and were discussed. The fact sheet was posted on the bulletin board. Donations to SPAD were also discussed. Next port, Yokohama.

**SEA-LAND McLEAN** (Sea-Land Service), February 1—Chairman, Recertified Bosun J. Richburg; Secretary R. Buie; Educational Director H. S. Martin; Deck Delegate M. J. Love; Engine Delegate D. Laughlin; Steward Delegate F. Rogers. \$300 in movie fund. \$14 in ship's fund. Ten more movies will be ordered for the next trip. No disputed OT. Chairman held a discussion on the new retirement and pension bill and also gave the crew and department delegates a vote of thanks. Next port, Oakland.

**MOUNT WASHINGTON** (Victory Carriers), February 1—Chairman, Recertified Bosun Leo Paradise; Secretary A. De Champ; Deck Delegate C. N. Smith; Engine Delegate B. Heimer. No disputed OT. Chairman talked to crew about retirement and the pension plan. Observed one minute of silence in memory of our departed brothers.

**TRANSINDIANA** (Hudson Waterways) February 15—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch. Some disputed OT in deck department. \$76.35 in ship's fund. Crew gave an extended vote of thanks to the San Juan port agent Juan Reinoso for coming down to the ship whenever in port. Observed one minute of silence in memory of our departed brothers. Next port Norfolk.

**INGER** (Reynolds Metals), February 23—Chairman, Recertified Bosun John Bergeria; Secretary Duke Hall; Educational Director R. D. Holmes; Steward Delegate Richard J. Sherman. \$104.26 in ship's fund. No disputed OT. All communications were posted. Report to the *Seafarers Log*: "The highest praise to Captain Lawrence Dyer for the exceptional way that he laid out Brother Beavers in a private room for viewing complete with guest book and two attendants. Also for the way he conducted his burial. A funeral home ashore could not have done a better job." Chairman talked to members about the importance of having a good health check-up while ashore. Observed one minute of silence in memory of our departed brothers. Next port Longview, Wash.

**PONCE DE LEON** (Puerto Rico Marine Management), February 22—Chairman, Recertified Bosun R. Burton; Secretary C. Rice; Educational Director T. Rowe; Engine Delegate George Lindsay; Steward Delegate Robert Spencer. Some disputed OT in deck department. Motion made to have a proper gangway made for this ship because the use of ramps and hanging ladders is very unsafe. Also, provide proper lighting from gangway area to staircase to midship house.

**TRANSCOLORADO** (Hudson Waterways), February 13—Chairman, Recertified Bosun T. A. Tolentino; Secretary J. Pitetta; Educational Director J. Peterson; Deck Delegate James Catania; Engine Delegate Ramon Bracamonte. \$7 in ship's fund. Some disputed OT in deck, engine and steward departments. Received a telegram on grain deal and it was discussed and posted. Chairman read the latest reports from the *Seafarers Log* about the oil bill. Discussed the importance of donating to SPAD. A vote of thanks to the steward department.

**SEA-LAND EXCHANGE** (Sea-Land Service), February 29—Chairman, Recertified Bosun D. Calogeros; Secretary E. Heniken; Educational Director George Ranale; Deck Delegate Edward M. Ellis; Engine Delegate Irving Futterman; Steward Delegate Julian Primiro. Chairman reported on the Alcoholic Rehabilitation Program at Piney Point and urged everyone to read the *Seafarers Log* so they can keep up with the programs of the Union. \$250 was collected from arrival pools to buy movie films for the trip. Observed one minute of silence in memory of our departed brothers. Next port, Yokohama.

**SEA-LAND COMMERCE** (Sea-Land Service), February 1—Chairman Lothar Reck; Secretary Gus Skendelas; Educational Director D. K. Kelly; Steward Delegate Walter Stewart. \$160 in movie fund. No disputed OT. Chairman discussed the importance of donating to SPAD. Advised that the crew should study the new agreement in the *Seafarers Log*. A vote of thanks to the steward department for a job well done. Next port, Seattle.

**SHOSHONE** (Hudson Waterways), February 15—Chairman, Recertified Bosun B. F. Gillain; Secretary M. DeLoatch; Educational Director F. Jenkins; Deck Delegate S. Fulford; Engine Delegate J. Snyeler; Steward Delegate William H. Hamby. Some disputed OT in deck department. A vote of thanks given to the two cooks for a very wonderful job that they did caring for the crew from St. Croix to Scotland. They were short handed because they did not have a steward. The crew gave very high praise to Brother Robert L. Scott, the baker, and Brother William H. Hamby. Next port in Texas.

**YELLOWSTONE** (Ogden Marine), February 15—Chairman, Recertified Bosun Andrew N. Boney; Secretary Dario P. Martinez; Educational Director Charles W. Garrison; Deck Delegate James C. Brooks; Steward Delegate Curtis L. Broduax. \$36 in ship's fund. No disputed OT. \$85 was collected to send flowers to Mrs. Logan. Her husband passed away when he was home from the last voyage. He was the bosun aboard the *SS Yellowstone* on voyage #44. Observed one minute of silence in memory of our departed brothers. Next port, Karachi.

## Digest of SIU



## Ships' Meetings

**LOS ANGELES** (Sea-Land Service), February 22—Chairman, Recertified Bosun A. Antoniou; Secretary G. Donnelly; Educational Director A. Dimitropoulos. \$103.50 in ship's fund. Some disputed OT in engine department. The *Seafarers Log* was received and was given out to the delegates. Observed one minute of silence in memory of our departed brothers.

**ELIZABETHPORT** (Sea-Land Service), February 24—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able; Engine Delegate Stan Marshall; Steward Delegate Wong Kong. \$122 in ship's fund. Some disputed OT in engine department. \$225 was collected for the movies and nine extra movies will be bought for the next trip. Chairman held a discussion on the importance of donating to SPAD. Next port in New Jersey.

**RAPHAEL SEMMES** (Sea-Land Service), February 8—Chairman, Recertified Bosun Fred A. Olson; Secretary Angeles Z. Deheza; Educational Director Robert A. Forslund. \$38.50 in ship's fund. No disputed OT. Frank Boyne, port agent, is to meet the ship in Inchon. Chairman advised that crewmembers circulate all reading materials, books, magazines, etc., rather than throw them away.

**SEA-LAND PRODUCER** (Sea-Land Service), February 29—Chairman, Recertified Bosun William Bushong; Secretary Harvey M. Lee; Educational Director Victor A. Cover; Deck Delegate Richard O. Spencer; Steward Delegate Herbert Allen. \$45 in ship's fund. \$150 in movie fund. No disputed OT. Chairman reported: "A thanks to all the crew for a good trip. Everyone should remember the highly flammable cargo this ship carries every voyage and that there is to be no smoking at anytime on the main deck between the forward house and the after house due to leaking cargo tanks. For the safety of everyone smoking must be strictly regulated. This is to insure the safety of the crew, ship and the cargo." Observed one minute of silence in memory of our departed brothers. Next port, Port Everglades.

**BALTIMORE** (Sea-Land Service), February 15—Chairman, Recertified Bosun Robert F. Mackert; Secretary Wm. Datzko; Educational Director P. E. Fabie; Engine Delegate Edward S. Ladimer; Steward Delegate Albert Nash. No disputed OT. Posted on the bulletin board information concerning features in the *Seafarers Log*. Crew asked to keep messroom and pantry clean at nights. Next port Naples.

**DEL RIO** (Delta Steamship), February 22—Chairman, Maurice Kramer; Secretary R. Maldonado; Educational Director Lyle Clevenger. \$971 in movie fund and ship's fund. Some disputed OT in engine department. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**NEWARK** (Sea-Land Service), February 29—Chairman, Recertified Bosun E. D. Christiansen; Secretary L. Crane; Educational Director A. Jaramillo; Deck Delegate G. C. Somerville; Engine Delegate L. Craig; Steward Delegate P. Pederes. No disputed OT. Chairman suggested that all crewmembers read the February issue of the *Seafarers Log* so that they will be better informed on the new Pension Bill. A discussion was held on the importance of donating to SPAD. Next port Seattle.

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

JOHN B. WATERMAN  
BANNER  
SEA-LAND GALLOWAY  
ANCHORAGE  
SAN JUAN  
ST. LOUIS  
MONTICELLO VICTORY  
OGDEN CHALLENGER  
MOHAWK  
OVERSEAS ARCTIC  
PANAMA  
SEA-LAND TRADE  
SEA-LAND CONSUMER  
STONEWALL JACKSON  
OVERSEAS JOYCE  
OVERSEAS VIVIAN  
COUNCIL GROVE  
CAROLINA  
SEA-LAND ECONOMY  
OVERSEAS NATALIE  
DELTA NORTE  
SEA-LAND EXCHANGE  
OGDEN CHAMPION  
HOUSTON  
OVERSEAS ULLA  
OAKLAND  
MOUNT EXPLORER  
TRANSCOLUMBIA  
COLUMBIA  
MANHATTAN  
MERRIMAC  
ROBERT TOOMBS  
OVERSEAS TRAVELER  
HUMACAO  
GATEWAY CITY  
FORT HOSKINS  
LONG BEACH  
SEA-LAND RESOURCE  
CANTIGNY  
DELTA SUD  
JOHN TYLER  
DEL SOL  
OVERSEAS VALDEZ  
CARTER BRAXTON  
GALVESTON  
AMERICAN EXPLORER  
BOSTON  
SAN FRANCISCO  
POTOMAC  
ULTRAMAR  
CHARLESTON  
SAM HOUSTON  
ALLEGIANCE  
GUAYAMA  
BORINQUEN  
SAN PEDRO  
EAGLE TRAVELER  
IBERVILLE  
DELTA MEXICO



## AT SEA



### ST Manhattan

Recertified Bosun Peter D. Sheldrake, ship's chairman of the supertanker, the *ST Manhattan* (Hudson Waterways) describes for us a basketball game played recently between the Manhattan Maniacs vs. the Ilyichevsk (Russia) Poly Red Men in the Russian's home port:

"Under the lights the game started at 8 p.m. . . . Cheers rose as the Manhattan Maniacs of Capt. John Linton, Second Mate Patrick M. Barnett, OS John McDowell, Second Pumpman R. Hutchinson, Jr., Oiler H. Bergerson, Jr., Third Cook Edward Collins and Steward Utility Jerry Desolvo rushed onto the court ready to do battle with their Russian opponents.

"It was a friendly game and some rules were changed to make it run smoothly. Which it did. And after the introductions of both teams, came the liftoff. The Maniacs rushed to the Russian end of the court and scored right away. Much applause, but for the rest of the first half our opponents controlled the game. The half ended with a 22 to 6 score for the Russians.

"The second half started slowly . . . The Maniacs went into action with various dashing and dazzling plays, as our boys who lacked training and had never played as a team before closed the gap in the score. But Ivan and his squad were not to be denied victory. They put on the pressure and I am sorry our team lost 42 to 24.

"It was a good, clean game and I believe everyone enjoyed it. The Russians after the game shook hands all around and presented the team with a Russian sport pennant. Also a book called "Liberation". . . .

"Who knows, next time may be our turn to win . . . ."  
 "It's not win or lose, it's how you play the game . . . ."

### SS Jeff Davis

Recently the C4 *SS Jeff Davis* (Waterman) sailed from a Gulf port with a cargo of 7,500 metric tons of bagged rice for the port of Chittagong, Bangladesh.

### SS Lyman Hall

Also recently the C4 *SS Lyman Hall* (Waterman) carried 7,500 metric tons of rice for unloading at the port of Chalna, Pakistan.

### ST Ogden Challenger

Enroute recently from the Black Sea main port of Constanza, Roumania was the *ST Ogden Challenger* (Ogden Marine) with 37,000-tons of crude.

### ST Overseas Anchorage

From the port of Corpus Christi, Tex., the *ST Overseas Anchorage* (Maritime Overseas) recently moved 44,000-tons of heavy grain to a port on Russia's Black Sea.

### ST Transeastern

The *ST Transeastern* (Transeastern) sailed with 45,000-tons of grain from the port of New Orleans to Russia recently.

### SS Inger

The SIU crew of the bulk carrier *SS Inger* (Reynolds Metals) recently gave a vote of thanks and their "highest praise" for their skipper, Capt. Lawrence Dyer "for the exceptional way that he laid out Brother Emory Beavers (who died of a heart attack at sea off Lower California on Feb. 22) in a private room (aboard ship) for a beautiful viewing complete with guest book and two attendants." Also the crew praised the way the captain conducted the burial (service). "A funeral home ashore could not have done a better job," according to ship's chairman, Recertified Bosun John Bergeria and Chief Steward Duke Hall, secretary-reporter.

The Seafarers held a meeting "in respect of the final departure" of the fireman-watertender. "A good shipmate."



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.



Seafarer Tom Curtis receives his General Educational Development diploma from the Director of Academic Education Margaret Nalen.

## Seafarer Curtis Learns Much at Lundeberg School

Seafarer Tom Curtis graduated from the Lundeberg School as a trainee in 1968. He recently returned to HLS and completed the GED program at the school and earned his high school diploma.

Brother Curtis said that he wanted to get his diploma, "because when you get older, you understand the importance of a good education. That diploma was important to me, and as an example to my kids, too."

In discussing the GED program at HLSS, Brother Curtis said, "The best part of the program is the teachers. You know they care about your progress.

They're willing to give you all the help you need—even on their own time. That way, you can learn at your own speed and retain more knowledge." Brother Curtis added that, "The study program I followed was completely individualized for me."

Seafarer Curtis, who ships out of New York, dropped out of high school in the tenth grade. Through the Lundeberg School's complete educational programs for the SIU membership, he has earned not only his high school diploma, but also his QMED endorsement and certification in LNG, Welding, and Refrigerated Container Maintenance.



Brothers Wilbur Adams (left) and Joe Diosco study for their GED exam at the Lundeberg School.

## Two More Seafarers Earn High School Diplomas

Two more Seafarers recently earned their high school diplomas through the Lundeberg School's GED program.

Brother Wilbur Adams, who dropped out of school in the eighth grade, said that he learned of the high school equivalency program at HLSS through the *Seafarers Log*.

"I checked into the program after I got to school," he said, "and I decided to enroll. The teachers at the school are extremely well-qualified, and they are able to tailor the program for each student. In fact, I'd say the best thing about the program is its flexibility and the really fast pace at which you can learn."

Seafarer Joe Diosco, who ships out of the port of New Orleans, also learned about the GED program through read-

ing the *Seafarers Log*. He said he decided to enroll "because of the challenge." He added that "education keeps people alive. I've disproved the saying that 'you can't teach an old dog new tricks.'"

Brother Diosco said that he feels "the Lundeberg School motivates you to learn. The instructors and teachers are really nice—they give the opportunity for people from all ethnic and age groups to learn new skills."

Now that he has earned his diploma, Seafarer Diosco says that he plans to attend college.

The Lundeberg School's high school equivalency program is open to all Seafarers who have not completed their high school education.



## Dropped Out of 6th Grade, Now Gets High School Diploma



Seafarer Pat Durand gets some instructions from Social Studies Teacher Chris Morehouse at the Lundeberg School.

Seafarer Pat Durand who is 24-years-old and has been a member of the SIU since he was 16-years-old, dropped out of school in the sixth grade. He came to HLSS to earn his QMED endorsement and when he received this endorsement, he enrolled in the school's GED program, and recently earned his high school diploma.

"I felt a high school diploma was necessary in my life", Seafarer Durand said. "It opens up doors that would otherwise be closed."

According to Brother Durand, the teachers make the big difference

between the Lundeberg School and the public school system. "The teachers have a way of building self motivation", he said. "They are really great people—and very sincere about your learning and wanting to help you."

Brother Durand added, "I'd recommend the program to any Seafarer. If you want to get your diploma, at least inquire about the GED program."

After earning his high school diploma, Brother Durand also received his lifeboat ticket at the Lundeberg School and is now enrolled in the LNG course.

## 3 Get Their QMED Diplomas



Displaying their QMED Certificates of Achievement are Piney Point graduates (front l. to r.): James Sullivan and Robert Duron. At (right) is QMED grad William Mann; in the (rear) with the fedora is QMED Instructor Jack Parcel.

## Lifeboat Students Graduate



HLSS Lifeboat Instructor Chuck Dwyer (center) poses for photo with two of his graduating class of (left) Robert Sinden and George Smith.

## ASHORE



Cape Canaveral, Fla.

MARISAT—the first commercial U.S. maritime communications satellite system in the world—was launched here recently.

Now, instead of having to wait hours for a radio message held up by weather conditions in the ionosphere to get through from a ship, it will take seconds for the ships using it. For the first three years of the satellite's five-year life, the American merchant marine will have 25 percent use of the ultra high frequency system with the U.S. Navy using the rest.

Imagine how this satellite will speed up rescues at sea, permit an electrocardiogram of a stricken Seafarer to be transmitted to a doctor on shore for diagnosis, and improve navigation.

Ships in the Atlantic, Persian Gulf, the western part of the Indian Ocean, the Med, the North Sea and the Gulf will now be linked.

A similar satellite for the Pacific will be launched late this month and go into operation in July. A third satellite to cover the Indian Ocean will be launched this fall.

Each satellite terminal on a ship will cost \$50,000. Shore stations will be in Southbury, Conn. and Santa Paula, Calif.

Plans are now afoot by 40 nations for an international maritime satellite—INMARSAT—which will be ready in 1981 and replace MARISAT. It may have a first also, the Soviet Union as a user. It will cost around \$200-million to build by private companies and governments.

### Cleveland

For the first time this year on the Lakes, utilizing data relayed via a satellite 23,000 miles out in space, vessels were able to safely ply the ice-choked waters during the winter season.

The National Oceanic and Atmospheric Administration (NASA) satellite relayed from here detailed radar pictures of ice in the shipping lanes to vessels which mapped their courses around heavy ice or through thinner ice.

It is estimated here that the NASA Lewis Research Center's "Project Icewarm" with 15 ships taking part, resulted in more than 15-million tons of additional cargo being moved on the Lakes this winter.

The project used a special "side-looking" airborne radar on U.S. Coast Guard planes to discover the type, location and distribution of the ice cover on the Lakes. Flights were made over problem ice areas three or four times a week. Later the radar was coded and sent via satellite to here where it was made into a radar image. Finally, experts drew ice charts from the data and had them broadcast to facsimile recorders aboard the vessels over the MARAD VHF-FM radio network.

### Detroit

Shipments on the Lakes of grain and coal escalated last year to a total of 63,675,584 net tons compared with the 54,461,439 tons of grain and coal moved in 1974. Coal shipments for 1975 were 39,164,370 tons compared with 34,872,286 in 1974. Grain shipments were 24,511,214 tons hauled last year in contrast to the 19,589,153 tons carried the year before.

Last December coal shipments amounted to 2,866,068 tons as compared with 1,190,640 tons transported for the same month in 1974. Grain shipments last December amounted to 2,924,106 tons and grain delivery in December 1974 was 2,436,446 tons.

### Dearborn, Mich.

MARAD, the U.S. Coast Guard, the U.S. Army Corps of Engineers and the St. Lawrence Seaway Development Corp. will sponsor a Great Lakes, Seaway Port and Shipper Conference here on Apr. 26-29. The confab will formulate ways and means to revitalize the Lakes and seaway port maritime and connected industries trade.

### Pago Pago, American Samoa

Following a two-year organizing drive by SIU-affiliated United Cannery and Industrial Workers of the Pacific, Los Angeles and Vicinity District of Wilmington, Calif., the union succeeded in gaining a collective bargaining agreement with one of the two biggest canneries on this Pacific island of almost 20,000 people. The organizing campaign at the second cannery was not successful at this time.

## Alcoholism: A Major Problem Today

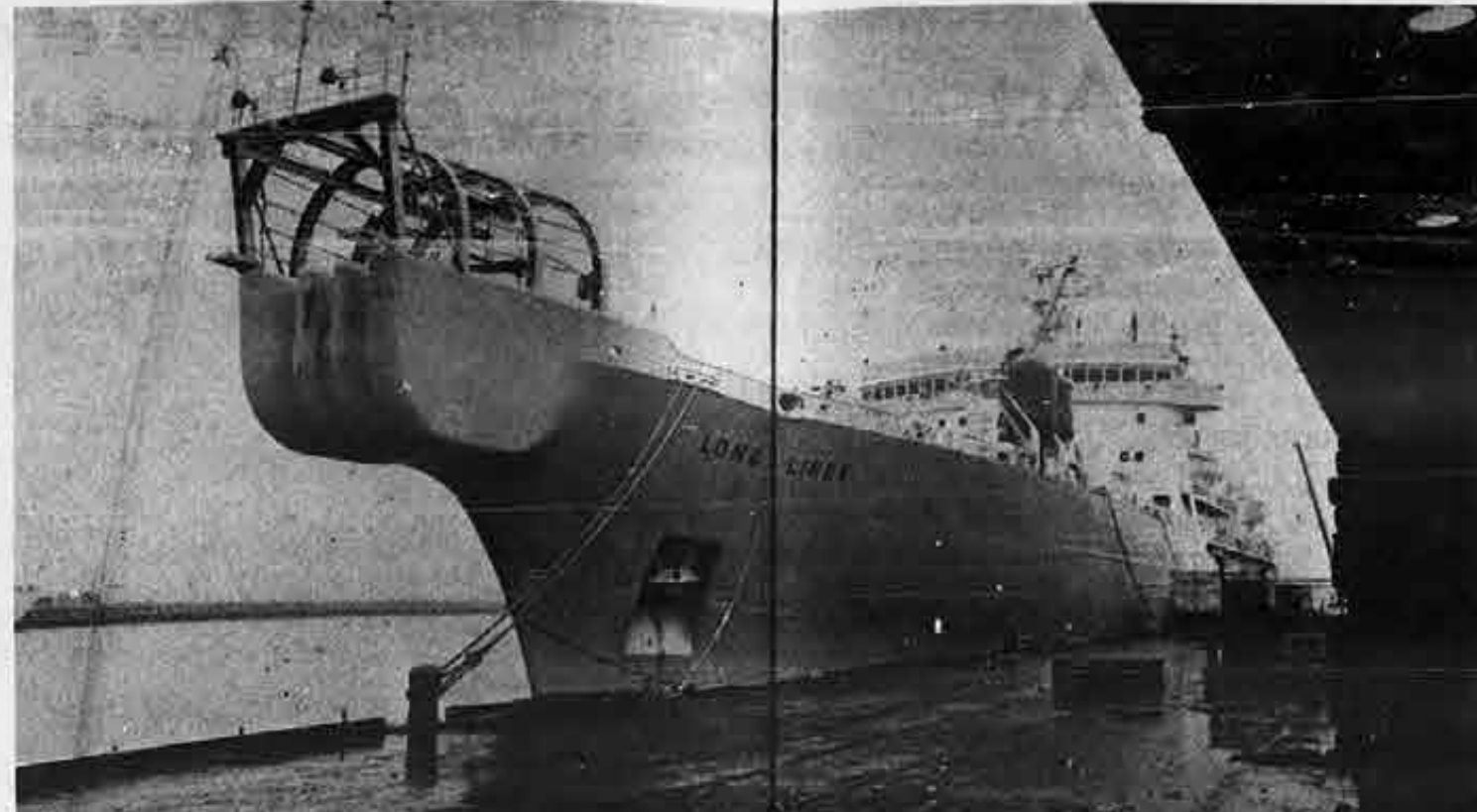


Alcoholism is a major problem.

One out of every 10 Americans who drink has a serious drinking problem.

Alcoholism is a disease. It can be treated.





Fog shrouds the unusual bow (left) of the CS Long Lines over which the grappling hawsers go to pick up buried and cut cable. Note the grappling feeder mechanism hatch in the foreground. At (right) telephone cable is laid off the ship's stern on this trough-like apparatus.

Here's a front view of the Long Lines tied up at Port Elizabeth, N.J. showing her protruding, caged bow and two deck marker buoys on the port side.

Amidship are the telephone cables and relay repeaters coming up out of the hold tanks on the Long Lines main deck.



Seafarer Fisel Alshalf of the engine department makes a telephone call from the vessel's unique public pay phone booth.

## Long Lines Lays Cable to Link the World

Port Newark, N.J.—At first sight, she looks unique, and she is! The world's biggest cable ship, the SIU-manned CS Long Lines (Isthmian) is almost a look-alike for a white, luxury cruise liner, which we thought she was until we took a second look.

The wooden, outer doors; the three-sided caged bow sheaves; her three red and yellow side marker buoys on deck, and fore and aft covered cable-laying machinery hatches, gave her sleek lines an unusual flair and utter distinction.

At a six-month payoff by a uniformed purser here on a fog-shrouded Jan. 27 morning, we clambered up the Long Lines' gangway to meet an old, Headquarters upgrader acquaintance on duty, Watchstander AB Bob Garcia, who told us that he expected N.J. Gov. Brendan Byrne and a party of aides, AT&T bigwigs and many other visitors to sign in within the hour for a Cook's tour of this remarkable cable layer.

The 511-foot, globe-girdling vessel had last made a port of call in N.Y. Harbor in 1968 five years after her initial dropping of the hook here in 1963 when she was built in Germany

for \$19-million. Since then she has laid more than 35,000 nautical miles of submarine telephone cable in all hemispheres at from 2 to 3 to 7 to 8 knots an hour. Her two steam-electric turbo plants propel her 8,500-hp twin screws and rudders at a cruising speed of 15 knots.

Only last October, the 17,000-ton Long Lines pointed her prow out of the port of San Diego after leaving her home port of Honolulu with her crew of 61 Seafarers to begin a round-the-world voyage to Guam; Okinawa; Yokohama; the Suez Canal; Augusta, Sicily; Ponta Delgada, the Azores and Southampton, England to load on cable for a 3,692-nautical mile, \$191-million cable-laying undertaking she started on Jan. 29.

Aboard the ship, Carpenter Leroy Fansler, gave your reporter and photographer a personal, grand tour of his carpenter shop, the engine room, three tanks that can hold 1,000 nautical miles of cable each, four auxiliary cable tanks that hold 100-nautical miles of replacement cable apiece and the grappling gear and hawser tank in the hold eight

decks below where a glass-bottom allows technicians to see the cable hit the ocean bottom, sometimes more than 20,000-feet down.

Afterwards, we observed Chief Steward Ira Brown's round-the-clock, four-cooks, 16-messmen "League of Nations" galley which serves the Brothers of the Sea, 34 ship's officers and 20 Western Electric technicians, who are part of the ship's complement.

Following luncheon, we bumped into another old Headquarters friend, Recertified Chief Bosun Herb Libby, who with two other bosun mates and 11 Cruise ABs work 24 hours a day off the stern of the Long Lines, hauling 600-nautical miles of 1 1/2 inch telephone cable that can transmit 600 calls simultaneously.

Today, Seafarers aboard the Long Lines are laying down the sixth and largest capacity commercial Trans-Atlantic telephone cable in history to 17 European countries, including Greece, with its terminus to be in St. Hilaire de Riez, France, near Brest. When the first commercial Trans-Atlantic telephone cable was laid in 1956, only 36 calls

could be transmitted at a time. Seafarers and the rest of the Long Lines crew will have a June deadline to complete their latest project.

Already since August, 111-nautical miles of buried cable were laid off Block Island by the French CS Vercoors to protect the lines from accidental damage by fishing smacks. A similar amount of cable was buried off St. Hilaire de Riez.

Incidentally, this is the sixth Trans-Atlantic cable laid by AT&T. It's being laid to keep pace with the volume of calls between the U.S. and Europe, which has been increasing about 30 percent annually in recent years," the company says.

A company official also said they were laying Trans-Atlantic cable now "... because we want to balance out capacity between satellites and cable. We can say though, that right now cables are cost competitive." The ship navigated by satellite and sends messages on teletype.

The entire cable will be laid in five sections of about 600 nautical miles apiece. As each section is laid, a marker

buoy is placed at the cable end so the ship can load additional cable, return to splice and continue laying operations. The Long Lines will load on cable at Southampton and Calais, France during the next three months when needed.

When this job is finished, the Long Lines will lay cable off the ship's stern for the U.S. Navy from the Caribbean to South America and then return to the Pacific.

In the ship's interior, a specially-designed, 90-ton computerized machine controls the payout of the cable and 600-pound amplify repeaters, worth \$90,000 each, which are positioned on the ocean floor and spliced into the smaller cable every 5.1 nautical miles. The two-way, torpedo-shaped, sophisticated repeaters boost the cable's signal strength despite temperature differences in the ocean.

Her cable-laying course on the seabed is meticulously mapped out and monitored by scanners in the Long Lines' bottom glass aperture.

Finally, as we took our leave of the ship, we wished the Long Lines bon voyage and good luck in completing the Trans-Atlantic link by this June.



First-tripper Storekeeper Scott Kincaide of Dover, Del. lays in the groceries for the steward department.



Chief Steward Ira Brown (right) shows off the galley with Chief Cook Rafael Toro Jr. (left) who is preparing the pot roast, and (center) third Cook Ahse King.



Reading the Seafarers LOG before a brilliant mosaic of the ship is Chief Recertified Bosun Herb Libby in the crew's lounge. The round-the-clock cable layer has two other bosun mates.



An aerial shot has us looking down onto the deck of the Long Lines where we can see the fore and aft grappling ar J cable laying hatches of the vessel.



Ship's Carpenter Leroy Fansler is at work with a dovetail sander in the carpenter shop.



Watchstander AB Bob Garcia of San Diego, Calif. gave everybody a royal welcome as he helped sign-in visitors to the ship.



# Congress: Close Virgin Is. Loophole in Jones Act

The United States Senate is presently conducting hearings on one of the most important pieces of maritime legislation introduced in many years: a bill which would close the Virgin Islands "loophole" of the Jones Act.

This "loophole" or exemption, has been used over the years by oil companies to escape the provisions of the Jones Act, which prohibits foreign-flag vessels from transporting cargo between U.S. domestic ports.

When the Jones Act was originally adopted by Congress as part of the Merchant Marine Act of 1920, American shipping trade with the Islands was insufficient to warrant the inclusion of that territory in the provisions of the Act. Today, however, there is a substantial trade between the U.S. mainland and the Islands, and because of this exemption that trade is being conducted by American owned foreign-flag vessels.

The SIU has long been advocating the closure of this "loophole" by Congressional mandate, because although the 1920 Act provides for extension of the Act's jurisdiction to the Islands by Presidential proclamation, succeeding Presidents have failed to exercise this option.

Late last year, Sen. J. Bennett Johnston, Jr. (D.-La.) introduced a bill (S. 2422) which would extend the provisions of the Jones Act to the Virgin Islands with respect to the transportation of crude oil, residual fuel oil and refined petroleum products. Since approximately 200 million barrels of these products are shipped yearly between the Islands and the U.S., it is obvious what enactment of this legislation would mean to U.S.-flag tankers.

For example, according to a study taken in September, 1975 by the Maritime Administration, extending the Jones Act's provisions to the Virgin Islands with respect to crude oil and refined petroleum products would result in the immediate employment of 26 U.S. tankers of the 30,000 dwt class. Each year the 26 vessels would provide employment for approximately 1,400 U.S. merchant seamen.

Two months ago the Merchant Marine subcommittee of the Senate Commerce Committee began hearings on Sen. Johnston's bill. Johnston



## Time to Sober Him Up!

himself was one of the first to testify on behalf of his own legislation. He told the subcommittee of some of the many advantages of closing the loophole and noted that it will provide "needed jobs in our domestic tanker industry; it will improve our balance of payments account and will bring additional tax revenues into the United States Treasury; and it will encourage construction of increased domestic refining capacity which will provide new jobs to American shipbuilders and will improve the strategic strength of the U.S."

While the Administration has taken no formal position on this legislation, the Department of the Interior, which has general "promotional" responsibility for the Islands, opposes it because it would allegedly "raise petroleum costs to American consumers and . . . injure the economic health and development of the Virgin Islands."

As might be expected, two representatives from the Islands' government testified against the bill claiming it would severely affect employment

on the Island and hurt both the huge Hess refinery and the proposed refinery to be built by the Virgin Islands Refining Corp. (VIRCO).

A Commerce Department official,

while admitting that using American ships would cost about \$5.7 million more, testified that it would also add \$61 million to the U.S. balance of payments. As for the two refineries, this exemption grants them unfair advantages which creates a great competitive inequity.

Amerada Hess, with a production of 700,000 barrels of oil a day, and VIRCO's proposed 200,000 barrels-a-day plant can use foreign-flag ships to carry their products, avoid paying taxes on shipping, and receive tax and subsidy advantages from the Island government which domestic refineries do not get. Our heart does not bleed for them.

It is for all these reasons that the SIU fervently supports Sen. Johnston's bill. And, we are not alone. Virtually every segment of the U.S. maritime industry is backing this legislation, including: the American Maritime Association; Maritime Trades Department; Labor-Management Maritime Committee; Transportation Institute; American Institute of Merchant Shipping, and the Marine Engineers Beneficial Association.

It is time to put an end to this exemption which is severely hurting the entire U.S. maritime industry. We strongly urge the Congress to adopt Sen. Johnston's bill and rectify this very unfair situation.



HISTORIC PRESERVATION

## Winner Extends Gratitude

In 1972, it was my good fortune to be awarded an SIU college scholarship. Today, I have received the final installment of that award. This letter is an attempt to express my gratitude.

During the four years of the award, each installment meant a new spring of fresh appreciation. As the years passed, my admiration for this program has grown in the face of the singular freedom provided by your scholarship program. Along with the financial freedom, the award allowed freedom from the hassles of other programs. College scholarship programs such as yours represent the flower of American unionism. It demonstrates a sense of vision and a faith in the future that is sorely needed in this country.

On a more personal note, the memory of my father is well-served by the union grant. I am sure that he would have been proud that his union enabled me to attain a dream too often out of reach—a college education.

My years at the University of Maryland were good ones. For that I owe a debt of thanks. The final installment has allowed me to continue graduate work at the University of North Carolina. In providing me with an opportunity to attend school, you may be assured that the SIU has my undying appreciation and admiration and my heartfelt thanks.

Fraternally, David Crowley  
New Salem, Pa.

## Thanks Crew for Kindness

I would like to thank the crew and officers of the SS Fort Hoskins for their kindness and consideration to me and my children concerning our beloved husband and father when he passed away suddenly. My thanks also to the union officials in Mobile and Jacksonville for being so good to us, and I thank his shipmates that came to his funeral and all the other shipmates that would have been there had it been possible. Thank all of you again so much.

Sincerely, Mrs. James B. Dixon and Family  
Lucedale, Miss.

April, 1976 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 38, No. 4

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



## Fourth Part of Series

# Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein SIU Welfare Director

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

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

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

### LUMP SUM DEATH PAYMENT

#### What is lump sum death payment?

A single cash payment by Social Security when an insured worker dies.

#### How much is the payment?

The payment is \$255.

The lump sum is paid to the surviving widow or widower of the worker if the widow or widower was living in the same household with the worker when the worker died.

#### To whom is the lump sum paid?

If there is no widow or widower who was living in the same household with the worker when he or she died, the lump sum may be put toward burial expenses as follows:

1. It may be paid to a funeral home to the extent that the burial expenses incurred by or through a funeral home are unpaid. This payment may be authorized to the funeral home by the person who assumes responsibility for paying the burial expenses.
2. When all the burial expenses incurred by or through a funeral home have been paid, the lump sum or the remainder of it will be paid to the person who paid the worker's burial expenses.

#### When must application be made?

In all cases the application for the lump sum death payment must be filed within two years after the worker's death.

### PROOFS NEEDED FOR LUMP SUM DEATH CERTIFICATE

1. Death certificate of worker.
2. Marriage certificate if you are filing as the widow or widower who was living with the worker.
3. Proof of your court appointment as executor or administrator if the decedent's estate paid the burial expenses.
4. The amount of the unpaid burial expenses if you are authorizing payment to the funeral home.
5. Itemized receipted funeral bill if you are filing as the person who paid the funeral expenses.

### EXAMPLES OF MONTHLY CASH PAYMENTS \*

#### Average yearly earnings since 1950

Benefits can be paid to	\$923 or less	\$3,000	\$3,500	\$4,000	\$5,000	\$6,000	\$7,000	\$8,000	\$9,000	\$10,000
<b>You, the worker</b>										
▶ Retired at 65	93.80	194.10	210.40	228.50	264.90	299.40	335.50	372.20	393.50	412.40
▶ Under 65 and disabled	93.80	194.10	210.40	228.50	264.90	299.40	335.50	372.20	393.50	412.40
▶ Retired at 62	75.10	155.30	168.40	182.80	212.00	239.60	268.40	297.80	314.80	330.00
<b>Your wife</b>										
▶ At 65	46.90	97.10	105.20	114.30	132.50	149.70	167.80	186.10	196.80	206.20
▶ At 62, with no child	35.20	72.90	78.90	85.80	99.40	112.30	125.90	139.60	147.60	154.70
▶ Under 65 and one child in her care	47.00	102.70	130.90	162.00	224.00	249.90	262.40	279.20	295.20	309.40
<b>Your Widow</b>										
▶ At 65 (if worker never received reduced retirement benefits)	93.80	194.10	210.40	228.50	264.90	299.40	335.50	372.20	393.50	412.40
▶ At 60 (if sole survivor)	74.90	138.80	150.50	163.40	189.50	214.10	239.90	266.20	281.40	294.90
▶ At 50 and disabled (if sole survivor)	56.80	97.10	105.30	114.30	132.60	149.80	167.80	186.20	196.80	206.30
▶ Widowed mother and one child in her care	140.80	291.20	315.60	342.80	397.40	449.20	503.40	558.40	590.40	618.60
Maximum family payment	140.80	296.80	341.30	390.50	488.90	549.30	597.90	651.40	688.70	721.80

\*A Word of Explanation: Some people think that if they've always earned the maximum amount covered by Social Security they'll get the highest benefit shown on the chart. This isn't so. Although retirement benefits as high as \$412.40 a month are shown, payments this high can't be paid to a worker retiring at 65 now. The maximum retirement benefit for a man who becomes 65 in 1974 is \$304.90 a month, based on average covered yearly earnings of \$6,132. For some other categories, however, it could be higher as of 1974. Also, it should be remembered that benefits will increase automatically in future years as the cost of living rises.

NOTE: A worker who doesn't get any benefits before 65 and delays retirement past 65 will get a special credit that can mean a larger benefit. The credit adds to a worker's benefit 1 percent for each year (1/12 of 1 percent for each month) from age 65 to age 72 for which he did not get benefits because of work. The credit applies only with respect to months after December 1970. This increase also applies only to the worker's check and not to those of dependents or survivors.



# New SIU Pensioners



**Edward F. Leasgang, 65**, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Leasgang sailed 33 years and walked the picket line in the 1961 N.Y. Harbor strike. He is a veteran of the U.S. Army in World War II. Born in Pennsylvania, he is a resident of the port of Seattle where he enjoys his hobby of playing music.



**William H. Parker, 65**, joined the SIU in 1939 in the port of Philadelphia sailing as a deck engineer. Brother Parker sailed 28 years, was a ship's delegate and got his engineer's license in 1968 from the District 2-MEBA School of Engineering in Brooklyn, N.Y. Born in Florida, he is a resident of Cleveland, Tenn.



**David J. Barry, 62**, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Barry sailed 41 years and during the Vietnam War. He also attended a Piney Point Crews Conference in 1971. Seafarer Barry is a veteran of the World War II U.S. Army. Born in Massachusetts, he is a resident of the port of Seattle.



**Norris A. "Gus" Bartlett, 57**, joined the SIU in 1943 in the port of Baltimore sailing as a QMED, chief electrician and bosun. Brother Bartlett sailed 37 years and upgraded to quartermaster in 1975 at the HLSS. He was born in Washington, D.C. and is a resident of Kenner, La.



**Nicholas J. Wuchina, 61**, joined the SIU in 1943 in the port of New York sailing as a fireman-watertender. Brother Wuchina was born in Pennsylvania and is a resident of Ligonier, Pa.



**Robert E. Croto, 49**, joined the SIU in 1945 in the port of New Orleans sailing as a cook. Brother Croto sailed 31 years. He was born in Massachusetts and is a resident of Prairieville, La.



**Domenic Di Sei, 62**, joined the SIU in 1945 in the port of New York sailing as a bosun. Brother Di Sei sailed 38 years and received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Frances*. He was born in Roseto, Pa. and is a resident there.



**Sung M. Hsu, 65**, joined the SIU in 1948 in the port of New York sailing as a cook. Brother Hsu sailed 28 years and was a steward delegate. He was born in China and is a resident of New York City.



**Leo A. Derstler, 58**, joined the SIU in 1945 in the port of Mobile sailing as a bosun. Brother Derstler sailed 30 years. He was born in Columbia, Pa. and is a resident there.



**Freddie Baptiste, 65**, joined the SIU in 1941 in the port of New Orleans sailing as a chief steward. Brother Baptiste received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *M/V Del Campo*. He is a veteran of the U.S. Army in World War II. Seafarer Baptiste was born in Louisiana and is a resident of New Orleans.



**Recertified Bosun Albert Oromaner, 67**, joined the SIU in 1946 in the port of New York sailing as a bosun for 28 years. Brother Oromaner started sailing as a deck boy in 1928 on a Hog Islander for \$25 a month and was a member of the ISU in 1935. He attended a 1972 Piney Point Educational Conference, was "never logged or missed a ship" and is a karate black belt champ. Born in New York City, he is a San Francisco resident.



**Francis P. Corcoran, 65**, joined the SIU in 1943 in the port of New York sailing in the steward department. Brother Corcoran sailed 31 years. He was born in Philadelphia and is a resident of Bryn Mawr, Pa.



**Joseph B. Simmons, 70**, joined the SIU in the port of New York in 1953 sailing as a fireman-watertender. Brother Simmons sailed 31 years. He was born in Alabama and is a resident of Pensacola, Fla.



**Edwin L. Gentzler, 67**, joined the SIU in the port of Baltimore in 1955 sailing as a wiper. Brother Gentzler sailed 25 years and is a veteran of the U.S. Navy in World War II. He was born in York, Pa. and is a resident there.



**Miguel L. Medina, 62**, joined the SIU in the port of Baltimore sailing as a fireman-watertender. Brother Medina sailed 42 years. He was born in Puerto Rico and is a resident of Houston.



**Anacleto Delgado, 64**, joined the SIU in 1946 in the port of New York sailing as a bosun. Brother Delgado sailed 32 years and walked the picket line in the 1960 Greater N.Y. Harbor strike. He was born in Puerto Rico and is a resident of South Ozone Park, Queens, N.Y.



**Catalino R. Ramos, 67**, joined the SIU in the port of New York in 1952 sailing as a chief steward. Brother Ramos sailed 31 years and was on the picket line in the N.Y. Harbor strike in 1961, the Robin Line beef in 1962 and a strike in 1963. He was born in Puerto Rico and is a resident of Carolina, P.R.

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

## MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	May 3	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	May 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	May 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	May 6	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	May 6	2:00 p.m.	—	—
Detroit	May 10	2:30 p.m.	—	—
	May 10	—	5:00 p.m.	—
Houston	May 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	May 11	2:30 p.m.	5:00 p.m.	—
Mobile	May 12	2:30 p.m.	5:00 p.m.	—
San Francisco	May 13	2:30 p.m.	—	—
Wilmington	May 17	2:30 p.m.	—	—
Seattle	May 21	2:30 p.m.	—	—
Piney Point	May 8	10:30 a.m.	10:30 a.m.	—
San Juan	May 6	2:30 p.m.	—	—
Columbus	May 15	—	—	1:00 p.m.
Chicago	May 11	—	5:00 p.m.	—
Port Arthur	May 11	—	5:00 p.m.	—
Buffalo	May 12	—	5:00 p.m.	—
St. Louis	May 13	—	5:00 p.m.	—
Cleveland	May 13	—	5:00 p.m.	—
Jersey City	May 10	—	5:00 p.m.	—

## AB Gets His One Gallon Pin



One gallon blood donor AB William Davis (left), who ships out of the port of Baltimore, accepts achievement pin late last month from SIU Medical Director Dr. Joseph Logue at the Headquarters Clinic.



# New SIU Pensioners



**Walter H. Harris**, 68, joined the SIU in 1939 in the port of New Orleans sailing as a chief steward. Brother Harris sailed 46 years and received an SIU Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *M/V Del Campo* (Delta Line). He was born in Louisiana and is a resident of New Orleans.



**Paul L. Berthiaume**, 59, joined the SIU in 1941 in the port of New Orleans sailing as a bosun. Brother Berthiaume sailed 35 years. He was born in New Orleans and is a resident of Lacombe, La.



**Louis P. Briant, Jr.**, 57, joined the SIU in 1944 in the port of New Orleans sailing as a reefer engineer. Brother Briant sailed 31 years. He was born in New Orleans and is a resident of Metairie, La.



**Jacobus J. "Jack" Groen**, 65, joined the SIU in the port of Mobile in 1955 sailing as a deck engineer. Brother Groen sailed 31 years. He was born in The Netherlands and is a U.S. naturalized citizen. Seafarer Groen is a resident of Mobile.



**William T. Jones**, 67, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Jones sailed 29 years and got a 1960 SIU Personal Safety Award for sailing aboard an accident-free vessel, the containership *SS Wacosta* (Sea-Land). He is a native of Alabama and is a resident of Mobile.



**Major E. C. Reid**, 62, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Reid sailed 33 years and walked the picket line in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. A native of Portsmouth, Va., he is a resident of Brooklyn, N.Y.



**Francis F. Gomez**, 55, joined the SIU in the port of Mobile in 1953 sailing as a fireman-watertender. Brother Gomez sailed 33 years and was a ship delegate. He was born in the British West Indies and is a naturalized U.S. citizen. Seafarer Gomez is a resident of Mobile.



**Jose Martinez**, 51, joined the SIU in the port of New York in 1958 sailing as an AB and fireman-watertender. Brother Martinez sailed 27 years. He was born in Spain and is a naturalized U.S. citizen. Seafarer Martinez is a resident of Baltimore.



**Frank H. Nestor**, 66, joined the SIU in the port of New York in 1955 sailing as a chief electrician. Brother Nestor is a U.S. Navy veteran of both World War II and after. Born in West Virginia, he is a resident of Baltimore.



**Oscar E. Ferguson**, 64, joined the SIU in the port of Mobile in 1957 sailing as a fireman-watertender. Brother Ferguson sailed during the Vietnam War. He was born in Alabama and is a resident of Deer Park, Ala.



**George A. Perdreauxville**, 60, joined the SIU in the port of New Orleans in 1954 sailing as a QMED. Brother Perdreauxville sailed 30 years, is a U.S. Navy veteran of World War II, attended the SIU-MEBA Engineering School in Brooklyn, N.Y. in 1966 and upgraded at Piney Point in 1974. He was born in New Orleans and is a resident there.



**Stanley B. Wright**, 63, joined the SIU in the port of New Orleans in 1957 sailing as a chief steward. Brother Wright sailed 25 years and was the editor for 18 months of the defunct ship newspaper, the *SS Del Norte Navigator* (Delta Line). He was born in England and is a naturalized U.S. citizen. Seafarer Wright is a resident of New Orleans.



**Anthony J. Di Bartolomeo**, 60, joined the SIU in 1943 in the port of Baltimore sailing as a chief steward. Brother Di Bartolomeo sailed 34 years. He is a native of Maryland and is a resident of Baltimore.



**Earl J. Davis**, 62, joined the SIU in 1939 in the port of Mobile sailing as a bosun. Brother Davis sailed 44 years. He was born in Mississippi and is a resident of Metairie, La.



**Dimas E. Cortez**, 51, joined the SIU in the port of New York in 1955 sailing as a bosun. Brother Cortez is a U.S. Navy veteran of World War II. He was born in Puerto Rico and is a resident of the Bronx, N.Y.



**Joseph F. Barron**, 65, joined the SIU in 1938 in the port of New Orleans sailing as a chief steward. Brother Barron is a native of Alabama and is a resident of Long Beach, Calif.



**Torsten J. Forsberg**, 61, joined the SIU in 1945 in the port of New York sailing as an AB. Brother Forsberg sailed 44 years and is a veteran of the U.S. Army in World War II. Born in Finland, he is a naturalized U.S. citizen and is a resident of New Orleans.



**Emile A. Gerich**, 61, joined the SIU in the port of New York in 1962 sailing as an AB and third mate. Brother Gerich sailed 28 years and is a veteran of the pre-World War II U.S. Navy. He was born in Canada and is a resident of St. Petersburg, Fla.

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

Feb. 19-Mar. 24, 1976

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	9	35	\$ 29,500.00	\$123,259.55
In Hospital Daily @ \$1.00 .....	722	2,629	722.00	2,629.00
In Hospital Daily @ \$3.00 .....	164	826	492.00	2,478.00
Hospital & Hospital Extras .....	17	39	8,813.85	13,303.19
Surgical .....	2	6	32.00	421.00
Sickness & Accident @ \$8.00 .....	4,626	15,866	37,008.00	126,928.00
Special Equipment .....	1	4	383.66	931.29
Optical .....	137	395	3,522.78	11,277.81
Supplemental Medicare Premiums .....	10	98	1,197.00	5,113.40
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	402	1,035	124,051.64	304,467.60
Doctors' Visits In Hospital .....	71	202	2,777.23	8,358.84
Surgical .....	123	280	20,262.20	44,124.60
Maternity .....	28	56	8,500.00	17,450.00
Blood Transfusions .....	—	1	—	25.50
Optical .....	122	309	3,263.50	8,459.86
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	12	26	45,000.00	90,000.00
Hospital & Hospital Extras .....	146	464	17,372.02	71,785.72
Doctors' Visits & Other Medical Expenses ..	90	286	3,918.93	11,439.01
Surgical .....	12	26	3,227.00	4,799.00
Optical .....	59	165	1,557.28	4,087.95
Blood Transfusions .....	—	—	—	—
Special Equipment .....	1	6	15.00	812.97
Dental .....	—	1	—	350.00
Supplemental Medicare Premiums .....	2,065	4,165	14,479.60	30,603.60
<b>SCHOLARSHIP PROGRAM</b>				
	15	34	6,369.65	12,742.42
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	8,834	26,954	332,465.34	895,848.31
Total Seafarers Pension Plan .....	2,466	4,938	626,545.00	1,251,630.00
Total Seafarers Vacation Plan .....	745	3,820	559,125.85	1,976,766.70
Total Seafarers Welfare, Pension & Vacation	12,045	35,712	\$1,518,136.19	\$4,124,245.01



# DISPATCHERS REPORT

**MAR. 1-31, 1976**

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
<b>DECK DEPARTMENT</b>									
Boston	9	2	0	4	4	0	9	2	0
New York	93	8	4	80	19	0	176	16	5
Philadelphia	15	1	0	10	3	0	20	2	0
Baltimore	23	3	0	31	13	0	49	4	0
Norfolk	8	4	0	19	5	0	15	7	0
Tampa	9	1	0	10	5	0	10	1	0
Mobile	29	4	0	10	3	0	43	7	0
New Orleans	59	2	0	76	14	0	129	11	0
Jacksonville	33	2	0	25	5	0	54	2	0
San Francisco	22	1	0	5	0	0	67	5	0
Wilmington	12	2	0	4	0	0	25	5	1
Seattle	33	3	0	16	2	0	77	7	0
Puerto Rico	11	0	0	8	2	0	18	0	0
Houston	85	7	0	66	5	0	159	16	0
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	4	2	0	4	0	0	4	1	0
Totals Deep Sea	445	42	4	368	84	0	839	86	6
<b>Great Lakes</b>									
Alpena	25	4	0	20	8	0	17	1	0
Buffalo	1	4	0	1	0	0	2	4	1
Cleveland	4	1	0	1	2	0	5	2	0
Detroit	22	4	1	38	11	0	22	4	2
Duluth	7	0	0	3	0	0	8	0	0
Frankfort	6	0	0	9	2	0	3	0	0
Chicago	18	2	2	24	6	0	11	0	1
Totals Great Lakes	83	15	3	96	29	0	68	11	4
Totals Deep Sea & Great Lakes	528	57	7	464	113	0	907	97	10
<b>ENGINE DEPARTMENT</b>									
Boston	4	3	0	2	3	0	4	2	0
New York	70	21	1	56	18	0	119	45	1
Philadelphia	10	1	0	8	1	0	17	3	0
Baltimore	31	5	0	19	3	0	56	12	0
Norfolk	8	3	0	11	0	0	17	7	0
Tampa	5	2	0	7	1	0	3	3	0
Mobile	16	4	0	16	0	0	24	10	0
New Orleans	50	12	0	57	18	0	100	20	0
Jacksonville	19	2	0	20	6	0	40	5	1
San Francisco	29	5	0	9	1	0	72	11	0
Wilmington	11	5	0	6	2	0	21	8	0
Seattle	19	11	0	13	1	0	50	20	0
Puerto Rico	10	1	0	3	2	0	20	1	0
Houston	49	10	0	43	9	0	109	24	0
Piney Point	0	0	0	0	7	0	0	0	0
Yokohama	1	2	0	3	0	0	0	3	0
Totals Deep Sea	332	87	1	273	72	0	652	174	2
<b>Great Lakes</b>									
Alpena	13	7	0	17	13	0	6	10	0
Buffalo	4	0	0	0	0	0	5	1	1
Cleveland	3	1	0	2	1	0	5	3	0
Detroit	25	6	2	39	3	0	27	6	2
Duluth	12	0	1	9	1	0	7	1	1
Frankfort	4	0	0	4	0	0	1	0	0
Chicago	8	1	0	14	0	0	3	1	0
Totals Great Lakes	69	15	3	85	18	0	55	22	4
Totals Deep Sea & Great Lakes	401	102	4	358	90	0	707	196	6
<b>STEWARD DEPARTMENT</b>									
Boston	1	2	0	3	0	0	2	2	1
New York	46	3	1	48	25	0	73	4	1
Philadelphia	3	0	0	3	6	0	11	0	0
Baltimore	12	1	0	20	10	0	23	4	0
Norfolk	12	0	0	6	5	0	17	1	0
Tampa	2	0	0	4	2	0	5	0	0
Mobile	10	0	0	7	1	0	14	0	0
New Orleans	29	0	0	42	14	0	63	3	0
Jacksonville	18	0	0	13	8	0	23	0	0
San Francisco	24	2	0	6	4	0	48	4	0
Wilmington	4	0	0	3	0	0	11	1	0
Seattle	10	2	0	6	2	0	25	4	0
Puerto Rico	3	0	0	6	1	0	13	0	0
Houston	26	1	0	36	18	0	66	3	0
Piney Point	0	6	0	0	18	0	0	1	0
Yokohama	0	0	0	0	1	0	0	0	0
Totals Deep Sea	200	17	1	203	115	0	394	27	2
<b>Great Lakes</b>									
Alpena	4	0	0	10	3	0	0	0	0
Buffalo	1	0	0	1	0	0	0	0	0
Cleveland	0	0	0	1	0	0	0	0	0
Detroit	8	0	0	26	0	0	6	0	0
Duluth	2	0	1	3	0	0	2	0	1
Frankfort	0	1	0	4	1	0	0	1	0
Chicago	3	0	0	3	0	0	2	0	0
Totals Great Lakes	18	1	1	48	4	0	10	1	1
Totals Deep Sea & Great Lakes	218	18	2	251	119	0	404	28	3
<b>ENTRY DEPARTMENT</b>									
Boston	3	1	2				1	0	8
New York	54	80	3				78	166	20
Philadelphia	8	12	0				9	21	0
Baltimore	17	16	1				35	31	3
Norfolk	5	6	0				8	18	1
Tampa	4	3	1				6	4	1
Mobile	15	15	0				21	27	0
New Orleans	46	43	0				62	87	0
Jacksonville	17	32	1				24	42	1
San Francisco	16	24	0				41	49	1
Wilmington	7	9	1				9	12	1
Seattle	13	20	0				29	51	0
Puerto Rico	11	7	0				20	20	0
Houston	33	49	0				41	98	1
Piney Point	0	25	0				0	3	0
Yokohama	0	3	0				0	3	0
Totals Deep Sea	249	345	9				384	632	37
<b>Great Lakes</b>									
Alpena	8	21	1				6	18	5
Buffalo	7	3	5				7	4	5
Cleveland	3	6	1				9	9	2
Detroit	63	15	29				61	12	38
Duluth	11	1	8				6	1	8
Frankfort	8	4	0				4	3	1
Chicago	10	2	4				7	0	3
Totals Great Lakes	110	52	48				100	47	62
Totals Deep Sea & Great Lakes	359	397	57				484	679	99
Totals All Depts. Deep Sea	1,126	491	15				2,269	919	47
Totals All Depts. Great Lakes	280	83	55				233	81	71
Totals All Depts. Deep Sea & Great Lakes	1,506	574	70	844	271	0	2,502	1,000	118

**SIU Atlantic, Gulf, Lakes  
& Inland Waters  
Inland Boatmen's Union  
United Industrial Worker**

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Last month, shipping picked up by more than 100 jobs over the previous month at deep-sea ports on the Atlantic and Gulf. And with the opening of the Great Lakes Spring shipping season, nearly 300 Seafarers got jobs in Great Lakes' ports. For the most part, shipping at SIU ports remains fair to good.





# Final Departures



**Ruben Somarriba**, 43, died on Jan. 8. Brother Somarriba joined the SIU in the port of New York in 1968 sailing as an AB. He sailed nine years. A native of Nicaragua, he was a resident of New York City. Surviving is his son, Ernesto of New York City.



SIU pensioner **Vernon L. Stiebig**, 70, passed away on Dec. 7. Brother Stiebig joined the Union in 1947 in the port of New York sailing as an engineer. He sailed 43 years. Born in Ohio, he was a resident of New Orleans. Surviving are his brother, Louis of East Lake, Ohio and his sister, Evelyn of New York City.



**Gustave V. Thobe**, 70, passed away on Nov. 22. Brother Thobe joined the SIU in 1944 in the port of New York sailing as a chief steward. He sailed 27 years and was at one time manager of the Union restaurant in Baltimore. A native of Germany, he was a resident of Tampa. Surviving is his widow, Elizabeth.



**Charles R. Watson**, 60, died on July 28. Brother Watson joined the SIU in 1942 in the port of New York sailing as a chief electrician. He sailed 28 years. Seafarer Watson was born in Vermont and was a resident of East Elmhurst, Queens, N.Y. Surviving are his widow, Frances; a son, and a daughter.



**Casimer Siuda**, 62, died of a liver ailment in the West Shore Hospital, Mainstee, Mich. on Feb. 2. Brother Siuda joined the SIU in the port of Frankfort, Mich. in 1960 sailing as an oiler for the American Steamship Co. from 1965 to 1969 and in 1975. He sailed 26 years. Born in Mainstee, he was a resident there. Burial was in Mt. Carmel Cemetery. Surviving is his widow, Clara.



**Michael W. Oxmann**, 21, died in Metairie, La. on Dec. 24. Brother Oxmann joined the SIU in the port of Piney Point in 1972 sailing as an OS when he graduated from the HLSS. He was born in Metairie and was a resident there. Interment was in St. Louis Cemetery No. 3, New Orleans. Surviving are his parents, Mr. and Mrs. Ferdinand Oxmann of Metairie.



**Roy L. Privette**, 50, died of liver failure in the San Francisco USPHS Hospital on Jan. 11. Brother Privette joined the SIU in the port of Wilmington in 1968 sailing as an AB. He sailed 21 years, was an HLSS quartermaster upgrader in 1974, a deck and ship's delegate and was a gunner's mate and deep sea diver for the U.S. Navy in World War II and after. He was born in Wheatland, Wyo. and was a resident of Clear Lake, Highlands, Calif. Cremation took place in Evergreen Cemetery, Oakland, Calif. Burial was at sea. Surviving are his widow, Bilena; two daughters, Diane and Suzanne; his father, Walter of Texas and his mother, Vera of Missouri.



**Saeed M. Nasser**, 27, died in Detroit on Feb. 20, 1975. Brother Nasser joined the SIU in the port of Detroit in 1971 sailing as a wiper for the Erie Sand Co. in 1970 and 1973, Kinsman Marine in 1971 and the American Steamship Co. in 1972. He was born in Yemen and was a resident of Dearborn, Mich. Burial was in Oak Grove Cemetery, Taylor, Mich. Surviving are his Seafarer brother, Abdul of Dearborn and a cousin, Mohamed Ali Mohsin of Detroit.



**Raymond I. Didlake, Jr.**, 49, died on Feb. 10. Brother Didlake joined the SIU-affiliated IBU in the port of Norfolk in 1960 sailing as a deckhand for the Chesapeake & Ohio Railroad Marine Division from 1956 to 1976. He was a veteran of the post-World War II U.S. Army serving as a chief cook aboard an Army vessel. Born in Elizabeth City, N.C., he was a resident of Newport News, Va. Surviving are his widow, Isabel; three sons, William, James and Charles and a daughter, Claudia.



**Edwin F. Maki**, 51, died on Nov. 6. Brother Maki joined the SIU-affiliated IBU in the port of Detroit in 1961 sailing as an AB and tug fireman for the Great Lakes Tug and Dredge Co. from 1941 to 1953, Merritt, Chapman & Scott from 1953 to 1954 and for Dunbar and Sullivan from 1954 to 1975. He was a U.S. Navy veteran of World War II. A native of Sault Ste. Marie, Mich., he was a resident of Burt, Mich. Surviving is his mother, Mrs. Elaine A. McPherson.



**Richard J. Carlson**, 51, died after a long illness on Feb. 15. Brother Carlson joined the SIU in the port of Detroit in 1960 sailing as a QMED for the American Steamship Co. He sailed 31 years and was a U.S. Navy veteran of World War II. Seafarer Carlson was born in Winter, Wisc. and was a resident there. Surviving are his widow, Bertha of East Chicago, Ind.; a son, Fred; a daughter, Patsy; his mother, Essie of Winter, and a sister, Mrs. Lorraine Napierala of West Allis, Wisc.



**James P. Gleeson**, 58, died of heart disease in Mercy Hospital, Benton Harbor, Ill. on Dec. 20. Brother Gleeson joined the SIU in the port of Chicago in 1974 sailing as a fireman-watertender for the Great Lakes Dredge Co. in 1965 and 1967, the Great Lakes Towing Co. in 1968, McKee Sons from 1973 to 1974 and the American Steamship Co. from 1974 to 1975. He was a veteran of the U.S. Army Air Force in World War II. Seafarer Gleeson was born in Illinois and was a resident of Thornton, Ill. Burial was in Mt. Olivet Cemetery, Chicago. Surviving is a son, William of Alsip, Ill.



SIU pensioner **Jose Saravia**, 77, passed away on Feb. 14. Brother Saravia joined the Union in 1941 in the port of Baltimore sailing as a deck engineer. He sailed 44 years. A native of Chile, he was a resident of Baltimore. Seafarer Saravia was a U.S. naturalized citizen.

## 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 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.





# Final Departures



**IBU pensioner Benjamin I. Underwood, 76,** died of heart disease at home in Corpus Christi, Tex. on June 12. Brother Underwood joined the SIU-affiliated union in the port

of Houston in 1957 sailing as an oiler for the G & H Towing Co. from 1948 to 1964. He was born in Ypsilanti, Mich. Interment was in Prarie View Cemetery, Aransas Pass, Tex. Surviving are his widow, Murl; two daughters, Mrs. Elaine Harris and Mrs. Shirley Leath and two grandchildren, Beverly and Ivan Winningham.



**Orval J. Hopkins, 73,** passed way in the Detroit (Mich.) General Hospital on Dec. 31. Brother Hopkins joined the SIU in 1946 in the port of Detroit sailing as a cook for the G. A.

Tomlinson Co., Reiss Steamship Co., American Steamship Co. and the Bob-Lo Co. Brown Lines. Seafarer Hopkins was born in Rensselaer, Ind. and was a resident of River Rouge, Mich. Surviving is a nephew, Edward Hopkins of Goodrich, Mich.



**August V. Nesman, 66,** was lost overboard from the SS *J. T. Hutchins* (American Steamship) in Lake Michigan 3 1/2 miles from Lansing Shoal Light on Aug. 11. Brother

Nesman joined the SIU in the port of Detroit in 1960 sailing as a bosun for the company since 1974. He sailed 34 years. Born in Lanse, Pa., he was a resident there. Surviving is a sister, Mrs. Alvin (Mabel) Carlson of Lanse. The ship's crew, other ships and a U.S. Coast Guard cutter, plane and helicopter searched the area in vain for nine hours until darkness.



**SIU pensioner James M. Quinn, 68,** died of arteriosclerosis at home in Nutter Fort, W. Va. on Dec. 27. Brother Quinn joined the Union in the port of Houston in 1962 sailing as a

cook and baker. He sailed 32 years. Seafarer Quinn was born in Meyersdale, Pa. Burial was in Brick Church Cemetery, Lost Creek, W. Va. Surviving are a brother, John of Nutter Fort and a sister, Mrs. Margaret Thomas of Lost Creek.



**IBU pensioner Edward J. Pohlmann, 64,** died on Jan. 21. Brother Pohlmann joined the SIU-affiliated union in the port of New York in 1960 sailing as a deckhand

and mate for the Penn Central Railroad Marine Department from 1944 to 1970. He was born in Brooklyn, N.Y. and was a resident of North Bergen, N.J. Surviving is his widow, Louise.



**Philip J. Carolin, 59,** died of a heart attack in the Oswego (N.Y.) Hospital on Oct. 1. Brother Carolin joined the SIU-affiliated IBU in the port of Buffalo, N.Y. in 1956 sailing as a

deckhand for the W. A. Towing Co. from 1951 to 1961 and for the Great Lakes Dredge & Dock Co. from 1956 to 1975. He was a veteran of the U.S. Army in World War II. Born in Oswego, he was a resident there. Burial was in St. Peter's Cemetery, Oswego. Surviving are two sisters, Mrs. John F. (Therese) Bonner and Mrs. Catherine Hall, both of Oswego.



**Recertified Bosun John W. Logan, 51,** died in his sleep at home in Mobile on Jan. 28. Brother Logan joined the SIU in the port of Mobile in 1955 sailing as an

AB and as a bosun starting in 1964. He graduated from the Bosuns Recertification Program in September 1975, sailed for more than 24 years and was a veteran of the U.S. Navy in World War II. Bosun Logan was born in Deer Park, Ala. Surviving are his widow, Jeanette; two daughters, Elizabeth Ann and Hilda Faye and a granddaughter, Jennifer Rae Reed.



**IBU pensioner Andrew Polasky, 74,** passed away on June 22, 1974. Brother Polasky joined the SIU-affiliated union in the port of New York in 1960 sailing as a

bridgeman for the Penn Railroad in Philadelphia from 1943 to 1961 and for the line's New York Division from 1961 to 1965. He was born in Sharon, Pa. and was a resident of Asbury Park, N.J. Surviving are his widow, Mary and a sister, Mrs. Mary Wincz of Sewaren, N.J.



**IBU pensioner Joseph M. Saldonis, Sr., 63,** died of heart disease in Underwood Hospital, Woodbury, N.J. on Dec. 25. Brother Saldonis joined the SIU-affiliated union in the

port of Philadelphia in 1957 sailing as an assistant engineer for the Chester (Pa.) Ferries Co. from 1951 to 1974. He was a veteran of the pre-World War II U.S. Army. A native of Carbondale, Pa., he was a resident of Bridgeport, N.J. Burial was in the Bridgeport Methodist Cemetery. Surviving are his widow, Emma and a son, Joseph.



**Eugene K. Iverson, 47,** died on Feb. 6. Brother Iverson joined the SIU in the port of New York in 1955 sailing as a bosun. He sailed 25 years. A native of Wisconsin, he was a resident

of Delevan, Wisc. Surviving are his mother, Mae; and a niece, Sherry Klewin, both of Delevan.



**Douglas A. Domingue, 50,** died of bronchitis outside of New Orleans on Jan. 14. Brother Domingue joined the SIU in 1947 in the port of New Orleans sailing as a fireman-water-

tender. He sailed 30 years and was a veteran of the post-World War II U.S. Army. A native of Louisiana, he was a resident of New Orleans. Interment was in St. Bernard Memorial Gardens, New Orleans. Surviving are his widow, Ruby and his mother, Mrs. F. Domingue of New Orleans.



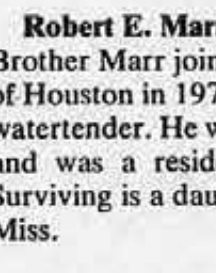
**Joseph J. Domino, 74,** passed away on Feb. 6. Brother Domino joined the SIU in the port of New York in 1958 sailing as a chief

cook. He sailed 52 years, walked the picket line in the 1961 Greater N.Y. Harbor strike, the 1962 Robin Line strike and the RMR beef and attended the Andrew Furuseth Training School in Brooklyn, N.Y. Born in Sarsagan, Philippine Islands, he was a resident of Brooklyn, N.Y. Surviving are his widow, Helen; a son, Joseph; a stepdaughter, Gloria A. Sortino and a son-in-law of Long Island, N.Y.

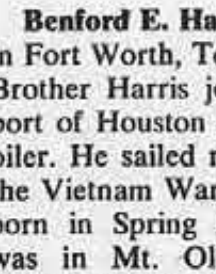


**Ivan Usera, 51,** died on Jan. 15. Brother Usera joined the SIU in 1944 in the port of Norfolk sailing as an OS. He sailed 33 years until 1968 and walked the

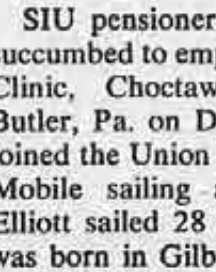
picket line in the 1961 Greater N.Y. Harbor strike. Born in Puerto Rico, he was a resident of Brooklyn, N.Y. Surviving are his widow, Jenny; two sons, Ivan and Ronald, who attended the HLSS in Brooklyn, and a daughter, Joan.



**Robert E. Marr, 60,** died on Jan. 14. Brother Marr joined the SIU in the port of Houston in 1971 sailing as a fireman-water-tender. He was born in Mississippi and was a resident of New Orleans. Surviving is a daughter, Ethel of Biloxi, Miss.



**Benford E. Harris, 44,** died at home in Fort Worth, Tex. on Mar. 12, 1973. Brother Harris joined the SIU in the port of Houston in 1965 sailing as an oiler. He sailed nine years and during the Vietnam War. Seafarer Harris was born in Spring Hill, Ark. Interment was in Mt. Olivet Cemetery, Fort Worth. Surviving are his mother, Clara of Fort Worth and two sisters, Mrs. Elizabeth Gibbs and Mrs. Barbara Ward.



**SIU pensioner John C. Elliott, 65,** succumbed to emphysema in the Parker Clinic, Choctaw General Hospital, Butler, Pa. on Dec. 5. Brother Elliott joined the Union in 1945 in the port of Mobile sailing as an AB. Seafarer Elliott sailed 28 years until 1972. He was born in Gilberttown, Ala. and was a resident of Toxey, Ala. Interment was in Womach Hill (Ala.) Cemetery. Surviving are his widow, Lora Lee and a daughter, Retta Ann.

**Robert J. Furman, 55,** died of a perforated ulcer on Jan. 6. Brother Furman joined the SIU-affiliated IBU in the port of Baltimore in 1956 sailing as a bargeman for the Western Maryland Railway Co. from 1950 to 1975. Seafarer Furman was a veteran of the U.S. Army in World War II. He was born in Maryland and was a resident of Baltimore. Interment was in Holy Cross Cemetery, Baltimore. Surviving is a sister, Mrs. Lillian M. Jupitz of Baltimore.

**SIU pensioner Aloisius A. Hartlaub, 66,** died of a cerebral stroke in the American Nursing Home, Appleton, Wisc. on Dec. 11. Brother Hartlaub joined the Union in the port of Frankfort, Mich. in 1960 sailing for the Penn Dixie Co. from 1964 to 1966 and for the Petoskey (Mich.) Cement Co. Born in Manitowac, Wisc., he was a resident of Appleton. Burial was in St. Michael's Church Cemetery, Whitelaw, Wisc. Surviving is a sister, Mrs. Betty Gosz of Appleton and a nephew, Marvin Hartlaub of Manitowac.

**Harvey D. Hedge, 51,** succumbed to cancer in the Galveston USPHS Hospital on Dec. 7. Brother Hedge joined the SIU-affiliated IBU in the port of Houston in 1974 sailing as an engineer for the G & H Towing Co. from 1971 to 1975. He was a veteran of the U.S. Navy. Born in Fort Worth, Tex., he was a resident of Ingleside, Tex. Seafarer Hedge donated his remains to the State Anatomical Board for medical research. Surviving are three sons, Larry of Ingleside, Russell and Alan, and two daughters, Debra and Patricia.

**SIU pensioner John W. Malcolm, 70,** passed away on Jan. 9. Brother Malcolm joined the Union in 1938 in the port of New York sailing as an oiler. He sailed 33 years and was a veteran of the pre- and World War II U.S. Navy. A native of Texas, he was a resident of Jefferson, Tex. Burial was in Jefferson. Surviving are two daughters, Mrs. Mary F. Tidwell of Texarkana, Tex. and Mrs. Billie H. Tidwell of DeKalb, Tex.

**IBU Pensioner Robert L. Murdoch, 73,** died of natural causes in the Staten Island, N.Y. USPHS Hospital on July 31. Brother Murdoch joined the Union in the port of New York in 1960 sailing as floatman for the Standard Oil Co. from 1926 to 1928 and for the Penn-Central Railroad Marine Division from 1928 to 1962. He was born in Hoboken, N.J. and was a resident of Jersey City, N.J. Cremation took place in the Garden State Crematory, North Bergen, N.J. Surviving are his widow, Jeanette; three daughters, Roberta Murdoch of New Jersey, Mrs. Ruth J. Smith of Pennsylvania and Mrs. Janet A. Kelley of Kansas; two brothers, and three sisters.

**IBU pensioner Russell R. Delaune, 64,** expired from a heart attack in the Galveston (Tex.) USPHS Hospital on Jan. 7. Brother Delaune joined the SIU-affiliated union in the port of St. Louis in 1964 sailing as a chief engineer for the Inland Tug Co. from 1964 to 1970 and for the Commercial Transport Co. from 1947 to 1964. He was born in Labadieville, Kitchrich, La. and was a resident of Pasadena, Tex. Burial was in Grandview Cemetery, Pasadena. Surviving are his widow, Ray Elizabeth and a son, Gary.





# Final Departures



**SIU pensioner Ray R. Austria, 79,** died of arteriosclerosis on Feb. 10 in Carson, Calif. Brother Austria joined the Union in the port of Wilmington in 1955 sailing as a chief steward. He sailed 49 years and was a veteran of the U.S. Navy from 1918 to 1945. Born in Manila, he was a resident of Carson. Burial was in Green Hills Memorial Park, Calif. Surviving are his widow, Mienko and a son, James.



**Joseph D. Sutero, 65,** died on Feb. 21. Brother Sutero joined the SIU-affiliated IBU in the port of New York in 1960 sailing as a mate and tug dispatcher at Pier H, Jersey City, N.J. for the Penn-Central Railroad from 1929 to 1976. He was born in Italy and was a U.S. naturalized citizen. Seafarer Sutero was a resident of Metuchen, N.J. Surviving are two daughters, Mrs. Dorothy Shuster of Fords, N.J. and Mrs. Irene Klausmen.



**SIU pensioner John Fancutt, 72,** passed away on Feb. 4. Brother Fancutt joined the Union in 1942 in the port of New York sailing as a bosun. He sailed 29 years, was a pre-World War II veteran of the U.S. Coast Guard and walked the picket line in the Greater N.Y. Harbor strike in 1961 and the Robin Line strike in 1962. Born in Massachusetts, he was a resident of Fall River, Mass. Surviving is a sister, Mrs. Annie E. Hearle of Rutherford, N.J.



**Joseph V. Johnson, 73,** died of cancer in the Galveston USPHS Hospital on Feb. 4. Brother Johnson joined the SIU in the port of Houston in 1969 sailing in both the engine and steward departments. He sailed 21 years and was a veteran of the U.S. Army in World War II. Born in Tupelo, Miss., he was a resident of Shepherd, Tex. Interment was in Cleveland City (Tex.) Cemetery. Surviving are his widow, Roberta, and his mother, Ethie of Okolona, Miss.



**IBU pensioner Anthony Paris, 74,** died of heart failure on Feb. 6 in the Bergen Pines County Hospital, Paramus, N.J. Brother Paris joined the SIU-affiliated union in the port of New York in 1960 sailing as a floatman and dock supervisor for the Penn-Central Railroad from 1929 to 1966. A native of Jersey City, N.J., he was a resident of Palisades Park, N.J. Burial was in Holy Name Cemetery, Jersey City. Surviving are two sisters, Mrs. Louis (Carrie) Filosa of Palisades Park and Anna of Jersey City.



**Lewis L. Henry, 45,** died on Feb. 27. Brother Henry joined the SIU in the port of New York in 1950 sailing as both a cook and baker and an AB. He sailed 24 years and was a veteran of the post-World War II U.S. Navy. A native of Amite, La., he was a resident there. Surviving are his widow, Lady; a son, Leslie, and his mother, Mary of Amite.



**James H. Bales, 49,** died on Feb. 8. Brother Bales joined the SIU in 1943 in the port of Baltimore sailing as an AB. He sailed 33 years and was a ship's delegate. A native of Brownstown, Ind., he was a resident of Owensboro, Ky. Surviving are his mother, Lillie and a sister, Mrs. Roberta Brown, both of Owensboro and a brother, Joseph of New Orleans.



**Enrique M. Castro, 36,** was electrocuted while at work in the Hafa Adai I Cinema, Tamuning, Guam on Jan. 12. He was dead on arrival at the Guam (Tamuning) Memorial Hospital. Brother Castro joined the SIU in the port of Yokohama in 1970 sailing as a bosun. He was born in Agana, Guam, and was a resident of Nimitz Hill, Guam. Interment was in Taguag (Agana) Cemetery. Surviving are his widow, Rosita; four sons, Ricky, Charles, Reginald and John; two daughters, Suzanette and Clarina, and his parents, Mr. and Mrs. Francisco Castro.



**Recertified Bosun James B. Dixon, 49,** died aboard the *ST Cantigny* (Cities Service) on Mar. 14. Brother Dixon joined the SIU in 1949 in the port of Mobile. He sailed 31 years and was a veteran of the U.S. Navy in World War II. A native of Mobile, he was a resident of Lucedale, Miss. Surviving are his widow, Mary; two sons, Carl and James and a daughter, Linda.



**SIU pensioner Felix G. Quinonez, 64,** passed away from natural causes on Feb. 13 in the Long Island (N.Y.) College Hospital. Brother Quinonez joined the Union in 1943 in the port of New York sailing as a cook. He sailed 28 years and was a delegate to a Piney Point conference. A native of Manati, Puerto Rico, he was a resident of Brooklyn, N.Y. Burial was in Rosedale Cemetery, Linden, N.J. Surviving are his widow, Evelyn of Durban, South Africa; two sons, Felix and Tyrone; two brothers, Ramon and Pepe, both of Brooklyn; two sisters, Lydia and Mrs. Amparo Lopez, both also of Brooklyn, and two cousins, Angelo Cartagena of Brooklyn and Carmen Cartagena of Utuado, Puerto Rico.



**Emory A. Beavers, 58,** died of heart attack in his sleep while a crewmember aboard the bulkcarrier *SS Inger* (Reynolds Metals) at sea off Longview, Wash. on Feb. 22. Brother Beavers joined the SIU in the port of Baltimore in 1967 sailing as a fireman-watertender. He sailed 26 years and during the Vietnam Conflict. Seafarer Beavers was a veteran of the pre-World War II U.S. Army. Born in Bandy, Va., he was a resident of the port of Norfolk. Burial was at sea. Surviving are his widow, Ina; his mother, Mrs. Rena Shepherd of Blacksburg, Va. and a brother, Thurman of Norfolk.



**SIU pensioner Herbert R. Kreutz, 70,** passed away in January in the port of Tampa. Brother Kreutz joined the Union in 1943 in the port of New York sailing as a deck engineer. He sailed 30 years and was a veteran of the pre-World War II U.S. Army. Born in Marcus, Iowa, he was a resident of Tampa. Surviving are his widow, Georgia of New Orleans and a brother, Emanuel of Davenport, Iowa.



**SIU pensioner Joseph Isaac McCants, 74,** died of heart and lung failure in the Twin Oaks Nursing Home, Mobile on Feb. 2. Brother McCants joined the Union in 1938 in the port of Mobile sailing as a chief steward. He sailed 36 years and was on the picket line in the 1962 Robin Line strike. A native of Alabama, he was a resident of Mobile. Burial was in Catholic Cemetery, Mobile. Surviving are a daughter, Mrs. Margaret McCray of Montclair, N.J. and two sisters, Mrs. Vivian Abramson of New York City and Mrs. Alice Thompson of Prichard, Ala.



**SIU pensioner Karl Karstens, 74,** passed away on Feb. 11. Brother Karstens joined the Union in the port of New York in 1953 sailing as an AB. He sailed 45 years. Born in Germany, he was a resident of Hoboken, N.J. Surviving are two sisters, Mrs. Victoria Sessler of Hoboken and Mrs. Christine Ermer of Brooklyn, N.Y., and a nephew, Joseph Ermer, Jr. of Bethpage, L.I., N.Y.



**IBU pensioner Harold G. Donahue, 74,** died on Mar. 2. Brother Donahue joined the SIU-affiliated union in the port of New York in 1960 sailing as a flat-bridge motorman and floatman for the Penn-Central Railroad from 1921 to 1966. He was born in New York City and was a resident of Jersey City, N.J. Surviving is a daughter, Charlotte of New York City.



**Joseph B. Thomasen, 55,** died on Mar. 12. Brother Thomasen joined the SIU in 1943 in the port of Mobile sailing as a bosun. He sailed 35 years. A native of Missouri, he was a resident of Bay Minette, Ala. Surviving is his widow, Dell and a son, Joseph.



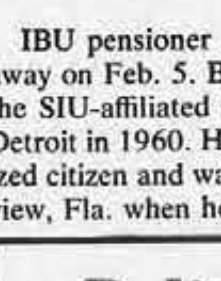
**SIU pensioner Malden D. Hibbs, 65,** died on Mar. 14. Brother Hibbs joined the Union in 1944 in the port of Tampa sailing as an AB. He sailed 24 years. Born in Childers, Tex., he was a resident of Elberta, Ala. Surviving is his widow, Mary.



**IBU pensioner Fred Fritz, 81,** passed away on Mar. 11. Brother Fritz joined the SIU-affiliated union in the port of Detroit in 1960 sailing as a tug captain for the Great Lakes Towing Co. from 1917 to 1937 and from 1962 to 1963 and for the Great Lakes Dredge & Dock Co. He was a veteran of the post-World War I and pre-World War II U.S. Navy. Surviving is his widow, Elwyn and a daughter, Mrs. Beatrice Machan of Cicero, Ill.



**Phillip A. Knuckey, 18,** died on the *SS Puerto Rico* (Puerto Rican Marine) on Dec. 7. Brother Knuckey was a 1974 graduate of the Harry Lundeberg School of Seamanship, Piney Point, Md. sailing in the steward department. He was born in Baltimore and was a resident there. Surviving is his mother, Madeline, of Baltimore; his father, William, and a brother.



**IBU pensioner Adolf Rybak** passed away on Feb. 5. Brother Rybak joined the SIU-affiliated union in the port of Detroit in 1960. He was a U.S. naturalized citizen and was a resident of Belleview, Fla. when he died.

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Porkchops**



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SPAD**



**Anthony Barnes**



*Seafarer Tony Barnes, 46, has been shipping with the SIU since 1954, and began sailing as bosun in 1962. A native of Portsmouth, Va., he continues to reside there. Brother Barnes ships from the port of Norfolk.*

**Richard Kidd**



*Seafarer Richard Kidd, 37, has been shipping with the SIU since 1961, and he began sailing as bosun in 1974. A native of Virginia, Brother Kidd now ships from the port of Baltimore where he makes his home with his wife, Margaret.*

**Robert Meloy**



*Seafarer Robert Meloy, 54, has been a member of the SIU since 1946, and he began shipping out as bosun in 1952. A native of Ohio, Brother Meloy now ships from the port of Seattle where he makes his home with his wife, Geraldine.*

**Albert Packert**



*Seafarer Albert Packert, 54, has been an SIU member since 1944, and began shipping as bosun in 1945. A native of New York, Brother Packert ships from that port and continues to reside there.*

**Carl Francum**



*Seafarer Carl Francum, 48, has been sailing with the SIU since 1945, and he began shipping as bosun in 1953. A native of North Carolina, he now ships from the port of Baltimore.*

**John Stout**



*Seafarer John Stout, 33, has been an SIU member since 1962, and he began sailing as bosun in 1967. A native of Georgia, Brother Stout now ships from the port of New Orleans where he makes his home with his wife, Linda.*

**William Jefferson**



*Seafarer William Jefferson, 33, has been an SIU member since 1963, and began shipping out as bosun in 1969. A native of Oklahoma, Brother Jefferson now makes his home in Texas. He ships from the port of Houston.*

**Simon Johannsson**



*Seafarer Simon Johannsson, 64, has been an SIU member since 1944, and he began shipping out as bosun in 1945. A native of Iceland, Brother Johannsson now makes his home in Chesapeake, Va. with his wife, Geraldine. He ships from the port of Norfolk.*

# 12 More Bosuns Graduate

The 33rd Class of Seafarers graduated from the Bosuns Recertification Program this month, and 367 of our members have now had the opportunity to learn more about the Union and the entire maritime industry.

The Bosuns Recertification Program is now over two years old, and in that time the Seafarers who have spent the one month at the Harry Lundeberg School and one month at Union Headquarters have gained invaluable knowledge about the SIU, the problems it faces and the way it deals with them.

The Bosun is the top unlicensed man on our SIU-contracted ships; he is the leader of the crew. The Seafarers who have participated in the Recertification Program are more qualified to lead their crews, are able to hold better shipboard meetings, and should be more able to answer questions by any crewmember.

It is more important now than ever before that the SIU membership be an informed membership. In order for that to happen, the members themselves must take an interest in all that affects them and their Union, from events on the waterfront to actions in the Halls of Congress. This objective was one of the main reasons for establishing this program: to keep the SIU membership better informed, to take the message right to the ships, rather than only hearing it at the Union Halls.

After more than two years of putting Seafarers through this program, with more and more Recertified Bosuns leading our crews, that goal is being accomplished. But more work must be done. For only when that goal is completely realized, when the entire SIU membership is more fully informed, will the job security of all be assured for the future.

**Gene Bousson**



*Seafarer Gene Bousson, 52, began sailing with the SIU in 1964, and since then has shipped in various ratings in the deck department. A native of New York, he ships from that port and continues to make his home there with his wife, Lillian.*

**Frank Charneco**



*Seafarer Frank Charneco, 47, has been an SIU member since 1954, and he started shipping out as bosun in 1960. A native of Puerto Rico, Brother Charneco now ships from the port of New Orleans where he makes his home with his wife, Sara.*

**Billy Scott**



*Seafarer Billy Scott, 48, has been an SIU member since 1960, and he started shipping out as bosun in 1970. A native of Texas, Brother Scott now makes his home in Hawthorne, Calif. with his wife, Donna. He ships from the port of Wilmington.*

**Tom Foster**



*Seafarer Tom Foster, 54, has been shipping with the SIU since 1944, and he began sailing as bosun in 1947. A native of Baltimore, He now makes his home in Solomons, Md. with his wife, Lillian. Brother Foster ships from the port of Norfolk.*

## 'A' Seniority Upgrading Program

### 6 New Book Members

Achieving their full 'A' books this month through the SIU's 'A' Seniority Upgrading Program conducted at both Piney Point and Headquarters are six more Seafarers. They are Luciano Alfeo, Bernard Burge, Russ Caruthers, Ron Echeverio, Otis Eddings and Mohammed Mohsin Hussein. This brings the total number of Seafarers who have completed the program to 221.

The program was started to prepare our members for the innovations on the new vessels under construction and to maintain the Union's tradition of providing well-trained, qualified Seafarers for all our contracted ships.

Another purpose of the program is to give our membership a better understanding of SIU operations, as well as our problems and the best methods to deal with them.

By upgrading themselves through the program, they are helping to insure the strength of this Union, a strength which rises out of a solid membership which understands their industry and their Union's role in that industry.

**Luciano Alfeo**



*Seafarer Luciano Alfeo has been shipping in the engine department with the SIU for six years. Before attending the 'A' Seniority Upgrading Program Brother Alfeo upgraded to QMED at Piney Point. Brother Alfeo is a native of Genoa, Italy and lives in New Jersey with his wife, Vera and their four children. He ships from the port of New York.*

**Russell Caruthers**



*Seafarer Russell Caruthers has been sailing with the SIU since his graduation from the New York Andrew Furuseth Training School in 1968. A Navy veteran, Brother Caruthers ships as an AB. Brother Caruthers, a native and resident of Middleport, Ohio, ships from the port of Seattle.*

**Bernard Burge**



*Seafarer Bernard Burge has been sailing with the SIU since 1968. A member of the black-gang, Brother Burge received his QMED endorsement at the Harry Lundeberg School in 1974. Brother Burge is a native of Carriere, Miss. and now lives in Picayune, Miss. with his wife, Margaret. He ships from the port of New Orleans.*

**Ronald Echeverio**



*Seafarer Ron Echeverio has been shipping with the SIU for four years. Sailing in the steward department as a Cook and Baker, Brother Echeverio obtained a third cook's endorsement at the Harry Lundeberg School in 1973. A native and resident of California, Md., Brother Echeverio ships from the port of New York.*

**Otis Eddings, Jr.**



*Seafarer Otis Eddings, Jr. graduated from the Harry Lundeberg School in 1970 and began sailing in the engine department. Before attending the 'A' Seniority Upgrading Program, Brother Eddings returned to Piney Point to earn his QMED endorsement. Brother Eddings is a native and resident of Bloomfield, N.J. He ships from the port of New York.*

**Mohammed Mohsin Hussein**



*Seafarer Mohammed Mohsin Hussein began sailing with the SIU in the steward department in 1970. Shipping as a third cook, Brother Hussein earned that endorsement at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. Brother Hussein ships from the port of New York and lives in Dearborn, Mich. He is a native of Dalih, Aden in P.D.R. of Yemen.*



Following are the names and home ports of the 367 Seafarers who have successfully completed the SIU Bosuns Recertification Program. These men have gone aboard our contracted ships to lead the SIU unlicensed crews, and they have held informative meetings, settled beefs, answered questions and contributed toward smoother voyages.

## Bosun's Honor Roll at 367

Abulay, Edmund Philadelphia  
 Adams, John, New York  
 Aguiar, Jose, New York  
 Alexander, A. G., Houston  
 Allen, Enos, San Francisco  
 Allen, J. W., Seattle  
 Altstatt, John, Houston  
 Amat, Kasim, New York  
 Anderson, Alfred, Norfolk  
 Anderson, Chester, New York  
 Anderson, Edgar, New York  
 Annis, George, New Orleans  
 Antoniou, Angelo, New York  
 Aponte, Felix, New York  
 Arena, Louis, New Orleans  
 Armada, Alfonso, Baltimore  
 Atkinson, David, Seattle  
 Backrak, Daniel, Wilmington  
 Baker, Elmer, Houston  
 Baker, William, Houston  
 Bankston, Claude, New Orleans  
 Barnes, Anthony, Norfolk  
 Barnhill, Elmer, Houston  
 Barrial, Pablo, New Orleans  
 Baudoin, James, Houston  
 Beavers, Norman, New Orleans  
 Bechivannis, Nicholas, New York  
 Beck, Arthur, San Francisco  
 Beeching, Marion, Houston  
 Berger, David, Norfolk  
 Beregria, John, Philadelphia  
 Bergeria, Steve, Philadelphia  
 Beyo, Jan, New York  
 Bobalek, William, Houston  
 Bojko, Stanley, San Francisco  
 Boland, James, San Francisco  
 Bonfont, Eduardo, San Juan  
 Boney, Andrew, Norfolk  
 Bourgot, Albert, Mobile  
 Bousson, Gene, New York  
 Bowman, Jack, Seattle  
 Boyle, Charles, New Orleans  
 Braunstein, Herbert, Wilmington  
 Brendle, Mack, Houston  
 Broadus, Ray, Mobile  
 Broadus, Robert, Mobile  
 Brooks, Tom, New York  
 Browning, Ballard, Baltimore  
 Bryan, Ernest, Houston  
 Bryant, Vernon, Tampa  
 Burch, George, New Orleans  
 Burgos, Juan, New York  
 Burke, George, New York  
 Burnette, Perry, Tampa  
 Burton, Ronald, New York  
 Busalacki, Joseph, Jacksonville  
 Bushong, William, Seattle  
 Butterson, Walter, Norfolk  
 Butts, Bobby, Mobile  
 Butts, Hurmon, Houston  
 Byrne, William, New York  
 Cain, Hubert, Mobile  
 Caldeira, Anthony, Houston

Calogeros, Demetrios, Seattle  
 Campbell, Arthur, New Orleans  
 Carbone, Victor, San Juan  
 Carey, John, New York  
 Casanueva, Michael, New Orleans  
 Castro, Guillermo, San Juan  
 Charneco, Frank, New Orleans  
 Cheshire, James, Jacksonville  
 Chestnut, Donald, Mobile  
 Chiasson, Richard, New Orleans  
 Chilinski, Tadeusz, Wilmington  
 Christenberry, Richard, San Francisco  
 Christensen, Christian, San Francisco  
 Christiansen, Egon, San Francisco  
 Cislecki, John, San Francisco  
 Clegg, William, New York  
 Cofone, William, Wilmington  
 Cole, Lonnie, Norfolk  
 Colson, James, Seattle  
 Compton, Walter, Norfolk  
 Cooper, Fred, Mobile  
 Cousins, Walter, Wilmington  
 Craddock, Edwin, New Orleans  
 Crawford, William, Jacksonville  
 Cross, Malcolm, Wilmington  
 Curlew, Jack, Yokohama  
 Curry, Leon, Jacksonville  
 Dakin, Eugene, Boston  
 D'Amico, Charles, Houston  
 Dammeyer, Dan, New York  
 Darville, Richard, Houston  
 Davies, John, New York  
 Davis, James, Seattle  
 Delgado, Julio, New York  
 Dickinson, David, Mobile  
 Dixon, James, Mobile  
 Donovan, Joseph, Boston  
 Doty, Albert, New Orleans  
 Drake, Woodrow, Seattle  
 Drewes, Peter, New York  
 Duet, Maurice, Houston  
 Dunn, Beverly, Mobile  
 Eckert, Arne, Seattle  
 Eddins, John, Baltimore  
 Edelman, Bill, Houston  
 Engelund, Clayton, New York  
 Faircloth, Charles, Mobile  
 Farhi, Israel, Houston  
 Feil, William, New York  
 Ferrera, Raymond, New Orleans  
 Finklea, George, Jacksonville  
 Flowers, Eugene, New York  
 Foster, Floron, New Orleans  
 Foster, James, Mobile  
 Foster, Tom, Norfolk  
 Foti, Sebastian, Wilmington  
 Francum, Carl, Baltimore  
 Frey, Charles, Jacksonville  
 Funk, William, New York  
 Furr, John, Houston

Gahagan, Kenneth, Houston  
 Gallagher, John, Philadelphia  
 Garner, James, New Orleans  
 Garza, Peter, Houston  
 Gavin, Joseph, Houston  
 Giangiordano, Donato, Philadelphia  
 Gianniotis, John, New York  
 Gillain, Robert, Jacksonville  
 Gillikin, Leo, San Francisco  
 Gomez, Jose, New York  
 Gonzalez, Calixto, San Juan  
 Gonzalez, Jose, New York  
 Gorbea, Robert, New York  
 Gorman, James, New York  
 Gosse, Fred, San Francisco  
 Green, John, Baltimore  
 Greenwood, Perry, Seattle  
 Grima, Vincent, New York  
 Guadamud, Luis, New Orleans  
 Gustavson, Walter, New York  
 Hager, Bertil, New York  
 Hale, William, New Orleans  
 Hanback, Burt, New York  
 Hanstvedt, Alfred, New York  
 Harrington, Arthur, Boston  
 Harvey, Lee J., New Orleans  
 Hawkins, Tom, Seattle  
 Hazel, John, New Orleans  
 Heggarty, Tom, New York  
 Hellman, Karl, Seattle  
 Hicks, Donald, New York  
 Hillburn, Thomas, Mobile  
 Hill, Charles, Houston  
 Hirsh, Burton, Baltimore  
 Hodges, Raymond, Mobile  
 Hodges, Raymond W., Baltimore  
 Hogge, Elbert, Baltimore  
 Holt, Tom, New York  
 Homka, Stephen, New York  
 Hovde, Arne, Philadelphia  
 Hunt, H. C., Houston  
 Hunter, John, Mobile  
 Ippolito, Orla, New York  
 James, Calvin, New York  
 Jandora, Stanley, New York  
 Jansson, Sven, New York  
 Japper, John, New York  
 Jefferson, William, Houston  
 Johannsson, Simon, Norfolk  
 Johnson, Fred, Mobile  
 Johnson, Ravagnan, Houston  
 Jordan, Clifton, New Orleans  
 Joseph, Loyal, Philadelphia  
 Joyner, William, Houston  
 Justus, Joe, Jacksonville  
 Kadziola, Stefan, New York  
 Karatzas, Tom, Baltimore  
 Karlsson, Bo, New York  
 Kelsey, Tom, San Francisco  
 Kerageorgiou, Antoine, New Orleans

Kerngood, Morton, Baltimore  
 Kidd, Richard, Baltimore  
 Kingsley, Jack, San Francisco  
 Kleimola, William, New York  
 Knight, Bruce, Norfolk  
 Knoles, Raymond, San Francisco  
 Koen, John, Mobile  
 Konis, Perry, New York  
 Koza, Leo, Baltimore  
 Krawczynski, Stanley, Jacksonville  
 La France, Dave, New York  
 Lambert, Reids, New Orleans  
 Landron, Manuel, San Juan  
 Lasnansky, Andrew, San Francisco  
 La Soya, Eligio, Houston  
 Lasso, Robert, San Juan  
 Latapie, Jean, New Orleans  
 Lavoine, Raymond, Baltimore  
 Lawton, Woodrow, Baltimore  
 Leake, Herbert, Baltimore  
 LeClair, Walter W., New York  
 Lee, Hans, Seattle  
 Levin, Jacob, Baltimore  
 Lewis, Jesse, Seattle  
 Libby, George, New Orleans  
 Libby, Herbert, New York  
 Lineberry, Carl, Mobile  
 Logan, John, Mobile  
 Loik, Peter, Baltimore  
 Mackert, Robert, Baltimore  
 Magoulas, Gus, New York  
 Maldonado, Basilo, Baltimore  
 Manning, Denis, Seattle  
 Martineau, Tom, Seattle  
 Matthey, Neil, Yokohama  
 Mattioli, Gaetano, New York  
 McCaskey, Earl, New Orleans  
 McCollom, John, Boston  
 McCorvey, Durell, Jacksonville  
 McDonald, John, New Orleans  
 McGarry, Frank, Philadelphia  
 McGinnis, Arthur, New Orleans  
 McHale, J. J., New York  
 McKinney, Melville, Philadelphia  
 Mears, Feriton, New York  
 Meehan, William, Norfolk  
 Meffert, Roy, Jacksonville  
 Meloy, Robert, Seattle  
 Mendoza, Dimas, San Juan  
 Merrill, Charles, Mobile  
 Michael, Joseph, Baltimore  
 Mignano, Ben, Wilmington  
 Miller, Clyde, Seattle  
 Mitchell, William, Jacksonville  
 Mize, Cyril, San Francisco  
 Mladonich, Ernest, New Orleans  
 Moen, Irwin, Baltimore  
 Monardo, Sylvester, New Orleans  
 Moore, Asa, New York  
 Moore, John, Houston

Morales, Esteban, New York  
 Morris, Edward Jr., Mobile  
 Morris, William, Baltimore  
 Morris, William, Jacksonville  
 Moss, John, New Orleans  
 Moyd, Ervin, Mobile  
 Mullis, James, Mobile  
 Murry, Ralph, San Francisco  
 Myrex, Luther, Mobile  
 Nash, Walter, New York  
 Nelson, Jack, Jacksonville  
 Nicholson, Eugene, Baltimore  
 Nielsen, Vagn, New York  
 Northcutt, James, San Francisco  
 Nuckols, Billy, New York  
 O'Brien, William, New York  
 O'Connor, William, Seattle  
 Ohannasian, John, Jacksonville  
 Olbrantz, Leonard, Jacksonville  
 Olesen, Carl, San Francisco  
 Olson, Fred, San Francisco  
 Olson, Maurice, Boston  
 Oromaner, Albert, San Francisco  
 O'Rourke, Robert, Houston  
 Owen, Burton, Houston  
 Owens, Clarence, New Orleans  
 Pacheco, Herminio, New York  
 Packert, Albert, New York  
 Palino, Anthony, New York  
 Palmer, Nick, San Francisco  
 Paradise, Leo, New York  
 Parker, James, Houston  
 Parker, William, New Orleans  
 Pate, Luther, New York  
 Peavoy, Floyd, New Orleans  
 Pedersen, Otto, New Orleans  
 Pehler, Frederick, Mobile  
 Pence, Floyd, Houston  
 Perry, Wallace, Jr., San Francisco  
 Pierce, John, Philadelphia  
 Polanco, Luis, New York  
 Pollanen, Viecko, New Orleans  
 Poulsen, Verner, Seattle  
 Pressly, Donald, New York  
 Price, Billie, Norfolk  
 Pryor, Clarence, Mobile  
 Puchalski, Kasimir, San Francisco  
 Puglisi, Joseph, New York  
 Pulliam, James, San Francisco  
 Radich, Anthony, New Orleans  
 Rains, Horace, Houston  
 Rallo, Salvador, New Orleans  
 Reeves, William, Mobile  
 Richburg, Joseph, Mobile  
 Rihn, Ewing, New Orleans  
 Riley, William, San Francisco  
 Ringuette, Albert, San Francisco  
 Rivera, Alfonso, San Juan  
 Robinson, William, Seattle  
 Rodriguez, Lancelot, San Juan

Rodriguez, Frank, New York  
 Rodriguez, Ovidio, New York  
 Ruiz, Alejandro, San Juan  
 Ruley, Edward, Baltimore  
 Sanchez, Manuel, New York  
 Sanford, Tommie, Houston  
 Sawyer, Alfred, Norfolk  
 Schwarz, Robert, Mobile  
 Scott, Billy, Wilmington  
 Self, Thomas, Baltimore  
 Selix, Floyd, San Francisco  
 Sernyk, Peter, New York  
 Sheets, James, Baltimore  
 Sheldrake, Peter, Houston  
 Shortell, James, San Francisco  
 Showers, William, San Francisco  
 Sierra, Emilio, San Francisco  
 Sipey, Robert, San Francisco  
 Smith, Lester, Norfolk  
 Smith, Vertis, Tampa  
 Sokol, Stanley, San Francisco  
 Sorel, Johannes, Jacksonville  
 Spuron, John, San Francisco  
 Stanford, Glen, New Orleans  
 Stockmarr, Sven, New York  
 Stout, John, New Orleans  
 Suchocki, Leonard, San Francisco  
 Swearingen, Barney, Jacksonville  
 Swiderski, John, New York  
 Teti, Frank, New York  
 Theiss, Roy, Mobile  
 Thomas, Lloyd, San Francisco  
 Thompson, Carl, Houston  
 Thompson, Clayton, New Orleans  
 Thompson, J. R., Houston  
 Thrasher, Julius, New Orleans  
 Ticer, Dan, San Francisco  
 Tillman, William, San Francisco  
 Tirelli, Enrico, New York  
 Todd, Raymond, New Orleans  
 Tolentino, Ted, San Francisco  
 Troche, Gregory, Mobile  
 Turner, Paul, New Orleans  
 Ucci, Peter, San Francisco  
 Velazquez, William, New York  
 Walker, Fred, Baltimore  
 Walker, Tom, Houston  
 Wallace, Edward, New York  
 Wallace, Ward, Jacksonville  
 Wallace, William, Mobile  
 Walters, Herwood, New York  
 Wardlaw, Richard, Houston  
 Ware, Dick, Houston  
 Waters, Aubrey, Seattle  
 Weaver, Harold, Houston  
 Welch, Macon, Houston  
 Whitmer, Alan, New York  
 Wingfield, P. G., Jacksonville  
 Woods, Malcolm, San Francisco  
 Workman, Homer, New Orleans  
 Worley, John, San Francisco  
 Wymbs, Luke, New York  
 Zaragoza, Roberto, New York  
 Zelay, Joseph, New Orleans

## 'A' Seniority Honor Roll Now Numbers 221

Seafarers who have completed the 'A' Seniority Upgrading Program have had the opportunity to learn about their Union and its activities, making them good, informed Union members. These men are encouraged to take the delegate's job aboard ship and put this new knowledge to work. Following are the names and departments of the 221 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck  
 Aho, Luciano, Engine  
 Allen, Lawrence, Engine  
 Allison, Murphy, Engine  
 Ahmad, Bin, Deck  
 Ames, Allan, Deck  
 Andropout, P. J., Engine  
 Armistead, Daniel, Engine  
 Arnold, Matt, Deck  
 Barnett, Jay, Engine  
 Bartal, Thomas, Deck  
 Baxter, Alan, Engine  
 Bean, P. L., Deck  
 Beauver, Arthur, Engine  
 Bellingier, William, Steward  
 Bernillo, William, Deck  
 Bluetz, John, Engine  
 Blacklok, Richard, Engine  
 Blasquez, Gregory, Engine  
 Bohannon, Christopher, Engine  
 Bolen, James, Deck  
 Bolen, Timothy, Deck  
 Boles, John, Engine  
 Brackhill, Russell, Deck  
 Brooke, George, Engine  
 Bruschini, Mario, Steward  
 Burge, Bernard, Engine  
 Burke, Leo Roy, Engine  
 Burke, Timothy, Deck  
 Burnette, Barney, Steward  
 Butch, Richard, Engine  
 Cammuso, Frank, Deck

Carhart, David, Deck  
 Carruthers, Francis, Engine  
 Carruthers, Russell, Deck  
 Casio, Stephen, Deck  
 Cavanaugh, Jackson, Deck  
 Clark, Garrett, Deck  
 Colangelo, Joseph, Deck  
 Cook, Kevin, Engine  
 Correll, Paul, Engine  
 Cosentino, Dominic, Deck  
 Coyle, Michael, Engine  
 Cunningham, Robert, Deck  
 Curran, John, Deck  
 Daniel, Wadsworth, Engine  
 Davis, William, Deck  
 Day, John, Engine  
 Derke, Michael, Engine  
 Deskins, William, Steward  
 Dising, Maximo, Engine  
 Boblinog, James, Engine  
 Dukehart, David, Engine  
 Echeverio, Ronald, Steward  
 Eddings, Otis, Jr., Engine  
 Edgell, Pat, Engine  
 Egeland, Ralph, Deck  
 Elliott, Byron, Engine  
 Escudero, Tomas, Engine  
 Esposito, Gunnaro, Engine  
 Ewing, Larry, Steward  
 Farmer, William, Deck  
 Farragut, John, Deck

Farrall, Gerald, Steward  
 Fila, Marlon, Deck  
 Fonville, James, Engine  
 Fraik, Stan, Deck  
 Freeburn, Michael, Deck  
 Fried, Peter, Engine  
 Frost, Stephen, Deck  
 Galke, Thomas, Engine  
 Gallagher, Patrick, Deck  
 Galliano, Marco, Deck  
 Garzy, Stephen, Deck  
 Garcia, Robert, Deck  
 Gilliam, Robert, Steward  
 Gotay, Raul, Steward  
 Gower, David, Engine  
 Graham, Patrick, Deck  
 Grimes, M. R., Deck  
 Grisham, Steve, Deck  
 Hagar, Ken, Deck  
 Hale, Ernest, Deck  
 Haller, John, Engine  
 Harris, Nathaniel, Engine  
 Hanks, Fletcher, Engine  
 Hart, Ray, Deck  
 Hawker, Patrick, Deck  
 Haynes, Blake, Engine  
 Heick, Carroll, Deck  
 Heller, Douglas, Steward  
 Hooks, Bobby, Steward  
 Humason, Jon, Deck  
 Hummrick, James, Jr., Steward  
 Hussain, Mohammed, Steward

Hutchinson, Richard, Jr., Engine  
 Hylon, James, Engine  
 Ivey, D. E., Engine  
 Joe, William, Engine  
 Johnson, M., Deck  
 Johnson, Oscar, Steward  
 Jones, Leggette, Deck  
 Jones, Nelson Cory, Steward  
 Jordan, Carson, Deck  
 Kanavos, Panagiris, Engine  
 Kegney, Thomas, Engine  
 Keith, Robert, Deck  
 Kelley, John, Deck  
 Kelly, John, Deck  
 Kerney, Paul, Engine  
 Kirksey, Charles, Engine  
 Kittlosan, L. Q., Deck  
 Knight, Donald, Engine  
 Konetes, Johnnie, Deck  
 Kunc, Lawrence, Deck  
 Kundrat, Joseph, Steward  
 Lamphere, Thomas, Engine  
 Laner, Ronnie, Engine  
 Lang, Gary, Deck  
 Laughlin, Douglas, Engine  
 LeClair, Laster, Steward  
 Lehmann, Arthur, Deck  
 Lentsch, Robert, Deck  
 Lesko, Samuel, Deck  
 Long, Alton, Engine  
 Lundeman, Louis, Deck

Makarowicz, Richard, Engine  
 Mallory, Arthur, Deck  
 Manning, Henry, Steward  
 Maurstad, Mitchell, Steward  
 Marcus, M. A., Deck  
 McAndrew, Martin, Engine  
 McCabe, John, Engine  
 McCabe, T. J., Engine  
 McMillin, Clarence, Steward  
 McParland, James, Engine  
 Millic, Robert, Deck  
 Minix, R. G., Jr., Engine  
 Miranda, John, Engine  
 Moneymaker, Ernest, Engine  
 Moore, C. M., Deck  
 Moore, George, Deck  
 Moore, James, Engine  
 Moore, Peter, Engine  
 Moore, William, Deck  
 Mortier, William, Deck  
 Mouton, Terry, Engine  
 Noble, Mickey, Deck  
 Nuotio, Ken, Deck  
 Ostrander, Duane, Deck  
 Painter, Philip, Engine  
 Paloumbis, Nikolaos, Engine  
 Papageorgiou, Dimitrios, Engine  
 Parker, Jason, Deck  
 Perkins, Cy, Deck  
 Petrick, L., Engine  
 Poletti, Pierangelo, Deck  
 Prasinos, George, Deck

Reamey, Bert, Engine  
 Restaine, John, Engine  
 Ripley, William, Deck  
 Rivers, Sam, Engine  
 Roback, James, Deck  
 Rodriguez, Charles, Engine  
 Rodriguez, Hector, Engine  
 Rodriguez, Robert, Engine  
 Rogers, George, Engine  
 Ruiz, Steve, Engine  
 Sabb, Caldwell, Jr., Engine  
 Saffley, Robert, Jr., Engine  
 Sanders, Barry, Engine  
 Sanger, Alfred, Deck  
 Shaw, Lex, Deck  
 Shaw, Lucien, Deck  
 Shaw, Ronald, Engine  
 Silfast, George, Deck  
 Simonetti, Joseph, Steward  
 Simpson, Spurgeon, Engine  
 Sisk, Keith, Deck  
 Smith, D. B., Steward  
 Smith, Robert, Deck  
 Snyder, John, Engine  
 Spell, Gary, Engine  
 Spell, Joseph, Deck  
 Spencer, Craig, Engine  
 Spencer, H. D., Engine  
 Springfield, Harry, Steward  
 Stanfield, Pete, Deck  
 Stauter, David, Engine

Stevens, Duane, Deck  
 Strauss, Gregory, Engine  
 Svoboda, Kvetoslav, Engine  
 Szeibert, Stephen, Steward  
 Tannor, Leroy, Engine  
 Taylor, Daniel, Steward  
 Tell, George, Engine  
 Thomas, Robert, Engine  
 Thomas, Timothy, Deck  
 Trainer, Robert, Deck  
 Trott, Llewellyn, Engine  
 Utterback, Larry, Deck  
 Vain, Thomas, Deck  
 Valton, Sidney, Engine  
 Vanyi, Thomas, Steward  
 Vazquez, Jose, Engine  
 Venus, Guy, Engine  
 Venus, Steve, Steward  
 Vukmir, George, Deck  
 Walker, Marvin, Engine  
 Wambach, Albert, Deck  
 Wass, Klaus, Steward  
 Wangaman, Jerry, Engine  
 Wayman, Leo, Deck  
 Wilhelm, Mark, Engine  
 Wilson, Richard, Steward  
 Wilson, Robert, Engine  
 Wolfe, John, Deck  
 Woodcock, Wayne, Steward  
 Woodhouse, Ashton, Engine  
 Wright, Charlie, Engine  
 Zukler, Hans, Engine



For a  
Better Job  
Today



# The Harry Lundeborg

## Deck Department

### ABLE SEAMAN

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

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

- Be 19 years of age
- Have 12 months seetime as Ordinary Seaman, *OR* Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
- Be able to pass the prescribed physical, including eyesight requirements. Able Seaman Unlimited—Any Waters.

You must:

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

**Starting Dates:**  
May 27, September 2.

### QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and

also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

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

**Starting Dates:**  
April 29, August 2.

### LIFEBOATMAN

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

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

**Starting Dates:**  
April 29; May 13, 27; June 10, 24; July 8, 22; August 5, 19; September 2, 16, 30; October 14, 28.

## Engine Department

### QMED—Any Rating

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

**Course Requirements:** You must show



## Graduates Get Lifeboat Ticket

Instructor Chuck Dwyer (left) is here with his Lifeboat Course grads recently of (l. to r.): Robert Benson; John Bishop; Nirgilo Rivera; Angel Ortiz, and Mohamed Hussein.

### Did You Know . . .

**Last month 38 Seafarers upgraded their skills, earning power and job security through the vocational courses at HLSS. The Lundeborg School has an upgrading course to meet your career needs, too!**

evidence of six months seetime in at least one engine department rating.

**Starting Dates:**  
April 29; May 27; June 24; July 22.

### FWOT

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

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

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

**Starting Dates:**  
July 12.

### WELDING

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

**Course Requirements:**

- Engine department personnel must hold endorsement as QMED—Any Rating
- Deck and steward department personnel must hold a rating in their department.

**Starting Dates:**  
May 27, October 1.

### ADVANCED ELECTRICAL PROCEDURES

The course of instruction in Advanced Electricity consist of classroom and practical on-the-job training. This includes an introduction to Electrical power systems, meters, D.C. and A.C. motors and generators as well as trouble shooting, preventive maintenance and emergency repair procedures. The practical training will include the building and testing of various D.C. and A.A. motors and their various D.C. and A.C. motors and their controllers together with the use of multi-meters, clamp-on ammeters and the megger. Upon completion of the course a Harry Lundeborg School certificate of completion will be issued.

**Course Requirements:** Must hold QMED-any rating.

**Starting Date:** May 3.



## 6 ABs Get Their Sheepskins

Piney Point Instructor Chuck Dwyer (extreme left) stand by on Dec. 23 with his AB graduates of (kneeling l. to r.): John Quirke and Tom Russell and (standing l. to r.): Tom Dreyling; Eddie Hendrix, and Wilbur "Doc" Adams. Not shown in the photo is Paul Brittingham.

## A College Career Is Available to You

One college and two post secondary trade/vocational school scholarships are awarded to Seafarers each year. These scholarships have been specially designed to meet the educational needs of Seafarers.

Application requirements are geared for the man who has been out of school several years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April, but you should begin your application process now.

These are the scholarships offered:

1. Four-year college degree scholarship. This award is in the amount of \$10,000.

2. Two-year community or junior college or post secondary trade/vocational schools scholarships. These awards are in the amount of \$5000.

The trade/vocational awards offer various options if you wish to continue shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as help you obtain a better paying job when you are ashore.

Eligibility requirements are as follows:

1. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan.
2. Have one day of employment on a vessel in the sixth-month period

immediately preceding date of application.

3. Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available in the ports or you

may write to the following address and request a copy of the *Seafarers Application*:

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

## A College Education For Your Children

Four scholarships are awarded to dependents of Seafarers. These four-year scholarships are for \$10,000 each at any accredited college or university. If you

have three years sea time, encourage your children to apply. They should request the *Dependents Application* from the above address.



# School Of Seamanship



For Job  
Security  
Tomorrow

## Steward Department

Steward Department  
All Steward Department Courses Lead  
To Certification By HLSS.

### CHIEF STEWARD

The course of instruction is six weeks long and covers all phases of Steward Department management and operation.

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

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

certificate of completion for the chief cook program.

**Starting Dates:**  
April 29; June 10; July 22; September 2;  
October 14.

### CHIEF COOK

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

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

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

**Starting Dates:**

**Starting Dates:**  
May 13; June 24; August 5; September 16;  
October 28.

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

### COOK AND BAKER

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

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

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

**Starting Dates:**

**Starting Dates:**  
April 29; May 13, 27; June 10, 24; July 8,  
22; August 5, 19; September 2, 16, 30;  
October 14, 28.

### ASSISTANT COOK

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

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

**Starting Dates:**

**Starting Dates:**  
May 27; July 8; August 19; September 30.

**These Courses Will Be Starting Soon:**

- Diesels
- Operation of Reefers

**Watch the Seafarers Log for Starting Dates**

## High School Program Is Available to All Seafarers

Do What Nearly 50 Of Your Fellow Seafarers Have Done . . .



William Lopez

"A high school diploma is something I've always wanted."

"For the first time now, when I read a book, I really notice the punctuation. I understand math and language much better, too. In fact, I actually enjoy math."



Thomas Maher

Get the reading, writing and math skills you need for job security and upgrading through the high school equivalency (GED) program at the Harry Lundeberg School. It only takes four to eight weeks, and your Brothers can tell you that it's really worth it!

Interested? Pick up a copy of the pre-test kit in your port or write to this address:

Margaret Nalen, Director  
Academic Education Department  
Harry Lundeberg School  
Piney Point, Maryland 20674

When you complete the test, return it to the Lundeberg School. HLS will tell you the results and give you an estimate of the length of time you'll need to complete the GED program.

REMEMBER! This test is not to see

who scores high or low. It helps HLS design a study program just for you—a program that our teachers will help you, as an individual, to follow.

So apply today. It's easy to qualify. Just make sure that you have:

1. One year of seetime.
2. Your initiation fees paid in full.
3. All outstanding monetary obligations, such as dues or loans, paid in full.

Your classes will be small (usually just six to eight students). You'll get lots of individual help. And completing the GED program opens the door to the other educational opportunities that the SIU has for you. A high school diploma is the first step towards qualifying for one of the three scholarships for Seafarers that are offered each year.

### UPGRADING APPLICATION

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) Mo./Day/Year

Address \_\_\_\_\_  
(Street)

(City) (State) (Zip Code) Telephone # \_\_\_\_\_  
(Area Code)

Book Number \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book \_\_\_\_\_ Port Presently  
Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) Now Held \_\_\_\_\_

Piney Point Graduate:  Yes  No (if so, fill in below)

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Upgrading Program:  
From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Do you hold a letter of completion for Lifeboat:  Yes  No;

Fire Fighting:  Yes  No

Dates Available for Training \_\_\_\_\_

I Am Interested In:

<b>DECK</b>	<b>ENGINE</b>	<b>STEWARD</b>
<input type="checkbox"/> AB-12 Months	<input type="checkbox"/> QMED	<input type="checkbox"/> Asst. Cook
<input type="checkbox"/> AB Unlimited	<input type="checkbox"/> FOWT	<input type="checkbox"/> Cook & Baker
<input type="checkbox"/> Quartermaster	<input type="checkbox"/> Dk. Mech.	<input type="checkbox"/> Chief Cook
<input type="checkbox"/> Lifeboatman		<input type="checkbox"/> Steward

### ADVANCED COURSES

LNG/LPG  Advanced Pumpman Procedures  
 Diesel  Advanced Electrical Procedures  
 Welder  Refrigeration Container Mechanic

RECORD OF SEATIME — (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

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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



## 8 FOWTs Finish Course



Eight more of the fireman-watertenders who finished the Lundeberg School course recently pose with Instructor Greg Stabrylla (2nd left). They are (front l. to r.): Eugene Desnoyers; Leonard McCarthy; William Sullivan, and Don Smith. In the background (l. to r.), on the deck of the training ship *Sonny Simmons*, are: Mike Derrange; Mike Patton; Robert Scotten, and Ray Sims.

## ABs Complete HLSS Class



Head of the Piney Point Deck Department Paul Allman (left) proudly stands with his latest graduating class of ABs of (front l. to r.): Max Hilgren; Heine Morales, and Richard Lewis. In the back row (l. to r.) are: George Coyer; Daniel James; William Coyer; Nathan Sumrall, and Mark Davis.

## Lifeboaters Get Sheepskins



Instructor Tom Doyle (front center) is glad to take a photo with his class of lifeboat graduates of (front l. to r.): Joe Kastner, and Ray Sims. Eugene Desnoyers; Al Burns, Jr., and Joseph Shuler are in the rear of the picture.

## HLS VP Congratulates Cooks



HLSS Vice President Mike Sacco (extreme right) extends a congratulatory handshake to Assistant Cook grad John Loprete recently. Other new assistant cooks who got the gladhand for completing the course are (l. to r.): Ahmed Alammari; Juan Toro; Joe Evans, and Carlos Arboledo.

## 6 Welders Piney Point Grads



The six new welder graduates of the Harry Lundeberg School of Seamanship, Piney Point, Md. pose for a photo with Instructor Greg Stabrylla (rear 2nd left). They are (front l. to r.): Robert Benson; Charles Reis, and Peter Moore. Rear (l. to r.) are: Eric Sager; Juan Pation, and Bob Gajewski.

## 5 Graduate As QMEDs



In the front row (l. to r.) are QMED grads Lloyd Shaw; Willis E. Miller, and George Bermeo as they wound up their schooling at the Piney Point school. In the rear row (l. to r.) are: David McGarity; Engine Department Instructor Jack Parcel, and John Algina.



# Why America Needs a Merchant Marine

The U.S. merchant marine is essential to this country's security and economic well-being and yet few Americans outside of the industry realize the importance of maintaining a modern, viable American fleet.

In fact, many Americans know little about our merchant marine beyond a few fuzzy misconceptions about tramp steamers calling on exotic ports, and some even believe that the merchant marine is actually another branch of the Armed Services.

During World War II, and again during the Korean and Vietnam conflicts, Americans were given dramatic proof of the necessity of maintaining a fleet that is capable of meeting a national emergency.

## Great Sacrifice

In all three cases, only through great sacrifice and at great cost, could American shipbuilders meet the sudden demand for new cargo tonnage. And even then, manning these ships with enough experienced, trained sailors was impossible and many sailed with dangerously small or untrained crews.

But just as the public and some Government officials forgot the lesson of World War II and of the Korean War, the fact that 95 percent of the cargo moved across the oceans to Vietnam during the war years was carried by merchant ships, is being quickly forgotten.

Some Americans believe that the U.S. merchant marine is too expensive to maintain, and yet there is little opposition to funding large Army and National Guard reserves.

Considered in this light, the American merchant marine is a real bargain. It provides the U.S. with the flexibility to meet sudden national security emergencies just as the National Guard and Army Reserve do, and yet pays it own way instead of being paid.

## Vital Economic Role

The American fleet also plays a vital, constructive role in protecting this country's economic well-being and security.

Few Americans need be told of the disastrous effects of the Organization of Petroleum Exporting Countries' (OPEC) decision to raise oil prices. Every time they put gas in their car or pay their utility bill, Americans are



reminded of the sharp increase in oil product prices that OPEC could demand because of the world's dependence on their oil.

Yet how many realize that America, as the world's largest importer and exporter, depends on ships to carry 99 percent of its intercontinental foreign trade.

The sharp, sudden increase in OPEC oil prices should serve as an example of what could happen if we do not maintain a healthy American merchant marine to assure that the freight rates for our exports and the delivered price of our imports are not solely determined by foreign carriers or foreign governments and that we are never cut off from vital raw materials.

## Contributes to Growth

But not only does our merchant marine protect our economy from adverse foreign influences, it also makes many important contributions to the growth of that economy.

Considered in terms of jobs, it employs 67,000 Americans in seafaring jobs and 88,000 in shipyard jobs, all generating Federal, state and local

taxes, and is also a major consumer of U.S. produced goods and services.

Without a U.S.-flag fleet, the dollars paid for freight import and export would all be exported from the U.S., draining billions of dollars from our economy over the course of years and contributing significantly to a deficit in our balance of payments.

Domestically, the U.S. merchant marine carries 27 percent of the nation's total domestic commerce, providing the most economical and most energy efficient mode of transporting freight.

Innovations in hull and power plant design are making this segment of our fleets even more efficient, helping to keep consumer costs on the products they carry down and further conserving our limited energy supplies.

## Leads in Technology

The U.S. deep sea fleet has also led the world in technological innovation, designing and constructing the first container and barge-carrying ships, as well as other new vessels and cargo handling concepts that have made the modern ships which com-

pose almost half of our total fleet the most efficient in the world.

Not only does the American merchant marine provide an energy-efficient method of moving cargo, but it also has taken the initiative to protect our fragile marine environment by developing and using double bottoms on tankers, ballast separation systems, sophisticated navigation equipment and other pollution-abatement devices.

These devices are backed up by the American seaman who is universally acknowledged to be one of the best trained seafarers and who has helped the U.S. fleet maintain one of the world's best maritime safety records.

There are also intangible, but nevertheless important, advantages that the U.S. would gain by committing itself to supporting a merchant fleet comparable with our position as a major world power.

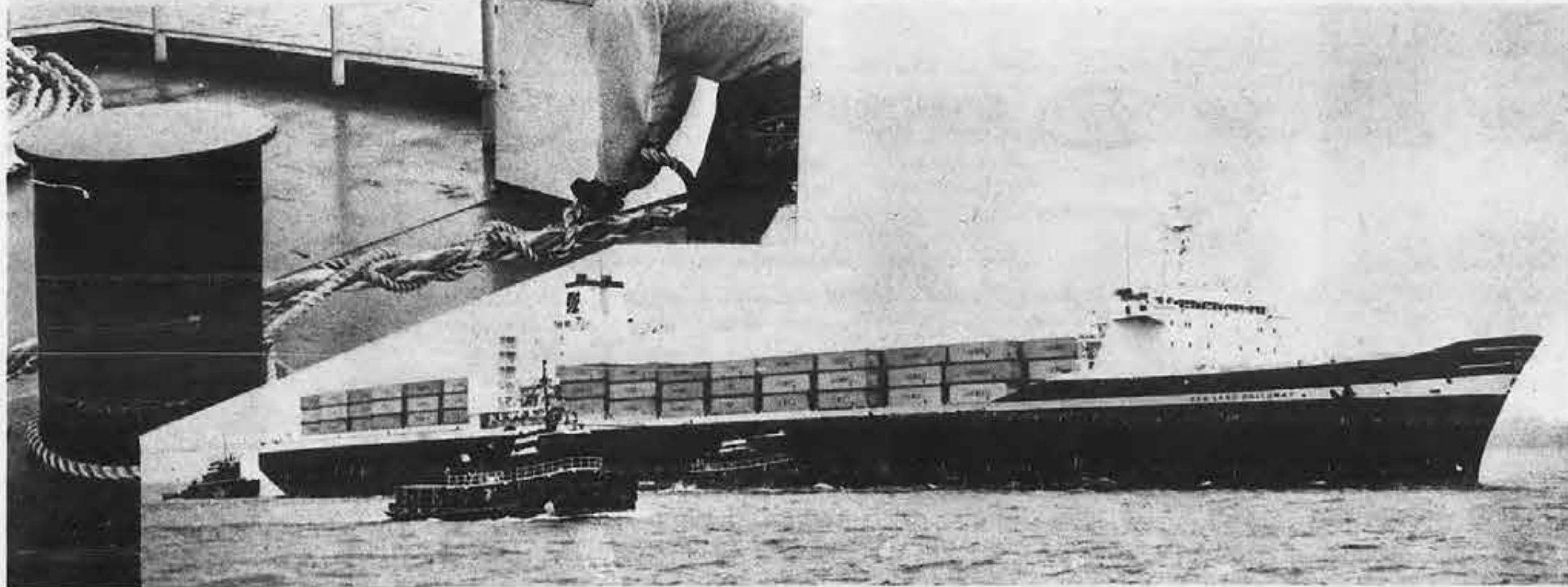
The Soviet Union has already recognized the value of a large modern fleet in making its presence felt throughout the world and in enhancing its prestige as a great world power.

## Plays Vital Role

The U.S. merchant marine has played a vital part in the first 200 years of America's existence and, as Rep. Leonor K. Sullivan (D-Mo.) told Congress, "We are making a disastrous and tragic blunder if we allow our position on the sea lanes and port areas of the world to be further weakened and eroded while the Red bloc naval and merchant fleets grow in numbers, might and pride."

Whether the American people know it or not, they need the U.S. merchant marine. They need it to fall back on in times of war and to train men in peacetime for the contingencies of war. They need it to insure that U.S. business has unhampered access to world markets and to protect our economy from foreign manipulation. They need it to keep the cost of moving domestic goods down by conserving energy and to provide the best protection available for our marine environment.

And they need a strong, healthy merchant marine to strengthen our position in the eyes of the rest of the world as a great global power.





Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO

## 188 Have Donated \$100 or More to SPAD Since Beginning of 1976

The following Seafarers and other concerned individuals, 188 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1976. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions.) Seven who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, one has contributed \$300, and one \$600. For the rest of the year the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming months—especially because of the 1976 elections—our political role must be maintained if the livelihoods of Seafarers are to be protected.

### SPAD Honor Roll

Acevedo, V.  
 Air, R.  
 Algina, J.  
 Allen, J.  
 Amat, K.  
 Anderson, D.  
 Anderson, E. C.  
 Antonio, J.  
 Arroyo, S.  
 Atkinson, D.  
 Babkowski, T.  
 Badgett, J.  
 Bartlett, J.  
 Beeching, M. E.  
 Bellinger, W.  
 Bergeria, J.  
 Bernstein, A.  
 Bjornsson, A.  
 Blanton, M. J.  
 Bluit, J.  
 Bobalch, W. J.  
 Bomser, L.  
 Boudreau, R. J.  
 Bousson, E.  
 Boyne, D. F.  
 Brand, H.  
 Braunan, G.  
 Brown, G. A.  
 Brown, L.  
 Caffey, J.  
 Campbell, A. G.  
 Capella, F. J.  
 Conklin, K.  
 Craig, J. L.  
 Cross, M.  
 DeBarrios, M.  
 DeChamp, A.  
 Demetrios, J.  
 DiGiorgio, J.  
 Dragazis, A.  
 Drazak, P.  
 Druzak, P.  
 Dulbois, N.  
 Dwyer, J.  
 Eddins, J.  
 Farnes, F.  
 Fanta, J.  
 Fay, J.  
 Ferran, A.  
 Ferris, Jr., S.

Fuenes, H.  
 Funk, W.  
 Gamy, F.  
 Garcia, R. F.  
 Gentile, C.  
 Gooding, H.  
 Guillen, A.  
 Hagen, B.  
 Hall, W.  
 Hall, M. K.  
 Hall, L.  
 Hassan, H.  
 Hussen, B.  
 Hebert, T.  
 Hendrick, R. G.  
 Hidas, A. A.  
 Holman, E.  
 Homko, S.  
 Houchins, C. M.  
 Huffman, R. L.  
 Iovino, L.  
 Johnson, A.  
 Johnson, R.  
 Jones, J. R.  
 Kautina, A.  
 Kendrick, D.

Kerr, R. A.  
 Kingsley, J.  
 Kizire, C.  
 Kowlowitch, W.  
 Kouvardos, J.  
 Lawrence, M.  
 Lee, K.  
 Lelonek, L.  
 Lescovich, W.  
 Lolas, P.  
 Lombardo, J.  
 Malensky, G.

Marcus, M. A.  
 Martin, F. J.  
 Mavdone, S.  
 McCartney, G.  
 McClinton, J. L.  
 McElroy, E. L.  
 McKay, D.  
 Meurs, F. J.  
 Melendez, A.  
 Mesford, H.  
 Mollard, C.  
 Mongelli, F.

Mooney, E. X.  
 Morris, E. W.  
 Nash, W.  
 Nielsen, V.  
 Okrogly, H. A.  
 Olesen, C.  
 Olson, F.  
 Paczkowski, S. T.  
 Paladino, F.  
 Paradise, L.  
 Patton, S. M.  
 Payne, G.  
 Peralta, R. L.  
 Perez, J.  
 Peth, C. L.  
 Polk, E.  
 Prevas, P.  
 Proff, T. L.  
 Pulver, E.  
 Quiminez, R.  
 Quinter, J.  
 Rehman, J.  
 Reynolds, H. T.  
 Richberg, J.  
 Richoux, J. D.  
 Riddis, D. W.

Ripoll, G. M.  
 Roades, O. W.  
 Robertson, T.  
 Rodriguez, R.  
 Rondo, C.  
 Roy, B.  
 Royal, F.  
 Sacco, M.  
 Sacco, J.  
 Salazar, H.  
 Sanchez, M. E.  
 Sanger, A.  
 Sapp, C.  
 Schawbland, J.  
 Scott, C.  
 Seabron, S.  
 Seagord, E.  
 Selzer, S.  
 Selzer, R.  
 Sengelau, B. J.  
 Sepuveda, R.  
 Sgagliardich, A.  
 Shackelford, W.  
 Sholar, E. W.  
 Sigler, M.  
 Silva, M.  
 Smith, H. C.  
 Spence, B. B.  
 Shepard, E. S.  
 Spiegel, H.  
 Stearns, B.  
 Stevens, W.  
 Tanner, C.  
 Taylor, G.  
 Talegasas, C.  
 Threll, E.  
 Troy, S.  
 Turner, G.  
 Underwood, G. W.  
 Vallein, A.  
 Velez, A.  
 Walters, H.  
 Wilburn, B.  
 Williams, J.  
 Wilson, C. W.  
 Wingfield, P. G.  
 Wolf, P.  
 Worley, M.  
 Wilson, B.  
 Wright, A.  
 Yarmola, J.

#### \$1100 Honor Roll

Christenberry, R. A.

#### \$600 Honor Roll

Pomerlane, R.

#### \$300 Honor Roll

Conley, M., Msgr.

Apostleship of the Sea

#### \$200 Honor Roll

Bergeria, S.      Maher, T.  
 Echevarria, R.      McCulloch, L.  
 Hall, P.      Nielsen, K.  
                          Terpe, K.

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