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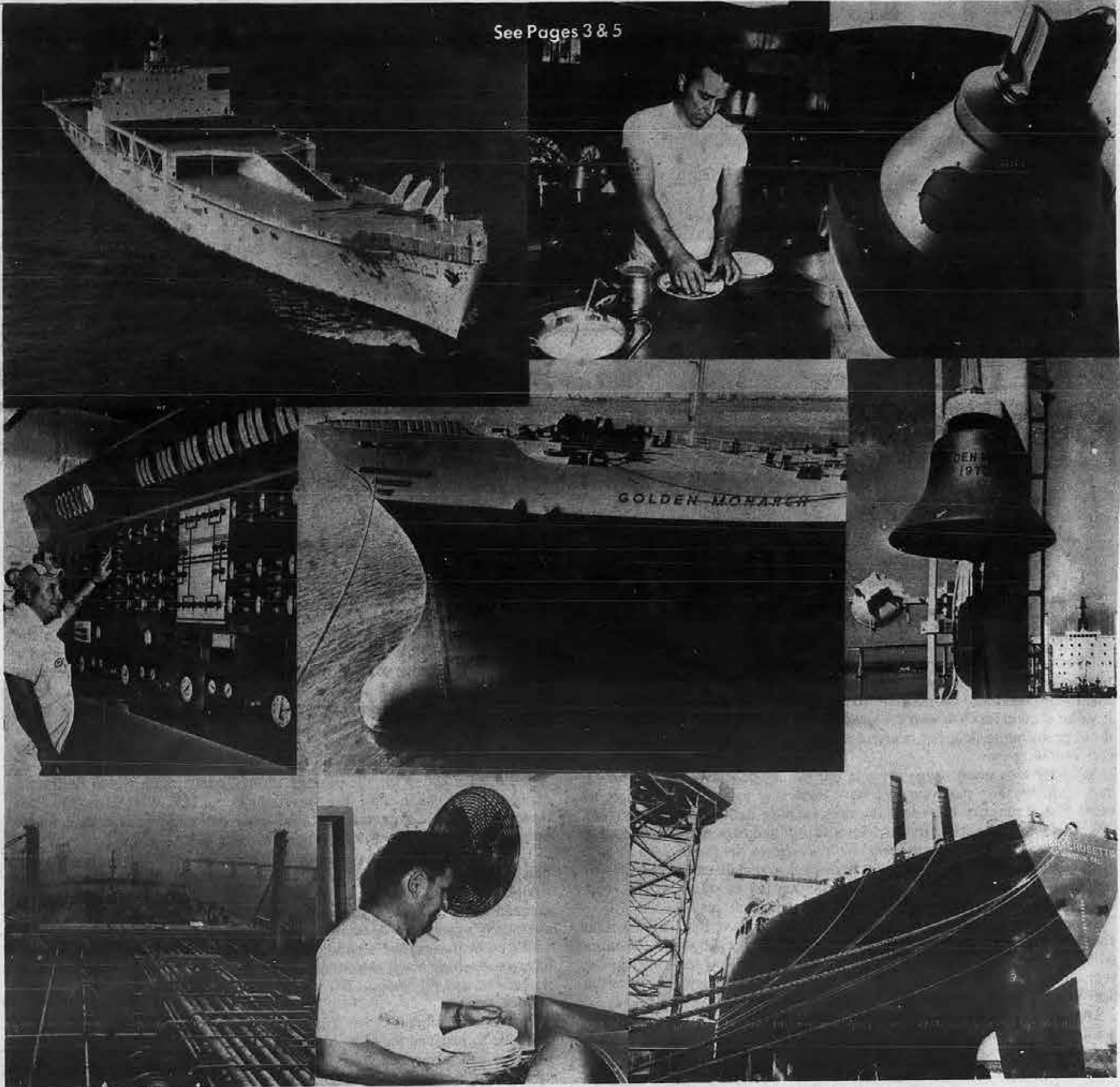
SEAFARERS LOG

Vol. XXXVII, No. 11

October, 1975

SIU Provides Job Security Through New Vessels; Union's Contracted Ships Move Russian Grain

See Pages 3 & 5



**Election Procedures for
SIU Officers** See Special Supplement

Tallying Committee Report

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Hall Asks Seattle NMC to Back Cargo Preference

SIUNA President Paul Hall was in Seattle Oct. 10 to attend the annual Pacific Coast meeting of the National Maritime Council.

In a keynote address to the all-day meeting, Hall expressed the support of the Union and its affiliates for the Council's efforts to improve the percentage position of American-owned vessels in

the transport of American cargo.

The National Maritime Council is a joint endeavor of labor unions, shippers, shipbuilders, importers, exporters and other related maritime interests. It was founded to foster and build the use of U.S.-flag ships and strengthen the American merchant marine.

In his address, Hall highlighted the

problems that must be overcome to achieve these commendable goals. He called for new Federal laws to require that a representative percentage of U.S. cargo be shipped in American bottoms.

Hall told shippers and labor leaders that Russia already controls sea access to all producing nations and has shipyards working at full capacity.

"Russia is working for mastery of the seas," he said. "Though automation of American ships makes them compe-

titive with vessels of other nations in the free-enterprise market, they are at an extreme competitive disadvantage when a nation's merchant marine is a political arm fully owned and operated by government as is the case with Eastern bloc countries," Hall stated.

President Hall urged industry leaders from the West Coast to join with labor and shipbuilders in an effort to get laws

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At the Unity Dinner climaxing the NMC conference, Tom Patterson (left) Western Regional Director for the Maritime Administration awarded SIUNA President Paul Hall a memento of appreciation for his outstanding contribution to the promotion and success of the National Maritime Council.

6 to 21% Unemployment In 90% of Job Centers

Unemployment figures for the month of September show that 90 percent of the nation's major job centers now have jobless rates ranging from 6 percent to more than 21 percent, the highest area count of "substantial" unemployment since the Labor Department began collecting such statistics in 1955.

The figures, released by the U.S. Labor Department's Bureau of Labor Statistics, showed 57 major areas with unemployment rates of 10 percent or higher, and nine others with jobless rates exceeding 15 percent. The list of key labor areas with "substantial" unemployment is now at 135, as compared with 51 major areas in September, 1974.

Although the country's overall unemployment rate was slightly down in

September one-tenth of one percent to 8.3 percent, the number of workers with jobs and the number of unemployed were virtually unchanged from August. Those without work and actively looking for employment held at 7.8 million, and the total number of employed also remained steady at some 85.4 million.

In breaking down the statistics by labor force groups the Bureau found that the jobless rate for adult men increased from 6.6 percent in August to 7.0 percent in September, while the rate for adult women declined slightly from 7.7 to 7.5 percent during the same period.

The Bureau's statistics showed that the major areas hardest hit by unemployment are in Puerto Rico, Massachusetts, Rhode Island and Michigan.

the PRESIDENT'S REPORT:



Paul Hall

U.S. Labor Movement Support

There's an old, often quoted proverb that says "all things come to those who wait." Well, it may be true for a lot of things today, but it's way off base when it comes to the U.S. maritime industry. In today's maritime community, if we sit around idly and wait for good things to happen, not only won't anything be accomplished, but many of the victories we won in the past could very well disappear.

We have won many tough fights in our history but never because we sat back patiently and passively. We have been able to achieve our victories because of three very important reasons: we have had the foresight to look at and try to understand the problems of our industry and the steps that should be taken to overcome them; we have shown the intelligence to push aside personalities and personal likes or dislikes to remain united in achieving our goals and we have displayed the guts needed to stand up and work hard for our beliefs even when the odds seem stacked against us.

In some of our most recent battles, though, we have had an important added ingredient in our formula for success—the active support of the entire AFL-CIO. The indispensable value of this support became most evident last year during our successful Congressional battle for the Energy Transportation Security Act, subsequently vetoed by President Ford.

During this fight for a fair oil cargo preference law, virtually every segment of the labor movement actively worked for the interests of Seafarers, the maritime industry and the nation. On the national level, we received the vocal support of the AFL-CIO Executive Council, headed by President George Meany. And in addition, all 44 international and national unions making up the AFL-CIO's Maritime Trades Department lent their full sup-

port. On the state and local levels, we received the support of all the MTD's Maritime Port Councils, AFL-CIO State Federations and Local Central bodies.

This kind of unified labor effort on behalf of Seafarers is a formidable attack force because it places the strength of 13 million American workers and their families behind the SIU's continuing fight to rebuild a U.S. maritime industry capable of competing on a global basis with any nation of the world.

However, labor's support for the SIU's programs did not abruptly end with the fight for the oil bill. It was by no means a one shot deal.

Just this month at both the AFL-CIO's Maritime Trades Department's 1975 Biennial Convention and the AFL-CIO's Convention in San Francisco, the American Labor movement unanimously reaffirmed in numerous resolutions its support for legislative and other programs designed to foster a strong U.S. maritime industry.

At the Conventions, labor first reiterated its pledge of support in the continuing fight for a fair cargo preference bill that would require that a substantial percentage of cargo imported to the U.S. be carried on American-flag ships.

A resolution was passed calling for the now exempt Virgin Islands to be included under provisions of the Jones Act. A victory here would mean more than 20 sailings per week for U.S.-flag, U.S.-manned ships between the heavily industrialized islands and the U.S. mainland.

Labor also called for the passage of legislation which would both curb expansion of Russian third-flag operations in the U.S. West Coast-Far East trades, and enable American-flag and other national-flag lines to compete on an equal basis with cut-rate Communist flag fleets.

Labor also called for the construction of an all Alaska natural gas pipeline from Alaska's North Slope to the ice-free port of Valdez where the gas would be liquified and then carried to the lower 48 states by U.S.-flag, U.S.-manned LNG tankers. At the same time, labor voiced its opposition to the alternately proposed Canadian pipeline route to end in the U.S. Midwest.

We, as Seafarers, owe a great debt of gratitude for the staunch support we have received and will continue to receive from our brothers in the labor movement, and this support is a very necessary ingredient in our formula for victory.

Yet when it comes down to the nitty-gritty, Seafarers themselves must continue to produce the same ingredients—understanding and unified work—as we have always done in the past to make the formula work.

With all these things pulling together, the SIU controls a powerful and effective political force. With it, we can't be assured of a victory every time. But without it, we are sure to go nowhere.

Seafarers Man Many New Ships

The SIU is continuing to provide strong job security for its members as SIU crews are manning more and more of the new, technologically-advanced vessels which have been constructed and are now hitting the high seas.

During these hard-pressed times, with massive unemployment and skyrocketing inflation, the maritime industry, like many other segments of labor, has also been affected. Yet despite problems such as the severe slump in the tanker market, the SIU has been able to keep its members' job security.

Despite the recession there are still new American-flag vessels being built in shipyards throughout the country. And, the SIU has succeeded in obtaining many of these new vessels for its members.

SS Massachusetts

This month the SIU crewed the largest merchant ship ever built in the Western Hemisphere, the VLCC *Massachusetts* (International Ocean Transport, Inc.) The 265,000 dwt vessel was constructed at Bethlehem Steel's Shipyard in Sparrow's Point, Md.

This brand new, ultra-modern super-tanker is 1,100 feet long, has a shaft horsepower of 35,000 and a speed of 15 1/4 knots. The vessel has 19 cargo tanks and two clean ballast tanks.

The *Massachusetts* also has sophisticated methods to combat any spillage of pollutants into the oceans. Load-on-top principles are used to reduce the possibility of oil cargo reaching the seas, and cargo tanks required for ballast that is to be discharged in or near the cargo

loading port are first cleaned of all oil by using high-pressure, high-velocity sea water jets from fixed tank cleaning machines.

The *Massachusetts* will be followed on the waterways by her sister-ship the *SS New York*, which will be manned by an SIU crew in the near future.

SS Great Land

Last month SIU members crewed



Stowing Deck department stores on board the *Golden Monarch* (Aeron Marine) are from (l. to r.): AB Terry White; AB John Bertling; Recertified Bosun John Worley, and OS Sam Daugh.

another brand new vessel, the 791 foot long, roll-on roll-off ship, the *SS Great Land* (International Ocean Transport, Inc.) The *Great Land*, which was built at the Sun Shipbuilding and Dry Dock Co. in Chester, Pa. will be transporting cargo between Seattle, Wash. and Anchorage, Alaska.

The *Great Land*, the largest trailer-ship ever constructed, with capacity for

390 trailer, can transport virtually any size wheeled or tracked cargo. Any oversize cargo over 40 feet in length, such as steel pipes, boats, chemical tanks, etc.—anything that may be moved over the highway or rail lines—can be moved on board and in the process often eliminates the need for handling, crating and containerizing.

The vessel's speed and size will permit it to sail regularly even during the winter months in Alaskan waters. The ship also has special features built in to provide for all-weather sailing, such as enclosures to protect cargo and equipment, and de-icing equipment in several areas including vehicle ramps.

SS Golden Monarch

One other new vessel which the SIU crewed earlier this month is the 89,000 dwt tanker, *SS Golden Monarch* (Aeron Marine Shipping Co.) The *Golden Monarch*, constructed at the National Steel and Shipbuilding Co. in San Diego is the third such tanker to be built for Aeron. The other two, the *SS Golden Dolphin* and *SS Golden Endeavor*, have been sailing with SIU crews since last year.

The 894-foot long vessel is capable of carrying 25 million gallons of crude oil (about 500,000 barrels). All three tankers are very similar to the two SIU-contracted oil-bulk-ore carriers (OBO) the *SS Ultramar* and *SS Ultrasea*, previously built at National Steel and Shipbuilding and manned by SIU crews. The OBO's are less than two feet shorter than the tankers, have the same hull and engine, and have a deadweight tonnage of 80,500 tons.

These are just some of the new vessels which the SIU has been able to man. But in order to obtain job security for all SIU members in an industry which is constantly changing, we must continue to fight for favorable legislation in Washington, on issues such as more cargo for American-flag ships, expansion of the jurisdiction of the Jones Act and an end to rate-cutting practices by third-flag and Soviet bloc ships.

All members can help in these battles by contributing to SPAD—the SIU's voluntary political fund. It is the best way of insuring a future for the SIU and the American merchant marine as well.

New Digest Of Benefits

A revised SIU Surgical, Pension, Welfare and Vacation Digest of Benefits will be available at SIU halls throughout the country in about a month.

This revised digest will contain a detailed schedule of all SIU benefits, many of which have been increased under the new contract. You will be able to obtain a copy of the Digest at any SIU hall.



QMED Jerry Makarewicz at the engine room console of the roll-on-roll-off vessel, the *Great Land* (International Ocean).

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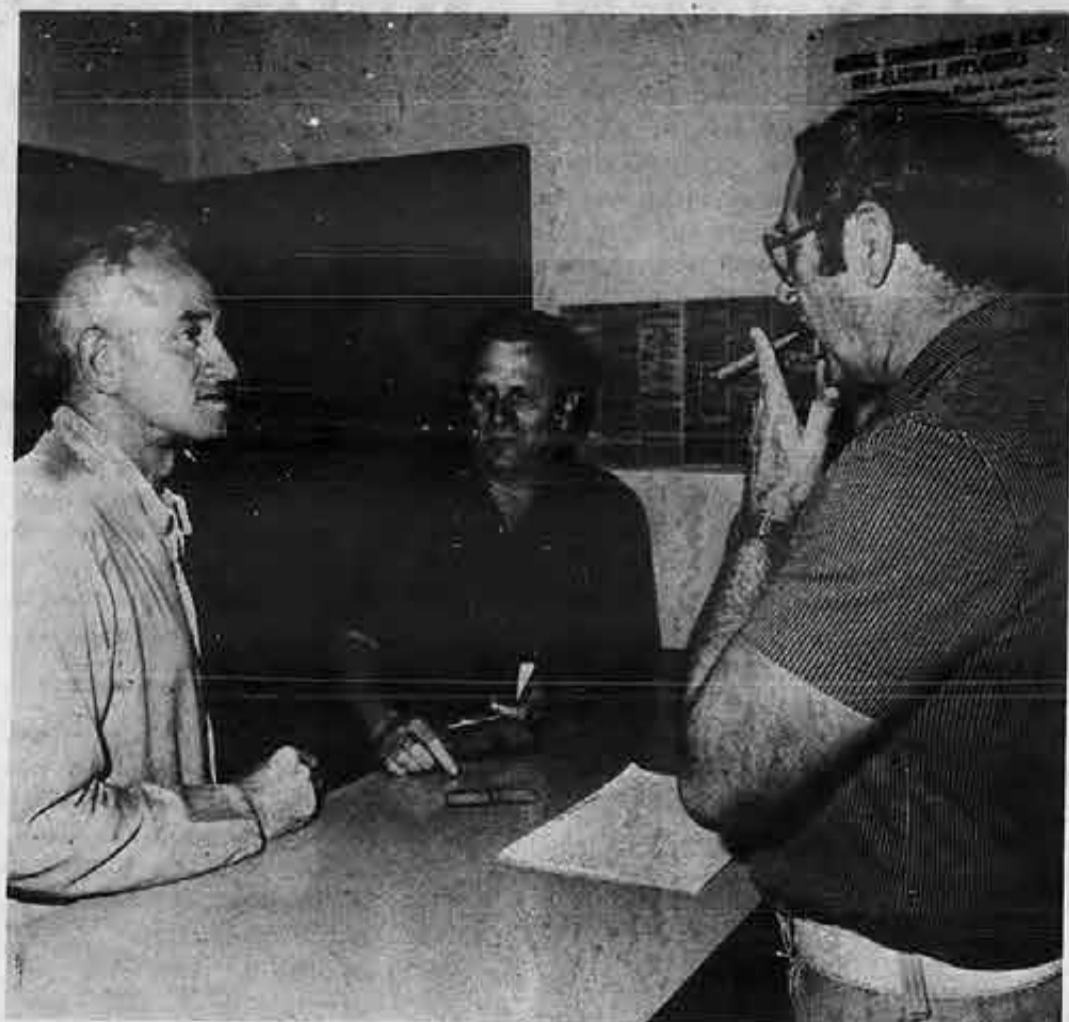
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Four members of the steward department on the supertanker *Massachusetts* (International Ocean) are pictured in the ship's ultra-modern galley. They are from (l. to r.): Chief Cook and Steward Joe Kundrat; Cook and Baker Larry Tefft; General Utility Arthur Rubenstein, and Utility Maintenance Bernard Zawacki.

Seattle Seafarers Discuss Timely Issues



Before Seattle meeting, Seafarers Joseph Alpedo, left, and Everett Klopp, center, register for shipping with Seattle Port Agent Harvey Mesford.

The new roll-on—roll-off vessel *Great Land* which is running from Seattle to Anchorage; the progress of the Alaska pipeline, and many other important items were among the main topics of discussion at last month's informational membership meeting in the port of Seattle. The meeting was chaired by SIU Port Agent Harvey Mesford.

A member at the Seattle meeting expressed his support of Senator Warren Magnuson's 200-Mile U.S. Fish Conservation Zone bill and it was suggested that Seafarers write their own Senators and Congressmen to support it also.

Discussion on the *Great Land* and the Alaska pipeline centered around jobs. The *Great Land* and a projected two more of her sisterships, to be used on the same run, will mean a pickup in shipping for Seattle Seafarers. When the Alaska pipeline is completed it will mean better shipping for all SIU members.

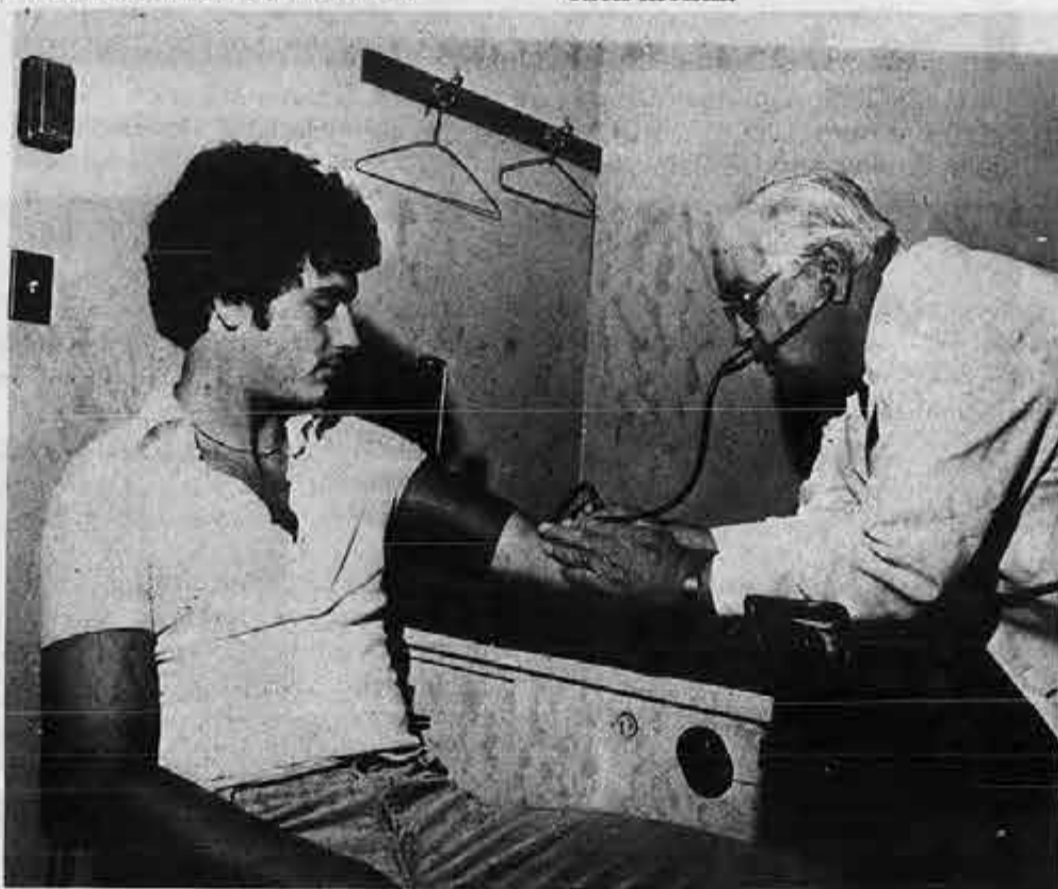
The port of Seattle holds its monthly informational meetings on the Friday after the third Sunday of each month.



David Kendrick, who is a full-time Seafarer and part-time artist, shows off one of his paintings which hangs in the Seattle hall. Kendrick ships as QMED.



Seafarer E. C. Ryan, who ships in the engine department, suggests Seafarers write their Congressmen in support of the 200-mile Fish Conservation bill.



Jeff Hanley, left, who has been accepted to the Lundeborg School's Entry Training Program is given physical examination by Dr. Lyons at the Seattle clinic.



If you need help filling out welfare claims, etc., in the port of Seattle, the person to see is SIU Secretary Jessie Hair. She is well liked by the Seattle membership for her prompt and courteous help.



Ali Mohammed, who ships out of Seattle in the Steward department, was one of those who attended the Seattle meeting last month.



SIU member listens attentively during Seattle informational meeting.



Seattle Seafarers listen as Port Agent Harvey Mesford reads shipping and legislative reports covering the previous month.

6 to Break Out of Layup

17 SIU Tankers to Carry Grain to Russia in New Pact

Seventeen ships under contract to the SIU this month received charters to carry U.S. grain to Russia after strong political pressure by labor forced the Ford Administration to negotiate a new long-term, five-year shipping agreement with the USSR, which includes higher freight rates and a ceiling on the amount of grain that can be sold to the Russians.

Labor's unified stand against the uncontrolled sale of grain to Russia not only has given a much-needed shot in the arm to the ailing U.S. tanker industry, but will help stabilize all grain-related consumer prices in this country.

U.S. tankers will haul an estimated 890,000 tons of grain to the Soviet Union in October.

Six of the SIU-contracted ships had been in layup. They are the *Cities Service Miami*, *Montpelier Victory*, *Ogden Yukon*, *Transpanama*, *Ultramar* and the *Golden Monarch*. On the previously laid-up U.S. vessels alone, 279 jobs have been created which boils down to an estimated 25,110 man days of employment on one round trip voyage averaging 90 days.

Other SIU-contracted ships chartered to carry grain are: *Eagle Traveler*; *Overseas Vivian*; *Overseas Aleutian*; *Overseas Anchorage*; *Overseas Arctic*; *Overseas Ulla*; *Connecticut*; *Ogden*



Shown here in lay-up at the Seatrain facility in the Brooklyn Shipyard, the *Transpanama* (Hudson Waterways) was one of the SIU-contracted ships broken out this month to carry grain from the Gulf of Mexico to the Soviet Union.

Champion; *Transeastern*; *Mount Explorer*; *Ultrasea*.

According to the grain shipping program to Russia for November, 13 more American ships will be needed to carry the U.S. flag's one-third share. And from December on, the new agreement should provide at least eight sailings a month for U.S. ships.

Under the terms of the new five-year agreement, the Russians have contracted to buy at least six-million metric tons of grain in each of the contract years with an option to buy two million

additional tons per year. If the Russians wish to buy more than the contract stipulates, U.S. Government representatives would first have to study the request before any additional purchases were okayed.

The U.S., however, maintains an escape clause in the agreement which allows the U.S. to break off or curtail grain sales if America's total yearly grain yield falls below 225-million tons. This has not happened in the last 15 years.

The Russians have also agreed to

pay U.S.-flag carriers a competitive \$16-a-ton freight rate enabling American ships to turn a profit in the carriage of at least one-third of all grain cargoes going to the USSR.

U.S. representatives in Moscow are still negotiating a further clause in the contract which would require the Russians to provide 200,000 barrels of crude oil and petroleum products per day to be delivered either to the U.S. or by agreement to cities in Europe or other designated areas. The hang-up here is the price the U.S. will pay for the oil. The Soviets want Organization of Petroleum Exporting Countries (OPEC) market scale, while the U.S. is holding out for a dollar per barrel less.

This entire new agreement with the Russians, which benefits American workers and the U.S. maritime industry as well as safeguarding consumer interests, would not have taken place without the unified actions of labor in bringing heavy political pressure on the Administration.

Brought to a head by the grain-loading boycott by Gulf longshoremen last month, the SIU with the backing of the entire AFL-CIO had been fighting for a favorable agreement since early July when the new grain sales were announced.

Members Pass Dues Increase Resolution

In a secret mail ballot the membership has accepted the dues increase amendment to the SIU Constitution by an overwhelming vote of 3,016 to 288.

Under this amendment, which will affect only working members, a dues increase will be collected in the following manner: an additional \$50 will be payable for each 90 days worked on SIU-contracted vessels in 12 consecutive months and, after the first 90 days worked in the 12-month period, a percentage of \$50 equal to the percentage of 90 days worked will be payable.

However, before payment of this dues increase can commence an additional \$350 for annual shipping (\$87.50 for 90 days) in vacation benefits for SIU members will have to be negotiated.

This additional vacation pay will be over and above the vacation increases already provided by the SIU's new three-year contract.

Voting on the amendment, as specified in the SIU Constitution, was carried on by a secret mail ballot for 30 days. Voting began Aug. 25, 1975 and ended Sept. 23, 1975, with ballots issued to

all eligible voters in all SIU halls.

The dues resolution was first presented to members at the July membership meeting in all Constitutional and Non-Constitutional ports.

Then, following the Union's constitutional procedure for amending the Constitution, a Constitutional Committee was elected on July 18 at a special meeting held in Headquarters.

This six-man committee studied the proposed resolution; approved it, and recommended that the amendment be put to a vote by a secret mail ballot.

Seafarers at August membership meetings in SIU halls throughout the country overwhelmingly accepted the Constitutional Committee's report and recommendation, and the dues increase amendment was then voted on by the membership.

A six-man Tallying Committee elected at the Headquarters' September meeting counted the ballots and presented its report at October meetings in all ports.

For the full text of the Tallying Committee's report, see pages 10-12.

Notify Union When Replacement Needed

Over the past months the *Log* has printed stories concerning the importance of the ship's chairman notifying the Union when a replacement is needed for a crewmember leaving a ship. Once again we want to note that it is vital for all ships' chairmen, and in fact any member of the ship's committee, to help see to it that all unlicensed jobs on SIU-contracted vessels are filled at all times by SIU members.

Today, more than ever, foreign competitors are doing their best to make inroads in any way possible into the American merchant marine. Two companies in the Philippines, Foreign Travel Services and World Tide Shipping Agency, are good examples of the attempts being made at taking away jobs from American seamen.

These companies have sent letters to SIU-contracted companies offering the services of Filipino crews at what they term "very reasonable and fully approved wage scales." Some examples of these wages are: \$220 per month with a straight overtime rate of \$1.38 per hour

for a bosun; \$150 per month with a \$.95 overtime rate for messmen and wipers, and for AB's \$200 per month with a straight overtime rate of \$1.25 per hour.

Foreign Travel Services has another "advantage" to hiring the men they provide. In its letter the company states that "strikes and work stoppages are forbidden by the Philippine Government and are enforced by denying permission for overseas assignments."

While our contracted companies have assured us they have never considered using crews provided by these agencies, we must continue to police the replacement of SIU crewmembers so that we are sure that all SIU unlicensed jobs are always protected.

Any crewmember preparing to leave a vessel in the continental United States or Puerto Rico must give 24 hours notice to the Master prior to the scheduled sailing of the vessel. When a vessel is expected to arrive on a weekend, notice

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Simon Asked to Deny Waiver Bid by Collier

Collier Carbon and Chemical Corporation has asked for a two-year extension of the waiver it was granted last year which exempts the company from complying with the provisions of the Jones Act in shipping anhydrous ammonia on foreign-flag vessels between Alaska and the Pacific Northwest.

SIU President Paul Hall has written a strongly-worded letter requesting that Treasury Secretary William Simon deny the extension because Collier has failed to comply with the terms of the original granting of the waiver. At that time, Collier was given the waiver only on the condition that it promptly seek to contract a U.S.-flag vessel which would be capable of transporting the ammonia.

In requesting the extension, Collier states that the extra two years time is needed to complete the vessel it is having constructed which Collier says will be ready in the final quarter of 1977.

Collier was originally given permission to ship the ammonia, used to manufacture about 35 percent of the nitrogen fertilizer used by wheat growers in the Northwest, when the only Amer-

ican vessel capable of transporting the substance, the *Kenai*, sank in a storm off the Alaska coast.

In his letter to Simon, President Hall stated, "It is clear that Collier has not complied with the terms of the original waiver by promptly contracting for a U.S. vessel. The company delayed contracting for a new vessel until it was faced with the necessity to apply for a waiver extension and ignored several options that would have enabled a U.S. vessel to be ready far sooner."

"In addition, no waiver extension should be considered because of the likelihood that in the near future a U.S.-flag vessel capable of carrying anhydrous ammonia will be available. A two year waiver extension is an unreasonable period and would remove all pressure on Collier to employ this new U.S.-flag vessel as soon as it becomes available.

"In this situation a two-year continuation of this waiver would undermine a most important U.S. maritime law, and could set a precedent for other companies wishing to avoid the use of U.S.-flag vessels."



MTD Biennial Convention

Focus Is on Maritime; Plight of Unemployed

Keying in on the many problems facing the U.S. maritime industry today and the steps that must be taken to overcome them, the AFL-CIO Maritime Trades Department, comprising 44 international unions representing eight million workers, conducted its 1975 Biennial Convention this month in San Francisco, Calif.

The two-day Convention, chaired by MTD President Paul Hall, unanimously called for legislation to reserve a substantial percentage of all U.S. cargo for carriage by U.S.-flag ships; preservation of the Jones Act and extension of its provisions to cover the Virgin Islands "loophole"; legislation to curb the growing encroachment of Russian third-flag operations on the U.S. West Coast; sufficient budget appropriations to restore 393 staff positions at USPHS hospitals throughout the country and construction of an all-Alaska natural gas pipeline as opposed to a Canadian route.

The MTD Convention also focused on the plight of America's vast ranks of unemployed, and the delegates unanimously vowed to fight for a revised program of unemployment insurance to meet the long term needs of out-of-work Americans.

The Convention also passed unanimous resolutions calling for a \$3 an hour minimum wage; tax reform; trade reform; a national health security program; a national energy policy, and a national fisheries policy that would include a 200-mile offshore fish conservation zone for the U.S.

The Convention was highlighted by addresses from Lane Kirkland, AFL-CIO secretary-treasurer; Senator J. Bennett Johnston, Jr. (D-La.) and MTD President Paul Hall.

Tribute to McGavin

MTD delegates held a moving tribute to the late Peter M. McGavin, executive secretary-treasurer of the MTD for the past 15 years.

In delivering the tribute, MTD President Paul Hall stated: "For the past 35 years, Peter McGavin had devoted his life to the cause of just and decent treatment for working men and women everywhere. He was known throughout the trade union movement. He was universally respected for his integrity and his loyalty and his devotion to the movement to which he had made a lasting contribution. Above all else, he was loved for his selfless readiness to assist others in time of need."

"Peter McGavin was devoted to his family. To Dorothy McGavin, his widow, and to Stephen McGavin, his son, we the officers and delegates to the



MTD Administrator O. William Moody addresses delegates to the MTD's Biennial Convention held in San Francisco last month.

National Convention of the Maritime Trades Department, AFL-CIO, express our deepest sympathy."

The Convention then observed one minute of silence in respect for Mr. McGavin's passing, July 6, 1975.

Tackle Maritime Problems

Top priority at the Convention was given to overall programs that would foster continued revitalization of the U.S. merchant marine and restore its once globally competitive position on the world's seaways.

Heading the list of the proposed

needed maritime programs, the Convention called for a bill similar to the pocket-vetoed Energy Transportation Security Act, which would require that a substantial percentage of U.S. cargo be carried on American-manned, American-built vessels.

Virgin Islands Loophole

Turning to the vital issue of the Jones Act, which protects American domestic shipping from incursion by foreign-flag operations, the Convention noted that the Act "has provided the basis for guaranteed employment for the American seaman and has demonstrated that it is the mainstay of the entire U.S. merchant marine."

However, the Convention pointed out that "despite the comprehensiveness of the Act, it has its flaw; the Virgin Islands and American Samoa are exempt from the law." It was noted that because of this flaw, "U.S. ore and oil refining industries have established themselves in the Islands . . . to enjoy the various tax incentives offered by the Islands and to use foreign-flag ships, thereby circumventing the intent of the Jones Act." The Convention then called for "immediate passage of legislation which would amend the Jones Act by making it apply to the Virgin Islands and American Samoa."

Senator J. Bennett Johnston, who addressed the Convention on this and other issues affecting the U.S. maritime industry and the nation's economy, recently introduced in the Senate a meas-



Sen. J. Bennett Johnston, Jr. (D-La.) discusses legislation he has introduced to close the Virgin Islands loophole in the Jones Act.

ure to close the Virgin Islands loophole.

A Victim of Detente

The Convention also took up the complex problems of how detente with the Russians has worked to the growing detriment of the U.S. merchant marine. The delegates pointed out the havoc caused among U.S.-flag operators by the "ruthless rate-cutting practices" of the Soviet-owned Far Eastern Shipping Co. (FESCO), which is operating as a third-flag carrier on the U.S. West Coast. They further noted that since

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MTD and SIU President Paul Hall, who chaired the Convention, delivers a tribute to the late Peter M. McGavin. Others on dais are from left: MTD Administrator O. William Moody, Sen. J. Bennett Johnston, Jr. and SIU Vice President Lindsey Williams.

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1972 when 42 U.S. ports were opened to Russian vessels, third-flag operations, dominated by communist bloc nations, have captured more than half of all U.S. liner trade between the West Coast and the Far East.

To alleviate this unfortunate situation, the Convention unanimously agreed that safeguards against cut-throat rate cutting must be adopted to insure both the health of the American economy and the U.S. merchant marine.

USPHS Resolution

O. William Moody, administrator of the MTD, briefed the Convention delegates on a bill introduced by Senator Warren Magnuson (D-Wash.), that would provide additional federal appropriations for the Department of Health, Education and Welfare to restore 393 vital staff positions at USPHS hospitals. HEW cut these positions recently in their continuing effort to phase out the USPHS system, which is so vital to the medical care of seamen.

The Convention unanimously expressed its complete support for the bill, and commended Senator Magnuson for "his courageous and tireless efforts to preserve the Public Health Service Hospitals and give them an opportunity to serve as a larger and even more effective instrument in the nation's health delivery system."



Lane Kirkland, secretary-treasurer of the AFL-CIO, speaks to delegates attending Maritime Trades Department Convention last month in San Francisco. Paul Hall, president of the MTD and the SIU, is at left.

Alaska Gas Pipeline

A proposed project to build a natural gas pipeline alongside the Alaskan oil pipeline from Alaska's North Slope to Valdez was unanimously endorsed by the MTD Convention. Under this proposal, the gas would be liquified at Valdez and then shipped via LNG carriers to locations in the lower 48 states rather than have the line run through Canada to the U.S. midwest.

It was pointed out at the Convention

that the all-Alaska route would better benefit the nation because:

- The line would be totally under U.S. control.

- The line would provide natural gas not only to the West Coast but also the Midwest, through redistribution of U.S. gas reserves in the Southwest and increased shipments from these fields to the Midwest. And LNG vessels could even move the Alaska gas to the East if needed.

- All of the job benefits of the Alaska gas line would go to U.S. workers such as construction workers, shipbuilders and seamen.

Port Council Reports

In addition to the many resolutions concerning maritime and other issues affecting all American workers, the MTD Convention heard reports from the MTD's network of 27 Maritime Port Councils. These important organizations, located in port cities on the U.S. East and West Coasts, the Gulf, the Great Lakes, the rivers and in Canada and Puerto Rico, are comprised of scores of local unions and smaller international affiliates.

The MTD Convention recognized that the Port Councils "have contributed much toward increasing the awareness of citizens throughout the nation of the importance of a strong U.S. merchant marine and a united labor movement to the welfare of the nation."

Officers Elected

Before adjourning the two-day convention, MTD delegates conducted elections for top MTD officials. Paul Hall was unanimously reelected MTD president, as were Jack McDonald, vice president, and O. William Moody, administrator. The Convention delegates unanimously voted to hold off election of an executive secretary-treasurer as a successor to the late Peter M. McGavin.

Delegates Approve Resolution

AFL-CIO Confab Calls for Maritime Reform



AFL-CIO President George Meany addresses delegates to federation's Convention in San Francisco, Calif. earlier this month.

A resolution calling for a complete overhaul of existing maritime laws was adopted by delegates attending the 11th Convention of the AFL-CIO in San Francisco, Calif. earlier this month.

The nearly 900 delegates, representing all the federation's 14 million-member affiliated unions, called for several steps to help revitalize the U.S. merchant fleet in an effort to regain its former prominence in worldwide shipping.

The Convention adopted an "omnibus" merchant marine resolution which was passed at the recently-concluded AFL-CIO Maritime Trades Department Convention held late last month in Washington, D.C.

Some of the major points of the adopted resolution were:

- Development of a national cargo policy that will assure the U.S. fleet a "substantial share" of U.S. cargoes in all trade routes of the world.

- The end to the "effective control" theory which allows major U.S. oil com-

panies and other multinational operations to dodge U.S. taxes and union workers by using foreign-flag ships.

- Repeal of all tax laws which allow U.S. firms to benefit from using foreign-flag vessels.

- Consolidation of all maritime affairs under one Federal agency.

- Development of a strong, balanced U.S. merchant marine through construction and operating subsidy programs which will enable the U.S. to achieve competitive parity with foreign-flag fleets.

- Inclusion of the Virgin Islands under the provisions of the Jones Act, which would create a new source of cargoes for the U.S. merchant fleet.

The Convention also condemned "predatory and competition-destroying" intrusions by Communist states' merchant fleets and called on Congress and the Federal Maritime Commission to act to combat the rate-cutting of "these modern-day commerce raiders."

The delegates to the four-day Con-

vention heard speeches from representatives of the Administration, the Congress and the labor movement. AFL-CIO President George Meany, who was elected to his 11th term as federation president, delivered the keynote address.

New U.S. Leadership

In his remarks, the 81-year-old labor leader blamed the policies of the Nixon and Ford Administrations for continuing inflation and high unemployment and called for new national leadership.

Meany told the delegates that the policies of the Administration have led to high prices, high interest rates and millions of unemployed, and this has created the "worst economic crisis since the 1930's" in this country. And he added, no amount of "economic gobbledegook" from the White House can change that fact.

Many Resolutions Passed

A total of 133 resolutions were adopted at the Convention. Most of

them reaffirmed AFL-CIO policies designed to create full employment, improve the standard of living of American workers, initiate new and badly needed programs for health care, safety, welfare, child care and social services and to protect workers from unemployment.

Prior to the start of the Convention, SIU President Paul Hall was named to head a three-man committee which has been directed to investigate alleged fraud and harassment in the election battles between the United Farm Workers and the International Brotherhood of Teamsters for the right to represent California farm workers.

Also named to the committee, which was set up by the AFL-CIO Executive Council, were Joseph Keenan, secretary of the International Brotherhood of Electrical Workers, and Paul Jennings, president of the International Union of Electrical, Radio and Machine Workers.

Delayed Benefits

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

NAME	SOCIAL SECURITY NO.	Union
Fontiff, J. F.	453-01-5916	A&G
Matsoukas, W.	089-14-6077	A&G
Penate, O.	465-72-8223	A&G
Rugo, M.	081-90-8043	UIW
McGee, J. P.	456-02-1029	IBU
Sasser, A.	257-26-6950	A&G
Wasson, D. B.	079-63-5366	A&G
Seneff, E. J.	367-18-6252	A&G
Soner, L. D.	437-76-5705	IBU
Morris, H. W.	522-18-1454	A&G
Franco, P. J.	343-16-7163	A&G
Rowland, R. L.	225-46-9411	UIW



Headquarters Notes

by SIU Vice President Frank Drozak

Though the U.S. maritime industry has, in general, been experiencing the adverse effects of the current recession, we have been successful in securing a large number of new jobs for this membership.

With the crewing of the 265,000 dwt tanker *SS Massachusetts*, the roll-on, roll-off of vessel *SS Great Land*, the 89,000 dwt tanker *Golden Monarch* as well as the projected crewing of the *Massachusetts'* sister supertanker *SS New York* in the next few months, the SIU gains important new jobs that will be filled by Union members for the next 20 or 25 years it is predicted that these ships will operate.

These new ships were all built under Title XI of the Merchant Marine Act of 1970 which provides construction subsidies for building new U.S.-flag ships.

The SIU fought long and hard to win the passage of this bill because we recognized that it would provide a solid foundation for rebuilding our nation's merchant marine.

The new ships built with these subsidies are giving America one of the world's most modern, efficient intermodal liner fleets and a rejuvenated tanker fleet to replace the undersized and overaged tankers operating under the U.S. flag.

And the SIU, as one of the prime supporters of the legislation, is now enjoying some of the fruits of this building program.

But these gains are now being threatened by two recent developments—the incursion of rate-cutting Soviet bloc carriers into our liner trade and a world-wide slump in the tanker market.

No matter how efficient our liner fleet becomes, it can never compete with state-owned non-national carriers that can move cargo without regard for profit. Operated by nations interested in political gains and capturing international "hard" currency, these carriers undercut conference shipping rates and drive out legitimate competition.

Only legislation, such as the Non-National Carriers Bill now being considered by Congress can protect the U.S. liner fleet and Seafarers' jobs in that fleet.

To provide quick relief from the slumping international market for U.S. tankers, the SIU has been actively engaged in the AFL-CIO's successful battle with the White House over U.S. grain sales to Russia.

As a result, a new grain freight rate has been worked out and many of the laid-up U.S. tankers will now carry one-third of all grain sold to Russia. Already, we have been advised by our operators that 17 SIU ships will be taking on crews in the next few weeks and loading grain bound for Russia.

A more permanent solution to the tanker problem lies in securing some type of cargo preference for U.S. flag ships. Unlike higher wages or better benefits, cargo preference can only be won through vigorous political action—the same

type of action that led to the Merchant Marine Act, brought the Oil Cargo Preference Bill so close to passage and is now behind the Non-Natural Carriers Bill—the strong political action we can mount only with the money you donate to SPAD.

BOSUNS RECERTIFICATION PROGRAM

Including the 12 men who have graduated from the two-month Bosuns Recertification Program this month, a total of 296 Seafarers have successfully completed this important training and upgrading program.

You know today's U.S. maritime industry is an extremely complex and changing one. And these changes are occurring not only in the technical ship-board areas, but also on the legislative and governmental fronts in Washington which have an ever increasing effect on our jobs and job security.

Today's Seafarer must keep up on more than just the changing technical skill of his job aboard ship. He must also know the problems—legislative, economic and otherwise—that have an impact on the maritime industry as a whole, and what his Union is doing about these problems.

The nearly 300 Seafarers who have completed this program have been given an overview of the U.S. maritime industry. They have seen where the industry stands today and what they, as professional Seafarers, can expect tomorrow. And as the chairmen of the ship's committee, these men have been passing on their newly gained knowledge to a wide cross-section of the SIU membership. The Bosuns' program has been a great success for both the Union and the membership.

For more information on the Bosuns' program see pages 22-23 of this *Seafarers Log*.

'A' SENIORITY UPGRADING PROGRAM

In addition to our graduating bosuns, we have had six SIU members graduating from the SIU's 'A' Seniority Upgrading Program this month. This brings to 185 the number of Seafarers who have achieved a full book with the SIU since the program started in 1973.

These men have not only received the rights and privileges of a full book member, they have taken on the important responsibility of filling the SIU's manpower void left by our older retiring members and those Brothers who pass away.

An eligible member who wishes to attend the program but has not yet applied should do so immediately.

For more information about the Seniority Upgrading Program see pages 22-23 of this *Seafarers Log*.

FIREFIGHTING

In today's technically changing merchant marine the upgraded skills of a Seafarer must include firefighting.

To acquire this skill, a Seafarer need only participate in the two-day firefighting course held at the Lundeberg School in Piney Point for the classroom instruction and at the jointly sponsored MSC-MARAD firefighting school in Earle, N.J.

Over 2,000 Seafarers have gotten their firefighting certificates through this program, but there is still a long way to go before each and every SIU member possesses this important skill.

Upcoming dates for the firefighting course are: Oct. 17, 23 and 31; Nov. 14 and 20, and Dec. 5, 12 and 19.

Log Receives ILPA Award



Marietta Homayonpour, editor of the *Seafarers Log*, accepts an International Labor Press Association award from the Association's secretary-treasurer John Barry at the group's recent convention in San Francisco. The first place award for 'General Excellence' is the highest award the *Log* can receive. In their written comments on the awards, the judges pointed to some of the *Log's* highlights and concluded, "in all, effective communication."

Financial Committee at Work



Early this month the latest elected SIU Financial Committee goes over the Union's financial transactions at Headquarters. The committee consisted of (l. to r. rear): William Reid; Juan Cruz; Chairman Frank Rodriguez; Walter "Red" Gustavson, Thomas J. Esposito; Major E. Reid, and Nicholas Damante.

Washington Activities

By B. Rocker



Merchant Marine Authorization

The House-Senate Conference Committee reached agreement Sept. 11 on differences between H.R. 3902 and S. 1542, to authorize maritime funds for Fiscal Year 1976.

As the bill was reported, it authorizes \$195 million for construction differential subsidy and \$315.9 million for operating differ-subsidy. It sets a \$7 billion ceiling on Title XI guarantees.

The conference report is expected to go back to both houses for a vote in the near future, but no date has been set.

Third-Flag Bill

The House Merchant Marine and Fisheries Committee will begin hearings Oct. 23 on H.R. 7940, a bill to provide minimum ocean rates for cargo carried on third-flag ships.

S. 868, the Senate version, was favorably reported out of the Senate Commerce Committee.

The U.S. fleet needs the protection offered by such a law in order to survive in competition against Russian ships—which are not required to show a profit—and other foreign ships which are heavily subsidized, directly and indirectly.

200 Mile Limit Bill

Similar bills have been reported out of the Senate Commerce Committee and the House Merchant Marine and Fisheries Committee. The bills would extend U.S. fishery management jurisdiction from the present 12 mile limit to 200 miles.

The House version, H.R. 200, was referred to the House International Affairs Committee because of that committee's new oversight responsibility given in last year's House reorganization.

Maritime Strikes

Senator Inouye will chair hearings in Honolulu on Oct. 15 on S. 1126, a bill to prevent shipping strikes which would interrupt commerce between the U.S. West Coast and Hawaii, Guam, American Samoa and the Trust Territory of the Pacific Islands.

War Risk Insurance

On Sept. 9, the House of Representatives adopted H.R. 1073, a bill to extend war risk insurance for a three-year period under Title XII of the 1936 Merchant Marine Act. The Senate has not yet taken action on its version of the bill.

SIU opposed coverage for foreign-flag ships under the Act. The Maritime Administration will initiate a new plan to carry out the war risk program. Applications will be examined on a ship-by-ship basis. It is estimated that approximately 75 percent of the so-called "effective U.S. controlled ships" will no longer be eligible for coverage. These are U.S.-owned, foreign-flag vessels, registered in Liberia and Panama.

Jones Act

Senator Johnston (D-La.) has introduced a bill to extend Jones Act coverage to the Virgin Islands for transportation of crude oil, residual fuel oil and refined petroleum products. S. 2422 was referred to the Senate Commerce Committee.

Railroad Bills

The Senate Commerce Subcommittee on Surface Transportation and the House Interstate and Foreign Commerce Subcommittee on Transportation are holding hearings on various railroad bills.

A section of the Senate bill, S. 2027, deals with funding for development of more efficient vessels for inland and coastal waterways.

There is a provision in H.R. 9802 which would allow railroads to lower rates without ICC approval, and this would unfairly discriminate against water carriers.

Hall Supports Delta Lines' Action

SIU President Paul Hall recently protested the shipping restrictions imposed on Delta Steamship Lines by the Government of Guatemala in a letter to Frederick B. Dent, Special Representative for Trade Negotiations.

Delta has filed a petition, under the Trade Act of 1974, asking for relief from discrimination by Guatemala in restricting imports to Guatemala's flag ships.

President Hall stated, "The Seafarers International Union, which represents unlicensed seamen employed by Delta Steamship Lines, is concerned that allowing such discriminatory trade practices will worsen the already depressed maritime industry."

Herb Brand, President of the Transportation Institute, testified before the Special Trade Negotiation Board in support of Delta Lines. Brand criticized the American government's handling of similar situations in the past and urged the Federal Board to take action against such discriminatory practices.

Chairman Sullivan Speaks Out on U.S.-Flag Fleet

Rep. Leonor K. Sullivan warned in an article in the Congressional Record, Sept. 10, that there is a dangerous imbalance of U.S.-flag ships compared with the modern, state-owned and operated Soviet bloc fleets.

Mrs. Sullivan, chairman of the Merchant Marine and Fisheries Committee, said, "We have tried now for three years to enact a modest cargo preference quota on petroleum products so that 20-30 percent would be carried in U.S.-flag bottoms. Despite our continued efforts, we have been blocked while the oil-producing nations are rapidly building their own tanker fleets. . . . Unless we wake up, there will be no energy product carriage in the U.S.-flag vessels. . . ."

Federal Maritime Commission Chairman Nominated

On Sept. 19, President Ford nominated Karl Bakke to succeed Helen Delich Bentley as Federal Maritime Commissioner. Mrs. Bentley's term has expired, but she has continued to serve until a replacement could be named.

Bakke, an attorney, has served in the government since 1960 in the Commerce Department, the United States Tariff Commission, and the Federal Reserve Board.

The Senate must act on confirmation of Mr. Bakke for a term expiring June 30, 1980.

The Federal Maritime Commission is the rate-setting agency for merchant shipping.

Support SPAD

To Protect Your
Job Security in
the Fight for
Favorable Legislation



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.

Upgrades to Cook and Baker



Upgrader Terry Smith (right) displays his Cook and Baker graduation cake to HLSS Baker Bill Sidenstricker in the galley of the school in Piney Point, Md.

5 Finish Lifeboat Course



Kneeling (far right) is Lifeboat Course Instructor Paul Allman with another graduating class of (standing l. to r.): Clyde Cummins; Jose Lopez, and Everett Delande. In the bottom row (l. to r.) are: Udjang Nurdjaja, and Amin Rajab.

Tallying Committee Dues Vote Report

Following is the full report of the six-man Tallying Committee elected at Union Headquarters on Sept. 29, 1975 to report on the election held from Aug. 25 to Sept. 23, 1975 on a dues increase. The report will be read at all SIU ports during October.

REPORT OF UNION TALLYING COMMITTEE

REFERENDUM ON CONSTITUTIONAL AMENDMENT ON DUES INCREASE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT, AFL-CIO

(Referendum Period August 25, 1975 through September 23, 1975)

We, the undersigned members of the Union Tallying Committee, were duly elected at a Special Meeting held in Headquarters-Port of New York on September 29, 1975. The election was held constitutionally under Article XXV and, accordingly, consists of six (6) members—two (2) from each of the Deck, Engine and Steward Departments.

The following is our Report and recommendations.

On September 29th, at 11:00 a.m., we met with Secretary-Treasurer Joe DiGiorgio. He gave to each Committee member a copy of our Union Constitution and suggested that we read those sections dealing with the duties of a Tallying Committee.

The Committee proceeded to a room located at 675 Fourth Avenue, Brooklyn, New York, where we worked while in session.

In compliance with Article XIII, Section 4(c) of our Constitution, we elected, from among ourselves, Frank Teti, Book No. T-93, to act as Chairman.

We received from Headquarters' offices of the Union, all of the files relative to the conduct of the election. These files contained signed receipts for ballots issued as follows:

PORT	BALLOTS ISSUED	TOTAL
BOSTON	1- 100	100
NEW YORK	101- 1600	1,500
PHILADELPHIA	1601- 1900	300
BALTIMORE	1901- 2700	800
NORFOLK	2701- 2900	200
JACKSONVILLE	2901- 3100	200
TAMPA	3101- 3300	200
HOUSTON	3301- 4300	1,000
PORT ARTHUR	4301- 4400	100
NEW ORLEANS	4401- 5800	1,400
MOBILE	5801- 6500	700
WILMINGTON	6501- 6700	200
SAN FRANCISCO	6701- 7400	700
SEATTLE	7401- 7900	500
ST. LOUIS	7901- 7950	50
DETROIT	7951- 8950	1,000
SAN JUAN	8951- 9350	400
YOKOHAMA	9351- 9450	100
ALPENA	9451- 9550	100
BUFFALO	9551- 9750	200
CHICAGO	9751- 9950	200
CLEVELAND	9951-10150	200
DULUTH	10151-10350	200
FRANKFORT	10351-10550	200
TOLEDO	10551-10750	200
PINEY POINT	10751-10850	100
HEADQUARTERS (ABSENTEE)	10851-10875	25

In addition to the foregoing, your Committee examined correspondence indicating that an absentee ballot was issued to the following member, who was eligible to vote such absentee ballot by reason of being aboard a vessel not scheduled to be at a Port where a ballot could be secured during the voting period:

NAME	BOOK NO.	BALLOT ISSUED
Roy M. Ayers	A-127	10851

We have seen a bill from the printer indicating that 15,000 ballots, numbered one through 15,000 had been printed for this referendum.

Your Committee has checked all of the unused ballots on hand at Headquarters which were not issued. The stubs on these unused ballots are numbered 10876 through 15000.

Your Committee checked the numbers on the stubs of the used ballots received from the various Ports. We also checked the numbers on the stubs of the unused ballots which were returned by the various Ports and found that all stubs, both used and unused, coincided with the number of ballots printed.

The following is a breakdown of the ballots that were

sent to the Ports by Headquarters, along with a breakdown of the ballots issued and unused ballots which were returned:

PORT	BALLOTS RECEIVED FROM HEAD-QUARTERS	BALLOTS UNUSED AND RETURNED	TOTAL BALLOTS ISSUED
1. BOSTON	1- 100	41- 100	40
2. NEW YORK	101- 1600	635- 1600	534
3. PHILADELPHIA	1601- 1900	1675- 1900	74
4. BALTIMORE	1901- 2700	2060- 2700	159
5. NORFOLK	2701- 2900	2821- 2900	120
6. JACKSONVILLE	2901- 3100	3029- 3100	128
7. TAMPA	3101- 3300	3147- 3300	46
8. HOUSTON	3301- 4300	3644- 4300	343
9. PORT ARTHUR	4301- 4400	4302- 4400	1
10. NEW ORLEANS	4401- 5800	4643- 5800	242
11. MOBILE	5801- 6500	6007- 6500	206
12. WILMINGTON	6501- 6700	6598- 6700	97
13. SAN FRANCISCO	6701- 7400	7009- 7400	308
14. SEATTLE	7401- 7900	7671- 7900	270
15. ST. LOUIS	7901- 7950	7906- 7950	5
16. DETROIT	7951- 8950	8104- 8950	153
17. SAN JUAN	8951- 9350	9014- 9350	63
18. YOKOHAMA	9351- 9450	9375- 9450	24
19. ALPENA	9451- 9550	9494- 9550	43
20. BUFFALO	9551- 9750	9567- 9750	16
21. CHICAGO	9751- 9950	9789- 9950	38
22. CLEVELAND	9951-10150	10082-10150	131
23. DULUTH	10151-10350	10343-10350	192
24. FRANKFORT	10351-10550	10385-10550	34
25. TOLEDO	10551-10750	10565-10750	14
26. PINEY POINT	10751-10850	10823-10850	72
HQS. (Absentee)	10851-10875	10852-10875	1
			<u>3,354</u>

Based on the foregoing, we have accounted for all the ballots printed.

Your Committee has examined or handled correspondence as follows:

"August 15, 1975

Mr. Herbert Bacher, Executive Vice President
Sterling National Bank & Trust Company of New York
1410 Broadway
New York, New York 10018

RE: Depository for Ballots
SIUNA-AGLIWD Constitutional Amendment
Referendum, 8/25/75 thru 9/23/75

Dear Mr. Bacher:

In accordance with the recommendation contained in



Recertified Bosun Frank Teti (2nd right) early this month at Headquarters heads the Tallying Committee elected Sept. 29 to count the ballots cast on the dues increase resolution vote. Other members of the committee are (l. to r.): J. Sweeney, deck department; A. Scaturro and J. C. Anderson, both steward department and William Koflowitch and Roman V. Harper of the engine department.

the Constitutional Committee's Report which was approved by the membership at meetings held in all Ports in August, I have designated the Sterling National Bank & Trust Company of New York as depository for ballots in a mail referendum to be conducted from August 25, 1975 through September 23, 1975.

The balloting procedure outlined in the Union's Constitution will be followed. A copy of our Constitution is enclosed herewith.

It will be the function of the depository to accept all envelopes delivered or mailed in, to safeguard them in the bank, and to surrender them only to the duly authorized Union Tallying Committee, in accordance with Article XXV of the Union's Constitution, which will be on or about September 29, 1975. Proof of authorization shall be a certification by the writer. The Union Tallying Committee shall be authorized to sign a receipt for these envelopes. The depository shall be requested to certify that all of these envelopes were properly safeguarded, were surrendered only to the Union Tallying Committee, and that no one other than the appropriate bank personnel has had access to these envelopes.

Thanking you for your cooperation, we remain,

Very truly yours,

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-AGLIWD

JDG:mp s/ Joe DiGiorgio
Enc. (Constitution) Secretary-Treasurer"

* * * * *

"August 15, 1975

Mr. Herbert Bacher, Executive Vice President
Sterling National Bank & Trust Company of New York
1410 Broadway
New York, New York 10018

RE: Balloting Procedure
SIUNA-AGLIWD Constitutional Amendment
Referendum
August 25, 1975 through September 23, 1975

Dear Mr. Bacher:

Listed below are the Ports from which balloting envelopes (samples of which are enclosed herewith) will be mailed to your office:

"Alpena, Michigan	Brooklyn, New York
Baltimore, Maryland	Norfolk, Virginia
Boston, Massachusetts	Philadelphia, Pennsylvania
Buffalo, New York	Piney Point, Maryland
Chicago, Illinois	Port Arthur, Texas
Cleveland, Ohio	Santurce, Puerto Rico
River Rouge, Michigan	San Francisco, California
Duluth, Minnesota	Seattle, Washington
Frankfort, Michigan	St. Louis, Missouri
Houston, Texas	Tampa, Florida
Jacksonville, Florida	Toledo, Ohio
Mobile, Alabama	Wilmington, California
New Orleans, Louisiana	Yokohama, Japan

It is requested that you telephone the Union office each

day to report the number of envelopes received that day. For this purpose, telephone 499-6600 and give the information to Mildred Platt.

If you have any questions, do not hesitate to contact me.

Very truly yours,

JDG:mp s/ Joe DiGiorgio
Enc. Secretary-Treasurer"

"STERLING NATIONAL BANK & TRUST COMPANY OF NEW YORK

August 19, 1975

Mr. Joe DiGiorgio
Secretary-Treasurer
Seafarers International Union of North America
675 Fourth Avenue
Brooklyn, New York 11232

Re: Depository for Ballots—
SIUNA-AGLIWD Constitutional
Amendment Referendum—8/25/75 thru 9/23/75

Dear Mr. DiGiorgio:

We are in receipt of your letter of August 15, 1975 designating Sterling National Bank & Trust Company of New York (herein referred to as "Bank") as depository for ballots in connection with the above-captioned referendum. I understand that the voting period will be from August 25, 1975 to September 23, 1975.

I am happy to inform you that the Bank agrees to act as depository to accept all envelopes delivered or mailed in, to safeguard them in the Bank, and to surrender them only to a duly authorized tallying committee upon the following terms and conditions:

The Bank's services as a depository are wholly gratuitous and for the sole benefit of the Union. The Bank shall incur no liability in respect to any action taken or suffered by it in reliance upon any notice, direction, instruction, or other paper or document believed by it to be genuine and duly authorized nor for anything except its own willful misconduct or gross negligence. In all questions arising with respect to the Bank's services or function as a depository the Bank may "rely on the advice of counsel and for the sole benefit of the Union. The Bank shall not be liable to any one. The Bank shall not be required to take action involving any expense unless the payment of such expense shall be made or provided for in a manner satisfactory to it.

Kindly indicate your agreement to the terms hereof by affixing your authorized signature where indicated on the enclosed copy and returning it to me at the address indicated above.

Very truly yours,

HGD/deb s/ Herbert D. Bacher

AGREED AND ACCEPTED
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA

Date:

"August 22, 1975

Mr. Herbert Bacher, Executive Vice President
Sterling National Bank & Trust Company
1410 Broadway at 39th Street
New York, New York 10018

Re: Depository for Ballots
SIUNA-AGLIWD Constitutional
Amendment Referendum
August 25, 1975 through September 23, 1975

Dear Mr. Bacher:

As requested, I am returning to you herewith a copy of your letter to me dated August 19, 1975, to which I have affixed my signature.

Very truly yours,

SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA-AGLIWD

JDG:mp s/ J. DiGiorgio
Enc. Secretary-Treasurer"

Mr. Herbert Bacher, Executive Vice President
Sterling National Bank & Trust Company
1410 Broadway
New York, New York 10018

Dear Mr. Bacher:

The undersigned members of the Union Tallying Committee, acting under and pursuant to the Report of the Constitutional Committee, acknowledge receipt of envelopes mailed to you and delivered this day to us relative to the referendum on 1975 Constitutional Amendment.

Very truly yours,

UNION TALLYING COMMITTEE
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA-AGLIWD

s/ Frank Teti, T-93-Chairman
s/ John Sweeney, S-1147
s/ William Koflowitch, K-467
s/ Roman Harper, H-189
s/ Anthony Scaturro, S-78
s/ Jasper Anderson, A-361"

"September 29, 1975

Mr. Herbert Bacher, Executive Vice President
Sterling National Bank & Trust Company
1410 Broadway
New York, New York 10018

Dear Mr. Bacher:

As Secretary-Treasurer of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, in charge of the Minutes thereof, I hereby certify that in accordance with the Constitution of this Union, the membership has duly elected the following to constitute the Union Tallying Committee for the mail ballot referendum referred to in our letter of August 15, 1975.

Frank Teti, T-93 (Deck Dept.)
William Koflowitch, K-467 (Engine Dept.)
Anthony Scaturro, S-78 (Steward Dept.)
John Sweeney, S-1147 (Deck Dept.)
Roman Harper, H-189 (Engine Dept.)
Jasper Anderson, A-361 (Steward Dept.)

As constitutionally provided: "The Committee but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and all other mailed election material from the depository . . ." Accordingly, a majority of four (4) or more of the aforementioned may accept delivery of, and sign a receipt for, all of the envelopes which have been mailed to you in the course of said referendum.

It is hereby requested that you certify that all of the envelopes received by you have been properly safeguarded in your vault; that you have surrendered them to the said Union Tallying Committee, and that no one other than appropriate bank personnel has had access to the said envelopes.

Very truly yours,

SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA-AGLIWD

s/ J. DiGiorgio
Secretary-Treasurer"

"STERLING NATIONAL BANK & TRUST COMPANY OF NEW YORK

"September 29, 1975

Seafarers International Union of North America
675 Fourth Avenue
Brooklyn, New York 11232

Gentlemen:

This is to certify that all of the envelopes received by this institution addressed to:

Mr. Herbert Bacher, Executive Vice President
Sterling National Bank & Trust Company
1410 Broadway
New York, New York 10018

in the name of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, have been properly safeguarded in our vault.

We have today surrendered the above mentioned envelopes to the Union Tallying Committee. No one other than appropriate personnel has had access to the said envelopes contained in our vault.

Very truly yours,

WITNESS s/ Daphne Tai
s/ William Sharkey" for Herbert D. Bacher

ALPENA

On September 5, 1975, the Port of Alpena issued ballots numbered 9466 through 9476. The roster sheet indicates a voting date of September 4, 1975; the roster sheet also bears a note signed by the Port Agent that the date should have been September 5, 1975. Your Committee has noted this error, which in no way effects the results of the election.

Your Committee has also noted that the yellow "BANK COPY" of the roster sheets indicating ballots issued on September 5 and September 6, 1975 were erroneously sent to Headquarters instead of to the bank depository.

On September 22, 1975, the Port of Alpena issued a challenged ballot No. 9488 to William Newhouse, Book No. N-368, due to a question regarding his dues standing. In checking Union records, your Committee found that Brother Newhouse was in good standing and his ballot was counted as a valid ballot cast.

On September 16, 1975, the Port of Alpena advised Headquarters that ballot No. 9484 had been voided. The individual to whom it was issued had marked the ballot at the same time the Port Agent noted that he was not a full book member and not eligible to vote in this referendum. The void ballot was forwarded to the Bank depository with the roster for that date. This discrepancy in no way effects the results of the election.

PORT ARTHUR

On September 16, 1975, the Port of Port Arthur issued ballot No. 4301 to George B. McCurley, Book No. M-767. Your Committee has seen a letter from the Agent in Port Arthur stating that the stub of ballot No. 4301 was inadvertently mailed to the Secretary-Treasurer. We have also seen the original roster sheet dated September 16, 1975 to which the ballot stub was attached. This error in no way effects the results of the election.

SAN FRANCISCO

On the roster sheet dated August 25, 1975 for the Port of San Francisco, your Committee noted a notation by the Port Agent that ballot No. 6751 was voided because the member marked it in public. We also noted, however, that the member in question was then issued ballot No. 6752. In view of the importance of maintaining the secrecy of the ballot, your Committee is of the opinion that the Port Agent took the proper action.

We have also seen ballots numbered 6896, 6897, 6898 and 6899 which were voided because the numbers were not clearly imprinted. In each instance, the second digit was indecipherable. These ballots were not issued and do not affect the results of the referendum.

ST. LOUIS

On September 8, 1975, the Port of St. Louis issued ballot No. 7902 to Stuart H. Smith, Jr., Book No. S-1504. According to the roster sheet, this is the only ballot issued in the Port of St. Louis on that date. In checking the "Roster and Stubs" envelope sent to the depository for that date, your Committee found that the envelope contained only the roster sheet; it did not contain the stub for ballot No. 7902. In tallying the ballots, we found that the stub had not been detached from the ballot and that both the stub and the ballot were mailed by the member to the bank depository. Your Committee, in its discretion, counted ballot No. 7902 as a valid ballot cast.

In the course of tallying the ballots, the Committee Chairman recommended and the members agreed, that the challenged ballots be set aside, unopened, until the tally was completed. Further, that such challenged ballots not be counted unless such count would influence the results of the election.

The following is your Committee's tally of the ballots. Three thousand three hundred and fifty-four (3,354) ballots were issued. Of that number, three thousand three hundred and twelve (3,312) were cast and received by the bank depository. The breakdown is as follows:

AMENDMENT

ARTICLE V, SECTION 1. All members' dues shall consist of:

(a) dues in effect on July 1, 1975, which shall be paid quarterly on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided, and;

(b) the sum of \$50.00 for each ninety days worked in twelve consecutive months for contracted employers and for days worked subsequent to such first ninety days in such twelve consecutive months, which are less than ninety, a proportionate sum of such \$50.00 which shall be equal to the percentage which such worked days bears to ninety days. Dues payable under this subsection (b) shall be payable on the day that the member receives payment for his earned compensatory credit on account of having worked such days, anything to the contrary herein notwithstanding, and shall become effective as to members in the manner designated and determined by majority vote of the membership by secret ballot. When

Continued on Page 12

ANNUAL REPORT

For the fiscal year ended March 31, 1975

SEAFARERS PENSION FUND

(Name of Welfare Fund)

275 20th Street, Brooklyn, New York 11215
(Address of Fund)

ANNUAL REPORT OF THE SEAFARERS PENSION FUND

ASSETS

1. Cash:		
(a) On interest	\$ 2,700,700.66	
(b) Not on interest	629,828.24	
(c) In office		\$ 3,330,528.90
2. Bonds:		
(a) Government obligations	\$ 1,135,215.75	
(b) Other obligations	62,998,576.37	64,133,792.12
3. Stocks:		
(a) Preferred	\$ 1,520,877.38	
(b) Common	32,480,912.44	34,001,789.82
4. Mortgage loans on real estate		159,491.55
5. Real estate, less \$ encumbrances and less \$ allowance for depreciation		
6. Interest and other investment income due and accrued		1,410,234.97
Other assets (List each separately):		
7. Mortgage investment trust		999,732.43
8. Contributions receivable and prepaid expenses		2,171,035.69
9. Group advance deposit contract—Phoenix Mutual		4,000,000.00
10. Total Assets		<u>\$110,206,605.48</u>

LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers	\$	
12. Other amounts set aside for payment of benefits		
13. Premiums and annuity considerations due to insurance carriers for member benefits		
14. General expenses due or accrued		52,863.02
Other liabilities (List each separately):		
15. Due to other Plans		41,719.66
16.		
17.		
18. Total Liabilities		94,582.68
19. Balance of Fund		110,112,022.80
20. Total		<u>\$110,206,605.48</u>

PART IV—SECTION B STATEMENT OF RECEIPTS AND DISBURSEMENTS

SEAFARERS PENSION PLAN

(Name of Plan)

For year beginning April 1, 1974 and ending March 31, 1975
(File No. WP-158707)

CASH RECEIPTS

Item	
1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1)	\$13,394,862.76

(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$13,394,862.76
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Receipts from Investments:		
(a) Interest	\$ 5,202,165.26	
(b) Dividends	874,985.36	
(c) Rents		
(d) Other (Specify)		
(e) Total Receipts from Investments		6,077,150.62
4. Receipts from Sale of Assets:		
(a) Sales to parties-in-interest	\$	
(b) Sales to others	71,765,514.15	71,765,514.15
(c) Total Receipts from Sale of Assets (Schedule 2)		
5. Other Receipts:		
(a) Loans (Money borrowed)	\$	
(b) Other (Specify) Taxes withheld, mortgage repayments, accrued interest paid on bonds	354,754.90	
(c) Total Other Receipts		354,754.90
6. Total Receipts		<u>\$91,592,282.43</u>

CASH DISBURSEMENTS

7. Insurance and Annuity Premiums Paid to Insurance Carriers and Payments to Service Organizations (Including Prepaid Medical Plans)	\$	
8. Benefits Provided Directly by the Trust or Separately Maintained Fund		6,579,542.20
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statements of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
10. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, hospitals, doctors, etc.)		
11. Administrative Expenses:		
(a) Salaries (Schedule 3)	\$ 208,953.69	
(b) Allowances, expenses, etc. (Schedule 3)	8,728.81	
(c) Taxes	16,163.63	
(d) Fees and commissions (Schedule 4)	117,779.58	
(e) Rent	32,946.51	
(f) Insurance premiums	26,513.02	
(g) Fidelity bond premiums		
(h) Other administrative expenses (Specify) Tabulating, employee benefit, office	285,108.90	
(i) Total Administrative Expenses		696,194.14
12. Purchase of Assets:		
(a) Investments: (Other than real estate)		
(1) Purchased from parties-in-interest	\$	
(2) Purchased from others	83,530,708.20	
(b) Real Estate:		
(1) Purchased from parties-in-interest		
(2) Purchased from others		
(c) Total Purchase of Assets		83,530,708.20
13. Loans (Money loaned)		
14. Other Disbursements: (Specify)		
(a) Withholding tax paid, interest paid on bond purchased	\$ 391,541.53	
(b) Group advance deposit contract	4,000,000.00	
(c) Total Other Disbursements		4,391,541.53
15. Total Disbursements		<u>\$95,197,986.07</u>

Tallying Committee Report

Continued from Page 11

so determined by the membership, members in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction as provided for in Article XII, Section 1(a) and (c) shall pay in addition to that provided for in paragraph (a) immediately above, the sum of Fifty (\$50.00) Dollars quarterly on a calendar year basis, no later than the first business day of each quarter, while so employed.

(c) Changes of the above dues shall only be by Constitutional amendment.

YES	3,016
NO	288
VOID	5
CHALLENGED (UNCOUNTED)	3
TOTAL:	<u>3,312</u>

At all time while your Committee was in session, there

was no question that a quorum of the Committee was present, and that your Committee fulfilled its duties constitutionally.

Your Tallying Committee hereby certifies that the above Amendment contained in the ballot was voted upon affirmatively by more than a two-thirds majority of the members of the Seafarers International Union of North America-AGLIWD who voted. We wish to express our thanks to the Secretary-Treasurer's office and staff for their cooperation.

Fraternally submitted,

UNION TALLYING COMMITTEE
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA-ATLANTIC,
GULF, LAKES AND INLAND WATERS
DISTRICT

- s/ FRANK TETI, T-93
Frank Teti, T-93 (Deck) Chairman
- s/ JOHN SWEENEY, S-1147
John Sweeney, S-1147 (Deck)
- s/ WILLIAM KOFLOWITCH, K-467
William Koflowitch, K-467 (Engine)
- s/ ROMAN HARPER, H-189
Roman Harper, H-189 (Engine)
- s/ ANTHONY SCATURRO, S-78
Anthony Scaturro, S-78 (Steward)
- s/ JASPER C. ANDERSON, A-361
Jasper C. Anderson, A-361 (Steward)

Dated: October 2, 1975

The Committee Page

Charleston Committee



Recertified Bosun Jan Beye (right) ship's chairman of the C4 SS *Charleston* (Sea-Land) which is on a coastwise run, poses for photo during payoff on Sept. 29 in the port of New York with his Ship's Committee of (l. to r.): Gleason Weaver, engine delegate; Ray O'Dowd, deck delegate and Julie Figuera, steward delegate.

Portland Committee



Recertified Bosun Perry Greenwood (2nd right) ship's chairman of the SS *Portland* (Sea-Land) on the Alaskan run gets together at a payoff in the port of Seattle late last month with Saloon Messman Gary Mitchell and the Ship's Committee of (l. to r.) AB Walter Rogers, deck delegate; Chief Steward William Benish, secretary-reporter; Chief Electrician Bert Reamey, educational director and Jacob Arshom, steward delegate. Crouching (center) is Seattle Port Agent Harvey Mesford.

Stonewall Jackson Committee



Recertified Bosun Carl Lineberry (left) ship's chairman of the LASH SS *Stonewall Jackson* (Waterman) at a payoff in the port of Brooklyn, N.Y. at Pier 7 on Sept. 23. With him are SIU Patrolman Teddy Babkowski (center) and other members of the Ship's Committee of (l. to r.): QMED Anthony Garza, engine delegate; AB Robert Burns, deck delegate; Chief Steward Leoncio Calderon, secretary-reporter, and Cook and Baker Herbert Nixon, steward delegate. The ship is on the coastwise run to the port of New Orleans, then to the Med and the Mideast.

Sea-Land Trade Committee



Seattle Port Agent Harvey Mesford (seated right) signs dues receipt for Oiler John Maddin (seated left) engine delegate at a payoff in Seattle late last month aboard the containership, the *Sea-Land Trade*. Other members of the Ship's Committee are standing (r. to l.): Recertified Bosun Verner Poulsen, ship's chairman; AB Roger Pinkham, deck delegate, and Chief Electrician Steve Senteney, educational director. The vessel is on the Far East run.

Seattle Committee



At a payoff in the port of New York on Sept. 26, Recertified Bosun Angelo Antoniou (center) ship's chairman of the C4 SS *Seattle* (Sea-Land) takes time out to pose with the Ship's Committee of (l. to r.): Chief Steward C. Scott, secretary-reporter; Abraham Carmoega, steward delegate; AB John Kelly, deck delegate and Jack Munsie, engine delegate. The vessel is on the coastwise run.

Great Land Committee



Recertified Bosun William Cofone (2nd right) ship's chairman of the SIU's newly contracted roll-on roll-off ship SS *Great Land* (Inter. Ocean) with the Ship's Committee of (l. to r.): AB Bertil Hager, deck delegate; Chief Steward Clyde Gibson, secretary-reporter; QMED Ben Freeman, engine delegate, and Utilityman Joe Miller, steward delegate. At far right is Seattle Port Agent Harvey Mesford at the payoff in Seattle late last month on Pier 37.

AT SEA



SS Mount Vernon Victory

The tanker *SS Mount Vernon Victory* (Mt. Vernon Tankers) embarked from the Persian Gulf with 50,000 tons of crude destined for the Gulf of Mexico.

SS Oakland

President Gerald R. Ford, in response to a marine telegram which read: "We, the SIU crewmembers aboard the *SS Oakland* wish to thank you for your prompt and righteous action in the speedy recovery of our brothers aboard the *SS Mayaguez*," wrote from the White House:

"Dear Crewmen: This is the first opportunity I have had to thank you for your message concerning the *SS Mayaguez*. I understand the special concern which each of you hold for this serious incident. We are, of course, all grateful that the vessel and its entire crew were rescued, and we can take pride in our military men whose valor and sacrifice made this mission a success. By their actions, America has demonstrated its resolve to protect its shipping against such hostile and illegal acts wherever they may occur.

"I deeply appreciate your taking the time to let me know of your support."

SS Delta Mar

After colliding recently with the empty 24,424-ton Liberian tanker *SS Alkes*, the LASH *SS Delta Mar* (Delta Line) suffered "extensive damage" entailing a port side gash as the 32,306-ton containership maneuvered in a thunderstorm 90 miles south of the port of Galveston.

Three Seafarers were shaken up in the crash after the ship left a New Orleans payoff. The tanker afire had a hole in her starboard side.

Hurt were Wiper C. Salcedo and QMED Mortimer Morris who spent a day in St. Mary's Hospital, Galveston for a checkup for scrapes and abrasions.

The *Delta Mar* crew, headed for Houston and South America, stayed on the vessel for more than a month as she underwent repairs and underwater inspection by divers in a Galveston drydock.

The 690-foot tanker had unloaded a cargo of crude in Texas City, Tex. She made it into Galveston under her own power while 10 of her crew had quenched the onboard blaze. The rest of the crew took to their lifeboats. The *Alkes* then headed for the Dutch island of Aruba in the Caribbean.

SS Overseas Ulla

Leaving the port of Alexandria, Egypt recently was the tanker *SS Overseas Ulla* (Maritime Overseas) carrying a 38,000-ton cargo of crude destined either for delivery to a port in the Gulf or the Caribbean.

SS Del Rio

Both the C-3s *SS Del Rio* and the *SS Del Sol* (Delta Line) were honored recently in New York for outstanding safety achievements by receiving award plaques for operating 1,005 days and 811 days respectively without a lost-time accident on the run to Africa. The awards were presented jointly by the National Safety Council and the American Institute of Merchant Shipping.

SS Delta Paraguay

Recently the *SS Delta Paraguay* (Delta Line) carried 600 metric tons of grain to Kingston, Jamaica from Pensacola, Fla. On the same run in the middle of November, the *SS Delta Brasil* (Delta Line) will carry 2,000 metric tons of grain.

SS Delta Norte

The LASH containership, the *SS Delta Norte* (Delta Line) inaugurated a port of call run at Tampa on Aug. 1.

SS Fort Hoskins

The tanker *SS Fort Hoskins* (Inter Ocean) carried 26,000-tons of crude on Aug. 8 to the port of Jacksonville from Puerto Rico.

SS Overseas Joyce

Carrying 49,000-tons of Persian Gulf crude on Aug. 9 to the Mexican Gulf port of Houston was the tanker *SS Overseas Joyce* (Maritime Overseas).

SS Bradford Island

The tanker *SS Bradford Island* (Steuart Tankers) carried 28,750 metric tons of bulk wheat from Aug. 3-10 to the Egyptian ports of Alexandria and Port Said from a North Atlantic port.

SS Eagle Traveler

The tanker *SS Eagle Traveler* (Sea Transport) carried 33,000-tons of crude from the Mediterranean to an Atlantic or Gulf of Mexico port recently.

SS Mayaguez

The U.S. Department of Commerce has awarded the U.S. Merchant Marine Meritorious Service Medal to the master of the famed containership, the *SS Mayaguez* (Sea-Land) Capt. Charles T. Miller. The ship was recovered by U.S. forces after she was captured by Cambodian troops in May.

Skydiver Billy Mitchell Sails The Seas and Soars on the Clouds

When Seafarer Billy Mitchell turned 50 in 1970, he kept a promise he had made to his wife Beth years before and gave up motorcycle racing.

Looking for another, less dangerous hobby to fill his new-found free time, Brother Mitchell decided to take a skydiving lesson at an airport near his home in Punta Gorda, Fla.

Though scared when he finally found himself staring out of a small plane at the Florida countryside 2,000 feet below him, Mitchell found that first jump exhilarating. And now, five years and over 200 jumps later, the 54-year-old recertified bosun is still leaping out of planes and perfecting his free-fall techniques.

Seafarer Mitchell admits that there is an element of danger in jumping out of planes at an average of 5,000 feet, but he stresses that it is really a safe sport "if you don't lose your head when something goes wrong."

It was only his 13th jump when Brother Mitchell had his first "malfunction"—his main parachute came out when he pulled the ripcord but it didn't open. With the "streamered" chute flapping above him and the ground coming up fast below him, Mitchell realized he would have to get free of the malfunctioning main chute



Veteran skydiver Mitchell, with over 200 jumps under his belt, poses in his full jumping gear.

before pulling the ripcord on his reserve or both would tangle hopelessly.

Cutting the main chute away while falling faster and faster, Mitchell pulled the ripcord on his reserve chute only a thousand feet from the ground and watched with relief as it billowed open.

Blaming the chute malfunction on his own carelessness, Brother Mitchell just promised himself that he would pay more attention to his instructors and kept jumping.

Sailing steadily with the SIU since 1944, Seafarer Mitchell found that he could practice his skydiving at jump zones all over the world and now often brings his jumping gear aboard when he ships out.

He even brought his chutes with him when going through the recertification program last March.

Now, with over 200 jumps under his belt, skydiving enthusiast Mitchell, though older than most other active sky jumpers in this country, has been careful not to make any promises to his wife about giving up this new pastime.



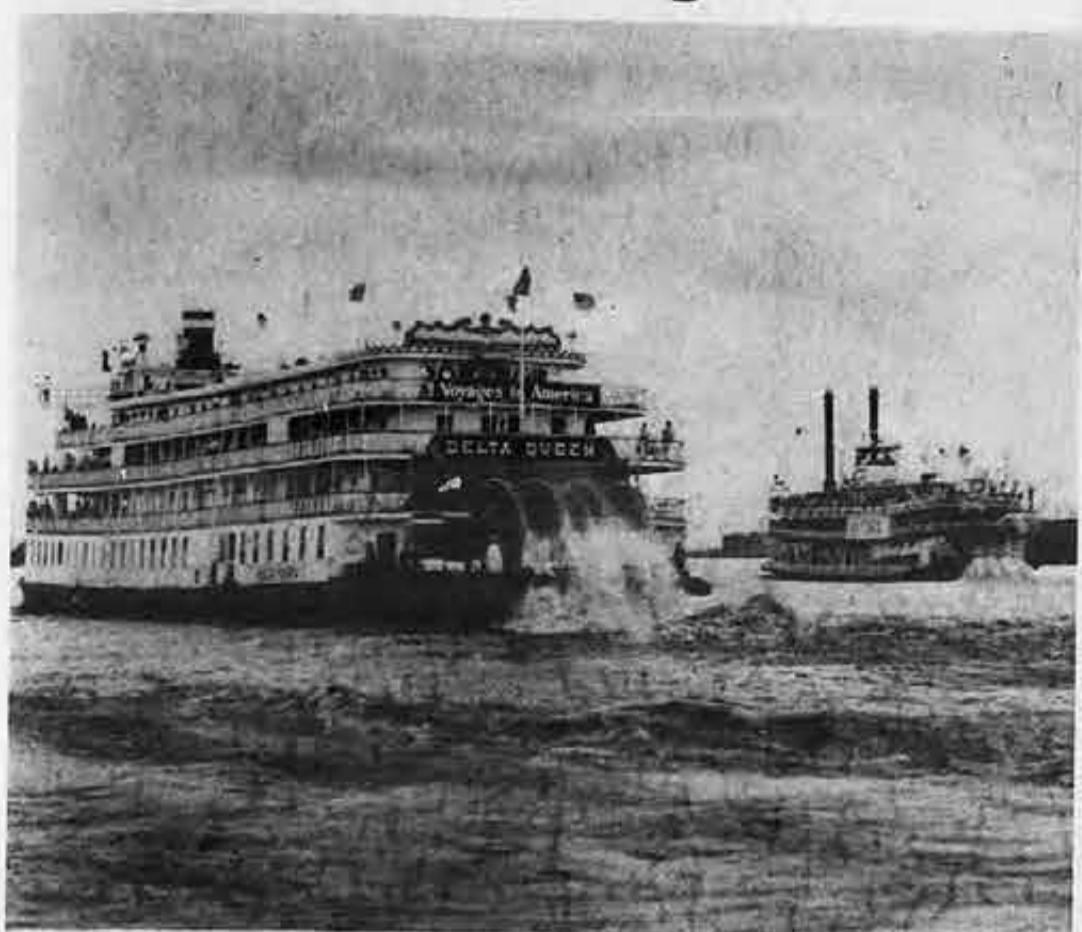
Recertified Bosun Billy Mitchell, photographed in 1970 by his wife Beth, floats through the clouds during one of his first jumps.



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.

Steamboat Race Churns the Mississippi Again



The SIU-contracted steamboat *Delta Queen* (left) heads downstream on the great Mississippi as she races the steamboat *Natchez IX*. (Photo by Bill Muster, Green Line Steamers, Inc.)

It was a scene right out of 19th century history: thousands of people jammed along the banks of the Mississippi River drinking beer and fanning themselves to cool off and chase away the flies, and hundreds more riding as passengers on two vessels sitting idle in the middle of the river. The occasion: a steamboat race between the 49-year old *Delta Queen* and a newer and smaller vessel, the *Natchez IX*.

The race was held earlier this summer most appropriately in New Orleans, the first such steamboat race in that city in over a hundred years. The last one held in New Orleans took place in 1870 between the *Robert E. Lee* and the *Natchez VI*, with the former outdistancing the latter from New Orleans upriver to St. Louis.

The *Delta Queen*, an SIU-contracted vessel, is an overnight passenger ship which plies the Mississippi and its tributaries. The *Natchez IX* makes short ex-

cursion trips on the river out of New Orleans. Both vessels have the same horsepower, but the *Queen* weighs 1,650 tons to 1,385 for the *Natchez*.

Pair of Antlers

With a fanfare and interest worthy of anything P. T. Barnum could conjure up, prior to the race both captains, Ernest Wagner of the *Queen* and Clark Hawley of the *Natchez*, stepped before the television cameras for a weighing-in ceremony. Capt. Wagner, despite his boat's disadvantage, vowed to win the race and bring back the coveted trophy—by steamboat tradition a pair of antlers.

Capt. Hawley had some different thoughts about that. "I got the frame all set up for those antlers," he said. And, the pilot of the *Natchez*, Samuel J. Cetanni, made an oath to quit if his boat did not win by a mile! The pre-race ceremony ended with an argument over which captain was the better callopie player.

As with many things in the South, the race was conducted at a very leisurely pace: spectators straggled into the area for watching the race at various times as if they knew that it would be two hours late in starting (which it was). Those in attendance ranged from every college student in the area to many dressed in business suits.

It was 3:30 when the race finally started, the course running downstream from Audubon Park to Jackson Square, a distance of approximately five miles (or possibly six). And the winner was, just as Capt. Hawley and his pilot Cetanni had predicted, the *Natchez IX*. But the final outcome failed to settle anything, at least as far as some observers were concerned.

After the race, many spectators gathered in local watering holes to discuss the day's events. One person swore that the *Natchez* had gotten a 50-yard head start. Another claimed that she stopped dead in the water a mile before she reached the finish line. Of course, the speculation might have been brought on by a little too much gin consumed to help stay cool.

As the debates and arguments raged on into the night, there was talk of a rematch next summer.

ASHORE



Governors Island, N.Y.

Living up to its motto "Semper Paratus"—Always Ready, the U.S. Coast Guard here celebrated its 185th birthday last month as the command's 2,500 personnel continued to carry out their mission in search and rescue patrols, harbor safety and law enforcement on the high seas.

Besides issuing licenses to mariners, the Coast Guard here inspects ships and waterfront facilities, supervises loading and offloading of dangerous cargo, probes maritime accidents, checks oil pollution, combats pierside fires, maintains navigational aids, plots icebergs, controls smuggling and supervises fishermen.

In 1977, the Coast Guard will complete a Vessel Traffic System in N.Y. Harbor. The system will use voice radio communication, closed circuit television and radar to monitor vessel movement in order to reduce the chance of a collision.

N.Y. Harbor

Two unique wire drag ships, the *SS Rude* and the *SS Heck* of the U.S. Commerce Department's National Oceanic and Atmospheric Administration began an underwater search here on Sept. 1 for nine sunken hulks in the Ambrose Channel. They're considered dangerous if in less than 65 feet of water.

The ships built especially to locate navigational hazards (rocks included) will continue the search off Rockaway Beach, Queens, N.Y. and Sea Girt, N.J. until mid-November. When found, the wrecks' positions will be published in the Notice to Mariners.

In hunting for the sunken hulks, which range from a motor vessel and a ferryboat to fishing smacks, tugs and barges, the drag ships sail parallel to one another—sometimes as much as two miles apart. They drag a ¼ inch steel wire neath the waves to 100 feet from buoys until it catches on an obstruction. When the wire becomes taut it makes the buoys form a V. From this, location and depth of the hulk is determined. If required, divers examine the find.

Kingston, Jamaica

Sea-Land Service will start a new, direct, weekly run between the U.S. East Coast and here.

Washington, D.C.

The National Labor Relations Board has ruled that no matter what punishment a ship's master may mete out to a crewmember—and he can still have him in irons and placed on a bread and water diet, as in the old days—the offender is entitled to have a union representative present when he is disciplined.

The board's judge Leonard M. Wagman made the ruling in a case arising from incidents aboard the *SS Mount Vernon Victory* (Victory Carriers) in October 1973 off the port of Chittagong, Bangladesh, when Capt. Carl H. Hope sought to log Chief Pumpman C. C. Lial. Thereupon, Seafarer Lial was not only handcuffed and put on bread and water, he was eventually fined \$440.

In his complaint to the NLRB, Lial argued that he was deprived of the right to have his Union representative present at the disciplinary hearing with Capt. Hope and was punished for so insisting on the Union delegate's attendance.

The board rejected the master's argument that maritime safety law overrode Lial's representational rights.

The board cited precedents where seamen have been fired for clear cause, including "willful disobedience."

"We do not find that Lial may not be disciplined for his refusal to obey the lawful order to leave the engine room pursuant to the dictates" of the law.

But "we do state that we are aware of no specific prohibition . . . which would limit Lial's right under the National Labor Relations Act to representation at a disciplinary interview. We also find that such representation would not interfere with the safety of the ship."

"Indeed, the captain did finally permit Lial Union representation at his logging, and there is no showing that the presence of a Union representative . . . interfered with the captain's ability and responsibility to secure the safety of the ship."

The U.S. Supreme Court has overturned a 120-year old maritime law governing collisions at sea. It ruled that proportional sharing of damages based on contributory negligence of the parties involved was called for instead of the traditional equal division of liabilities regardless of the degree of fault.

Personals

James Earl Cline

Please contact Lloyd Cline as soon as possible at Rt. 4, Russellville, Ark.

William Guernsey

Hazel Kelly's daughter, Colleen Barba, requests that you contact her as soon as possible at (601) 437-4703.

Robert Geddings

Margie Geddings requests that you contact her as soon as possible at 2707 Lepage St., New Orleans, La., or call her at 827-1701.

John Gerald O'Hare

Your sister Frances O'Hare requests that you contact her at 18 Inman St., Cambridge, Mass. 02139.

Marion McClure, Jr.

Dorothy McClure asks that you contact her as soon as possible at 4006 Columbus Rd., Villa West Apartments 109A, Macon, Ga. 31204.

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



End Tax Exemptions for Runaway-Flag Ships

With a vote by the House Ways and Means Committee to tax international shipping through the Tax Reform Bill, Congress has at last taken a positive step towards closing a loophole which allows some U.S. shipowners to escape paying U.S. taxes by operating their vessels under foreign "runaway" flags.

For years American companies have used Liberian, Panamanian, Honduran and other "flags of convenience" to take advantage of U.S. shipping treaties and to avoid paying their fair share of the tax burden borne by every American citizen.

Until now, reciprocal agreements have freed foreign ships from paying U.S. income tax on profits derived from shipping between the U.S. and other countries. In return, U.S. ships are not subject to similar foreign taxes.

This two-way system has worked well with countries that have legitimate, nationally owned fleets, such as England and Japan, because there is an equal balance of trade between the U.S. and these countries, and because these countries impose their own taxes on their shippers' profits.

But some countries have taken advantage of these reciprocal agreements to set up tax havens for American-owned third-flag fleets by not taxing any profits made in the U.S. trade.

This means that American corporations can escape all taxes on their shipping profits, taxes which U.S.-flag ships contribute to this nation's coffers, by

simply registering their vessels in a country such as Liberia, Panama or Honduras which is willing to offer them a tax shelter in return for ship registration fees.

And because U.S.-flag ships are engaged in little, if any, trade with these "flag of convenience" nations, we receive little benefit from these lopsided reciprocal tax exemptions.

Some members of our government have finally realized that U.S. companies, or their foreign subsidiaries, own nearly 500 ships registered in Liberia, Panama and Honduras which profit from the U.S. trade but contribute nothing to this country.

The Ways and Means Committee move would end all reciprocal tax provisions with these nations which are not taxing shippers and help put an end to this wholesale tax evasion which is estimated by Treasury Department officials to cost the U.S. \$60 million annually.

We offer our full support to those fighting for the passage of this legislation. Though this bill is sure to face the strong, vocal opposition of well-heeled "flag of convenience" lobbying groups such as the Federation of American Controlled Shipping, the SIU will make sure that its voice, and the voice of all concerned with building a strong U.S. merchant marine, will be heard.

It is about time that these "runaway" shippers pay the freight for their highly profitable U.S. operations and join with legitimate U.S. shippers in generating much needed tax dollars.

Frank EVERS

Letters to the Editor



HISTORIC PRESERVATION

Benefit Helps Widow

I would like to express my appreciation to the SIU for the death benefit I just recently received. It helped me very much during trying times. Thank you very much for the Union's prompt and courteous attention in this matter.

Sincerely,
Mrs. Jeanette Murdoch
Jersey City, N.J.

Member's Wife Thanks Welfare Plan

I just received the statement from the Seafarers Welfare Plan of the Union's payment to the hospital and surgeon for my recent illness, and I wish to thank the SIU for it. Needless to say it was a great help.

I have always been proud to say my husband is a member of your fine organization, and now bless the day he joined with you.

I am also enclosing a donation to the Seafarers Political Activity fund (SPAD). I think it does more good than is known.

Sincerely,
Mrs. Walter F. Mueller
Tampa, Fla.

October 1975 Volume XXXVII, No. 11

SEAFARERS LOG

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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SECURITY IN UNITY



SEA-LAND McLEAN (Sea-Land Service), August 7—Chairman, Recertified Bosun J. Richburg; Secretary R. Sadowski; Educational Director K. Katsalis. \$30 in ship's fund. \$215 in movie fund. Some disputed OT in engine department. Chairman expects to have a copy of the new contract and will call a meeting after leaving port to discuss same. Next port Yokohama.

SUGAR ISLANDER (Pyramid Sugar Transport), August 2—Chairman, Recertified Bosun John Hazel; Secretary Ray H. Casanova; Deck Delegate Charles Lambert. \$3 in ship's fund. No disputed OT. Received *Seafarers Log* and new contract; same was given out and posted. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

PANAMA (Sea-Land Service), August 7—Chairman, Recertified Bosun Cyril Mize, Jr.; Secretary J. Mar; Educational Director E. Ford; Engine Delegate S. A. Barbara. No disputed OT. Chairman suggested that the crew support SPAD and held a discussion on the dues resolution. Next port, Balboa.

LONG BEACH (Sea-Land Service), August 24 — Chairman, Recertified Bosun T. A. Tolentino; Secretary J. Johnson; Educational Director P. F. Korol. \$17.75 in ship's fund. Some disputed OT in deck department. The fact sheet was read and discussed by the crewmembers and also a discussion on the benefits of SPAD. Everything running smoothly.

OVERSEAS TRAVELER (Maritime Overseas), August 24—Chairman, Recertified Bosun Arne Hovde; Secretary Alphonso L. Holland; Educational Director R. R. Honeycott; Steward Delegate Robert Rome; Deck Delegate Charles Majette; Engine Delegate Roy E. Cuthrell. Some disputed OT in engine department. Everything running smoothly.

TAMARA GULDEN (Transport Commercial), August 10—Chairman, Recertified Bosun P. Sernyk; Secretary N. Hatgimisios; Educational Director R. Nielsen. \$16.39 in ship's fund. No disputed OT. Everything running smoothly.

MOBILE (Sea-Land Service), August 3—Chairman, Recertified Bosun W. O'Connor; Secretary J. Myers; Educational Director Amos Jaramillo; Engine Delegate Arthur G. Andersen. \$21.70 in ship's fund. No disputed OT. All communications were posted after being discussed at the weekly meeting. Plenty of king crab was caught on this trip. Observed one minute of silence in memory of our departed brothers. Next port, Seattle.

PORTLAND (Sea-Land Service), August 31 — Chairman, Recertified Bosun P. Greenwood; Secretary Benish; Educational Director B. Reamey. Some disputed OT in deck department. Received communications on raising of dues, explained and posted for members to study. Also received and posted the fact sheet. Next port, Seattle.

SEA-LAND CONSUMER (Sea-Land Service), August 24—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director A. Lane; Deck Delegate J. McPhee; Engine Delegate A. Lopez; Steward Delegate F. Kennedy. No disputed OT. Brother Ringo was remembered on his 65th birthday and a birthday cake was served at coffee time. Next port Newport News.

CAROLINA (Puerto Rico Marine Navigating), August 24—Chairman, Recertified Bosun J. Delgado; Secretary J. DeLise; Educational Director J. Reye. \$6.10 in ship's fund. No disputed OT. Chairman reported and explained to the membership the resolutions and amendments that were sent to each member. Also explained to the membership the proper way to fill out beneficiary cards so there would be no delay in receiving benefits. Next port Puerto Rico.

SEA-LAND COMMERCE (Sea-Land Service), August 7—Chairman L. G. G. Reck; Secretary G. Skendelas; Educational Director Herbert Martin. \$223 in movie fund. No disputed OT. It was suggested that crewmembers should read the *Seafarers Log* and the agreements contained therein more closely which would eliminate a lot of confusion and they would be in the know on what is going on. Also they would be kept up on their Union activities. It was suggested that crewmembers should donate to SPAD. A safety meeting was to be held and all crewmembers and anyone wishing to attend would be welcome. Electrician would be glad to fix any dryer or washer. A vote of thanks to the steward department for a job well done. Next port, Kobe.

MERRIMAC (Ogden Marine), August 3—Chairman, Recertified Bosun W. M. Wallace; Secretary F. R. Hicks; Educational Director V. D'India; Deck Delegate J. Arellanes; Steward Delegate Peter Bataytas. Some disputed OT in deck and engine departments. The new *Seafarers Log* was received containing the new contract. Delegates to discuss same with each member. A request was made for all members to cooperate with any new members coming from Piney Point. It was noted that "Vessel has visited Rotterdam, Holland, with a short stay there, discharging a cargo of coal. Crew enjoyed nice stay in that port . . ." Observed one minute of silence in memory of our departed brothers. Next port Norfolk, Va.

INGER (Reynolds Metals), August 31—Chairman Thomas Price; Secretary Duke Hall; Educational Director Richard Holmes; Steward Delegate Joseph Simpson. \$47 in ship's fund. Some disputed OT in engine and steward departments. Will receive some new *Seafarers Logs* in the Panama Canal and all crewmembers were advised to read each issue to keep informed. A special vote of thanks to the baker, Joe Simpson for all the swell pastry he put out. He is not well at the present time and we wish him a speedy recovery so he can come back. Next port, Burnside, La.

HOUSTON (Sea-Land Service), August 31—Chairman, Recertified Bosun Peter D. Sheldrake; Secretary A. Seda. \$4.62 in ship's fund. No disputed OT. Chairman suggested that crewmembers donate to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth, N.J.

SEA-LAND PRODUCER (Sea-Land Service), August 10—Chairman, Recertified Bosun William Bushong; Secretary B. Guarino; Deck Delegate Joseph Blanchard; Engine Delegate Leon Kleinman; Steward Delegate Henry Roberts. \$70 in ship's fund. \$40 in movie fund. No disputed OT. Chairman gave a talk on how everybody should take advantage of the upgrading school at Piney Point. Also suggested that all give donations to SPAD. A vote of thanks to the steward department for a job well done. One minute of silence was observed in memory of our departed brothers. Next port Houston.

OGDEN WILLAMETTE (Ogden Marine), August 10 — Chairman, Recertified Bosun E. K. Bryan; Secretary Kelly; Educational Director Escote; Deck Delegate Carlos Spina; Engine Delegate W. Beatty; Steward Delegate R. E. Leonard. No disputed OT. All crewmembers should read the new agreement which appears in the *Seafarers Log*. Chairman gave the steward department a vote of thanks for a job well done.

BALTIMORE (Sea-Land Service), August 3 — Chairman Recertified Bosun James B. Dixon. \$29.90 in ship's fund. No disputed OT. Chairman spoke on the importance of annual physical examinations for the membership and their families. Also suggested continuing contributions to SPAD. Educational Director spoke on the importance of knowing where and how to operate different pieces of firefighting equipment aboard ship. A vote of thanks to all crewmembers for keeping the mess and pantry clean.

ST. LOUIS (Sea-Land Service), August 3—Chairman, Recertified Bosun J. Ciseiecki; Secretary P. Franco; Educational Director Smith. The new SIU agreement was given to all crewmembers at payoff and also was posted in recreation and crew messroom. A vote of thanks to the steward department for a job well done.

AZALEA CITY (Sea-Land Service), August 31 — Chairman, Recertified Bosun C. R. Dammeyer; Secretary B. L. Scarborough; Educational Director A. Dimitropoulos. No disputed OT. All business received from the SIU Union Headquarters was read at meeting and posted on bulletin board. Vincente Roman was sent to the hospital for a check-up and the bosun took cigarettes and magazines to him and reports that he is feeling fine. Everything running smoothly.

TEX (Alton Steamship), August 24 —Chairman, Recertified Bosun Lee J. Harvey; Secretary Jimmie Bartlett; Educational Director Edgar Murphy; Deck Delegate Howard Hare; Steward Delegate Cecil Martin. \$11 in ship's fund. \$69 in fund to buy a new TV antenna. No disputed OT. A special vote of thanks was extended to Brother Ed Jaks for fixing the air conditioner for the crew and all the other repairs that needed fixing. Observed one minute of silence in memory of our departed brothers. Next port Taft, La.

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

SEA-LAND FINANCE
BALTIMORE
MT. NAVIGATOR
LONG BEACH
SAMUEL CHASE
MARYMAR
VANTAGE DEFENDER
ALEX STEPHENS
DELTA MEXICO
MOHAWK
MAYAGUEZ
AMERICAN EXPLORER
ECONOMY
GOLDEN DOLPHIN
LOS ANGELES
SEA-LAND RESOURCE
SEA-LAND FINANCE
OGDEN YUKON
OVERSEAS ULLA
BEAUREGARD
BORINQUEN
SEA-LAND VENTURE
WALTER RICE
OAKLAND
SEA-LAND MARKET
IBERVILLE
SEA-LAND TRADE
CANTIGNY
DELTA SUD
GREAT LAND

ELIZABETHPORT
DELTA URUGUAY
YELLOWSTONE
SEA-LAND BOSTON
GOLDEN ENDEAVOR
MOUNT VERNON VICTORY
COLUMBIA
JOHN TYLER
SEA-LAND GALLOWAY
TAMPA
SUMMIT
SHOSHONE
OVERSEAS ALASKA
TRANSCOLORADO
ROBERT E. LEE
OVERSEAS ARCTIC
BETHFLOR
GUAYAMA
SEATTLE
SHENANDOAH
CARTER BRAXTON
SAN JUAN
POTOMAC
JACKSONVILLE
ARECIBO
CHARLESTON
PITTSBURGH
SEA-LAND EXCHANGE
OVERSEAS JOYCE
AQUADILLA

New SIU Pensioners



Frank O. Catchot, Sr., 66, joined the SIU in the port of Mobile in 1955 sailing as a chief electrician and deck maintenance man. Brother Catchot sailed for 30 years. He was born in Mississippi and is now a resident of Mobile.



Peter Moreni, 55, joined the SIU in 1946 in the port of New York sailing as a bosun. Brother Moreni sailed 27 years. He was born in Philadelphia and is a resident there.



James W. De Mouy, 62 joined the SIU in 1938 in the port of Mobile sailing as a chief electrician. Brother De Mouy sailed for 41 years and also holds a second assistant engineer's license. Born in Mobile, he is a resident there.



James E. Bodden, 63, joined the SIU in the port of New Orleans in 1955 sailing as an AB. Brother Bodden had sailed for 26 years. He was born in Cayman Brac, the British West Indies and is a resident of Arabi, La.



William L. Cerka, 57, joined the SIU in the port of Elberta, Mich. in 1953 sailing as a fireman-water-tender. Brother Cerka had sailed for 24 years and is a U.S. Army veteran of World War II. A native of Detroit, he is a resident of Thompsonville, Mich.



Eugene C. Hoffmann, 59, joined the SIU in the port of New York in 1955 sailing as an oiler. Brother Hoffmann had sailed for 32 years. He was born in New Orleans and is a resident of Meraux, La.



Placido Aldevera, 62, joined the SIU in 1938 in the port of Galveston sailing as a chief cook. Brother Aldevera had sailed for 41 years. Born in the Philippines, he is a resident of Philadelphia.



Theodore L. Simonds, 52, joined the SIU in 1943 in the port of New York and sailed as an AB. Brother Simonds was born in New York City and is now a resident of Baton Rouge, La.



Edward J. Wright, 74, joined the SIU in the port of New York in 1957 sailing in the steward department. Brother Wright had sailed for 24 years. Born in Somerville, Mass., he is now a resident of Tampa.



Luis A. Vila, 64, joined the SIU in 1939 in the port of New York and sailed as a chief steward. Brother Vila had sailed for 44 years. He was born in San Juan, Puerto Rico and is now a resident of Pta De Tierra, Puerto Rico.



Henri B. Starckx, 55, joined the SIU in 1943 in the port of Baltimore sailing as a bosun. Brother Starckx sailed for 32 years and did picket duty during the N.Y. Harbor strike in 1961. He was born in France and became a U.S. naturalized citizen. Seafarer Starckx is a resident of Vero Beach, Fla.



Fred Vykruta, 69, joined the SIU in the port of New York sailing as an AB. Brother Vykruta sailed for 53 years and is a U.S. Navy veteran of the pre-war period and World War II. A native of Czechoslovakia, he is now a resident of Baltimore.



Jesse D. Wiggins, 63, joined the SIU in 1944 in the port of New Orleans sailing as an AB. Brother Wiggins sailed 33 years. He was born in Alabama and is now a resident of New Orleans.



Peter "Pete the Greek" Drevas, 67, joined the SIU in 1947 in the port of New York sailing as an oiler. Brother Drevas sailed for 31 years and walked the picket line in the N.Y. Harbor strike in 1961. A Boston native, he is now a resident of Houston.



Rafael Caraballo, 66, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Caraballo had sailed for 30 years and was on the picket lines in the maritime strikes of 1945, 1948, the Greater N.Y. Harbor strike in 1961 and the 1971 strike. He also was elected that year to the SIU Quarterly Financial Committee. Seafarer Caraballo is a veteran of the U.S. Army Infantry in World War II. Born in Puerto Rico, he is a resident of Bayshore, L.I., N.Y.



George Schmidt, 59, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Schmidt sailed for 30 years and is a U.S. Navy veteran of World War II. He was born in Massachusetts and is a resident of West Warwick, R.I.



Armando Vidal, 63, joined the SIU in 1943 in the port of New York sailing in the steward department. Brother Vidal sailed for 33 years and received a Personal Safety Award in 1960 for sailing on an accident-free ship, the SS *Alcoa Polaris*. He also walked the picket line in the N.Y. Harbor strike in 1961, the Rotobroil strike in 1963 and the maritime strike in 1971. Born in Puerto Rico, he is a resident of New York City.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Aug. 28 - Sept 24, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	16	113	\$ 44,504.70	\$ 332,783.70
In Hospital Daily @ \$1.00	354	4,538	354.00	4,538.00
In Hospital Daily @ \$3.00	150	1,531	450.00	4,593.00
Hospital & Hospital Extras	12	129	625.95	11,723.77
Surgical	6	27	463.00	1,905.92
Sickness & Accident @ \$8.00	5,414	58,514	43,312.00	468,112.00
Special Equipment	4	23	815.42	3,227.04
Optical	177	1,607	4,996.92	45,119.97
Supplemental Medicare Premiums	7	275	710.00	13,035.40
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	245	3,330	53,926.53	728,408.15
Doctors' Visits In Hospital	42	533	1,364.15	20,200.72
Surgical	91	967	13,860.25	133,297.99
Maternity	8	127	2,936.65	36,916.90
Blood Transfusions	—	15	—	1,478.00
Optical	130	1,183	3,363.78	30,499.08
PENSIONERS & DEPENDENTS				
Death	5	107	18,000.00	328,000.00
Hospital & Hospital Extras	101	1,462	22,898.03	218,703.00
Doctors' Visits & Other Medical Expenses ..	68	991	2,226.07	39,269.56
Surgical	5	110	1,248.00	17,599.91
Optical	32	581	1,285.15	14,908.87
Blood Transfusions	2	3	25.00	97.00
Special Equipment	1	21	365.75	4,764.91
Dental	—	6	—	2,006.00
Supplemental Medicare Premiums	2,024	15,812	14,432.00	111,087.50
SCHOLARSHIP PROGRAM				
	10	87	3,851.50	33,181.40
TOTALS				
Total Seafarers Welfare Plan	8,904	92,092	236,014.85	2,605,457.79
Total Seafarers Pension Plan	2,371	18,771	578,995.00	4,619,357.30
Total Seafarers Vacation Plan	745	7,660	424,353.68	4,226,166.11
Total Seafarers Welfare, Pension & Vacation	12,020	118,523	\$1,239,363.53	\$11,450,981.20



Final Departures



Theodore Phelps, 76, succumbed to pneumonia in the New Orleans USPHS Hospital on Apr. 28. Brother Phelps joined the Union in 1938 in the port of New Orleans sailing as a chief electrician. He had sailed for 24 years and received a Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *M/V Del Sol*. A native of Florida, he was a resident of New Orleans. Interment was in Linden Cemetery, Sumter County, Fla. Surviving are his mother, Adeline of Webster, Fla. and two sisters, Mrs. Lucille-Stephenson of Miami and Mrs. Janice Stanfield of Webster.



Daniel B. Shepard, 72, died of a heart attack on the way to Stevens Memorial Hospital in Edmonds, Wash. on Mar. 29. Brother Shepard joined the SIU in the port of Detroit in 1959 sailing as an oiler. He had sailed for 50 years. Born in Illinois, he was a resident of Lynwood, Wash. at the time of his death. Entombment was in Floral Hills Mausoleum, Lynwood. Surviving is his widow, Lois.



SIU pensioner **Rudolph C. Kienast**, 81, died on June 1. Brother Kienast joined the Union in 1938 in the port of Philadelphia sailing as a chief steward. He had sailed for 46 years. He was born in Switzerland and was a resident of Pasadena, Md. when he passed away.



SIU pensioner **Andrew Mir**, 64, passed away in the Dominican Republic on May 21. Brother Mir joined the Union in 1944 in the port of New York sailing as a bosun. He had sailed for 36 years and was on the picket line in the N.Y. Harbor strike in 1961. Born in Puerto Rico, he was a resident of Arecibo, P.R. when he died. Surviving are his widow, Jane of Diegel, Miss.; a son, Andrew, and a niece, Rafuella Sidong of Metuchen, N.J.



Alfred S. De Agro, Jr., 44, expired in the New Orleans USPHS Hospital on Apr. 14. Brother De Agro joined the SIU in the port of Baltimore in 1960 sailing in the engine department. He was a Piney Point upgrader last year and was a 1959 graduate of the Andrew Furuseth Training School in Brooklyn, N.Y. Born in Washington, D.C., he was a resident of River Ridge, La. at the time of his death. Surviving are his widow, Bertha; three sons, Alfred S., III, William and John Maloney, and a daughter, Patricia Maloney.



SIU pensioner **Wilton M. McNeil**, 53, died on July 23. Brother McNeil joined the SIU in 1948 in the port of Mobile sailing as a bosun. He was a veteran of the U.S. Army in World War II and attended a Conference at Piney Point in 1970. Born in Stockton, Ala., he was a resident of Bay Minette, Ala. Surviving are his widow, Vera; a son, Wilton, Jr., and a daughter, Erlene of Houston.



Richard L. Welch, 60, died of a liver ailment at home in Brooklyn, N.Y. on May 27. Brother Welch joined the SIU in 1947 in the port of New York sailing as a QMED. He had sailed for 41 years and was a pre-war veteran of the U.S. Navy. Born in Wells River, Vt., he was a resident of Brooklyn. Burial was in Greenwood Cemetery, Brooklyn. Surviving is a sister, Mrs. Ruth E. Merchant of Wells River.



Herman R. Whisnant, 50, died in the Baltimore USPHS Hospital on June 28. Brother Whisnant joined the SIU in 1948 in the port of Norfolk sailing as a bosun. He had sailed for 29 years and was a veteran of the U.S. Coast Guard in World War II. A native of Morgantown, N.C., he was a resident of Lincolnton, N.C. Interment was in Forest Lawn Cemetery, Lincolnton. Surviving is a sister, Mrs. Nannie Goodson of Lincolnton.



William L. Hensley, 55, died on May 4. Brother Hensley joined the SIU in the port of Wilmington, Calif. in 1968 sailing as an AB. He was a wounded veteran of the U.S. Navy in World War II receiving a shrapnel leg wound on the *USS Colorado* in July 1944 off Tinian Is. in the Marianas, the South Pacific. Seafarer Hensley was born in Martinsville, Va. and was a resident of Williamstown, N.J. at the time of his death. Surviving are a son, Douglas of Thermal, Calif. and a brother, Thomas, of Williamstown.



SIU pensioner **Lacey L. Phillips**, 68, died of heart trouble in Houma, La. on June 17. Brother Phillips joined the Union in 1942 in the port of New Orleans sailing as a chief steward. He had sailed for 49 years. A native of Russ County, Tex., he was a resident of Houma. Burial was in St. Francis Cemetery, Houma. Surviving are his widow, Mary, and a daughter, Mrs. Dorothy Billiot of Houma.



Fred R. Woodward, 66, passed away on July 20. Brother Woodward joined the SIU in the port of Boston in 1965 sailing as an AB. He had sailed for 39 years and was a U.S. Coast Guard veteran. Born in Massachusetts, he was a resident of Salisbury, Mass. Surviving are a sister, Mrs. Adelaide Hill of Haverhill, Mass., and a brother, Arthur of Newburyport, Mass.



Feyrl W. Ammons, 49, died of arteriosclerosis in Baltimore on Sept. 2. Brother Ammons joined the SIU in 1944 in the port of Boston sailing as a quartermaster. He sailed 31 years. Born in North Carolina, he was a resident of Baltimore. Burial was in Winkler's Grove Cemetery, Burke County, N.C. Surviving is his mother, Bessie of Hickory, N.C.



Warren C. Danford, Sr., 46, accidentally drowned while swimming in the Hillsborough River in Tampa, Fla. on July 12. Brother Danford was dead on arrival at Tampa General Hospital. He joined the SIU in the port of Houston in 1964 sailing as a chief electrician. A native of Hillsborough, Tex., he was a resident of Tampa when he passed away. Cremation took place in the West Coast Crematory, Pinellas County, Fla. Surviving are his widow, Joan; his parents, Mr. and Mrs. Edward W. Danford; a son, David, and a niece, Constance Stringfellow, all of Tampa.



Thomas F. Delaney, 47, died in Seattle on Aug. 13. Brother Delaney joined the SIU in 1946 in the port of New York sailing as a fireman-watertender. He sailed almost 26 years. Seafarer Delaney was a post-World War II veteran of the U.S. Army. Born in Albany, N.Y., he was a resident of Seattle when he passed away. Surviving is his widow, Barbara Jean of San Francisco.



SIU pensioner **Ralph M. Guito, Sr.**, 72, died of cancer in St. Joseph's Hospital, Tampa, Fla. on June 11. Brother Guito joined the SIU in 1938 in the port of Tampa sailing as a chief steward. He worked on shore as a hotel chef and received a Union Personal Safety Award in 1960 for sailing aboard the accident-free ship, the *SS Alcoa Ranger* (Alcoa Aluminum). Born in Key West, Fla., he was a resident of Tampa at the time of his death. Interment was in Garden of Memories, Tampa. Surviving are his widow, Mary, and a son, Ralph of Tampa.



Roland P. Dean, 67, passed away in the USPHS Hospital in Seattle on Aug. 6. Brother Dean joined the SIU in the port of Seattle in 1959 sailing as an AB. He sailed 26 years and was a pre-World War II U.S. Navy veteran. A native of Maryland, he was a resident of San Francisco at the time of his death. Surviving is a son, James.



Calvin J. Sivels, 51, died of acute head injuries in University Hospital, Baltimore from a fall downstairs at home on July 9. Brother Sivels joined the SIU in the port of Philadelphia in 1959 sailing as a chief cook. He sailed 26 years. Seafarer Sivels was born in Virginia and was a resident of Baltimore. Burial was in Kings Memorial Cemetery, Baltimore. Surviving are his widow, Eloise; his parents, Mr. and Mrs. Boston Sivels; a brother, Edward, and a sister, Elaine, all of Baltimore.



SIU pensioner **William Tank III**, 57, died of tuberculosis in the USPHS Hospital in New Orleans on July 7. Brother Tank joined the SIU in the port of New Orleans in 1953 sailing as a fireman-watertender. He sailed 27 years and was a U.S. Navy veteran of World War II. Born in New Orleans, he was a resident there when he passed away. Interment was in St. Bernard Memorial Gardens, Chalmette, La. Surviving are his son, William IV; his parents, Mr. and Mrs. William Tank, and a sister, Thelma, all of New Orleans.



SIU pensioner **Robert McCulloch**, 62, succumbed to a brain disease in Community General Hospital, Dade City, Fla. on July 3. Brother McCulloch joined the SIU in 1943 in the port of New York sailing as a chief steward. He sailed 24 years. Born in Scotland, he was a resident of Zephyrhills, Fla. Burial was in Floral Memorial Gardens, Dade City. Surviving are his widow, Hannah; his parents, Mr. and Mrs. Joseph McCulloch of Laurel, Md., and a brother, George of Lanham, Md.



Philip C. McBride, 65, passed away from heart disease at home on July 10. Brother McBride joined the SIU in 1947 in the port of New York sailing as an AB. He sailed 30 years and was a U.S. Navy veteran of World War II. A native of Chicago, he was a resident of San Francisco. Cremation took place in Fairmount Memorial Park, Fairfield, Calif. Surviving is a sister, Mrs. F. Dorothy A. Dowding of Clarendon Hills, Ill.



STEER A CLEAR COURSE!

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.

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.

MEMBERSHIP MEETINGS SCHEDULE



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

Politics Is Porkchops
Donate to SPAD

Aubrey Waters



Seafarer Aubrey "Pete" Waters, 47, has been a member of the SIU since 1950, and has been shipping out as bosun for over ten years. A native of Birmingham, Ala., he now makes his home in Vancouver, Wash. with his wife Donna. Brother Waters ships from the port of Seattle.

Jack Curlew



Seafarer Jack Curlew, 48, has been a member of the SIU for 30 years, and he has been sailing as bosun since 1964. A native of Newburgh, N.Y. he now ships from the port of Yokohama where he makes his home with his wife Chiyoko.

James Davis



Seafarer James Davis, 51, has been a member of the SIU for 30 years, and has been shipping as a bosun since 1952. A native of Alabama, he now ships from the port of Seattle where he makes his home.

Jack Nelson



Seafarer Jack Nelson, 49, has been shipping with the SIU since 1942, and has been sailing as a bosun for 20 years. A native of Savannah, Ga., he now makes his home in Thunderbolt, Ga. Brother Nelson ships from the port of Jacksonville.

David Dukehart



Seafarer David Dukehart first shipped with the SIU in 1972 when he graduated from the Harry Lundeberg School. Brother Dukehart also got his QMED endorsement at the School before attending the 'A' Seniority Upgrading Program. A native and resident of Baltimore, Brother Dukehart ships from the port of Houston.

Lex Shaw



Seafarer Lex Shaw first began sailing with the SIU in 1966 when he graduated from the New Orleans Andrew Furuseth School. He attended the Harry Lundeberg School in 1973 and earned his FOWT endorsement. Shipping out of the port of New Orleans, Brother Shaw is a native and resident of Waverly, Miss.

27th Recertified Class

The 27th Class of Seafarers graduated from the Bosuns Recertification Program this month, and 296 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 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 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.

Vertis Smith



Seafarer Vertis Smith, 63, has been a member of the SIU since 1941, and he began shipping out as a bosun in 1955. A native of Heflin, Ala., he now ships from the port of Tampa where he makes his home with his wife Irma.

John Bergeria



Seafarer John Bergeria, 47, has been an SIU member since 1945, and started shipping out as bosun in 1958. A native of Philadelphia, he ships from that port and continues to make his home there with his wife Gertrud.

Pablo Barrial



Seafarer Pablo Barrial, 53, has been a member of the SIU since 1943, and has been shipping out as bosun since 1946. A native of Cuba, he now ships from the port of New Orleans where he makes his home with his wife Rose.

Fred Walker



Seafarer Fred Walker, 49, has been a member of the SIU since 1947, and started shipping out as a bosun in 1950. A native of Baltimore, he ships from that port and continues to make his home there with his wife Florence.

Eligio La Soya



Seafarer Eligio La Soya, 55, has been sailing with the SIU since 1941, and began shipping as a bosun in 1951. A native of Cleveland, Tex., Brother La Soya now makes his home in Texas City, Tex. with his wife Alice. He ships from the port of Houston.

Luke Wymbs



Seafarer Luke Wymbs, 56, has been shipping with the SIU since 1943, and he began sailing as a bosun in 1965. Brother Wymbs ships from the port of New York and makes his home there.

Andrew Lasnansky



Seafarer Andrew Lasnansky, 52, has been shipping with the SIU since 1959, and he began sailing as a bosun in 1967. A native of Ohio, Brother Lasnansky now makes his home in Valdosta, Ga. He ships from the port of San Francisco.

Durell McCorvey



Seafarer Durell McCorvey, 47, has been shipping with the SIU since 1945, and he began sailing as a bosun 18 years ago. A native of Georgia, Brother McCorvey now makes his home in Tampa, Fla. with his wife Betty Jo. He ships from the port of Jacksonville.

Six Receive 'A' Books

With the graduation of six in the September class of the 'A' Seniority Upgrading Program, 185 Seafarers have earned full 'A' book seniority through this course.

Seafarers attending this program spend two weeks at the Harry Lundeberg School in Piney Point studying the history and traditions of their Union and learning about technological advances found aboard many of the new ships contracted to the SIU.

The 'A' Seniority Upgraders then go to Union Headquarters where they

spend two weeks observing all of the day-to-day operations of their Union, including the administration of the welfare and pension plans, the servicing of ships by N.Y. patrolmen, the extensive filing and record keeping, and the operations of the Seafarers Log.

So when these brothers graduate from the 'A' Seniority Program they have the tools and knowledge which will enable them to take on all the responsibilities and obligations of valuable full 'A' book members of the SIU.

Sam Lesko



Seafarer Sam Lesko has been shipping out with the SIU since 1967 when he graduated from the New York Andrew Furuseth Training School. Sailing as an AB, Brother Lesko ships from the port of New York. A native of New York, he now makes his home in New Brunswick, N.J.

Jose Vazquez



Seafarer Jose Vazquez has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1970. Brother Vazquez returned to the HLS for his QMED endorsement before attending the 'A' Seniority Program. A native of the Bronx, N.Y., Brother Vazquez now lives in Puerto Rico and ships from the port of New York.

Michael Coyle



Seafarer Michael Coyle graduated from the trainee program at the Harry Lundeberg School and began shipping with the SIU in 1971. Brother Coyle returned to the Lundeberg School to earn his QMED endorsement before attending the 'A' Seniority Program. A native and resident of Philadelphia, Brother Coyle ships out of that port.

Jackson Cavanaugh



Seafarer Jackson Cavanaugh has been shipping out with the SIU since 1969. Sailing in the deck department, Brother Cavanaugh earned his AB and Quartermaster's tickets at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. A native of Los Angeles, Brother Cavanaugh ships out of San Francisco and now makes his home there with his wife Josephina.

Bosuns Honor Roll at 296

Following are the names and home ports of the 296 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.

The two-year-old Bosuns Recertification Program is one of the most important and successful upgrading programs the SIU has ever undertaken. It is through the participation of SIU Bosuns in this program, and the education of the unlicensed crew, that the job security of the entire membership will be assured.

Abulay, Edmund Philadelphia	Calogeros, Demetrios, Seattle	Gahagan, Kenneth, Houston	Kerageorgiou, Antoine, New Orleans	Morris, William, Jacksonville	Ruley, Edward, Baltimore
Agular, Jose, New York	Carbone, Victor, San Juan	Garner, James, New Orleans	Kerngood, Morton, Baltimore	Moss, John, New Orleans	Sanchez, Manuel, New York
Allen, Enos, San Francisco	Carey, John, New York	Garza, Peter, Houston	Kingsley, Jack, San Francisco	Moyd, Ervin, Mobile	Sanford, Tommie, Houston
Allen, J. W., Seattle	Casanueva, Michael, New Orleans	Gavin, Joseph, Houston	Kleimola, William, New York	Mullis, James, Mobile	Schwarz, Robert, Mobile
Altstatt, John, Houston	Castro, Guillermo, San Juan	Giangiordano, Donato, Philadelphia	Knoles, Raymond, San Francisco	Murry, Ralph, San Francisco	Self, Thomas, Baltimore
Amat, Kasmoim, New York	Chestnut, Donald, Mobile	Gianniotis, John, New York	Koen, John, Mobile	Myrex, Luther, Mobile	Selix, Floyd, San Francisco
Anderson, Alfred, Norfolk	Chiasson, Richard, New Orleans	Gillain, Robert, Jacksonville	Konis, Perry, New York	Nash, Walter, New York	Sernyk, Peter, New York
Anderson, Edgar, New York	Christenberry, Richard, San Francisco	Gillikin, Leo, San Francisco	Koza, Leo, Baltimore	Nelson, Jack, Jacksonville	Sheets, James, Baltimore
Annis, George, New Orleans	Christensen, Christian, San Francisco	Gomez, Jose, New York	Krawczynski, Stanley, Jacksonville	Nicholson, Eugene, Baltimore	Sheldrake, Peter, Houston
Antoniu, Angelo, New York	Christiansen, Egon, San Francisco	Gonzalez, Calixto, San Juan	La France, Dave, New York	Nielsen, Vagn, New York	Shortell, James, San Francisco
Aponte, Felix, New York	Cisiecki, John, San Francisco	Gonzalez, Jose, New York	Lambert, Reidus, New Orleans	Northcutt, James, San Francisco	Sipsey, Robert, San Francisco
Armada, Alfonso, Baltimore	Clegg, William, New York	Goebel, Robert, New York	Landron, Manuel, San Juan	O'Connor, William, Seattle	Smith, Lester, Norfolk
Atkinson, David, Seattle	Cofone, William, Wilmington	Gorman, James, New York	Lasnansky, Andrew, San Francisco	O'Brien, William, New York	Smith, Vertis, Tampa
Backrak, Daniel, Wilmington	Colson, James, Seattle	Gosse, Fred, San Francisco	La Soya, Eligio, Houston	Olson, Fred, San Francisco	Sokol, Stanley, San Francisco
Baker, Elmer, Houston	Cooper, Fred, Mobile	Green, John, Baltimore	Lasso, Robert, San Juan	Olsen, Maurice, Boston	Sorel, Johannes, Jacksonville
Baker, William, Houston	Craddock, Edwin, New Orleans	Greenwood, Perry, Seattle	Lataple, Jean, New Orleans	Olson, Fred, San Francisco	Spuron, John, San Francisco
Bankston, Claude, New Orleans	Crawford, William, Jacksonville	Grima, Vincent, New York	Lavoine, Raymond, Baltimore	Omaner, Albert, San Francisco	Stockmarr, Sven, New York
Barnhill, Elmer, Houston	Cross, Malcolm, Wilmington	Guadamud, Luis, New Orleans	Lawton, Woodrow, Baltimore	Owen, Burton, Houston	Suchocki, Leonard, San Francisco
Barrial, Pablo, New Orleans	Curlew, Jack, Yokohama	Gustavson, Walter, New York	Leake, Herbert, Baltimore	Palino, Anthony, New York	Swearingen, Barney, Jacksonville
Baudoin, James, Houston	Curry, Leon, Jacksonville	Hager, Bertil, New York	LeClair, Walter W., New York	Palmer, Nick, San Francisco	Swiderski, John, New York
Beavers, Norman, New Orleans	Dakin, Eugene, Boston	Hale, William, New Orleans	Lee, Hans, Seattle	Paradise, Leo, New York	Teti, Frank, New York
Bechlivanis, Nicholas, New York	D'Amico, Charles, Houston	Hanback, Burt, New York	Levin, Jacob, Baltimore	Parker, James, Houston	Theiss, Roy, Mobile
Beck, Arthur, San Francisco	Dammeyer, Dan, New York	Hanstvedt, Alfred, New York	Libby, George, New Orleans	Parker, William, New Orleans	Thompson, J. R., Houston
Beeching, Marion, Houston	Darville, Richard, Houston	Harvey, Lee J., New Orleans	Lineberry, Carl, Mobile	Pedersen, Otto, New Orleans	Ticer, Dan, San Francisco
Berger, David, Norfolk	Davies, John, New York	Hawkins, Tom, Seattle	Logan, John, Mobile	Pehler, Frederick, Mobile	Tillman, William, San Francisco
Beregria, John, Philadelphia	Davis, James, Seattle	Hazel, John, New Orleans	Mackert, Robert, Baltimore	Pence, Floyd, Houston	Tirelli, Enrico, New York
Bergeria, Steve, Philadelphia	Delgado, Julio, New York	Hellman, Karl, Seattle	Maldonado, Basilo, Baltimore	Perry, Wallace, Jr., San Francisco	Todd, Raymond, New Orleans
Beye, Jan, New York	Dickinson, David, Mobile	Hicks, Donald, New York	Manning, Denis, Seattle	Pierce, John, Philadelphia	Tolentino, Ted, San Francisco
Bojko, Stanley, San Francisco	Dixon, James, Mobile	Hilburn, Thomas, Mobile	Martineau, Tom, Seattle	Pollanen, Viecko, New Orleans	Troche, Gregory, Mobile
Boney, Andrew, Norfolk	Donovan, Joseph, Boston	Hill, Charles, Houston	Mattoli, Gaetano, New York	Poulsen, Verner, Seattle	Turner, Paul, New Orleans
Bourgot, Albert, Mobile	Doty, Albert, New Orleans	Hirsh, Burton, Baltimore	McCaskey, Earl, New Orleans	Pressly, Donald, New York	Ucci, Peter, San Francisco
Bowman, Jack, Seattle	Drake, Woodrow, Seattle	Hodges, Raymond, Mobile	McCullom, John, Boston	Price, Billie, Norfolk	Velazquez, William, New York
Boyle, Charles, New Orleans	Drewes, Peter, New York	Hodges, Raymond W., Baltimore	McCorvey, Durell, Jacksonville	Pryor, Clarence, Mobile	Walker, Fred, Baltimore
Braunstein, Herbert, Wilmington	Duet, Maurice, Houston	Hogge, Elbert, Baltimore	McGinnis, Arthur, New Orleans	Puchalski, Kasimir, San Francisco	Wallace, Edward, New York
Brendle, Mack, Houston	Dunn, Beverly, Mobile	Homka, Stephen, New York	McKinney, Melville, Philadelphia	Puglisi, Joseph, New York	Wallace, Ward, Jacksonville
Broadus, Robert, Mobile	Eckert, Arne, Seattle	Hovde, Arne, Philadelphia	Mears, Ferlton, New York	Pulliam, James, San Francisco	Wallace, William, Mobile
Brooks, Tom, New York	Eddins, John, Baltimore	Ipsen, Orla, New York	Meehan, William, Norfolk	Radich, Anthony, New Orleans	Walters, Herwood, New York
Browning, Ballard, Baltimore	Edelmon, Bill, Houston	Jandora, Stanley, New York	Meffert, Roy, Jacksonville	Rains, Horace, Houston	Wardlaw, Richard, Houston
Bryan, Ernest, Houston	Engelund, Clayton, New York	Jansson, Sven, New York	Merrill, Charles, Mobile	Rallo, Salvador, New Orleans	Ware, Dick, Houston
Bryant, Vernon, Tampa	Faircloth, Charles, Mobile	Japper, John, New York	Michael, Joseph, Baltimore	Miller, Clyde, Seattle	Waters, Aubrey, Seattle
Burch, George, New Orleans	Farhi, Israel, Houston	Johnson, Fred, Mobile	Mitchell, William, Jacksonville	Mize, Cyril, San Francisco	Weaver, Harold, Houston
Burke, George, New York	Fell, William, New York	Johnson, Ravaughn, Houston	Mize, Cyril, San Francisco	Moen, Irwin, Baltimore	Welch, Macon, Houston
Burton, Ronald, New York	Ferrera, Raymond, New Orleans	Joseph, Loyal, Philadelphia	Mladonich, Ernest, New Orleans	Monardo, Sylvester, New Orleans	Whitmer, Alan, New York
Busalacki, Joseph, Jacksonville	Finklea, George, Jacksonville	Joyner, William, Houston	Moen, Irwin, Baltimore	Morales, Esteban, New York	Wingfield, P. G., Jacksonville
Bushong, William, Seattle	Flowers, Eugene, New York	Justus, Joe, Jacksonville	Monardo, Sylvester, New Orleans	Morris, Edward Jr., Mobile	Woods, Malcolm, San Francisco
Butterton, Walter, Norfolk	Foster, James, Mobile	Karatzas, Tom, Baltimore	Morris, Edward Jr., Mobile	Morris, William, Baltimore	Workman, Homer, New Orleans
Butts, Bobby, Mobile	Foti, Sebastian, Wilmington	Karlsson, Bo, New York	Morris, William, Baltimore		Worley, John, San Francisco
Butts, Hurmon, Houston	Frey, Charles, Jacksonville	Kelsey, Tom, San Francisco			Wombs, Luke, New York
Cain, Hubert, Mobile	Funk, William, New York				Zaragoza, Roberto, New York
Caldeira, Anthony, Houston					Zeloy, Joseph, New Orleans

'A' Seniority Honor Roll Now Numbers 185

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 185 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck	Cunningham, Robert, Deck	Humason, Jon, Deck	McParland, James, Engine	Sisk, Keith, Deck
Allen, Lawrence, Engine	Daniel, Wadsworth, Engine	Hummerick, James, Jr., Steward	Milici, Robert, Deck	Smith, D. B., Steward
Allison, Murphy, Engine	Davis, William, Deck	Hutchinson, Richard, Jr., Engine	Minix, R. G., Jr., Engine	Smith, Robert, Deck
Ahmad, Bin, Deck	Day, John, Engine	Ivey, D. E., Engine	Miranda, John, Engine	Snyder, John, Engine
Ames, Allan, Deck	Derke, Michael, Engine	Johnson, M., Deck	Moneymaker, Ernest, Engine	Spell, Gary, Engine
Andrepoint, P. J., Engine	Deskins, William, Steward	Jones, Leggotte, Deck	Moore, C. M., Deck	Spell, Joseph, Deck
Arnold, Mott, Deck	Dising, Maximo, Engine	Jordan, Carson, Deck	Moore, George, Deck	Spencer, Craig, Engine
Barnett, Jay, Engine	Dobloug, James, Engine	Kanavos, Panagirtis, Engine	Moore, William, Deck	Spencer, H. D., Engine
Bartol, Thomas, Deck	Dukehart, David, Engine	Kegney, Thomas, Engine	Mortier, William, Deck	Stanfield, Pete, Deck
Baxter, Alan, Engine	Edgell, Pat, Engine	Keith, Robert, Deck	Mouton, Terry, Engine	Stauter, David, Engine
Bean, P. L., Deck	Egeland, Ralph, Deck	Kelley, John, Deck	Noble, Mickey, Deck	Stevens, Duane, Deck
Beauverd, Arthur, Engine	Escudero, Tomas, Engine	Kelly, John, Deck	Nuotio, Ken, Deck	Strauss, Gregory, Engine
Bellinger, William, Steward	Esposito, Gennaro, Engine	Kerney, Paul, Engine	Painter, Phillip, Engine	Svoboda, Kvetoslav, Engine
Berulis, William, Deck	Ewing, Larry, Steward	Kirksey, Charles, Engine	Palombis, Nikolaos, Engine	Szoibert, Stephen, Steward
Biletz, John, Engine	Farmer, William, Deck	Kittleson, L. G., Deck	Papageorgiou, Dimitrios, Engine	Tanner, Leroy, Engine
Blacklok, Richard, Engine	Farragut, John, Deck	Knight, Donald, Engine	Parker, Jason, Deck	Tell, George, Engine
Blasquez, Gregory, Engine	Fila, Marion, Deck	Konetes, Johnnie, Deck	Petrick, L., Engine	Thomas, Robert, Engine
Bolen, James, Deck	Frak, Stan, Deck	Kunc, Lawrence, Deck	Poletti, Pierangelo, Deck	Thomas, Timothy, Deck
Bolen, Timothy, Deck	Frost, Stephen, Deck	Kundrat, Joseph, Steward	Prasinos, George, Deck	Trainor, Robert, Deck
Boles, John, Engine	Galka, Thomas, Engine	Lamphere, Thomas, Engine	Reamey, Bert, Engine	Trott, Llewellyn, Engine
Brackbill, Russell, Deck	Gallagher, Patrick, Deck	Lamer, Ronnie, Engine	Restaino, John, Engine	Utterback, Larry, Deck
Bruschini, Mario, Steward	Galliano, Marco, Deck	Lang, Gary, Deck	Ripley, William, Deck	Vain, Thomas, Deck
Burke, Lee Roy, Engine	Garay, Stephen, Deck	Laughlin, Douglas, Engine	Rivers, Sam, Engine	Vahton, Sidney, Engine
Burke, Timothy, Deck	Garcia, Robert, Deck	LeClair, Lester, Steward	Roback, James, Deck	Vanyi, Thomas, Steward
Burnette, Barney, Steward	Gilliam, Robert, Steward	Lehmann, Arthur, Deck	Rodriguez, Charles, Engine	Vazquez, Jose, Engine
Butch, Richard, Engine	Gotay, Raul, Steward	Lentsch, Robert, Deck	Rodriguez, Robert, Engine	Venus, Steve, Steward
Commuzo, Frank, Deck	Gower, David, Engine	Lesko, Samuel, Deck	Rogers, George, Engine	Vukmir, George, Deck
Carhart, David, Deck	Graham, Patrick, Deck	Long, Alton, Engine	Ruiz, Steve, Engine	Walker, Marvin, Engine
Carruthers, Francis, Engine	Grimos, M. R., Deck	Lundeman, Louis, Deck	Sabb, Caldwell, Jr., Engine	Wambach, Albert, Deck
Castle, Stephen, Deck	Hagar, Ken, Deck	Makarewicz, Richard, Engine	Selloy, Robert, Jr., Engine	Waugaman, Jerry, Engine
Cayanaugh, Jackson, Deck	Hale, Earnest, Deck	Mallory, Arthur, Deck	Sanders, Darry, Engine	Wayman, Lee, Deck
Clark, Garrett, Deck	Haller, John, Engine	Manning, Henry, Steward	Sanger, Alfred, Deck	Wilhelm, Mark, Engine
Colangelo, Joseph, Deck	Hart, Ray, Deck	Marcus, M. A., Deck	Shaw, Lux, Deck	Wilson, Richard, Steward
Conklin, Kevin, Engine	Hawker, Patrick, Deck	McAndrew, Martin, Engine	Shaw, Ronald, Engine	Wolfe, John, Deck
Correll, Paul, Engine	Haynes, Blake, Engine	McCabe, John, Engine	Siffast, George, Deck	Woodhouse, Ashton, Engine
Cosentino, Dominic, Deck	Heick, Carroll, Deck	McCabe, T. J., Engine	Simonotti, Joseph, Steward	Wright, Charlie, Engine
Coylo, Michael, Engine	Heiler, Douglas, Steward	McMullin, Clarence, Steward	Simpson, Spurgeon, Engine	Zukier, Hans, Engine



LUNDEBERG SCHOOL

EDUCATION • TRAINING • UPGRADING



Course Descriptions and Starting Dates

Deck Department

ABLE SEAMAN

The course of instruction leading to endorsement as Able Seaman consists of classroom and practical training to include: Basic Seamanship; Rules of the Road; Wheel Commands; Use of the Magnetic and Gyro Compass; Cargo Handling; Knots and Splices; Blocks and Booms; Firefighting and Emergency Procedures; Basic First Aid.

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 without glasses of no more than 20/100—20/100 corrected to 20/40—20/20 and have normal color vision.

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 listed above.

Starting Dates:

October 16, November 28, January 26, March 8.

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: October 2, November 13, January 8, February 19, April 1.

LIFEBOATMAN

The course of instruction leading to certification as Lifeboatman consists of classroom study and practical training to include: Nomenclature of Lifeboat; Lifeboat Equipment; Lifeboat Commands; Types of Davits and Operating

Procedures; Emergency Launching Operations. Included in the course is practical experience in launching, letting go, rowing and maneuvering a lifeboat in seas; recovery of man overboard, fire-fighting and emergency procedures.

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

Starting Dates:

October 2, 16, 30; November 13, 28; December 11, 26; January 8, 22; February 5, 19; March 4, 18; April 1.

Engine Department

QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating. (Qualified Member of the Engine Department) consists of classroom work and practical training to include: Parts of a Boiler and Their Function; Combustible Control Systems; Steam and Water Systems; Fuel Oil Systems; Lubricating Oil Systems; Hydraulic Oil Systems; Boiler Construction and Repair; Hand Tools and Their Use; Use of Metals; Machine Tool Operation; Compressed Air Systems; Fundamentals of Electricity; Principles of Refrigeration; Safe Handling of Combustible Materials; Piping and Valves, Pumps, Evaporators; Auxiliary Diesel Engines; Starting and Securing Main and Auxiliary Diesel Engines; Starting and Securing Main and Auxiliary Units; Engineering Casualty Control; All Codes of Operation of Au-



LIFEBOAT—Instructor Paul Allman (right) of the HLSS Lifeboat Course in Piney Point with his last class of grads of (l. to r.): Dan Nelson; Gary Mitchell; Efrai Velazquez; John Sherpinski, and Wilfredo Ramirez.

tomated Ships; Firefighting and Emergency Procedures.

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

Starting Dates:

October 16; November 13; December 11; January 8; February 5; March 4; April 1.



QUARTERMASTER—Recertified Bosun Tom Kelsey (2nd right) and Quartermaster Instructor Chuck Dwyer (left) lead latest course graduates aboard the SS Charles S. Zimmerman at the HLSS in Piney Point, Md. of (l. to r.): James Haynie; Don McKinney; James Moran; Joseph Violante; Kjeld Nielsen, and George Lowe.

FOWT

The course of instruction leading to endorsement as FOWT (Fireman, Waretender and/or Oiler) consists of classroom work and practical training to include: Parts of a Boiler and Their Function; Steam and Water Cycle; Fuel Oil and Lube Systems; Fire Fighting and Emergency Procedures. Also included is practical training aboard one of the ships at the school to include: Lighting a Dead Plant; Putting Boilers on the Line; Changing Burners; Operation of Aux-

iliary Equipment; Starting and Securing Main Engines.

Course Requirements: (If you have a Wiper endorsement only)—Must be able to pass the prescribed physical, including eyesight without glasses of no more than 20/100—20/100 corrected to 20/50—20/30 and have normal color vision. Must 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 rating such as Electrician)—No requirements.

Starting Dates:

November 3, January 12, February 23, April 5.

DIESELS

The four-week course covers: types, designs, construction and characteristics of various diesel engines; nomenclature and principal design features of all parts of diesel engines; formulas and hydraulic

SIU Scholarship Program

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 scholar-

ship. 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. Must be under 35 year of age.

This may be waived for Seafarers who have completed one or more years in an accredited college or university.

2. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan (three years for \$10,000 scholarship).

3. Have one day of employment on a vessel in the sixth-month period immediately preceding date of application.

4. 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

Scholarships For Dependents

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.



principles; introduction to fuel, air, lubrication and exhaust systems; use of various gauges, meters and instruments used on diesel engines; care, operations maintenance and recording of diesel engine performance; signals used between bridge and engine room; fundamentals of electricity and refrigeration; basic fire fighting, first aid and safety.

Course Requirements: No requirements for those who are not interested in receiving the Coast Guard license.

Starting date: January 5.

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 any rating.

Starting Dates: November 28; December 11, February 5, March 18.

OPERATION AND MAINTENANCE OF REFRIGERATED CONTAINERS

The course of instruction leading to certification as Refrigerated Container Mechanic consists of both classroom and on-the-job training that includes the following: instruction covering all units on refrigeration, electrical and engine tune-up on gasoline and diesel units, operation, maintenance and trouble shooting on all refrigeration units, instruction of fundamentals of operation and servicing and diagnostic procedures used with electrical circuitry.

Course Requirements: Applicants must hold Coast Guard endorsements as Electrician and Refrigerating Engineer or QMED-Any Rating.

Length of Course: The normal length of the course is four (4) weeks.

Starting Date: November 17.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____ District _____

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:

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

High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

I meet the requirements listed above and I am interested in furthering my education. I would like more information on the Lundeberg High School Program.

Name _____ Book No. _____

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

Last grade completed _____ Last year attended _____

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

Steward Department

CHIEF STEWARD

The course of instruction includes classroom and on-the-job training. The Chief Steward will select food and stores for a long voyage to include nutritionally balanced daily menus. He will participate in all phases of steward department operations at the school, including commissary, bake shop and galley.

Course Requirements: Three years seetime in ratings above Third Cook and hold "A" Seniority in the SIU; or six months seetime as Third Cook or Assistant Cook; six months as Cook and Baker; six months seetime as Chief Cook and holder of a Certificate of Satisfactory Completion from the HLS Assistant Cook, Second Cook and Baker, and Chief Cook Training Programs; or 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker, and six months seetime as Chief Cook, and holder of a Certificate of Satisfactory Completion of the HLS Chief Cook Training Program.

Starting Dates:

October 2, November 13, December 26, February 5, March 18.

ASSISTANT COOK

The course of instruction for the rating Assistant Cook includes classroom and on-the-job training in preparing and cooking fresh, canned and frozen vegetables; how to serve vegetables hot, cold or as salad; menu selection of vegetables to attain the best methods for preparation, portion control, dietary values and serving procedures.

Course Requirements: Twelve months seetime in any Steward Department Entry Rating. Entry Ratings who have been accepted into the Harry Lundeberg School and show a desire to advance in the Steward Department must have a minimum of three months seetime.

Starting Dates:

October 30, December 11, January 22, March 4.

COOK AND BAKER

The course of instruction includes classroom and on-the-job training in bak-

ing bread, pies, cakes and cookies; preparation of desserts such as custards, puddings, canned fruit and gelatin desserts. The Cook and Baker will be able to describe preparation of all breakfast foods, and be familiar with menu selection of breakfast foods, and bread and desserts for appropriate meals.

Course Requirements: Twelve months seetime as Third Cook; or 24 months seetime in Steward Department; six months of which must be as Third Cook or Assistant Cook; or six months as Third Cook or Assistant Cook and a holder of a Certificate of Satisfactory Completion from the HLS Assistant Cook Training Course.

Starting Dates:

October 2, 16, 30; November 13, 28; December 11, 26; January 8, 22; February 5, 19; March 4, 18; April 1.

CHIEF COOK

The course of instruction includes classroom and on-the-job training in preparation of soups, sauces and gravies. The student will be able to describe preparation of thickened or clear soups, and explain preparation and use of special sauces and gravies. The Chief Cook will be able to state the primary purpose of cooking meat and define cooking terms used in meat cookery, and describe principles and methods of preparing and cooking beef, pork, veal, lamb, poultry and seafood.

Course Requirements: Twelve months seetime as Cook and Baker; or three years seetime in the Steward Department, six months of which must be as Third Cook or Assistant Cook, and six months as Cook and Baker; or six months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker, and holder of a Certificate of Satisfactory Completion of the HLS Assistant Cook, and Cook and Baker Training Program; or 12 months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker, and holder of a Certificate of Satisfactory Completion of the HLS Cook and Baker Training Program.

Starting Dates:

October 16, November 28, January 8, February 19, April 1.

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

Seafarers Earn High School Diplomas



General Educational Development (GED) Program graduate George Taylor (right) gets his State of Maryland high school diploma from HLSS Director of Academic Education Margaret Nalen at Piney Point, Md. recently.

Brother George Taylor

Brother George Taylor, who has been a Seafarer since 1969, recently completed the GED program at the Lundeberg School and earned his high school diploma.

Seafarer Taylor left school in the tenth grade. "When I read about the GED program at HLSS in the *Seafarers Log*, I saw it as a real opportunity for me," he said.

Brother Taylor says that his travels as a Seafarer and his work in the Steward Department made him realize that he needed his high school diploma. "You've got to have a knowledge of books if you want to advance" he said.

Brother Taylor added that he would recommend the Lundeberg School's

GED program to all Seafarers. "If high school had been like this, I would never have dropped out," he said. He added that, "Everything about the Lundeberg School helps you learn and want to learn more. The classrooms, the living facilities, and the system of study are all excellent. And the teachers are very helpful. They work with you as an individual, and they'll give you all the help you need."

In addition to earning his high school diploma at HLSS, Seafarer Taylor also took advantage of the opportunity for vocational advancement at the school. He recently completed the upgrading program for Cook and Baker offered by the Vocational Education Department.



Getting their HLSS General Educational Development (GED) Program high school diplomas last month were (2nd left) Recertified Bosun Tom Kelsey and (2nd right) 'A' Seniority QMED Upgrader Michael Coyle. With them are school officials (l. to r.) Margaret Nalen, Academic Department director; Hazel Brown, president and Bob Kalmus, Vocational Education Department director. Seafarer Coyle graduated from Piney Point in 1971 earning his fireman-water-tender endorsement two years later.

Brother Michael Coyle

Seafarer Michael Coyle recently earned his high school diploma through the GED Program at the Lundeberg School.

Brother Coyle graduated from HLSS as a trainee in September, 1971. He first returned to the school in 1973 and earned his FOWT endorsement. In 1975, he earned his QMED endorsement through the upgrading program at HLSS as well as his high school diploma, and he is currently enrolled as an 'A' Seniority upgrader.

Seafarer Coyle is a resident of Philadelphia, Pa. He dropped out of high school in the twelfth grade, but says "I've always wanted my high school diploma and so I decided to take advantage of the GED program here at Piney Point."

Brother Coyle feels that the teachers

at HLSS make the Lundeberg School very different from an ordinary high school. "There's a much better relationship between the teacher and the student here," he said. "All your classes are very individualized and the teachers are always willing to help you."

Seafarer Coyle called the academic and vocational opportunities at HLSS, "a good deal." He said, "This school is a real advantage for all Seafarers, and I'd recommend the GED program to any brother who wanted a high school diploma."

Brother Coyle plans to continue to advance his career as a Seafarer through the programs at the Lundeberg School. He says he will enroll in the advanced courses for QMED's that will be offered later this year through the HLSS Vocational Education Department.

Hall Asks NMC to Back Cargo Preference

Continued from Page 2

enacted which will give the American merchant marine a fairer slice of the nation's shipping business. He urged them to develop a more potent presence in Washington, D.C.

A critical problem, tied to the prevailing economic picture, according to Hall, is the high cost of borrowing money which has put a real damper on new ship construction.

"Maritime leaders have been talking among themselves, instead of taking their message to the American public," Hall asserted. "Because of this," he said, "Government leaders do not understand the problems or importance of the maritime industry." He pointed, however to an important shift, noting that the Democratic Party had ignored the industry in the 1972 election, but that Democratic candidates are "coming to us" this year and talking about the maritime industry.

Also a featured speaker at the maritime conference was Tow Crowley, president of Crowley Maritime Corp., who emphasized the important impact of the Maritime Act of 1970. "Without that act," Crowley declared, "Crowley Maritime could never have built the barges

for the Arctic sealift nor the tugs to pull them."

He credited Paul Hall as the one person most responsible for the passage of this legislation. The key provision, according to Crowley, was the extension of loan guarantees to the towing industry for the construction of equipment. "The wisdom of this move has been dramatically proved," Crowley said. He estimates that the nation will realize a \$7.2-billion return in petroleum resources because of this foresight.

Joining a distinguished panel of experts in talks on various facets of the conference theme, "Elements of International Trade", IBU of the Pacific President Merle Adlum led the discussion in the Workshop on Transportation. He also served as chairman of the Unity Dinner which followed the conference.

Adlum was honored at the dinner as the Pacific Coast labor leader contributing most for the year to the objectives of the National Maritime Council. In this activity, maritime labor is in full partnership with industry and the Federal Maritime Administration in seeking to build a strong American-flag merchant marine.

Lifeboat Diplomas Go to 8



HLSS Lifeboat Course Instructor Paul Allman (far right) poses with his latest graduating class as some show off their diplomas. From (l. to r.) are: Roberto Maldonado; Oswaldo Gonzales; Jose Quiones; Eusebilo Gonsales; Paul Stubblefield; Gerald Payne; Heriberto Ponce, and Byron Ginter.

Notify Union

Continued from Page 5

must be given no later than 1 p.m. on Friday.

The ship's chairman or ship's committee member should notify Headquarters that a replacement will be needed. If a crewmember has given sufficient notice and Headquarters has been advised, then the Union will have ample time to find a replacement.

In no event should a crewmember leave a vessel until his replacement arrives.

The Union will continue to fight any attempts by foreign competitors to take away a job held by an SIU-seaman. But only with the full cooperation of the ship's chairman and committee can the fight to keep all SIU jobs secure be successful.

House Bill Bars Fishermen From Jones Act Injury Benefit

In another attack on the Jones Act, a bill has been introduced in the House of Representatives which would deny U.S. fishermen the protection of the personal injury provisions of the Act.

Under the Jones Act a U.S. fisherman has the right to sue an employer in court for negligence which results in injury or death and, if he is successful, he may receive a judgement which covers all past, present and future damages.

In place of the injury and death compensation system provided by the Jones Act, a system which also covers seamen, this legislation would substitute a limited schedule of benefits which, once fixed by a Benefits Review Board, could not

be reversed or revised by any other official or court of the United States.

The schedule of benefits would be computed under a complicated system which takes into consideration the extent of the injury, the age of the injured, industry average wages and other factors but does not consider pain or other subjective, personal factors.

In a statement released by the AFL-CIO Ad Hoc Committee on Maritime Industry Problems, it was pointed out that the Jones Act coverage "is more suited to the realities of the industry and to the fishermen's needs, and the Ad Hoc Committee strongly opposes any change."

This legislation also endangers safe working conditions aboard U.S. fishing vessels because it not only fails to impose new safety or health standards, but it also only provides for voluntary compliance of minimum safety standards by owners and restricts government inspection

of vessels to those requested by vessel owners.

At present the bill, designated H.R. 9716, is pending before the House Merchant Marine and Fisheries Committee, and has not yet been scheduled for hearings.

Two Top Chief Stewards Retire



Making their retirement speeches to the assembled membership at the monthly meeting at Headquarters on Oct. 6 were Chief Stewards Joseph N. Powers (left) and Sydney P. "Aussie" Shrimpton. Brother Powers joined the SIU in 1942 in the port of New York "rising from messboy to chief steward" and sailing in that rating for 24 years. Brother Shrimpton joined the Union also in 1942 in the port of Boston and had sailed 53 years at the time of his retirement, 34 of them as a chief steward.

Optical Benefit Change

The Board of Trustees of the Seafarers Welfare and Pension Plan has accepted a revision in the optical benefit.

Effective Jan. 1, 1976 Seafarers meeting the basic eligibility requirements and their dependents need no longer patronize a contracted optician in order to receive the optical benefit of up to \$30 every two years

for an eye examination and a pair of glasses.

Under the revised provision, eligible Seafarers may go to any optician and must submit the paid bill, along with the SIU claim form to the Plan office. The Plan will then directly reimburse each man up to \$30 for each eligible claim.

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

SCHEDULE OF INCREASED BENEFITS MADE POSSIBLE FROM INCREASED CONTRIBUTIONS

BENEFITS	CURRENT BENEFITS	INCREASED BENEFITS
Death	\$4,000.00	\$5,000.00 payable only to designated beneficiary of eligibles who are included in the following category, spouse, child, stepchild, mother, father, grandparent, brother, sister, half-brother, half-sister, grandchild, stepbrother, stepsister, stepmother, stepfather.
Accidental Dismemberment	None.	If any eligible employee suffers an accidental loss not arising out of or in the course of employment will receive as follows: <ol style="list-style-type: none"> 1. Loss of 2 hands \$5,000.00 2. Loss of 2 feet \$5,000.00 3. Loss of 2 eyes \$5,000.00 4. Loss of 1 hand and 1 foot \$5,000.00 5. Loss of 1 hand and 1 eye \$5,000.00 6. Loss of 1 foot and 1 eye \$5,000.00 7. Loss of 1 hand \$2,500.00 8. Loss of 1 foot \$2,500.00 9. Loss of sight or 1 eye \$2,500.00 Total amount payable on account of more than one of the losses listed and sustained by the injured employee in any one accident—Maximum: \$5,000.00.
Surgical	Per schedule up to a maximum of \$450.00 per confinement.	Plan will pay cost of surgery per Surgical Schedule up to a maximum of \$600.00.
In Hospital Doctors Visits	\$4.00 per day up to date of surgery—Maximum 31 days.	\$15.00 for the first day. \$10.00 for the second day. \$ 6.00 per day thereafter for 58 days—Maximum 60 days. When surgery is performed, benefits are payable only up to date of surgery.
Maternity	\$300.00 maximum for each child.	\$500.00 Maximum for each child. May be payable to hospital, doctor or member.
Optical	\$25.00 for eligibles/dependents who live in a city where there is no contracted optician. Once every 2 years.	\$30.00 for eligibles/dependents who live in a city where there is no contracted optician. Once every 2 years.
Hospital Room & Board	\$30.00 daily—Private room.	Private room—plan pays the hospital's average semi-private rate.
Intensive Care	\$75.00 per day.	Full cost of Intensive Care.
Hospital Extras	\$300.00 for 1st 31 days; thereafter up to another \$300.00—Maximum \$600.00.	Actual charges for miscellaneous hospital expenses with exception of Radiation therapy, physicians services, private nurses or luxuries or conveniences not directly associated with hospital care. Maximum 60 days for each confinement.
Pension	\$250.00 per month.	\$350.00 per month for employees who retire and submit applications on or after June 16, 1975.
Vacation	\$1,000 for Group III, \$1,200 for Group II, \$1,400 for Group I key ratings.	\$1,400 for Group III, \$1,800 for Group II, \$2,200 for Group I key ratings.

NOTE: A complete digest of Surgical, Welfare, Pension and Vacation benefits will be available at all Union halls in about a month.

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

271 Have Donated \$100 or More to SPAD

The following Seafarers and other concerned individuals, 271 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 1975. (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.) Eleven who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, and one \$600. For the rest of the year, the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming years our political role must be maintained if the livelihoods of Seafarers are to be protected.

- Abrams, R. A.
- Adams, W.
- Air, R. N.
- Algina, J.
- Allen, J.
- Annam, W.
- Almasco, B.
- Anderson, D.
- Anderson, E.
- Anderson, J. E.
- Annis, G.
- Aronica, A.
- Arndte, L.
- Arthofer, P.
- Aubusson, E.
- Avers, A.
- Avery, R. H.
- Babkowski, T.
- Bailey, J.
- Bathia, N. N.
- Baum, A. J.
- Bellinger, W.
- Berger, D.
- Bergeria, S.
- Bernstein, A.
- Blanton, M.
- Bligen, A.
- Bluitt, J.
- Bonfont, J. D.
- Bonser, L.
- Boudreau, R.
- Boyle, C.
- Boyne, F.
- Brand, H.
- Brannan, G.
- Brown, G.
- Brooks, S. T.
- Browne, G.
- Bryant, B.
- Butts, W.
- Caffey, J.
- Campbell, A.
- Campbell, D.
- Capella, F.
- Carbone, V.
- Carlip, P.
- Castronover, J.
- Compton, W.
- Cirignano, L.
- Compton, W.
- Conklin, K.
- Connolly, M. W.
- Corletta, P.
- Coutant, W. E.
- Cross, M.
- Curtis, T. K.
- Davis, J.
- Davis, T.
- De Guzman, P.
- Demetrius, J.
- Didomenico, J.
- Di Giorgio, J.
- Doak, W. J.
- Dolgen, D.
- Donnellan, A.
- Dotterer, J.
- Drozak, F.
- Drozak, P.
- Ducote, C.
- Dwyer, J.
- Edwards, K.
- Elberson, N.
- Ellis, P. D.
- Farnen, F.
- Fay, J.
- Ferrara, A.
- Ferreira, J.
- Fletcher, F.
- Fischer, H.
- Florous, C. D.
- Foster, J.
- Furukawa, H. S.
- Garay, F.
- Garcia, R.
- Gard, C. L.
- Gaskill, H.
- Gemile, C.
- Gill, P. D.
- Glaze, R. W.
- Glidewell, T.
- Goethe, F.
- Golder, J.
- Goncalves, A.
- Gould, T.
- Grissom, F.
- Guarino, L.
- Guertin, L.
- Gutierrez, A. S.

\$20⁰⁰

SEAFARERS POLITICAL ACTIVITY DONATION
675 FOURTH AVENUE
BROOKLYN, N. Y. 11232

\$20⁰⁰

Date _____

Contributor's Name _____

Address _____ City _____ State _____

S.S. No. _____ Zip Code _____

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 (SIUNA AGLIWD) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty 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.

(A copy of our report filed with the appropriate supervisory officer is (or will be) available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.)

\$20⁰⁰

1975

Signature of Solicitor _____ Port _____

\$20⁰⁰

- Sanchez, M.
- Sawin, M.
- Seizer, R.
- Seizer, S.
- Shappo, M.
- Shepard, F.
- Sigler, J.
- Sjamsuryzal, J.
- Smith, H. C.
- Sorel, J.
- Spencer, G.
- Spiegel, H.
- Spuron, J.
- Stallings, F.
- Stephens, C.
- Stephens, W. W.
- Surrick, R. H.
- Tanner, C.
- Taylor, F.
- Telegados, G.
- Terpe, K.
- Therman, E. W.
- Tirelli, E.
- Troy, S.
- Troxclair, H.
- Tyler, E.
- Vaughan, R.
- Viles, L.
- Walsh, J.
- Warren, E. D.
- Weeks, J.
- Westerholm, G. J.
- White, C.
- White, W.
- Wiehl, T.
- Wilburn, R.
- Williams, C.
- Williams, L.
- Wilson, B.
- Wilson, C.
- Wilson, J.
- Wingfield, P. G.
- Winqvist, G.
- Wall, P.
- Worley, M.
- Yania, J.
- Yarmola, J.
- Yoichi, S.
- Zeagler, S.

\$600 Honor Roll

Pomerlane, R.

\$300 Honor Roll

Bubaks, H. Hall, P. Pulver, E.

\$200 Honor Roll

Batchelor, A. Paradise, L.
 Brooks, S. T. Gatewood, L. Parrish, J. M.
 Curtis, T. Loper, C. Richardson, N.
 Jones, L. Makin, W. Seabron, S.

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SEAFARERS LOG

Election Supplement

October, 1975

1975 Election Supplement

SIU ATLANTIC, GULF, LAKES & INLAND WATERS DISTRICT Election

This supplement on the 1975 SIU elections is published for your information and convenience. It contains:

- Voting Procedures
- Article XIII of the SIU Constitution
- Sample Ballot

NOTE: The full Report of the Credentials Committee on Candidates for General Election appeared in the September 1975 Seafarers Log.

Here Are the Voting Procedures

Secret ballots, for the election of officers and job holders for the term 1976-1979, will be available to members of the Atlantic, Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America in 24 U.S. ports, in Puerto Rico and in Yokohama, Japan from Nov. 1 through Dec. 31. The ballot will contain the names of all qualified candidates as was determined by the Union's Credentials Committee and membership in accordance with the Union's Constitution.

The election will be conducted by a mail ballot as provided by the Union's amended Constitution. Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available to full-book members in good standing at union halls in Alpena, Mich.; Baltimore, Md.; Boston, Mass.; Brooklyn, N.Y.; Buf-

falo, N.Y.; Chicago, Ill.; Cleveland, Ohio; Duluth, Minn.; Frankfort, Mich.; Houston, Tex.; Jacksonville, Fla.; Mobile, Ala.; New Orleans, La.; Norfolk, Va.; Philadelphia, Pa.; Piney Point, Md.; Port Arthur, Tex.; River Rouge, Mich.; San Francisco, Calif.; Seattle, Wash.; St. Louis, Mo.; Tampa, Fla.; Toledo, Ohio; Wilmington, Calif. as well as Santurce, Puerto Rico and Yokohama, Japan.

A full list of cities and street addresses where ballots will be available accompanies this story.

Election procedures are spelled out in detail in Article XIII of the SIU Constitution which is printed in this special supplement of the *Log*.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Mondays through Saturdays, except on legal holidays, at any of the

designated port-city locations from Nov. 1 through Dec. 31.

Mailing envelopes containing ballots must be post-marked no later than Midnight, Dec. 31, 1975 and must be received by Jan. 5, 1976.

Only full-book members in good standing are eligible to vote. Each member must present his book to the port agent or the agent's designated representative when the member secures his ballot, his ballot envelope and a postage-paid, pre-addressed envelope in which to return the ballot envelope containing the ballot. When the member receives his ballot, his book will be stamped with the word "voted" and the date.

The top part of the ballot above the perforated line will be retained by the port agent.

(continued on next page)

Where To Pick Up Ballots

Seafarers may secure their ballots and envelopes from 9 a.m. until noon, Monday through Saturday, excluding holidays, from Nov. 1 through Dec. 31 at the following port locations:

ALPENA, MICH.—800 North Second Avenue
BALTIMORE, MD.—1216 East Baltimore Street
BOSTON, MASS.—215 Essex Street
BROOKLYN, N.Y.—675 Fourth Avenue
BUFFALO, N.Y.—290 Franklin Street
CHICAGO, ILL.—9383 Ewing Avenue, South
CLEVELAND, OHIO—1290 Old River Road
DULUTH, MINN.—2014 West Third Street
FRANKFORT, MICH.—417 Main Street
HOUSTON, TEXAS—5804 Canal Street

JACKSONVILLE, FLA.—3315 Liberty Street
MOBILE, ALA.—1 South Lawrence Street
NEW ORLEANS, LA.—630 Jackson Avenue
NORFOLK, VA.—115 Third Street
PHILADELPHIA, PA.—2604 South Fourth St.
PINEY POINT, MD.—St. Mary's County
PORT ARTHUR, TEX.—534 Ninth Avenue
RIVER ROUGE, MICH.—10225 West Jefferson Avenue
SAN FRANCISCO, CALIF.—1311 Mission St.

SANTURCE, PUERTO RICO—1313 Fernandez Juncos, Stop 20
SEATTLE, WASH.—2505 First Avenue
ST. LOUIS, MO.—4577 Gravois Boulevard
TAMPA, FLA.—2610 West Kennedy Blvd.
TOLEDO, OHIO—935 Summit Street
WILMINGTON, CALIF.—510 North Broad Avenue
YOKOHAMA, JAPAN—Room 801, Nohkyo Kyosai Bldg. 1-2 Kaigan-Dori, Naka-ku

(continued from preceding page)

In cases where a member does not produce his book, or where there is a question about his being in good standing or otherwise eligible to vote, the member will receive a mailing envelope of a different color marked with the word "challenge," and his book shall be stamped "Vctd Challenge" and the date.

Absentee ballots will be available to members who believe they will be at sea or in a Public Health Service Hospital during the voting period, and unable to secure a ballot. Requests for absentee ballots must be made by registered or certified mail postmarked no later than midnight, Nov. 15 and must be delivered no later than Nov. 25, 1975. The requests must be mailed to the Secretary-Treasurer's office at SIU Headquarters in Brooklyn. Seafarers requesting absentee ballots are cautioned to include with the request the address where they want the ballot to be mailed.

Once he receives his ballot and envelopes, the member's vote becomes completely secret since, after he marks his ballot in secret, he inserts it into the envelope marked "Ballot," seals it and places it into the mailing envelope already addressed to the Depository Bank, seals the mailing envelope and mails it.

While he must sign his name on the first line of the upper lefthand corner of the mailing envelope, and print his name and book number on the second line, the secrecy of the ballot—which is encased in an unmarked ballot envelope—is complete.

No ballot will be opened for counting until all envelopes containing valid ballots have first been opened, the ballot envelope removed intact, and all ballot envelopes mixed together. In no way will there be any connection between the mailing envelope—containing the Seafarer's name—and the ballot envelope or the ballot itself.

Ballots will be counted by a rank-and-file Union Tallying Committee consisting of two members elected from each of the eight Constitutional Ports. They will be elected in December.

In addition to the 49 candidates found qualified,

two members did not meet the eligibility rules laid out in the Union Constitution, as shown by the Credentials Committee Report and membership action on it. Under the Union's Constitution and the law, there was no choice but to find such brothers not qualified. (The full Credentials Committee Report appeared in the September 1975 *Seafarers Log*.)

The qualified candidates and the offices to which they are seeking election are:

Louis C. Babin, Jr., Paul Hall, Walter LeClair, Glenn Wells, president; Frank Drozak, executive vice presi-

dent; Joseph DiGiorgio, secretary-treasurer; Cal Tanner, vice president in charge of contracts and contract enforcement; Earl Shepard, vice president in charge of the Atlantic Coast; Lindsey J. Williams, vice president in charge of the Gulf Coast; Paul Drozak, vice president in charge of the Lakes and Inland Waters.

Fred Farnen, Leon Hall, Jr., William H. Hall, Edward X. Mooney, headquarters representatives; George McCartney, New York agent; Ted Babkowski, Jack Caffey, Angus Campbell, Perry D. Ellis, Luige Iovino, Frank Mongelli, Michael Sacco, Keith Terpe, Herman M. Troxclair, New York joint patrolmen.

John F. Fay, Philadelphia agent; Albert (Al) Bernstein, William (Red) Morris, Philadelphia joint patrolmen; Benjamin Wilson, Baltimore agent; Tony Kastina, Robert Pomerlane, Baltimore joint patrolmen; Louis Neira, Mobile agent; David L. Dickenson, Harold J. Fischer, Robert L. Jordan, Mobile joint patrolmen.

C. J. "Buck" Stephens, New Orleans agent; Thomas E. Gould, Louis Guarino, Stanley Zeagler, New Orleans joint patrolmen; Robert F. (Mickey) Wilburn, Houston agent; Frank "Scottie" Aubusson, Peter E. Dolan, Roan Lightfoot, Franklin Taylor, Houston joint patrolmen; Steve Troy, San Francisco agent; Arthur C. Lehmann (this candidate has been determined to be qualified to run for the job of port agent for San Francisco, but upon hearing the report of the Credentials Committee he stated that his designation should have been that of joint patrolman. Since he met the required qualifications to run for both jobs, the membership acted to modify the Credential Committee's report to reflect that he is qualified to be a candidate for joint patrolman), Pasquale (Pat) Marinelli, Joseph Sacco, San Francisco joint patrolmen; Jack Bluit, Detroit agent; Roy Boudreau, Detroit joint patrolman.

Present SIU Constitutional Ports are New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit and San Francisco.

Notice On Unopposed Candidates

One part of the article of the SIU Constitution which deals with rules for elections concerns the election of candidates who are unopposed for office. The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job, and that the Tallying Committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5(a) of the SIU Constitution, reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change."

SIU Constitution Rules on Elections

Article XIII

Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

Except as provided in Section 2 (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seetime and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated
Signature of member

Book No.
Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach headquarters

no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President, or the Secretary-Treasurer, in that order, calls a special meeting at the port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefor must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted, with sufficient detail. The report shall be signed by all of the Committee members, and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes, and then posted on the bulletin board in each port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear

in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided, shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a Port in the City in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturdays, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the ports shall first set forth Headquarters and then shall follow a geographical pattern, commencing with the most northerly port of the Atlantic Coast, following the Atlantic Coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient

amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number, and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs". Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt, acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge", and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs", the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 4(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election

year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted, must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4. (a) At the close of the last day of the period for securing ballots, the Port Agent in each port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth, by serial number and amount, the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 16 full book members. Two shall be elected from each of the eight ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit and San Francisco. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports, on the first business day of the last week of said month. No officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid, utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the port in which Headquarters is located, to arrive at that port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the port in which Headquarters is located, shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent

shall post one copy of the report on the bulletin board, in a conspicuous manner, and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting, which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above, shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution, affected the results of the vote for any office or job, in which event, the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in this Section 4, except where specific dates are provided for, the days shall be the dates applicable, which provide for the identical time and days originally provided for in this Section 4. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Job Holders:

(a) A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Headquarters Representative, Port Agent or Patrolman:

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 11 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

No. 0000

VOTING PERIOD NOVEMBER 1st 1975 THROUGH DECEMBER 31st, 1975
FOR ELECTION OF OFFICERS 1976-1979

OFFICIAL BALLOT

For Election of 1976-1979 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 1975 THROUGH DECEMBER 31st, 1975

INSTRUCTIONS TO VOTERS — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

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PRESIDENT

Vote for One

- 1 Louis C. Babin, Jr., B-826
- 2 Paul Hall, H-1
- 3 Walter LeClair, L-636
- 4 Glenn Wells, W-792

EXECUTIVE VICE PRESIDENT

Vote for One

- 5 Frank Drozak, D-22

SECRETARY-TREASURER

Vote for One

- 6 Joseph DiGiorgio, D-2

VICE PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Vote for One

- 7 Cal Tanner, T-1

VICE PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Vote for One

- 8 Earl Shepard, S-2

VICE PRESIDENT IN CHARGE OF THE GULF COAST

Vote for One

- 9 Lindsey J. Williams, W-1

VICE PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

Vote for One

- 10 Paul Drozak, D-180

HEADQUARTERS REPRESENTATIVES

Vote for Four

- 11 Fred Farnen, F-656
- 12 Leon Hall, Jr., H-125
- 13 William W. Hall, H-272
- 14 Edward X. Mooney, M-7

NEW YORK AGENT

Vote for One

- 15 George McCartney, M-948

NEW YORK JOINT PATROLMAN

Vote for Eight

- 16 Ted Babkowski, B-1
- 17 Jack Caffey, C-1010
- 18 Angus Campbell, C-217
- 19 Perry D. Ellis, E-295
- 20 Luige Iovino, I-11
- 21 Frank Mongelli, M-1111
- 22 Michael Sacco, S-1288
- 23 Keith Terpe, T-3
- 24 Herman M. Troxclair, T-4

PHILADELPHIA AGENT

Vote for One

- 25 John F. Fay, F-363

PHILADELPHIA JOINT PATROLMAN

Vote for Two

- 26 Albert (Al) Bernstein, B-3
- 27 William (Red) Morris, M-4

BALTIMORE AGENT

Vote for One

- 28 Benjamin Wilson, W-217

BALTIMORE JOINT PATROLMAN

Vote for Two

- 29 Tony Kastina, K-5
- 30 Robert Pomerlane, P-437

MOBILE AGENT

Vote for One

- 31 Louis Neira, N-1

MOBILE JOINT PATROLMAN

Vote for Two

- 32 David L. Dickinson, D-227
- 33 Harold J. Fischer, F-1
- 34 Robert L. Jordan, J-1

NEW ORLEANS AGENT

Vote for One

- 35 C. J. "Buck" Stephens, S-4

NEW ORLEANS JOINT PATROLMAN

Vote for Three

- 36 Thomas E. Gould, G-267
- 37 Louis Guarino, G-520
- 38 Stanley Zeagler, Z-60

HOUSTON AGENT

Vote for One

- 39 Robert F. (Mickey) Wilburn, W-6

HOUSTON JOINT PATROLMAN

Vote for Three

- 40 Frank "Scottie" Aubusson, A-8
- 41 Peter E. Dolan, D-829
- 42 Roan Lightfoot, L-562
- 43 Franklin Taylor, T-180

SAN FRANCISCO AGENT

Vote for One

- 44 Steve Troy, T-485

SAN FRANCISCO JOINT PATROLMAN

Vote for Two

- 45 Arthur C. Lehmann, L-750
- 46 Pasquale (Pat) Marinelli, M-462
- 47 Joseph Sacco, S-1287

DETROIT AGENT

Vote for One

- 48 Jack Bluit, B-15

DETROIT JOINT PATROLMAN

Vote for One

- 49 Roy Boudreau, B-1473