



SEAFARERS LOG

Vol. XXXVII, No. 6

June, 1964
LIBRARY
MARY LUNDENBERG SCHOOL OF SEAMANSHIP
Pine Point, Maryland 20674

New Three Year Contract Negotiated

See Page 3

Freightship



Contract

Tanker



Contract

Fitting Out on the Great Lakes

Seafarer Bellinger

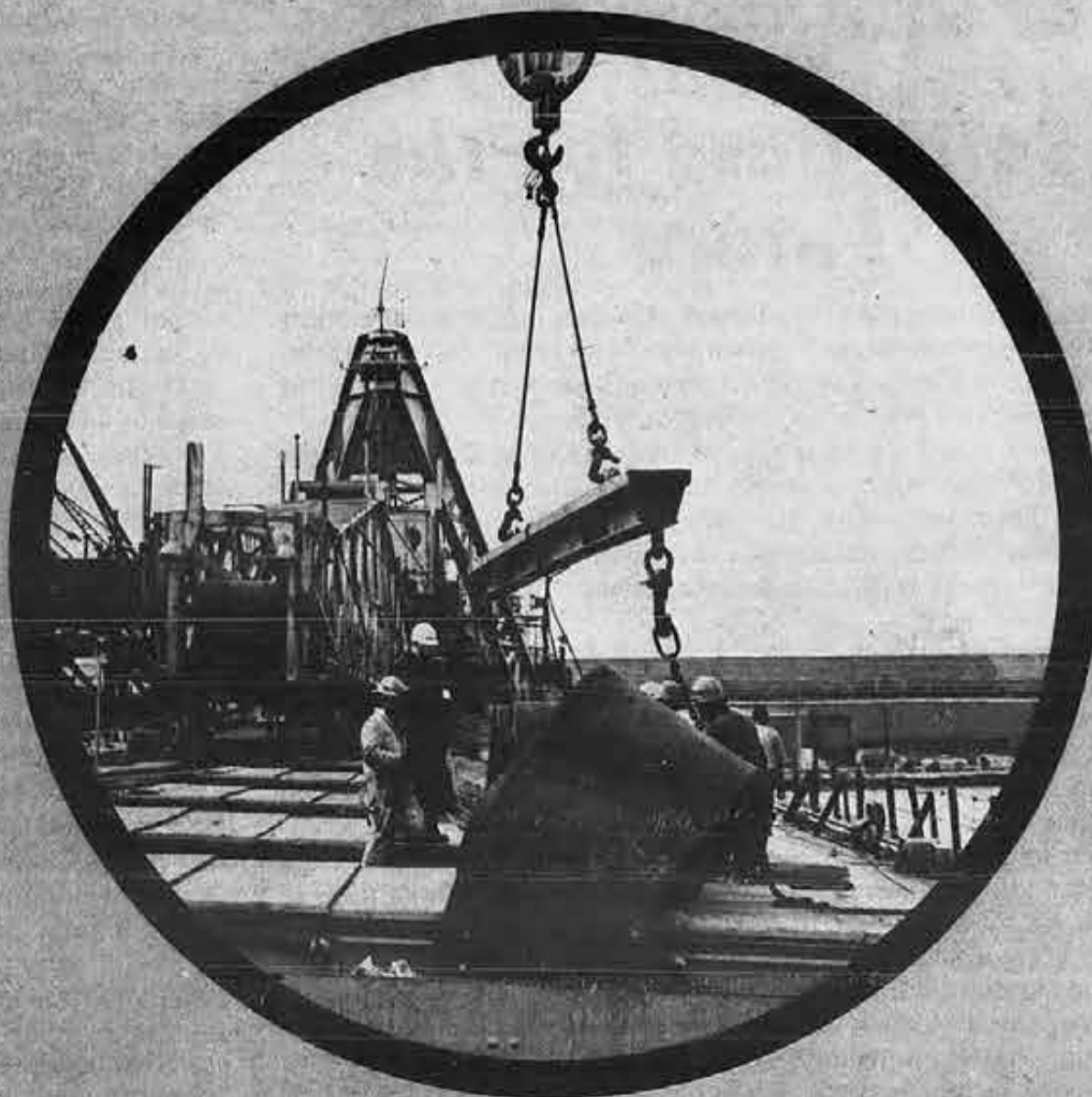
Mayaguez Diary

See Page 17



Mayaguez Story

See Pages 16-17



See Pages 12-13

Unemployment at Highest in 34 Years

Statistics released last month by the U.S. Department of Labor's Bureau of Labor Statistics reveal what most people looking for jobs already know—that unemployment has skyrocketed over the past few months to where the U.S. jobless rate is now at 9.2

percent, the highest figure in 34 years. This is an increase in the jobless rate of three-tenths of one percent from the previous month. The total number of unemployed workers has now reached a staggering 8,538,000 people, the most since July, 1940. The

increase in unemployed was 362,000 workers above that of the April figure.

The 8.5 million figure of those out of work, however, does not really reflect the true unemployment picture. As AFL-CIO President George Meany has recently pointed out, to that number you can add another 1.1 million people who are discouraged and no longer looking for jobs, and another 1.8 million people who usually work fulltime, but who are partially unemployed, and you get a total figure of over 11 million people who are either unemployed or underemployed.

for the month of May alone, Robert A. Georgine, president of the AFL-CIO Building and Construction Trades Department, commented that workers in the industry "are being buried alive in the tunnel at the end of which the Ford Administration professes to see a light."

"With more than one out of every five building and construction workers now jobless," Georgine declared, "we can't see any light, nor can we see President Ford's logic."

The construction industry is not the
Continued on Page 23

INDEX

Legislative News	SIU ships receive awards .Page 9
Merchant Marine hearings beginPage 5	<i>Transcolorado</i> commendedPage 6
Transportation Institute head testifies at hearingsPage 5	Shipping
Washington ActivitiesPage 8	Dispatchers' ReportsPage 18
War risk insurancePage 6	Ships' CommitteesPage 4
	Ships' DigestsPage 28
Union News	Training and Upgrading
New SIU contractPage 3	Upgrading class schedule, requirements and applicationPages 30-31
President's ReportPage 2	Seafarers participate in bosuns recertification and 'A' seniority upgradingPages 10-11
Membership meeting in MobilePage 22	GED requirements and applicationPages 30-31
Headquarters NotesPage 9	Membership News
General News	New SIU pensionersPage 25
Crew of <i>Mayaguez</i> tell their storyCenterfold	Final DeparturesPage 27
Fit-out on the Great LakesPages 12-13	
Maritime Day in MobilePage 6	

Employment for the month of May actually increased, for the second month in a row, but because there was also a sharp rise in the total labor force, there was an increase in the jobless rate. Total employment rose to 84,402,000, an increase of 316,000, but the entire labor force rose by 678,000 to a total of 92,940,000.

While the overall economic picture has been bleak, over 3,600,000 workers have joined the unemployment ranks in the past nine months, some industries have been hit much harder than others. For example, in the construction industry the unemployment rate is a whopping 21.8 percent, an all-time high, and a figure more than double that of a year ago.

In noting the 2.5 percent increase in unemployed construction workers

New Contract Printed In Special July LOG

The entire texts of the new Freightship and Tanker contracts will be published in a special July issue of the Seafarers LOG.

This special edition will also indicate all of the revised sections, additions and other changes contained in both contracts.

These new contracts, which took effect on June 16, 1975, will govern wages, overtime rates, work rules and other working conditions until June 15 of 1978.

the PRESIDENT'S REPORT: A Solid Base for the Future



Paul Hall

The long-term future of the United States maritime industry—whether it will continue to move ahead and revitalize or whether it will founder in stagnation—depends in large part on the final and successful disposition of the SIU's fights in three very important legislative areas.

The most pressing problem facing the industry today and the jobs of the thousands of Americans employed in it is the depressed state of the American tanker market. There are 31 U.S.-flag tankers now laid up with predictions from the Maritime Administration that this number could shortly rise to 40 unemployed tankers with an aggregate tonnage of 1.8 million dead-weight tons.

Too many people in government attribute the depressed American tanker market to the general depression in the world market. But the simple fact is that American tanker operators for years have had trouble finding long-term employment for their ships. This is the real problem; at the present time the United States has no viable program to keep the vessels of its merchant marine working and out of layup.

The answer to this problem, though, is not a program such as providing tax concessions to oil companies who use U.S.-flag ships in the carriage of imported oil, because programs like this would only provide a short-term flurry in shipping and short-term relief to the U.S. tanker market.

The solution to the problem is a program of cargo preference—a program that would require 30 percent of the nation's oil imports to be carried on American-built, American-manned, American-flag tankers.

We succeeded in getting such a program, the Energy Transportation

Security Act, through Congress last year and as far as the President's desk, but it was pocket-vetoed. We are back in Congress again this year with legislation similar to the Energy Transportation Security Act. We will accept nothing less than a progressive program—a cargo preference program—that will guarantee long-term recovery for American-flag tanker operations and long-term job opportunities for American maritime workers.

Of equal legislative importance to the American merchant marine today is continued preservation of the Jones Act which for 55 years has provided unyielding protection to the job jurisdiction of American workers in the carriage of domestic cargoes.

In recent years, the multinational oil companies have led the way in increasing attacks on the Jones Act on many fronts. However, the companies' ultimate goal in breaking the Jones Act is to bring in their foreign-flag ships to carry Alaskan pipeline oil to U.S. ports in the lower 48 states. Under the Jones Act, 100 percent of all Alaskan oil destined for U.S. ports must be carried on U.S.-built, U.S.-flag vessels.

So far, we have been extremely successful in blocking these busting attempts. However, only constant vigilance and continued legislative actions on our part will keep the Jones Act and the job security of thousands of American maritime workers intact.

The third area of vital legislative importance to the U.S. maritime industry today is a bill known as the Non-National Carrier Bill, which was recently introduced in the U.S. Senate by Hawaii Senator Daniel K. Inouye. If enacted, this necessary bill would help put America's berth line operators on a more competitive scale with third-flag carriers, who employ low paid, and in many cases, improperly trained foreign seamen. The bill would stabilize competition by forcing third-flag carriers to set rates no lower than the lowest rate charged by a U.S.-flag carrier or the national-flag carrier of America's trading partner in a specific trade.

For years, the U.S. merchant marine has had to contend with the rate-cutting practices of third-flag operators. But today, when third-flag carriers, led by the Russian Far Eastern Shipping Co., are conducting unprecedented campaigns to capture and control America's vast trades in import and export cargoes, a measure such as the Inouye Bill is more important than ever. The SIU will be at the forefront of this important fight to keep U.S. berth line operators in business and American Seafarers working.

All three of these legislative goals are designed to give the American merchant marine a solid basis for long-term future growth. These kinds of programs are what the U.S. maritime industry needs, and it is these kind of programs that the SIU will continue to fight for—programs that will provide American maritime workers with the best possible job opportunities and job security guarantees for years to come.

New SIU Contract Negotiated

Pay, Vacation, Pension, Increases Won

After intensive negotiations the SIU reached a new three-year agreement with the Union's contracted operators providing for across-the-board wage increases in each of the three years of the contract, and substantial increases in vacation, pension and welfare benefits.

The contract went into effect at 12:01 a.m. on June 16, 1975 after a wide consensus of the SIU membership overwhelmingly ratified the contract at special Union meetings held at all SIU halls on Saturday, June 14, 1975. Seafarers will again vote on the contract at the regular July membership meetings.

To poll the complete membership vote, SIU patrolmen will board each SIU contracted ship as it comes into port and hold a Union meeting to tally their votes.

Throughout the contract talks, the Union Negotiating Committee based their demands on the recommendations received from the members and evaluated by the 66 Seafarers who attended the two-week Seafarers Conference in



SIU President Paul Hall, who served as chairman of the special Union meeting at Headquarters on June 14 to vote on the new contract, addresses over 300 New York Seafarers who attended the meeting. After three hours of discussion on the contract, the new three-year agreement was ratified unanimously. Seated left is SIU Vice President Frank Drozak, who read the terms of the new contract to the membership.



April and submitted a detailed set of proposals.

SIU President Paul Hall, who chaired the special ratification meeting at Headquarters, said "the Con-

ference set the guidelines for negotiations and produced great results. The overall increases in our new contract has given the Seafarer the opportunity to increase his earning power by a minimum of 20 percent."

Under the new contract, all base monthly wages have been raised 12½ percent the first year, five percent the second year, and five percent the third year. These same percentage increases also apply to premium rates, penalty rates, and overtime rates for work performed in excess of eight hours, Monday through Friday. (For examples on how these increases affect some of the ratings, see special story on this page.)

In addition, the rate for longshore work Monday through Friday has been increased to the level of the premium rate, and time and one half the pre-

mium rate for this work on weekends and holidays.

Fringe Benefits

The new contract also provides for very substantial increases for the Seafarer in vacation pay. For Group I men in the key ratings, vacation pay has been increased from \$1,400 to \$2,200 which is a 57 percent increase. Group II men will be raised from \$1,200 to \$1,800, a 50 percent increase, and Group III men from \$1,000 to \$1,400, a 40 percent increase.

In the area of pensions, all SIU members going out on retirement after June 15, 1975 will receive a \$350 a month pension, an increase of \$100 a month over the old pension. The addi-

Continued on Page 24

Conference Proposals And the New Contract

At the April 1975 Seafarers Conference in Piney Point, Md., 66 delegates worked long and hard for two weeks reviewing the many areas affecting the maritime industry today as well as the suggestions submitted by their Union brothers. The result was a detailed and well-studied list of recommendations which helped guide the SIU contract department during the negotiations.

The contract recommendations made by the delegates along with the actions taken in the new contract on those recommendations are listed below. As can be seen, the recommendations played an important role in the negotiations.

RECOMMENDATIONS

AT CONFERENCE

- It should be a three-year contract with a wage increase the first year, and wage increase and cost of living increase in the second and third years.

- After lengthy discussions relative to questions of Premium Overtime Rate being paid for all overtime work in excess of eight hours, it was determined by the delegates that the regular rate of overtime should remain as presently in the contract on work performed in excess of eight hours from Monday through Friday.

- All day workers should be guaranteed the option of weekend and holiday work.

THE NEW CONTRACT

- A three year contract providing for a wage increase of 12½ percent in the first year, 5 percent in the second year and 5 percent in the third year. In regards to cost of living increases, any cost of living adjustments that may be required will be payable in 1976 and 1977. The Union is still engaged in negotiations concerning the specific procedures to calculate the cost of living adjustment.

- The Negotiating Committee has won increases in the premium overtime rate, penalty rates and regular overtime rates for work performed in excess of eight hours Monday through Friday at the same percentages as for base monthly wages—12½ percent the first year, 5 percent the second year and 5 percent the third year.

- Guarantees that the Company shall offer to all deck and engine unlicensed personnel possessing a Group I rating, a minimum of 8 hours during every weekend at sea, or pro-rata thereof, to cover situations when the ship is not at sea for a full weekend.

Continued on Page 24

New Contract Rate Schedules

The SIU's new three-year agreement with the operators provides for across-the-board increases in all base monthly wages, premium rates, penalty rates, and overtime rates for work performed in excess of eight hours Monday through Friday, amounting to 12½ percent the first year, five percent the second year and five percent the third year.

To give Seafarers an idea of how the new contract will increase their earnings, several ratings from each of the three unlicensed shipboard departments with the accompanying old and new pay rates, are printed below. Next month, the LOG will print a special supplemental issue carrying the complete texts of both the Standard Freightship Agreement and the Standard Tanker Agreement.

STANDARD FREIGHTSHIP AGREEMENT (effective 6/16/75)

BASE MONTHLY WAGES

	Old Rate	New Rate (effective 6/16/75)	New Rate (effective 6/16/76)	New Rate (effective 6/16/77)
Boatswain	804.96	905.58	950.86	998.40
Boatswain (SL 7's, SL 18's, LASH, Mariner)		1023.89	1075.08	1128.83
Able Seaman	612.85	689.46	723.93	760.13
Ordinary Seaman	479.04	538.92	565.87	594.16
Chief Electrician	946.97	1065.34	1118.61	1174.54
Ch. Elect. (SL 7's, SL 18's, LASH, Mariner)		1095.42	1150.19	1207.70
QMED	910.12	1023.89	1075.08	1128.83
Oiler	612.85	689.46	723.93	760.13
Wiper	569.28	640.44	672.46	706.09
Chief Steward	804.96	905.58	950.86	998.40
Ch. Stew. (SL 7's, SL 18's, LASH, Mariner)		1023.89	1075.08	1128.83
Steward/Cook	820.50	1023.89	1075.08	1128.83
Cook & Baker	697.38	784.55	823.78	864.97
Messman	475.31	534.72	561.46	589.53

For more of new wage, premium, and overtime rates, see page 23.

The Committee Page

Merrimac Committee



Recertified Bosun Ward Wallace (seated right) ship's chairman of the bulk carrier *SS Merrimac* (Ogden Marine) at a payoff on June 3 in the port of Philadelphia with the Ship's Committee of (l. to r.): Engine Delegate Stanley Warhula (seated); Steward Delegate Peter Batayias; Educational Director Raymond Shaynick, and Deck Delegate John Yates. The steamer carried coal to Antwerp from the port of Norfolk in late May.

Mount Navigator Committee



Seated center is Recertified Bosun Arne Eckert, ship's chairman of the T5 *SS Mount Navigator* (Cove Tankers) at a payoff on May 15 at Stapleton Anchorage, S.I., N.Y. Other members of the Ship's Committee are (l. to r.): Chief Pumpman William D. Hatchel, educational director; Fireman-Watertender Jose Valenzuela, engine delegate; Third Cook Albert Brown, steward delegate, and AB James L. Sanders, deck delegate. The vessel is on a voyage to Egypt.

Fort Hoskins Committee



The Ship's Committee of the T-2 *SS Cities Service Fort Hoskins* (Inter Ocean) wait for the payoff on June 10 at Stapleton Anchorage, S.I., N.Y. They are (l. to r.): Engine Delegate Raymond Orso; Steward Delegate Alphonse Hollings; Ship's Chairman Francis Gomez, and Deck Delegate Jerry Correlli. The vessel left the port of Houston on May 19 on a coastwise run.

SS Boston Committee



Recertified Bosun Leyal Joseph (standing left) ship's chairman of the containership *SS Boston* (Sea-Land) waits to confer with SIU Patrolman Teddy Babkowski (seated) on May 8 at a payoff in the port of New York. The rest of the Ship's Committee are (l. to r.): Chief Steward J. Keno, secretary-reporter; Deck Delegate George Alexander; Engine Delegate Frank Sandy, and Chief Cook S. Bell, steward delegate. The ship is on the coastwise run.

Mayaguez Committee



Recertified Bosun Jacob Levin (center rear), ship's chairman of the containership *SS Mayaguez* (Puerto Rico Marine)—not to be confused with the celebrated shuttleship *SS Mayaguez* (Sea-Land) seized May 12 by the Cambodian Navy and rescued by the U.S. Navy on May 15—gets together with the rest of the Ship's Committee at a payoff June 3 in the port of Baltimore following a coastwise run. The committee members are (l. to r. front): Steward Delegate S. A. Simsuangco; Engine Delegate P. Marcial; and Educational Director Christopher Killeen. With Bosun Levin are (l. to r.): Deck Delegate Eugene Greaux, and Chief Steward R. Campbell, secretary-reporter.

Thomas Jefferson Committee



At a payoff on June 9 on Pier 7, Brooklyn, N.Y., the Ship's Committee of the C-4 Mariner, the *SS Thomas Jefferson* (Waterman) lined up to pay their dues to seated SIU Patrolman Ed Morris (extreme left). First in line is A. J. Doty (seated) and standing (l. to r.): capped Chief Steward Floyd Mitchell, secretary-reporter; 2nd Electrician Douglas McLeod, engine delegate; Chief Electrician Jack Brock, educational director, and Cook and Baker Claude Hollings, steward delegate. Other members of the crew are in the foreground and background. The *Thomas Jefferson* was the last commercial U.S. merchant ship to quit the port of Saigon.

Brand Bids for Maritime Reform Policy

Urging Congress to "establish a national cargo policy that would assure that U.S. ships would carry a substantial portion of U.S. foreign commerce," Herb Brand, the president of the Transportation Institute, testified June 11 before the House Merchant Marine Subcommittee during its review of U.S. maritime policies and programs.

Reviewing the progress of the U.S. merchant fleet during a 10-year rebuilding program which began with the passage of the Merchant Marine Act of 1970, the House subcommittee was told by Brand that "the Transportation Institute feels strongly that the factors affecting the U.S. maritime industry today vary greatly from those envisioned by Congress in 1970."

Transportation Institute is a Washington, D.C.-based organization dealing with maritime research and education.

Pointing out that problems such as "oil embargoes, raw materials producer monopolies, state-owned fleets, changing political alignments and other manifestations of increased government involvement in international shipping" were not considered serious threats when the 1970 Act was written, Brand testified that these new problems "make it imperative that U.S. maritime policies be reviewed before the U.S. fleet is seriously affected."

To help the U.S. merchant marine meet these problems, Brand urged that the subcommittee act on a six-point program.

In addition to establishing a national cargo preference policy, this program recommends that:

- The Maritime Administration set up an office to promote new investment

in the U.S. merchant marine.

- The national policy supporting "the U.S. effective control fleet" (ships owned by U.S. companies but registered under foreign flags) be terminated immediately.

- The defense establishment be called upon to give a detailed estimate of the nation's emergency sealift needs in order to determine the number of U.S. ships that would be needed to move related cargoes.

- The U.S. military seek to en-

courage the growth of the U.S. fleet through a defense policy that would allot to the private U.S. merchant marine all support, sealift and auxiliary duties now performed by the military's own support fleet.

- A permanent body composed of maritime industry and defense officials, as well as members of the Merchant Marine Subcommittee be established to serve as a forum for examining issues that affect maritime's role in national security.

At Halfway Mark of 1970 Act

Panel Reviewing U.S. Maritime Policies

WASHINGTON—The House merchant marine subcommittee began an extensive review earlier this month of U.S. maritime promotional policies and programs.

The review comes at the mid-way point of the 10-year program to rebuild all segments of the U.S.-flag merchant fleet which began five years ago with the passage of the Merchant Marine Act of 1970.

The goal of the hearings, according to Rep. Leonor K. Sullivan (D.-Mo.), chairwoman of the full House Merchant Marine and Fisheries Committee, and ranking minority committee member Rep. Philip E. Ruppe (R.-Mich.), is to assess the current maritime situation, explore methods of improving current programs, examine changes in

circumstances and new developments since 1970, and try to encourage better governmental coordination and cooperation in maritime areas.

The hearings will be held throughout the months of June and July. Among the topics scheduled for discussion, and those for which testimony will be heard, are: national defense; economic benefit; construction subsidy program; operating subsidy program; ship construction loan and mortgage insurance program, and tax issues.

Representatives from the SIU will be testifying in some of the major areas. (See related article on this page)

The subcommittee has outlined the focus it hopes the hearings will center on under each of the six general headings:

Stating that he believed "the basic goal of U.S. maritime policy continues to be to build a strong, balanced and competitive U.S. merchant marine which can operate on trade routes throughout the world, serving the nation's economy in peacetime and assisting U.S. military forces in war or national emergencies," Brand told the House subcommittee "the recommendations that the Transportation Institute presents today are all aimed at hastening the achievement of this goal."

- The subcommittee will seek to determine "how many and what kinds of U.S.-flag ships and U.S. shipbuilding facilities are required for national security." International economic issues that have arisen or become intensified since 1970, will be examined, including the growth and implications of the Soviet merchant marine and the greatly increased efforts of developing countries to promote their maritime industries.

- The economic benefits which result from the subsidy program will be explored, and inquiry will be made as to whether "subsidizing the shipbuilding and ship operating industries will prove [of] greater economic benefit to the nation than subsidizing other comparable industries." The subcommittee will attempt to determine if there is "inadequate coordination" between the principal agencies responsible for U.S. maritime policy.

- The subcommittee will look into ways to improve the construction-differential subsidy program, including whether a "further decline in the subsidy rate should be encouraged or mandated in the future and whether specific statutory guidelines or incentives can be developed to encourage series construction, encourage high technology construction, reduce the cyclical nature of the industry, and minimize conflicts between naval and commercial building requirements."

- The subcommittee will also investigate whether the "essential trade route" concept continues to have validity; whether to continue to tie subsidized lines to particular trade routes; whether ODS contracts should continue to be granted for long periods, and whether and under what circumstances should subsidy be provided on routes that are already served by U.S.-flag non-subsidized operators.

- An assessment of how the current depression in world tanker markets threatens the existing ship construction loan and mortgage insurance program; whether proper standards are in existence to determine what kinds of equipment qualify for coverage, and whether adequate administrative controls exist for the Title XI program.

- There will be a "general appraisal of the capital construction fund, and it will be compared with the tax structure available to foreign-flag operators."

The subcommittee also plans separate oversight hearings later this year on the regulatory laws and the Federal Maritime Commission. They will be "strictly for the purpose of examining the general maritime policy issues" set forth.

SIU Financial Committee



June SIU Financial Committee chairman, W. H. Cassidy (far right) checks over the audits of committee members (clockwise from the left): J. J. Kane, Frank Adkins, William Seltzer, Robert Zaragoza, Juan Palino and C. J. Dougherty early this month at work in one of the Headquarters buildings. The quarterly financial committee was elected by the membership at the June meeting at Headquarters.

QMEDs Complete Course



Lundeberg School QMED Instructor Jack Parcell (far right) shows off his students in May of (l. to r.): Vasco Worrell; Russell Cheely, and Fred Head.

Replacements Aboard Ship

It is always of the utmost importance for all SIU-contracted vessels to be fully and properly manned at all times with SIU personnel in the unlicensed jobs. In order to insure this, all SIU members are asked to adhere to the provisions in the contract which spell out procedures for departing from a vessel and getting a replacement.

The provisions in the Standard Freightship and Tanker Agreements (Section 57, subsection 3 in the Freightship, Section 55, subsection 3 in the Tanker) read as follows:

"Any member of the Unlicensed Personnel will be allowed to pay off the vessel in any port in continental United States or Puerto Rico upon 24 hours notice to the Master prior to the scheduled sailing of the vessel. However, when a vessel is expected to arrive and depart on a weekend, such notice shall be given not later than 1 p.m. on Friday."

If this procedure is properly followed, the Union will have sufficient time to send a replacement for any crewmember leaving a ship. If a replacement fails to show on board, the Union should be notified. And, in no event, should a crewmember leave a vessel until his replacement arrives. In this way SIU-contracted vessels will sail on; with SIU personnel.

Unity Is the Theme on Maritime Day

Over 200 representatives from all segments of the maritime industry, management, labor and government, attended a gala banquet in Mobile, Ala. last month held by the Central Region Action Group of the National Maritime Council in conjunction with the Propeller Club of Mobile.

The affair, which was held on May 22, National Maritime Day, had unity as its central theme—cooperation between all sectors of the maritime industry which will eventually restore the American merchant marine to the number one spot in the world.

Among those in attendance at the banquet was SIU Vice President Lindsey Williams, who told the group that "we in the labor movement fully subscribe" to the NMC's stated objective of revitalizing the commercial shipping industry through increased efficiency, superior performance and competitive cost. Williams also said that those who participate in the NMC are "all salesmen for American-flag vessels" and are continuing to make a concerted effort to attract and hold the support of the American shipper.

Vice President Williams was also on hand to introduce Howard F. Casey, deputy assistant secretary of Commerce for maritime affairs, who was replacing SIU President Paul Hall as the main speaker of the evening. President Hall was unable to attend the banquet.

Spirit of Unity

In noting that he was "pinch-hitting" for Hall, Casey said, "It may seem unusual for a representative of government to be speaking in place of a union official, but appropriately this substitution goes to prove a theme of my remarks

this evening—the new spirit of unity in the maritime industry."

Casey went on to explain that the uniting force that "ties together the group's diverse membership" (labor, government and shipping management) is their common desire to promote the U.S. merchant marine and to make it "fully responsible to the nation's shippers."

The Commerce Department official also described the groundwork which has been laid for the revitalization of the U.S. maritime industry, an industry which after reaching its highest peaks during the Second World War, has plummeted to where, today, U.S. ships carry less than seven per cent of U.S. foreign commerce.

Foremost among the factors which are contributing to this revitalization, Casey said, is the settling of grievances between management and labor interests.

Era of Stability

"This has resulted in an unprecedented era of stability," he said. "There has not been a strike by seafaring labor on the East or Gulf Coast for over three years. I am confident that this cooperation will facilitate agreement on other contracts presently under negotiation."

The deputy secretary also took note of some of the effects of the 1970 Merchant Marine Act by stating that since the Act was passed "the American shipbuilding and shipping industries have become less dependent upon government subsidies and more competitive with their foreign counterparts."

He went on to say that 56 "highly productive ships valued at more than \$3 billion" have been ordered—including

supertankers, LASH vessels, OBO and LNG carriers—that will add more than six million tons to the U.S. fleet. "They should significantly enhance our position," he said.

But Casey also struck a chord

sounded many times by those in maritime labor when he told the group that "building new ships is not going to solve all our problems. The American merchant marine needs cargo—lots of it," he said.



SIU Vice President Lindsey Williams (far right) attends press conference in Mobile last month prior to National Maritime Day banquet sponsored by Central Region Action Group of the National Maritime Council in conjunction with the Mobile Propeller Club. Others attending are, (from l. to r.): Julian W. Smith, president of the Mobile Propeller Club; Howard F. Casey, deputy assistant secretary of Commerce for maritime affairs, and Capt. J. W. Clark, president of Delta Steamship Lines, Inc.

Navy Head Cites Transcolorado For 'Outstanding Performance' In Sealift of S. Viet Refugees

U.S. Secretary of the Navy J. William Middendorf commended the SIU-contracted *SS Transcolorado* (Hudson Waterways) and her gallant crew late last month for their "outstanding performance" and "skill and courage" in the evacuation of thousands of South Vietnamese refugees from the port of Cam Ranh Bay in early April.

In a letter of commendation to the ship, crew and owners of the vessel, Seatrain Lines, Inc., Secretary Middendorf declared:

"Please accept my heartiest congratulations and gratitude for the outstanding performance you and your ship's crew demonstrated during the evacuation of South Vietnam. As they have time and again throughout this nation's history, the men of the U.S. merchant marine have displayed great professional skill and equally admirable hu-

man concern in time of need.

"The officers and men of your ship can be very proud of the contributions they have made to the welfare of their fellow men and to the reputation of the U.S. merchant marine.

"Skill, courage, compassion and dedication to a cause and a willingness to exert effort far above that normally expected in the line of duty are but a few of the characteristics which typified their performance throughout the evacuation effort.

"Thousands of South Vietnamese owe their futures and in many cases their lives to the men serving aboard your ship and on the other vessels that took part in the overall operation.

"Please convey to them both my personal appreciation and the regard of the uniformed Navy men whom they so ably supported and worked with in this humanitarian undertaking."

Brand Hits War Risk Insurance For 3rd Flag Ships; Backs Bill

WASHINGTON, — Herb Brand, president of the Transportation Institute, a Washington, D.C.-based research organization representing a wide segment of the deep-sea and inland waterway shipping industries, has resolutely endorsed a bill that would extend U.S. Government war risk insurance to American-flag vessels for an additional five years. War risk insurance was first instituted under Title XII of the Merchant Marine Act of 1936.

At the same time, Brand registered strong opposition to the extension of this insurance to an approximate 260 third-flag ships now included under the program and supposedly under the

"effective control" of the United States. These ships, which are owned by American oil interests, are registered under the flags of Panama, Honduras and Liberia.

In a letter to Rep. Thomas N. Downing (D-Va.), chairman of the Subcommittee on Merchant Marine and Fisheries Committee, Brand affirmed:

"Effective control is little more than a theory by which the oil companies attempt to justify their non-payment of U.S. taxes and their employment of non-American workers. There is no factual basis for believing that foreign-flag tankers, regardless of who they are owned by, are under any control of the United States."

The Transportation Institute president urged that war risk insurance be limited to U.S.-flag commercial vessels, and pointed out that "oil companies and other owners of foreign-flag vessels have used war risk insurance for their own propaganda purposes, claiming that such insurance is proof that their vessels are under effective control."

Brand concluded: "The Transportation Institute feels it is time for Congress to legislate an end to anything that encourages the growth and utilization of foreign-flag shipping at the expense of the American merchant marine. Only vessels built in the United States and manned by American citizens provide national security and economic benefits to the United States."

Annual Check-Up

When did you have your last check-up? Unless you renew your clinic card each year, you will not be able to ship out. So, if your clinic card is nearing expiration and you are in a port where the SIU maintains a clinic, take the time to get a check-up and renew your card. A free annual check-up is one of the benefits provided for members and their dependents by the SIU Welfare Plan. Also, an annual check-up is one more safeguard for a long, healthy life.

13 Multilingual Lifeboat Grads



Lifeboat ticket Instructor Abe Easter (with cravat) with 13 multilingual pupils in his class of (l. to r.): Jieme Ramirez; Gregorio Rios; Victor Acevedo; Bernard Ayala; Raffaele Ascione; Felix Santiago; Eduardo Padilla; Easter; Ahmad Alammari; Robert Arana; George Salazar; Angel Roman; Angel Perez, and Jose Santiago. The Seafarer multilingual upgraders speak and write English as a second language beside their native languages which include Italian, Arabic, Greek and Spanish.

SPAD Honor Roll

In First Six Months of 1975, 148 Donate \$100 or More to SPAD

The following Seafarers, 148 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 during the first six months 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.) Two who have realized how important it is to let the SIU's voice be heard in the halls of Congress have contributed \$200, and one has contributed \$300. For the next six months, 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.

R. A. Abrams	W. Compton	R. Hernandez	J. Lewis	J. Michael	M. Ruhl
W. Adams	K. Conklin	R. Honeycutt	H. Lilbedahl	C. E. Miller	J. Sacco
R. N. Air	M. W. Connolly	E. S. Ingelbrigtsen	H. S. Lindsey	W. L. Mitchell	M. Sacco
J. Algina	W. E. Contant	L. Iovino	P. Loleas	F. Molina	H. Salazar
J. Allen	J. Davis	W. Jenkins	L. R. Mansfield	C. Mollard	J. Siegler
D. Anderson	P. De Guzman	R. Jordan	T. A. Martian	F. Mongelli	R. Selzer
J. E. Anderson	J. Didomenico	M. Kanoa	J. Martin	E. X. Mooney	S. Selzer
A. Aronica	J. Di Giorgio	C. Kelly	G. McCartney	E. Morris	M. Shappo
R. H. Avery	F. Drozak	S. King	D. McKay	W. Morris	E. Shepard
T. Babkowski	P. Drozak	K. Kusumato	C. McMullin	J. A. Morrison	H. C. Smith
N. N. Bathia	C. Ducote	F. La Haye	H. Mesford	O. J. Mortenson	G. Spencer
W. Bellinger	J. Dwyer	B. Leeper	C. Messer	M. A. Muwallad	H. Spiegel
D. Berger	N. Elberson			D. E. Napier	C. Stephens
S. Bergeria	P. D. Ellis			L. Neira	R. H. Surrick
A. Bernstein	F. Farnen			S. J. Papuchis	Cal Tanner
M. Blanton	J. Fay			G. C. Parkin	F. Taylor
J. Bluit	H. Fischer			L. R. Parsons	G. Telegados
J. D. Bonfont	C. D. Florous			O. Payne	K. Terpe
L. Bonser	H. S. Furukawa			R. Peralta	S. Troy
R. Boudreau	R. Garcia			J. Perez	H. Troxclair
C. Boyle	C. L. Gard			C. Peth	E. Tyler
F. Boyne	T. Gildewell			E. B. Pulver	J. Walsh
H. Brand	T. Gould			J. Reinoso	J. Weeks
G. Brown	L. Guarino			W. Rettenbacher	W. White
G. Browne	L. Guertin			N. Richardson	R. Wilburn
B. Bryant	L. Hall, Jr.			D. Riddle	L. Williams
W. Butts	P. Hall			E. Riley	B. Wilson
J. Caffey	W. Hall, Sr.			L. Robertson	C. Wilson
A. Campbell	J. V. Hardin			T. Robertson	J. Wilson
D. Campbell	M. A. Hauf				P. Wolff
P. Carlip					J. Yarmola

\$20.00 SEAFARERS POLITICAL ACTIVITY DONATION **\$20.00**

878 FOURTH AVENUE BROOKLYN, N. Y. 11222

Date _____

Contributor's Name _____

Address _____ City _____ State _____

S.S. No. _____ Zip Code _____

SPAD

SPAD is a separate segregated fund. Its proceeds are used to further the 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 (SIUWA AFL/WW) or of employment. If a contribution is made by means 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 voluntary. 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.)

\$20.00 Signature of Solicitor **1975** Port **\$20.00**

\$300 Honor Roll

H. Bubaks

\$200 Honor Roll

L. Gatewood

R. Pomerlane

SPAD Means Job Security

Have You Made Your SPAD Donation This Year?

Washington Activities

By B. Rocker



H.R. 3902, Authorize Funding for Fiscal Year 1976 Maritime Programs

The House of Representatives passed on May 12 the authorization for funds for maritime programs for 1976. The total authorization is \$589,718,000. This amount includes \$240 million for construction subsidy and \$315.9 million for operating subsidy as well as money for maritime schools, research and development and the National Defense Reserve Fleet. The ceiling for Title XI mortgage insurance would be increased to \$7 billion. This mortgage guarantee reserve is intended to encourage construction of new bottoms, including tow-boats, barges and offshore equipment as well as deep sea vessels.

A companion bill passed by the Senate Apr. 29 is approximately \$47 million under the House figure. Differences in the bills will be resolved in a conference committee.

The Administration had requested \$315.9 million for operating subsidies to pay about 20 percent of the U.S. operating costs of 179 general cargo vessels, six passenger or passenger/cargo ships, and 16 bulk carriers—an increase of \$73.1 million over 1975.

Chairman Leonor K. Sullivan of the Merchant Marine and Fisheries Committee urged support of H.R. 3902. She said that 30 U.S.-flag tankers are laid up (about 1.1 million deadweight tons), and that this affects "... the operators ... crew ... and the shipyards." She spoke of the problems at the Seatrain yard in Brooklyn where there have been heavy layoffs and Todd Shipyard, which recently received a \$22.5 million loan from the government.

In addition, she voiced concern about the veto of the cargo preference bill last year and the effect of that action on the current state of our merchant marine.

Conference Committee members are expected to meet soon.

The Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee began oversight hearings on June 5 to review broad maritime policy issues, continuing through July 30.

Herb Brand, president of the Transportation Institute, will testify on the role of the merchant marine in national defense.

Public Health Service Hospitals

Over the years, the number of hospitals and the services provided by the Public Health Services have eroded in spite of SIU support of their maintenance. We are again fighting for their existence and upgrading. The Senate Appropriations and Commerce Committees asked the General Accounting Office to do a study of the hospitals to determine whether the Department of Health, Education and Welfare is complying with the 1973 law and is making the improvements required and provided under an additional \$25 million appropriation.

Based on the study, the committees concluded that the law had not been carried out in such matters as number of staff members, training programs and assignment of specialists. They found that services had been cut, and demanded answers from HEW.

HEW excused the violations by saying that the Office of Management and Budget had imposed manpower ceilings. (Both HEW and OMB are part of the administrative branch of government.) Enforcement of the law by Congress is difficult; therefore, the committee members have suggested that SIU bring suit against HEW as we have done in the past when the hospitals were not maintained in accordance with the law.

Such action is now under consideration. Legal and policy matters are being discussed, and the decision as to whether SIU should bring suit will probably be made within the next few weeks.

Alaskan Gas Pipeline

Hearings are being held by the Federal Power Commission on proposals to build a pipeline to transport Alaskan natural gas to the lower 48 states. El Paso Alaska Company proposes to build the line parallel to the Trans-Alaska oil line. Another company—Alaskan Arctic—would build its line across Northern Alaska and into Canada, entering the United States in the Midwest.

One of our affiliates, IBU of the Pacific, passed a resolution at its recent convention supporting construction of a line parallel to the Trans-Alaska oil line.

War Risk Insurance

The Merchant Marine and Fisheries Committee will hold hearings on a bill to extend for five years the war risk insurance provisions of the 1936 Merchant Marine Act. SIU favors the extension of these provisions, but to cover only American-flag ships.

Contiguous Fishery Zone

The Senate Commerce Committee held hearings on June 6 on S. 961 to establish a 200-mile fishery management zone in U.S. coastal waters, pending an international agreement. Committee Chairman Warren Magnuson (D-Wash.) will preside.

Ocean Mining

The Merchant Marine Subcommittee on Oceanography held hearings May 16 on the Laws of the Sea Conference and deep seabed mining.

Outer Continental Shelf Management H.R. 6218

The House Select Committee on the Outer Continental Shelf will meet June 17 through 19 to receive testimony on legislation providing for management of oil and gas in the outer continental shelf and the protection of marine and coastal environments. The chairman is Congressman John Murphy (D-N.Y.).

Congressional Budget

The 93rd Congress passed the Congressional Budget and Impoundment Control Act of 1974 to reassert legislative initiative lost or yielded to the President over the years.

The House and Senate set up Budget Committees to determine over-all spending, revenue and deficit targets as guidelines for congressional action. Committee chairmen are Brock Adams (D-Wash.) in the House and Edmund S. Muskie (D-Maine) in the Senate.

By May 1, each body had approved its version of the budget—both with considerably larger deficits than the \$60 billion deficit of the President's budget. Supporters claimed the recommendations were more realistic than those of the President.

On May 14, after the House and Senate versions had been reconciled in conference, the final measure for \$367 billion was quickly passed—one day before the May 15 deadline of the 1974 Act.

Seafreeze Atlantic

In testimony before the House Merchant Marine and Fisheries Subcommittee on Fisheries and Wildlife Conservation and the Environment, the SIU supported H.R. 5197, a bill which would bring the large fishing trawler *Seafreeze Atlantic* out of layup.

H.R. 5197 would amend the Fishing Vessel Modernization Act to permit the temporary employment of non-American fishermen aboard the *Seafreeze*. This amendment would be limited to fishermen, as the crew that operates the vessel itself will be American seamen. Only that portion of the crew engaged directly in the fishing operation could be composed of foreign nationals.

Ultimately the *Seafreeze Atlantic* would be totally U.S. manned, because the legislation also commits the owner to a training program for American fishermen, and limits the use of foreign fishermen to a four-year period.

The bill will initially allow the employment of 20 U.S. seamen and eventually at least a like number of U.S. fishermen.

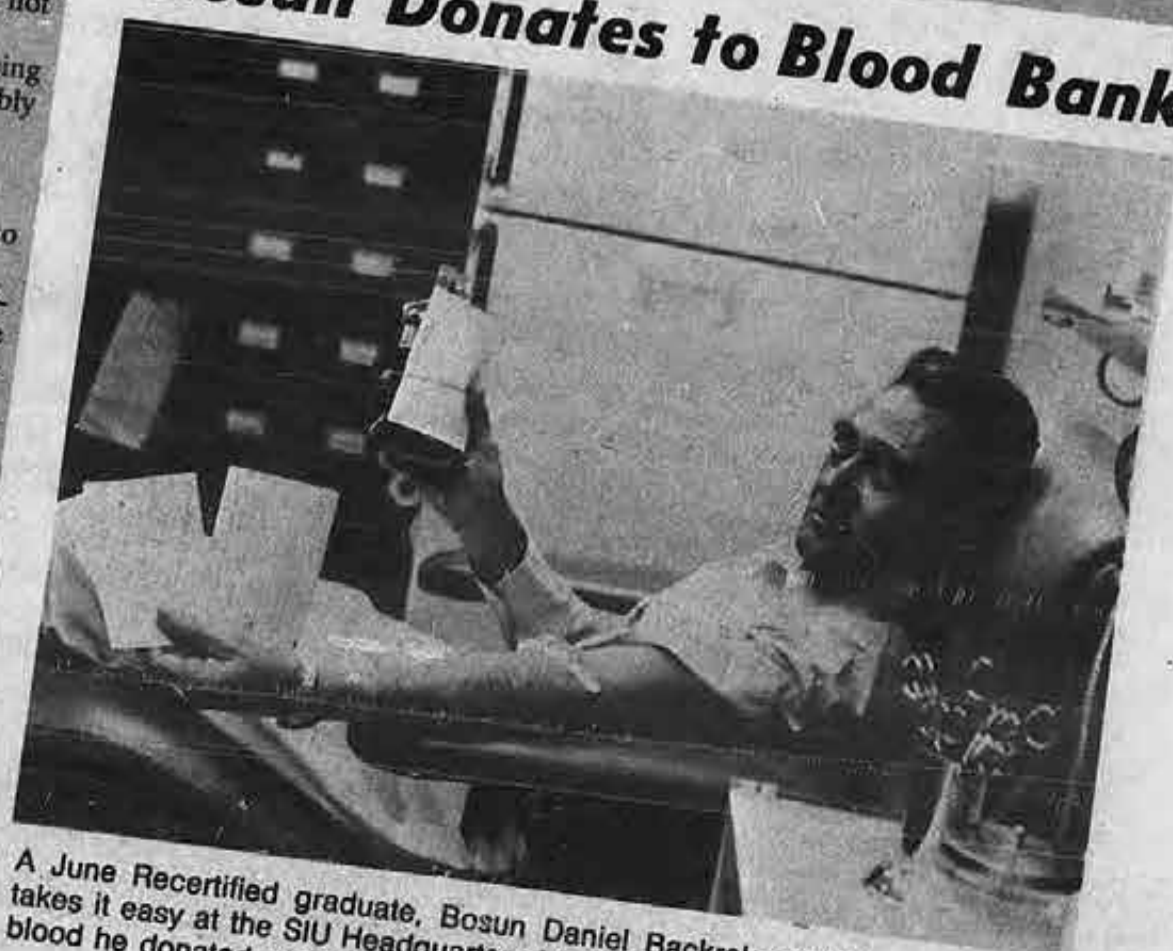
Support SPAD

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.

Bosun Donates to Blood Bank



A June Recertified graduate, Bosun Daniel Backrak of Wilmington, Calif., takes it easy at the SIU Headquarters Medical Center and shows the pint of blood he donated while attending the Recertification Program.



Headquarters Notes

by SIU Vice President Frank Drozak

As your vice president in charge of contracts and contract enforcement, I am happy to report that the SIU's negotiation team has reached a new contract agreement with our operators that not only contains significant increases in wages, overtime and pension, but also includes a number of beneficial work rule changes. (See page 3 for the new contract provisions.)

Much of the credit for this new contract, which, considering the present state of the maritime industry, is one of the finest packages ever secured for this membership, belongs to those members who took the time to submit recommendations and to the 66 delegates to the Seafarers Conference who spent two weeks in Piney Point evaluating those recommendations and formulating a sound set of proposals.

These proposals gave the negotiating committee a firm position from which we could, with confidence, negotiate a contract that represented the needs and wishes of the entire membership.

By drafting suggestions and recommendations that fairly and accurately reflected the needs of the majority of SIU members, these delegates enabled us to sit down at the negotiating table with specific goals that we could vigor-

ously bargain to achieve because they represented components of a contract that would benefit the largest number of Seafarers.

On behalf of the negotiating committee, I would like to thank the membership and the Conference delegates for their help in making this contract one of the finest in the U.S. maritime industry.

Bosun Recertification Program

I would like to congratulate the bosuns who have completed the Bosuns Recertification Program this month. They are the 23rd class of bosuns who have graduated from this program with a better understanding of their Union and the entire maritime industry. The presence of these recertified bosuns on board SIU-contracted ships has resulted in a significant drop in shipboard beefs and contractual disputes.

'A' Seniority Upgrading

After completing the SIU's Seniority Upgrading Program this month, five more Seafarers have received their full Union 'A' books. As full book members these men will now have greater shipping opportunities, as well as added responsibilities and duties.

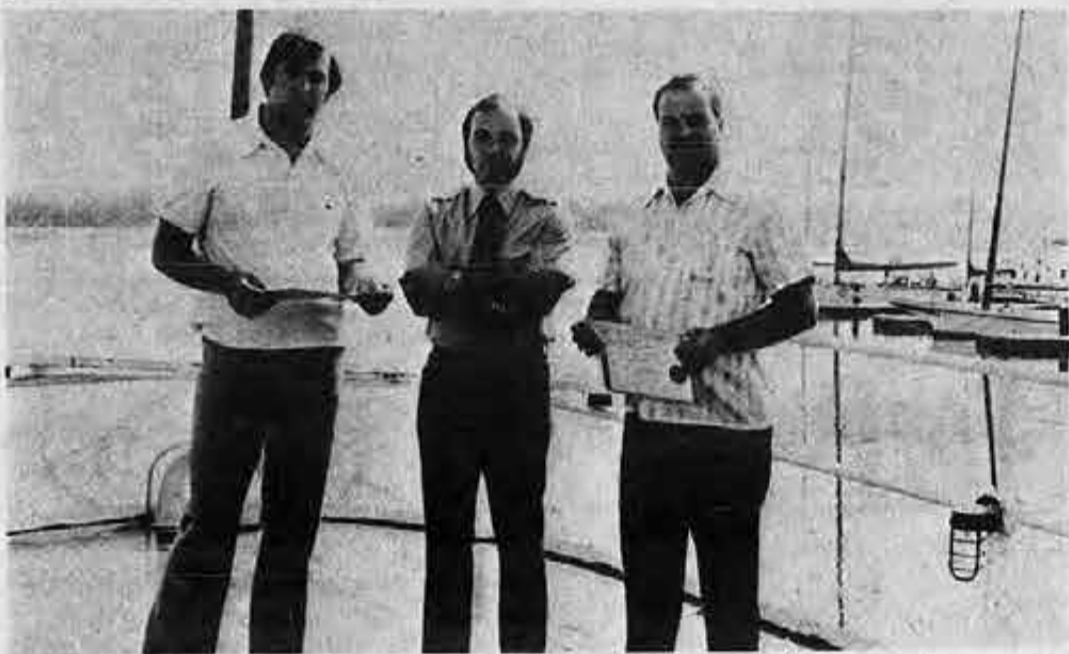
'B' book members who meet the requirements should take advantage of this program and apply immediately.

Firefighting

The SIU's firefighting course, which had been a one-day program conducted at the firefighting facility in Earle, New Jersey, has been expanded to a two-day program.

This expanded course will consist of one day of classroom training at the Harry Lundeberg School, followed by a day of practical firefighting training at the MSC administered facility in Earle, N.J.

If you are interested in attending this valuable safety course, you should contact any SIU representative.



2 Upgrading Welders Graduate

Upgrading welding Instructor Charlie Nalen (center) with two of his latest graduates (l. to r.): Clifford Duke and Douglas Laughlin on May 29 at the HLSS in Piney Point, Md.

SIU Ships Get Safety Awards

Two SIU-manned ships, the *USNS Tallulah* (Hudson Waterways) and the *SS Robert Toombs* (Waterman Steamship) were among the five American-flag vessels named to receive this year's Ship Safety Achievement Awards.

These prestigious awards are presented annually by the American Institute of Merchant Shipping and the National Safety Council Marine Division to U.S.-flag ships and their crews who "perform exceptional feats such as rescue at sea, outstanding demonstrations of safety training contributing to saving lives aboard ship, as well as for dramatic actions on the world's shipping lanes." The awards are given for a total ship effort and teamwork on the part of the crew, rather than for individual achievements.

The *USNS Tallulah* and her crew will receive an award for rescuing 257 crewmembers from a burning British cruise ship off the coast of Key West, Fla.

The crew of the *SS Robert Toombs* will receive a framed Citation of Merit award for pulling together in a team effort to contain a raging shipboard fire, which could have gutted the entire ship, by utilizing the most professional safety and firefighting procedures.

In announcing the winners, James J. Reynolds, president of the American Institute of Merchant Shipping, stated:

"We salute these valiant ships and their courageous officers and crews. Their heroic efforts under stress and adversity are a credit to all men who go down to the sea in ships. The awards given are also emblematic of the highest traditions of safety beyond the call of duty which have characterized American-flag merchant ships and the men who sail them since the beginning of our nation nearly 200 years ago."

The American Institute of Merchant Shipping and the National Safety Council also jointly sponsored awards for general ship safety, and awards covering safety of dockworkers, dredgers and shipyard workers. These safety achievement awards reflect no loss of time due to job related injuries throughout the year.

The SIU-contracted Calmar Steamship Co. won first prize in the dry cargo safety area for incurring the lowest fleet injury frequency rate in comparison with other carriers.

The SIU-contracted Great Lakes company, Huron Cement, won first prize in the self-unloader category.

AIMS president Reynolds said these awards signify that "a human being has been saved from a broken arm or leg, or a life has been saved because of safety."

UIW Coordination of Benefits

The Trustees of the United Industrial Workers of North America Welfare Plan have adopted a Coordination of Benefits clause which became effective May 7, 1975. The purpose of this clause is to avoid duplicating the payment of benefits where a member's spouse is already covered by another group plan.

What follows is the Coordination of Benefits clause which has been added to the Rules and Regulations of the UIW Welfare Plan:

COORDINATION OF BENEFITS

This plan and all benefits hereunder, except death and dismemberment benefits, are subject to be coordinated with any other group, individual, or service plan provided by an insurance contract, policy, or other agreement with the Union or other employee benefit organizations, the cost of which is provided, in whole or in part, by an employer of an employee, a retired employee, or a member of the employee's family, either directly or indirectly, and any plan sponsored by or otherwise provided for by any Federal, State or other governmental authority, including, but not limited to, no-fault insurance.

The coordination of benefits will be administered in accordance with the following priorities of payment:

- (a) If the other plan providing benefits for a person covered under the United Industrial Workers Welfare Plan does not have a coordination of benefits or duplication of benefits provisions, benefits payable for covered expenses under the other plan will be paid in full before any benefits are paid by the United Industrial Workers Welfare Plan.
- (b) If the other plan covering an individual eligible for benefits under the United Industrial Workers Welfare Plan does have a coordination or non-duplication provision, the following priorities of payment will apply:

- (1) The United Industrial Workers Welfare Plan will be the primary source and will pay the benefits that would otherwise be paid in the absence of any duplicate coverage if the person for whom the claim is made is an Employee or Dependent child of a male Employee.
- (2) The United Industrial Workers Welfare Plan will be the secondary source of payment and will deduct benefits payable by any other plan if the person for whom the claim is made is not an Employee or the Dependent child of a male Employee.
- (3) If (1) and (2) above do not establish the order of benefit payment, the plan which has covered the person for whom the claim is made for the longer period of time shall be considered the primary source of benefits.
- (c) Benefits otherwise payable under the United Industrial Workers Welfare Plan shall be reduced in accordance with the above priorities of payment to the extent necessary so that the sum of such reduced benefits payable under all group plans shall not exceed the total of the reasonable and customary charges for the services provided.
- (d) If a group plan provides benefits in the form of services rather than cash payments, the reasonable cash value of each service rendered shall be deemed to be a benefit payment.

Bosuns Recertification: 23rd Class Grāduates

Tom Karatzas



Seafarer Tom Karatzas, 59, has been a member of the SIU since 1954, and has been sailing as bosun for the past ten years. A native of Greece, he now ships from the port of Baltimore

where he makes his home with his wife Betty.

William Morris



Seafarer Bill Morris, 31, has been a member of the SIU since 1960, and has been shipping out as bosun for the past three years. A native of Jacksonville, he ships from that port

city and continues to make his home there.

Tommie Sanford



Seafarer Tommie Sanford, 37, has been sailing with the SIU since 1958, and started shipping out as bosun in 1970. A native of Alabama, he now makes his home in Texas City, Tex.

with his wife Margaret. Brother Sanford ships from the port of Houston.

Herbert Braunstein



Seafarer Herbert "Red" Braunstein, 52, has been a member of the SIU since 1940, and started shipping out as bosun in 1944. A native of New York, he now makes his home in Norwalk, Calif. with his wife Margie.

Brother Braunstein ships from the port of Wilmington.

Luther Myrex



Seafarer Luther Myrex, 49, has been sailing with the SIU since 1945, and has been shipping as bosun since 1965. A native of Birmingham, Ala., he now ships from the port of Mobile

where he makes his home with his wife Dorothy.

Demetrios Calogeros



Seafarer Demetrios Calogeros, 57, has been sailing with the SIU since 1950, and started shipping out as bosun in 1956. A native of Greece, he now ships from the port of Seattle

where he makes his home with his wife Barbara.

Esteban Morales



Seafarer Esteban Morales, 59, has been shipping with the SIU since 1946, and started sailing as bosun in 1950. A native of Puerto Rico, he now makes his home in Brooklyn, N.Y. with his wife Melida. Brother Morales ships from the port of New York.

Claude Bankston



Seafarer Claude "Blackie" Bankston, 48, has been a member of the SIU since 1947, and started shipping out as bosun in 1960. A native of Louisiana, Brother Bankston makes his home

in Metairie, La. with his wife Myrna Ann. He ships from the port of New Orleans.

Tom Hawkins



Seafarer Tom Hawkins, 48, has been a member of the SIU since 1949, and has been shipping out as bosun for the past five years. A native of Seattle, Wash., he ships from that port

city and makes his home in Kirkland, Wash. with his wife Sharon.

Peter Ucci



Seafarer Peter Ucci, 64, has been a member of the SIU since 1945, and has been shipping out as bosun for the past 13 years. A native of Buffalo, N.Y. he now makes his home on the West

Coast. Brother Ucci ships from the port of San Francisco.

Daniel Backrak



Seafarer Danny Backrak, 50, has been a member of the SIU since 1958, and has been sailing as bosun for the past six years. A native of South Dakota, Brother Backrak now makes his home in Riverside, Calif. with his wife Alida. He ships from the port of Wilmington.

Parker, James, Houston
Pedersen, Otto, New Orleans
Pehler, Frederick, Mobile
Pence, Floyd, Houston
Perry, Wallace, Jr., San Francisco
Pierce, John, Philadelphia
Pollanen, Viecko, New Orleans
Poulsen, Verner, Seattle
Pressly, Donald, New York
Pryor, Clarence, Mobile
Puchalski, Kasimir, San Francisco
Puglisi, Joseph, New York
Pulliam, James, San Francisco
Radich, Anthony, New Orleans
Rains, Horace, Houston
Rallo, Salvador, New Orleans
Reeves, William, Mobile
Richburg, Joseph, Mobile
Rihn, Ewing, New Orleans
Riley, William, San Francisco
Ringuelette, Albert, San Francisco
Rivera, Alfonso, San Juan
Rodrigues, Lancelot, San Juan
Rodriguez, Ovidio, New York
Ruley, Edward, Baltimore
Sanchez, Manuel, New York
Sanford, Tommie, Houston
Schwarz, Robert, Mobile
Self, Thomas, Baltimore
Self, Floyd, San Francisco
Sernyk, Peter, New York
Sheidrake, Peter, Houston
Shortell, James, San Francisco
Smith, Lester, Norfolk
Sokol, Stanley, San Francisco
Sorel, Johannes, Jacksonville
Spuron, John, San Francisco
Stockmarr, Sven, New York
Suchocki, Leonard, San Francisco
Svenningen, Barney, Jacksonville
Swiderski, John, New York
Teti, Frank, New York
Thress, Roy, Mobile
Thompson, J. R., Houston
Ticer, Dan, San Francisco
Tillman, William, San Francisco
Tirelli, Enrico, New York
Todd, Raymond, New Orleans
Totentino, Ted, San Francisco
Turner, Paul, New Orleans
Ucci, Peter, San Francisco
Velazquez, William, New York
Wallace, Edward, New York
Wallace, Ward, Jacksonville
Wallace, William, Mobile
Wardlaw, Richard, Houston
Weaver, Harold, Houston
Whitmer, Alan, New York
Wingfield, P. G., Jacksonville
Woods, Malcolm, San Francisco
Workman, Homer, New Orleans
Zaragoza, Roberto, New York
Zeloy, Joseph, New Orleans

Recertification Honor Roll

Following are the names and home ports of the 247 Seafarers who have successfully completed the SIU Bosun Recertification Program:

Aguir, Jose, New York
Allen, Enos, San Francisco
Allen, J. W., Seattle
Alstatt, John, Houston
Amat, Kasmoin, New York
Anderson, Alfred, Norfolk
Anderson, Edgar, New York
Annis, George, New Orleans
Armada, Alfonso, Baltimore
Atkinson, David, Seattle
Backrak, Daniel, Wilmington
Baker, Elmer, Houston
Baker, William, Houston
Bankston, Claude, New Orleans
Barnhill, Elmer, Houston
Baudoin, James, Houston
Beavers, Norman, New Orleans
Bechliwanis, Nicholas, New York
Beck, Arthur, San Francisco
Beeching, Marion, Houston
Berger, David, Norfolk
Beye, Jan, New York
Bojko, Stanley, San Francisco
Boney, Andrew, Norfolk
Bourgot, Albert, Mobile
Boyle, Charles, New Orleans
Braunstein, Herbert, Wilmington
Brendle, Mack, Houston
Broadus, Robert, Mobile
Brooks, Tom, New York
Browning, Ballard, Baltimore
Bryan, Ernest, Houston
Bryant, Vernon, Tampa
Burch, George, New Orleans
Burke, George, New York
Burton, Ronald, New York
Bushong, William, Seattle
Butterton, Walter, Norfolk
Butts, Bobby, Mobile
Butts, Hurmon, Houston
Cain, Hubert, Mobile
Caldeira, Anthony, Houston
Calogeros, Demetrios, Seattle
Carbone, Victor, San Juan
Carey, John, New York
Cannova, Michael, New Orleans

Castro, Guillermo, San Juan
Chestnut, Donald, Mobile
Chiasson, Richard, New Orleans
Christenberry, Richard, San Fran
Christensen, Christian, San Fran
Christiansen, Egon, San Francisco
Cisiecki, John, San Francisco
Clegg, William, New York
Colson, James, Seattle
Cooper, Fred, Mobile
Craddock, Edwin, New Orleans
Curry, Leon, Jacksonville
Dakin, Eugene, Boston
D'Amico, Charles, Houston
Dammeyer, Dan, New York
Darville, Richard, Houston
Davies, John, New York
Delgado, Julio, New York
Dickinson, David, Mobile
Dixon, James, Mobile
Donovan, Joseph, Boston
Drake, Woodrow, Seattle
Drewes, Peter, New York
Duet, Maurice, Houston
Dunn, Beverly, Mobile
Eckert, Arne, Seattle
Eddias, John, Baltimore
Edelman, Bill, Houston
Faircloth, Charles, Mobile
Ferrera, Raymond, New Orleans
Finklen, George, Jacksonville
Flowers, Eugene, New York
Foster, James, Mobile
Foti, Sebastian, Wilmington
Frey, Charles, Jacksonville
Funk, William, New York
Gahagan, Kenneth, Houston
Garner, James, New Orleans
Garza, Peter, Houston
Gavin, Joseph, Houston
Giangiordano, Donato, Phila
Giannotis, John, New York
Gillain, Robert, Jacksonville
Gillikin, Leo, San Francisco
Gomez, Jose, New York
Gonzalez, Jose, New York

Gorbea, Robert, New York
Gorman, James, New York
Gosse, Fred, San Francisco
Greenwood, Perry, Seattle
Grima, Vincent, New York
Gundamud, Luis, New Orleans
Hager, Bertil, New York
Hanback, Burt, New York
Hanstvedt, Alfred, New York
Harvey, Lee J., New Orleans
Hawkins, Tom, Seattle
Hazel, John, New Orleans
Hellman, Karl, Seattle
Hicks, Donald, New York
Hillburn, Thomas, Mobile
Hill, Charles, Houston
Hirsch, Burton, Baltimore
Hodges, Raymond, Mobile
Hodges, Raymond W., Baltimore
Hogge, Elbert, Baltimore
Homka, Stephen, New York
Hovde, Arne, Philadelphia
Ipsen, Orta, New York
James, Calvin, New York
Jandora, Stanley, New York
Jansson, Sven, New York
Johnson, Fred, Mobile
Johnson, Ravagnan, Houston
Joseph, Leysl, Philadelphia
Justus, Joe, Jacksonville
Karatzas, Tom, Baltimore
Karlsson, Bo, New York
Kerageorgiou, Antoine, New Orleans
Keragood, Morton, Baltimore
Kingsley, Jack, San Francisco
Kleinols, William, New York
Knoles, Raymond, San Francisco
Koan, John, Mobile
Konis, Perry, New York
Koza, Leo, Baltimore
Krawczynski, Stanley, Jacksonville
Lambert, Reids, New Orleans
Landron, Manuel, San Juan
Lasso, Robert, San Juan
Lataple, Jean, New Orleans
Lavoine, Raymond, Baltimore

Lawton, Woodrow, Baltimore
LeClair, Walter W., New York
Lee, Hans, Seattle
Levi, Jacob, Baltimore
Libby, George, New Orleans
Lizberry, Carl, Mobile
Mackert, Robert, Baltimore
Maldonado, Basilo, Baltimore
Manning, Denis, Seattle
Martineau, Tom, Seattle
Mattioli, Gaetano, New York
McCaskey, Earl, New Orleans
McCorm, John, Boston
McGinnis, Arthur, New Orleans
McKinney, Melville, Philadelphia
Meehan, William, Norfolk
Meffer, Roy, Jacksonville
Merrill, Charles, Mobile
Michael, Joseph, Baltimore
Miller, Clyde, Seattle
Mitchell, William, Jacksonville
Mize, Cyril, San Francisco
Mladonich, Ernest, New Orleans
Moan, Irwin, Baltimore
Monardo, Sylvester, New Orleans
Morales, Esteban, New York
Morris, Edward Jr., Mobile
Morris, William, Baltimore
Morris, William, Jacksonville
Moss, John, New Orleans
Moyd, Ervin, Mobile
Mullis, James, Mobile
Murry, Ralph, San Francisco
Myrex, Luther, Mobile
Nash, Walter, New York
Nicholson, Eugene, Baltimore
Nielsen, Vagn, New York
Nuckols, Billy, New York
O'Brien, William, New York
O'Connor, William, Seattle
Olesen, Carl, San Francisco
Olson, Fred, San Francisco
Olson, Maurice, Boston
Oromaner, Albert, San Francisco
Palino, Anthony, New York
Paradise, Leo, New York

'A' Seniority Upgrading Program

Five Earn Full Books

Five Seafarers earned their full 'A' books this month through the 'A' Seniority Upgrading Program, bringing the total number of Union members who have completed this program to 161. They are Ken Hagar, Dominic Cosentino, John Snyder, Mario Bruschini and Francis Carruthers.

The SIU began this program almost two years ago in order to help prepare members for the new ships the Union had begun to crew, as well as even newer ships under construction for contracted companies.

This program was also designed to give members who upgraded a better understanding of the operations of their Union and its problems.

Thus, by attending this program, SIU members have helped to insure their

own job security, as well as the job security of every Union member by helping to form a solid membership that understands its industry and its Union's role in that industry.

Francis Carruthers



Seafarer Francis "Dewey" Carruthers, a U. S. Navy veteran, began sailing with the SIU in 1968. Brother Carruthers, a chief electrician, earned his QMED endorsement at Piney Point before attending the 'A' Seniority Program. A native of Portland, Ore., he continues to live in that city with his wife Sue, and ships out of the port of San Francisco.

Mario Bruschini



Seafarer Mario Bruschini has been sailing with the SIU since 1968. Before attending the 'A' Seniority Upgrading Program, Brother Bruschini earned his third cook's endorsement at Piney Point. A native of Argentina, Seafarer Bruschini now lives in Ami, La., and ships out of New Orleans.

Ken Hagar



Seafarer Ken Hagar, 24, graduated from the Harry Lundeberg School in 1971. Sailing in the deck department, Brother Hagar received his AB endorsement at Piney Point before attending the Seniority Upgrading Program. Seafarer Hagar is a native of Detroit and ships out of Houston. He is a resident of Saginaw, Mich.

Dominic Cosentino



Seafarer Dominic Cosentino, 20, has been sailing with the SIU in the deck department since graduating from the Harry Lundeberg School in 1973. Brother Cosentino returned to Piney Point to earn his AB's ticket before attending the Seniority Upgrading Program. A native of Baltimore, he ships from and resides in that port.

John Snyder



Seafarer John Snyder, 23, is an August 1972 graduate of the Harry Lundeberg School. Sailing in the black gang, Brother Snyder returned to Piney Point last year to get his QMED endorsement. A native and resident of Yuma, Ariz., Brother Snyder ships out of the port of New Orleans.

Adams, Francis, Deck
Allen, Lawrence, Engine
Allison, Murphy, Engine
Ahmad, Bin, Deck
Ames, Allan, Deck
Andrepoint, P. J., Engine
Arnold, Mott, Deck
Bartol, Thomas, Deck
Baxter, Alan, Engine
Bean, P. L., Deck
Beauverd, Arthur, Engine
Bellinger, William, Steward
Berulis, William, Deck
Blacklok, Richard, Engine
Bolen, James, Deck
Bolen, Timothy, Deck
Boles, John, Engine
Brackbill, Russell, Deck
Bruschini, Mario, Steward
Burke, Lee Roy, Engine
Burke, Timothy, Deck
Burnette, Barney, Steward
Cammuso, Frank, Deck
Carhart, David, Deck
Carruthers, Francis, Engine
Castle, Stephen, Deck
Clark, Garrett, Deck
Colangelo, Joseph, Deck
Conklin, Kevin, Engine
Correll, Paul, Engine
Cosentino, Dominic, Deck
Cunningham, Robert, Deck
Daniel, Wadsworth, Engine
Davis, William, Deck
Day, John, Engine
Derke, Michael, Engine

Deskins, William, Steward
Dising, Maximo, Engine
Dobloug, James, Engine
Edgell, Pat, Engine
Egeland, Ralph, Deck
Escudero, Tomas, Engine
Ewing, Larry, Steward
Farmer, William, Deck
Fila, Marion, Deck
Frost, Stephen, Deck
Galka, Thomas, Engine
Gallagher, Patrick, Deck
Galliano, Marco, Deck
Garay, Stephen, Deck
Garcia, Robert, Deck
Gilliam, Robert, Steward
Gotay, Raul, Steward
Gower, David, Engine
Graham, Patrick, Deck
Grimes, M. R., Deck
Hagar, Ken, Deck
Hale, Earnest, Deck
Hart, Ray, Deck
Hawker, Patrick, Deck
Haynes, Blake, Engine
Heick, Carroll, Deck
Heller, Douglas, Steward
Humason, Jon, Deck
Hummerick, James, Jr., Steward
Hutchinson, Richard, Jr., Engine

Ivey, D. E., Engine
Johnson, M., Deck
Jones, Leggette, Deck
Jordan, Carson, Deck
Kanavos, Panagirtis, Engine
Kegney, Thomas, Engine
Keith, Robert, Deck
Kelley, John, Deck
Kelly, John, Deck
Kerney, Paul, Engine
Kirksey, Charles, Engine
Kittleson, L. Q., Deck
Knight, Donald, Engine
Konetes, Johnnie, Deck
Kunc, Lawrence, Deck
Kundrat, Joseph, Steward
Lamphere, Thomas, Engine
Laner, Ronnie, Engine
Lang, Gary, Deck
LeClair, Lester, Steward
Lehmann, Arthur, Deck
Lentsch, Robert, Deck
Lundeman, Louis, Deck
Makarewicz, Richard, Engine
Manning, Henry, Steward
Marcus, M. A., Deck
McAndrew, Martin, Engine
McCabe, John, Engine
McCabe, T. J., Engine

McMullin, Clarence, Steward
McParland, James, Engine
Mintz, R. G., Jr., Engine
Miranda, John, Engine
Moneymaker, Ernest, Engine
Moore, C. M., Deck
Moore, George, Deck
Moore, William, Deck
Mortier, William, Deck
Mouton, Terry, Engine
Noble, Mickey, Deck
Nuotio, Ken, Deck
Painter, Philip, Engine
Paloumbis, Nikolaos, Engine
Papageorgiou, Dimitrios, Engine
Parker, Jason, Deck
Petrick, L., Engine
Poletti, Pierangelo, Deck
Prasinos, George, Deck
Reamey, Bert, Engine
Restaino, John, Engine
Ripley, William, Deck
Rivers, Sam, Engine
Roback, James, Deck
Rodriguez, Charles, Engine
Rodriguez, Robert, Engine
Rogers, George, Engine
Sabb, Caldwell, Jr., Engine
Salley, Robert, Jr., Engine
Sanders, Darry, Engine

Sanger, Alfred, Deck
Shaw, Ronald, Engine
Silfast, George, Deck
Simonetti, Joseph, Steward
Simpson, Spurgeon, Engine
Sisk, Keith, Deck
Smith, D. B., Steward
Smith, Robert, Deck
Snyder, John, Engine
Spell, Gary, Engine
Spell, Joseph, Deck
Spencer, H. D., Engine
Stanfield, Pete, Deck
Stauter, David, Engine
Stevens, Duane, Deck
Svoboda, Kvetoslav, Engine
Szeibert, Stephen, Steward
Tanner, Leroy, Engine
Thomas, Robert, Engine
Thomas, Timothy, Deck
Trainor, Robert, Deck
Trott, Llewellyn, Engine
Utterback, Larry, Deck
Vain, Thomas, Deck
Vaiton, Sidney, Engine
Vanyi, Thomas, Steward
Yukmir, George, Deck
Walker, Marvin, Engine
Wambach, Albert, Deck
Waugaman, Jerry, Engine
Wayman, Lee, Deck
Wilhelm, Mark, Engine
Wilson, Richard, Steward
Wolfe, John, Deck
Woodhouse, Ashton, Engine
Zukier, Hans, Engine

Upgrading Honor Roll

Following are the names and departments of 161 Seafarers who have completed the 'A' Seniority Upgrading Program.

34-Year Lakes Veteran Retires



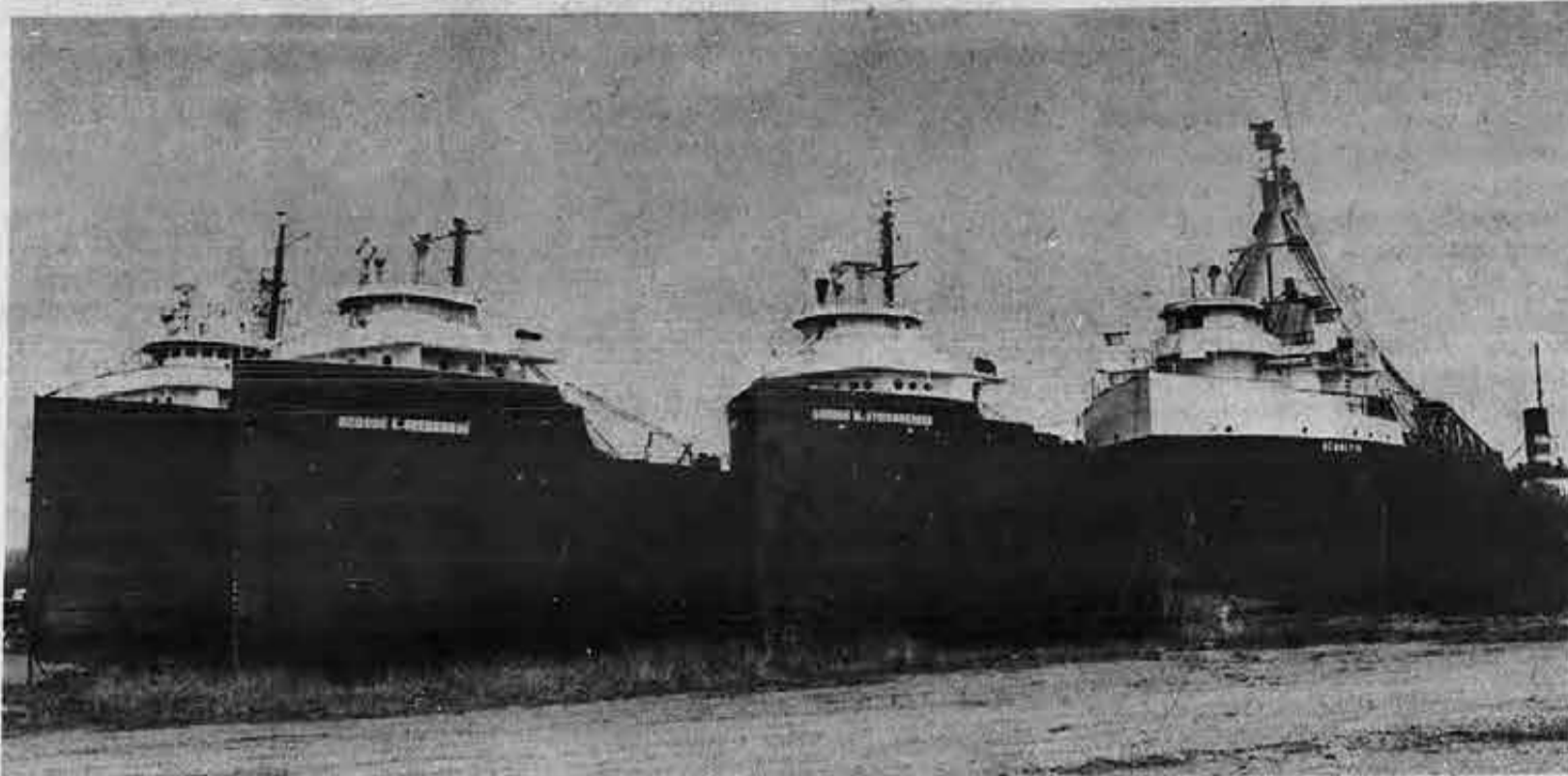
Copter Lifts Bosun off Iberville

Taken ill Recertified Bosun Charles "Danny" Merrill (in basket) is airlifted off the deck of the freighter SS *Iberville* (Waterman) by a hovering helicopter getting the go sign from fellow shipmates south of the Hawaiian Islands. Second Electrician C. Coumas snapped the action. Early last month, recovered Brother Merrill shipped out as Bosun on the formerly tied up C4 SS *John B. Waterman* out of the port of Mobile.



Veteran Great Lakes Seafarer John E. Floyd (right) receives his first pension check from Detroit Welfare Representative Carl Peth. Brother Floyd ended his 34-year Great Lakes career sailing as a deckhand aboard the *Adam E. Cornelius* (American Steamship). He joined the SIU in 1960 when the Boland-Cornelius Company was organized.

As Early Spring Arrives, Lakes Seafarers



Three SIU-contracted Great Lakes vessels, the *George E. Seedhouse*, the *George M. Steinbrenner* and the *Hennepin* (all Kinsman Marine) docked in Toledo, Ohio while the crews prepare for the start of the new shipping season.

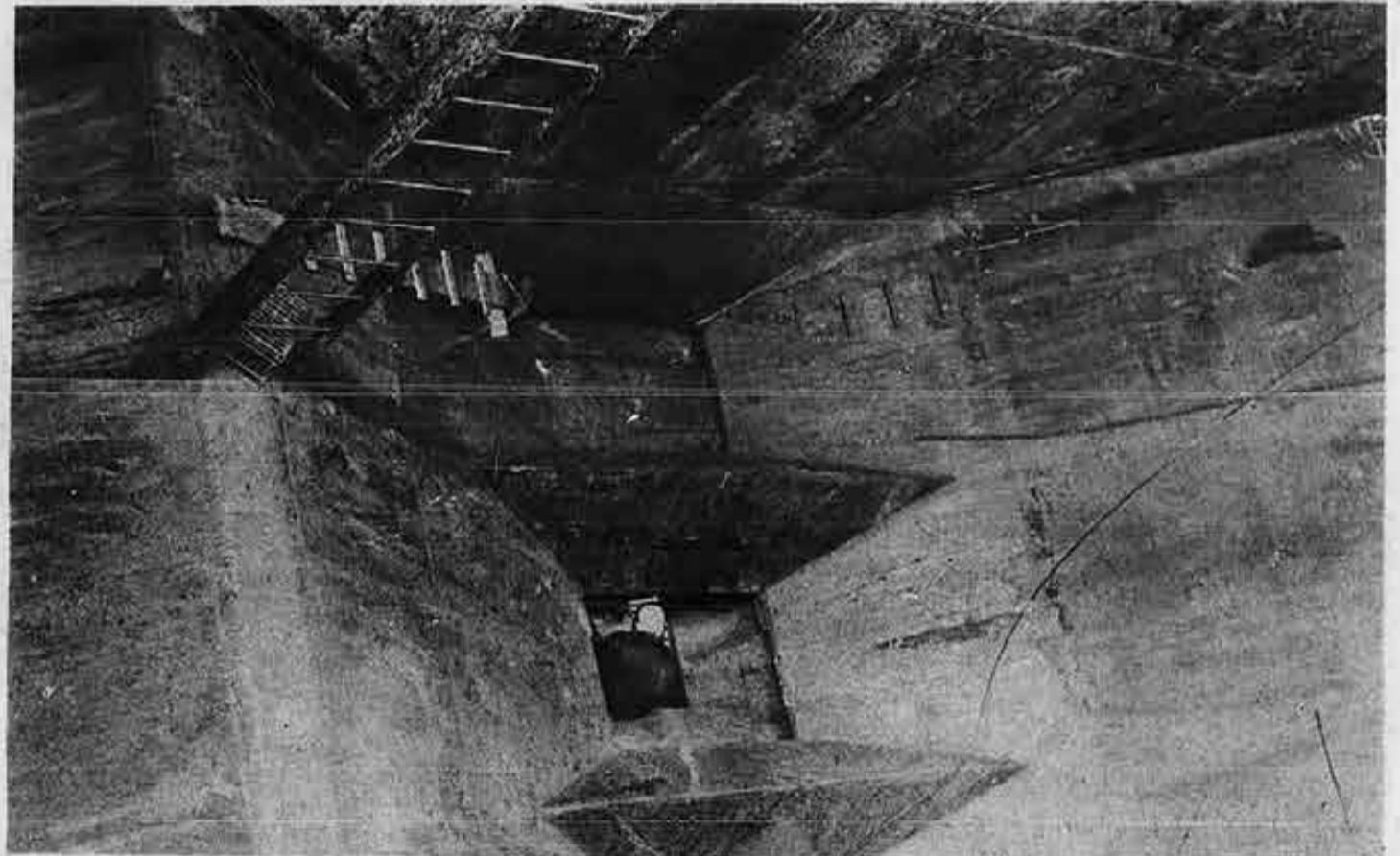
Every year in early Spring, Seafarers on the Great Lakes return to the vessels laid-up for the winter and begin to fit them out for the start of the new shipping season. This fitting-out starts during early March and most of the ships are sailing by mid-April.

First to arrive on board are the steward and engine department crewmembers, who usually come on board 10 days to two weeks before the vessel is to sail. The steward crews' main job of course is to get the galley in tip top shape and ready to provide service for the men once the ship sails. All the equipment in the galley is taken out, washed, cleaned, and checked so that it is in the best shape to stand up under the constant use of a long shipping season.

The black gang also has to prepare the equipment in its department for the start of the shipping season. Oilers, wipers and firemen clean and test the engines, boilers, gauges and practically



Quartermaster Carl Marcin places weather protector on wheelhouse of *Harry Allen* (Kinsman Marine). Quartermaster Marcin comes on board with rest of deck gang two or three days prior to vessel's sailing for final stages of fitting out.



Crewmember on the *Consumer Power* (American Steamship) welding in ship's cargo hold. The area is where the conveyor belt would normally be if it were in place.



William Randall, second cook on the *William R. Roesch* (Kinsman Marine) in port of Toledo, cleans grill in the galley so the equipment will be ready for use when full crew comes aboard.



Deckhand Mike Yedinak cleans up some garbage on the deck of the *E. M. Ford* (Huron Cement) in port of Detroit.



Fireman William Wright lighting boilers in engine room of the *C. L. Austin* (Kinsman Marine). Black gang members begin to fit out Great Lakes vessels about two weeks prior to the first scheduled sailing.

Prepare for Start of New Shipping Season

everything else in the engine room which has not been used since the beginning of the winter lay-up.

Approximately three days before the vessels are scheduled to sail the deck crew arrives. As with the other two ship department crews it is the job of the deck gang to test out all the equipment, including lifeboats (a drill is held), lines, winches and hatches. Any external damage from a winter of inactivity is repaired.

Each year the vessels on the Lakes, both the straight-deckers and self-unloaders, transport millions of tons of coal, iron ore, gypsum and limestone from Duluth, Minn. on western Lake Superior to eastern ports bordering the eastern tip of the St. Lawrence Seaway.

Great Lakes shipping is vital to the growth and survival of the industrial and agricultural economy of the American Midwest. The SIU is both happy and proud to play an important role in maintaining and strengthening the Great Lakes fleet.



Some of the crewmembers of the *William R. Roesch* practice a lifeboat drill while ship is still docked. Lifeboat drills are held, and all equipment tested, as part of fitting out each year.



Watchman Joseph Wilkes paints stack on the *Consumer Power* (American Steamship) as vessel is docked in Detroit.



Fireman William Jones burns up scrap from engine room of the *C. L. Austin* as part of cleaning up the vessel for start of new shipping season.



Crewmembers on the *William Roesch* break for coffee after working hard in all departments cleaning up and checking out equipment.



Duane Evavold, quartermaster and pilot, checks weather protector on wheelhouse of *Harry Allen* in the port of Toledo.

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.



SS American Explorer

Cook and Baker Neville Johnson, Jr. of the T5 *SS American Explorer* (Hudson Waterways) had to leave the ship in Panama early last month when his mother passed away. Seafarers spread the tarpaulin to collect money to aid him in his journey home.

SS Baltimore

Flowers and cash were sent by Seafarers of the *SS Baltimore* (Sea-Land) to the mother of Recertified Bosun William Kleimola, Mrs. Waino Kleimola of New York on May 18 on the death of her husband. The next day the ship docked in Port Elizabeth, N.J.

SS Sea-Land Consumer

Seafarer Vincent Kane of the *SS Sea-Land Consumer* underwent surgery for a broken collar bone and will spend a month in the USPHS Marine Hospital in Boston. Brother Kane took a fall down a ladder on the ship early last month and was flown from the Azores to Boston.

SS Stonewall Jackson

Sailing from the Gulf to Colombo, Ceylon was the LASH *SS Stonewall Jackson* (Waterman) recently with 2,000-tons of bagged wheat flour.

USNS Connecticut

The tanker *USNS Connecticut* (Hudson Waterways) offloaded 36,000 tons of oil to the U.S. East Coast and the Gulf from the Mediterranean recently.

SS Eagle Traveler

Leaving from the U.S. East Coast in the middle of this month was the tanker *SS Eagle Traveler* (United Maritime) with 25,000-tons of wheat for the ports of Alexandria and Port Said, Egypt.

SS Ogden Challenger

Also going to Alexandria, Egypt from the U.S. East Coast the middle of this month was the tanker *SS Ogden Challenger* (Ogden Marine) with 30,000-tons of bulk wheat.

SS Notre Dame Victory

Crewmembers of the tanker *SS Notre Dame Victory* (Ecological) buried the ashes of Seafarer Michael Cerilli at sea recently, reports Recertified Bosun John Pierce. He added that the deceased had sailed on the ship for over a year. The vessel had docked in Gibraltar.

SS Oakland

Ship's Chairman Recertified Bosun James A. Shortell of the *SS Oakland* (Sea-Land) thanked the Ship's Committee, Union delegates and crewmembers for contributing flowers last month to Messman Charles Jackson's mother who passed away.

SS Sam Houston

The *SS Sam Houston*, a LASH vessel, and the *SS Robert Toombs* (both Waterman) plus the *SS Columbia* and the *SS Mohawk* (both Ogden Marine) carried bagged wheat flour late last month and early this month to the port of Sri Lanka, Ceylon from New Orleans. They all carried a total of 42,500 tons.

SS Overseas Natalie

Carrying 55,000 tons of grain this month from the Gulf to a Soviet Black Sea port was the tanker *SS Overseas Natalie* (Maritime Overseas) restarting the U.S.-Russian grain run.



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.

Your Medicare Handbook

by A. A. Bernstein
SIU Welfare Director

Most people have a pretty good idea of what Medicare covers. They know that it helps pay for most major health care—for example, inpatient hospital care and doctors services during an illness. But what are the things Medicare does not cover?

The completely new edition of **YOUR MEDICARE HANDBOOK** answers this question.

The new handbook was mailed by the Social Security Administration to more than 23 million aged and disabled Medicare beneficiaries, and to hospitals, doctors, and other health care professionals late last year. Anyone who for some reason did not receive a handbook can pick up a copy at any Social Security office.

A prime feature of the new handbook is a comprehensive listing of services and supplies that Medicare does not cover, as well as those it covers only under certain conditions.

For example, Medicare does not pay for preventive medicine, such as physical checkups and routine eye and hearing examinations. Drugs and medicines the beneficiary buys himself are not covered. Neither are eyeglasses nor dentures.

Another chapter in the new handbook describes two other important rules about Medicare coverage.

Just because a beneficiary is in a hospital or other health facility does not automatically guarantee that his expenses will be covered.

Medicare cannot cover care that is not considered reasonable and necessary for the treatment of an illness or injury, even though it is furnished in a hospital or skilled nursing facility participating in Medicare. Also not cov-

ered is a hospital, or skilled nursing facility stay, when primarily custodial care is provided—such as help in walking, getting in and out of bed, bathing, dressing, eating, and taking medicine.

The handbook also contains tables showing what services are covered and what services are not covered when a beneficiary is in a hospital or skilled nursing facility, or is receiving care from a home health agency or a doctor.

Some types of care and some services are covered only under certain conditions or in specific situations. For example, Medicare does not cover health care outside the U.S. except for certain situations involving Canadian or Mexican hospitals. These are also explained in the new handbook.

Many beneficiaries assume that whatever their doctor prescribes for their treatment is automatically covered under Medicare. This isn't always true.

Every beneficiary should keep his handbook in a safe place so that he will have it when he needs information about Medicare.

When a beneficiary can't find the information he needs in the handbook, he can get it simply by calling any Social Security office.

Certain items not covered by Medicare may be covered through the Seafarers Welfare Plan. For further details, check the SIU's Surgical and Welfare Plan Schedule which is available by writing to the Seafarers Plans, 275 20th St., Brooklyn, N.Y. 11215, or contact me at Union Headquarters.

Also, your Seafarers Welfare Plan provides for payment of the regular monthly Medicare charge, but as with any benefit, you must retain your eligibility by sailing 90 days in the previous calendar year and one day in the six months prior to filing the claim.

Crew Attends Officer's Funeral



Capt. William J. Lambard (left) of the *SS George Walton* (Waterman) says burial service for his Chief Engineer William K. Wilson who died Mar. 4 in the port of Djibouti, French Somaliland. Other Seafarers and ship's officers at the Djibouti cemetery graveside are (l. to r.): Wiper Jorge J. Alvarez; OS Timothy L. Waldon; 2nd Engineer Billy Dean Langlitt (front wearing sunglasses); Saloon Messman Flor R. Burgos; two natives; OS William H. Westerfield; 1st Engineer Robert Brewster; AB Robert G. Lawson; Crew Messman Michael H. Diggs; 3rd Mate Austin Miller, and Crew Pantryman Jessie L. Mixon and other ship's personnel. Recertified Bosun George E. Annis collected \$75 from the crew for flowers and for a cable of condolence to the widow.

Labor Department Honors SIU of Puerto Rico President

Keith Terpe, president of the SIUNA-affiliated Seafarer's International Union of Puerto Rico, Caribe and Latin America, has been awarded the U.S. Department of Labor's Certificate of Recognition.

This award, said Stephen Blum, the regional director of the U.S. Labor Department, "is in recognition of Keith Terpe's efforts to foster, promote and develop the welfare of the wage earners of the United States, to improve their working conditions, and to advance their opportunities for profitable employment. No man is more deserving of this recognition."

Mr. Blum noted that Brother Terpe is "credited with having accomplished more for labor peace and dynamism in the Caribbean during the last decade than any other man. His record goes far beyond his notable achievements in the labor field, and extends to a multitude of charitable and human causes."

In addition to serving as president of the SIU of Puerto Rico, Brother Terpe is a vice president of the SIUNA.

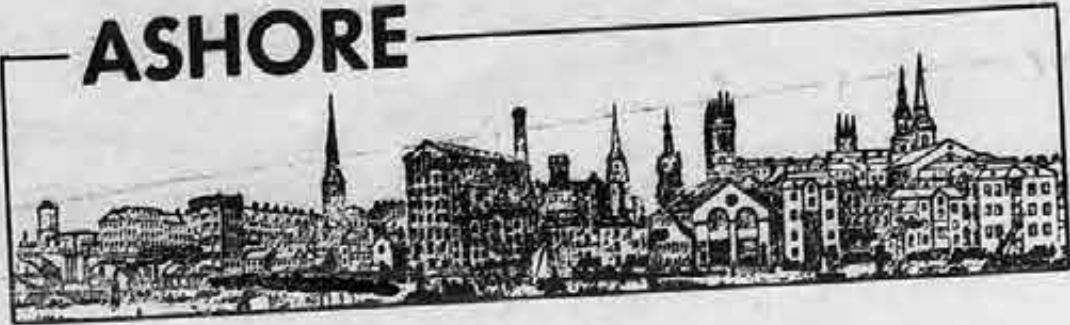
The SIU of Puerto Rico, which represents workers in the tuna, rum, plas-



Keith Terpe

tics, cigar, leather goods and transportation industries, as well as maritime workers, is the largest AFL-CIO union in the Caribbean. Keith Terpe has served as president of this SIU-affiliate since 1958.

ASHORE



St. Louis

Deckhand Tom Andrews of the SIU-affiliated IBU's tug *Jack Wofford* (American Commercial Barge Line) was confined to the Jewish Hospital here last month for surgery.

He was hurt while making up a tow at Cairo, Ill. on May 2. It seems Inland Boatman Andrews was placing a lead wire over a forward bit when the tow warped astern, crushing his left hand. Taken to Emergency Hospital in Cairo and then a hospital in Paducah, Ky., he was transferred to Jewish Hospital the next day.

Andrews' wife and IBU Patrolman E. F. "Scotty" Aubusson visited him in the hospital on May 5. Scotty left him copies of the SEAFARERS LOG and the SIU INLAND BOATMAN.

New Orleans

Rear Adm. Sam H. Moore, MSC commander, pinpointed the importance of the American merchant marine in supplying logistical support to his command in both peace and war at a joint gathering of the Navy League and the Propellor Club in Washington, D.C. recently.

"Today," Adm. Moore said, "the U.S. can deploy its forces by air. But airlift alone cannot deliver the great volume of materials necessary to sustain overseas operations."

To deliver these supplies, he added, the MSC relies to a great extent upon the nation's merchant marine.

"It is apparent that the Defense Department must rely upon existing merchant ships. It is imperative that we learn how best to use . . . the containerships, barge carriers and other specialized vessels. We must learn how to use these ships to deliver military cargo in ports lacking sophisticated cargo-handling facilities, in war-damaged ports, even on the beach . . ."

" . . . We must have an immediately responsive MSC and a strong merchant marine," he concluded.

Anchorage, Alaska

Sea-Land Service has opened a maintenance garage in its container terminal here. The 27,900-foot building costing \$2.5-million will be used to maintain and repair container equipment.

Matadi, Zaire

Aluminum cable conductors and structural steel were shipped to this West African port, formerly in the Belgian Congo, from the port of Beaumont, Tex. The 1,631 tons of equipment was carried by the SIU-contracted C3 SS *Delta Mexico* (Delta Line) for the Morrison-Knudsen International Co. for use in the Constructeurs Inga-Shaba-Snel Hydroelectric Station Project.

The project includes an extra-high voltage line almost 1,100 miles long between the station and the oil refinery and mining diggings in Shaba.

New York

Three-hundred-and eighty Sea-Air-Rescue (SAR) disaster experts from 30 countries all over the world conferred here recently to review the state of the art of finding the missing and saving the lives of shipwreck and crash victims.

The experts, at the Lantsar '75 (Atlantic International Air and Surface Search and Rescue Seminar), studied such questions as "How many persons as a minimum are required to be in a 25-man liferaft if they wish to maintain the inside temperature at 65 degrees Fahrenheit while the outside temperature is 30 degrees with a wind of 40 knots?"

Sponsored jointly by the U.S. Department of Transportation, the Coast Guard Office of Marine Safety and the Federal Aviation Administration, the conference had the experts attend daily lectures, films, workshops and demonstrations on new survival equipment and new SAR techniques.

Manufacturers exhibited inflatable liferafts, a propane-heated plastic sack to revive exposure cases, radio signaling equipment, luminous safety tape, waterproof rubber suits and even a \$2 survival kit containing a yellow plastic sheet usable as a tent, a box of matches, sugar and bouillon.

* * * * *

The port of New York hit the highest general cargo tonnage mark in three decades handling more than 16.7-million tons last year, according to the N.Y. Port Authority.

The 3.1 percent jump was attributed to container shipping and a 17.3 percent increase in exports. Total tonnage handled through the port was 63,945,328 long tons. Foreign trade value was up to \$39.3 billion.

Houston

This port's liquid cargo traffic, namely foreign oil imports from the Middle East and South America, soared to record levels in recent months. Oil from Saudi Arabia rose 20-fold from \$20-million in 1973 to over \$200-million in 1974. Oil from Venezuela went up to \$250-million last year from \$46-million a year ago. The increases put Saudi Arabia in third place and Venezuela in fifth place in this port.

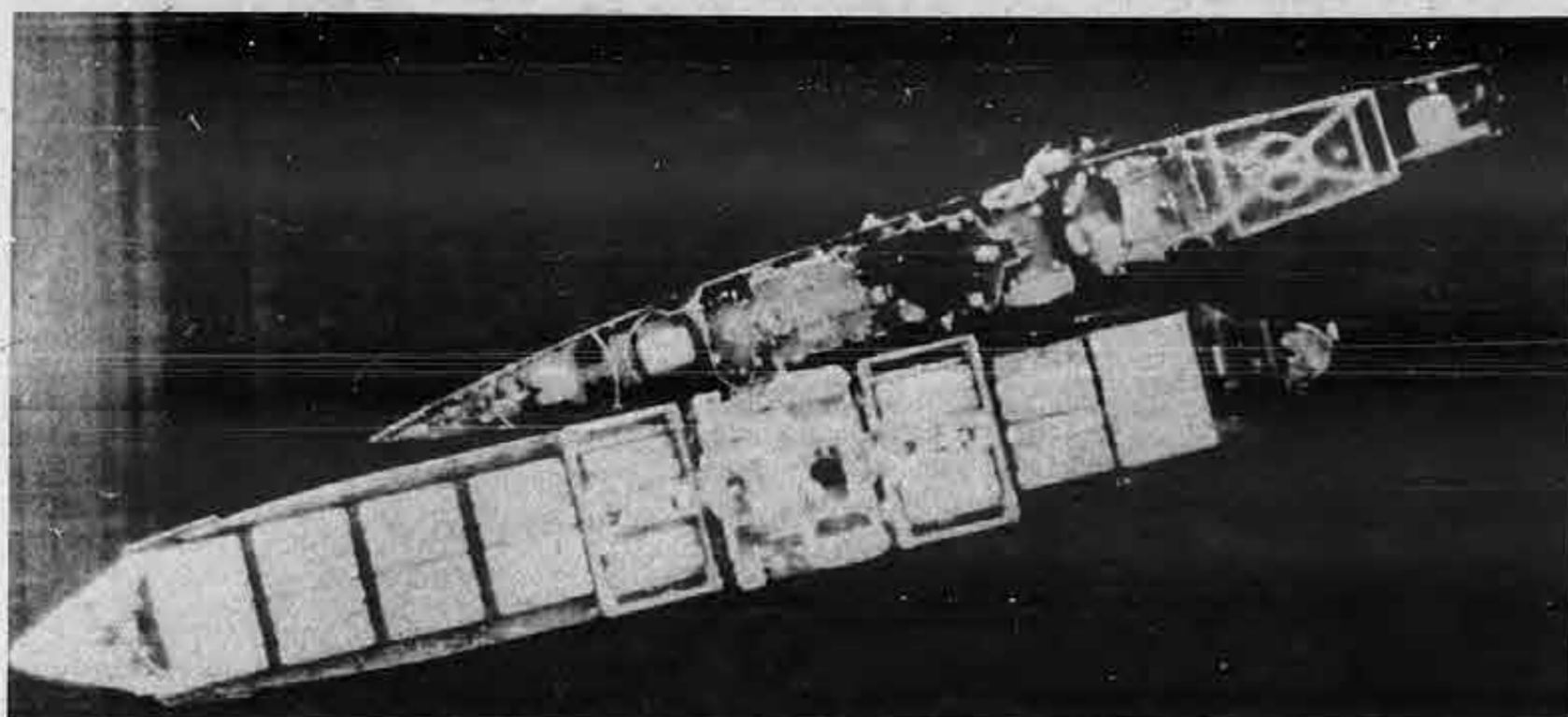
Delayed Benefits

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
Godwin, T.	460-40-0991	IBU
Strickler, O.	274-32-3577	UIW
Kerrigan, R.	184-40-9866	A&G
Harter, R. A.	280-48-3730	UIW
Hiller, J.	249-20-3552	UIW
Parsons, F.	021-16-0439	A&G
Smith, J.	228-16-6306	UIW
Odum, W.	224-26-2371	A&G
Riggins, L.	330-48-2334	IBU
Mohun, M.	080-44-6283	A&G
Ziemba, F. J.	217-14-3500	IBU
Cofone, W.	070-18-4778	A&G
Jackson, J. O.	465-58-1861	A&G
Hamilton, M.	219-12-9810	IBU
Fay, R.	376-56-1371	A&G
Knowles, N.	580-14-6013	UIW
Bigner, J.	436-70-6096	A&G
Schmidt, C.	391-16-7877	A&G
Hernandez, H.	113-09-3280	A&G
Figueroa, F.	068-42-6256	UIW
Dismuke, R.	431-72-0364	UIW
Massenburg, M.	219-28-1976	UIW
Bilgrami, A.	145-50-5761	UIW
Hampton, P.	250-76-8077	UIW
Grob, S. H.	214-50-0339	A&G
Duclair, Y.	130-42-8368	UIW
Ventura, H.	580-84-2975	UIW
Dziuk, W.	089-20-8010	UIW
Gray, H.	422-01-8432	A&G
Kiker, Jr. O. L.	464-64-3254	UIW
Garvey, V.	133-07-1294	A&G
Schroeder, L.	218-12-8305	A&G
Williams, H.	053-48-2893	UIW
Lovett, W.	416-18-1633	A&G
Moise, J.	121-48-6643	UIW
Singleton, E.	421-20-1485	A&G
Hamilton, J.	070-46-5085	UIW

Politics Is Porkchops
Donate to SPAD

Mayaguez Crew Released After Three Days of Captivity: Seafarer's Diary Recounts Ordeal



Aerial photo shows the destroyer USS Holt alongside the Mayaguez.

by James Gannon

It has now been over a month since a small fishing vessel flying a makeshift white flag pulled alongside the Naval destroyer USS Wilson in the Gulf of Thailand and safely dropped off the entire 39-man crew of the SIU-contracted merchant vessel, Mayaguez, which had been seized on the high seas nearly three days before by Cambodia's Khmer Rouge.

In the coordinated U.S. Air Force, Marine and Naval military action that secured the crew's safe and quick release, 16 American servicemen were killed and several score were wounded. Twenty-three more Marines were killed in a related but accidental helicopter crash in Thailand. And, according to a Khmer Rouge officer's report, heard by several Mayaguez crewmembers, over 100 Cambodian soldiers were killed or wounded.

As it was all happening, the Mayaguez and the tense events surrounding it dominated newspaper headlines and television throughout the world.

In little more than 30 days since its abrupt conclusion, though, the memory of the Mayaguez incident, as is the case with so many other historical events, is rapidly fading in the minds of most people. And it probably won't be too much longer before the Mayaguez becomes little more than a vague international



Seafarer Frank Pastrano, one of the Mayaguez crew who suffered chills and fever from drinking bad water during his captivity, is embraced by his wife at airport in New Orleans.

incident occupying a few pages in the history books.

Yet to the 39 Mayaguez crewman, 28 of them Seafarers, the unforgettable experiences of their three-day captivity by the Khmer Rouge will forever remain fresh in their minds, because during this time these men ran the gamut of human emotion as few others ever have.

They experienced the gripping fear of uncertainty, always wondering during their entire, uneasy captivity whether they would live or die. They experienced genuine terror when U.S. warplanes, in an effort to block their path to Kompong Som on the Cambodian mainland, strafed, rocketed and gassed near the fishing vessel they were aboard as close as ten yards off the bow and stern. And when they were finally released, they felt the elation of freedom as only men who have been in captivity could possibly experience.

When they were safely back aboard the Mayaguez and enroute to Singapore, as recalled by Seafarer Bill Bellinger, "we were all drained of emotion."

Monday May 12

The Mayaguez crew's three-day ordeal, as recounted by Seafarers Jack Mullis, recertified bosun; Earl Gilbert, able-seaman; Awat Sulamen, oiler; Andy Anderson, chief steward; Guillermo Reyes, chief cook, and Bill Bellinger and Frank Pastrano, steward utilitymen, began in mid-afternoon on May 12, Cambodian time.

Sailing in international waters some 60 miles off the coast of Cambodia, the Mayaguez was enroute from Hong Kong to Sattahip, Thailand carrying general, nonmilitary cargo in her 225 containers. The skies and waters were calm; the crew had everything on board running smoothly and no one expected anything but a routine voyage.

The routine was suddenly broken by the sharp report of 50 calibre machine gun fire. Only the men working on deck actually heard the quick, loud bursts, and saw that it was coming from two small, as yet unidentifiable gunboats several hundred yards astern, and closing fast.

Those who saw what was happening quickly circulated the news among the rest of their shipmates, and were met with remarks like "quit shoveling," and "gimme a shot of whatever you're drinking."

Unable to outrun or outmaneuver the mobile gunboats, Mayaguez Cap-

tain Charles Miller had no choice but to heave to.

The gunboats, which appeared American-made and were flying the flag of Cambodia, pulled carefully alongside the dwarfing Mayaguez.

Nine Cambodian soldiers, well-armed with automatic weapons, rocket launchers and grenades, then boarded the Mayaguez one by one. They were barefoot and wearing civilian clothing.

They herded the stunned crew to the starboard side of the ship. Since none of the Cambodians spoke English and none of the crew spoke Cambodian, all communication was given in sign language. The soldiers were very well trained even though the youngest appeared to be no more than 14 years of age.

The Cambodians thoroughly searched the Mayaguez to make sure they had accounted for the entire crew. They looted the ship's safe and stole radios, clocks, watches, currency, cigarettes and cigarette lighters from the crew's lockers.

After about two hours, the Cambodians released the crew to the freedom of the ship and communicated to the crew to go about their duties. By this time, as many as six more gunboats joined their sister vessels and as many



With a big grin on his face, Seafarer Wilfredo Reyes stands next to his father, Guillermo Reyes on the deck of the Mayaguez in Singapore.

as 50 Cambodians were aboard the Mayaguez from time to time. To the great surprise of the crew, the Cambodians, as they did throughout the entire three-day period, employed no real rough stuff on the crew, and on the whole treated them well.

The steward department went to the galley to set up for dinner. The tense situation, though, had caused the crew to lose their appetites. The only patrons this night in the crew's mess were the Cambodians who drifted in in twos and threes for a hot meal and some apples and oranges.

Chief Steward Anderson was forced at gunpoint to stop typing up a menu by a soldier who thought he was getting a radio message out concerning their captivity. Luckily, the Cambodians were unable to stop several actual Mayday messages sent out over the air by the ship's radio officer.

Later in the day, the Khmer Rouge soldiers forced the Mayaguez to an anchorage about 2,000 yards off Koh Tang Island, where U.S. Marines were later to land in search of the crew. The crew spent Monday evening, a sleepless one for some, aboard the Mayaguez.

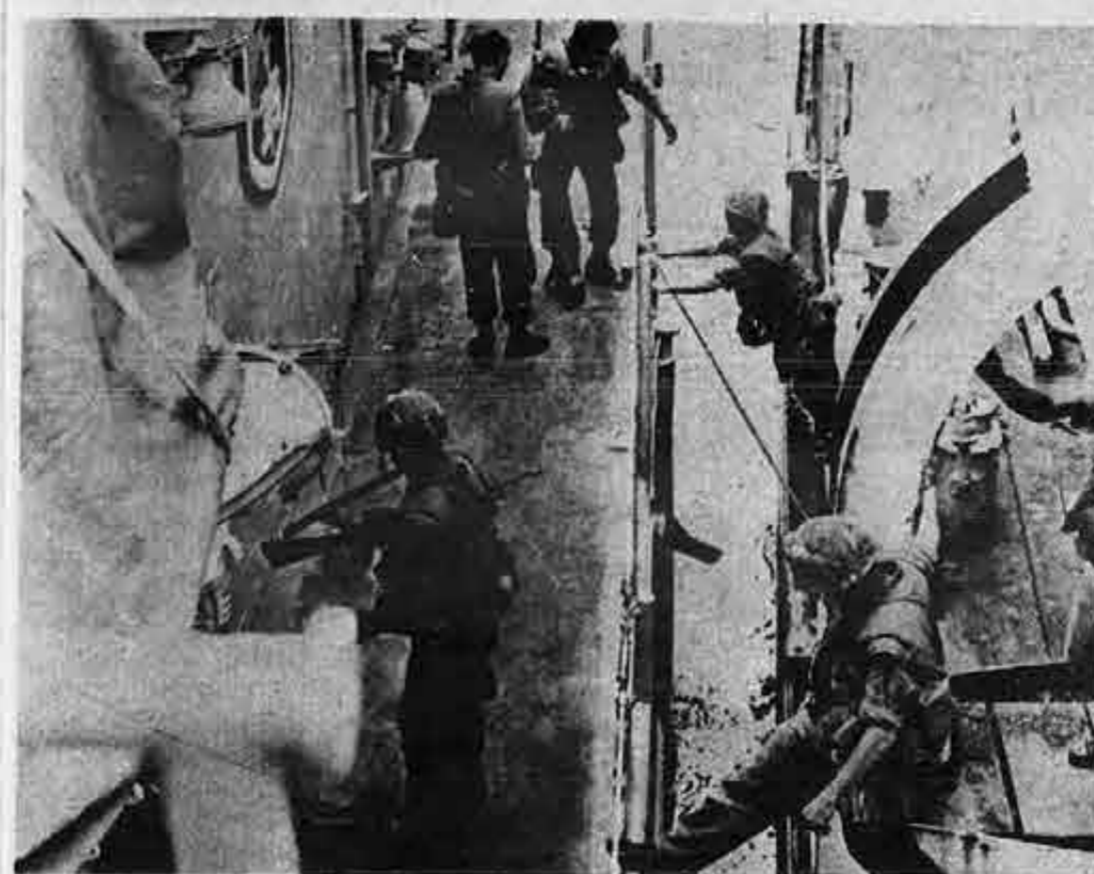
Tuesday May 13

The next morning, a U.S. Air Force spotter plane buzzed the ship and was immediately fired on by the gunboats. The Cambodians seemed extremely afraid of the planes and fired on them continuously whenever they appeared.

During the morning, the crew gratefully heard a Voice of America broadcast which said that President Ford had condemned the seizure of their vessel as "an act of piracy." The crew was relieved to hear that the world was at least aware of what was going on.

Later that morning, the Mayaguez was forced to follow one of the gunboats through uncharted waters to a new anchorage near the island. In the afternoon, the crew was finally taken off the ship and transferred to two Thai fishing vessels, one large and one small. Soon after, the entire crew was placed on the larger boat. Throughout the day, American spotter planes buzzed overhead periodically and were continually fired upon by the Cambodians.

The Thai fishermen seemed usually nervous to the crew, and whenever they



With all secured aboard the Mayaguez, more U.S. marines board the merchant vessel from the destroyer USS Holt.

caught the Cambodian guards with their backs turned, they clasped their wrists together as if locked in handcuffs to signal the Mayaguez crew that they too were captives. As it turned out the Thais had been held by the Cambodians for over five months for allegedly fishing in Cambodian coastal waters.

There wasn't too much food aboard the cramped fishing vessel and very little water. The vessel was taken close in to Koh Tang Island but anchored a short distance outside the breakers. The crew spent a restless Tuesday evening aboard the fishing boat. American planes kept passing over much of the night and the Cambodians kept firing.

Wednesday May 14

Early the next morning, the Cambodians gave the crew an indication that they were being returned to the Mayaguez. The fishing vessels headed out toward the ship closely escorted by single gunboats port and starboard. As they neared the Mayaguez, though, the fishing boat veered off and headed toward the Cambodian mainland, to the crushing disappointment of the crew.

As they and their gunboat escorts

sailed toward Kompong Som, a major port in Cambodia, U.S. warplanes flew over, closer and closer and were fired on each time by the Cambodians.

To the shocking disbelief of the crew and the Cambodians, the planes suddenly struck, attacking the gunboats. Under fire, the Cambodian gunboats quickly disengaged and headed back toward the Mayaguez. The crew did not see any of the gunboats hit or sunk by the planes, as reports indicated.

The fishing vessel remained on course toward Kompong Som. The planes returned making several passes, strafing and firing rockets as close as ten yards from the bow and stern. Everyone aboard was terrified, laying prostrate on the deck. Seafarer Bill Bellinger noticed that the U.S. pilots were waving to them as they passed over in recognition of who they were. It was apparent the planes were not trying to hit the boat, only to turn it around back toward the Mayaguez. Several of the crew received shrapnel burns during the first attacks. The fishing boat continued on course.

As the fishing boat neared Kompong Som, the planes came in for three more runs dropping tear gas bombs. Two were on target. Everyone was crying, blinded, choking and coughing out the fumes. Some were vomiting over the side. Several more of the crew sustained injuries from gas burns, none serious.

The fishing vessel limped into Kompong Som at about noon. Several thousand Cambodian men, women and children quietly lined the seawall to catch a glimpse of the American captives. U.S. planes continued to pass overhead but did not attack. Fearful of a possible attack on the port, the fishing boat was quickly ordered out of Kompong Som to an anchorage about an hour up the coast.

Later in the afternoon, the boat was moved three hours out in the Gulf of Thailand to a small island. The island appeared to be uninhabited except for about 70 Cambodian guerillas living in an abandoned fishing village. There were also two camouflaged gunboats docked at the island. Abandoned furniture lay strewn about the ground and floating in the surf.

The crew was taken off the fishing

Continued on Page 21

Following is an actual account as it happened of the experiences of the crew of the Mayaguez during their period of captivity. It was written by 54-year old Seafarer Bill Bellinger of Washington, D.C.

Brother Bellinger started it out as a letter to one of the instructors at Piney Point with whom he became friendly while studying for his GED high school equivalency diploma last year. However, he developed his letter into a well written, descriptive diary of the Mayaguez crew's incredible experiences.

Copyright 1975 by Bill Bellinger.

No one may reprint this story in whole or in part without expressed permission.

Mon. May 12
3:00 p.m.

Glad I called last week. It doesn't look like I'll get another chance now. We have just been boarded by the crew of a small gunboat off the coast of Cambodia and are being taken into port on a small island off our starboard side or maybe to the mainland which is out of sight. Maybe 50 or 60 miles off.

The boarding party looks more like pirates than soldiers but then these people haven't had much in the line of uniforms. Just guns and guts.

They fired a few rounds of small arms stuff to let us know to heave to. The boarding party arrived with automatic weapons and rocket launchers, so resistance would be futile.

Looks now like I'll be seeing you guys long before October or long after—if at all. Damn I did want to get back to Piney Point and take that chief cook and stewards course.

I don't know why I am writing this. Probably will never get it mailed, just killing time I guess. Completely frustrated; nothing we can do but wait and see what happens next.

None of the boarding party speak English or at least don't admit to it. So all instructions are in sign language. I'll try to keep this updated from time to time in case I get a chance to mail it someday.

It is now 4:00 p.m. or 1600 to seaman or the military and we have just dropped anchor about 2,000 yds. off the island. The gunboat has gone into the island and returned and is now hove to off our starboard bow. No one seems to know yet what the next move will be.

The crew is all herded up on the deck grouped on the starboard side. I have been wandering back and forth from there to my room without any static.

In the room now and am going to see if I can get away with going to get a cup of coffee. Be back later if I can.

1830

Here I am back. Not much of anything going on yet.

Ray Friedler has been snapping pictures left and right with his Rollie. My camera is in the repair shop in Hong Kong dammit. I went and took a shower and changed clothes. I figure if they take us ashore I want some sturdy clothes as a protection against the elements and I may not get a chance to have a hot shower again for quite a while. We have fed those of the crew that were in the mood to eat and have been handing out food to the boarding party as they come around the galley.

Our radar is out and the old man is trying to convince them not to put the

Continued on Page 20



The ordeal over and safely back to the U.S., Seafarer Bill Bellinger tells his story to TV and newspaper reporters at San Francisco International Airport.

DISPATCHERS REPORT

MAY 1-31, 1975

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	DECK DEPARTMENT								
Boston	8	3	2	1	4	0	14	4	3
New York	85	13	0	65	15	0	189	31	3
Philadelphia	13	1	0	2	1	0	24	5	0
Baltimore	30	0	0	34	11	0	64	3	0
Norfolk	19	5	0	32	11	0	21	7	0
Tampa	12	1	0	7	3	0	15	0	0
Mobile	23	2	0	15	6	0	63	9	0
New Orleans	65	6	0	54	11	0	144	16	0
Jacksonville	24	1	0	14	4	0	66	5	0
San Francisco	40	6	0	46	3	0	109	12	0
Wilmington	17	2	0	21	1	0	36	6	0
Seattle	44	2	1	37	10	0	58	8	1
Puerto Rico	8	0	0	7	3	0	16	1	0
Houston	71	6	2	73	25	1	131	12	4
Piney Point	0	0	0	0	10	0	0	0	0
Yokohama	4	2	0	2	1	0	13	5	0
Totals Deep Sea	463	50	5	412	119	1	961	124	11
Great Lakes	DECK DEPARTMENT								
Alpena	21	2	0	27	14	0	13	1	0
Buffalo	2	1	0	6	2	0	2	3	1
Cleveland	14	5	1	28	17	0	9	7	1
Detroit	15	1	0	27	11	5	18	1	3
Duluth	0	1	0	4	3	0	13	3	2
Frankfort	11	0	0	21	7	1	3	0	1
Chicago	1	0	0	2	2	0	7	0	0
Totals Great Lakes	64	10	1	105	56	6	65	15	8
Totals Deep Sea & Great Lakes	527	60	6	517	175	7	1,026	139	19
Port	ENGINE DEPARTMENT								
Boston	3	2	0	2	5	0	5	2	0
New York	71	24	1	47	32	0	141	45	1
Philadelphia	7	3	0	3	0	0	15	7	0
Baltimore	21	6	1	26	8	0	55	14	3
Norfolk	21	5	0	36	10	0	18	4	0
Tampa	6	1	0	6	0	0	4	2	0
Mobile	13	8	0	8	9	0	41	13	0
New Orleans	54	11	0	38	20	0	112	33	0
Jacksonville	28	7	0	17	5	0	44	20	0
San Francisco	36	13	0	48	5	0	80	45	0
Wilmington	16	4	0	8	6	0	33	12	0
Seattle	33	12	0	22	14	0	45	16	0
Puerto Rico	8	1	0	10	2	0	15	3	0
Houston	62	12	1	59	24	0	107	19	1
Piney Point	0	0	0	0	8	0	0	0	0
Yokohama	0	3	1	0	2	0	0	2	0
Totals Deep Sea	379	112	4	330	150	0	715	237	5
Great Lakes	ENGINE DEPARTMENT								
Alpena	11	2	0	14	10	2	7	2	0
Buffalo	3	1	0	3	1	0	2	2	2
Cleveland	12	3	0	12	4	0	8	3	1
Detroit	10	3	3	18	1	3	13	4	1
Duluth	7	1	1	5	4	0	15	6	4
Frankfort	5	1	0	5	4	1	6	2	1
Chicago	5	1	0	0	1	0	6	1	1
Totals Great Lakes	53	12	4	57	25	6	57	20	10
Totals Deep Sea & Great Lakes	432	124	8	387	175	6	772	257	15
Port	STEWARD DEPARTMENT								
Boston	1	1	0	0	0	0	1	1	0
New York	31	7	1	31	26	0	73	13	1
Philadelphia	10	0	0	2	4	0	14	2	0
Baltimore	9	3	0	21	8	0	30	6	0
Norfolk	7	3	0	17	11	1	14	4	0
Tampa	3	0	0	4	1	0	3	1	0
Mobile	12	0	0	9	7	0	47	0	0
New Orleans	37	3	0	35	12	0	72	7	0
Jacksonville	12	4	0	6	1	0	28	7	0
San Francisco	24	3	0	26	11	0	68	11	0
Wilmington	5	0	0	14	3	0	17	3	0
Seattle	23	1	0	28	7	0	31	4	0
Puerto Rico	4	1	0	5	0	0	14	1	0
Houston	40	4	0	33	17	0	60	8	0
Piney Point	0	4	0	0	33	0	0	0	0
Yokohama	2	1	0	1	1	0	2	4	0
Totals Deep Sea	220	35	1	232	142	1	473	72	1
Great Lakes	STEWARD DEPARTMENT								
Alpena	3	0	0	10	5	1	0	1	0
Buffalo	0	0	0	1	0	0	0	0	0
Cleveland	2	2	0	11	14	0	2	1	0
Detroit	6	1	0	20	2	0	3	0	0
Duluth	1	0	0	3	1	0	4	2	0
Frankfort	1	0	0	7	2	0	2	1	0
Chicago	0	0	0	2	0	0	1	0	0
Totals Great Lakes	13	3	0	54	14	1	12	5	0
Totals Deep Sea & Great Lakes	233	38	1	286	156	2	485	77	1
Port	ENTRY DEPARTMENT								
Boston	1	4	1				1	5	5
New York	39	67	14				59	190	45
Philadelphia	7	12	0				15	36	0
Baltimore	17	17	3				35	46	8
Norfolk	6	17	2				10	26	3
Tampa	6	1	1				8	3	1
Mobile	6	16	0				14	37	0
New Orleans	40	43	2				71	111	6
Jacksonville	7	16	0				20	59	0
San Francisco	27	34	3				35	110	6
Wilmington	5	13	0				10	24	1
Seattle	31	27	0				34	49	2
Puerto Rico	7	14	0				20	25	1
Houston	26	48	8				39	64	24
Piney Point	0	46	0				0	0	0
Yokohama	0	5	0				2	8	0
Totals Deep Sea	225	380	34				373	793	102
Great Lakes	ENTRY DEPARTMENT								
Alpena	11	18	9				4	19	26
Buffalo	4	3	4				7	3	19
Cleveland	13	12	7				12	14	36
Detroit	24	15	13				37	20	49
Duluth	2	3	4				8	10	30
Frankfort	13	11	2				7	13	4
Chicago	4	3	2				7	5	10
Totals Great Lakes	71	65	41				82	84	174
Totals Deep Sea & Great Lakes	296	445	75				455	877	276
Totals All Depts. Deep Sea	1,287	577	44	974	411	2	2,522	1,225	119
Totals All Depts. Great Lakes	201	90	46	216	95	13	216	124	192
Totals All Depts. Deep Sea & Great Lakes	1,488	667	90	1,190	506	15	2,738	1,350	311

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

**PRESIDENT
Paul Hall**

**SECRETARY-TREASURER
Joe DiGiorgio**

**EXECUTIVE VICE PRESIDENT
Cal Tanner**

**VICE PRESIDENTS
Earl Shepard Lindsey Williams
Frank Drozak Paul Drozak**

**HEADQUARTERS
675 4 Ave., Bklyn. 11232
(212) HY 9-6600**

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

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

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

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

**CHICAGO, Ill. 9383 S. Ewing Ave. 60617
(312) SA 1-0733**

**CLEVELAND, Ohio
1290 Old River Rd. 44113
(216) MA 1-5450**

**DETROIT, Mich.
10225 W. Jefferson Ave. 48218
(313) VI 3-4741**

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

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

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

**JACKSONVILLE, Fla.
3315 Liberty St. 32206
(904) 353-0987**

**JERSEY CITY, N.J.
99 Montgomery St. 07302
(201) HE 5-9424**

**MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754**

**NEW ORLEANS, La.
630 Jackson Ave. 70130
(504) 529-7546**

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

**PADUCAH, Ky. 225 S. 7 St. 42001
(502) 443-2493**

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

**PINEY POINT, Md.
St. Mary's County 20674
(301) 994-0100**

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

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

**SANTURCE, P. R.
1313 Fernandez, Juncos,
Stop 20 00908
(809) 724-2848**

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

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

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

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

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

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

In the month of May, shipping in the deep-sea ports picked up by nearly 100 jobs over the previous month thus sustaining the steady increases in shipping over the last six months. Of the total of 1,388 jobs shipped at A&G ports last month, only 974 were taken by 'A' seniority men. On the Great Lakes, of the 324 jobs shipped, 95 were taken by other than 'A' seniority men.

Letters to the Editor



Thanks Brother Seafarers

Last year, my wife passed away and left me with a great deal of heartache and mental confusion. Yet my fellow Seafarers here in Yokohama were most considerate in building a fund to aid my children and myself with expenses.

I want to thank, at this time, all of these friends who helped me through trying times.

Fraternally,
E. F. O'Brien
Bk. 0-271

A Job Well Done

I had the pleasure of serving as one of the delegates representing the port of New York at the Seafarers Conference held last April at the Lundeberg School. I wish to thank the membership from the port of New York for electing me, and I wish to thank HLSS President Hazel Brown and Vice-President Mike Sacco for making my stay at the School a pleasant one.

Fraternally,
William "Flattop" Koflowitch
Brooklyn, N. Y.

"Best of all Seaman's Unions"

I am now receiving an SIU pension and wish to say thanks to all my fellow Seafarers, the SIU Pension Plan and the officers of our Union.

As I retire, I hope that the SIU will continue to be the strongest and best of all seamen's Unions.

Again, thanks to all of you and the best of luck.

Fraternally,
T. Lundkvist
Brooklyn, N. Y.

June 1975 Volume XXXVII, No. 6

SEAFARERS LOG

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

Executive Board
Paul Hall, President

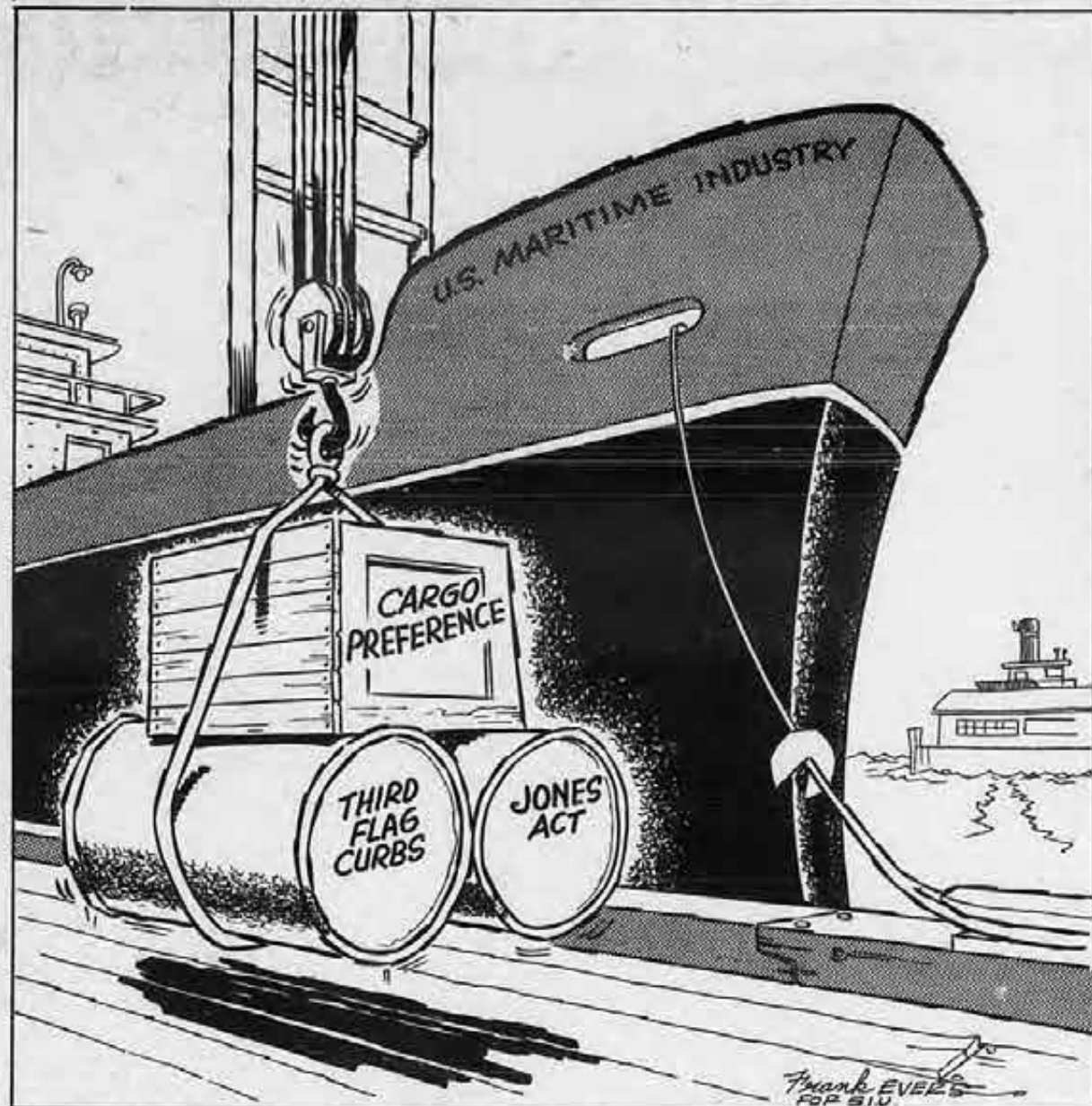
Carl Tanner, Executive Vice-President	Earl Shepard, Vice-President
Joe DiGiorgio, Secretary-Treasurer	Lindsay Williams, Vice-President
Frank Drozak, Vice-President	Paul Drozak, Vice-President

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



389

Necessary Cargo



A Viable Merchant Marine

The subcommittee on Maritime Policy has outlined programs in several areas which it feels are absolutely necessary if the U.S. merchant marine is to remain a viable industry in the next 10 years. The SIU wholeheartedly agrees.

For example, the subcommittee feels that the development of a national cargo policy is very essential if the United States is ever to once again recapture its former position at the top of the world's merchant fleets.

Another area which the subcommittee feels is very important to the survival of the U.S. merchant fleet is the preservation of the Jones Act. For years this legislation has prevented foreign-flag ships from transporting cargo between U.S. ports; and for years it has come under increasing attacks from many areas, chiefly the giant multinational oil companies anxious to breach it.

The maritime industry as a whole must resist all efforts to waive or weaken the Jones Act. A 1950 law, passed in response to wartime shipping needs, should be repealed since the law is no longer relevant today and is frequently used as an excuse to waive the Jones Act. And finally, the Virgin Islands, long a haven for companies which desire a U.S. location without shipping on U.S.-flag ships, should be included in the jurisdiction of the Jones Act.

Something must also be done about the tax incentives, financial advantages and operating benefits which are accorded to foreign-flag runaway ships owned by U.S. companies and registered under flags of convenience such as Panama and Liberia.

"Today the U.S. merchant marine faces one of the most serious crises in its history. Coupled with the normal problems of remaining competitive in the shipping world, the U.S. fleet has been hard hit by the decline in the U.S.

economy. Together, these two factors have disrupted the efforts of the maritime industry to regain a major position in the shipping world.

"At the same time, the 1970 Merchant Marine Act, which has been the cornerstone of U.S. maritime policy for the past five years, has proven to be inadequate unless it is supplemented by a program to assure the ships generated by the Act have enough cargo to make them profitable."

These words are part of a report submitted earlier this year by the Subcommittee on Maritime Policy of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems. The Committee was established last year by AFL-CIO President George Meany to provide a forum for all maritime unions to meet on a regular basis and discuss their mutual problems.

A bill sponsored by Sen. Daniel Inouye (D-Hawaii) which would set strict standards of fair and competitive rates for third-flag shippers should be strongly supported by the entire maritime industry.

There are other areas as well where action could be taken to strengthen the American merchant marine, such as: putting an end to the harmful encroachment of the military (the Military Sealift Command) into commercial shipping; and establishment of a single, unified and independent U.S. maritime agency.

These are some of the major points of the Maritime Policy Subcommittee's recommendations. The SIU has been seeking action in many of these same areas for years. We are pleased to see that representatives from other segments of the industry are thinking along the same lines. If a unified effort is mounted, if differences in other areas are put aside, then the steps that *must* be taken to insure a healthy, viable U.S. merchant fleet will be taken.

Seafarer Bellinger Tells It as It Happen

Continued from Page 17

ship underway after dark, but it seems they want us to move into a port about 55 miles down the coast. They may let us wait till tomorrow in daylight so we have a better chance of not running aground.

This is a ragtag bunch and it seems to me they have taken us without orders and now they don't know what to do with us. They just may take off and let us go or they may seize the ship and cargo and take us to the Thai border and release us. Then again they might decide to keep the ship and us. Hard telling at this stage what is going to happen. Sparks got off a message that he is sure was received by friendlies as they were boarding. So I imagine someone is now issuing a strong protest which is going to do just wonders I am sure. Why after several exchanges of protests by President Ford, Henry K. and Rocky they might even get the United Nations to verbally slap the Cambodian Govt's wrist. In the meantime we will sit here and rot in bamboo cages. Just a few of the happy thoughts as they enter my feeble mind.

1930
It is full dark now and I have a bunch taking turns peering in my porthole at the picture gallery of Playboy, Penthouse and Oui centerfolds that Daryl has plastered all over the bulkhead. I say Daryl but I guess I should say we, cause I certainly don't object to the nude gallery although I wouldn't expend the time and effort to pin up a bunch of pics of nude broads that I don't know or ever hope to meet.

Was just thinking I might never get those dolls delivered to you. Damn. A couple of them are exceptionally nice too. Off to prow again; see what I can find out if anything! Be back later I hope.

2100
Back again. The only development is that we are to shift at 0500 tomorrow morning for whatever town they have been talking about down the coast. Will continue this in the morning. Good night.

0600 5/13/75
Been up an hour now. Had a good night's sleep. Woke up about 0400 and went to the head. Found that one of our captors had used the washbasin for a BM. Cleaned that up and have since tried to instruct a couple of them on how to use the commode. Use the washbasin to wash hands and face. They are now having a ball in the showers. Sure hope none of them scald themselves. These guys are very rural. They don't seem to have any knowledge of facilities we accept as normal every day necessities. Won't allow any typewriters to be used. I guess they are afraid we will get out radio messages thru them somehow. They haven't shown any heavy arms but are well armed with small portable weapons. The gunboat is American made and armed with three 50 calibre machineguns and a small cannon about 40 mm all American made. Their rocket launchers are both Chinese and American of about 3.6 mm. There haven't been any pushing round or rough treatment of any kind so far. They seem satisfied to let us go about our normal routine. It is almost time to set up for breakfast now so I'll have to get to work. Be back later.

0820
U.S. military aircraft just buzzed us and was fired on by our captors. At least somebody knows where we are. We are still at anchor although we were supposed to get under way at 0800 for somewhere else. They have at least three gunboats around us now all U.S. built and armed. There are now about fifty well armed ragtag asses aboard now. Looks like we now belong to the Cambodian or whatever merchant marine. Wonder if they pay union scale? I'm not scared at all and I have no idea what that brown stuff is that keeps running down the back of my leg. The excitement is over for a while. The plane has gone back to wherever it came from.

0900
We will probably be held for ransom of some ridiculous sum or for political refugees like Lon Nol. Of course our leaders will determine it inhumane to trade one of their own phonies for 40 common working stiffs such as us. As time passes now it keeps getting more hairy by the minute.

0930
Well we are underway with one of the gunboats leading us down the coast to a port undisclosed. Voice of America broadcast states that President Ford had demanded the release of this ship and crew or face the consequences. I haven't noticed any worried looks on the faces of any of our captors, however. I am going up and listen to the radio for a while.

1630
Recap of the news is unchanged from that reported in previous paragraph. Dow Jones averages are down is the only addition and the British Lb. sterling is falling on the market again. Ah well at least somebody is making a little noise about us today. Wonder what tomorrow will bring. Well back to work for a while. We are continuing our routine duties as if nothing were amiss. If you could take the blood pressure of some of us that appear so calm on the surface right now I'll bet you could really make some wild charts right now though.

1715
Well they have taken my glasses and pen but I still have a couple of pencil stubs. They have taken us off the ship and we are in two groups in small fishing boats heading to one of the islands.

They have now transferred us onto the larger boat and we are all together again. They are keeping us out on the open deck and the sun is fierce. There are no docks on the island here and they are not putting us ashore and seem undecided just what to do with us.

We are all scare! ** men can get now. At least I am and I don't think I am

any less a man than anyone else. Doing a lot of thinking but as usual I find it hard to express myself in writing.

0630 5/14/75
We are underway again and they have given indication that they are going to return us to the ship. U.S. jets and prop driven aircraft overhead all night. They have some heavier weapons on the island and they have been firing on the planes all night. Oh sh-t we are veering off and passing the ship. God knows where we are going now. They have two of their gunboats out ahead of us, leading us.

The jets are attacking the gunboats and they are leaving us behind. The guards on us are getting damn nervous. I am hoping nobody gets heroic and tries to jump one. They have us covered fore and aft and any sudden move could get us all slaughtered.

One of the gunboats has turned around and is heading back in the direction of the ship. He is not coming anywhere near us however. Way off to our port side.

About 1100
The jets have returned to us now and are firing bursts across our bow. Bob Phillips and I are just about the only ones not stretched out flat on the deck. He is an ex-Marine and both of us have been in close air ground support situations before. We know they are not trying to hit but to force us to turn back to the ship. Bob and I are just sitting here watching them come in.

Those jet jockies are really good. They are laying heavy caliber rounds and rockets to within 20 yds. of our bow and starboard side. Most of the crew is completely terror stricken now. One man is cryin. Holy Mother of God! They did attack the boat about ten minutes ago. They came straight in and dumped gas only.

I feel like I am on fire and my eyes are watering so bad I can hardly see. We are all terror stricken and crying now.

Noon
We are now in the coastal port of Cam Pon Som. That is misspelled I am sure but it is the pronunciation as it sounds to me. The effects of the gas was mostly worn off now and I think we all realize now that the gas was a last ditch effort to make the boat turn back. My eyes are still burning but I can see better again. We are still cursing those jet jockies whose skill we have to admire. They came straight in from bow to stern and blanketed the boat. Just literally covered us up. The boat is not more than 50 to 60 feet long. That is some accuracy at speeds of near 600 m.p.h.

The people here are massed along the sea wall and in the shacks beyond. The air of hostility and hatred is thick enough to cut with a knife. Even their women are armed. The jets have been circling high and are now coming in on low passes and we have been ordered out of the port. There are two Red Chinese cargo ships at the dock.

About 1700
We are now in an abandoned fishing village on one of the islands. They seem to have taken it over as an operations base for the gunboats. They have at least a dozen and maybe more.

They have a man here that speaks English. Maybe now we can find out what they want and what they intend to do with us. Beginning to come dusk now and I need the sunlight to see to write without my glasses.

1800 5/15/75
I am now back aboard the *Mayaguez*. Safe, unharmed and emotionally drained. We were released this morning and as we got to within sight of the ship, a destroyer moved out to meet us. They kept their guns trained on us until we were positively identified. Then they swung them off and a loudspeaker boomed out the words "Crew of the *Mayaguez* welcome aboard." And I almost blubbered like a baby.

This started out as a letter and has developed into a half-assed commentary of events. Grammar and punctuation errors are worthy of a ten-year-old. Your dolls are safe and I will be delivering them within the next couple of weeks.

Love and Fishheads and Rice,
Bill



Photo shows one of the Cambodian gunboats that fired on and then captured the merchant ship, *Mayaguez*, in international waters in the Gulf of Thailand.

Three Days of Captivity - All Hands Safe

Continued from Page 17

boat, and for the first time since their captivity they stepped on land. The Cambodians fed the crew some rice with small portions of chicken and gave them some coconuts. A few of the crew drank bad water from a small brook and later came down with chills and fever.

The crew gave some morsels of food to a few scavenging dogs. This greatly upset the Cambodians who do not keep dogs as pets, leaving them to fend for themselves.

By this time the crew had run out of cigarettes. The Cambodians gave them about a pound of their tobacco which was farmed from trees. The crew rolled it in some newspaper and found it a good, but strong, substitute. They were also given the freedom to walk about the island. A few climbed trees and picked bananas.

They were then approached by a Cambodian officer who spoke English. This was the first real communication with the Cambodians. He told the crew that the Cambodians were peace loving people and wanted the bombing stopped. He said over 100 of his men were dead or wounded. Captain Miller told the officer that if his crew was taken back to the *Mayaguez* he would call the President and have the bombing stopped. The officer appeared to agree. It was now dark and the crew stayed the night on the island sleeping on the ground on bamboo mats, sheltered in small huts.

Thursday May 15

Early the next morning, the crew was herded back aboard the fishing vessel, guarded by three Cambodian soldiers. They cast off and headed out to sea escorted by one of the gunboats. About a mile out, the gunboat pulled alongside and the three guards jumped from the fishing vessel to the gunboat. With the real fear that the Cambodians might still turn on them and shoot, the crew watched closely as the gunboat pulled out of sight. All were now free, both the 39-man crew of the *Mayaguez* and the Thai fisherman who had spent five months in captivity.

The Thais began jumping up and down in hysterical elation over their freedom. They hugged each other as



With gas burns on his left arm, Seafarer Awat Sulamen, oiler, listens as shipmates tell their story to newsmen in Singapore.



Back aboard the *Mayaguez* and berthed in Singapore, four Seafarers line the deck of their ship. They are from the left: Frank Pastrano, messman; Carlos Guerrero, fireman-watertender; Ray Friedler, QMED, and Frank Conway, fireman-watertender.

well as hugging and shaking hands with the *Mayaguez* crew.

The boat headed out toward the *Mayaguez* which was still several hours away. The happy Thais cooked a delicious fish breakfast for everyone. For the first time in three days, the crew ate heartily and happily.

As they neared the *Mayaguez*, they were met by the destroyer *USS Wilson*. The *Wilson's* guns were kept trained on them until they were positively identified. Then a voice over a loudspeaker boomed: "Crew of the *Mayaguez* welcome aboard."

The ordeal was over.

The crew was returned to the *Mayaguez*. From her deck, they could see two U.S. helicopters disabled on the beach of Koh Tang. They were greeted by the same 40 or 50 Marines that had taken over the *Mayaguez* the previous day. The steward department cooked up a good meal and fed the Marines who were later taken off the ship by two Navy tugs.

The ship was then towed out to international waters by the Naval destroyer *USS Holt*. With steam up, the *Mayaguez* headed out under its own power toward Singapore, with all hands alive and well.

They were met in Singapore by an army of newsmen who wanted to hear their story. SIU Yokohama Agent Frank Boyne also met the ship.

In a telegram to President Ford, the SIU crew expressed their thanks for his quick action, as well as their deep sorrow and regret for the American servicemen who lost their lives during the heroic fight for their release.

Upon learning of the crew's safe release, SIU President Paul Hall wired the White House, stating: "Please accept our sincere appreciation for your direct and forthright handling of the *Mayaguez* situation. Under your firm leadership this incident has demonstrated that the United States will insist upon the fair, civilized treatment of its citizens and property within the terms of international law. In behalf of the

Seafarers International Union, whose members man the *Mayaguez*, our thanks for a job well done."

In response to the SIU's support of his action, President Ford, in a letter to SIU President Hall, wrote: *Thank you for your message concerning the SS Mayaguez. We are all grateful that the vessel and its entire crew have been*

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.



Seafarer Angel Rios, top photo, is surrounded by small army of newsmen as he comes off his plane at San Francisco International Airport. In photo below, Seafarer Ervin "Andy" Anderson, who sailed as chief steward, is greeted by his wife at the airport in New Orleans. Anderson suffered from chills and fever.



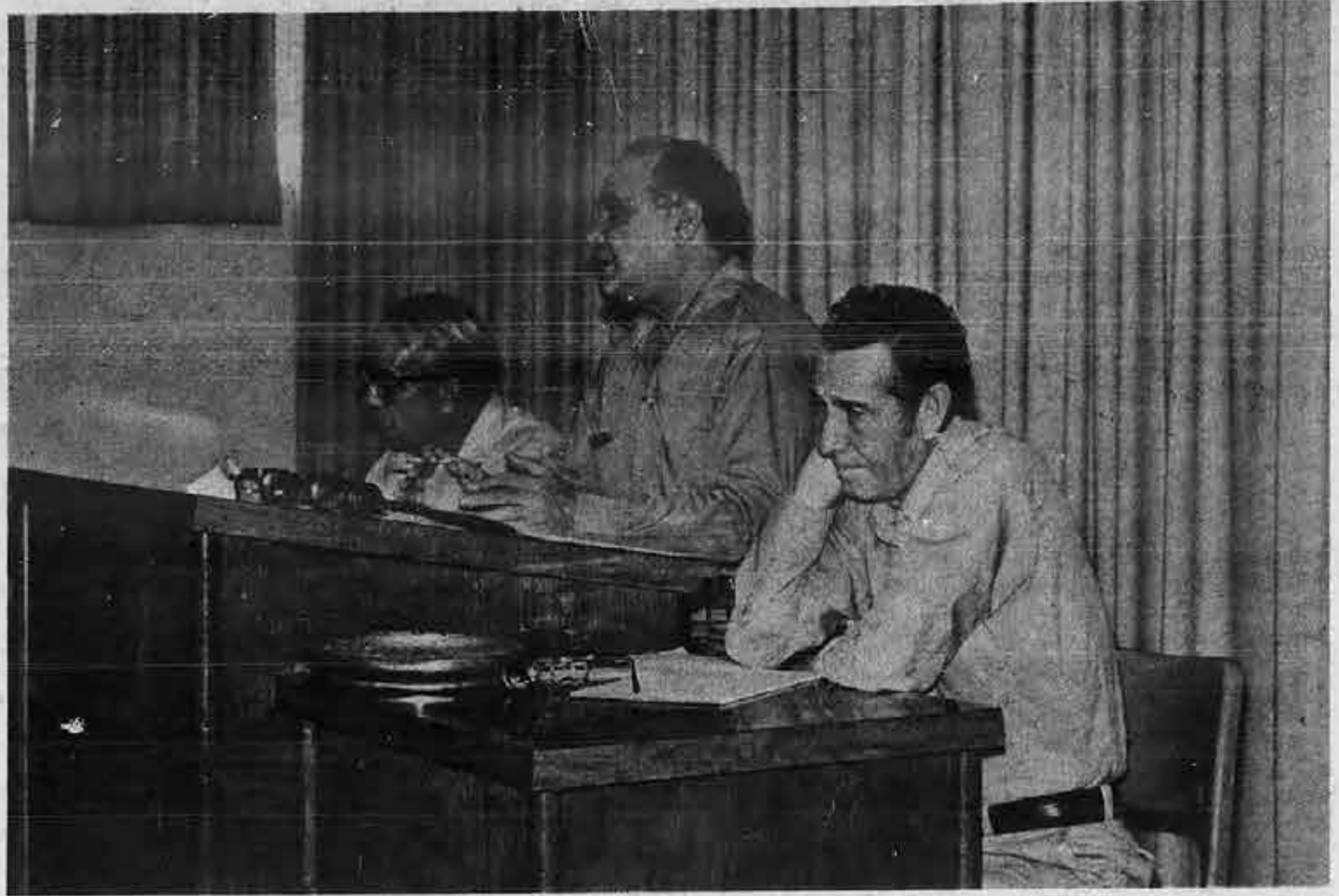
177 Seafarers Attend Mobile Meeting

The effect that the SIU's legislative and political activities have on the job security of Seafarers, and the prospects for shipping were some of the issues discussed at last month's membership meeting in the port of Mobile, which was chaired by Mobile Port Agent Blackie Niera. Meeting officers also included SIU Representative Harold Fisher, who served as reading clerk, and SIU member Earl McCaskey, a recertified bosun serving as recording-secretary.

The port of Mobile holds its meetings each month on the second Wednesday after the first Sunday of the month.

Last month, two SIU-contracted vessels, the *John Penn* and the *Overseas Aleutian*, crewed up in this port providing over 60 jobs for Mobile Seafarers and giving the port a good boost in shipping. The *Overseas Aleutian* had been laid up for three months and the *John Penn* for about ten days.

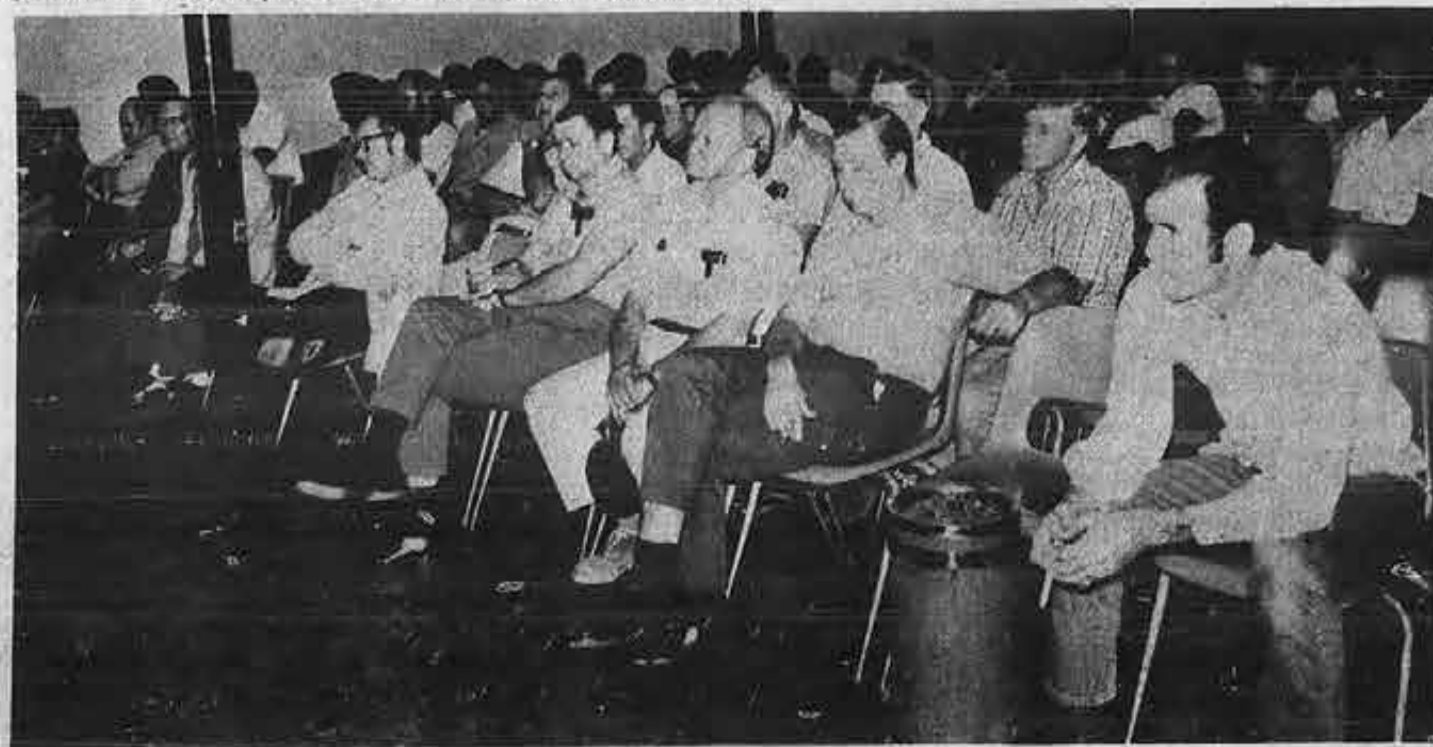
Also last month in this port, the National Maritime Council, conducted a well-attended forum of shippers from the Mobile area to introduce these shippers to the advantages of using American-flag vessels to transport their cargoes.



SIU Mobile Port Agent Blackie Niera, center, chairs monthly membership meeting at the SIU hall in the port of Mobile. Seated left is SIU Patrolman Harold Fisher, who served as reading clerk, and seated right is SIU member Earl McCaskey, a recertified bosun who served as recording secretary.



Part of the 177 Mobile Seafarers, above and below, who attended the Mobile membership meeting take part in the democratic process of the Union. The port of Mobile conducts its monthly meetings on the second Wednesday after the first Sunday of each month.



Recertified Bosun E. C. Craddock, standing, hits the deck during Good and Welfare at Mobile membership meeting.



A Mobile Seafarer focuses his attention on the Chair during monthly membership meeting.

New Contract Rate Schedules

Continued from Page 3

PREMIUM RATES

	Old Rate	New Rate (effective 6/16/75)	New Rate (effective 6/16/76)	New Rate (effective 6/16/77)
Boatswain	7.01	7.89	8.28	8.69
Boatswain (SL 7's, SL 18's LASH & Mariner)	7.74	8.81	9.25	9.71
Able Seaman	5.34	6.01	6.31	6.62
Ordinary Seaman	4.19	4.71	4.95	5.20
Chief Electrician	8.23	9.26	9.72	10.21
Chief Electrician (SL 7's, SL 18's, LASH & Mariner)	8.54	9.61	10.09	10.59
QMED	7.83	8.81	9.25	9.71
Oiler	5.34	6.01	6.31	6.62
Wiper	4.98	5.60	5.88	6.18
Chief Steward	7.01	7.89	8.28	8.69
Chief Steward (SL 7's, SL 18's, LASH & Mariner)	7.74	8.81	9.25	9.71
Steward/Cook	7.19	8.81	9.25	9.71
Cook & Baker	6.09	6.85	7.19	7.55
Messman	4.17	4.69	4.93	5.17

OVERTIME RATES

	Old Rate	New Rate (effective 6/16/75)	New Rate (effective 6/16/76)	New Rate (effective 6/16/77)
Boatswain	4.48	5.04	5.29	5.56
Boatswain (SL 7's, SL 18's LASH & Mariner)	4.48	5.04	5.29	5.56
Able Seaman	3.34	3.87	4.06	4.27
Ordinary Seaman	2.73	3.07	3.22	3.39
Chief Electrician	4.48	5.04	5.29	5.56
Chief Electrician (SL 7's, SL 18's LASH & Mariner)	4.48	5.04	5.29	5.56
QMED	4.48	5.04	5.29	5.56
Oiler	3.34	3.87	4.06	4.27
Wiper	2.73	3.07	3.22	3.39
Chief Steward	4.48	5.04	5.29	5.56
Chief Steward (SL 7's, SL 18's LASH & Mariner)	4.48	5.04	5.29	5.56
Steward/Cook	4.48	5.04	5.29	5.56
Cook & Baker	4.48	5.04	5.29	5.56
Messman	2.73	3.07	3.22	3.39

Except as otherwise provided the rates set forth above shall be paid for all work in excess of eight hours, Monday through Friday. For all work performed on watch in port, after 5 P.M. and before 8 A.M., Monday through Friday the following rates shall be applicable, except as otherwise provided.

Group 1	\$4.48
Group 2	3.44
Group 3	2.73

STANDARD TANKER AGREEMENT (effective 6/16/75)

BASE MONTHLY WAGES

	Old Rate	New Rate (effective 6/16/75)	New Rate (effective 6/16/76)	New Rate (effective 6/16/77)
Boatswain (under 25,500 dwt)	826.23	929.51	975.98	1024.78
Boatswain (over 25,000 dwt)	858.42	965.72	1014.01	1064.71
Boatswain (on ships built since 1970)		1065.34	1118.61	1174.54
Able Seaman	620.05	697.56	732.43	769.06
Ordinary Seaman	491.67	553.13	580.79	609.82
QMED	946.97	1065.34	1118.61	1174.54
Chief Pumpman	866.27	974.55	1023.28	1074.45
Oiler	620.05	697.56	732.43	769.06
Wiper	569.30	640.46	672.49	706.11
Chief Steward (under 25,500 dwt)	829.66	933.37	980.04	1029.04
Chief Steward (over 25,500 dwt)	861.84	969.57	1018.05	1068.95
Chief Steward (on ships built since 1970)		1065.34	1118.61	1174.54
Steward/Cook	877.83	1065.34	1118.61	1174.54
Chief Cook	744.72	837.81	879.70	923.69
Cook and Baker	727.15	818.04	858.95	901.89
Messman	475.30	534.71	561.45	589.52

PREMIUM RATES

	Old Rate	New Rate (effective 6/16/75)	New Rate (effective 6/16/76)	New Rate (effective 6/16/77)
Boatswain (under 25,500 dwt)	7.20	8.10	8.51	8.93
Boatswain (over 25,500 dwt)	7.90	8.89	9.33	9.80
Boatswain (on ships built since 1970)		9.25	9.72	10.21
Able Seaman	5.42	6.10	6.40	6.72
Ordinary Seaman	4.31	4.85	5.09	5.35
QMED	8.23	9.25	9.72	10.21
Chief Pumpman	7.54	8.48	8.91	9.35
Oiler	5.42	6.10	6.40	6.72
Wiper	4.98	5.60	5.88	6.18
Chief Steward (under 25,500 dwt)	7.22	8.12	8.53	8.96
Chief Steward (over 25,500 dwt)	7.51	8.44	8.87	9.31
Chief Steward (on ships built since 1970)		9.25	9.72	10.21
Steward/Cook	7.62	9.25	9.72	10.21
Chief Cook	6.49	7.30	7.67	8.05
Cook and Baker	6.14	6.91	7.25	7.62
Messman	4.17	4.69	4.93	5.17

OVERTIME RATES

	Old Rate	New Rate (effective 6/16/75)	New Rate (effective 6/16/76)	New Rate (effective 6/16/77)
Boatswain (under 25,500 dwt)	4.48	5.04	5.29	5.56
Boatswain (over 25,500 dwt)	4.48	5.04	5.29	5.56
Boatswain (on ships built since 1970)		5.04	5.29	5.56
Able Seaman	3.34	3.87	4.06	4.27
Ordinary Seaman	2.73	3.07	3.22	3.39
QMED	4.48	5.04	5.29	5.56
Chief Pumpman	4.48	5.04	5.29	5.56
Oiler	3.34	3.87	4.06	4.27
Wiper	2.73	3.07	3.22	3.39
Chief Steward (under 25,500 dwt)	4.48	5.04	5.29	5.56
Chief Steward (over 25,500 dwt)	4.48	5.04	5.29	5.56
Chief Steward (on ships built since 1970)		5.04	5.29	5.56
Steward/Cook	4.48	5.04	5.29	5.56
Chief Cook	4.48	5.04	5.29	5.56
Cook and Baker	4.48	5.04	5.29	5.56
Messman	2.73	3.07	3.22	3.39

Except as otherwise provided the rates set forth above shall be paid for all work in excess of eight hours, Monday through Friday. For all work performed on watch in port, after 5 P.M. and before 8 A.M., Monday through Friday the following rates shall be applicable, except as otherwise provided.

Group 1	\$4.48
Group 2	3.44
Group 3	2.73

Unemployment at Highest Point

Continued from Page 2

only area which has been hit by devastating unemployment. In manufacturing, the unemployment rate has now risen to 12.3 percent, up from 4.7 percent a year ago. In the wholesale and retail trade the figures are 8.9 percent, up from 6.3 percent a year ago, and in transportation and public utilities the numbers read 6.7 percent as compared with 3 percent last year.

Two other significant statistics released by the Bureau of Labor Statistics really give a good indication of how serious the unemployment problem actually is.

Household Heads

The unemployment rate for household heads—an important figure since these are workers with others dependent upon them—rose from 6 to 6.3 percent over the month. This is in comparison with 1.9 percent in February, 1969 and 3 percent a year ago. Household heads now account for 39.2

percent, or 3,346,000, of the total unemployed. Since in most households, the head is the sole or primary earner, the unemployment of the family breadwinner usually has a serious effect on the economic well-being of the entire household.

The other significant statistic in the BLS report is the one that measures "hardship"—the number of long-term unemployed—those who have been out of work for 15 weeks or longer. In May this number rose by 240,000 to more than 2.6 million; a year ago the total was less than a million. And, those who had been seeking work for six months or more exceeded one million for the first time since 1958.

The average duration of joblessness continued to move upward, and in May it reached 13.4 weeks, the highest level in 10 years. Since last November, the Bureau reported, the average duration of unemployment has increased by 3.6 weeks, and the number jobless for 15 weeks or more has risen by 1.5 million.

Conference Proposals And the New Contract

Continued from Page 3

RECOMMENDATIONS

AT CONFERENCE

- All vessels should be signed on for no more than six months articles.
- Where possible, additional relief gangs should be established.
- The allowance for subsistence and lodging should be increased.
- If there is any increase in Maintenance and Cure in the industry, this increase should be applied to the SIU.
- Transportation should be paid on a port-to-port basis.
- When a seaman is shipped to another port, transportation should be paid by the operator.
- The Contract sections dealing with Port Time and Sailing Board Time should be rewritten to be standard with the other maritime unions.
- Clothes dryers should be placed aboard all ships where a suitable area is available.
- Any company that fails to notify a crew that their ship will not be returning to this country should be responsible for the crew's personal gear.
- Television sets should be replaced by color sets and the cost of normal maintenance should be borne by the company.
- The penalty payment for meals served to anyone not listed in the official manning scale should be increased.
- When a ship is on automatic steering the AB on watch should be allowed to smoke on the wheel.
- The operation and maintenance of electric or hydraulic cargo hatches on OBO vessels should be incorporated into the routine duty of the unlicensed deck department personnel.
- On all ships built under the 1970 Merchant Marine Act, including Mariner ships, the bosuns or watch-standing bosuns, stewards and steward cooks should receive the same monthly wages, as well as premium and overtime rates as QMEDs.

THE NEW CONTRACT

- On vessels remaining outside the Continental United States for over six months, provisions have been made permitting the seaman who joined the vessel in the States the option of paying off, with transportation back to the States.
- This recommendation is noted and the Negotiating Committee and the Companies have agreed to study the proposal.
- The new contract also notes this proposal, and the Negotiating Committee and the Companies have agreed to study this recommendation further.
- In the new contract, the Maintenance and Cure clause is the only opener. Under the contract, if Maintenance and Cure is increased in the industry, it will automatically apply to this contract.
- Transportation, when earned, will be paid on a port-to-port basis.
- It is now compulsory for the Company to pay the Transportation of a seaman to another port if that port is unable to fill the job. If the seaman fails to report and sail on the vessel he will be required to make restitution.
- The Port Time clause and the Sailing Board clause have been changed to read basically the same as the Engineers.
- Negotiated provision for the installation of clothes dryers.
- This provision was established.
- As T.V. sets on board require replacement, the replacement shall be a 21" color set.
- The allowance for extra meals in port has been increased to 75¢ and the penalty payment for carrying passengers will be applied to anyone not listed in the official manning scale excluding cadets, the Pilot and any additional labor hired from the Union Hall.
- Except for periods when the vessel is maneuvering the helmsman will be permitted to smoke.
- Provision has been made for this and also tank wages and overtime rates have been established for OBO vessels.
- The base pay and premium overtime rate for Bosuns and Steward/Cooks on SL-7's, SL-18's, LASH, Mariner and other newly constructed vessels will be raised to that of the QMED. This will provide Bosuns on these ships with approximately an additional \$30 to \$40 more per month and Steward/Cooks with an additional \$100 more per month on dry cargo vessels and an additional \$70 per month on tankers.

RECOMMENDATIONS

AT CONFERENCE

- An increase in the death benefit.
- An increase in miscellaneous hospital coverage.
- An increased surgical benefit.
- An increased maternity benefit.
- Establish an accidental dismemberment clause.
- Change the hospital room and board benefit to cover the full cost of a semi-private room in all cases.
- An increase in the vacation benefit for all groups.
- An increase in the pension benefit for members going on pension after June 15, 1975.

THE NEW CONTRACT

- Death benefit will be increased to a maximum of \$5,000.
- An increase in such coverage.
- Increased from \$450 to \$600.
- An increase from \$300 to \$500.
- Provision made with benefits up to \$4,000.
- Hospital room and board increased.
- The vacation pay will be increased to \$2,200 for Group I key ratings, \$1,800 for Group II and \$1,400 for Group III.
- The pension will be increased to \$350.00 per month for members going on pension after June 15, 1975. Discussions will continue in order to try to also provide an increase in the pension benefit for members already receiving a pension.

NOTE: All pension, vacation and welfare benefits are subject to approval by the Trustees.

Pay Increases Won

Continued from Page 3

tional increments paid for service after 20 years of seetime at 55 years of age will also continue. The SIU is still negotiating for increases in pension allotments for Seafarers already out on pension.

The Negotiating Committee also won many increases in welfare benefits, featuring the establishment of an accidental dismemberment benefit with payments of up to \$4,000. In addition, the death benefit was increased from \$4,000 to \$5,000; the maternity benefit from \$300 to \$500; surgical benefits from \$450 to \$600 and the optical benefits from \$25 to \$30. Hospital room and board and intensive care payments have also been increased, and doctor's visits have been raised from 31 to 58 visits with an increase in the fee from \$4 to \$6 per visit.

All pension, welfare and vacation benefits are subject to Trustee approval.

Cost of Living Clause

The SIU has also negotiated two other important clauses—a cost of living clause and a maintenance and cure clause—in the contract, which will not immediately affect SIU members. Any cost of living adjustments that may be required will be payable in 1976 and 1977. However the SIU is still negotiating the method for calculating any cost-of-living increases. In regards to maintenance and cure, if there is an increase in this benefit in the maritime industry, it will automatically apply to our contract.

Some other highlights of the new contract are as follows:

- The bosun, when carried as a watch stander, is guaranteed a minimum of two hours overtime on a daily basis Monday through Friday. In addition, base pay and premium rates for bosuns on the SL 7's, SL 18's, LASH, Mariner vessels and newly constructed dry cargo vessels will be on par with that of the QMED. On new tankers,

the bosun will receive the same rate of pay as the QMED.

- All deck and engine unlicensed personnel possessing a Group I rating are guaranteed a minimum of eight hours during every weekend at sea, or pro-rata thereof, to cover situations when the ship is not at sea for a full weekend.

- Base pay and premium rates for the steward/cook rating will be raised to that of the QMED.

- Base pay and premium rates for chief stewards on SL 7's, LASH and Mariner vessels will be raised to that of the QMED.

- A day off for every rating on board, including the steward department, is guaranteed at least once every 30 days on coastwise vessels.

- Transportation, when earned, will be paid on a port to port basis.

- On vessels remaining outside the Continental United States for over six months, the seaman who joined the vessel in the states has the option of paying off, with transportation paid back to the states.

- The Port Time arrival and departure clause and the Sailing Board clause have been changed to read basically the same as the Engineers.

- Pay for a seaman shipped as a "foreign fly out" will begin when he boards the plane.

- The equalization of overtime clause has been changed to eliminate shipboard beefs.

- On all vessels, the crew will be paid day for day regardless of the type of articles.

- Provisions have been established for firming up our work jurisdiction rules.

- We have secured the right to renegotiate our manning scales if the licensed officers are increased on a specific ship or ships.

- As T.V. sets on board require replacement, the replacement shall be a 21" color set. We have also negotiated

Continued on Page 26

New SIU Pensioners



Charles E. Burns, 60, joined the SIU in 1939 in the port of Jacksonville, Fla. sailing as an oiler. Brother Burns had sailed for 42 years and walked the picket line in the Greater N.Y. Harbor strike in 1961 and the Robin Line beef in 1962. He also received a personal safety award in 1960 for sailing aboard an accident-free ship, the *SS Steel Surveyor*. Born in Macon, Ga., he is a resident of Jacksonville.



John W. Parker, Jr., 74, joined the Union in 1941 in the port of Savannah sailing as a chief steward. Brother Parker had sailed for 53 years and is a U.S. Navy pre-war veteran. He was born in Savannah and is a resident there.



John M. Lamb, 66, joined the Union in the port of Mobile in 1954 sailing as a chief electrician. Brother Lamb had sailed for 33 years and spent two years helping in an SIU organizing drive. He also attended the 1972 Union's Educational Conference in the HLSS in Piney Point, Md. Born in Dothan, Ala., he is now a resident of Mobile.



Wiley Hinton, 66, joined the Union in 1945 in the port of Mobile sailing as a chief cook. Brother Hinton had sailed 29 years. A native of George County, Miss., he is now a resident of Lucedale, Miss.



Michael Piskun, 59, joined the SIU in 1943 in the port of New York sailing as a BR utility. Brother Piskun had sailed for 32 years and is a Navy Seabee veteran of World War II. He also walked the picket line in the N.Y. Harbor strike in 1961. Born in New York City, he is a resident of Brooklyn, N.Y.



Alfred D. Kirkconnell, 65, joined the SIU in the port of Tampa in 1969 sailing as an AB. Brother Kirkconnell was born in Honduras and is a resident of Tampa.



Vincent S. Hooper, 66, joined the SIU in the port of Boston in 1958 sailing as a fireman-watertender. Brother Hooper had sailed for 31 years and is a U.S. Navy World War II veteran. He was born in Murray River, Prince Edward Is., Canada, and is a resident of Seattle.



Early A. Punch, 61, joined the SIU in 1945 in the port of New Orleans sailing as an OS. Brother Punch had sailed for 30 years. He was born in Louisiana and is a resident of San Francisco.



Andrew A. G. McClosky, 65, joined the Union in 1947 in the port of New Orleans sailing as a reefer utility. Brother McClosky had sailed for 37 years. He was born in Algiers, La. and is a resident of New Orleans.



Torsten K. Lundkvist, 67, joined the SIU in the port of New York in 1956 sailing as a bosun. Brother Lundkvist had sailed for 27 years aboard American flagships. He walked the picket line in the Greater N.Y. Harbor strike of 1961 and the Robin Line strike in 1962. Seafarer Lundkvist also donated one gallon and three pints of blood to the Union Blood Bank in 1966. He's a native of Sweden and is a resident of Brooklyn, N.Y.



Vernon L. Porter, 55, joined the Union in 1938 in the port of Norfolk sailing as an AB. Brother Porter had sailed for 34 years and attended a SIU Crews Conference at Piney Point, Md. at the Harry Lundeberg School of Seamanship. He is a native of Portsmouth, Va. and is a resident of Norfolk.



Alfredo G. Lopez, 61, joined the Union in 1944 in the port of New York sailing as a chief cook. Brother Lopez had sailed for 32 years. He was born in the Philippines and is a resident of San Francisco.



Thomas N. Johnson, 65, joined the Union in 1946 in the port of New York sailing as an AB. Brother Johnson had sailed for 29 years and is a U.S. Army veteran of World War II. He was born in Virginia and is a resident of Baltimore.



Jose A. Silva, 70, joined the Union in 1946 in the port of Philadelphia sailing as an AB. Brother Silva had sailed for 28 years and is a U.S. naturalized citizen. He was born in Peru and is a resident of Houston.



Armando B. Lavagno, 62, joined the SIU in 1939 in the port of Miami sailing as a bosun. Brother Lavagno had sailed for 36 years. He was born in Hackensack, N.J., and is a resident of Houston.



William E. Smith, 61, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Smith is a U.S. Army veteran of World War II. He is a native of Massachusetts and is a resident of Mobile.



Mikade Olenchik, 70, joined the SIU in the port of New York in 1950 sailing as an AB. Brother Olenchik had sailed for 25 years and was on the picket line in the N.Y. Harbor strike in 1961. He is a native of New York City and is a resident of San Francisco.

Bosun Nears 3-Gallon Mark



June Recertified Bosun graduate Luther Myrex (center) gets a well-done handshake from SIU Medical Director Dr. Joseph B. Logue for donating his 19th pint of blood to the Union's Blood Bank on May 23. Looking on in admiration is Nurse Cheryl Edel at the Headquarters Clinic. Brother Myrex is runnerup to Seafarer Arthur Sankovidt, who holds the enviable record of donating more than three gallons of blood to the bank. Bosun Myrex gave his first gallon to the Mobile clinic in 1962, the second there in 1968 and two pints there this year. Usually, five pints a year is the limit.

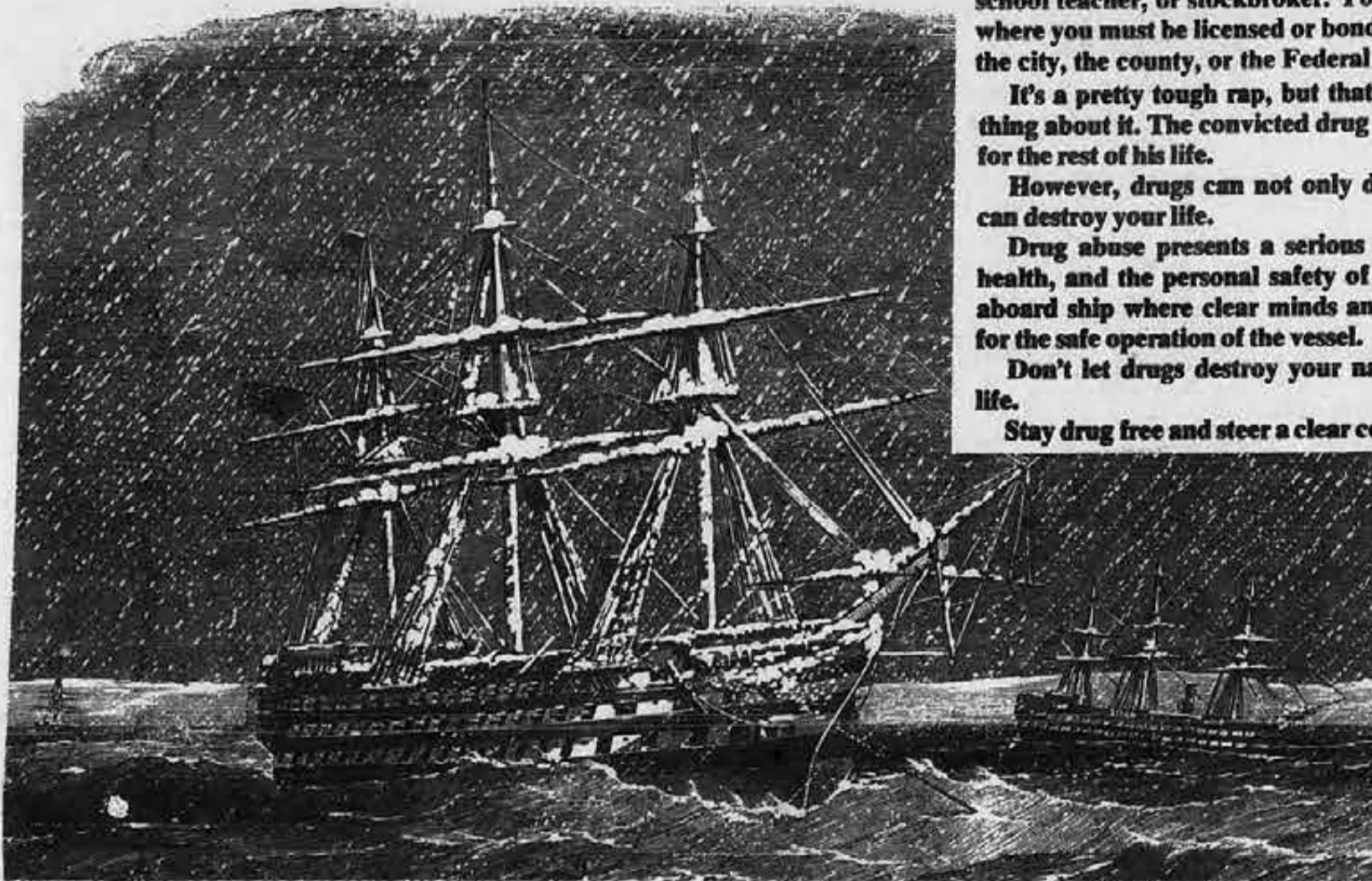
MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	July 7	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	July 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	July 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	July 10	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	July 10	2:00 p.m.	—	—
Detroit	July 11	2:30 p.m.	—	—
	July 14	—	5:00 p.m.	—
Houston	July 14	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	July 15	2:30 p.m.	5:00 p.m.	—
Mobile	July 16	2:30 p.m.	5:00 p.m.	—
San Francisco	July 17	2:30 p.m.	—	—
Wilmington	July 21	2:30 p.m.	—	—
Seattle	July 25	2:30 p.m.	—	—
Columbus	July 19	—	—	1:00 p.m.
Chicago	July 15	—	5:00 p.m.	—
Port Arthur	July 15	—	5:00 p.m.	—
Buffalo	July 16	—	5:00 p.m.	—
St. Louis	July 17	—	5:00 p.m.	—
Cleveland	July 17	—	5:00 p.m.	—
Jersey City	July 14	—	5:00 p.m.	—

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

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.

New SIU Contract Negotiated

Continued from Page 24

provision for the installation of clothes dryers.

- Tank wages and overtime rates have been established for OBO vessels.
- Sanitary work may be performed by the 12-4 ordinary seaman on vessels having a watchstanding Bosun.
- Further jurisdiction has been established for the Engine Department on motor vessels.
- The company will now pay transportation of a seaman to another port if that port is unable to fill the job, and
- The layup clause in the Shipping Rules has been extended and provides the seaman the right to reclaim his job within a 30-day period. However, the seven-day penalty clause in the contract remains intact.

These are just some of the highlights contained in the new three-year SIU agreement. The entire Freightship and Tanker agreements will appear in a special edition of the July Seafarers LOG with all changes indicated.

Personals

Zigmund "Tex" Plotrowski

Please contact your cousin, Medard Kowalski, at 1336 Dartmouth St., Scranton, Pa. 18504, or call (717) 342-1105.

Roberto Principe

Please contact your brother, Efrain A. Morales, at 510 7th Ave., Brooklyn, N.Y. 11215, or call him at (212) 768-1911.

James E. McDermott

Please contact your brother-in-law, Jack Mulligan, at 145 Sargeant Ave., Clifton, N.J. 07013, or call (201) 473-4464.

King Howard Brigman

Please contact your daughter, Mrs. Beverly Brigman Marshall, at Onemo P.O., Mathews, Va. 23130.

Lawrence Edward Stanhope

Please contact your daughter, Larry Sue Roberts, at 5227 Jean, Amarillo, Tex. 79109.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Apr. 24-May 21, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	16	65	\$ 40,500.00	\$ 189,109.85
In Hospital Daily @ \$1.00	411	3,436	411.00	3,436.00
In Hospital Daily @ \$3.00	170	782	510.00	2,346.00
Hospital & Hospital Extras	18	76	2,370.80	7,487.61
Surgical	6	13	450.00	925.92
Sickness & Accident @ \$8.00	6,143	34,267	49,144.00	274,136.00
Special Equipment	1	14	.95	1,759.41
Optical	197	947	4,489.61	24,940.28
Supplemental Medicare Premiums	71	185	2,730.00	8,681.30
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	336	1,903	74,219.39	405,637.61
Doctors' Visits In Hospital	55	310	2,420.72	12,185.96
Surgical	118	554	17,157.49	73,664.48
Maternity	13	75	3,464.25	21,180.25
Blood Transfusions	1	12	51.00	883.00
Optical	139	668	3,122.39	16,945.92
PENSIONERS & DEPENDENTS				
Death	12	71	36,000.00	213,000.00
Hospital & Hospital Extras	162	846	17,378.65	139,550.87
Doctors' Visits & Other Medical Expenses ..	111	580	6,245.97	22,254.94
Surgical	6	73	562.00	11,976.25
Optical	65	364	1,846.53	8,709.11
Blood Transfusions	—	1	—	72.00
Special Equipment	3	13	892.20	3,503.04
Dental	—	5	—	1,706.00
Supplemental Medicare Premiums	1,973	7,849	14,120.70	55,203.20
SCHOLARSHIP PROGRAM				
	28	72	7,721.45	26,429.50
TOTALS				
Total Seafarers Welfare Plan	10,055	53,181	285,809.10	1,525,724.50
Total Seafarers Pension Plan	2,345	9,356	578,184.25	2,328,940.55
Total Seafarers Vacation Plan	701	4,574	375,198.97	2,550,943.37
Total Seafarers Welfare, Pension & Vacation	13,101	67,111	\$1,239,192.32	\$6,405,608.42



Final Departures



SIU pensioner Pedro Cruz, 73, succumbed to heart failure in the San Francisco USPHS Hospital on Mar. 28. Brother Cruz joined the Union in 1941 in the port of New York sailing as a deck engineer. He had sailed for 25 years, received a personal safety award for sailing aboard the accident-free ship, the *SS City of Alma* in 1960 and attended a Piney Point Pensioners Conference in 1970. Born in Puerto Rico, he was a resident of San Francisco. Interment was in Cypress Hills Cemetery, Brooklyn, N.Y. Surviving are his widow, Braulia of Brooklyn and four daughters, Mrs. Esther Gallo of Glendale, Queens, N.Y.; Mrs. Racquel Chevalier of Brooklyn; Estella of San Francisco and Gladys.



Rufus L. Abernethy, 46, died on Mar. 8. Brother Abernethy joined the SIU in 1946 in the port of Norfolk sailing in the steward department for 31 years. He was a staff sergeant in the U.S. Army. Born in Hickory, N.C., he was a resident there at his death. Burial was in Catwaba Memorial Park Cemetery, Hickory. Surviving is his mother, Vadar of Hickory.



Dennis H. Brazell, 47, died of a heart attack on board the *SS Eagle Traveler* (United Maritime), while in the port of Alexandria, Egypt on May 18. Brother Brazell joined the SIU in 1947 in the port of Savannah sailing as a wiper. He had sailed for 28 years. Seafarer Brazell was born in Georgia and was a resident of Houston. The body was returned to the U.S. for burial. Surviving are his widow, Jennie of Jacksonville; his mother, Mrs. Clyde (Ann) Brazell of Gibsonton, Fla.; a brother, James of Riverview, Fla. and three sisters, Mrs. Mildred Williamson and Mrs. Betty E. Jones Brown, both of Gibsonton and Mrs. Mary Louise Coniglio of Tampa.



SIU pensioner Winston E. Renny, 74, passed away from a respiratory infection in the Bay Front Medical Center, St. Petersburg, Fla. on Mar. 8. Brother Renny joined the SIU in 1938 as a charter member in the port of New York sailing in the deck department. He had sailed for 39 years and walked the picket line in the 1961 N.Y. Harbor strike and in the 1962 Robin Line beef. Seafarer Renny was a native of the island of Jamaica, the British West Indies and was a resident of St. Petersburg when he died. Cremation took place in the State Crematory, Clearwater, N.Y. Surviving are three sisters, Mrs. Dorothy Feger of Dunedin, Fla.; Mrs. Peggy C. Palmer of the Bronx, N.Y. and Mrs. Ouida Cordonatt Goldstein of Suffern, N.Y.



Hubert A. Few, 54, died in the New Orleans USPHS Hospital on May 7. Brother Few joined the SIU in the port of Mobile in 1968 sailing as a QMED. He was born in Prichard, Ala. and was a resident of Mobile at the time of his death. Surviving are his widow, Bernice; a son, James and a brother, William of Mobile.



SIU pensioner Charles N. H. "Chuck" Allen, 65, succumbed to a heart attack at home on Apr. 1. Brother Allen joined the Union in 1942 in the port of New York sailing as a bosun. He had sailed for 31 years and was a pre-war veteran of the U.S. Navy. He was awarded the U.S. Mariners Medal for being wounded on the *SS Samuel F. Miller* (Waterman) in an air raid on Naples, Italy on Oct. 5, 1943. A native of Baltimore, he was a resident of Sonoma, Calif. at the time of his death. Cremation took place in Santa Rosa (Calif.) Memorial Park. Surviving are his widow, Ok Boon; a son, Charles; a sister, Mrs. Ethel Moreau and a nephew, Allen Moreau, both of Baltimore.



SIU pensioner Michael J. Byrnes, 69, passed away from heart disease in Meadowview Hospital, Secaucus, N.J. on Apr. 22. Brother Byrnes joined the Union in the port of New York in 1960 sailing as a deckhand for the Penn Central Railroad from 1935 to 1972 and for the Moran Towing Co. from 1928 to 1935. He was a veteran of the U.S. Army in World War II. He was born in Hoboken, N.J. and was a resident of North Bergen, N.J. Surviving are a brother, John; a sister-in-law, Mary and two nieces, Bridget and Colleen Burns, all of North Bergen.



SIU pensioner William C. Paris, 78, died from kidney failure in the New Orleans USPHS Hospital on Apr. 21. Brother Paris joined the SIU in 1947 in the port of Boston sailing in the steward department. He had sailed for 41 years and was a World War I U.S. Navy veteran. Seafarer Paris was born in Arlington, Mass. and was a resident of New Orleans when he passed away. Interment was in St. Louis Cemetery, New Orleans. Surviving are his widow, Pulcina of Santos, Brazil; his mother, Katherine of Malden, Mass.; a son, Alfred; a daughter, Marie and a sister, Mrs. Anna Gurnan of Malden.



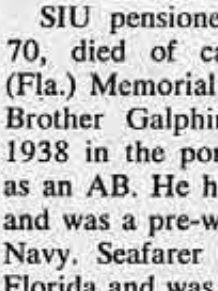
Joseph D. Forchia, 53, succumbed to emphysema in New Orleans on Mar. 29. Brother Forchia joined the SIU in 1942 in the port of New Orleans sailing as a cook and baker. He had sailed for 32 years. Born in New Orleans, he was a resident there when he died. Burial was in Mt. Olives Cemetery, New Orleans. Surviving are his widow, Evelyn; a son, Eric and two daughters, Glenda of New Orleans and Vanessa.



William A. Miller, 61, died on Apr. 30. Brother Miller joined the Union in the port of Houston in 1960 sailing as a chief steward for Dixie Carriers in 1970, National Marine Service from 1960 to 1964 and for General Marine from 1959 to 1960. He was born in Chumuckla, Fla. and was a resident of Marrero, La. when he passed away. Surviving is his widow, Lanell of Lynn Haven, Fla.



SIU pensioner Lester M. Wyman, 77, passed away on May 2. Brother Wyman joined the SIU in 1944 in the port of New York sailing as an AB. He had sailed for 25 years. Seafarer Wyman was born in Massachusetts and was a resident of Berwick, Me. when he died. Surviving are a son, Lester of Hanson, Mass. and a sister, Louise of Brookline, Mass.



SIU pensioner Harry M. Galphin, 70, died of cancer in Jacksonville (Fla.) Memorial Hospital on Mar. 10. Brother Galphin joined the SIU in 1938 in the port of Savannah sailing as an AB. He had sailed for 37 years and was a pre-war veteran of the U.S. Navy. Seafarer Galphin was born in Florida and was a resident of Jacksonville when he passed away. Interment was in Bosque Bello Cemetery, Fernandina, Fla. Surviving are his widow, Eunice; his mother, Ida Mae of Fernandina Beach, Fla. and a stepson, James Burke.



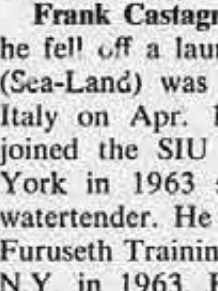
SIU pensioner Joseph E. Ford, 87, passed away on Mar. 31. Brother Ford joined the Union in the port of Buffalo in 1961 sailing as a fireman-watertender on tugs for the Great Lakes Towing Co. He had sailed for 56 years and was a resident of Buffalo when he died. Surviving is a niece, Mrs. Dorothy M. Denfrund of Kenmore, N.Y.



Balbino F. Mogol, 64, passed away on Mar. 30. Brother Mogol joined the SIU in the port of Yokohama in 1970 sailing as a fireman-watertender. He had sailed for 27 years. Born in Brac Marinduque, the Philippines, he was a resident of Manila. Surviving are his widow, Pilar; four sons, Danilo, Benjamin, Clodolyo and Ernesto and a daughter, Myrna.



Albert R. Yeoman, 35, died on May 5. Brother Yeoman joined the SIU in the port of Tampa in 1964 sailing as an AB. He attended the Andrew Furuseth Training School in Houston in 1963 and was a U.S. Air Force veteran in the post-war period. Born in Hartford, Ala., he was a resident of Slocumb, Ala. when he passed away. Surviving are his widow, Jackie; a daughter, Alecia of Slocumb and a grandmother, Mrs. J. L. Roy of Hartford.



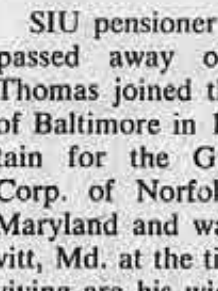
Frank Castagna, 31, drowned when he fell off a launch as the *SS Tampa* (Sea-Land) was anchored off Genoa, Italy on Apr. 15. Brother Castagna joined the SIU in the port of New York in 1963 sailing as a fireman-watertender. He attended the Andrew Furuseth Training School in Brooklyn, N.Y. in 1963. Born in Brooklyn, he was a resident there when he died. Burial was in Brooklyn. Surviving are his mother, Dorothy and a sister, Mrs. Miriam Gili, both of Brooklyn.



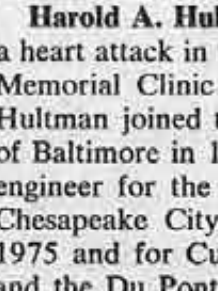
SIU pensioner Carroll E. Harper, 71, died in the San Francisco USPHS Hospital on Apr. 30. Brother Harper joined the SIU in 1948 in the port of New York sailing as a wiper. He had sailed for 25 years and was a U.S. Navy veteran of World War I. A native of Maryland, he was a resident of San Francisco when he passed away. Surviving are his widow, Fumike of Yokohama; his sister, Mrs. Viola M. Wood Kaemmer of Glen Burnie, Md. and a niece, Mrs. Virginia J. Fraser of San Francisco.



Melvin O. Moore, 52, died of apparently natural causes aboard the *C4 SS Lyman Hall* (Waterman) on May 8 while on the Middle East run. Brother Moore joined the SIU in the port of Jacksonville in 1974 sailing as an AB. He had sailed for 29 years. A native of York County, Va., he was a resident of Melbourne, Fla. when he passed away. Surviving are his widow, Martha; a son, Michael and a daughter, Marsha.



SIU pensioner George Thomas, 82, passed away on May 2. Brother Thomas joined the Union in the port of Baltimore in 1957 sailing as a captain for the Gulf Atlantic Towing Corp. of Norfolk. He was born in Maryland and was a resident of Neavitt, Md. at the time of his death. Surviving are his widow, Henrietta and a son, George of Baltimore.



Harold A. Hultman, Sr., 62, died of a heart attack in the Wilmington (Del.) Memorial Clinic on Jan. 25. Brother Hultman joined the Union in the port of Baltimore in 1958 sailing as a chief engineer for the Berg Towing Co. of Chesapeake City, Md. from 1957 to 1975 and for Curtis Bay Towing Co. and the Du Pont Co. A Brooklyn native, he was a resident of New Castle, Del. when he passed away. Burial was in Woodland Cemetery, Bellport, L.I., N.Y. Surviving are his widow, Lillie and a son, Harold of Fairfax, Va.



OAKLAND (Sea-Land Service), April 20—Chairman, Recertified Bosun James A. Shortell; Secretary C. Johnson; Educational Director Karttunen. Chairman discussed President Paul Hall's report in the Seafarers Log. The crewmembers were thanked for their contribution for flowers for Charles Jackson's mother who passed away. \$10.35 in ship's fund. No disputed OT. A vote of thanks to ship's committee and delegates.

DELTA MAR (Delta Steamship), April 6—Chairman, Recertified Bosun R. Lambert; Secretary D. Collins; Educational Director E. Synan; Steward Delegate Peter V. Hammel. \$25 in ship's fund. No disputed OT. Chairman reported that the Seafarers Log was received in Santos, Brazil and that it contained some very good articles. A vote of thanks to the steward department for a job well done. Next port Nola.

SEA-LAND COMMERCE (Sea-Land Service), April 13—Chairman Loather G. G. Reck; Educational Director James Petersen; Steward Delegate L. J. Rinaldi. Chairman suggested that all should support SPAD for round three of the oil bill fight. A safety meeting was held and it was noted that more members should attend these meetings as they are for the benefit of all. \$36 in ship's fund. Some disputed OT in engine department. The oil bill article was received and posted. A vote of thanks to the chief cook. Observed one minute of silence in memory of our departed brothers.

OGDEN WILLAMETTE (Ogden Marine), April 20—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director Neel; Deck Delegate John Kucharski; Engine Delegate William Beatty; Steward Delegate A. S. Smith. No disputed OT. Chairman suggested that everyone should read the Seafarers Log and when you have the time plan to go for LNG instruction. Everything running smoothly.

COLUMBIA (United States Steel), April 27—Chairman, Recertified Bosun J. Jandora; Secretary M. S. Sospina; Educational Director W. C. Stevens; Deck Delegate James S. Rogers; Steward Delegate Frank Rakas. Some disputed OT in deck and engine departments. Chairman suggested that all crewmembers with enough seetime should take the time now to go to LNG and LPG classes. Observed one minute of silence in memory of our departed brothers.

LOS ANGELES (Sea-Land Service), April 20—Chairman, Recertified Bosun C. James; Secretary Duke Gardner; Educational Director M. Beata. \$103.50 in ship's fund. No disputed OT. Put in a request for screen doors on all main deck entrances especially the crew mess. Everything running smoothly.

CHARLESTON (Sea-Land Service), April 13—Chairman, Recertified Bosun G. Burke; Secretary R. Hutchins; Engine Delegate J. Pineiro; Steward Delegate J. Figueroa. No disputed OT. Chairman held a discussion on the benefit to each member to voluntarily donate to SPAD and also on the meeting to be held at Piney Point. Observed one minute of silence in memory of our departed brothers. Next port Houston.

ELIZABETHPORT (Sea-Land Service), April 12—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director Gerard P. Bernous. \$40 in ship's fund and a library fund was collected. No disputed OT. Chairman held a discussion on the upcoming contracts and also about SPAD. A vote of thanks to the steward department for a job well done. Next port Cadiz, Spain.

SEA-LAND McLEAN (Sea-Land Service), April 6—Chairman, Recertified Bosun David H. Berger; Secretary T. R. Goodman; Educational Director G. Knowles; Deck Delegate John Wolfe; Steward Delegate Bernard Shapiro. \$30 in ship's fund. No disputed OT. Chairman issued beneficiary cards to crewmembers to be filled out and sent to Headquarters. Suggested that all donate to SPAD. For safety purposes a non-skid paint was used to paint tunnels and decks. A vote of thanks to the steward department for a job well done.

SAN FRANCISCO (Sea-Land Service), April 27—Chairman, Recertified Bosun Frank Teti; Secretary O. Smith; Educational Director R. Matthew. \$7 in ship's fund. No disputed OT. Chairman commended all departments for great cooperation and suggested that crew contribute to SPAD. He noted how important SPAD is to our future. The ship will be in the yard for a few days and the secretary will try to get a catalogue to select movies from. A vote of thanks to the steward department for a job well done.

HOUSTON (Sea-Land Service), April 13—Chairman Recertified Bosun Jose Aguiar; Secretary W. Datzko; Educational Director D. Papageorgiou. No disputed OT. Chairman talked about the new contract coming up and suggested that all members take part in it and send your letters in. Educational director requested that if the members saw anything they thought was not in a safe condition to report it to him. A vote of thanks was given to John Bellamy, a graduate of the Lundeberg Upgrading school by the steward delegate. Steward stated that he would like to see more fine men coming from the school as they are doing a fine job. A vote of thanks to the bosun and the day man for a job well done in getting the galley painted. A vote of thanks to the steward department for a job well done.

OVERSEAS JUNEAU (Maritime Overseas), April 20—Chairman, Recertified Bosun James Baudoin; Secretary Ralph Bullard; Deck Delegate Bert Smith; Engine Delegate Jerry Makarewicz; Steward Delegate Richard Smith. \$38.60 in ship's fund. No disputed OT. A vote of thanks to the steward department. Everything running smoothly. Next port Trinidad.

AQUADILLA (Puerto Rican Marine Operating), April 13—Chairman, Recertified Bosun Victor Carbone; Secretary Oreste Vola; Deck Delegate Bernard Soberon. Chairman suggested that all crewmembers should donate to SPAD and go down to Piney Point to upgrade themselves. \$3.60 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Baltimore.

OGDEN YUKON (Ogden Marine), April 6—Chairman, Recertified Bosun H. Weaver; Secretary O. Frezza; Educational Director F. Harris. \$20 in ship's fund. No disputed OT. Chairman gave a vote of thanks to all crewmembers for a job well done. Also discussed the importance of SPAD donations for a better and stronger Union and job security for all members. Next port, Searsport, Me.

SEA-LAND TRADE (Sea-Land Service), April 20—Chairman, Recertified Bosun K. Puchalski; Secretary C. E. Bell; Educational Director F. Sayo; Deck Delegate Richard S. Johnson; Engine Delegate Albert W. Spanraft; Steward Delegate John George Katsos. \$167 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Everything running smoothly. Next port Seattle.

DELTA ARGENTINA (Delta Steamship), April 13—Chairman, Recertified Bosun Arthur McGinnis; Secretary L. Santa Ana; Educational Director U. Sanders; Deck Delegate George Pierre; Engine Delegate O. Wheeler; Steward Delegate W. Freeman. No disputed OT. Chairman suggested that all should donate to SPAD for job security. A vote of thanks to the electricians for connecting a telephone from the gangway to the mess-hall. 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 New Orleans.

NEW YORKER (Sea-Land Service), April 19—Chairman W. S. Rudd; Secretary R. A. Cobb; Educational Director R. Borlase; Deck Delegate Kirby Wright; Engine Delegate Leslie Bryant; Steward Delegate Clarence Willey. No disputed OT. Chairman gave a short lecture on the importance of SPAD and good safety habits aboard ship. A new ship's chairman, Brother F. O'Malley, was elected as Brother Rudd is leaving the ship in New Jersey for an operation. 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, Port Everglades, Fla.

SEA-LAND ECONOMY (Sea-Land Services), April 26—Chairman, Recertified Bosun A. E. Bourgot; Secretary L. Nicholas; Educational Director H. L. Stegall; Deck Delegate S. H. Fulford; Engine Delegate H. Dill; Steward Delegate P. L. Hunt. Chairman advised all crewmembers to fill out their beneficiary cards. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Rotterdam.

KEVA IDEAL (Ideal Cement), April 6—Chairman, Recertified Bosun Beverly Dunn; Secretary S. Gutierrez; Educational Director Praino; Deck Delegate Herbert A. Greene; Engine Delegate William C. Traser. \$53.92 in ship's fund. No disputed OT. Chairman reminded all book men receiving letters from New York referring to suggestions on contract to be sure to send them in. A vote of thanks to the steward department for a job well done.

SEA-LAND PRODUCER (Sea-Land Service), April 12—Chairman, Recertified Bosun William Bushong; Secretary B. Guarino; Educational Director H. Ware, Jr.; Deck Delegate R. O. Spencer; Steward Delegate H. W. Roberts. \$85 in ship's fund. No disputed OT. Need an antenna for the T.V. set. Everything running smoothly. Next port New Orleans.

DELTA MEXICO (Delta Steamship), April 13—Chairman, Recertified Bosun M. Casanueva; Secretary S. B. Wright; Educational Director V. D. Brunell; Engine Delegate F. O. Catchot; Steward Delegate Walter Dunn. No disputed OT. Chairman suggested that all members donate to SPAD. Movies will be shown every other day on the next trip. Everything running smoothly.

BETHFLOR (Bethlehem Steel), April 20—Chairman, Recertified Bosun Joseph Michael; Secretary Claude Garnett; Deck Delegate Norman Pepper. \$26.50 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Richmond, Calif.

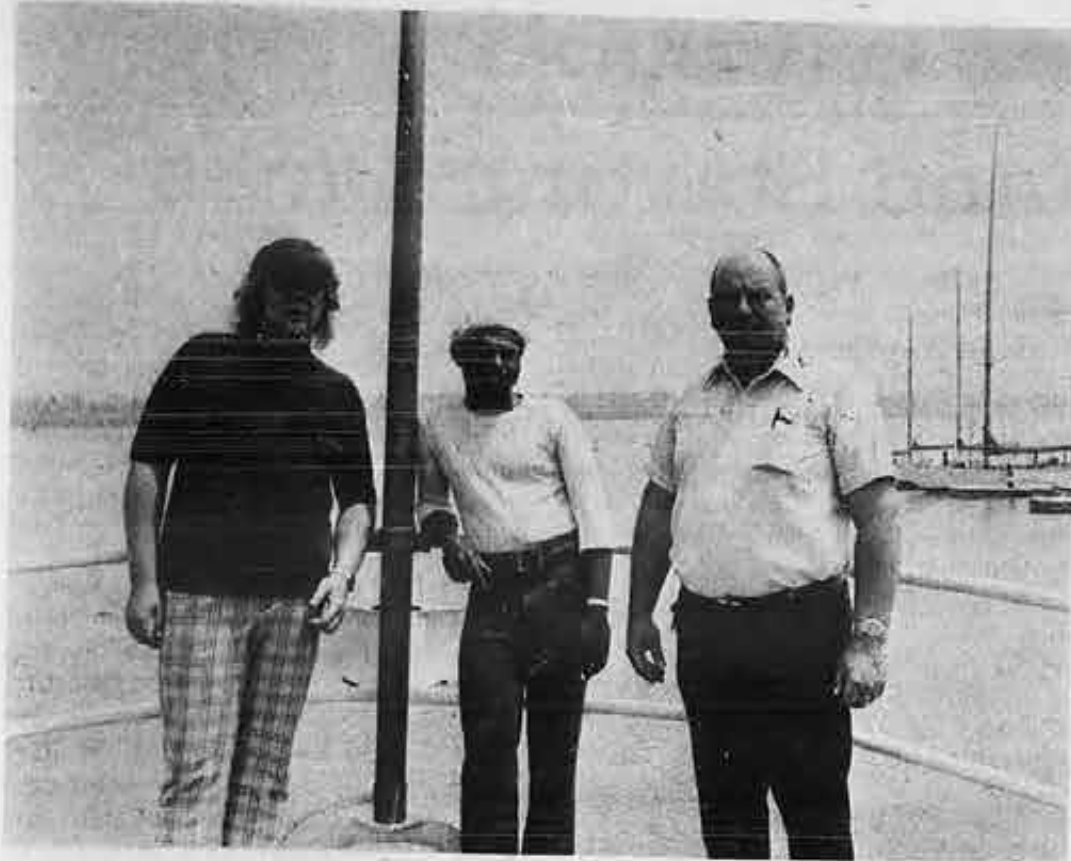
SEA-LAND FINANCE (Sea-Land Service), April 6—Chairman, Recertified Bosun J. W. Pulliam; Secretary Herb Knowles; Educational Director Jim Smitko; Deck Delegate J. Long; Engine Delegate R. C. Salley; Steward Delegate A. P. Lopez. Some disputed OT in engine department. A vote of thanks to the bosun for running the movies. Next port Yokohama.

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

MAYAGUEZ
SEA-LAND VENTURE
NOTRE DAME VICTORY
MONTICELLO VICTORY
NEWARK
DELTA SUD
SEA-LAND EXCHANGE
LONG BEACH
TAMARA GULDEN
VANTAGE HORIZON
SEA-LAND MARKET
SAN PEDRO
MOUNT EXPLORER
HUMACAO
JOSEPH HEWES
DEL SOL
SCHUYLKILL
OVERSEAS VIVIAN
THETIS
ARTHUR MIDDLETON
SEA-LAND CONSUMER
SAM HOUSTON
JACKSONVILLE
MIAMI
OVERSEAS ALASKA
CHARLES E. WILSON
DELTA PARAGUAY
SUMMIT
INGER
FORT HOSKINS
PHILADELPHIA
WALTER RICE
ROBERT E. LEE
SEATTLE
OVERSEAS ARCTIC
BALTIMORE
MERRIMAC
PORTLAND
ERNA ELIZABETH
BEAUREGARD

Seafarers Upgrade At HLS Piney Point

UPGRADING TO MEET THE NEEDS of Seafarers and the challenge of advances in the maritime industry are being provided at the Harry Lundeberg School in Piney Point. A wide variety of upgrading programs in the deck, engine and steward department have been developed to provide the best training available to American Seafarers. Pictured on this page are some of the recent graduates from the Lundeberg Upgrading Center.



ABOVE: Seafarers Jay Barnett, Dave Alleyne pose on the fantail of the *Claude "Sonny" Simmons* with Instructor Jack Parcell after completing upgrading to Fireman, Oiler and Watertender.

TOP RIGHT: Quartermaster Instructor Chuck Dwyer, left, gets in the graduation picture of the latest group of Seafarers to complete the Quartermaster course. Left to right are Instructor Dwyer, Jim Mates, Ben Buck, Enrique Gil, Jose Rodriguez, John Nelson, Maelvin Gerring, Dan McMullen, Robert Tallman and Tony Hanna.



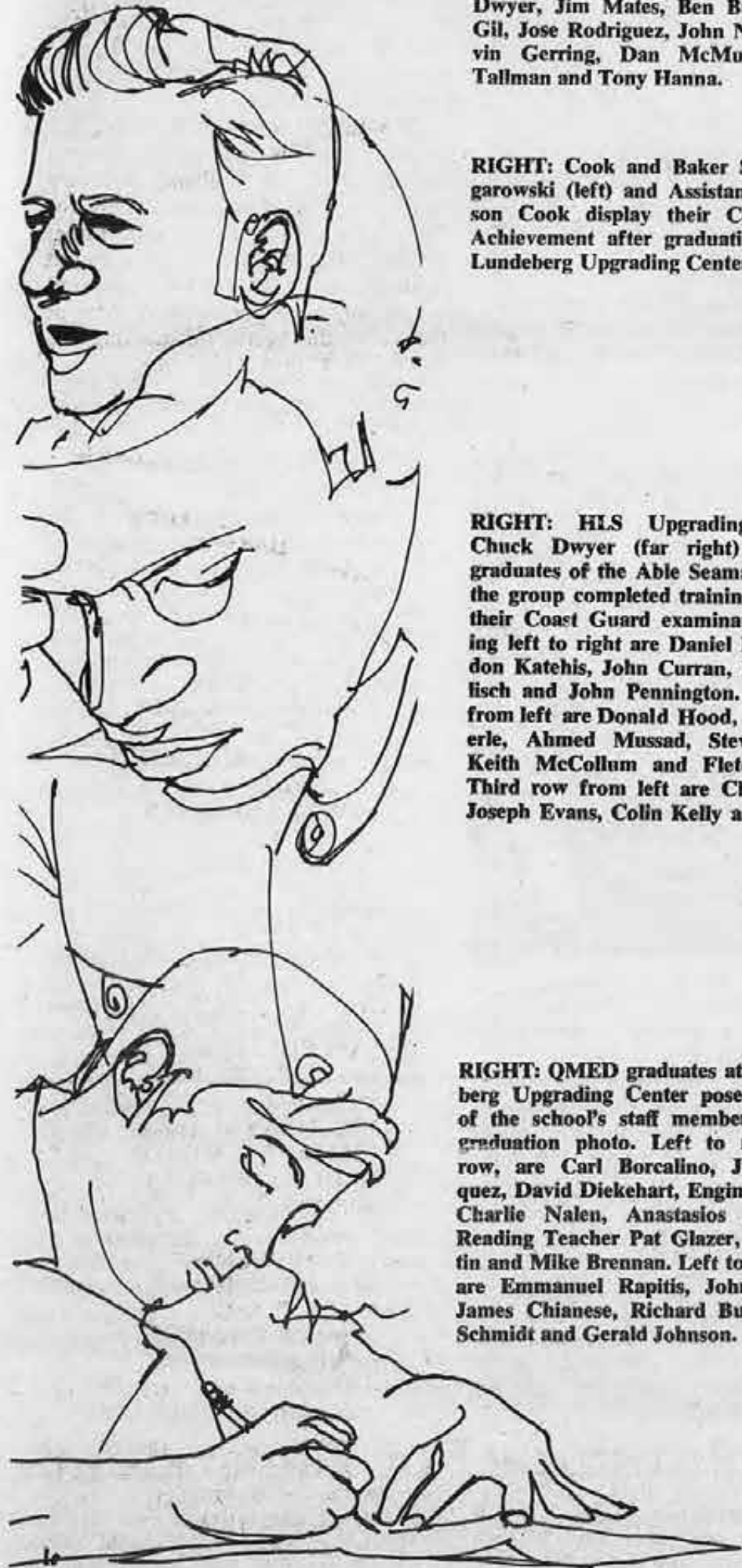
RIGHT: Cook and Baker Sylvester Zygarowski (left) and Assistant Cook Nelson Cook display their Certificates of Achievement after graduating from the Lundeberg Upgrading Center.



RIGHT: HLS Upgrading Instructor Chuck Dwyer (far right) poses with graduates of the Able Seaman class after the group completed training and passed their Coast Guard examinations. Kneeling left to right are Daniel Davis, Spyridon Katchis, John Curran, Edward Wilfisch and John Pennington. Second row from left are Donald Hood, George Oberle, Ahmed Mussad, Steve Grisham, Keith McCollum and Fletcher Hanks. Third row from left are Clifford Duke, Joseph Evans, Colin Kelly and Ed Lusk.



RIGHT: QMED graduates at the Lundeberg Upgrading Center posed with two of the school's staff members for their graduation photo. Left to right, front row, are Carl Borcalino, Juan Rodriguez, David Diekehart, Engine Instructor Charlie Nalen, Anastasios Avzangelis, Reading Teacher Pat Glazer, Jesse Martin and Mike Brennan. Left to right, rear, are Emmanuel Raptis, John Schaefer, James Chianese, Richard Butch, Anton Schmidt and Gerald Johnson.





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: June 26, September 4, October 16, November 28.

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: August 7, October 2, November 13.

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, firefighting and emergency procedures.

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

Starting Dates: June 26; July 10, 24; August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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-

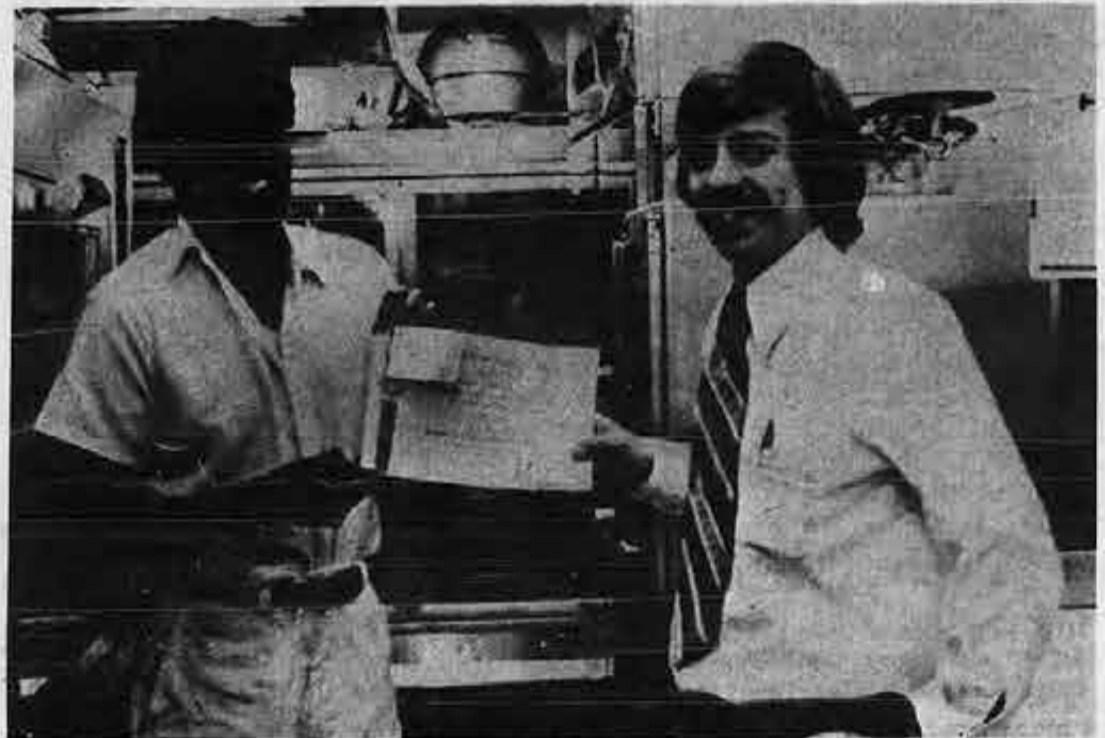
tomated Ships; Firefighting and Emergency Procedures.

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: June 26; July 10, 24; August 7, 21; September 18; October 16; November 13; December 11.

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-



Seafarer Oscar Johnson proudly displays his graduation certificate after completing the Cook and Baker course at the HLS Upgrading Center. At right is Instructor Charlie Andrews.



QMED upgraders display their graduation certificates after completing training at the Lundeborg Upgrading Center. From left are Seafarer Alfred Lane, HLS Instructor Jack Parcel, Seafarer Herber Guyman, Seafarer Davis Hart, Seafarer Michael Coyle and Charlie Nalen, head of the HLS Engine Upgrading Department.

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: June 23; July 21; August 18; September 15.

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 years 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: October 20.

ADVANCED PUMPMAN PROCEDURES

The course of instruction leading to HLS certification as Pumpman will consist of both classroom study and practical work to include: Tanker Regula-

tions; Loading and Discharging; Pumps and Valves Operation and Maintenance; Ballasting; Tank Cleaning and Gas Freeing; Safety and Fire Fighting.

Course Requirements: Must already hold Coast Guard endorsement as QMED—Any Rating, or Pumpman.
Starting Date: July 28.

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: Must hold endorsement as QMED—Any Rating.
Starting Dates: July 10; August 7; September 4; October 2, 30.



HLS Engine Instructor Lee DeMasters, left, poses with QMED graduates aboard the S.S. Claude "Sonny" Simmons at Piney Point. From left are DeMasters and Seafarers Floyd Jenkins, William Gray, Robert Santos and Michael Bacha.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Name _____ Age _____
(Last) (First) (Middle)
Address _____
(Street)
(City) (State) (Zip) Telephone _____
(Area Code)
Book Number _____ Seniority _____
Port and Date Issued _____
Social Security # _____ Ratings Now Held _____
HLS Graduate: Yes No Lifeboat Endorsement: Yes No
Dates Available For Training _____

I Am Interested In:

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

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

PORT _____ DATE _____

SIGNATURE _____

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

High School Program Is Available to All Seafarers

Thirty-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: June 26; July 10, 24; August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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: June 26; July 10, 24; August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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: June 26; July 10, 24; August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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: June 26; July 10, 24; August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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



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

Revised Enrollment Beneficiary Card



The Enrollment-Beneficiary Card for the Seafarer's Welfare and Pension Plans has been revised, and all Seafarers must fill out a revised card and mail it to the Welfare Plan Office. Below is a sample copy of the new card.

These revised cards are available in all Union halls and on board SIU-contracted ships. They are preaddressed to the Welfare Plan Office, and no postage is necessary if they are mailed within the continental U.S.

Be sure to fill out both sides of the card, and to print all information legibly. Do not leave any space blank—if a section does not apply to you, enter the word "None."

This revised Enrollment-Beneficiary Card will replace all other Beneficiary Cards on file.

Also, if you have not forwarded copies of your marriage certificate and the birth certificates of all of your unmarried children to the plan office, take the time now to mail them to: Seafarers Welfare Plan, 275 20th Street, Brooklyn, N.Y. 11215.

Without these certificates any welfare claim you might make will be delayed.



To Be Filled Out by All Seafarers



Rev. 1-75

Seafarers Welfare and Pension Plans 275-20th Street, Brooklyn, N.Y. 11215

Enrollment-Beneficiary Card SIU IBU Soc. Sec. # _____

Name LAST NAME FIRST NAME MIDDLE INITIAL
PRINT

Permanent Address NUMBER AND STREET CITY STATE ZIP CODE
PRINT

Union Book # _____ Date of Birth _____ / ____ / ____ First Year of SIU, IBU Employment _____
Mo. Day Year

I revoke all previous beneficiary designations and make the following designation with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving the privilege of making further changes.

Name of Beneficiary Relationship To You
PRINT LAST NAME FIRST NAME INITIAL

Permanent Address of Beneficiary NUMBER AND STREET CITY STATE ZIP CODE
PRINT

Date Signed _____ Member's Signature _____

Witness Name _____ SIGNATURE _____

Address NUMBER AND STREET CITY STATE ZIP CODE
PRINT

IMPORTANT—Reverse Side Must Be Fully Completed

Spouse's Name LAST NAME FIRST NAME MIDDLE INITIAL
PRINT

Permanent Address NUMBER AND STREET CITY STATE ZIP CODE
PRINT

Date of Birth _____ / ____ / ____
Month Day Year

List Below Names of Your Unmarried Children Under 19 Years of Age

List Names in Order of Age - Oldest First	Relationship		Date of Birth		
	Son	Daughter	Month	Day	Year
Last Name First Name Middle Initial					

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and birth certificates of all unmarried children listed on this card to the Seafarers Welfare Plan, 275 - 20th Street, Brooklyn, N.Y. 11215.

Failure to do so may delay the payment of welfare benefits.