



SEAFARERS LOG

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First Expanded Recertified Bosuns Class Graduates



The sixth class of Seafarers to complete the Bosuns Recertification Program posed for their graduation picture at the Rotary Shipping Board at Union headquarters in New York. Seated from left are Ovidio Rodriguez, Gaetano Mattioli, Morton Kerngood, Richard Wardlaw, Ed Morris and Marion Beeching. Standing, from left are, Homer Workman, Curley Moyd, William Butterson, Clay Miller and Donald Hicks. A total of 46 bosuns have completed the Recertification Program. A twelfth bosun who began the recently-expanded program had to drop out because of an emergency at home. Twenty-four bosuns are presently in the program—12 at Piney Point and 12 at Union headquarters. (For stories on the Bosuns Recertification Program and the "A" Seniority Program, with comments from the graduates, see the inside pages of this issue of the LOG.)

**Jones Act
'Vigilance'
Is Urged**

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SIU Girds for Oil Bill Battle; House Hearings Due

Bell for Round 2 in the Oil Import Quota Bill is about to ring as SIU representatives get ready to testify before House Subcommittee hearings when the 93rd Congress reconvenes Jan. 21.

The import bill proposes that 20 percent of U.S. oil imports be carried by American-flag tankers and the quota be upped to 25 percent after June 30, 1975 and to at least 30 percent after June 30, 1977.

Seafarers lost Round One in the legislative bout when a similar bill that would have required 50 percent of American oil imports be carried on U.S.-flag ships was narrowly defeated 41-33 in the Senate July 26, 1972.

However, as of today, 221 Congressmen have openly expressed their support of the present oil bill, which was introduced into the Senate by Sens. Warren G. Magnuson (D-Wash.) and J. Glenn Beall (R-Md.) last June.

Since Oct. 8, a subcommittee of the House Merchant Marine and Fisheries Committee, chaired by Congresswoman Leonor K. Sullivan (D-Mo.) who introduced the present oil bill into the House, has heard testimony from witnesses of government and industry with labor and consumers yet to be heard from.

In the other corner, the oil companies' lobby—fronted by the American Petroleum Institute and the Federation of American Controlled Shipping—is doing everything in its considerable power to kill the oil bill. Gaining support of Department of Defense officials,

legislators, industries which use ships and the hapless consumer via TV, radio, newspapers and magazines, is the name of the oil lobby's game.

Incidentally, the oil giants operate 365 foreign-flag vessels in the "run-away" fleet.

In the meantime, in testimony before the House subcommittee last year, Edwin M. Hood, president of the Shipbuilders Council of America, made empty the argument of the oil interests that U.S. shipyards couldn't build

enough tankers to carry the minimum of 20 percent of American oil, by testifying that the nation's shipbuilding industry was able to construct the tankers needed to sufficiently meet the requirements of the proposed oil import bill.

Also testifying at the hearings was the chairman of the Commission on American Shipbuilding, retired Rear Adm. Albert G. Mumma, who said in noting recent developments in the Midwest, where a percentage of our foreign oil supply has been cut off:

"The United States must achieve greater self reliance and independence in its seaborne transportation of vital materials and fuels to preclude similar cutoffs through foreign denial of ocean carriage."

Today a leading labor spokesman against the oil companies' secrecy is Jesse M. Calhoun, president of the MEBA, who told delegates to SIUNA's 16th Biennial Convention in Washington, D.C., Nov. 26-28, just after three major oil conglomerates had got word in June that the U.S. Justice Department was probing their "monopolistic practices," that seven of the largest 16 companies in the U.S. are oil firms.

He said the oil industry controls 84 percent of the U.S. refining capacity, 72 percent of the natural gas companies, 40 percent of the coal reserves, 20 percent of domestic coal production, over 50 percent of the uranium reserves and 25 percent of the U.S. milling capacity for uranium.

In addition, he added, the U.S. oil industry controls a majority of world exploration, extraction, transportation, refining and marketing of oil.

Calhoun emphasized that "the oil industry does not want to deal with American labor. They want to operate in national securities... it is more profitable."

Concluding he predicted "... I believe if we all put our shoulders to the wheel that we will get the bill and we will get it in 1974."

Now it is up to us.



Sen. Warren Magnuson



Sen. J. Glenn Beall, Jr.

the PRESIDENT'S REPORT:

Education to Understand Our Problems



Paul Hall

This month we graduated our sixth class of bosuns, bringing to 46 in all the number of Seafarers who have completed the Bosuns Recertification Program. At the present time there are 24 more of our bosuns who are participating in the two-month program—12 SIU bosuns are at our Upgrading Center in Piney Point in the first phase of our curriculum and 12 are here at Union headquarters. We asked the graduating bosuns to express their feelings about the program and their comments can be found on pages six and seven of this issue of the LOG.

This month, too, we graduated seven more Seafarers in our "A" Seniority Upgrading Program. Their observations are published on page 22 of this issue. This issue also features stories and comments from the 17 Seafarers who have achieved high school diplomas through our study program in Piney Point. Their story is on pages 16 and 17.

What are we talking about? We are talking about education. Education to meet the challenge of our rapidly advancing industry and education to understand the problems we face.

As Seafarers, we are confronted with many problems and pressures that threaten our security. But we will answer these problems and maintain our security because we understand the problems.

Our Bosuns Recertification Program

was initiated by bosuns and the curriculum was planned by the bosuns for the bosuns. It is proving to be one of our most successful educational programs both in terms of improving the professional skills of these key-rated Seafarers and also in providing them with a deeper understanding of their Union and the maritime industry.

The program was devised to meet the challenge and responsibility of manning the modern ships of today and tomorrow with best qualified seamen in this top rating. Because of the success of this program and in order to further develop our educational opportunities, plans are now underway to expand the recertification program for stewards and electricians.

During their four weeks at the Upgrading Center in Piney Point, the bosuns learn the latest techniques in the deck operation of the new SL-7's, LASH-type barge carriers, roll-on-roll-off ships, ore-bulk-oil carriers, LNG's and the new automated supertankers that are the future of our Union and the maritime industry.

More than this, during their second four weeks at headquarters, our bosuns gain an in-depth understanding of every operation of our Union, including the day-to-day function of the welfare and pension department, registration and shipping procedures, the records and data

control center, publication of the LOG, pay-offs and the importance of membership participation.

The bosuns also learn of the many educational opportunities available to all Seafarers at Piney Point so that they will be able to carry the message back to our members aboard ship and encourage them to improve themselves through these programs.

The Bosuns Recertification Program is the cornerstone of our building for the future and is an important step in our efforts to move forward with the expanding opportunities of a revitalized American merchant marine.

Again, this and our Seniority Upgrading Program are only the beginning. We must now push on with expanded programs and we have a solid foundation on which to build.

The road ahead for all of us is difficult. But if we can understand our problems we can answer them, and education is the key to this understanding. We have to improve ourselves, upgrade our professional skills and increase our knowledge of our Union and the maritime industry.

And we must participate. Participate in our legislative efforts to secure the jobs of Seafarers and the future of our Union. Through education, participation and unity we shall succeed.

SIU Fights MSC Plan To Invade Private Shipping

The SIU has registered strong opposition to plans by the Navy's Military Sealift Command to expand its operations at the expense of the privately owned, union-manned U.S. merchant marine. SIU President Paul Hall called the situation one "of grave concern" and "inimical to the national interest."

The SIU position is based on increasing evidence of tactical moves by the Military Sealift Command to enlarge the size of its fleet in areas where the naval agency would take over services that have been and could be provided by the U.S. merchant marine.

Hall has informed Secretary of the Navy John Warner of the developing situation and urged his examination of it.

Priority in the Military Sealift Command's take-over attempts is being given to increasing the number of tankers in the MSC fleet. The Military Sealift Command has apparently decided on this tact as a result of MSC having been denied appropriations for the building of ships, particularly because the services could be provided by the U.S. merchant marine.

An immediate objective of the Military Sealift Command is to take over the four tankers operated under charter to the Command by Falcon Tankers and put the vessels under bareboat charter as a means of removing the SIU crews aboard these vessels. In his communication to Navy Secretary Warner, SIU President Hall said "this situation is of extreme concern on two critical counts" because it would remove the operations control of the ships involved by a private American shipping company and place them in operation by the Government. Moreover, Hall said, it would establish a

precedent "that runs counter to the established public policy which calls for the maintenance of a privately owned and operated U.S. merchant marine."

The SIU President said "this would be particularly unfortunate in view of the national policy to promote development of a competitive private American shipping industry." Hall stressed that the "Falcon Tanker operations are an exceptional demonstration of a cooperative effort by private industry and American maritime labor to innovate conditions that would make the American industry more competitive, and to provide service to the U.S. government at reduced costs."

SIU has learned that in its planned take-over the Military Sealift Command intended to make changes in the operations of the vessels that would increase costs of operations.

The Military Sealift Command maintains that it can operate vessels cheaper by itself than under charter arrangements to private companies. This is not true because MSC and other government agencies do not have to use the same bookkeeping and accounting methods employed by private companies. Many of the costs of MSC-operated vessels are charged to other government departments.

As a matter of policy the SIU has taken the position that Navy operations should be confined to military vessels of combat and other special purpose types and that transportation of fuel and other cargoes which can be transported without endangering the national interest or security, should be carried by private shipping. In fact, it is national policy not to put government operations in direct competition with any private industry.

Following is the complete text of a letter from SIU President Paul Hall to Secretary of the Navy John W. Warner concerning the plan of the Military Sealift Command to expand its operations at the expense of the U.S. private shipping industry.

The Seafarers International Union

OF NORTH AMERICA • AFL-CIO

675 FOURTH AVENUE • BROOKLYN, N. Y. 11232 • HYACINTH 9-6600

January 8, 1974

The Honorable John W. Warner
Secretary of the Navy
The Department of Defense
Room 4B710, The Pentagon
Washington, D. C.

Dear Mr. Secretary:

I must call to your attention a matter involving the Military Sealift Command and the U. S. merchant marine which is of grave concern and could be extremely inimical to the national interest.

The Military Sealift Command is presently seeking to expand its shipping operations at the expense, and to the detriment, of the U. S. private shipping industry. To this end, the Command is seeking to take over the privately-owned and crewed vessels of the Falcon Tankers Corporation.

This situation is of extreme concern on two critical counts:

1. It removes the operations control of the ships involved from an American shipping company to that of the Government.
2. It establishes a precedent that runs counter to the established public policy which calls for the maintenance of a privately-owned-and-operated U. S. merchant marine.

This would be particularly unfortunate in view of the national policy to promote the development of a competitive private American shipping industry.

The Falcon Tankers operations are an exceptional demonstration of a cooperative effort by private industry and American maritime labor to innovate conditions that would make the American industry more competitive, and to provide service to the U. S. government at reduced costs. In this sense the Falcon operation made an invaluable and important contribution to American shipping.

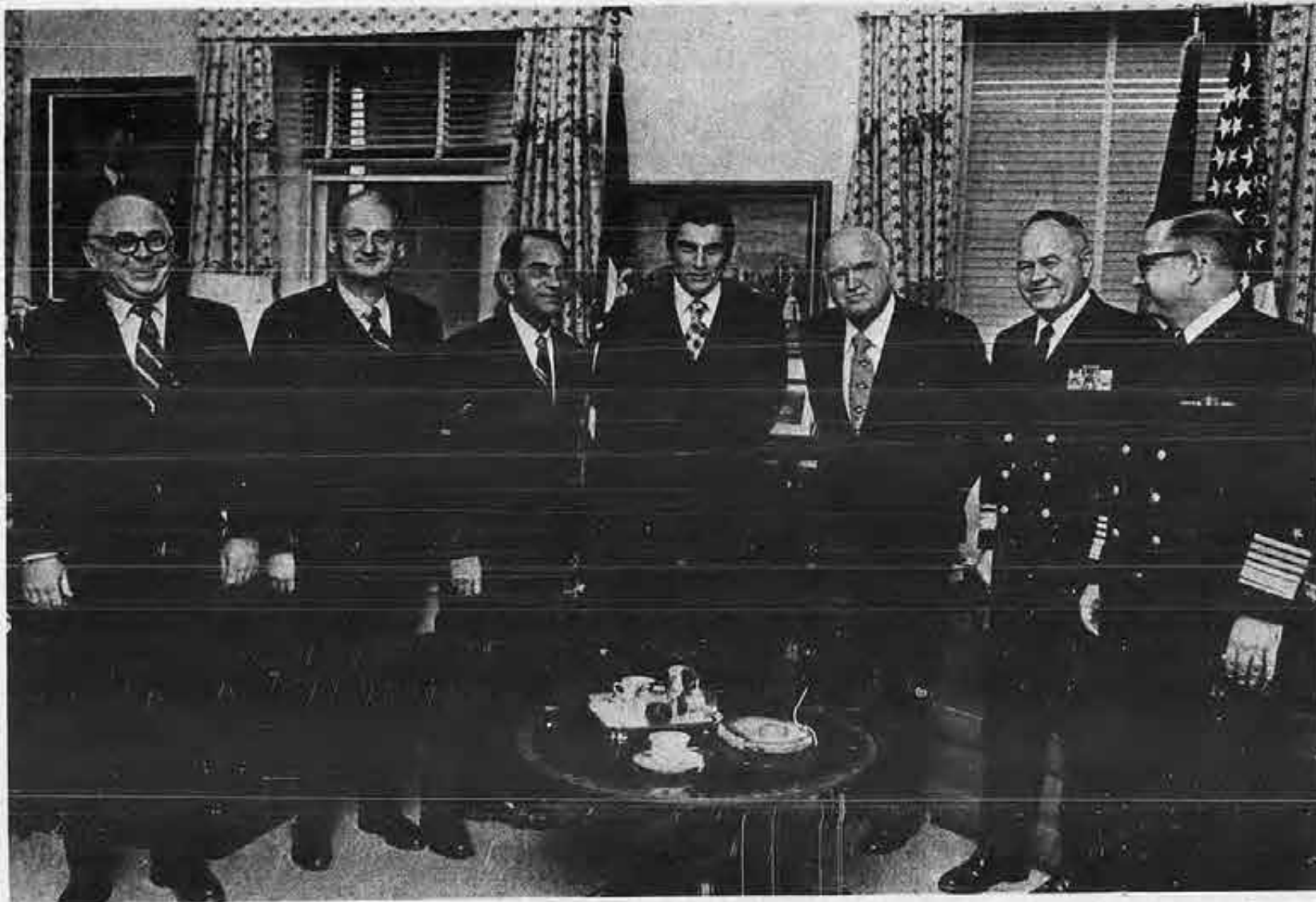
In my considered judgment, the take-over by a government agency of these private ships at this time would not be in the national interest, and I respectfully urge that you carefully examine the facts before any action is taken.

I would like you to know that I am available at your call to discuss or provide you with any additional information surrounding this matter.

Sincerely,

Paul Hall

Paul Hall
President



Taking part in recent discussions on the roles of the U.S. merchant marine and the Navy were, from the left: Captain Michael Ricinak, special assistant to the Chief of Naval Operations; Robert Carl, assistant to the assistant secretary of the Navy for Installation and Logistics; Herbert Brand, president, Transportation Institute; Secretary of the Navy John Warner; SIU President Paul Hall; Admiral John Chase, commander, Military Sealift Command, and Admiral Isaac C. Kidd, Jr., chief of Naval Material.

Don't Be Fooled

The American Committee for Flags of Necessity, the SIU's opponent in the fight for the passage of the Oil Imports Quota Bill, has taken on a new, very innocent sounding name—the Federation of American Controlled Shipping.

Despite the new name, the group, which represents the well-financed, big oil lobbies and other special interest groups, still has the same old aspirations—to block passage of the Oil Imports Bill and to ultimately destroy the strength of the Jones Act, which is vital to the preservation of our domestic coastwise shipping rights.

The powerful and wealthy oil companies are trying to take away your jobs—so don't be fooled by their name. American Committee for Flags of Necessity or Federation of American Controlled Shipping—it all adds up to the same thing—fewer and fewer jobs for American seamen.

Azalea City Committee



After a 48-day coastwise run, the *Azalea City* returned to the Sea-Land terminal in Port Elizabeth, N.J. The ship's committee took time out at the pay-off to pose for their photo. From left are J. Nash, secretary-reporter; J. J. Copey, engine delegate; R. Lavoine who is currently in the Bosuns Recertification Program, deck delegate; A. Raymond, ship's chairman, and J. Dodd, steward delegate.

Anchorage Committee



After a successful trip to the Mediterranean, the ship's committee aboard the *Anchorage* awaits payoff early this month in Port Elizabeth, N.J. From left are: Oscar Smith, secretary-reporter; Fred Biegel, steward delegate; "Ski" Strawinski, engine delegate; Henry Bjerring, deck delegate, and M. E. Sanchez, ship's chairman.

Elizabethport Committee



Sea Land's containership *Elizabethport*, formerly on the Far East run, now sails to the Mediterranean. Here her Ship's Committee awaits payoff in New York. They are: (top) Secretary-Reporter G. W. Gibbons; Steward Delegate L. F. Snow; (front l. to r.) Educational Director L. Petrick; Engine Delegate E. Ford and Ship's Chairman C. Iannol.



Headquarters Notes

by SIU Vice President Frank Drozak

YOUR WELFARE BENEFITS

One of the biggest problems in processing welfare claims and getting benefits paid to members and their dependents is that many members fail to supply the claims department with necessary information such as the member's social security number or the last ship he was on. Sometimes hospital and doctor bills are missing.

When the claim form is not properly filled out or necessary documents such as bills are missing, the claim is held up and this can cause hardships in the family. Members are strongly urged to take the time to check their claim forms before they are sent in to make certain that all the information required is included and that all bills and receipts accompany the claim form. If you have any problems or questions relating to your claim you should take it to the nearest Union hall and have the port agent check it over with you.

Another thing every member should do is to provide their dependents with a claim form when he goes to sea. The face sheet of the claim form should be filled out with all necessary information on the member so that all his dependents have to do is fill out the claims section and send it in along with the doctor or hospital bills.



UPGRADING PROGRAMS

We just graduated 11 more bosuns in our Bosuns Recertification Program and we now have 46 members in this rating who have completed the program. I want to add my congratulations to the latest graduates—Marion Beeching, Walter Butterton, Donald Hicks, Richard Wardlaw, Curley Moyd, Morton Kerngood, Gaetano Mattioli, Homer Workman, Ovidio Rodriguez, Clyde Miller and Edward Morris.

We also graduated seven more Seafarers in our "A" Seniority Upgrading Program and I want to congratulate them—Timothy Bolen, Robert Thomas, Martin McAndrew, Stephen Garay, Keith Sisk, Louis Ludeman and John Miranda.

The Bosuns Recertification Program and the "A" Seniority Upgrading Program are proving to be valuable assets to our Union's expanding educational programs. These and our other upgrading programs in Piney Point are insuring that the SIU will continue to provide the maritime industry with the best-trained seamen anywhere in the world. Side by side with our career advancement program for SIU members, our programs for our IBU members—both entry-rating and upgrading—are providing our contracted companies with well-qualified manpower.



NEW SHIPS AND CONSTRUCTION

Keel-laying for the first of our four new 35,000-ton diesel-powered tankers being built for Falcon Carriers is scheduled for April 22 and she is expected to be launched in December.

The 225,000 dwt *TT Brooklyn* signed-on Jan. 11 and left on her maiden voyage to the Persian Gulf on Jan. 14. The second in the series of three supertankers to be built by Seatrain Shipbuilding Corp., the *TT Williamsburg*, is scheduled for launching in March and work on the *TT Stuyvesant* is progressing well.

The first of two SL-18 class ships purchased by Sea-Land Services, Inc. from Bethlehem Steel completed her sea trials and is now being converted at the Pasagoula Shipyard. The second of these 38,000 ton containerships which were originally ordered by Pacific Far East Lines, is undergoing conversion on the West Coast.

On the Great Lakes, the 1,000 foot tug-barge *M/V Presque Isle* crewed-up on Dec. 15. Two straight-deckers are being built for Kinsman Marine Transit Co. The first is expected to be launched in August or September, 1974 and the second is scheduled for launching in 1976.

The *Overseas Juneau* (Maritime Overseas) crewed on Dec. 27 at Sparrows Point, Md. This company is also building four 89,000 dwt tankers which are scheduled for delivery in 1977 and 1978.

Ecological Shipping Corp. has advised that they are building a 120,000-ton tanker at the Sun Shipyard and the launching is expected later this year. This company is also building three more ships at the Lockheed Shipyard in Seattle and the first is expected to be completed in the first quarter of 1976.



QMED TRAINING

Our QMED program at the Upgrading Center in Piney Point is moving ahead to insure that we will have a sufficient number of Seafarers in this key rating to man the new ships that are being built today. Recently, nine more Seafarers completed training and passed their examinations for QMED-any rating. I want to congratulate Donald Hines, Larry Hines, Dale Susbilla, Joseph Arpino, Leon Levin, James Boone, Hiram Stegall, George Ranale and Earl Holman.



SIU Urges Defeat of Campaign To Open U.S.

Waters to Foreign-Flags



SIU President Paul Hall greets Congresswoman Leonor K. Sullivan (D-Mo.) at the 1973 Admiral of the Ocean Sea Award's dinner Dec. 11 in New York City. Rep. Sullivan is the 1973 AOTOS award winner.

WASHINGTON—With anti-U.S. flag merchant marine interests stepping up their efforts to weaken and destroy the Jones Act, the Seafarers International Union has called for vigilance in preserving the law that restricts domestic shipping to vessels of American registry.

Government agencies and members of Congress are being increasingly peppered with requests from various interests seeking waivers of the Jones Act that would permit them to bring foreign-flag ships into domestic operations.

Since the sharpening of the energy crisis over the past few months, requests for Jones Act waivers have been based on the deception that the fuel situation would be eased by permitting foreign-flag fuel carriers to operate between U.S. ports.

SIU President Paul Hall has called for "steadfast opposition to the continuing efforts...to undermine the Jones Act."

In advising Congresswoman Leonor K. Sullivan, Chairman of the House Merchant Marine and Fisheries Committee of the SIU's views, Hall said "there is no justification for permitting foreigners to invade our coastwise shipping on any pretext; particularly since we have adequate tonnage to serve our coastwise requirements."

While applications for Jones Act waivers have been sought by individual groups, a pattern has developed that indicates that the effort is a coordinated one. Several of the most recent requests were aimed at bringing in foreign-flag ships to carry liquefied natural gas (LNG) from Alaska to New England, and coal from Hampton Roads, Virginia, to New England.

The purpose behind these requests was to attempt to work up support among members of Congress from New England because that area has fuel supply difficulties—despite the fact that it has been firmly established that no part of the nation, New England included, has suffered any shortage of fuel because of lack of U.S. tankers or overland transportation capability.

The SIU has pointed out that once foreign-flag shipping was given a foothold in the U.S. trades, it would attempt to wipe out the U.S. domestic fleet and leave the United States dependent on foreign-flag vessels.

A prime force in the effort to destroy the Jones Act protection for domestic U.S. shipping is an association of American-owned runaway flag operators known now as the Federation of Controlled American Shipping, which until recently operated under the name of Committee for Flags of Necessity. This deceptively-named organization is the hand-tool of, and front for, the major American-international oil companies and dry bulk carriers, who operate some 350-400 ships under Liberian, Panamanian, and other runaway registries as a means of ducking U.S. taxes and other obligations borne by U.S. shipping companies.

These foreign flag oil and bulk carrier companies faced with the lay-up of many of their foreign-

flag vessels due to a lack of work, see the U.S. domestic trades as a source of employment for their vessels.

Attempts to breach the Jones Act or to repeal it outright have been made periodically since it was first passed in 1920.

The most recent attempt to strike a legislative blow at the Act occurred shortly before Congress recessed in December when the U.S. Senate was enacting the Energy Emergency Bill. During debate on the Senate floor, Senator Paul J. Fannin (R.-Ariz.) offered a last-minute amendment that would have paved the way for foreign-flag tankers to operate in U.S. waters—a move that was immediately opposed by the SIU. The Fannin amendment was decisively defeated.

While maritime labor and management have generally opposed any effort to tamper with the Jones Act, there has not always been unanimity with respect to each such application.

The National Maritime Union had recently indicated it would not object to an effort being made by Prudential-Grace Lines to get a waiver of the Jones Act to permit it to bring in a Norwegian-flag vessel to move Prudential-Grace barges from the Gulf to South Atlantic ports.

REPRINTED FROM:



Washington Lookout

By Talmage Simpkins
Executive Director,

AFL-CIO Maritime Committee

Major bills pending

As the new year begins there are several pieces of legislation of major importance to the maritime industry such as the oil import legislation, pension and welfare legislation, and continued vigilance in protecting the Jones Act, among others.

National Office Minutes

NATIONAL OFFICE MEETING
November 14, 1973

15] MSC that NMU not object to application of Prudential-Grace Lines for waiver of requirements of Jones Act with respect to transporting barges from the Gulf to the East Coast.

Jesse Calhoon, President of the Marine Engineer's Beneficial Association, which represents engineers aboard the Prudential-Grace ships, opposed the move on the grounds that any waiver or exemption would weaken the Jones Act.

In meetings with various government agencies and other groups concerned with maritime matters, SIU President Hall has been strongly emphasizing that to soften our stand for complete observance of the Jones Act in any degree would be to play into the hands of the anti-U.S.-flag major oil companies and weaken the whole fabric of defense of the Act—and with it the protection of American domestic shipping.

Following is the complete text of a letter from SIU President Paul Hall to Congresswoman Leonor K. Sullivan, chairwoman of the Merchant Marine and Fisheries Committee, expressing the SIU's position on the recent attacks on the Jones Act in the U.S. Senate.



MARITIME TRADES DEPARTMENT

AMERICAN FEDERATION OF LABOR and CONGRESS OF INDUSTRIAL ORGANIZATIONS

815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006 (202) 638-0262

PAUL HALL, PRESIDENT
JACK MCGONALD, VICE-PRESIDENT

PETER M. MCGAVIN, EXECUTIVE SECRETARY-TREASURER
D. WILLIAM MODDY, JR., ADMINISTRATOR

November 27, 1973

The Honorable Leonor K. Sullivan, Chairwoman
Committee on Merchant Marine and Fisheries
The United States House of Representatives
Suite 1334 Rayburn Building
Washington, D. C. 20515

Dear Congresswoman Sullivan:

Recently it has come to our attention that several parties have sought waivers from the Jones Act in order to employ foreign flag ships in domestic coastwise transportation.

The latest of these efforts was rebuffed last week by the United States Senate which voted 65 to 27 against an amendment offered by Senator Fannin of Arizona to permit coastwise shipment of oil in foreign flag tankers. As Senator Magnuson pointed out during floor debate, we have protected our domestic modes of transportation as a matter of national policy since 1789 and there is no justification for permitting foreigners to invade our domestic coastwise shipping on any pretext, particularly since we have adequate tonnage to serve our coastwise requirements.

Domestic coastwise operators have made a great contribution to the welfare of the U. S. merchant marine and, by and large, have been the leaders in technological innovations which have been adopted advantageously by U. S. flag berth liners in world trade. I am sure you will remain steadfast in your opposition to the continuing efforts that arise in every session of Congress to undermine the Jones Act with consequent detrimental effects upon this essential domestic transportation system.

As you know the AFL-CIO Maritime Trades Department is made up of unions engaged in shipbuilding and related industries as well as shipboard operations and from time to time we have been most outspoken in defense of the Jones Act. Our support for the Jones Act and our opposition to any attempt to weaken it or deviate from it by legislative or administrative exceptions was reaffirmed by the delegates to the Maritime Trades Department convention last October.

Sincerely yours,

Paul Hall
President

Bosuns Recertification Program:

How's It Shaping Up?

HOW well is the Bosuns Recertification Program shaping up?

On these pages, the sixth class of bosuns to complete the two-month program tell in their own words what the program has meant to them. This is the first group to graduate in the expanded program which has been beefed-up to offer more bosuns the opportunity to participate and to provide the maritime industry with better-trained and highly-skilled Seafarers.

The response to the program from the bosuns has been very positive. More than 320 bosuns have applied. With the graduation of the 11 recertified bosuns this month, a total of 46 have completed the course.

The Bosuns Recertification Program was established by our membership to meet the needs of manning the newer, more sophisticated ships that are the future of the American merchant marine and the future of our Union.

In addition to this, the program also equips the bosuns—who have the responsibility of being the ship's chairman—with a better understanding of our Union, the industry and the problems that face us.

If the quality and calibre of the 46 bosuns who have completed the program is any indicator, the program has shaped up to meet the high standards met by the SIU—not only in providing the industry with more competent seamen, but also providing our membership with more effective leaders aboard ship.



Marion Beeching

Bosun Marion Beeching joined the Union in Baltimore in 1946 and has been sailing as bosun for ten years. Seafarer Beeching now ships out of the port of Houston.

As I reached near the end of the Bosuns Recertification Program, I was amazed at how little I really knew of the Union other than the contract and pay-offs.

My idea of the Harry Lundeberg School at Piney Point, for instance, had always been one of distrust. But after actually being there and seeing all the programs for myself I now see it as a key to the future of our Union.

Seafarers who want to advance themselves to higher ratings or want to train for the new ships that we are getting have access to very good instructors and all the materials they need which can save them many months of preparing for the Coast Guard exams.

I, myself, have learned a lot in my everyday associations with bosuns and with the officials and staff at Union headquarters. And I had the chance to see all of the operations of our Union—welfare and claims, IBM data center, registration and shipping and all of the other important operations that go on every day.

The trip to Washington, where I had a chance to learn how we are able to get new ships and more cargo through our politics and working with Congressmen, made me understand better how SPAD is used to keep our job security.

All of the things I learned through this program are more than worth the time involved.



Walter Butterton

Bosun Walter Butterton joined the Union in Norfolk in 1946. He makes his home in Portsmouth, Va. and ships out of the port of Norfolk.

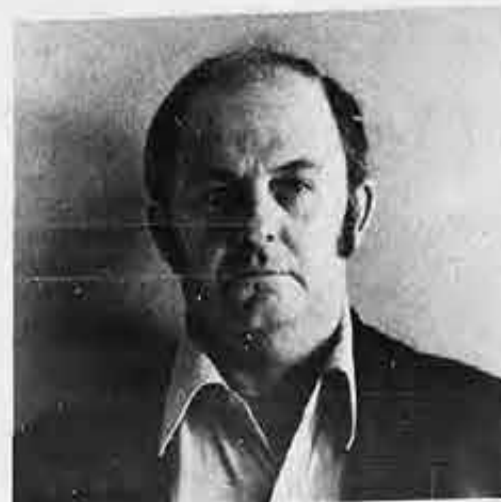
During my stay at Piney Point and at Union headquarters I found out many fundamentals of the SIU which I never knew before, and all of the officials and staff were very helpful in answering all of my questions.

Being that the bosun, as ship's chairman, is the leading Union man on the ship, he not only has to set an example for his Union brothers but he also must be able to answer their questions and discuss Union programs.

One of the important things I learned about is our activities in Washington. I've been sailing for 30 years and I just never realized the importance of our being in politics. If the SIU had not gone into politics we wouldn't be where we are today. Just two examples: the saving of the United States Public Health Service hospitals and the passing of the 1970 Maritime Bill which has given us more jobs.

Most of all, in these past three years we have seen the SIU through good judgment and management come out on top among the seafaring unions. It doesn't take a smart person to find out why.

There is one last important thing I want to say and that is that we must all support our efforts in Washington through our support of SPAD. Our political action is very important and the only way we can get legislation which means our job security is through our voluntary contributions to SPAD.



Donald Hicks

Seafarer Donald Hicks joined the SIU in New York in 1957 and has been sailing as bosun since 1961. He lives in Brooklyn and ships out of the port of New York.

The Bosuns Recertification Program has revealed to me how far we have progressed in the last 25 years under the SIU banner. Both at Union headquarters and at Piney Point we were shown the inner struggles of our Union, and how the rights of Seafarers were fought for in the past and are being protected today.

In Washington, D.C. we saw for ourselves that the picket lines of today are no longer on the waterfront but right at the heartbeat of this country on Capitol Hill. This is where the battle for new ships and keeping ships under the American flag are being fought by our Union through SPAD. It takes money to lobby among the politicians to preserve our maritime industry and our job security. This I have learned.



Richard Wardlaw

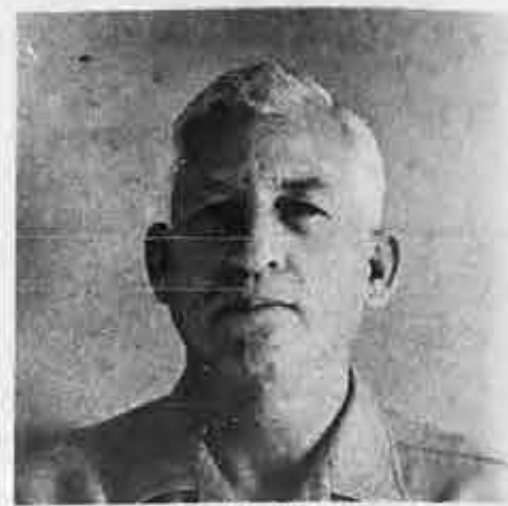
Seafarer Richard Wardlaw joined the SIU in 1951 in the port of Galveston. Bosun Wardlaw now lives in Romayor, Texas and ships out of the port of Houston.

The first thing I want to mention on the Bosuns Recertification Program is that it gave me an opportunity to gain an extensive amount of knowledge about our Union and its function, and also the maritime industry, itself.

Within the operation of our Union we have, first of all, job security. But we must keep ourselves aware of everything that is going on in the legislative area. If we are to survive and preserve our job security we must stay alert to what is taking place on Capitol Hill.

I have learned the importance of the legislative team we have enlisted in our ranks. The political and legislative arm of our Union must be financed completely by voluntary donations, and this is through SPAD. This is a cause that I cannot begin to stress the importance of too much in preserving our job security.

At the meetings which take place every morning at 8 a.m., with all of the officials present as well as the bosuns attending the program, every beef and problem facing our Union is brought out on deck and discussed. In my opinion these morning meetings were the most important part of my month's stay at Union headquarters.



Ervin Moyd

Bosun Ervin Moyd joined the Union in the port of Mobile in 1940 and has been sailing as bosun for more than 30 years. He served with the U.S. Navy from 1941 to 1945. Seafarer "Curley" Moyd now ships out of Mobile.

During my stay at the Harry Lundeberg School, I found the place to be outstanding. It's a place where any Seafarer can achieve his goals for advancing his career as a professional seaman.

During the month I spent in New York at Union headquarters I acquired some good sound knowledge in regards to the mechanics of our Union—including welfare claims, the IBM records system, the control room where information on all of our ships is kept up to date, registration and shipping, and many other details.

I also attended some enlightening meetings concerning our role in Washington and what is being done there to secure more jobs for our membership and to assure better job security.



Morton Kerngood, Jr.

Bosun Morton Kerngood, Jr. joined the SIU in Baltimore in 1955 and has sailed as bosun for the past five years. He now lives in Jacksonville, Fla.

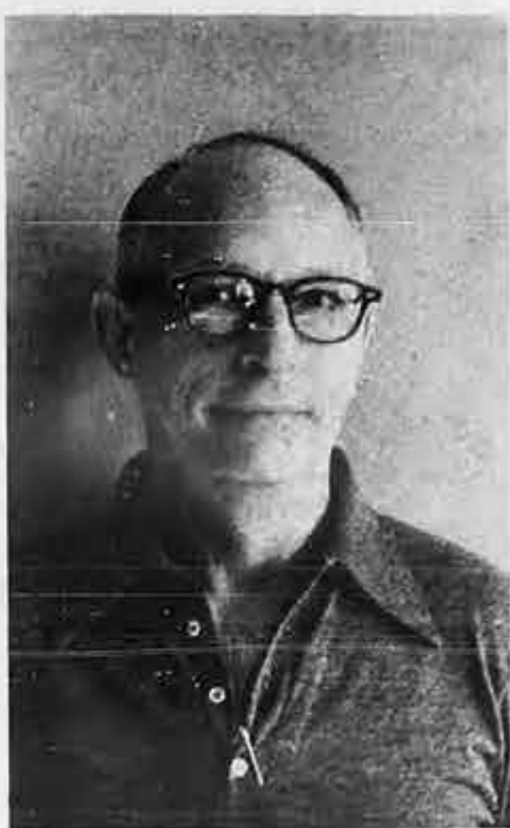
In participating in the Bosun Recertification Program at our school in Piney Point and at Union Headquarters I learned a great deal about the past and future of our Union.

I also learned more about the new types of ships, splicing new types of lines and how our future Seafarers are being treated. The Harry Lundeberg School provides training in all fields of seamanship, deck, engine and steward departments, and upgrading programs for young and older Seafarers.

One important thing we should all realize is that we must help and teach our young Seafarers when they join their first ship because they are the future of our Union.

Learning is a never-ending adventure. We must continue to learn to keep up with this advancing world. And we must have better communication so that we can all better understand our problems. If we understand our problems, as Seafarers, we can work together to solve them.

Acquiring knowledge of our Union and all of its day-to-day operations is something that I appreciate. I only hope that all of the bosuns who get the chance to participate in this program will get as much out of it as I did.



Homer Workman

Seafarer Homer Workman has been sailing with the SIU since 1942 except for a two-year hitch with the Navy in World War II. Bosun Workman lives with his wife Anna Mae in his hometown of New Orleans.

I was in Piney Point in August 1971 for the educational conference and upon my return for the Bosuns Recertification Program I found the grounds unchanged, but the shift in the educational programs from slow ahead to half ahead was a real eye-opener—better equipment, more programs such as QMED, IBU, upgraders and all of the vocational training.

I said from slow ahead to half ahead because this school, like a ship in a fog, must feel its way along through experience until a faster speed can be assumed in the expansion of HLSS for still better education for all hands.

The young men entering the HLSS have the world's best opportunity for vocational training and academic education, and I am sure the older members are proud to be able to say it is a part of our Union and will assist the young men in their duties aboard ship and teach them real unionism and unity.

I know from what I have seen at the Lundeberg School that there is a very bright future for all hands under the capable guidance of those who are now at the helm.

I, as so many other members, thought the endorsements of yesteryear would go on and on but the modern ships call for more and better training as offered at the Upgrading Center in Piney Point.

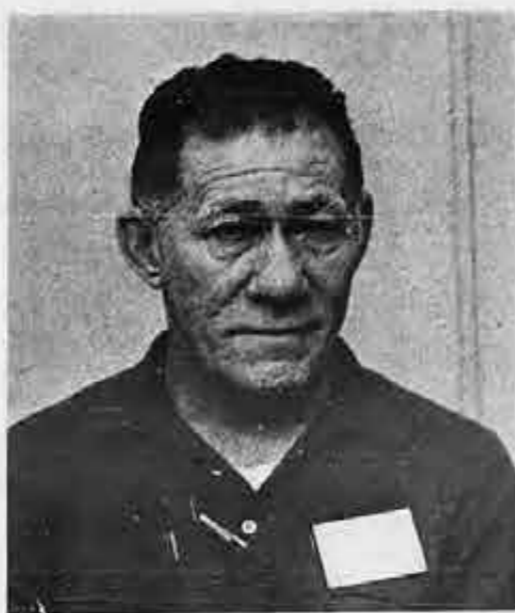
At Union headquarters, all of the officials and employees went all out to answer any of the questions asked. This program has been a unique education for me.

SIU Brooklyn Clinic Moves

The SIU's Brooklyn medical clinic has moved to its new location at Union headquarters, 675 Fourth Ave. from 685 Third Ave., according to Dr. Joseph B. Logue, medical director.

Dr. Logue advises Seafarers that the clinic "is open for business."

SIU members may secure clinic appointment slips at the membership service counter in the Union Hall.



Ovidio Rodriguez

Seafarer Ovidio Rodriguez has been sailing as able-seaman and bosun since he joined the SIU in New York in 1938. He lives with his wife Laura in New York.

When I decided to enter the Bosuns Recertification Program I asked myself if it was going to be worth it. In few and simple words, there is no limit to the advantages to be gained through this program.

Modern ships and new equipment are being introduced all the time and, as a result, new seamanship skills are required to operate them. The program at the Harry Lundeberg School in Piney Point provides the opportunity to acquire the training necessary to meet these changes.

While at headquarters, I observed the operation of our Union in detail. Particularly fascinating to me is the coordinated work of our headquarters operation. Our organization is manned and operated by competent personnel, and everyone was helpful in answering all my questions.



Gaetano Mattioli

Seafarer Gaetano Mattioli joined the SIU in New York in 1949 and has been sailing as bosun for more than 12 years. He lives with his wife Vincenza in Brooklyn, N.Y.

Long gone, but not forgotten, are the days of hardship and degradation suffered by the men who made their livelihood in the maritime industry. Today, after bitter fights against shipowners, the future of Seafarers is secure—not only in wages and working conditions, but also we have many plans which make us and our families more secure.

I learned much in this program. I found out the Lundeberg School is a real advantage to SIU members, young or old, and everyone has the opportunity to learn. While I was at Piney Point I learned much about the new ships, such as the SL-7's, the LNG and the LASH-type vessels.

My trip to Washington was a great experience for me. I learned about the importance of our work in Congress, and I learned of the importance of SPAD and what it stands for—that it is a great help in maintaining our job security and the future of Seafarers and their families.

Honor Roll

Following are names and home ports of the 46 Seafarers who have successfully completed the Bosuns Recertification Program.

Hurmon B. Butts, Houston
James B. Dixon, Mobile
Sven E. Jansson, New York
Jacob J. Levin, Baltimore
Ewing A. Rihu, New Orleans
Alfonso Armada, Baltimore
Jan J. Beyz, New York
William J. Clegg, New York
Burt T. Hanback, New York
Robert J. Lasso, Puerto Rico
Robert F. Mackert, Baltimore
James Gorman, New York
Jean Latapie, New Orleans
Dennis Manning, Seattle
Walter Nash, New York
Veikko Pollanen, New Orleans
Malcolm B. Woods, San Francisco
David L. Dickinson, Mobile
Calvin A. James, New York
Stanley J. Jandora, New York
James W. Parker, Houston
James W. Pulliam, San Francisco
Sven Stockmarr, New York
David B. Atkinson, Seattle

Richard A. Christenberry, San Francisco
Eugene B. Flowers, New York
Elbert Hogge, Baltimore
William R. Kleimola, New York
Alfonso Rivera, Puerto Rico
James C. Baudoin, Houston
Donato Giangiordano, Philadelphia
Stephen Homka, New York
Raymond J. Knoles, San Francisco
Fred Olson, San Francisco
Thomas L. Self, Baltimore
Marion E. Beeching, Houston
Walter G. Butterton, Norfolk
Donald Hicks, New York
Morton J. Kerngood, Baltimore
Gaetano Mattioli, New York
Clyde E. Miller, Seattle
Edward Morris Jr., Mobile
Ervin D. Moyd, Mobile
Ovidio R. Rodriguez, New York
Richard K. Wardlaw, Houston
Homer O. Workman, New Orleans



Clyde Miller

Bosun Clyde Miller joined the SIU in 1941 and has been sailing as bosun since 1943. Seafarer Miller makes his home with his wife Linda and son Kenneth in Seattle.

I am glad I was able to attend the Bosuns Recertification Program. It has not only changed my mind on a lot of issues but has equipped me to be a better ship's chairman and to be better able to answer questions from other members.

What impressed me most was the willingness of all officials and staff to answer any and all questions and to show how all the various departments function. Nothing was hidden or covered up.

I am now aware of the importance of the political arm of our Union and with the need for SPAD. With SPAD we can get legislation passed that is beneficial to us. Without SPAD special interest groups would get legislation passed that would not only hurt us but could ruin our Union.

The morning meetings each day at headquarters are informative and important. The daily problems of the membership and the Union are discussed and this allows the officials to stay on top of the problems and solve them before they get out of hand.

I also understand better now that we are getting new types of ships all the time and crews must be trained in their operation before going aboard. In the old days simple on-the-job training was alright but not today, and Piney Point fills this need with very good teachers and a fine curriculum for young and old alike.



Edward Morris, Jr.

Bosun Edward Morris, Jr. joined the SIU in 1944 in the port of New Orleans. He now makes his home in Mobile with his wife Mabel.

In the 29 years that I have been in the SIU we have come a long way from 2 Stone St. to what we have today. A Seafarer today has dignity and can raise a nice family and provide a good education for his children.

The Bosuns Recertification Program gave us the chance to learn about the new ships that are replacing the old ones and the new types of equipment that we will be using. We also attended the fire fighting school and learned the latest methods for putting out fires aboard ship.

We were fortunate in being able to attend the SIUNA Convention where we heard labor leaders, Congressmen and maritime officials in the Administration speak about the problems we face. Highlighting this Convention was a speech by President Nixon. If you would have told me 20 years ago that a President of the United States would make a speech at our Convention, I wouldn't have believed you.

The time we spent at Union headquarters gave us a chance to see how our Union functions. We saw all of the operations of the Union, and had a chance to discuss our programs and problems at the morning meetings that were held every day. All of our questions were answered and we all learned a great deal.

One important thing I learned is the necessity of keeping our picket line in Washington going, through our support of SPAD.

This program has made me better able to answer most any question that will come up aboard ship.

SIU-Contracted TT Brooklyn Begins Maiden Voyage



The SIU-contracted turbo tanker *Brooklyn*, largest merchant vessel ever built in the United States, left this month on her maiden voyage with an SIU crew of 19 unlicensed members.

The 225,000 dwt crude carrier was built by Seatrain Shipbuilding Corp. at the former Brooklyn Navy Yard.

Construction of the vessel was handled by the nearly 2,800 SIU-affiliated United Industrial Workers employed at the yard.

The *Brooklyn* was one of the first tankers to be allocated government subsidy money under provisions of the

Merchant Marine Act of 1970.

The 1970 Act, the most significant maritime legislative bill since the Merchant Marine Act of 1936, was vigorously fought for in Congress by the SIU. This great success for the SIU was made possible only by the voluntary donations to SPAD by our members.

Two additional supertankers, the *Williamsburgh* and the *Stuyvesant*, identical sisterships to the *Brooklyn*, are now under construction at the yard with expected launching dates of Spring 1974 for the *Williamsburgh* and early 1975 for the *Stuyvesant*.

A contract for a fourth ship has already been signed by the Maritime Administration—and as projected by Seatrain's President Thomas P. Howes, the yard will eventually turn out two such carriers per year.

The *Brooklyn* was sold by Seatrain for \$71 million to the General Electric Credit Corporation which is in turn leasing her under a long-term contract to American Petrofina, the United States subsidiary of a Belgian firm. Petrofina's managing agent will be the Anndep Steamship Co.

The *Brooklyn* was brought under the

SIU flag through the Union's organizing apparatus—and represents more jobs for Seafarers for many years to come.

The 1,094-foot long supertanker, capable of carrying 1.5 million barrels of oil, will transport the vital product from both Africa and the Persian Gulf to Rotterdam, the Netherlands.

It is planned that she will eventually carry foreign crude to the United States but this will not be possible until offshore deepwater ports are built in this country.



Engine department member Jerry Mack trains an educated eye on the *Brooklyn's* control board.



The *TT Brooklyn's* first ship's committee of veteran Seafarers are, from the left: Alphonso Armada, ship's chairman; Jimmy Bartlett, secretary-reporter; Ed Corley, educational director; Tom Brooks, deck delegate; Joe DiSanto, engine delegate; and Cecil Martin, steward delegate.



SIU-affiliated UIW member Max Reiter on the job at the former Brooklyn Navy Yard.

Recertified Bosun Armada Heads Brooklyn Deck Crew

The *TT Brooklyn's* first bosun, Alphonso Armada, also a participant in the first class of the SIU's Bosun's Recertification Program, said that the 225,000-ton tanker was a "very smooth riding" ship and a "pleasure to work on" after heading her nine-man deck crew on the vessel's two day shake-down cruise.

This is the 45-year old Seafarer's first bosun's job on one of the new high technology vessels, rapidly becoming so common in the U.S. merchant fleet.

Brother Armada noted, though, that

the differences in equipment on the ship—such as new type winches, deck cranes and firefighting apparatus—were not foreign to him "thanks to the fine training I received in the Bosun's Recertification Program."

Armada, born in Philadelphia, Pa. and raised in Bilbao, Spain, remarked that the *Brooklyn* was "well constructed overall," and was particularly impressed with the ship's wheelhouse, featuring the latest in communication and navigational equipment.

Despite the *Brooklyn's* immense size,

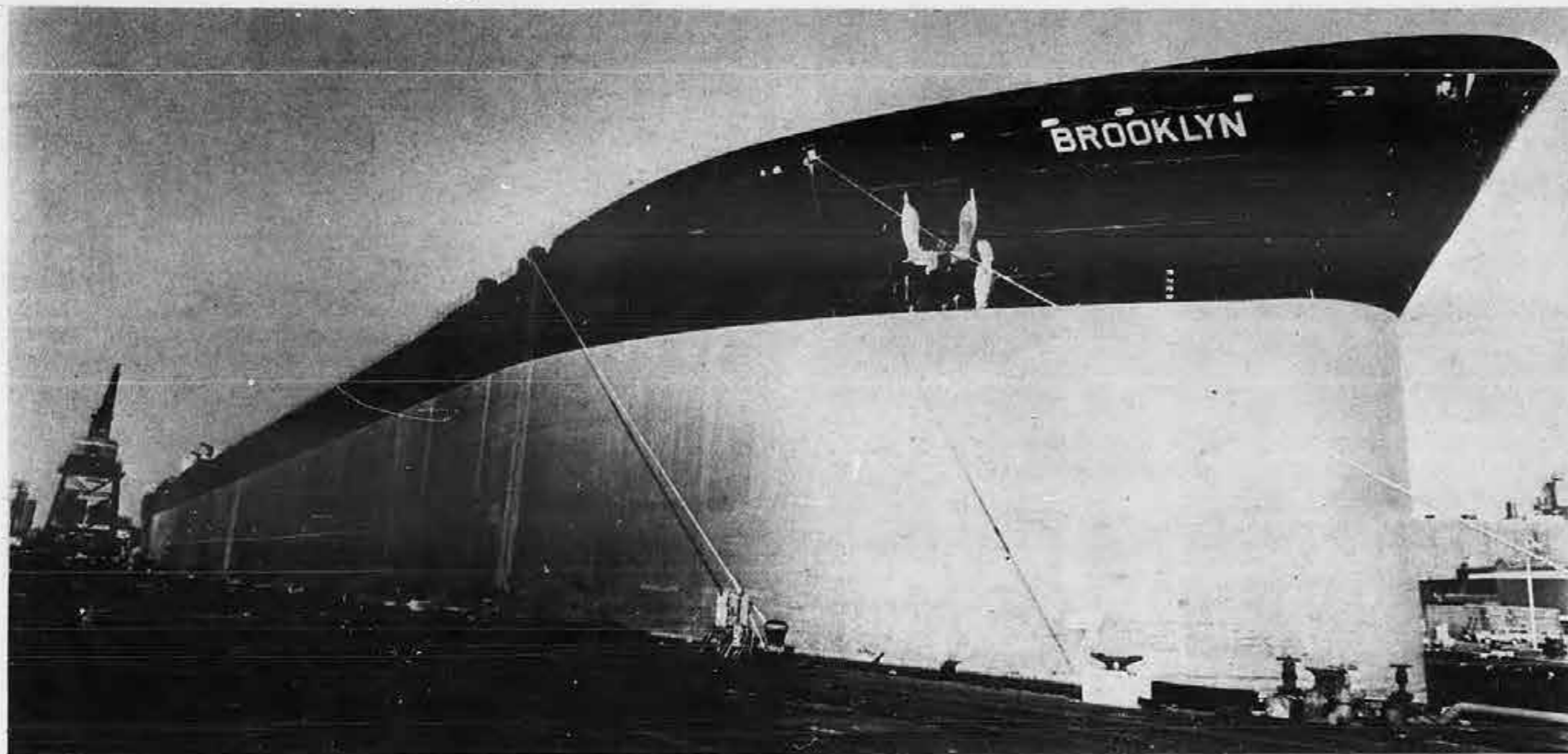
the 20-year SIU veteran noted that docking was surprisingly easy, due to the ship's 12 automatic hydraulic docking winches and high tension mooring wires capable of safely handling 76,000 pounds of tension.

Bosun Armada called his deck crew "the best" and was particularly impressed with two young ordinaries, Seafarers Cole and Campobasso, just out of Piney Point, for their "willingness to work, and learn the job."

The veteran bosun plans to remain on the *Brooklyn* for at least a year.



Largest Tanker Built in U.S.A.



The *Brooklyn*, christened this past June 30, was taken out on her shakedown cruise earlier this month and her SIU crew unanimously agreed she was a smooth riding ship even at a top speed of 20 knots.

Also taking part in the *Brooklyn's* shakedown cruise were 140 representatives from the Coast Guard, shipping companies and engineering firms.

With a breadth of 143 feet six inches and powered by a 55,000-hp turbine, the *Brooklyn* features private-air-conditioned foc'sles with private bath, as

well as a handsome galley sporting all the latest innovations in food preparation.

Her design incorporates many unique engineering features which contribute to the ease of maintenance, and to the safe, efficient, pollution free operation of the ship.

All dirty ballast and bilge water pass through high capacity oil-water separators. The oil is culled out and returned to the cargo tanks and only clean seawater is pumped out. If there is even a minor breakdown in the system, an

ultra-violet ray detector automatically stops the discharge of water if it contains more than 100 parts of oil per one million parts of water.

For further ship safety, an automatic blower replaces air with inert nitrogen and carbon dioxide in empty tank spaces to minimize the chance of explosion. Remote monitoring systems give engine department personnel instantaneous information on the oil, water and draft levels.

Other environmental advances on the ship include a complete sewage treat-

ment and disposal system and a pollution-free incinerator for burnable trash.

The Seatrain Yard's employment role represents a substantial increase in membership for the SIU-affiliated UIW—and if present predictions are accurate, employment at the yard will expand to 6,000 members in future years.

The vast majority of the yard's work force are minority group members living in the surrounding depressed areas of Brooklyn. The yard represents a much needed boost in the economy for these areas.



Recent HLSS Graduate Bill Scott is sailing as messman on his first trip as a Seafarer.



Chief pumpman Ed Corley says that working on a modern, highly technical ship like the *Brooklyn* will be a "particularly challenging experience" for him.



Able Seaman and Deck Delegate Tom Brooks plans to remain on the *Brooklyn* for a year.

Many Months of Fine Eating For Crew of TT Brooklyn



The entire crew of the *TT Brooklyn* are in for many months of fine eating and gourmet delights thanks to the expertise and experience of the supertanker's first chief steward, 25-year SIU veteran Jimmy Bartlett.

The life-long resident of Mobile, Ala. was very impressed with the ship's galley stating that it is "the best we have to offer in the American merchant fleet."

Jimmy is no stranger to the ultra modern galleys found aboard the newer

ships of the U.S. merchant fleet.

He worked the fully automated galley of the *Falcon Countess* for 14 months, and also headed the steward department in the semi-automated galley of the *Overseas Joyce*.

The 53-year old Seafarer noted that the tanker's galley equipment was "the very latest" and that "everything worked beautifully."

He was particularly impressed with the way the galley was laid out, and the huge amount of available dry storage space.

Jimmy also noted that the smoothness of the ship's ride would aid in the more efficient operation of his department.

The veteran chief steward said his men were "very impressive"—and especially noted the abilities of his chief cook, and long-time friend Cecil Martin.

Jimmy plans to remain on the *Brooklyn* for a year and then take a vacation, hunting in the hills of Alabama.



SIU welfare representative John Dwyer gives bedded Seafarer Jim Davis the Union's \$25 Christmas gift at the USPHS hospital on Staten Island, N. Y.

SIU Representative Visits PHS Hospital at Christmas

Union Welfare Representative John Dwyer visited ill Seafarers in the USPHS hospital at Staten Island, N.Y. on Christmas Eve to bring them the good wishes of the SIU at the holiday time.

Trying to keep up the spirits of those far away from their families and loved ones, especially during the joyous holiday season, Brother Dwyer extended the Union's annual "Merry Christmas" to hospitalized members with well wishes to get better in the coming "New Year."

In keeping with an SIU tradition which has grown with the years since the Union's founding 35 years ago, many SIU officials, including patrol-

men, port agents and representatives all over the country, visited USPHS hospitals, infirmaries and clinics to cheer up Union brothers laid up by sickness or injury.

At the port of New York hospital installation on Staten Island, each Seafarer got his welfare benefit check, a carton of cigarettes of his choice, \$25 Christmas gift and a Christmas card.

But most important of all, the incapacitated Seafarers were reassured by Representative Dwyer that they had not been forgotten by their Union brothers in their hour of need.

For just recently, the President of the U.S. signed into law the 1974 Military Procurement Authorization Bill which contained a rider guaranteeing that the eight USPHS hospitals and 32 PHS clinics would remain open for out- and in-patient treatment. Also money to upgrade and modernize the hospitals in port cities was provided for in the new law.

It was contributions to SPAD that enabled the SIU to vigorously fight to keep these hospitals open.

Some of the men that Representative Dwyer visited at the hospital are shown on this page. We hope that all will soon be well and healthy once again.

Seafarers Discharge Papers

The SIU Welfare Representative advises that when Seafarers enter a USPHS hospital they bring their discharge papers showing that they worked 90 days in the previous year and at least one day in the last six months.



Seafarers visited their brothers at the USPHS hospital on Staten Island, N. Y., the day before Christmas. They are, from left: 'A' Seniority Upgrader R. Thomas, Recertified Bosuns Ervin "Curley" Moyd and Gaetano Mattioli, patients Ahmed Sherman, Ray Hoffman and Isaac Alvarez, SIU Welfare Representative John Dwyer and patient Edwin Walton.

LEGISLATIVE REPORT

By B. Rucker



Gerald Ford—Vice President

On Thursday, Dec. 6, 1973, Gerald R. Ford (R-Mich.) was sworn in as Vice President of the United States. The swearing in took place in the chamber of the House of Representatives where he had served for 25 years, and was attended by members of both houses, Supreme Court Justices, Cabinet members of the diplomatic corps, and the Ford family.

Republicans elected Rep. John J. Rhodes of Arizona to fill Mr. Ford's former position as House Minority Leader.

House Reorganization

The Select Committee on Committees released a report on Dec. 7 with tentative recommendations for changes in the committee system in the House of Representatives.

The Committee report recommends that three committees be abolished: Internal Security, Post Office and Civil Service, and Merchant Marine and Fisheries, the committee which considers most of the maritime bills.

The entire maritime industry feels that dissolution of this committee would have a harmful effect at a time when we are working very hard to rebuild our U.S.-flag fleet.

Rep. Leonor Sullivan, Chairman, said that "if ocean vessels have to be put in one super committee with rails, highways, mass transit and trucking, those other issues will overwhelm the few people with maritime interests ... I'll fight it to the death."

Chairman Bolling of the Select Committee said he plans more work on the report in mark-up sessions in February, and will try to bring it to the floor in the spring.

Appropriations

The President has signed fiscal year 1974 appropriations bills for the Departments of Commerce and Health, Education and Welfare.

The Commerce appropriation provides \$275 million for construction differential subsidies and \$221.5 million for operating differential subsidies, through the Maritime Administration.

The Health, Education and Welfare appropriation contains \$98 million to operate the eight remaining PHS hospitals as well as \$18 million for repairs. For several years the hospitals have been allowed to run down, and the additional money will make it possible to begin repairs and bring the PHS hospitals to top condition.

SIU wants to be certain that all personnel hired to replace those who left are competent and fully qualified to give seamen the best possible care.

Cargo Preference—Oil

We are continuing to work closely with members of Congress, and the Merchant Marine and Fisheries Committee in particular, for passage of legislation to reserve a 20 percent minimum of oil cargo for our U.S.-flag ships.

More than 200 members already are co-sponsoring such bills. No dates have been set yet for further hearings, but SIU Representatives will testify in favor of cargo preference when the hearings resume.

The oil companies are continuing to oppose the bills, since they operate their own ships under foreign flags. One device is their committee called the Federation of American Controlled Shipping (formerly American Committee for Flags of Necessity)—a name as innocent sounding as apple pie and motherhood, but designed to sabotage efforts to reserve a percentage of cargo for U.S.-flag ships.

93rd Congress, Second Session

When the Congress returns on January 21, they will be taking up bills on a broad range of matters which affect seamen and our industry. Among the bills we will follow closely are those dealing with deepwater ports, cargo preference, offshore drilling and related energy matters.

Support SPAD



Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

For Ships, Cargo and Job Security:

New SPAD Certificates Are Now Available

New \$20 SPAD certificates are now available to the membership to allow all Seafarers the opportunity to participate more fully in the SIU's continuing legislative drive to get more ships and cargo, and better job security.

The membership last month unanimously concurred in a report of the secretary-treasurer that the \$20 certificates replace the old SPAD receipts. In that report, Secretary-Treasurer Joseph DiGiorgio said:

"I'm certain that all of our members are aware that the real key to our job security is the amount of success we have in Washington through our legislative efforts."

And speaking at this month's general membership meeting, SIU President Paul Hall reminded the members that all 435 members of the House of Representatives as well as 38 Senators are up for re-election this year. He said:

"Many of these Congressmen stood up for us when it counted—getting the Merchant Marine Act of 1970, saving the USPHS hospitals, the Trans-Alaska pipeline and beating back attacks against the Jones Act. The name of the game is ships and job security, and it is up to us to give our support to those in Congress who have supported our programs."

Congress is scheduled to reconvene Jan. 21 and when it does the SIU, which is leading the fight to secure passage of an oil import quota bill, will have to step up its efforts in Washington to make certain that this bill passes. The bill would require that a percentage of all

petroleum products imported into this country be carried on American-flag ships.

We will also have to redouble our efforts to defeat the attacks of the giant oil and grain lobbies, and the so-called "flag of convenience" operators, who are seeking to destroy the Jones Act.

Increased Dues, Initiation Fee Became Effective January 1

The Constitutional Amendment providing for the increase of dues and initiation fees went into effect on Jan. 1, 1974.

The Amendment was passed by an overwhelming majority vote by the membership in an October referendum.

The Amendment contained two propositions which were voted upon separately.

The first proposition provided for the increase in initiation fees for all full book members from \$500 to \$600—and that this change be applied as well to all applicants who have not completed full payment of the present initiation fee by Dec. 1, 1973.

The second proposition raised quarterly dues from \$43 to \$50.

The final membership vote on the first proposition was 3,044 yes; 235 no; 4 void; 8 no votes, and 11 challenged. On the second proposition, the

The voluntary SPAD contributions from the Seafarers is the only way we can achieve our goal of job security by enabling our Union to continue to support the legislative efforts of those Congressmen who are committed to building a strong United States merchant fleet.

final tally was 3,002 yes; 276 no; 4 void; 9 no votes, and 11 challenged.

The votes were counted by a six man Union Tallying Committee, constitutionally elected at the November membership meeting at headquarters.

The Committee consisted of two representatives from each of the three shipboard departments.

They were Nicholas D'Amante and Edgar Anderson of the deck department; Gilberto Salazar and Richard McDonald of the engine department, and Joseph Powers and Jaspar Anderson representing the steward department.

The Sterling National Bank at 1410 Broadway in New York City had served as depository for all ballots cast by the membership.

After completing their work, the Committee expressed thanks to Secretary Treasurer Joe DiGiorgio and his staff for their cooperation.

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

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
SIU (716) TL 3-9259
IBU (716) TL 3-9259

CHICAGO, Ill. 9383 S. Ewing Ave. 60617
SIU (312) SA 1-0733
IBU (312) ES 5-9570

CLEVELAND, Ohio. 1420 W. 25 St. 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 287
415 Main St. 49635
(616) EL 7-2441

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

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

JERSEY CITY, N.J. 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

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

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

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

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

ST. LOUIS, Mo. 4577 Gravois Ave. 63116
(314) 752-6500

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

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

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

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

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Nov. 21—Dec. 26, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	17	203	\$ 48,000.00	\$ 549,797.46
In Hospital Daily @ \$1.00	3,445	9,989	3,445.00	9,989.00
In Hospital Daily @ \$3.00	710	4,197	2,130.00	12,591.00
Hospital & Hospital Extras	15	218	847.00	35,217.63
Surgical	6	58	676.40	4,144.90
Sickness & Accident @ \$8.00	8,010	93,345	64,080.00	746,816.00
Special Equipment	2	22	895.88	6,083.69
Optical	192	2,807	4,449.31	62,446.75
Supplemental Medicare Premiums	7	702	458.30	12,612.20
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	476	5,717	87,515.09	1,075,934.56
Doctors' Visits In Hospital	74	822	2,059.85	22,469.02
Surgical	138	1,703	17,024.00	209,304.31
Maternity	22	283	6,623.80	71,078.19
Blood Transfusions	2	54	110.00	2,966.25
Optical	183	2,322	3,952.56	49,382.76
Special Equipment	—	1	—	144.00
PENSIONERS & DEPENDENTS				
Death	13	104	39,000.00	312,000.00
Hospital & Hospital Extras	154	1,762	22,461.74	316,234.82
Doctors' Visits & Other Medical Exp.	22	1,512	4,327.39	54,939.83
Surgical	10	186	1,078.75	27,063.66
Optical	49	898	1,198.96	16,881.96
Blood Transfusions	—	11	—	729.00
Special Equipment	5	39	769.95	6,114.36
Meal Books	—	2,259	—	22,590.00
Dental	1	7	500.00	2,600.00
Supplemental Medicare Premiums	3,516	22,066	22,889.30	139,015.90
SCHOLARSHIP PROGRAM				
	12	108	6,315.00	41,559.17
TOTALS				
Total Seafarers Welfare Plan	17,081	151,395	340,808.28	3,810,706.42
Total Seafarers Pension Plan	4,321	29,210	1,029,356.10	7,001,452.61
Total Seafarers Vacation Plan	1,515	15,476	761,152.07	7,851,994.98
Total Welfare, Pension & Vacation	22,917	196,081	\$2,131,316.45	\$18,664,154.01

Inoculations

SIU Medical Director Joseph B. Logue has announced that due to the shortage of yellow fever vaccine, inoculations for the disease will be given at the headquarters' clinic only, 675 Fourth Ave., Brooklyn, N.Y., at the hour of 3:00 p.m., Monday through Friday. However, in case of an emergency, other arrangements will be made.



ELIZABETHPORT (Sea-Land), November 4—Chairman Chester Iannoli; Secretary George W. Gibbons; Educational Director L. Petrick; Deck Delegate Emilio Sierra. \$20 in ship's fund. Some disputed OT in deck department. Next port Elizabeth, N.J.

DELTA PARAGUAY (Delta Lines), November 4—Chairman D. L. Dickinson; Secretary W. J. Miles; Educational Director H. P. Calloe; Engine Delegate Melvin Green. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port, Tema, Ghana.

MAUMEE (Hudson Waterways), November 4—Chairman Carl Thompson; Secretary Vasser Szymanski. No disputed OT. All communications were read and accepted. Observed one minute of silence in memory of our departed brothers.

MILLICOMA (Hudson Waterways), November 11—Chairman W. D. Crowford; Secretary V. L. Swanson; Educational Director C. Berger. \$13 in ship's fund. No disputed OT. Everything running smoothly. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

TRANSERIE (Hudson Waterways), November 4—Chairman J. W. Altstatt; Secretary C. F. Habighorst; Educational Director M. Morris; Deck Delegate B. G. Williams. Some disputed OT in deck, engine and steward departments. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

TRANSOREGON (Hudson Waterways), November 18—Chairman J. DeLise; Secretary D. Able. The new bosun spoke to the membership about Piney Point and suggested to all ratings that all members should go to Piney Point to upgrade themselves. \$17.03 in ship's fund. Some disputed OT in deck department. Everything running smoothly.

AMERICAN EXPLORER (Hudson Waterways), November 11—Chairman W. Clegg; Secretary W. Battle; Educational Director R. Miller; Deck Delegate A. Sanger; Engine Delegate J. Miller; Steward Delegate C. McMillen. No disputed OT. Vote of thanks to the steward department for preparing a delicious lobster dinner while in Maine. Next port, Aruba.

CITRUS PACKER (Waterman Steamship), November 4—Chairman W. M. Wallace; Secretary J. Reed. No disputed OT. A letter was received from Frank Drozak concerning the crew list and was read and posted. A vote of thanks was given to the 4-8 watch in deck department for cooperation in keeping the messhall and crew pantry clean. Next port, Bombay.

TRANSONTARIO (Seatrains), November 11—Chairman Frank White; Secretary Roy R. Thomas; Educational Director R. J. Garreck. \$79 in ship's fund which the crew voted to donate to the library. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. Next port, Oakland.

OGDEN WABASH (Ogden Marine), November 11—Chairman Macon Welsh; Secretary Juan Oquendo. All communications posted. No disputed OT. Everything running smoothly.

John Tyler Committee



The Ship's Committee of the *John Tyler* (Waterman Steamship Co.) assembled for a shipboard meeting after the *Tyler* returned from a three-month voyage to the Far East. Clockwise from left are H. Ware, engine delegate; T. Ballard, ship's reporter-secretary; S. Tyler, steward delegate; G. Allen, deck delegate; H. Patterson, educational director, and L. Harvey, ship's chairman.

SEA-LAND GALLOWAY (Sea-Land), November 11—Chairman Floyd E. Selix; Secretary Duke Hall; Educational Director John Darby. \$90 in ship's fund. Some disputed OT in engine department. A vote of thanks to the steward department for a job well done. Special vote of thanks to George Berry, OS, for a surprise party for the crew on Halloween. Observed one minute of silence in memory of our departed brothers.

YUKON (Hudson Waterways), November 11—Chairman B. R. Kitchens; Secretary R. A. Cobb; Educational Director B. Stockmon; Deck Delegate John H. Wilson; Engine Delegate Robert S. Welle. \$16 in ship's fund. No disputed OT. 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, Corpus Christi.

SEA-LAND VENTURE (Sea-Land), November 4—Chairman Charles Boyle; Secretary I. R. Llenos; Educational Director J. Atchison. Letter received from the Union Hall that beginning 1974 quarterly dues payments will be \$50. Posted on bulletin board. No disputed OT. Vote of thanks to the steward department for a job well done.

DELTA BRASIL (Delta Lines), November 4—Chairman Paul R. Turner; Secretary Thomas Liles, Jr.; Educational Director James C. Juvenal; Deck Delegate William A. Pittman; Engine Delegate John Prolenck; Steward Delegate Louis A. Gracia. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

WACOSTA (Sea-Land), November 4—Chairman Ronald J. Burton; Secretary Jose Ross. No disputed OT. An antenna is needed for the crews mess. Everything running smoothly.

OAKLAND (Sea-Land), November 4—Chairman Joe Sanfilippo; Secretary C. N. Johnson. \$23 in ship's fund. Some disputed OT in steward department. Vote of thanks to the steward department for a job well done.

INGER (Reynolds Metal), November 18—Chairman E. La Soya; Secretary H. K. Pierce; Educational Director M. Stover; Steward Delegate Walter Cutter. \$21.50 in ship's fund. Some disputed OT in deck, engine and steward departments. Vote of thanks to the steward department for a job well done. Next port, Corpus Christi.

SEA-LAND EXCHANGE (Sea-Land), November 10—Chairman, Recertified Bosun Calvin A. James; Secretary T. R. Goodman; Educational Director H. D. Jones. No disputed OT. Vote of thanks to Paul Gotay for operating the movie projector and to the steward department for a job well done.

SEATRAN PUERTO RICO (Hudson Waterways), November 11—Chairman Growder Story; Secretary D. G. Chafin; Educational Director Donald R. Pase; Engine Delegate Robert Moore; Deck Delegate Robert Delmont; Steward Delegate G. Grajalex. Three messmen making their first voyage after graduating from Piney Point. Observed one minute of silence in memory of our departed brothers. Next port Naples, Italy.

OVERSEAS ALASKA (Maritime Overseas), November 4—Chairman A. G. Alexander; Secretary J. W. White; Educational Director J. D. Tucker. No disputed OT. Vote of thanks to all on watch for keeping messhall clean. Observed one minute of silence in memory of our departed brothers.

SEA-LANDEXCHANGE (Sea-Land), November 25—Chairman, Recertified Bosun Calvin A. James; Secretary T. R. Goodman; Educational Director J. J. Eating; Engine Delegate Charles Wagner. Some disputed OT in engine department. Vote of thanks to the steward department for a fine Thanksgiving dinner.

PENN CHAMPION (Penn Shipping), November 18—Chairman B. Birmingham; Secretary L. Nicholas; Educational Director H. G. Sanford; Deck Delegate A. A. Hauke; Engine Delegate A. J. Bullard; Steward Delegate M. P. Cox. \$60 in ship's fund. No disputed OT. Everything running smoothly. Next port, Marcus Hook.

SEA-LAND FINANCE (Sea-Land), November 4—Chairman, Recertified Bosun Walter Nash; Secretary S. F. Schuyler; Educational Director S. Wala; Deck Delegate Derek Lamb; Engine Delegate Clifford Hall. \$9 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Next port, Yokohama.

SEA-LAND MARKET (Sea-Land), November 17—Chairman R. Funk; Secretary I. Buckley. No disputed OT. A suggestion was made and everyone agreed to donate \$1 to the ship's fund. A vote of thanks to the chief electrician and to others for showing the movies. Vote of thanks to the steward department for a job well done. Next port Elizabeth, N. J.

EAGLE TRAVELER (Sea Transport), November 18—Chairman Henry E. Jones; Secretary S. McDonald; Deck Delegate James V. McClintoc; Engine Delegate Ira J. White; Steward Delegate Louie E. Hudson. No disputed OT. All communications were posted. The crew would like to go on record as giving a special vote of thanks to the Captain for taking care of the crews interest while in Russia. Everything running smoothly. Next port Houston, Tex.

SHENANDOAH (Hudson Waterways), November 11—Chairman Grima; Secretary Fagan; Educational Director McLaughlin. \$3 in ship's fund. Some disputed OT in engine department. Everything running smoothly.

ERNA ELIZABETH (Hudson Waterways), November 18—Chairman Charles P. Johnsen; Secretary Vincent Sanchez, Jr.; Educational Director E. J. Blanchard. Some disputed OT in deck, engine and steward departments. Vote of thanks to steward department for a job well done.

TAMARA GULDEN (Transport Comm.), November 25—Chairman H. O. Leake; Secretary S. Hawkins; Educational Director Poulakis. \$18 in ship's fund. Some disputed OT in deck, engine and steward departments. The steward department expresses its thanks to all the crew for keeping the pantry, messhall and recreational areas neat and clean. Next port, Quebec.

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

WARRIOR
SAN FRANCISCO
PITTSBURGH
STONEWALL JACKSON
FALCON DUCHESS
LONG BEACH
NEWARK
TRANSPANAMA
MAYAGUEZ
TRANSCOLUMBIA
PANAMA
LA SALLE
OVERSEAS JOYCE
BROOKLYN
DEL GRO
MOUNT WASHINGTON
MOBILIAN
TRANSCOLORADO
DEL RIO
MARYMAR
ANCHORAGE
OGDEN YUKON



With Recertified Bosun Aboard

Sea-Land Resource Completes Her Maiden Voyage

The Sea-Land Resource, the eighth and final containership in the current S-L 7 series, was added to the fleet of SIU-contracted ships Dec. 13 as she completed her maiden voyage from Rotterdam, the Netherlands to Port Elizabeth, N.J., prior to joining five sister-ships in transpacific service.

Aboard the new Sea-Land Resource was Recertified Bosun "Chris" Christenberry who graduated Nov. 5 in the fourth class of the SIU's Bosuns Recertification Program.

Big Chris, 49, says he's "been going to sea 34 years." Sailing out of his native San Francisco, he joined the SIU in 1948 and participated in the Union's Cities Service organizing drive.

The smooth looking, 946-foot Sea-Land Resource was christened Sept. 29 in Rotterdam before being delivered Dec. 4 to a Seafarer crew there.

She has joined the first of the S-L 7s, the Sea-Land Galloway—put into service in October 1972—the Sea-Land Commerce, the Sea-Land Trade, the Sea-Land Exchange and the Sea-Land Finance, on the Far East run. The Sea-Land McLean and the Sea-Land Market are in North Atlantic service.

Seafarer Christenberry had said at Bosun Recertification Program graduation ceremonies: "... I am a believer in this program. It will make me a more effective SIU member, both at sea and ashore... I feel I will be a better and more effective member because now I know what our Union and our officials are doing for the membership..."

Chris further stressed the importance of the Bosuns Recertification Program in making him better able to carry out his duties as ship's chairman to represent his shipmates and protect their rights under the SIU Contract and Constitution.



The Sea-Land Resource tied up at her Port Elizabeth, N.J. dock Dec. 13 after completing maiden voyage from Rotterdam, the Netherlands.



At payoff Dec. 13 in Port Elizabeth, N.J., the Sea-Land Resource ship's committee, after completing her maiden voyage from Rotterdam, are l. to r. (seated): Ship's Chairman Recertified Bosun Richard A. "Chris" Christenberry; (standing) bearded Deck Delegate Ron Crain; (rear) Engine Delegate Ron Laner and bespectacled Secretary-Reporter J.P. Lomax; (front) smiling, capped Steward Delegate Phil Pron and (seated) SIU Patrolman Teddy Babkowski. The containership is now in transpacific service.



Seafarer C. Fernandez adjusts console dials in the Sea-Land Resource's engine room.

ASHORE



Baltimore

Honored guest at the Maritime Trades Department's Christmas party here Dec. 20 was former Congressman Edward A. Garmatz (D-Md.) who had chaired the House Merchant Marine and Fisheries Committee before his retirement.

Portland, Ore.

One of the two ships recently acquired by the SIU-contracted Waterman Steamship Co. from States Lines, the *Arthur Middleton* was crewed by Seafarers and sailed Jan. 2 from this port. The new name of the "sea racer" is the *George Walton*. She was formerly known as the *SS Illinois* and the *Middleton* had been named the *Arizona*. Both were docked at Swan Island.

Philadelphia

A crewmember of the IBU-manned tug *Venus* (Independent Towing) was the subject of a photograph in the Philadelphia Daily News Jan. 2. The tugman was seen on the prow of the vessel's deck with the photo entitled "Getting a Line on the New Year."

* * *

The crew of the new IBU-manned tug *Driver* (Interstate Oil) celebrated the completion of her maiden voyage from the Gulf of Mexico on Christmas by holding a party aboard the vessel.

Piney Point, Md.

The Harry Lundeberg School of Seamanship will be the scene of a national education conference called "Adult Education Works" Jan. 23-24. Some 200 U.S. educators are expected to attend the event. The school will also host a meeting of a dozen members of the National Academy of Science Jan. 30-31 on the use of the metric system by mariners.

Boston

Seafarer Dominick Di Santo has recovered from an operation in the Brighton Marine USPHS hospital here where he was a patient for a month. He wishes to thank his friends and shipmates who visited him. He's glad to be back on his feet again, especially since shipping has picked up considerably in this port.

San Juan, P. R.

Sea-Land Service has extended her container lines from here to the Caribbean islands of St. Kitts and Antigua in the British West Indies. Weekly service goes to the sugar port of Basseterre, St. Kitts—200 miles southeast of here. Farther southeast—about 75 miles—from St. Kitts, Sea-Land container vessels manned by Seafarers swallow the anchor at the sugar and cotton port of St. Johns.

Alpena, Mich.

Four coal and iron ore carriers of the SIU-contracted American Steamship Co. of Buffalo continue to visit this Upper Peninsula port on Thunder Bay. They will operate until the end of this month, weather permitting.

Kent, Wash.

Leon Thompson, a handicapped veteran, is seeking to learn the history of the libraries aboard luxury steamships—but hasn't had much luck so far. If any LOG readers have information on this subject which they could pass on to Leon, write to him at 1211 Chicago St., Kent, Wash. 98031.

St. Louis

Port Agent Leroy Jones remains in a wheelchair at Deaconess Hospital here after being hurt in November when a car crashed through the Union hall front window. Also hurt were IBU member Ronald Hicks, who has left the same hospital, and his wife, Anita, who remains a patient there.

IBU Restructures Union; Four Regions Now One

Delegates to the SIU-affiliated Inland Boatmen's Union fourth Quadrennial Convention on Nov. 29 in Washington, D.C. took several important actions in an effort to revitalize and strengthen the future of the IBU.

In a major step, the Convention, by virtue of Constitutional Amendment, eliminated the four region structure of the IBU. As a result, the former Atlantic Coast, Gulf Coast, Great Lakes Tug and Dredge, and Railway Marine Regions are now one strong unit, coming under the auspices of one Executive Board, consisting of the National Director, Secretary Treasurer, Area Directors and Assistant Area Directors.

Elected by the Convention to the newly formed posts were Paul Drozak, national director; Joe DiGiorgio, secretary treasurer; Frank Drozak, Atlantic coast area director; Lindsey Williams, Gulf coast area director; Byron Kelly, Great Lakes area director; Ed Pulver and Gordon Spencer, assistant Atlantic coast area directors; and Dave LeBaron, assistant Great Lakes area director. Ray Herold, who recently passed away had been serving as assistant gulf coast area director.

Copies of the new constitution are presently being printed, and every IBU member will soon be receiving one in the mail.

The restructuring of the union centralizes the organization's power, giving it the unity and strength required to increase membership, improve wages and working conditions and prevent raids on the union's jurisdiction.

The new structure will also enable the IBU to step up membership servicing, expand vital organizing activities and wield additional power on the legislative front in Washington, D.C.

National Director Paul Drozak noted that "the unification of the IBU will give us a stronger voice in effecting legislation beneficial to our own welfare and to the towing industry at large."

The Convention also endorsed a resolution passed at the SIU's 16th Biennial Convention, calling for the merger of the IBU of the A&G with the IBU of the Pacific sometime in the future.

The merger, subject to approval by the membership, would make the IBU the largest single maritime union in the United States.

Due to many increased costs to the union, and in order to have a more effective organization the Convention also passed an amendment raising dues and initiation fees.

Quarterly dues were increased from \$43 to \$50—and initiation fees from \$500 to \$600. The change went into effect Jan. 1, 1974.

UIW Gets New Constitution At Quadrennial Convention

As a result of actions taken at the SIU-affiliated United Industrial Workers of North America Convention on Nov. 28 in Washington, D.C., the UIW has been restructured, eliminating the former three region system and centralizing power under one Executive Board.

The Board will consist of the National Director, Secretary Treasurer, and Area and Assistant Area Directors.

Elected to these various union posts were Frank Drozak, national director; Joe DiGiorgio, secretary treasurer; Ralph Quinonez, Atlantic coast area director; Paul Drozak, Gulf coast area director; Bill Dobbins, Great Lakes area director; John Fay and Warren Leader, Atlantic coast assistant area directors, Abraham Almendarez, Gulf coast assistant area director, and Joe Huber, Great Lakes assistant area director.

In addition, one constitution will govern all UIW members now instead of the three regional constitutions previously utilized.

Each UIW member will receive a copy of the new constitution in the mail as soon as they are printed.

Some of the changes encompassed in the new constitution include matters covering membership, reinstatement, retirement, duties of officers and discipline.

The new structure enables the Union to better handle all problems which may arise in any area of the UIW.

The National Director now has the authority to assign his assistants to localities where their services are most necessary.

The new structure also opens a wider avenue for the UIW's organiz-

ing activities and legislative efforts in Congress. Success in these areas, for the UIW means increased wages, an increased membership, better working conditions and long term job security for the future.

The Union's organizational costs have skyrocketed over the past few years right along with the cost of living.

To meet these rising costs, dues and initiation fees, which have remained unchanged since 1966, were constitutionally raised.

Going into effect Jan. 1, 1974, monthly dues were increased from \$6 to \$8 per month and initiation fees from \$25 to \$75.

Claim Process

Always check to see that these items of information are included on your claim forms before you send them in to the Union:

- Your hospital's identification number on your hospital bill.
- Your doctor or surgeon's Social Security number on his bill to you.
- Sign your claim form before sending it in.

Seafarers are also reminded that copies of your marriage certificate, and copies of birth certificates for yourself and your dependents should also be on file with the Plans office.

Advise your beneficiaries and dependents that death certificate and funeral bills must be attached to death benefit claims.

Claims containing all of the necessary information are processed faster and help the SIU serve you better.



AT SEA



SS Pecos

One of the 13 SIU-manned Navy tankers, the *Pecos* (Hudson Waterways) paid off her crew in Norfolk, Va. Jan. 1. The vessel came from Aruba.

The *Pecos*, and the 12 other Navy tankers crewed by the SIU, mean more jobs for Seafarers. In order to insure job security, it is essential that all Seafarers remain aboard these ships until properly relieved.

SS Robert Toombs

Ship's secretary-reporter James R. Prestwood wrote from the port of Djibouti in the Gulf of Aden—entrance to the Red Sea—last month that the ship was to arrive in Karachi, Pakistan Jan. 16 and due to depart there Jan. 25.

SS Overseas Evelyn

Carrying crude from the Persian Gulf last month, this Maritime Overseas tanker had a Jan. 2 payoff in Portland, Me. Boston Port Agent Ed Riley and SIU Patrolman Jack Caffey visited the ship there to talk with the crew.

SS Shenandoah

On her way to Houston late last month, the Navy tanker *Shenandoah* (Hudson Waterways) discharged her cargo of oil taken on in Aruba to the Steuart Petroleum Co. in Piney Point, Md. After payoff the ship signed on five new crew members Christmas Eve. The Harry Lundeberg School of Seamanship graduates shipping out were James Burch, Robert Rose, Ronald Habada, John Vermoch and David Shaw.

SS Robert Toombs

Seafarer Robert Wagner's final wishes were carried out on a bright Sunday morning Nov. 11 when his ashes were scattered over a calm sea at latitude 30°47' S, longitude 50°52' W. Brother Wagner passed away at the age of 60 at the USPHS hospital on Staten Island. Captain R. R. Stanage conducted the final services which were attended by the entire ship's committee and other crewmembers. The ship's committee included J. Moss, ship's chairman; J. Prestwood, secretary-reporter; G. Roy, educational director; J. Blanchard, deck delegate; S. Marano, engine delegate, and D. Reynolds, steward delegate.

S.T. Thetis

All hands on the *S. T. Thetis* (Rye Marine), a tanker on the Russian wheat run, had gourmet Thanksgiving fare with a luncheon leading off and featuring an appetizer of Spring onions, a fish dish of Nova Scotia Salmon, consommé à la princess soup, an entree of Tom turkey with oyster dressing and giblet gravy plus a vegetable of asparagus spears with Hollandaise sauce. Eggnog and pumpkin pie were also featured. Chief Steward Stanislaw Kolasa and Chief Cook Marvin Deloatch had the menu printed and bound in an attractive folder.

It is through the SIU's political activities, made possible with donations to SPAD, that ships such as the *Thetis* are on the Russian wheat run. It was the SIU that fought Congress to insure that at least one-third of the ships on that run would be American.

SS Vantage Defender

Recertified Bosun Bill Kleimola, speaking for the entire crew of the *Vantage Defender*, expressed sincere thanks to the ship's steward department for making the crew's Thanksgiving a memorable one.

He especially cited Chief Steward John Pennell, Chief Cook Earl Grimes, Baker Bert Winfield and 3rd Cook Marty Martinson for their efforts.

The delicious Thanksgiving menu included fresh shrimp cocktail and assorted other appetizers; turkey, chicken, cornish hens and roast duckling; candied yams and corn on the cob, topped off with apple, mincemeat or pumpkin pie and strawberry shortcake.

The *Vantage Defender* is now on a run to Africa.



Captain John Edwards (second from right), standing in for Captain Richard Cahill, holds safety award presented to the *Warrior's* crew. The others present at the ceremonies are, from left; Samuel A. Clauss, safety director of the NSC; Chief Steward Eloris Tart; Radio Officer W. Ridout; Chief Engineer P. Braunz, and James J. Reynolds, president of AIMS.

Warrior Crew Presented '72 Annual Safety Award

In May 1972, the entire crew of the SIU-manned containership *Warrior* (Sea-Land) accomplished a valiant open sea rescue of 104 dangerously stranded persons who had been forced to abandon their fire-ravaged vessel, the Liberian-registered *Oriental Warrior*, 30 miles off the coast of Florida.

Late last year, the crew's brave actions were appropriately recognized.

The National Safety Council, in conjunction with the American Institute of Merchant Shipping, presented their yearly, prestigious safety award to the *Warrior's* entire crew.

The award was presented on the bridge of the *Warrior*, docked in the port of Baltimore, by James J. Reynolds, president of AIMS, and Samuel A. Clauss, safety director of the NSC.

SIU Chief Steward Eloris B. Tart, Radio Officer William Ridout, and Chief Engineer Peter Braunz—the only crewmembers still aboard who participated in the rescue operation—accepted the award for their shipmates.

Captain J. Edwards, present master of the *Warrior*, stood in at the ceremonies for Captain R. Cahill, who is now serving aboard another vessel.

Mr. Reynolds explained that this annual award is presented only after close review by an impartial consideration of all such rescues, or other noteworthy actions performed by an American merchant marine crew during the year.

"The effort that best reflects team-

work and cooperation in all departments—including the licensed and unlicensed personnel—wins the award," said the AIMS president, "and the skilled, unselfish actions of the entire *Warrior* crew was a superb example of this cooperation."

Reynolds especially cited Seafarer Eloris Tart, calling him "a credit to his vessel and to the U.S. merchant marine" for the fine care he and the steward department extended to the rescued passengers and crewmembers of the *Oriental Warrior*.

The AIMS president added that "every man who so willingly participated in this rescue, without regard to his own personal safety, is deserving of the highest praise."

"With this in mind it is an honor and pleasure to present this award on behalf of the entire crew of the American-flag ship *Warrior*," concluded Reynolds.

Although the rescue occurred well over a year ago, Chief Steward Tart had vivid memories of the 1972 event.

The 34-year SIU veteran said that the burning Liberian freighter painfully reminded him of the many ships he saw go down in flames in World War II. "There was no chance for rescue in those days," said Brother Tart.

When asked what he would do in case similar circumstances occurred again, he firmly replied, "I would do the exact same thing as the last time—just like any other Seafarer."

Delayed Benefits

The following active members and pensioners 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.

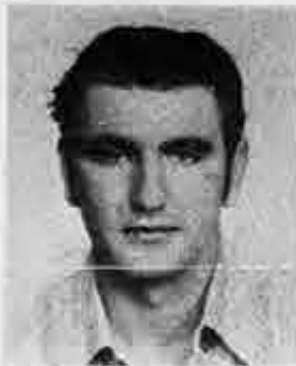
SEAFARERS WELFARE PLAN

Name	S.S. No.	District
John Conley	283-12-5935	UIW
Carl White	418-66-0781	A&G
Jose Rodriguez	071-40-2890	A&G
Montique Robinson	228-34-1595	UIW
Albert Bunting	229-54-6636	UIW
George Austin	424-03-5816	A&G
Walter Tollefsen	130-22-6678	UIW

Politics is Porkchops

Donate to SPAD





Carol
G.
Heick

Seafarer Carroll Heick graduated from the Lundeberg School in January, 1969 and returned to upgrade to able-seaman in 1971. He completed the "A" Seniority Upgrading Program in July, 1973 and stayed at the school to complete his high school education.

Seafarer Heick is the latest of the 17 SIU members who have achieved their diplomas through the SIU's education program.

He had this to say about the program: "I see a new importance for education today, and I understand better why our Union has such strong feelings about education. I'm not only talking about the high school program, but all of our educational programs which are designed not only to make us the best-qualified seamen in the world but also to give us a better understanding of our Union, our industry and the problems of the nation and the world."



John
F.
Barcroft

Seafarer John Barcroft joined the SIU in Baltimore in 1965 and now sails as able-seaman. He attended the deck department upgrading program at the Harry Lundeberg School in September, 1972 and went on to study for his high school diploma.

Seafarer Barcroft had this to say about the educational opportunities available to him and all members of the SIU: "I guess I took for granted all of the benefits that come with being a member of our Union, but I changed my ways when I saw the educational programs that our Union has developed in Piney Point. The SIU believes in the future, the future of the industry and the future of our Union. These kinds of programs will help to advance us as seamen and as individual persons."



Ursel
R.
Barber

Seafarer Ursel Barber graduated from the Harry Lundeberg School in 1968. He attended the Seniority Upgrading Program after securing his FOWT endorsement and returned to the school to achieve a QMED rating in December, 1972. While he was advancing his professional career, Seafarer Barber also realized his ambition to complete his high school education.

When he received his diploma after passing his examinations he said: "There are many educational opportunities at Piney Point which are available to every member of our Union. Whether you want to move up to higher ratings or broaden yourself through the academic program or the reading program everything is available here to give you that opportunity."



Dennis
Maupin

Seafarer Dennis Maupin who sails out of New York graduated from the Harry Lundeberg School in 1966 and achieved his high school diploma at the school in October, 1972. He advanced to his full-book through the "A" Seniority Program in 1971 and completed training at the Lundeberg Upgrading Center in 1972 for a QMED-any rating.

When he received his diploma Seafarer Maupin said: "There are many opportunities at the Lundeberg School for all Seafarers to gain a better knowledge and understanding of their profession, their Union and themselves. I for one am grateful for the chance I had to come here and learn."

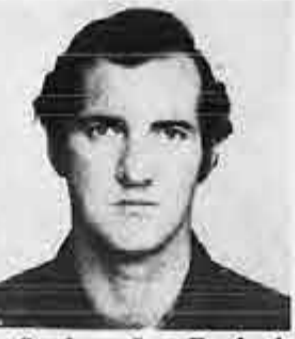


Thomas
E.
Minton

Seafarer Thomas Minton was one of the first Seafarers to achieve his high school diploma through the academic program at the Harry Lundeberg School in Piney Point. Minton, who had graduated from the school as a trainee in 1968, returned to upgrade to able-seaman in 1972.

After he completed his upgrading training and passed the Coast Guard examination for AB, Seafarer Minton decided to stay at the school to complete his high school education.

Minton, who had dropped out of high school in his senior year, said: "I just didn't see the need for going on at that time, but after talking with the instructors and teachers at the school I realized that achieving this diploma would mean much more to me than just a piece of paper. Accomplishing this would prove to myself that I was able to do it and it would give me the confidence to know that I could do much more."



Lee
R.
Burke

Seafarer Lee Burke joined the SIU in 1966 after completing training at the Harry Lundeberg School of Seamanship in New Orleans. He returned to the Union's Upgrading Center in Piney Point in 1973 to complete his advancement to QMED. He also attained his full book through the SIU "A" Seniority Upgrading Program.

While he was advancing his seafaring skills, Brother Burke decided to try to achieve something he had missed out on when he was younger—his high school diploma. After he succeeded he said: "I can't praise the efforts and dedication of our teachers and instructors in Piney Point too much. I needed a lot of help and everyone was more than willing to do everything they could to help me, both in getting my endorsements and in realizing my ambition to have a high school diploma."

17 Seafarers Earn High School Diplomas Through HLSS



Timothy
M.
Thomas

Seafarer Timothy Thomas graduated from the Harry Lundeberg School in January, 1971 and completed both his upgrading to able-seaman and the "A" Seniority Upgrading Program in 1973.

While he was upgrading his seafaring skills, Brother Thomas who comes from Dayton, Ohio, decided to make another effort to achieve a high school diploma and he succeeded.

Seafarer Thomas dropped out of school after completing the 10th grade. When he achieved his diploma he said: "The opportunities at our school here in Piney Point are unbelievable. Whether it's vocational training or academic studies it's all here. All you have to have is the desire to learn."



Willard
M.
Verzone

Seafarer Willard Verzone graduated from the Harry Lundeberg School in 1968 and returned in 1972 to the SIU Upgrading Center where he completed training for QMED-any rating in February, 1973. After he had completed his upgrading, he stayed at the school to achieve a high school diploma.

Seafarer Verzone, who lives in Mobile, Ala., said when he was awarded his diploma: "This means very much to me. I felt that I never had a chance before but because the teaching staff here gave me the encouragement and help I was able to go all the way and get my diploma."



Edward
R.
Williams

Seafarer Edward Williams graduated from the Lundeberg School in Piney Point in February, 1971 and now sails out of the port of New York. He began his upgrading by securing his FOWT endorsement the next year and has continued his professional advancement at the SIU Upgrading Center to achieve a QMED rating.

Last year, while he was preparing for his QMED endorsements, he decided to try again to get his high school diploma. Like 17 other Seafarers who wanted to accomplish the high school education they had missed, Seafarer Williams succeeded.

After he received his diploma from the Lundeberg School, he said: "All of the educational opportunities at our school in Piney Point are something that our membership should know about and should take advantage of. Everyone on the staff of the Lundeberg School goes out of their way to make sure that you make it—whether it's getting your endorsements or improving your reading or getting your diploma."



Individualized instruction by competent and dedicated teachers is the key to the success of the Lundeberg School's GED program, and is the reason that all 17 Seafarers who have taken advantage of the program have passed and achieved their high school diplomas. Here, teachers Claudia Gondolf and Stephanie Bush work with Seafarers Caldwell Sabb, Lee Burke and Timothy Thomas.

High School Program Available To All SIU, IBU Members

Seventeen Seafarers, ranging in age from 19 to 42, have achieved high school diplomas through the academic program of the Harry Lundeberg School in Piney Point.

With their achievements, these Seafarers earned more than a diploma. Their accomplishments gave them a sense of pride—a goal they had set for themselves was reached.

The motivations for earning a high school diploma are varied. To some men a high school diploma offers job security—it's their "ace in the hole." Other Seafarers take advantage of the study program to develop reading, math and science skills which will help them in their career advancement programs.

The more mature Seafarer seeks a high school diploma for still other reasons. Many of them were denied the opportunity to complete their education because they had to go to work to help support their families or because the public school systems were insensitive to their individual learning problems.

But now, through the Lundeberg School's academic program, they can earn their diploma in six to eight weeks and they will graduate—not only with a high school diploma—but also with the satisfaction of achieving a goal that was denied them.

Seafarers in the various career advancement programs at the Lundeberg Upgrading Center have found that the academic courses have helped to prepare them for their upgrading courses and the Coast Guard examinations. The reading teachers and the vocational staff work closely together and have developed vocabulary and reading skills programs which are directly related to the vocational study programs. The academic department has also added an additional math teacher and has developed a mathematics study program directly related to the vocational upgrading programs.

All of the high school courses are geared to the needs of Seafarers. Vocabulary, sentence structure, and critical reading and study skills are valuable tools in preparing for Coast Guard examinations to higher ratings in the deck and engine departments for both SIU and IBU members.

An understanding of our government and its structure which is stressed in the social studies class gives Seafarers a clearer insight into the importance of political action through SPAD to preserve the job security of our members.

All of the academic courses—math, science, social studies, English, reading and study skills—are tailored to the individual needs of each student and classes are small enough to allow teachers to work closely with each student. And, the courses in math and science are relevant to the vocational study programs, particularly to those Seafarers who are preparing for electrician, machinist and QMED ratings.

Whatever the motivations are, every Seafarer or IBU member who accepts the challenge of striving for and achieving a high school diploma reaps the benefit of self-confidence and a realization that other goals can also be achieved. Beyond this there is also the personal enrichment that comes from better reading comprehension skills and a better understanding of the world in which we live.

The Lundeberg School's high school equivalency program is available to all SIU and IBU members who meet the following eligibility requirements: one year's seetime; be a member in good standing with all obligations paid to date; and meet the qualification scores on the GED (General Educational Development) pre-test.

GED pre-tests are available in all SIU and IBU Union halls, or may be obtained by writing to the Harry Lundeberg School, Piney Point, Md. 20674.

Room and board, and all study materials, are provided for all members who take advantage of this program. The length of the study program is six to eight weeks depending on the ability of the individual student. Certified teachers and reading specialists conduct classes Monday through Friday and are available for individual tutoring.

John
J.
Ashley



Seafarer John Ashley achieved his high school diploma through the Lundeberg School's academic program in April, 1973 after completing all of his endorsements for QMED-any rating at the SIU Upgrading Center in Piney Point.

Seafarer Ashley who sails out of the port of New York also participated in the SIU Education Conference in Piney Point in 1971. He joined the Union in New York in 1964. Seafarer Ashley—proving that you are never too old to learn—achieved both his high school diploma and his QMED rating at the age of 42.

After receiving his diploma, he said: "This is something that I have always wanted. I never had a chance to finish high school when I was younger and the opportunity to get my diploma that was offered to me through our Union upgrading program was just what I needed to realize my ambition."

Allen
E.
Spell



Seafarer Allen Spell graduated from the Harry Lundeberg School in 1969. He now sails as FOWT out of New Orleans and achieved his full book through the "A" Seniority Upgrading Program in 1972.

Seafarer Spell went to the Lundeberg School in 1973 to "achieve my ambition to have a high school diploma."

When he realized his goal he said: "I really wanted to complete my high school education and the opportunity that I read about at the Harry Lundeberg School was just what I needed. I think I will be a better Seafarer and a better person because I made this achievement. All of the teachers at the school were very helpful and gave me all the guidance I needed to complete the course."

Keith
T.
Williams



Seafarer Keith Williams graduated from the Harry Lundeberg School in March, 1970 and completed training for his FOWT endorsement in December, 1970.

He returned to the school in 1972 to prepare for his GED examinations and became the second Seafarer in the new SIU program to achieve his high school diploma.

Following his graduation, Seafarer Williams said: "This program has opened up a whole new horizon of opportunities for me. I would urge all of our members to take advantage of the many educational programs that are available to us at Piney Point."

Stephen
A.
Jones



Seafarer Stephen Jones joined the SIU after completing the training program at the Lundeberg School in February, 1969. He began his upgrading in December, 1969 when he secured his FOWT endorsement. In November, 1970 he attended the SIU Education Conference and the following month he earned his full book through the SIU "A" Seniority Upgrading Program.

He returned to the Lundeberg School last year to study for his high school diploma. After he had achieved his high school diploma, he said: "I'm grateful for the opportunities I have had to advance myself as a seaman, as a member of my Union, and in getting my diploma. I don't know if others realize the opportunities we have at Piney Point, but if they don't they should come down and see for themselves."

Richard
A.
Ransom



Seafarer Richard Ransom graduated from the Harry Lundeberg School in 1968 and returned in 1970 to the school's Upgrading Center to attain his able-seaman endorsement. He has also achieved his full book through the SIU's "A" Seniority Upgrading Program and attended the SIU Education Conference in August 1971.

Seafarer Ransom, who sails out of the port of New Orleans, returned to the school last year to study for his high school diploma. He said: "The teachers here in Piney Point go all out to help you. All you need is the desire to advance yourself and our school in Piney Point has the staff to make sure you succeed."

James
R.
Bennett,
Jr.



Seafarer James Bennett was the first SIU member to achieve a high school diploma through the Harry Lundeberg School's GED program. He completed his studies, passed the Maryland State GED examinations and received his diploma in August, 1972.

Seafarer Bennett joined the SIU in 1969 and spent two years in the Navy before returning to continue his career as a professional seaman. His teachers at Piney Point remember him as "a good student with a good attitude and healthy outlook on life."

When he completed his studies and received his diploma, Seafarer Bennett said: "The kind of educational programs we have at Piney Point not only will make certain that we will continue to have the best-trained seamen anywhere, but also gives all of our members the opportunity to advance themselves individually. I hope that as many of our members as possible will take advantage of these programs because we have the best educational opportunities available here in Piney Point."

Dyrell
F.
Davis



Seafarer Dyrell Davis completed the GED program at the Harry Lundeberg School in October, 1972. He is a 1969 graduate of the school and completed his upgrading to able-seaman just prior to entering the academic study program. He is now serving with the U.S. Army but plans to return to the sea when his tour of duty is completed.

Seafarer Davis' teachers remember him as being "quiet but determined." After his graduation, he said: "Getting my diploma is something I wanted very badly. It's a lot different here and made it easier for me to succeed. All of the teachers took a real interest in me as a person and when people do that it encourages you to work harder."

Caldwell
Sabb



Seafarer Caldwell Sabb completed training at the Harry Lundeberg School in August, 1970 and returned to the school in 1973 to advance to QMED in January. He returned to the school in July to participate in the "A" Seniority Upgrading Program, and during this time he also achieved his high school diploma.

When he had realized his goal, Seafarer Sabb said: "Getting my high school diploma was a goal that I always wanted to achieve. I had to drop out of school before and I always felt that I was missing something. Now that I have succeeded, I have a new confidence in myself."

Requirements: GED Program

The Lundeberg High School Program in Piney Point is available to all Seafarers—regardless of age—and offers them the opportunity to achieve a fully-recognized high school diploma in six to eight weeks.

Seafarers who are interested in taking advantage of this opportunity to continue their education can apply in two ways:

- Go to the SIU office in any port where you will be given a GED Pre-Test. The test will be sent to the Lundeberg School for grading and evaluation.

- Or, write directly to the Harry Lundeberg School, Piney Point, Maryland 20674. A test booklet will be sent to your home or your ship. Complete the tests and mail both the test booklet and answer sheet to the Lundeberg School.

Following are the eligibility requirements for the High School Program:

- One year's seetime.
- Initiation fees must be paid in full and all other obligations such as dues and loans must also be paid in full.
- You must receive a satisfactory score on the Pre-Test.



NMC Working Together For Common Interests

The National Maritime Council, set up in 1971 under the authority of the Maritime Administration, is a unique coalition of maritime labor, maritime management and government working side by side to help solve problems within the industry.

The SIU has vigorously worked to make the NMC a successful and viable organization.

The ultimate goal of the Council is the development of a strong, competitive, modern American merchant fleet capable of the finest, dependable uninterrupted service for the American shipper.

To achieve this goal, the Council has generated wide-ranging, aggressive cargo promotion programs—which stress the cooperative approach—designed to attract and hold the support of American shippers.

The Council's work manifests a new and growing unity in the maritime industry as well as an increased willingness on the part of all concerned to work together for the common good.

The NMC provides a means of regular, frequent communication between maritime industry segments, as well as providing communication and information to importers and exporters in an effort to acquaint them with the industry's new programs, and to open an additional channel through which the shippers' views can be heard by the industry.

The NMC sends dedicated teams—which often include SIU Representatives—to the offices of leading shippers throughout the country to explain the need and benefits of shipping American.

Among the points stressed at these meetings are:

- That 71 cents of every dollar spent in shipping on American flag ships remains in this country, making an important contribution to the national balance

of payments and to the national economy;

- That this nation's tough safety laws serve to better protect their cargoes while in transit;

- The American merchant marine's higher manning scales and the efficiency of American ships and their crews, and

- That the American merchant marine is a vital link in our national security.

Speaking at a recent National Maritime Council dinner, Secretary of Labor Peter J. Brennan praised the Council's efforts, noting that the NMC "is just one more evidence that the old hostilities between labor and management, the old suspicions, the old fears, are being subdued. All parties are beginning to see clearly that there is more to gain by cooperation than by conflict."

At the SIUNA's 16th Biennial Convention in November, Helen Delich Bentley, chairman of the Federal Maritime Commission, said that "our future success in the maritime industry depends in large measure on the development and implementation of aggressive marketing programs," and that the National Maritime Council is "leading the way" in this field.

Also speaking at the November Convention, Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell stressed the importance of the NMC.

He noted that "greater shipper patronage is vital to our maritime program. New ships, no matter how efficient they are, cannot compete effectively if they sail half full."

The SIU has given strong support to the National Maritime Council and will continue to do so in the future in order to build and strengthen the American merchant marine.

Letters to the Editor



HISTORIC PRESERVATION

Must Rebuild Home

I am a resident of a small town in the Philippines. On Oct. 15, my home, as well as most of the homes in the town, were completely destroyed by a tremendous typhoon.

I am sincerely grateful to the SIU for sending my pension check on time every month. The checks are more important to me now than ever because I must rebuild my home.

Fraternally,
Gervacio Vintuan
Philippine Islands

Early Check Appreciated

I just recently retired and on Dec. 20 I received my first pension check for the months of November and December. I was pleasantly surprised to also find my check for the month of January. The early delivery came in very handy for my Christmas shopping.

Through the years, I have had great pleasure sailing with the SIU. I met some wonderful Brother crewmen, and will never forget or regret being an SIU man.

Sincerely,
James C. Flanagan
F 108

Pensioner Thanks SIU

I wish to take this opportunity to thank the Seafarers Welfare & Pension Plans for their consideration in reimbursing me for my new hearing aid through their pensioner "Special Equipment" program.

It was a great help to me and I wish to say that it is a wonderful feeling to know that pensioners are not forgotten. Thank you again.

Fraternally,
William E. Lake
Roxbury, Mass.

Payments Are Quick

As the wife of a long time member of the Union, James J. Boland, Bosun, I'd like to thank the SIU for the helpful and immediate payments to my doctors and the hospital via the Health and Welfare Plan.

You are first class!

Thanking you again,

Sincerely,
Mrs. Judith Ann Boland

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SEAFARERS LOG

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

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DISPATCHERS REPORT

SHIPS				DECK				REMARKS
COMP	TYPE	RUN	DIST					
1	ARIZPA							
2	PORTLAND							
3	AFDUNDRIA							
4	HOUSTON							
5	SAN FRANCISCO							
6	NEW ORLEANS							
7	NEWARK							
8	ANCHORAGE							
9	TRANS HAWAII							
10	MOHAWK							
11	IBERVILLE							

DECEMBER 1-31, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	4	8	4	4	7	5
New York	26	93	67	21	0	154	30
Philadelphia	21	10	10	3	0	23	17
Baltimore	41	16	29	14	2	63	20
Norfolk	14	4	6	7	1	18	6
Jacksonville	32	9	29	7	1	47	6
Tampa	11	2	4	0	0	7	2
Mobile	31	8	9	6	0	50	8
New Orleans	63	22	39	8	2	130	25
Houston	102	18	102	19	7	31	29
Wilmington	24	18	14	18	0	29	22
San Francisco	67	20	51	13	1	106	31
Seattle	33	22	42	29	0	26	15
Totals	470	246	410	149	18	691	216

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	4	8	3	4	2	4
New York	54	82	38	83	0	122	62
Philadelphia	12	13	5	3	0	17	13
Baltimore	26	18	26	24	1	46	16
Norfolk	5	6	4	3	2	14	11
Jacksonville	17	14	15	11	3	23	12
Tampa	8	3	1	2	1	1	1
Mobile	27	11	8	9	0	41	12
New Orleans	54	22	39	15	0	114	36
Houston	58	28	47	22	3	44	61
Wilmington	10	9	13	16	0	11	11
San Francisco	59	27	51	37	1	66	42
Seattle	18	16	20	27	0	18	13
Totals	354	253	275	255	15	519	294

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	3	3	2	5	3	2
New York	34	13	28	14	53	95	108
Philadelphia	7	3	3	2	1	13	6
Baltimore	25	8	17	6	4	37	15
Norfolk	1	3	3	2	5	11	5
Jacksonville	14	8	12	2	1	20	10
Tampa	7	1	2	0	0	1	0
Mobile	18	0	6	0	0	47	1
New Orleans	36	3	21	1	0	70	7
Houston	40	10	32	2	0	34	29
Wilmington	12	10	9	9	0	16	5
San Francisco	38	15	19	8	0	71	24
Seattle	21	12	21	21	0	9	4
Totals	256	89	176	69	69	427	332
Total All Depts.	1,080	588	861	473	102	1,637	842

By looking at the above shipping figures, Seafarers can clearly see the true strength of their job security. These numbers show that SIU members can feel confident that jobs will be available for them to fill. During the period of Dec. 1-31, 1973, of the 1,436 jobs shipped, 861 were filled by Class "A" Seniority full book members. Therefore, there were 575 permanent jobs available to Class "A" Seniority full book members not taken by them.

Attention All Seafarers

A number of official SIU dues receipt books have been reported missing or stolen from the warehouse in Brooklyn, N.Y. following delivery by the printer.

All members are cautioned not to pay any Union obligations to anyone other than a patrolman or other Union representative carrying the proper credentials.

Missing receipts can be identified as being in the following series of numbers: J-21,001 to J-24,000 and J-108,001 to J-110,000.

A Seafarer approached by anyone with these receipt numbers should immediately report the incident to the nearest SIU port agent.



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.



Lundeberg Upgrading Center



SIU-A and G

Deck Department Upgrading

Quartermaster

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

Engine Upgrading

FOWT—(who has only a wiper endorsement)

1. Must be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/50—20/30, and have normal color vision.)
2. Have 6 months seetime as wiper or be a graduate of HLS at Piney Point and have 3 months seetime as wiper.

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

1. No requirements.

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

1. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/50—20/30 and have normal color vision.)
2. Have 6 months seetime in engine department as wiper.

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

1. No requirements.

QMED—any rating

1. Must have or successfully passed examinations for FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, and Deck Engine Mechanic.
2. Must show evidence of seetime of at least 6 months in any one or a combination of the following ratings: FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, or Deck Engine Mechanic.

Welding

1. Must hold endorsement as QMED—any rating.

Steward Upgrading

1. Assistant Cook Training Program Requirements:

- A. 12 months seetime, in any Steward Department Entry Rating.
- B. 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 3 months seetime.

2. Cook and Baker Training Program Requirements:

- A. 12 months seetime as Third Cook or;
- B. 24 months seetime in Steward Department, 6 months of which must be as Third Cook and Assistant Cook or;
- C. 6 months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

3. Chief Cook's Training Program Requirements:

- A. 12 months seetime as Cook and Baker or;
- B. Three years seetime in Steward Department, 6 months of which must be as Third Cook or Assistant Cook and 6 months as Cook and Baker or;
- C. 6 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
- D. 12 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

4. Chief Steward Training Program Requirements:

- A. 3 years seetime in ratings above that of Third Cook and hold an "A" seniority in the union or;
- B. 6 months seetime as Third Cook or Assistant Cook, 6 months as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second

Cook and Baker and Chief Cook Training Courses at the Lundeberg School or;

- C. 12 months seetime as Third Cook or Assistant Cook, 6 months seetime as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training programs.
- D. 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker and 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

IBU Upgrading

Tankerman

1. Must be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/50—20/30 and have normal color vision.)
2. All candidates must have a letter from the company for whom they have worked certifying their ability to handle the various types of fuels that they wish certification for.

Master/Mate

(Uninspected vessels not over 300 gross tons upon oceans.)

Master—Must have 4 years at sea on deck—one year as licensed mate.

Mate—Must have 3 years at sea on deck.

1. Must be a U.S. Citizen.
2. Must have a letter from company stating experience, type of vessel, registered number, etc., to meet U.S. Coast Guard requirements.

1st Class Pilot on vessel not over 300 gross tons

1. Must be 21 years of age.
2. Must be a U.S. Citizen.
3. Must have 3 years seetime as AB or equivalent with a minimum of 20 round trips over the route applied for within the past 5 years.

Towboat Operator

Original License

1. Must be 21 years of age.
2. Must have 3 years seetime on deck of vessel over 26 feet.
3. Must have 1 year seetime of the three years on towing vessel including training or duty in wheel house.
4. Must have 90 days service in geographical area applied for.

2nd Class Operator

1. Must be 19 years of age.
2. Must have 18 months at sea on a towing vessel including duty or training in the wheel house.
3. Must have 90 days seetime in geographical area applied for.

Original License/2nd Class Operator

1. Must pass physical examination and eye examination of at least 20/100 in both eyes, corrected to a least 20/20 in one eye, and 20/40 in the other eye.
2. Must have normal color vision.
3. Must be a U.S. citizen.

Radar Observer

1. All candidates must hold a valid deck license.

SIU and IBU Upgrading

Able-Seaman

Able-Seaman—12 months—any waters

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

Able Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

Upgrading Class Schedule

- January 24 —Lifeboat, QMED, Quartermaster, Welding, and all Steward Dept. Ratings
- February 7 —Lifeboat, QMED, FOWT, Tankerman, and all Steward Dept. Ratings
- February 21 —Lifeboat, QMED, Able Seaman, Welding and all Steward Dept. Ratings
- March 7 —Lifeboat, QMED, FOWT, Tankerman and all Steward Dept. Ratings
- March 21 —Lifeboat, QMED, Quartermaster, Welding, and all Steward Dept. Ratings
- April 4 —Lifeboat, QMED, Quartermaster, Welding and all Steward Dept. Ratings
- April 18 —Lifeboat, QMED, Able Seaman, Welding and all Steward Dept. Ratings

IBU Director Appointed To Coast Guard Committee

National Director of the Inland Boatmen's Union Paul Drozak, who is also an SIU vice-president, was recently appointed to the U.S. Coast Guard's Towing Industry Advisory Committee.

This is the first time in the 30-year history of the Towing Committee that a representative of the maritime labor movement has been appointed to this advisory position.

The appointment was made by Admiral Bender, commandant of the U.S. Coast Guard.

Drozak will serve a two-year term along with 29 other committee appointees, representing a large number of towing companies.

The IBU National Director noted that the appointment to the Committee "is an excellent opportunity for the Inland Boatmen's Union to become more deeply involved in the regulatory matters that affect our membership and the towing industry. This is a tribute to our organization."

Drozak also remarked that "the U.S. Coast Guard, like other governmental agencies, knows that the Inland Boatmen's Union is cooperative and

responsible and will lend its strength and influence toward achieving the goals of the Committee."

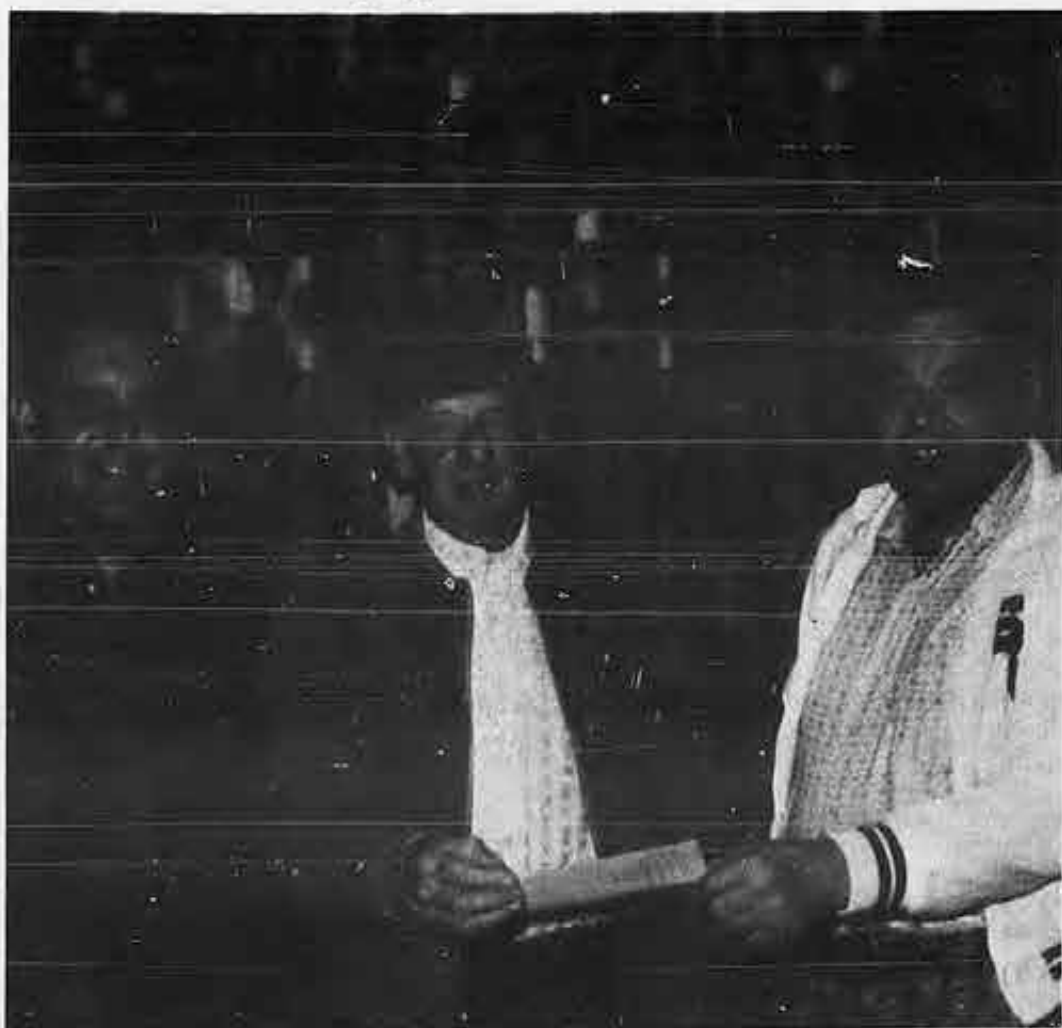
The Committee serves as consultant to the U.S. Coast Guard on many important matters affecting the towing industry—and provides advice on the safe operation of towing vessels and their tows on the ocean, coastwise, and on the inland waterways system.

Drozak noted that the IBU "shares with the Committee a desire to promote safety and prosperity for the towing industry."

At the Committee's most recent meeting, held Dec. 13 in Washington, D.C., topics discussed included the licensing and education of tow vessel workers; the Ports and Waterways Safety Act, which covers vessel traffic systems, tow size and powering; the Occupational Safety and Health Act; aids to navigation; inspection of and communications on the bridge, and environmental protection.

Drozak also serves on several working subcommittees of the group, covering personnel, manning scales, oil pollution and bridges.

To Enjoy the Good Life



IBU pensioner William R. Lewis, Jr. (center) accepts his first pension check last month from Representative Steve Papuchis (right) while McAllister Brothers' shop steward Fred Borentz looks on in the Norfolk Union Hall.

Available to IBU Members

Towboat Operator Course Developed at Piney Point

The Inland Boatmen's Union together with the staff of the Harry Lundeberg School in Piney Point has developed a course for original towboat operator's license.

The new program which is designed for IBU members who do not qualify under the grandfather clause of the Coast Guard's licensing regulations, will require candidates for licenses to take the full examination.

The first towboat operators course, which is a part of the Union's continuing educational development, began Jan. 7. In a letter to all IBU-contracted fleet owners, IBU National Director Paul Drozak urged company officials to encourage eligible employees to take advantage of the training opportunity and said:

"It is through this type of joint co-

operation that we will solve our manpower problems and develop even better skilled workers for your fleets."

The IBU and the Lundeberg School have already developed training programs which are now in effect for young men beginning their careers and for experienced towboat and tug men.

The new course being offered at the Lundeberg School is for both original towboat operator's license and second-class operator. The length of the course will be from three to eight weeks depending upon the type of license and the individual's ability to prepare for the examinations.

The towboat operator's curriculum will cover five types of licenses—western rivers, inland, Great Lakes, oceans (not more than 200 miles offshore), and oceans.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Check program for which you are applying: SIU-A&G IBU

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

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

A&G—DEEP SEA

- | | | |
|----------------------------------------|--------------------------------------|--------------------------------------|
| 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 |

IBU—INLAND WATERWAYS

TOWBOAT

- | | |
|-------------------------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> River-Operator | <input type="checkbox"/> Radar Observer |
| <input type="checkbox"/> Inland Waterway-Operator | <input type="checkbox"/> Mate |
| <input type="checkbox"/> Ocean-Operator (not more than 200 miles) | <input type="checkbox"/> Master |
| <input type="checkbox"/> Ocean-Operator (over 200 miles) | <input type="checkbox"/> Pilot |
| | <input type="checkbox"/> Tankerman |

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

SHIP OR TUG	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

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



Keith E. Sisk

Seafarer Keith Sisk, who graduated from the Harry Lundeberg School in 1967, now sails out of the port of Norfolk as able-seaman.

This program has answered all my questions about our Union as well as the fast-changing conditions of the maritime industry. It was enlightening to see all of our headquarters operations first-hand and I realize better now that our Union is moving ahead.

I hope now to be a better Union member and to hold down my responsibilities as a full member of the SIU.



Louis H. Ludeman

Seafarer Louis Ludeman, who sails out of the port of New York, graduated from the Harry Lundeberg School in 1969 and now ships as able-seaman.

I did not know a great deal about our Union when I first started sailing but since I've gone through this Seniority Upgrading Program I learned a lot about how our Union operates.

One very important thing I learned was the importance of the work we are doing in Washington to make sure that we have the friends who can help us in our fight for jobs and job security. That's why we all have to support SPAD. If it wasn't for that we would be in bad shape today.



Robert M. Thomas, Jr.

Seafarer Robert M. Thomas, Jr. has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1968. He now sails as fireman-watertender out of the port of Norfolk.

I have been a member of the SIU for nearly six years and I have seen the opportunities available to all of our members to advance themselves to higher ratings. I have upgraded myself and I am going to continue to move to higher ratings through our Union's Upgrading Center.

I have learned a great deal during my stay at Piney Point and at Union headquarters, and I know I am a better seaman and a better SIU member because of this opportunity.

New 'A' Book Members

Seven More Seafarers Achieve Full Books

Seven more Seafarers achieved full books through the SIU "A" Seniority Upgrading Program and took the oath of obligation at the general membership meeting in New York this month. This brings to 67 the number of Seafarers who have attained their full books since the upgrading program was established last year.

The Seniority Upgrading Program was set up to continue the SIU's tradition of supplying the best trained and most highly qualified seamen in all departments for American-flag ships. The curriculum contains a broad range of subjects designed to acquaint the upgraders with the innovations in the new ships that are coming off the ways as the result of the Merchant Marine Act of 1970, and to prepare them for their responsibilities as full members and their role as the future of our Union.

On this page the seven new "A" Seniority Upgraders tell in their own words what the program has meant to them.



Martin J. McAndrew

Seafarer Martin McAndrew joined the SIU after graduating from the Lundeberg School in Piney Point in 1969. He now sails as fireman-waterman-oiler after completing upgrading at the school in 1970. He now ships out of San Francisco.

Attending this program has been an educational experience for me and I have a much better understanding now of our Union and the problems of the maritime industry.

I learned a great deal and I am a better informed member because of this opportunity. Not only did I get a chance to attend the firefighting school, but I also learned a great deal about the new types of ships that we will be sailing aboard.



Timothy J. Bolen

Seafarer Timothy Bolen went to the Harry Lundeberg School on the recommendation of his father, Seafarer James Bolen. He graduated in 1971 and later attended the Upgrading Center for his able-seaman endorsement. Seafarer Bolen ships out of the port of Seattle.

This program has been an enlightening experience for me, and I understand better now that my Union is working with me and for me. In Washington I saw the powerful political arm of our Union which we could not do without, and I learned the importance of our participating through our support of SPAD.

During my stay at headquarters I learned that many of the things we take for granted are really the result of a lot of hard work by our officials and the staff there. I truly believe that a Union is only as good as its membership and because we have a Union that works we must have one hell of a good membership.



John Miranda

Seafarer John Miranda graduated from the Harry Lundeberg School in May, 1971 and completed his upgrading to fireman-watertender in April, 1973. He now sails out of New York.

Our educational facilities at Piney Point are proof of just how far our Union has come. Here is a place where all of our members, the young ones and the older members, can come to upgrade to better jobs and to qualify for the new ships that are coming out.

Through this program I now have a better understanding of the fact that we have to be active in politics because of the nature of our industry, and that we must all participate through our support of SPAD.



Stephen R. Garay

Seafarer Stephen Garay, who sails as able-seaman out of the port of San Francisco, graduated from the Harry Lundeberg School in January, 1972 where his instructors rated him as an outstanding student.

It has been an educational experience for me to see first-hand the workings of our Union and the advancement opportunities at Piney Point. All of my questions were answered honestly and clearly.

Belonging to the SIU is my life and I am proud to be a part of such a concerned organization. We must all stick together and contribute to SPAD for there are many who would like to see us fall.

**Politics is Porkchops
Donate to SPAD**

"A" Seniority Program Is Expanded by SIU

The SIU's "A" Seniority upgrading program has been expanded to provide more Seafarers with the opportunity to achieve full books through the four-week program.

In an action last month, the Seafarers Appeals Board amended the eligibility requirements—which previously limited the program to graduates of the Lundeberg School's entry-rating program—to include Seafarers who successfully complete the advanced course of training at the school.

The new eligibility requirements read as follows:

"Possession of a certificate of satisfactory completion of the HLSS entry rating training program and a minimum of twelve (12) months of seetime with any of the companies listed in

Appendix "A" of the collective bargaining agreements, or

"Possession of a certificate of satisfactory completion of the advanced course of training then being offered by the HLSS for the department in which such seamen regularly ship and has a minimum of thirty-six (36) months of seetime with any of the companies listed in Appendix "A" of the collective bargaining agreements."

The program has been expanded to provide the necessary numbers of highly qualified Seafarers to man the new ships being built for SIU-contracted companies.

Speaking at the August 1972 membership meeting at Union headquarters when the Seniority Upgrading and

Bosuns Recertification programs were instituted by the membership, SIU Vice President Frank Drozak said:

"If the SIU is to maintain its hard earned position we must prepare now to meet the challenge these new vessels will soon present—a challenge faced by both the maritime industry as a whole and by the Seafarer as an individual.

"It is my feeling that one of the finest tools we have to help meet this challenge is our Seniority Upgrading Program."

Facilities are available at the Harry Lundeberg School to enable 15 Seafarers to begin upgrading classes each month. Broad curriculums have been developed by the Lundeberg staff for Seafarers in all three departments.



Antonio R. Colon, 59, joined the SIU in 1945 in the port of New York sailing in the steward department. Brother Colon is a native of Puerto Rico where he lives with his wife, Aurelia in Puerto Nuevo.



George Djian, 57, joined the Union in 1945 in the port of New York sailing in the steward department. Born in Oran, Algeria, Brother Djian resides in Freehold, N.J. with his wife Esther. He is an Army veteran.



Thomas R. Golden, 65, joined the IBU in Port Arthur, Tex. in 1963 sailing as a cook for the Sabine Towing Co. from 1942 to 1973. Brother Golden is a native of Hillsboro, Tex., and resides in Groves, Tex. with his wife, Margaret.



Clinton J. Murray, 65, joined the SIU in the port of Seattle in 1956 sailing in the deck department as a bosun. Brother Murray was born in California and presently resides in Seattle.



Chester E. Lee, 65, joined the IBU in the port of Mobile in 1956 and sailed in the engine department. Brother Lee is a native of Alabama and resides in Mobile with his wife, Georgiana.



Frank A. Gages, 57, joined the SIU in 1942 in the port of New York and sailed as an AB in the deck department. Brother Gages was born in Worcester, Mass., and now resides in Queens, N.Y. with his wife, Helen.



Gervacio Vinluan, Sr., 66, joined the SIU in 1947 in the port of New York sailing in the steward department. Born in the Philippines, Brother Vinluan resides in Binalonan, Pangasinan, P.I., with his wife Alejandra. He is a Navy veteran of World War II.

New SIU Pensioners



Kosta Hatgimisios, 53, joined the Union in 1939 in the port of Providence, R.I., and sailed as a cook in the steward department. Brother Hatgimisios is a native of Norwich, Conn. and now lives with his wife, Concetta in Philadelphia. He attended an SIU Educational Conference at Piney Point, Md. in 1972.



George J. Barnes, 64, joined the IBU in the port of Philadelphia in 1961 and sailed in the deck department for the Curtis Bay Towing Co. from 1941 to 1973. Brother Barnes sailed for the P. F. Martin Co. from 1928 to 1941. He was born in Philadelphia and resides in Deerfield Beach, Fla. with his wife, Genevie.



Frank J. Comunale, 65, joined the IBU in the port of New York in 1960 sailing in deck department as a floatman for the Penn Railroad Marine Department and on the tug *Cincinnati* from 1927 to 1973. Born in Iselin, N.J., Brother Comunale lives in Lake Hiawatha, N.J. with his wife, Lucille and daughter, Carol.



Howard (Hank) F. Brower, 57, joined the SIU-affiliated IBU in the port of New York in 1960 sailing in the deck department as a tug dispatcher for the Baltimore & Ohio Railroad from 1941 to 1973. Born in Staten Island, N.Y., Brother Brower now lives in Queens, N.Y. with his wife, Dolores; son, Howard and daughter, Ruth. He is a Navy veteran of World War II. He was also a delegate to the first IBU convention in 1961 and was general chairman of grievances, B & O Marine Department in 1967.



Stephen T. Paczkowski, 65, joined the IBU in the port of New York in 1960 sailing in the deck department for the Penn Railroad from 1926 to 1973. Born in Jersey City, N.J., Brother Paczkowski lives in Jersey City. He is an Air Force veteran of World War II.



Dirk Visser, 64, joined the Union in 1946 in the port of Boston sailing in the deck department on tankers as an AB. Born in the Hague, the Netherlands, Brother Visser lives in New Orleans with his wife, Fay. He won a Seafarers Safety Poster design contest in 1961 on general shipboard safety.



Joseph R. Pearson, 63, joined the IBU in 1948 in the port of Houston sailing in the engine department for the G & H Towing Co. from 1956 to 1973 and the Texas City Refining Co. from 1953 to 1956. Born in New Orleans, Brother Pearson resides in Galveston, Tex. with his wife, Ellen; son, Joseph and daughter, Mary.



William R. Lewis, Jr., 63, joined the IBU in the port of Norfolk in 1961 sailing in the deck department for McAllister Brothers Towing Co. from 1952 to 1973 and the Curtis Bay Towing Co. from 1950 to 1952. Born in Pennsylvania, Brother Lewis resides in Norfolk with his wife, Elizabeth and two daughters, Tina and Kathleen.



Paul S. Huseby, 58, joined the SIU in 1943 in the port of New York sailing in the steward department as a chief cook. Brother Huseby is a native of Minnesota and lives in New Orleans.



Floyd W. Hughes, Sr., 50, joined the SIU-affiliated IBU in the port of New Orleans in 1964 sailing in the deck department for the Crescent Towline Salvage Co. from 1953 to 1973. Born in New Orleans, Brother Hughes resides in New Orleans with his wife, Ethel; daughter, Maria and four sons, Jason, Thomas, Steven and Glenn. He is an Army veteran of World War II.



James A. Godwin, 65, joined the SIU-affiliated IBU in the port of Mobile in 1956 sailing in the deck department as an AB for the Mobile Towing Co. from 1953 to 1973. Born in Alabama, Brother Godwin lives in Bay Minette, Ala. with his wife, Nettie.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Feb. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Feb. 5	2:30 p.m.	7:00 p.m.	7:00 p.m.
Baltimore	Feb. 6	2:30 p.m.	7:00 p.m.	7:00 p.m.
Norfolk	Feb. 7	—	7:00 p.m.	7:00 p.m.
Detroit	Feb. 8	2:30 p.m.	—	—
	Feb. 11	—	5:00 p.m.	—
Houston	Feb. 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Feb. 12	2:30 p.m.	5:00 p.m.	—
Mobile	Feb. 13	2:30 p.m.	5:00 p.m.	—
San Francisco	Feb. 14	2:30 p.m.	—	—
Columbus	Feb. 16	—	—	1:00 p.m.
Chicago	Feb. 12	—	5:00 p.m.	—
Port Arthur	Feb. 12	—	6:00 p.m.	—
Buffalo	Feb. 13	—	5:00 p.m.	—
St. Louis	Feb. 14	—	5:00 p.m.	—
Cleveland	Feb. 14	—	5:00 p.m.	—
Jersey City	Feb. 11	—	5:00 p.m.	—

Delayed Benefits

The following active members and pensioners 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	S.S. No.	District
Wayne Fegley	200-40-5832	UIW
Major Massenburg	219-28-1976	UIW
Charles Henson	285-36-8376	UIW
W. Poncio	427-16-3543	A&G
W. Evans	547-48-8325	IBU
J. Thornton	455-52-5028	A&G
J. Pritchard	230-12-0194	IBU
A. Furlani	198-18-8939	UIW
H. Baker	219-56-7925	UIW
S. Rosario	054-07-3022	A&G
J. Gonzalez	263-36-2251	A&G
H. Williams	438-56-2102	IBU
J. D. White	282-58-3654	UIW
S. Waff	164-05-7642	IBU
C. James	580-14-4926	UIW
G. A. Prindle	160-38-5503	A&G
D. Middlebrook	420-03-5663	UIW
H. Hines	183-16-1573	IBU
W. Barron	423-09-9850	A&G
W. Purcell	497-38-8612	IBU
L. Lowe	277-34-1349	UIW
B. Spencer	245-48-9592	UIW
C. Ottelin	291-26-1145	A&G
R. Bunkley	043-14-1670	IBU
N. Trinidad	584-28-3807	UIW
J. VanSnipe	383-56-5023	A&G
J. Rakyta	266-56-4159	IBU

Politics is Porkchops
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From the Pages of the Seafarers Log:
1973—Another Look

Continued on Page 25-26



February

Round two in the SIU-led fight to insure that a percentage of oil imports be carried on American-flag bottoms began when the AFL-CIO Maritime Trades Department called for legislation to require that at least 50 percent of the nation's oil imports be carried on U.S.-flag ships.

Similar legislation was narrowly defeated in the Senate last year after winning House approval. . . . On another important SIU-led legislative front, transfer of U.S. Public Health Service Hospitals from federal to private control was delayed in the Fiscal 1974 Budget released by President Nixon. . . . Rep. Leonor K. Sullivan (D-Mo.) was

appointed to the chairmanship of the House Merchant Marine and Fisheries Committee, replacing Congressman Edward A. Garmatz who retired. . . . The U.S. Senate confirmed the nomination of New York Building Trades Council President Peter J. Brennan as Secretary of Labor.

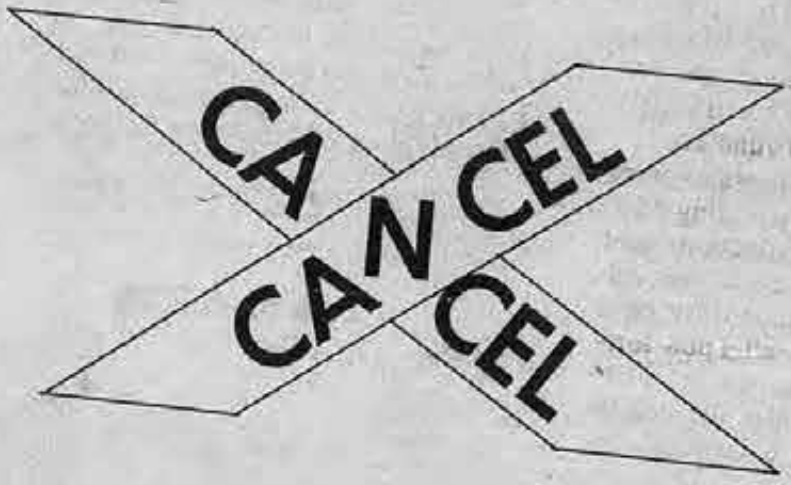
January

SIU-contracted Hudson Waterways Corp. began operation of 13 Military Sealift Command tankers under

"Although the U.S. merchant marine has made significant strides forward in the past year, there is much more to be done, for this nation faces a massive energy crisis and the maritime industry is inextricably linked to the solutions for that crisis."

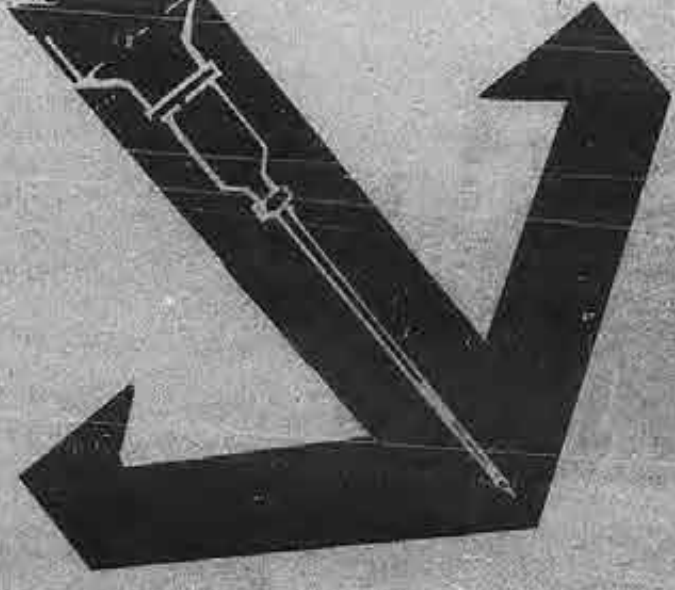


DRUGS



SEAMEN'S

PAPERS



Forever is a very definite word. It means for a limitless time . . . for all time . . . never again! But forever is the length of time a Seafarer loses the right to his livelihood and future career in the maritime industry if he is busted on a drugs charge either while at sea or ashore. It's a tough rap—but that's exactly how it is. Your seaman's papers are gone forever, without appeal, if you are convicted of possession of any illegal drug—heroin, barbiturates, speed, ups, downs or marijuana. In 1971 alone there were 400,606 drug related arrests in the U.S. and even that staggering figure was topped in 1972. The shipboard user of narcotics is not only a menace to himself, but presents a very grave danger to the safety of his ship and shipmates. Quick minds and reflexes are an absolute necessity aboard ship at all times. A drug user becomes a thorn in the side of his shipmates when they are required to assume the shipboard responsibilities the user is not capable of handling. Also, a Seafarer busted at sea leaves a permanent black mark on his ship. The vessel will thereafter be under constant surveillance and the crew will be subjected to unusually long and annoying searches by customs and narcotics agents in port. Truly, forever is a long, long time—and time is something a drug user does not have. Don't let drugs destroy you or your livelihood. Steer a clear course!

March

The ultra-modern *Delta Mar* (Delta Steamship Lines) was launched at the Avondale Shipyard to become the first ship built under the Merchant Marine Act of 1970.

The SIU-contracted *Delta Mar* is the first of three revolutionary LASH-type barge/container carriers being built for Delta. To honor the occasion of the launching of the first ship constructed under the Merchant Marine Act of 1970, the vessel was christened by Leonor K. Sullivan, chairman of the House Merchant Marine and Fisheries Com-

SEAFARERS LOG



Voyage to icy Antarctica

mitted, and the main speaker at the ship's launching was Robert J. Blackwell, assistant secretary of commerce for maritime affairs. . . . The membership-elected Bosuns Recertification Committee issued its report on the curriculum for the Bosuns Recertification Program which will begin June 1.

Two new upgrading programs were added at the SIU-IBU Upgrading Center in Piney Point. Steward department training from assistant cook through chief steward was inaugurated for both SIU and IBU members, and a new towboat operators course to qualify towboatmen for licenses under the newly-promulgated Coast Guard Towing Vessel Licensing Act.

April

Management leaders representing towing and barge line companies met with officers and staff of the IBU and the Lundeberg School in Piney

SEAFARERS LOG



SHIPCARVING A LOST ART

Point to review a new educational program designed to recruit and train young men as deckhands and to provide broader opportunities for IBU members to upgrade to higher ratings.

From the Pages of the Seafarers Log:

1973—Another Look

A Joint Towing Industry Committee on Training was established to assist the Union and the school in updating and expanding the training programs. . . . The *Sea-Land Commerce* completed her maiden voyage from Rotterdam to her home berth at Port Elizabeth, N.J. to become the third of Sea-Land's new SL-7 containerships to be put into service. Five more of these 33-knot ships are being built for the North Atlantic and Far East trade routes which will mean more jobs and job security for Seafarers.

The adage that you're never too old to learn was graphically illustrated when 62-year-old Allen Batchelor, who has been going to sea for nearly 40 years, achieved his QMED-any rating endorsement at the SIU Upgrading Center in Piney Point.

May

The SIU-led fight to save the Public Health Service Hospitals continued in Congress as the Union told the House Merchant Marine and Fisheries Committee that Congress must provide support and financing to again build this vital system into a viable and quality health care system.

The government plans to shut down six of the eight remaining hospitals July 1 and to close the remaining two at a future date. . . . In a special message to Congress, President Nixon asked that immediate action be taken to remove restrictions which have prevented construction of the Trans-Alaska pipeline.

The children of four more Seafarers

BOSUNS RECERTIFICATION PROGRAM

Small copies of the SEAFARERS LOG are available for sale at the SIU-IBU Upgrading Center, Piney Point, N.J.

SEAFARERS LOG



Four \$10,000 SIU Scholarships

were awarded \$10,000 college scholarships.

A total of 102 grants have been awarded since the program began in 1953, including 26 to Seafarers and 76 to Seafarers' dependents. . . . National Maritime Day was celebrated throughout the nation to remind all Americans of the great traditions and contributions of the U.S. merchant marine in both war and peace.

Again proving that you're never too old to learn, 42-year-old Seafarer John Ashley not only got his QMED-any rating endorsement at the SIU Upgrading Center in Piney Point but also

achieved a high school diploma through the Lundeberg School's GED program.

June

The House of Representatives voted overwhelmingly to approve SIU-supported legislation which would halt the closing or curtailing of services at the eight Public Health Service Hospitals. . . . More than 108 members of the House of Representatives, led by Congresswoman Leonor K. Sullivan, chairman of the House Committee on Merchant Marine and Fisheries, sponsored legislation requiring that 20 percent of oil products be carried on U.S.-flag ships with the quota increasing to 25 percent in 1975 and 30 percent in 1977.

Seafarers got a five percent pay increase and a boost in overtime rates under the three-year contract negotiated in 1972 which called for an 11 percent wage hike the first year and a five percent hike this year and next year.

The *Delta Norte* became the second LASH barge/container ship launched this year by SIU-contracted Delta Steamship Lines.

SEAFARERS LOG



Text of SIU Constitution

Delivering the main address at the launching, Secretary of Commerce Frederick B. Dent said that "under President Nixon's maritime program, embodied in the Merchant Marine Act of 1970, we are engaged in the most ambitious upgrading of the American-flag merchant fleet ever undertaken in peacetime." . . . A new course for mates and masters of uninspected vessels was initiated at the SIU-IBU Upgrading Center in Piney Point to provide further upgrading opportunities for IBU towboat operators. . . . The sixth of eight SL-7 supercontainerships being built for SIU-contracted Sea-Land Service, the *Sea-Land Finance*, was christened and launched. . . . The SIU's Bosuns Recertification Program got underway as the first six bosuns arrived in Piney Point to begin a two-month upgrading program.

The transfer of 13 Military Sealift Command tankers to civilian operation with manning by SIU crews was praised as a "milestone" by Rear Admiral John D. Chase, commander of MSC after six months of successful operation.

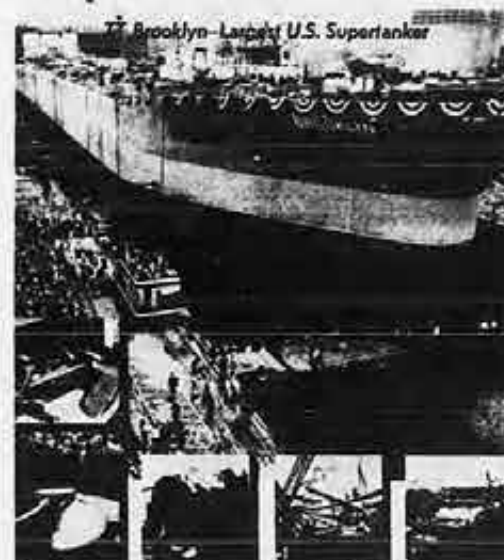
Politics is Porkchops Donate to SPAD

July

The 225,000-ton supertanker *TT Brooklyn*, the largest merchant ship ever built in the United States, was christened at the former Brooklyn Navy Yard. Construction of the 1,094-foot vessel was handled by the SIU-affiliated United Industrial Workers of North America. The 55,000 hp turbine-powered oil carrier is the first of four identical supertankers to be built by Seatrain Shipbuilding Corp., a subsidiary of Seatrain Lines.

Senators Warren G. Magnuson (D-Wash.) and J. Glenn Beall, Jr. (R-Md.) introduced in the Senate, legislation requiring that a portion of the nation's oil

SEAFARERS LOG



IBU Training For America's Inland Waterways

imports be carried on American-flag ships. Similar legislation is now pending in the House. . . . Another new ship, the SIU-manned *Notre Dame Victory* (Ecological Shipping Corp.), arrived in New York on her maiden voyage carrying oil from Nigeria. . . . In a letter to all members of the U. S. Senate, the 13.5 million strong AFL-CIO urged an immediate start on construction of the Alaskan pipeline. . . . Congressman John Blatnick (D-Minn.), chairman of the House Public Works Committee, said he would fight any attempt in the House to impose tolls or other user charges for traffic on America's inland waterways. The SIU-affiliated Inland Boatmen's Union opposes the toll system since it would not only eliminate jobs but also destroy the health and growth of the inland waterways industry.

August

Congress cleared the way for construction of the Trans-Alaska pipeline from the North Slope oil deposits to the port of Valdez. The Senate vote was 77-20 and the House approved the bill by a margin of 365-60.

Graduation ceremonies were held at the general membership meeting at headquarters for the first class of bosuns to complete the Bosuns Recertification Program. . . . The SIU-manned *Delta Mar* (Delta Lines), the first U.S. built LASH carrier and the first ship built under the Merchant Marine Act of 1970, completed her maiden voyage to South America. . . . The SIU was granted an injunction preventing the Department of Health, Education and Welfare from closing the USPHS hospitals. . . . Testifying for the SIU, representatives of the AFL-CIO Maritime Trades Department told a joint session of the Senate Commerce and Public Works Committee that the building of super-

Continued on Page 26



ports off the nation's coasts "is of first priority if the present and ever increasing petroleum shortage facing the United States is to be overcome."

Additional members of the House of Representatives have joined the list of co-sponsors of legislation to require that a portion of oil imports be carried on American-flag ships, bringing the total number of Congressional supporters to 133.

September

Largest freightship ever built on the West Coast, the 80,500-ton oil-ore-bulk carrier *Ultramar* (Westchester Marine) was delivered to her owners and is now sailing around the world on her maiden voyage.

More jobs were provided for Sea-

farers when another SIU-manned freightship, the *Sugar Islander* (Pyramid) sailed from Portland, Ore. for Hawaii on her first grain-sugar run. . . . The third of the revolutionary LASH barge/container ships built for SIU-contracted Delta Lines was launched. Christened the *Delta Sud*, the 893-foot vessel joins her two sister-ships, the *Delta Mar* and *Delta Norte*, which were launched earlier this year. . . . And on the Great Lakes, the SIU-manned self-unloader *William R. Roesch* (Kinsman Marine) made her maiden voyage to Lake Superior. This 630-foot ore carrier was the first Great Lakes vessel built under the provisions of the Merchant Marine Act of 1970. . . . Also on the Great Lakes, the SIU-crewed *Roger M. Kyes* (American Steamship Co.) was launched. This 680-foot self-unloading ore and coal carrier is the first of five ships being built for American Steamship.

In a special radio message to the nation, President Nixon urged immediate

From the Pages of the Seafarers Log:

1973—Another Look

congressional action on several bills designed to ease the nation's energy crisis. The President put especially strong emphasis on immediate construction of the Trans-Alaska pipeline and the construction of off-shore deepwater ports. . . . Meanwhile, as Congress reconvened this month, the SIU vigorously resumed its legislative efforts dealing with saving the U.S. Public Health Service Hospitals, the oil import quota for U.S.-flag ships and immediate construction of the Trans-Alaskan pipeline.

The expanding IBU training programs at the SIU-IBU Training and Upgrading Center in Piney Point were given an enthusiastic stamp of approval by industry leaders and the Coast Guard during a meeting of the Joint Towing Industry Committee on Education held at the Lundeberg School.

October

Because the Bosuns Recertification Program has proved highly successful in providing the industry with more qualified personnel, and to provide more bosuns with the opportunity to take advantage of the upgrading and re-training program, the Union has doubled the class size from six to 12 bosuns beginning with the next class.

The House Merchant Marine and Fisheries Committee began hearings on legislation that would require that a portion of all oil imports be carried on U.S.-flag ships. The bill was introduced and sponsored by the committee's chairman, Congresswoman Leonor K. Sullivan (D-Mo.) and more than 200 other Congressmen, both Democrats and Republicans. . . . The long and complicated battle to save the Public Health Service Hospitals entered the third round when the Senate attached an amendment to the Military Procurement Bill that would maintain these vital hospitals and continue their complete operations.

This latest move to save the hospitals, which has been led by a determined SIU effort, was sponsored by Senator Warren G. Magnuson (D-Wash), Chairman of the Senate Commerce Committee.

SIU-contracted Sea-Land Service acquired two new SL-18 class ships which were originally for Pacific Far East Lines. . . . Two more new SIU contracted ships completed their maiden voyages.

The *Sea-Land Finance*, the sixth of eight 33-knot containerships, arrived in Port Newark, N.J., after a voyage to

USNS Cossatot—Nine Month Voyage

Germany and the Netherlands. She is now on her way to Seattle and the Far East. The *Sugar Islander* (Pyramid) which left Portland, Ore. on her maiden voyage carrying grain to Hawaii arrived in New Orleans carrying the largest single raw sugar cargo ever shipped from the Islands. . . . On the Great Lakes, another new ore-carrier, the SIU-contracted *Charles E. Wilson* completed her maiden voyage. This 680-foot self-unloader is second of five vessels being built for American Steamship Co.

November

Fight to save the Public Health Service Hospitals moved another step toward victory when the House of Representatives passed the Military Procurement Bill which includes an amendment to preserve the remaining eight hospitals.

The 120,000 deadweight ton tanker *Overseas Juneau*, built for an SIU-contracted subsidiary, was christened at the Sparrows Point shipyard. . . . Two more additions to the growing SIU-manned Great Lakes fleet are providing more jobs and job security for Seafarers. They are the *Paul Thayer* (Kinsman Marine) and the 704-foot *H. Lee White* (American Steamship). . . . SIU-contracted Falcon Carriers announced the cutting of steel for the first of four

35,000-ton diesel-powered tankers.

All four ships are being built under the Merchant Marine Act of 1970. . . . The first of three new LASH-type carriers being built for Waterman Steamship Corp. was launched at Avondale Shipyard. . . . Senator Ernest F. Hollings (D-S.C.) set the keynote at the convention of the AFL-CIO Maritime Trades Department by calling for quick passage of two bills important to Seafarers—a bill to require that a portion of all oil imports be carried on U.S.-flag ships and legislation to begin construction of deepwater oil terminals.

December

With the backing of a united membership, the SIU won two important battles on the legislative front. The culmination of a determined three-year fight to save the remaining eight USPHS hospitals came when President Nixon signed the Military Procurement Bill which contained an amendment calling for continuation of the hospitals and for improvements in both the buildings

and services. . . . The other significant victory came when the President signed a bill authorizing immediate construction of the Trans-Alaska pipeline. . . .

Meanwhile, support in both the House and Senate continued to grow for the oil import bill and more than 220 Congressmen have now joined House Merchant Marine and Fisheries Committee Chairwoman Leonor K. Sullivan as sponsors of the bill. Hearings on this bill which would require a substantial portion of the nation's oil imports to be carried on American-flag bottoms are continuing and the SIU will testify before the committee in January. . . . Some 200 delegates took part in the 16th Biennial Convention of the SIUNA in Washington. Among the speakers were President Nixon, Vice Presidential designate Gerald Ford, and Congressional and Administration leaders in

Seasons Greetings

maritime affairs. . . . In a continuing effort to provide our IBU-contracted companies with well-trained deckhands, the Lundeberg School in Piney Point graduated its first class in an expanded entry-rating program. Increasing the training schedule from four to eight weeks, the new programs include lifeboat training and tankerman training.

From Jan. 1 through Dec. 31, 1973, Seafarers and IBU towboatmen achieved a total of 2,247 new endorsements at the SIU-IBU Upgrading Center in Piney Point, including 151 QMED—any rating, 140 pumpmen, 36 AB tickets, 53 steward department ratings, 45 lifeboat endorsements, and 639 qualified firefighting ratings. In addition, 32 Seafarers qualified as quartermasters and 17 completed the welding course.

And, 17 Seafarers achieved high school diplomas through the Lundeberg School's GED program.

A total of 35 bosuns have received their Bosuns Recertification Certificates since the program began in June and 12 more are now in the expanded program. Meanwhile, 34 Seafarers achieved their full books under the SIU "A" Seniority Program and seven more are in the December class.

IBU members achieved a total of 135 licenses, including 119 towboat operators licenses, 13 first-class pilot ratings, two mate licenses and one master's certificate.

In all, since the Upgrading Center was established in Piney Point in June, 1972, SIU and IBU members have achieved a total of 2,444 upgrading ratings, endorsements and licenses. . . .

Also, the SIU-affiliated IBU and UIW revised their Constitutions at their respective Conventions. Among the changes, the IBU was restructured and dues and initiation fees were raised in both unions.

SEAFARERS 1973 TAX INFORMATION

April 15, 1974, is the deadline for filing Federal income tax returns. As is customary at this time of year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1973.

Who Must File

Every Seafarer who is a citizen or resident of the United States, whether an adult or minor must file a return if you are:

	And your gross income is at least:
Single or are a widow or widower, and are under 65	\$2,050
Single or are a widow or widower, and are 65 or older	2,800
Single, can be claimed as a dependent on your parent's return, and have taxable dividends, interest or other unearned income	750
Married filing jointly, living together at end of tax year (or at date of death of husband or wife), both are under 65	2,800
Married filing jointly, living together at end of tax year (or at date of death of husband or wife), one is 65 or older	3,550
Married filing jointly, living together at end of tax year (or at date of death of husband or wife), both are 65 or older	4,300

Married filing separate return, or married, but not living together at end of tax year 750

A person with income from sources within U.S. possessions 750

Self-employed and your net earnings from self-employment were at least \$400.

If income tax was withheld even though you are not required to file a return, you should file to get a refund.

When To File

Tax returns have to be filed by April 15, 1974. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

How To Pay

Make check or money order payable to "Internal Revenue Service" for full amount on line 23. Write your social security number on your check or money order. If line 23 is less than \$1, do not pay.

Rounding Off To Whole Dollars

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

Advantages of A Joint Return

Generally it is advantageous for a married couple to file a joint return.

There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

Changes In Marital Status

If you are married at the end of 1973, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1973, you are considered single for the entire year. If your wife or husband died during 1973 you are considered married for the entire year. Generally in such a case, a joint return may be filed for the year. You may also be entitled to the benefits of a joint return for the two years following the death of your husband or wife.

U.S. citizens with foreign addresses except A.P.O. and F.P.O. and those excluding income under Section 911 or 931, should file with the Internal Revenue Service Center, 11601 Roosevelt Boulevard, Philadelphia, Pennsylvania 19155.

Note: If you move to a new address after filing your return and you are expecting a refund, be sure to file a change of address with the post office where you moved from. Unless you do this, the post office cannot send your check on to your new address.

Exemptions

Each taxpayer is entitled to a personal exemption of \$750 for himself, \$750 for his wife, an additional \$750 if he is over-65 and another \$750 if he is blind. The exemptions for age and

blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$750 exemption for her.

In addition a taxpayer can claim \$750 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew, niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$750 income and live in the U.S., Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$750 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

Credit For Excess Social Security (FICA) Tax Paid

If a total of more than \$631.80 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$631.80 as a credit against your income tax.

Tax Credit For Retirement Income

A tax credit is allowed for individuals against retirement income such as rents,

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Your 1973 Tax Form

Many Seafarers will need only short Form 1040A or Form 1040 in filing their 1973 returns. Schedules and forms that may be required in addition to Form 1040 include the following, which you may obtain from an Internal Revenue Service office, and at many banks and post offices:

Schedule A for itemized deductions;
Schedule C for income from a personally owned business;

Schedule D for income from the sale or exchange of capital assets;

Schedule E for income from pensions, annuities, rents, royalties, partnerships, estates, trusts, etc.;

Schedule F for income from farming;
Schedule G for income averaging;

Schedule R for retirement income credit;

Schedule SE for reporting net earnings from self-employment; and

Form 1040-SE for making estimated tax payments.

Some specialized forms available only at Internal Revenue Service offices are:

Form 1310, Statement of Claimant to Refund Due Deceased Taxpayer;

Form 2106, Employee Business Expenses;

Form 2120, Multiple Support Declaration;

Form 2210, Underpayment of Estimated Tax by Individuals;

Form 2440, Sick-Pay Exclusion;

Form 2441, Expenses for Household and Dependent Care Services;

Form 3468, Computation of Investment Credit;

Form 3903, Moving Expense Adjustment;

Form 4136, Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil.

IRS will figure your tax if your income on line 15 is \$20,000 or less, was only from wages, salary and tips, dividends, interest, pensions and annuities, and you want to take the standard deduction.

All you do is:

1. Place your name and address label on your return, or fill in name, address, and social security number. Also fill in County of Residence and occupation. On a joint return, show names, numbers and occupations of both husband and wife. If you are married, give numbers of both you and your spouse even though you file separately.

2. Fill in lines 1 through 7.

3. Check box(es) on line 8 if you want to participate in the presidential election campaign fund "check-off."

4. Fill in lines 9 through 15, lines 17, 19, 21a, b, and d, if necessary. Answer the foreign accounts question after line 65.

5. On a joint return, show your and your spouse's income separately on the dotted line to the left of the line 15 entry space.

6. Sign your return. Both you and your spouse must sign a joint return.

7. File on or before April 15, 1974. IRS will then figure your tax and send you a refund check if you paid too much or bill you if you did not pay enough.

Note: If you have a retirement income credit, IRS will figure that also. Just attach Schedule R after you have answered the question for columns A and B, and filled in lines 2 and 5. Then write RIC on line 17 of Form 1040.

Who May Use Short Form 1040A

It is to be used by an individual who

does not itemize his personal deductions and whose gross income (unlimited as to amount) consists only of wages, salary, tips, other employee compensation, dividends, or interest. (Last year Form 1040A was not permitted to be used if an individual had either dividend or interest income of more than \$200.) Form 1040A is a "no attachment" return—that is, it may not be used by an individual who is required to file any of the schedules necessary to support Form 1040, such as Schedule D for capital gains or Schedule F for farming.

Who May NOT Use Short Form 1040A

Even if the above tests can be met, Form 1040A cannot be used by an individual:

(1) if he is married and his spouse itemizes deductions on a separate return,

(2) if he claims any credit against tax other than the credits allowable for contributions to candidates for public office, for estimated tax payments, or for excess FICA taxes withheld because of employment with two or more employers,

(3) if he claims an exclusion for sick pay,

(4) if he claims employee business expense deductions or moving expense deductions,

(5) if he received tips of \$20 or more in a month which he did not report fully to his employer or if his Form W-2 shows any uncollected social security employee tax on tips,

(6) if he is a nonresident alien or is married to a nonresident alien at the end of the year,

(7) if he computes his tax other than by use of the tax rate tables or

the Optional Tax Tables (for example, if he elects income averaging or uses the maximum tax on earned income),

(8) if he is a child under 19 or a student, qualifies as a dependent on his parent's return, has dividend or interest income and (a) the dividend and interest income is \$750 or more or (b) his total income (line 12, Form 1040A) is more than \$8,666 (\$4,333 if married and filing separately),

(9) if he has a capital gain dividend or nontaxable distribution (return of capital),

(10) if he is a railroad employee or employee representative and claims credit for excess social security hospital insurance taxes.

(11) if at any time during the year he had an interest in or authority over a bank or other financial account in a foreign country,

(12) if the balance of the tax due (line 22, Form 1040A) is more than 20% of the tax due for the year (line 19, Form 1040A), or

(13) if he claims an exemption for income earned abroad.

An individual otherwise eligible to use Form 1040A generally should use Form 1040 instead if (1) his adjusted gross income for 1973 is less than \$8,667 and his itemized deductions total more than \$1,300, (2) his adjusted gross income is between \$8,667 and \$13,333 and his itemized deductions are more than 15% of his adjusted gross income, or (3) his adjusted gross income is more than \$13,333 and his itemized deductions total more than \$2,000.

SEAFARERS 1973 TAX INFORMATION

Continued from Page 27

dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

Dividend Income

If a seaman has dividend income from stocks he can exclude the first \$100 from his gross income.

If a joint return is filed and both husband and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

Welfare, Pension and Vacation Benefits

Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule R which is to be attached to the return.

Pensioners under 65 who receive a disability are entitled to claim an adjustment for the sick pay exclusion. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as wages.

Death Benefit Exclusion

If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

Gambling Gains

All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

Income Averaging

A Seafarer who has an unusually large amount of taxable income for 1973 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

Deductions

Should You Use the Standard Deduction (line 45(b)) or Itemize Your Deductions (line 45(a))?

You must decide whether to take the standard deduction or to itemize your actual deductions for charitable contributions, medical expenses, interest, taxes, etc. Because the standard deduction varies at different income levels, it will generally be helpful to follow these guidelines based on your adjusted gross income (line 15). (If married and filing separately, use one-half of the following dollar amounts. And be sure to use only the total of your own deductions.)

If line 15 is less than \$8,667 and your itemized deductions are less than \$1,300, find your tax in Tax Tables 1-12 which give you the benefit of the standard deduction. If your deductions exceed \$1,300, itemize them.

If line 15 is between \$8,667 and \$13,333 and your itemized deductions are over 15 percent of line 15, itemize them. If under 15 percent of line 15, take the standard deduction.

If line 15 is over \$13,333 and your itemized deductions are over \$2,000, itemize them. If they are \$2,000 or less, take the standard deduction.

If you have income other than earned income and could be claimed

THIS NOTE IS A LEGAL TENDER FOR ONE DOLLAR



as a dependent on your parent's return be sure to read the blocked instruction under "Tax—Credits—Payments" in your IRS instructions.

Interest

Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

Taxes

In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state and local income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverages, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

Contributions

Any taxpayer can deduct up to 50 percent of adjusted gross income for contributions to charities, educational institutions and hospitals. In the case of other contributions a 20 percent limitation applies.

Medical and Dental Expenses

All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined with other medical and dental expenses which are subject to the normal three percent rule.

In figuring your deduction, you can deduct an amount equal to one-half of the insurance premiums, premiums paid for medical care for yourself, your wife, and dependents. The maximum amount deductible is \$150. The other one-half, plus any excess over the \$150 limit is

deductible subject to the normal three percent rule.

Household and Dependent Care Services

If you paid someone to take care of a dependent so you (and your spouse if married) could work or find work, you may be able to deduct up to \$400 a month.

The expense must be for the following persons who lived in your home as members of your family:

(1) Your dependent under 15 years old who can be claimed as an exemption.

(2) A dependent who could not care for himself because of mental or physical illness. This must be a person you could claim as an exemption except for the fact that he received \$750 or more of income. See instruction for Exemptions above.

(3) Your spouse who could not care for himself because of mental or physical illness.

You can deduct expenses for the services of a maid or cook but not for the services of a chauffeur, bartender, or gardener. The full amount you paid to a nursery school is dependent care expense, even if the school gave your child lunch. But school expenses you paid for a child in the first or higher grade are not. Generally, except for a cousin, no deduction shall be allowed for employment related expenses paid to an individual related to you or your spouse or paid to dependent household members.

The expense must be for services in your home, with one exception. You can deduct the cost of services outside your home for a dependent under 15 years of age, who can be claimed as your exemption. In this case, the amount you can deduct is limited to:

(1) \$200 a month for one such individual.

(2) \$300 a month for two such individuals.

(3) \$400 a month for three or more such individuals.

If your spouse or dependent (other than a dependent under 15 who can be claimed as an exemption) was physically or mentally unable to care for himself and received income or disability payments during 1973, you have to reduce your monthly expense as follows:

(1) *Dependent*—Subtract \$750 from the adjusted gross income and disability

payments the dependent received during 1973. Divide the balance by the number of months you incurred these expenses. Then subtract the results from your monthly dependent expenses.

(2) *Spouse*—Divide disability payments your spouse received during 1973 by the number of months you incurred expenses for your spouse. Then subtract the result from your monthly expenses incurred for your spouse.

Disability payment means payment (other than a gift) received because of physical or mental condition which is not included in income. For example, workmen's or veterans' disability compensation, private health and accident insurance.

If your adjusted gross income (line 15, Form 1040) was more than \$18,000, you have to reduce your monthly expenses by dividing one-half of the amount over \$18,000 by 12 (number of months in your tax year). For example, if your adjusted gross income was \$20,400, you would reduce your monthly expenses by \$100 ($\$20,400 \text{ less } \$18,000 \div 2 = \$1,200 \div 12 = \100). If you were married for all or part of the year, be sure to take into account the adjusted gross income of both you and your spouse for the time you were married.

Requirements for married taxpayers:

(1) If you were married at the end of 1973, you and your spouse must file a joint return for the year to claim the deduction.

(2) If you were married during the time you paid the expenses:

- (a) Both you and your spouse must have either worked full time or have been looking for a job, or
- (b) Your spouse had to be unable to care for himself because of mental or physical illness.

Use Form 2441 to figure your deduction and attach the completed form to your return. Enter your deduction on line 32, Schedule A.

Union Dues

Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

Casualty and Theft Loss(es)

If you had property that was stolen or damaged by fire, storm, car accident, shipwreck, etc., you may be able to deduct your loss or part of it. In general, Schedule A can be used to report a casualty or theft loss. On property used only for personal purposes you can deduct only the amount over any insurance or other reimbursements plus \$100 (if a husband and wife owned the property jointly but file separate returns, both have to subtract \$100 from their part of the loss).

Miscellaneous Deductions

Contributions to Candidates for Public Office, Itemized Deduction—You may claim an itemized deduction on line 33, Schedule A, or a tax credit on line 52, Form 1040, but you cannot claim both, for political contributions.

If you elect to claim an itemized deduction on line 33, Schedule A, the amount of the deduction entered may not exceed \$50 (\$100 if you are married and file a joint return). Just write "political contribution" on this line (you need not identify the person or political party) next to the amount of the contribution.

Expenses for Education—You can generally deduct expenses for: Education that helps you keep up or improve skills you must have in your

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SEAFARERS 1973 TAX INFORMATION

Continued from Page 28

present job, trade or business.
Education that your employer said you must have or the law or regulations say you must have, to keep your present salary or job.

Do Not Deduct Expenses For—

Education that you need to meet the minimum educational requirements for your job, trade, or business.
Education that is part of a course of study that will lead to your getting a new trade or business.

Other — Under "Miscellaneous Deductions," you can deduct several other types of expenses such as:

- Cost of safety equipment, small tools, and supplies used in your job.
- Dues to unions, professional organizations, chambers of commerce.
- Cost of business entertainment.
- Fees you paid to employment agencies to get a job.
- Gambling losses, but only up to the amount you won.
- Necessary expenses connected with producing or collecting income or for managing or protecting property held for producing income.

Reporting Your Income

You have to report all income in whatever form received (money, property, services, etc.), unless it is exempt. Examples are given below.

Examples of Income You Must Report:

- Wages, salaries, bonuses, commissions, fees, and tips.
- Dividends.
- Earned income from sources outside U.S. (See Form 2555.)
- Earnings (interest) from savings and loan associations, mutual savings banks, credit unions, etc.
- Interest on tax refunds.

Interest on bank deposits, bonds, notes.

Interest on U.S. Savings Bonds.
Interest on arbitrage bonds issued after Oct. 9, 1969, by State and local governments.

Profits from businesses and professions.

Your share of profits from partnerships and small business corporations.
Pensions, annuities, endowments.

Supplemental annuities under the Railroad Retirement Act (but not regular Railroad Retirement Act benefits).

Profits from the sale or exchange of real estate, securities, or other property.
Rents and royalties.

Your share of estate or trust income.

Alimony, separate maintenance or support payments received from and deductible by your husband (wife).

Prizes and awards (contests, raffles, etc.).

Refunds of State and local taxes (principal amounts) if deducted in a prior year and resulted in tax benefits.
Embezzled or other illegal income.

Examples of Income You Do Not Report:

Disability retirement payments and other benefits paid by the Veterans Administration.

Dividends on veterans' insurance.
Life insurance sums received at a person's death.

Workmen's compensation, insurance, damages, etc., for injury or sickness.

Interest on certain State and municipal bonds.

Federal social security benefits.
Gifts, money or other property you inherited or that was willed to you.

Insurance repayments that were more than the cost of your normal living expenses if you lost the use of your home because of fire or other casualty (repayment of the amount you spent for normal living expenses must be reported as income).

Combat pay.

Declaration of Estimated Tax

Every citizen of the United States or resident of the United States, Puerto Rico, Virgin Islands, Guam and American Samoa shall make a declaration of his (her) estimated tax if his (her) total estimated tax is \$100 or more and he (she):

(1) Can reasonably expect to receive more than \$500 from sources other than wages subject to withholding; or,

(2) Can reasonably expect gross income to exceed—

(a) \$20,000 for a single individual, a head of a household, or a widow or widower entitled to the special rates;

(b) \$20,000 for a married individual entitled to file a joint declaration with his wife (her husband), but only if his wife (her husband) has not received wages for the taxable year.

(c) \$20,000 for a married person living apart from husband or wife.

(d) \$10,000 for married individual entitled to file a joint declaration with his wife (her husband), but only if both he (she) and his wife (her husband) have received wages for the taxable year; or,

(e) \$5,000 for a married individual not entitled to file a joint declaration with his wife (her husband).

See Form 1040—ES for details.

Long-Trip Tax Problems

A major tax beef by seamen is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the payoff took place.

For example, a seaman who signed on for a five month trip in September, 1972, paying off in January, 1973, would have all the five months' earnings appear on his 1973 W-2 even though his actual 1973 earnings might be less than those in 1972.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1972, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1972 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1972 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in

1972, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1973 W-2. The seaman then, on his 1973 return would have to explain that he had reported some of his earnings in 1972 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded.

This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not coincide with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache.

Deadline Approaching For SIU Scholarship Applications



Seafarers are advised that the deadline for return of applications for this year's five \$10,000 SIU College Scholarships is April 1, 1974.

All completed applications must be mailed to SIU Scholarships Administrator, 275 20th St., Brooklyn, N.Y. 11215.

Application forms are available at any SIU hiring hall, or by writing to the Scholarships Administrator.

Eligibility requirements make the contest open to:

- Seafarers under 35 years of age who have three years seetime aboard SIU-contracted ships, as well as 1 day of employment in the last six months and 90 days in the previous year.
- Dependents of Seafarers who meet the seetime requirements.
- Dependents of deceased Seafarers who had met the seetime requirements before their death.

Furthermore,

- All dependents of Seafarers must be unmarried and less than 19 years of age at the time they apply.

Each of the five winners will receive a \$10,000 grant, payable over a period of four years, to pursue a chosen field of study at any accredited college in the United States or its territories.

Final decisions on this year's winners will be made by the SIU Scholarship Selection Committee which will meet May 3, 1974 at the Lundeberg School in Piney Point.

The scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Boards (SAT only), or the American College Tests.

The only remaining test date for the College Boards prior to the scholarship application deadline is Feb. 2. For the American College Tests, the only remaining exam date is Feb. 23.

Additional information on the SAT Exams may be obtained by contacting the College Boards at either, Box 592, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701. For the American College tests the address is Box 168, Iowa City, Iowa 52240.



Final Departures



IBU pensioner **Richard W. Tuggle**, 71, died Sept. 20. Born in Blackstone, Va., he was a resident of Hopewell, Va. when he passed away. Brother Tuggle joined the Union in the port of Norfolk in 1960 and sailed in the deck department for Gulf Atlantic Towing Co. and Wood Towing Co. from 1951 to 1965. He was a Navy veteran of World War II. Surviving are two brothers, Robert of Trevilians, Va. and John of Hopewell and a sister, Mrs. Ernest Payne, Jr. of Clinton, Md.



IBU pensioner **Charles M. Magdzinski**, 67, died of pneumonia Aug. 6 in Pennsylvania Hospital, Philadelphia. He was a resident of Philadelphia when he passed away. Brother Magdzinski joined the Union in the port of Philadelphia in 1962 and sailed in the engine department for Curtis Bay Towing Co. from 1947 to 1967 and for N.Y. Ship Co. from 1942 to 1947. Interment was in Holy Cross Cemetery, Yeadon, Pa. Surviving is his widow, Mary.



SIU pensioner **Herbert Allman**, 76, died of a stroke in the Mobile, Ala. Infirmary Oct. 16. Brother Allman was a native of Mississippi and a resident of the Lynnwood Nursing Home, Mobile, at the time of his death. He joined the Union in 1939 in the port of Mobile sailing in the engine department until his retirement in 1967. Burial was in Pine Crest Cemetery, Mobile. Surviving are two sisters, Mrs. Nellie Supka of Houston and Evelyn; a halfsister, Mrs. Maud Gunter of Orange, Tex., and a niece, Mrs. Eunice M. Lambert of Mobile.



IBU pensioner **Clyde S. Lowe**, 69, succumbed to a heart attack Oct. 10 in Mobile General Hospital, Mobile, Ala. Born in Mobile, he was a resident of Live Oak, Fla. at the time of his death. Brother Lowe joined the IBU in the port of Mobile in 1956 last sailing in the engine department for Pilot Service Corp. Burial was in Mobile Memorial Gardens. Surviving are his widow, Vera, and his mother, Daisy of Mobile.



Charles O. Lee, 61, succumbed to a heart attack on Sept. 6 in St. Luke's Hospital, Jacksonville, Fla. Born in Sanford, Fla., he was a resident of Tampa, Fla. at the time of his death. Brother Lee joined the SIU in 1938 in the port of Jacksonville and last sailed as a bosun on the *Los Angeles* (Sea-Land). Burial was in Forest Lawn Memorial Cemetery, Lake City, Fla. Surviving are two sons, Charles of Lake City and Payne and a brother-in-law, Ira E. Southward of Sanford.



Edward A. Barry, 45, passed away in the USPHS hospital in New Orleans Nov. 16. Brother Barry was born in Louisiana and was a resident of New Orleans at the time of his death. He joined the SIU in 1942 in the port of New York sailing in the steward department. Surviving are his widow, Agnes of New Orleans and four daughters, Mrs. Edwina Lewis, Mrs. Beverley Dolfman, Gay and Elaine.



Richard R. Mack, 41, died of heart disease Sept. 7 in Lutheran Medical Center, Cleveland. Born in Superior, Wisc., he was a resident of that city when he died. Brother Mack joined the SIU in the port of Detroit in 1970 and sailed in the engine department. His last ships were the *George Goble* (Kinsman) and the *Iglehart* (Huron Cement). He was an Army veteran. Interment was in Greenwood Cemetery, Superior. Surviving are his mother, Christine of Superior, and a daughter, Dianne.



Mario A. Woods, 43, expired Aug. 26 in Tampa General Hospital from injuries received in an auto collision. A native of Hondouras, he was a resident of Tampa at the time of his death. Brother Woods joined the IBU in the port of Norfolk in 1973 and sailed in the engine department on the *Sea Eagle* (Allied Towing Co.) from 1957 to 1962. Interment was in the Garden of Memories, Hillsboro County, Fla. Surviving are his widow, Margaret; three sons, Mario, Jr., Stephen and Thomas; a daughter, Karolyn, and his parents, Mr. and Mrs. Lancelot W. Woods.



SIU pensioner **Leon S. Bekier, Sr.**, 59, succumbed to arteriosclerosis in the U.S. Veterans Hospital in Providence, R.I., Oct. 5. Brother Bekier was a native of Providence and was a resident of Johnston, R.I. at the time of his death. He joined the Union in the port of Detroit in 1960 sailing in the engine department on the *SS Adam B. Cornelius* and the *SS John T. Hutchinson* of the American Steamship Co. of Buffalo, N.Y. He sailed from 1937 to 1968 and was a Navy veteran of World War II. Interment was in St. Ann's Cemetery, Cranston, R.I. Surviving are his widow, Lena; a daughter, Beverley and a sister, Mrs. Stasia Gellhiency, all of Johnston.



Frank J. Presti, 49, succumbed to a heart attack Aug. 8 aboard the *Transerie* (Hudson Waterways). Born in Madison, Wisc., he was a resident of Wilmington, Calif. at the time of his death. Brother Presti joined the SIU in the port of New York in 1964 and sailed in the engine department. He was a veteran of the USAF in World War II. Surviving are his widow, Evelyn; two sons, Michael and Kevin; a daughter, Melody, all of Altamont, N.Y., and a brother Anthony of Jamesville, Wisc.



SIU pensioner **Charles F. Murree**, 75, died of cancer Aug. 13 in East Jefferson General Hospital, Metairie, La. A native of Boston, Mass., he was a resident of Metairie at the time of his death. Brother Murree joined the SIU in 1944 in the port of New Orleans and sailed in the engine department. He was a wounded veteran of the Army field artillery in World War I. Interment was in Lafayette Cemetery, New Orleans. Surviving is his widow, Carrie.



Joseph B. Block, 66, died of cancer in the USPHS hospital in Galveston, Tex., Sept. 28. Brother Block was a native of Galveston and a resident there at the time of his death. He joined the SIU in the port of Houston in 1958 sailing in the steward department. Burial was in Oleander Cemetery, Galveston. Surviving is his widow, Gytha.



SIU pensioner **Joseph S. Preshong**, 67, died July 30 in Lemuel Shattuck Hospital, Boston, Mass. A native of Nova Scotia, he was a resident of East Boston at the time of his death. Brother Preshong joined the Union in 1938 in the port of Boston and last sailed in the deck department on *The Cabins* (Texas City). Burial was in Holy Cross Cemetery, Malden, Mass. Surviving are his mother, Josephine; a sister, Mary, both of East Boston, and a brother, John.



William T. Creek, 49, died of heart failure in Tampa General Hospital Dec. 11. Brother Creek was a native of Florida and a resident of Tampa at his death. He joined the SIU in the port of New York in 1970 sailing in the engine department last on the *Seattle*. Interment was in Myrtle Hill Memorial Cemetery, Tampa. Surviving is his sister, Mrs. Lillie M. Perkins of Tampa.



SIU pensioner **David J. Burnett**, 64, passed away from pneumonia in St. Mary's Hospital, Duluth, Minn., Oct. 20. Brother Burnett was born in Duluth and was a resident there at the time of his death. He joined the Union in the port of Frankfort, Mich. in 1953 sailing in the engine department for the AA Railroad Carferries from 1963-4. Burial was in Sunrise Cemetery, Duluth. Surviving are his widow, Bernice and a son, Thomas.



SIU pensioner **Alfred W. Plautz**, 60, passed away from pneumonia Aug. 8 in St. Joseph Lloyd Hospital, Menominee, Mich. Born in Marinette, Wisc., he was a resident of Menominee at the time of his death. Brother Plautz joined the SIU in the port of Detroit in 1960 and sailed as an AB. His last ships were *Charles C. West* (Reiss) and the *J. L. Reiss*. Interment was in Riverside Cemetery, Menominee. Surviving are his widow, Mary and a son, John.



Richard R. Daubenbis, 21, passed away in Dobbs Ferry, N.Y., Oct. 22. Brother Daubenbis was a native of White Plains, N.Y., and a resident of Dobbs Ferry when he died. He joined the SIU in the port of New York in 1972 sailing in the engine department last on the *Sea-Land Mclean*. He was a graduate of the Harry Lundeberg School of Seamanship. Burial was in St. Anastasias Cemetery, Harriman, N.Y. Surviving are his parents, Mr. and Mrs. Gerald R. Daubenbis; two brothers; a sister, and an uncle, Bradford Bolke.



Peter C. Girvan, 44, was killed in a fall off a ship to a Baytown, Tex. dock Nov. 7. Born in Scotland, Brother Girvan was a resident of Fair Lawn, N.J., at his death. He joined the SIU in the port of New York in 1971 sailing in the deck department last on the *Falcon Lady* (Falcon Tankers) and the *Sea-Land Afoundria*. Cremation was in the Brookwood Funeral Home, Houston. Surviving is a brother, William Girvan of England.

Article in Chicago Tribune:

Slanted Story Undermines SIU's Political Activities

Chicago Tribune THE WORLD'S GREATEST NEWSPAPER

Thursday, December 20, 1973

Louis Kohlmeier

The Seafarers' affair with Nixon



WASHINGTON — President Nixon obviously is undeterred by what others think of his choice of personal and political friends.

However, Nixon's last tango in Washington with labor leader Paul Hall is causing more than whispers. It is generating a new wave of resentment among the Justice Department's Watergate-battered professionals. And it is complicating Watergate special prosecutor Leon Jaworski's investigation of Hall's union.

Nixon and Hall seem as unlikely political dancing partners as Archie Bunker and Ramsey Clark.

HALL IS the rambunctious president of the Seafarers International Union, a rough outfit that has held its own in the tough, rivalry-torn, scandal-tinged company of other AFL-CIO maritime and longshoremen's unions.

Hall's SIU in 1968 supported the Democratic Presidential ticket. In fact, the Seafarers' total 1968 political contri-



Seafarers President Paul Hall

butions of \$947,000 represented a very substantial increase and a very large kitty for a relatively small union.

Hall's SIU in 1972 allegedly contributed \$100,000 to Nixon, and Hall now is as close a friend as Nixon has inside the AFL-CIO. It is the trail from 1968 to now that angers Justice Department lawyers and fascinates the Watergate prosecutor.

Nixon, on moving into the White House in 1969, seems to have eyed Hall.

Despite his distaste for big government spending, one of Nixon's earliest initiatives involved vast new Merchant Marine subsidies. Ship subsidies naturally are popular with various special interests and for maritime unions they mean more jobs and better salaries. But Nixon's initiative, which led to the

1970 Merchant Marine Act, benefited the Seafarers in particular.

SIU members traditionally manned unsubsidized ships, including tankers. Rival National Maritime Union members manned the subsidized liners. Under Nixon's initiative, tankers in 1970 for the first time qualified for subsidies. The government now is pumping a half-billion dollars annually into ship subsidies and almost all is going into tankers.

Also in 1970, the Justice Department indicted Hall and seven other Seafarers on charges of illegal 1968 contributions to the Democratic Presidential ticket and to Republican congressional candidates. Then Atty. Gen. John Mitchell announced the indictment with considerable fanfare as part of his effort to clean up political fund-raising.

On May 25, 1972, Federal Judge Mark Constantino in Brooklyn granted the SIU motion for dismissal of the case, Constantino, a 1971 Nixon appointee, recently has been the center of other controversies.

Over the very vigorous objections of Justice Department staff lawyers, Constantino dismissed on the ground that the department purposely had delayed trial and "seriously prejudiced" Seafarers' rights.

Constantino's opinion even said that Hall, as "probably successor" to AFL-CIO president George Meany, "has suffered greatly from the notoriety surrounding this prosecution."

DEPARTMENT LAWYERS remain "outraged" at Constantino. It now has been learned that in 1972 the professional staff wrote a long memo asking permission to appeal. The memo agreed that appeal presented a close legal question but concluded appeal was justified by Constantino's "gross abuse" of discretion.

There was no appeal.

Henry Petersen, in charge of the department's criminal division, raised no objections. Richard Kleindienst was attorney general at the time. When asked in a recent interview whether he or the White House stopped the appeal, Kleindienst said he has "no recollection whatsoever" of ever seeing the case.

The Seafarers, with two reasons for gratitude, gave Nixon the alleged \$100,000 last year. Last month, Hall was the only member of the AFL-CIO's 35-member executive council who voted against Meany's campaign to get Nixon impeached. And, as Meany's campaign rolled into high gear, Nixon accepted Hall's invitation to address the Seafarers' convention.

The Chicago Tribune article by columnist Louis Kohlmeier, reproduced on this page, is just one example of the type of obviously slanted journalism which attempts to undermine the SIU's genuine efforts to carry on effectively in the political arena in Washington, D.C.

The article, which appeared in the Dec. 20th edition of the Tribune arranges the simple facts of the SIU's political activities and by use of innuendo and quoting out of context, twists these facts into a tangled web of alleged intrigue and illegal dealings.

The SIU's foremost purpose in the political field is to secure for the membership of this Union more jobs, the best possible working conditions on the best possible ships, and strong, long-term job security for the future.

And, by doing this, the SIU is securing for this nation a bigger, more modern, more competitive merchant marine, with the ultimate goal of making the U.S. fleet the most powerful afloat.

There is nothing shady, or un-American about this.

In addition, the SIU keeps copious records, as required by law, concerning all of the Union's political activities and transactions.

There is certainly nothing illegal about this.

The SIU has fought many tough legislative battles in the past against overwhelming opposition—and yet we have won many great victories—such as the Merchant Marine Act of 1970, the salvage of the USPHS system, and the recent passage of the Trans-Alaska Pipeline Bill.

In winning these victories, we have acquired many good friends as well as making some enemies.

And, in our many vital political battles still pending—such as the Oil Imports Quota Bill—and those which will continually arise in the future, we will consistently meet our enemies head on.

However, the SIU, staunchly backed by the continued contributions of our membership to SPAD, along with hard working, dedicated people and the convictions of our rights, will continue to outfight the opposition on all fronts.

It should be no surprise, though, to SIU members that the Union will continue to be barraged with the type of muckraking article reproduced on this page.

Yet, the SIU which is accustomed to these kinds of attacks (see back page) has sufficiently insulated and protected itself to withstand all assaults.

Furthermore, we feel the following points are particularly important:

- As citizens, SIU members have a right and a responsibility to engage in political activities on their own behalf.
- The SIU does not carry on its fight in the newspapers—it carries on its activities at the point of production.
- The SIU is being attacked for getting ships, which translate into jobs and job security for its membership.
- So long as the SIU continues to be successful the attacks can be expected to continue against us.
- We are going to continue to pursue a better life for ourselves as seamen and are not concerned with the pressures and attacks against us.
- We are going to continue to exercise our democratic American right to participate in our nation's legislative process.
- We are going to step up our political activities and
- We are going to support SPAD.

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

SIU's Political Activity Records Subpoenaed

In the most recent, of what has now been a continuing six year series of attacks on the SIU's political activities by certain elements of the press, federal government and anti-labor movements, Leon Jaworski, special prosecutor for the Watergate Special Prosecution Force, recently subpoenaed the records of SPAD, the Union's political committee.

This latest attack on the SIU comes in the wake of a bombardment of anti-SIU press articles which flooded the nation's newspapers and magazines shortly after the appearance of President Nixon at the SIU's 16th Biennial Convention late last November. (See Page 31 of this LOG.)

Indeed, the SIU first learned about this newest investigation in the same news articles which were decrying the Union's political activities and characterizing them as secretive and improper, notwithstanding that SPAD political activities have always been fully disclosed and publicly reported and filed with appropriate Government authorities in compliance with legal requirements. The same cannot be said for some of these very same anti-labor critics.

This latest attack to chill, frustrate and preclude the exercise of fundamental political rights by SIU members through their SPAD political committee, is but a further demonstration of the need for our political activism. American seamen, no less than any American citizen, enjoy the basic democratic right to fully participate in our political process so that government and those elected to administer our affairs, are fully aware of our political, economic and social needs and aspirations. That is what democracy is all about. And those who would frustrate such activities, constitute a serious threat to our democratic process.

Our vigil—like our brothers before us—to protect seamen's rights, has been costly and difficult—for the opposition has always been the powerful, the strong, and influential with unlimited access to the media, and in many instances to government. And, as in the past, once again we shall probably be required to defend ourselves against those who would do violence to our fundamental rights and their exercise. The past may be a prologue as to what may unfold.

Looking back to the July 1969 special four page supplement in the LOG entitled "Politics is Porkchops", the Union reprinted many articles from the Wall Street Journal—traditionally anti-union and the voice of big business interests—analyzing the SIU's political activities.

The anti-SIU articles, as part of a two-year campaign by the Wall Street Journal against the Union, included many misrepresentations of fact as well as biased innuendos as to the legality of the Union's political practices.

Again, in June 1970, the LOG ran a similar supplement, this time incorporating articles from not only the Wall Street Journal, but from newspapers around the country.

These articles, obviously as part of a campaign to preclude SIU members from collectively exercising their political rights, referred to the SIU as a "special interest group" and began calling the Union's political activities

flatly "illegal"... "more than a little illegal" and "flagrant violations of the law".

The opposition realized a temporary measure of success—for as a direct result of their studied and vicious campaign, utilizing unlimited resources, the United States Justice Department in 1968 initiated an investigation which continued into 1970.

Many of our members are fully aware of the tactics employed by the federal authorities in that investigation since SIU members were, in part, the objects of highly unusual, improper and high-handed conduct.

Our history books reflect examples of improper investigatory conduct by government. They are blots upon our democratic process, which we as a free people, endowed with fundamental personal constitutional rights, would if we could, erase whether they be the unlawful and high-handed Palmer raids during prohibition or the improper actions taken by government during labor's fight for recognition, dignity, economic and social justice in

about SIU headquarters and there indiscriminately stopped persons about to enter Union property, interrogated them upon the streets and when ascertaining they were SIU members, would then write out and serve them with subpoenas, again for immediate grand jury appearances. Such high-handed conduct, notwithstanding strong protests, continued to the eve of an indictment handed up in June 1970. As a culmination of such conduct, a 17-count indictment against the SIU and seven of its executive board members, was handed up charging them with illegal political practices.

Twenty-three months later in May 1972, after a complicated court battle, a United States District Court in New York dismissed all 17 charges against the SIU and its executive board members because the Justice Department had failed to produce a case and "had ignored repeated court orders to specify its charges against the Union".

As important as our own victory over the concerted efforts of the press and certain Government and anti-

participation in SPAD, fully recognize the importance of political activity and notwithstanding past harassment and retribution, their Union and officers stand fast in their resolve that they are equal American citizens, with equal rights and opportunities, irrespective of station in life, wealth or social background. We intend to continue our lawful right to fully participate in the entire democratic process and to supply the financial and other lawful tools to realize this objective.

Our recent efforts conclusively demonstrate the importance of this objective as witness our successful fight, both legislatively and in the courts against certain government and other interests to save the USPHS system so necessary to our health and physical treatment; our efforts concerning the Trans-Alaska pipeline, representing the culmination of a five-year fight to provide employment opportunities for our members' economic welfare; and our success against economic and other interests including some governmental interests to render asunder provisions of the Jones Act in order to deprive American seamen of employment in our coastwise and inland water shipping. These are merely some of our recent efforts.

However, we still have many tough battles ahead of us which are vitally important to the very future of our livelihoods—and our opposition is strong, multiple, varied and equipped with unlimited resources.

We are presently engaged in one of the most important legislative fights in our history—for the Oil Imports Quota Bill, which, if passed, would mean greater employment opportunities for our members and greater economic and military security for our nation, particularly in light of the present energy crisis.

And, we must always be on the alert for attacks against the Jones Act and other long-established beneficial laws, by the huge oil lobbies and other special interest groups, including those in government.

Political activity is a continuing challenge and more so in the present rapid changing climate—for if we default, our existence is doomed with the foreign-flag seamen picking up our livelihood, a result publicly opted for by certain business and State Department governmental interests.

We will meet our challenges head-on—and we will meet them in the political arena. We shall continue to work for and support those whose concern and outlook is compatible with our interests as American seamen and conversely we shall oppose those who are adverse. This is the American system, participation in the democratic practices. The SIU will not be intimidated or forced out of participation in the political processes.

It is our right and our responsibility to remain active in the political field—and our members will continue to exercise their rights as citizens by participating in and through SPAD for the betterment of our members and our organization's legitimate interests. This is our obligation—it is our right. We shall not be intimidated against meeting this duty or in exercising this prerogative.

\$20.00 SEAFARERS POLITICAL ACTIVITY DONATION \$20.00

Date _____ B 10001

Contributor's Name _____

Address _____ City _____ State _____

S.S. No. _____

SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union (SIUNA AGLIWO) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

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

\$20.00 _____ **\$20.00**

Signature of Solicitor _____ Port _____

the mines, factories, railroads and ships of our nation.

We believe that the government's investigatory conduct against our Union and its members in 1968-1970, fairly stated, would probably fit into the mold of the condemned investigatory conduct of our nation's past.

As so many of our members unfortunately know and experienced, the federal authorities in 1969 and 1970, without notice or warning, boarded ships coming off long foreign voyages, checked the ship's articles and then armed with blank pads of grand jury subpoenas, proceeded to write and serve subpoenas upon the crew members for immediate appearances before a grand jury and threatened with contempt proceedings those seamen who first desired to see their families.

Additionally, seamen were herded from vessels like cattle into waiting federal buses in early morning hours and transported to other grand juries. SIU attorney efforts to afford them the constitutional right of counsel were interfered with and discouraged. Furthermore, federal investigators and attorneys stationed themselves in autos

labor forces to deny our political rights, the SIU reaffirmed and strengthened the rights of all unions in the United States labor movement and associations of American citizens to engage in political activities for their members benefit and their organization.

Why then this new onslaught against the SIU by these groups?

The SIU has always had to fight against seemingly stronger odds to achieve what we have accomplished. Perhaps it is because of the nature of interests which oppose the realization of our legitimate desires. Perhaps it is because American seamen who travel the world and are exposed to foreign governments, appreciate and understand more than the average citizen the importance of our form of government and the need to fully participate and assure its continuance for themselves and those who come after us. And perhaps it is because the "powers who are", are suddenly concerned that we have demonstrated we too can participate and therefore decided to bring us to a screeching halt.

The SIU members through their