



# SEAFARERS LOG

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HARRY LUMBERG SCHOOL OF SEAMANSHIP  
Piney Point, Maryland 20674

## MTD Maps Chart for U.S. Maritime Revitalization

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New  
SIU Ship  
ST Worth

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*Puerto Rico's Governor  
Speaks at MTD Confab*



MTD President Paul Hall, left, greets Puerto Rico's Governor Rafael Hernandez-Colon to MTD Executive Board winter meeting.

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## Union Tallying Committee Completes Report on SIU Election

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# AFL-CIO Disputes U.S. Jobless Figures

The U.S. Labor Department reported a slight dip in the unemployment rate last month, from 7.8 percent in January to 7.6 percent, but the AFL-CIO charged that a "realistic analysis" of unemployment data would show that the true jobless figure is in the area of 10.5 percent.

The Labor Department's Bureau of Labor Statistics in its monthly report on U.S. employment, said that the jobless rate had declined for the fourth consecutive month, and was now down one full percent since last October's rate of 8.6 percent. The peak unemployment rate, says the Bureau, during the current recession, was 9.2 percent in May, 1975.

However, AFL-CIO President George Meany, in a statement disputing the Bureau's statistics, said that the "official figures seriously underrate un-

employment in America." Counting discouraged workers who have stopped looking for work and workers on part-time hours because full-time work is not available, the total number of unemployed last month was 9.9 million, or 10.5 percent of the labor force, the statement said.

**The Labor Department does not compute statistics for "discouraged workers" who may have given up their search for a job because of frustration. Data on part-time workers is computed no differently than figures for full-time job holders.**

Meany charged the Labor Department with "statistical gimmickry" and

said that "there is no rational reason for the euphoric, politically-inspired predictions" of some Administration spokesmen who have said that if the current trend in the jobless figures continues, the unemployment rate may be below seven percent by the end of 1976.

The AFL-CIO statement contended that 50 percent of the time of the approximately 3.5 million part-time workers should be counted as unemployed. Adding this statistic of 1.7 million to the 7,136,000 full time unemployed, and 972,000 workers the Federation says are "discouraged," the "true" number of unemployed is nearly 9.9 million, Meany stated.

Labor Department officials admitted that even at 7.6 percent the unemployment rate "continued at a high level by historical standards." Officials also conceded that the February figures represented a "modest decline" following a Bureau report of a sharp drop in unemployment from 8.3 percent in December to 7.8 percent in January.

**It was this report of such a sharp drop in the January statistics that led the AFL-CIO to originally charge that the Bureau's figures were not showing the true unemployment picture. The Federation has stated that each month it will release its own jobless figures against those of the Labor Department.**

## SIU Fights to Keep USPHS Hospitals Open

The SIU is presently engaged in a fight with the Department of Health, Education and Welfare to keep that agency from closing down the eight United States Public Health Service Hospitals located in port cities throughout the country. This attempt by the Administration is only the latest in a long line of attacks made on these very vital health care facilities, and the SIU, with the help of our supporters in Congress, will once again battle to keep them maintained.

The HEW Department is seeking the approval of the health planning agencies in the local communities where the

hospitals are located in order to shut them down. HEW must make this move because in 1973 Congress transferred to local communities the power to veto the Department's attempts to close the hospitals. Congress also retained the right to veto HEW's plans.

**SIU Representatives throughout the country have written letters to the various health planning agencies citing the great value and need for these hospitals, and asking the agencies to refuse HEW's request. Other maritime organizations are also joining in the fight to preserve these facilities.**

Since 1970, HEW has made repeated

attempts to close the USPHS facilities; each attempt was met by strong resistance by the SIU, other maritime groups, and the great majority of Congressmen. In fact, twice since then Congress has passed laws mandating that the hospitals must be kept open and fully staffed.

The SIU, therefore, is once again mobilizing support both within the maritime industry and Congress to see that this latest attempt by the Administration is blocked. These eight hospitals are a vital part of each community they serve, and an absolute necessity for U.S. merchant seamen.

MTD Meeting



See Pages 13-20

## the PRESIDENT'S REPORT:

### Key Is SIU Membership

In 1976, the SIU is aiming at a vitally important goal whose success depends solely on an ingredient that Seafarers have supplied so often in the past—membership unity.

Our goal is simple—to help elect Congressmen, Senators and a Presidential Administration that shares with the SIU the same commitment to establishing programs aimed at a completely revitalized U.S. merchant fleet.

The road to achieving this goal, however, will not be so simple because in the four years since the last national elections, our nation has witnessed a political and economic upheaval which has damaged the bulwark of hundreds of industry programs, including some maritime programs.

For instance, political concessions given the Russians under the policy of detente has allowed the USSR, along with other third-flag fleets, to capture nearly half of all cargoes moving between the U.S. West Coast and the Far East. This has taken a toll on West Coast shipping companies as well as hurting shipping opportunities for American seamen.

The economic crisis, which now holds nearly ten million Americans in the grip of unemployment, and has forced cutbacks in many federal programs, has brought implementation of the landmark Merchant Marine Act of 1970 largely to a halt. This has had repercussions at many U.S. shipyards, which again means the loss of maritime jobs. The nation's economic plight has also contributed heavily to the fact that at the end of 1975 there were 44 fewer U.S.-flag merchant vessels actively engaged in waterborne commerce than at the end of 1974.

There is only one effective way to reverse the government's illogical return in the last few years to a casual, giveaway attitude toward the U.S. merchant marine. And that is by making the SIU's influence felt, and felt



Paul Hall

hard, in the upcoming elections in November.

This is where the SIU membership—a united membership—must come in, because the extent of the SIU's influence in the elections depends totally on the extent of Seafarers' support of the Union's political arm—SPAD.

**Backed by the strength of SPAD, the SIU will support the reelection campaigns of those Senators and Congressmen, who by their voting records on maritime issues, have shown that they recognize the problems of the maritime industry and are willing to support the kinds of programs necessary to spearhead the U.S. merchant fleet back to a position of global competitiveness in all areas of ocean commerce.**

On the other hand, the SIU will use the strength of SPAD to actively oppose the reelection of those legislators who have consistently been a thorn in the side of progress for the U.S. maritime industry.

With the support of SPAD by our members, the SIU will also become actively involved in the 1976 Presidential election to insure that the next Administration—which could bring with it changes in such vital posts as Secretary of State, Secretary of Commerce, Maritime Administrator, and Secretary of Labor—has the best interests of the U.S. maritime industry and all American workers at heart.

The SIU's political program, then, for 1976 is a total program aimed at ushering in a House of Representatives, a Senate, and an Administration that will act intelligently in working with the SIU in building a long-term program for maritime revitalization. These programs, as outlined by the Maritime Trades Department's Executive Board last month, would include among others:

- Enactment of a fair oil cargo preference law requiring at least 30 percent of all crude imported to the U.S. to be carried on American-flag ships.
- Extension of the Jones Act to cover the Virgin Islands, which would mean 24 sailings per week for American-flag, American-manned ships.
- A bill to stop the non-competitive rate-cutting practices of the Russians and other third-flag, state-owned fleets, which have already done so much harm to legitimate U.S. companies involved in the West Coast-Far East waterborne trade.
- A program to require the U.S. Navy to use its shipbuilding funds to build needed naval warships, and not non-combatant support vessels, such as tankers.

**The SIU's goals for 1976 are among the most ambitious in our history. And they will be difficult goals to achieve—but by no means impossible. As it has always been, the key to achieving our goals is the SIU membership—a membership that has proven over and over again by its actions that it is a united membership that has come through when it really counts. I believe that Seafarers will again come through in a big way this year.**

# Criticizes Government's Economic Policies

The AFL-CIO Executive Council has severely criticized all aspects of the current Administration's economic policies and programs, and assailed the government for a failure to pull the country out of the present recession.

The council, meeting in mid-winter session last month in Bal Harbour, Fla., reviewed the state of the economy, the nation's social needs, international problems, the state of the unions, and preparations for the 1976 elections.

In a series of statements, the council attacked the Administration's "go-slow negativism" on bringing the country out of the recession, the tax and budget policies tied to the long discredited "trickle-down" theory, the failure to help the financially ailing states and cities or to develop an adequate and meaningful housing policy.

The council was also critical of the Administration's program on health and social security, its limited approach to improving unemployment insurance, and cutbacks on food stamps and programs for children.

The council stated that the top priority objective of the labor movement is legislation to translate the promise of full employment into reality. It called on the Congress to immediately begin to develop a full employment program based on a nine-point guide developed by the AFL-CIO Economic Policy Committee.

After noting that the establishment of a full employment economy would require the committed effort of all seg-



Retiring after 20 years of service on the AFL-CIO Executive Council, Vice President Joseph D. Keenan (left) receives good luck and best wishes from Federation Vice Presidents (l. to r.): Thomas W. Gleason, president, International Longshoremen's Association; Paul Hall, president, SIU, and Glenn E. Watts, president, Communication Workers of America.

ments of society, the council added, "but it must start with the government." Federation President George Meany stated that the AFL-CIO plans to have a comprehensive full employment bill ready later this month in conjunction with a coalition of groups working toward the same goal and that the measure would seek to "really implement the Employment Act of 1946 which was passed 30 years ago."

The council reviewed and approved the nine-point guide adopted by the Economic Policy Committee which includes:

- Job opportunities at decent wages for all able to work and seeking work so that the unemployed at any time would be only those who are temporarily jobless.
- Reduction of the unemployment rate to three percent of the labor force and programs to keep it from increasing beyond that level.
- Requiring the Federal Reserve Board to justify to the President and Congress its policies on interest rates, the money supply and availability of credit.
- A public employment program to provide jobs if regular channels fail to keep unemployment below three percent, with the additional jobs available at prevailing rates of pay but in no case less than the federal minimum wage.
- An understanding by Congress that "an obsession with budget deficits" ignores the benefits of a full employment economy.
- A requirement that the President submit economic targets for full employment as well as specific programs to achieve the objective, with the President's goals and policies to be reviewed by a general consultative body as well as by Congress.

In the political arena, the council and members from affiliated unions, meeting as the Administrative Committee of the Committee on Political Education, received a thorough report on the prep-

aration for the 1976 elections — the results of which could bring new programs and policies.

### Keenan Retires

In other actions, the council elected two new vice presidents and members of the council filling vacancies created by the death in October, 1975 of Peter Fosco, president of the Laborers, and the retirement at the current session of Joseph D. Keenan, secretary-treasurer of the International Brotherhood of Electrical Workers. Replacing Peter Fosco is Angelo Fosco, current president of the Laborers, and replacing Keenan is Charles H. Pillard, president of the IBEW.

Keenan, 80, was the last of the remaining vice presidents elected at the AFL-CIO merger convention in December, 1955. After making a few, brief remarks to the council, Keenan was given a long, emotional standing ovation by council members.

AFL-CIO President George Meany spoke of Keenan as "a very busy man and a hard worker—very, very sincere. It is with great regret that I saw him depart yesterday."

In one of his last official jobs for the Federation, Keenan last year served on a panel chaired by SIU President Paul Hall which investigated representation elections among the California farm workers.



SIU President Paul Hall (right) confers with Al H. Chesser, president of the United Transportation Union, during AFL-CIO Executive Council mid-winter meetings held in Bal Harbour, Fla. last month.

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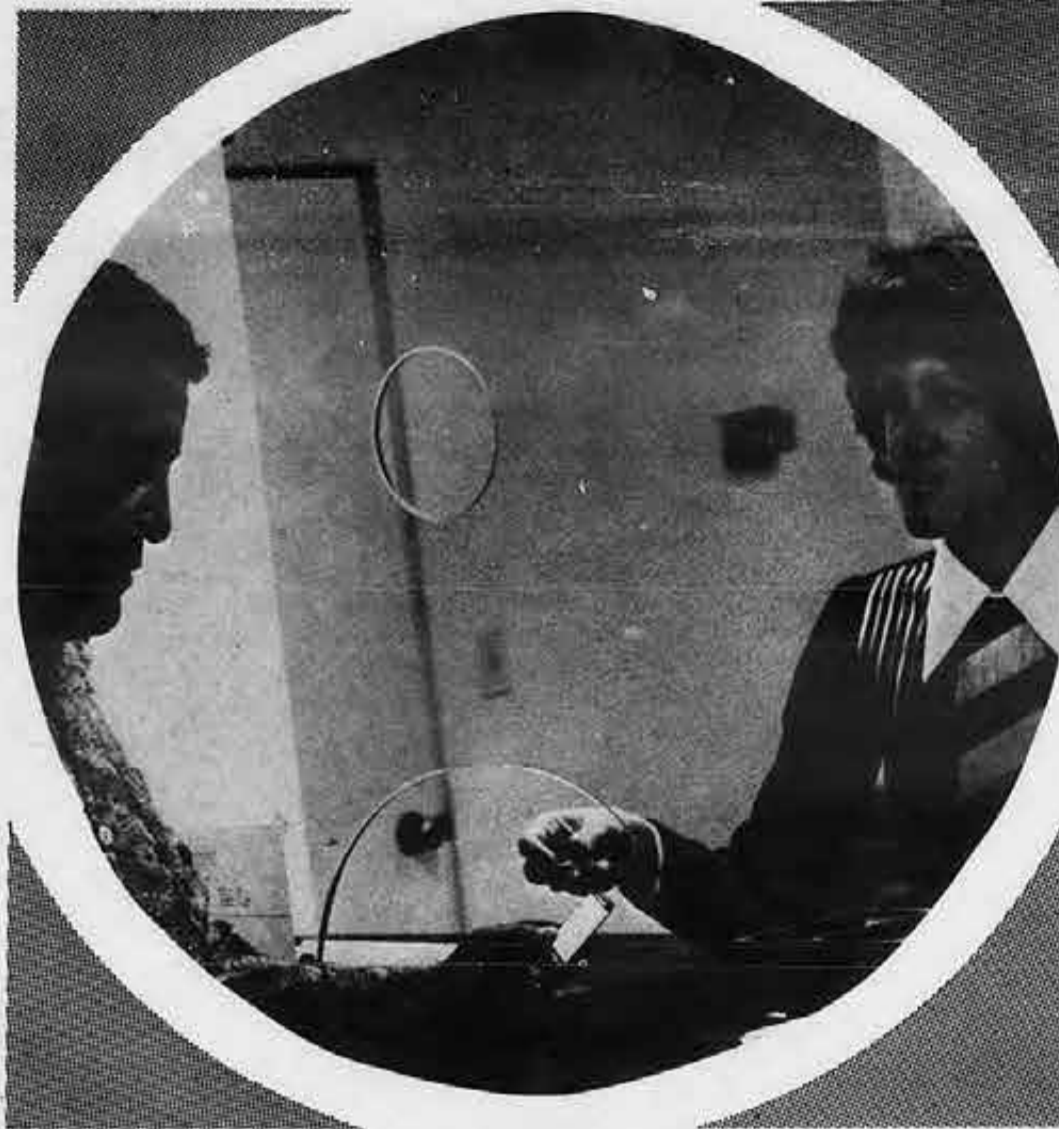
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Wilmington Port Agent Mike Worley tells members about the continuing fight for the all-Alaska Gas Pipeline.



Union secretary Janice Reese prepares to take the shipping card of FOWT Dario Madrid for registration. Brother Madrid retired in 1961 from the professional prize-fighting ring after 32 bouts.



Looking over a recent copy of the Seafarers LOG's story on alcoholism is Chief Steward John T. Shields, a former instructor at the HLSS.

## Wilmington Looks to Alaskan Pipelines

Looking toward their future as personified in the construction of the Trans-Alaska Oil Pipeline and the All-Alaska Gas Pipeline recently were 75 Seafarers who ship out of the port of Wilmington, Calif.

They, and Port Agent Mike Worley, who chaired the monthly membership meeting there, talked over the whys and hows of the soon-to-be ready oil pipeline next year, the battle for an All-Alaska Gas Pipeline instead of a Trans-

Canada line and what a boost to shipping they will mean when built.

The give-and-take discussion among members in the Los Angeles area mirrored their feeling that hundreds of jobs would be

available to them aboard ship when the Alaska North Slope crude has to be carried from the port of Valdez to the lower 48 states. Also mulled over by the audience was the possibility of an all-Alaska Gas Pipeline and the hundreds of jobs it would bring to them as they crewed the all-American flag LNG-LPG ships to carry the much needed natural gas to the States.

In conclusion, the port agent gave the members a rundown and answered queries on the new pension bill encouraging them to read it in the LOG special supplement. He also urged SIU brothers to make use of the Union's Alcoholic Rehabilitation Center at Piney Point if needed. Winding up the meeting was the reading of the quarterly financial and legislative reports.



Seafarers (above and below) give rapt attention to the remarks of the monthly membership meeting chairman Mike Worley who also led the question and answer period on what concerns the rank and file at this time on maritime problems.



First to attend the LNG Course for deck personnel at Piney Point was AB Monty Fila who is about to attend the Wilmington meeting.

## Amid Many Doubts

# Trustees Prepare to Move Sailors' Snug Harbor

The trustees of Sailors' Snug Harbor, a 144-year old home for aged and destitute sailors in Staten Island, N.Y., are preparing to move the Harbor's old mariners to new facilities in Sea Level, N.C.

Many of the Harbor's residents are not happy about the proposed move to Sea Level. Although the new facilities will be specially designed for the aged seafarers, they will be miles from even the closest town and quite isolated.

In a letter signed by 22 of the Harbor's residents, these old sailors pointed out "there is absolutely no party in North Carolina who will be able to assist the old and handicapped sailormen. We will be miles away from a city and will be minus the 24-hour transportation. We will have to forget our Union Hall, the Social Service office, appointments to the marine hospital, private medicare physicians, close friends, families, supermarkets, etc. In fact we will have to enter a new life entirely."

When the trustees first announced the move in the early 1970's, the N.Y. state

attorney general, supported by the SIU and many of the Harbor's residents, tried to block the plan, but the courts finally approved the move in 1972.

Although the trustees won approval to move the home, they had to agree to arrange and pay for accommodations and care for men wishing to stay in New York. At present it is not certain how many residents of the Harbor will elect to go it on their own and stay in the area.

### Established in 1801

Sailors' Snug Harbor was established in 1801 by Capt. Robert R. Randall, a sailor himself who became wealthy from privateering during the Revolutionary War. Capt. Randall's will specified that a home be built "for the purpose of maintaining and supporting aged, . . . and worn out sailors" on some portion of his land, and left a 10 square-block area of lower Manhattan to provide income for the home.

The value of this land, originally

farm land in 1801, has multiplied many times over and at one time the Harbor was considered one of the richest private charities in the country.

Most of the buildings in the Harbor were built in the 1830's on an 85-acre park-like setting in Staten Island overlooking New York's busy harbor.

Snug Harbor's buildings, considered by many to be the finest standing examples of Greek Revival architecture, were declared historic landmarks by the City of New York.

Although this designation is considered an important honor, the Harbor's trustees began looking for a new site for the home in 1967, claiming that the buildings did not meet existing codes for nursing homes and that the cost of renovating the buildings would be too great because, as landmarks, the structures' facades could not be altered.

Eventually the trustees, who, under the provisions of Capt. Randall's will, include the mayor of New York and the pastor of the historic N.Y. Trinity Church, purchased the Sea Level site

and began making plans to move the Harbor.

### Permission to Sell

After the courts granted the trustees permission to move, they also granted permission to sell the 85-acre Staten Island site.

Initially the City of N.Y. bought only the 15 acres on which the landmark buildings stand and a land developer purchased the remaining acreage for approximately \$6 million.

However, local residents protested the developer's plans for a 2,800-unit apartment complex and New York purchased the land from the developer for \$7.2 million.

City plans for the site call for a community park which will center around the classically designed buildings, but the present financial state of the city has cast some doubt over the final fate of this historic 144-year old home for Capt. Randall's refuge for homeless, aged sailors.

## Top Court OKs Government Cargo Ship Subsidy

WASHINGTON — The Supreme Court upheld an Appeal Court's decision sustaining cargo subsidy for U.S. ships carrying Government-generated preference freight which cannot be carried in foreign bottoms.

The decision upholds a ruling by the U.S. Maritime Subsidy Board.

The Feb. 23 ruling by the high court followed a seven-year legal war between subsidized U.S.-flag fleets represented by the American Institute of Merchant Shipping and the non-subsidized U.S.-flag fleets represented by the American Maritime Association.

By law, the preference cargo—foreign aid and military freight—is reserved for carriage in U.S.-flag bottoms.

The original court suit by the AMA in 1969 sought to deny differential operating and construction subsidy to subsidized lines hauling Government preference cargo because they held that cargo from preference sources dominated the services of AIMS shippers who bid below cost due to the subsidy cushion. They further maintained that the subsidy was intended to meet foreign-flag competition, and that it was designed to aid non-subsidized carriers.

"For the Government to pay both the cost differential subsidy and the compensatory freight rate" for its own cargo "is to pay a double subsidy," they charged.

AIMS contended, however, that the

actual performance of a vessel could be ignored. They argued that if the vessels and the services were competitive there was no requirement that particular lots of cargo be subject to foreign-flag competition in order to get a subsidy.

The Maritime Subsidy Board had turned down the AMA's petition to have subsidized operators refund their subsidy when hauling Government cargo, but it did rule that a full operating subsidy could only be paid if at least 50 percent of gross freight receipts came from commercial cargo. The Board further ruled that subsidies may be reduced, but not eliminated.

Following this, AIMS convinced a district court in a suit that the MSB

had no power to reduce the subsidy.

However, on an appeal to the Court of Appeals, the top tribunal backed the U.S. Commerce Department board's decision that subsidies can be cut, but based on the "degree to which the competitiveness of that operation is reflected in actual operating expenses," not on the all or nothing approach urged by the AMA.

The Board rejected the Association's contention that a subsidized ship would have to carry cargo subject to foreign-flag competition. Also it rejected the Institute's position that as long as vessels compete with foreign shippers the actual performance and amount of competition is irrelevant.

## Edney Stands Out on NLRB Confab Workshop Panel

Steve Edney, president of the SIUNA-affiliated United Cannery and Industrial Workers of the Pacific took an active part recently in a National Labor Relations Board Conference with 325 other trade unionists in Los Angeles.

Edney, who is also treasurer of the AFL-CIO Los Angeles and Orange Counties Organizing Committee, received high praise for his efforts as a

workshop panelist at the Jan. 17 conference which discussed "How Does the NLRB Protect the Rights of the Employee?"

In a Feb. 17 letter to SIU President Paul Hall, AFL-CIO Representative Charles Hogan of the L.A. and Orange Counties Organizing Committee, wrote ". . . we are highly appreciative for the involvement (and the continuing sup-

port) of your union in the NLRB Conference . . . we want to commend . . . the excellent participation (and services) of Steve Edney as a workshop panelist. It helped considerably in bringing about a highly successful conference."

NLRB officials outlined to the labor audience the fundamental rights and obligations of employers, employees and

labor organizations under the NLRB Act and the role of the NLRB and its regional offices.

Other speakers at the conference pointed out the rights of employees to organize and bargain collectively through representatives of their own choosing. They also delineated employer and union unfair labor practices during organizing drives.



Steve Edney (2nd left), head of the SIUNA-affiliated United Cannery and Industrial Workers of the Pacific, sits at a NLRB Conference Workshop Panel table with (l. to r.): Ray Perez, international organizer of the Sheetmetal

Workers International Assn.; Leonard Cohen, NLRB Region 31 field attorney, and Michael De Grace, NLRB Region 21 field examiner, as they discuss the many problems on representation petitions and unfair labor practices.

# The Committee Page

## Transindiana Committee



Recertified Bosun Herwood Walters (standing far right) ship's chairman of the containership *SS Transindiana* (Hudson Waterways) stands by while SIU Patrolman Jack Caffey (seated left) gives Chief Steward Walter Fitch (seated right), secretary-reporter, a receipt for a SPAD donation at a payoff in Weehawken, N.J. late last month. Standing (l. to r.) are: Messman Red Green and the rest of the Ship's Committee of Deck Delegate Manuel Silva; Chief Electrician Bob Prentice, educational director; Engine Delegate John Lincoln and Steward Delegate German Rios. The vessel is on the coastwise run.

## San Juan Committee



On Mar. 1 at a payoff of the containership *SS San Juan* (Sea-Land) in Port Elizabeth, N.J., is SIU Patrolman Teddy Babkowski (seated center) reading an overtime report with the ship's chairman, Recertified Bosun William "Billy" Mitchell (seated left) who is a skydiving enthusiast, and Deck Delegate W. Hammock (seated right). The rest of the Ship's Committee and other members of the crew are (standing l. to r.): Chief Steward Angel Maldonado, secretary-reporter; Steward Delegate Francisco Tirado; OS J. Rodrigues, and Engine Delegate J. C. Cyr. The *San Juan* sailed to the Med after the payoff.

## Jacksonville Committee



Recertified Bosun Luther Pate (left) ship's chairman of the containership *SS Jacksonville* (Sea-Land) takes time out before a payoff late last month in Port Elizabeth, N.J. with the Ship's Committee of (l. to r.): Chief Steward William "Bill" Hand, secretary-reporter; Steward Delegate F. Moteos; Engine Delegate A. Vartholomeos, and (seated) Deck Delegate Joseph McGill. The ship is on the coastwise run.

## Elizabethport Committee



Ship's Chairman of the containership *SS Elizabethport* (Sea-Land) Recertified Bosun Vagn "Teddy" Neilsen (3rd from right) stands by for a payoff late last month in Port Elizabeth, N.J. with the Ship's Committee of (l. to r.): Engine Delegate Victor Ojea; Steward Delegate Wong Kong; Deck Delegate Frank Balasia; Educational Director David Able, and Chief Steward George W. Gibbons, secretary-reporter. The vessel is on the run to the Med.

## Overseas Vivian Committee



SIU Patrolman Teddy Babkowski (seated center) writes out a dues receipt for Engine Delegate B. L. Fowler (seated right) of the tanker *SS Overseas Vivian* (Maritime Overseas) at a payoff in Port Newark, N.J. on Feb. 23. Other members of the Ship's Committee are (l. to r.): Chief Pumpman Clarence Crowder (seated), educational director; (standing) Smilin' Cook and Baker C. C. Williams, steward delegate, and Chief Steward Johnny Hodges, secretary-reporter. The ship went on the coastwise run to Texas City, Tex. after the payoff to load crude for delivery to Far East ports.

## Eagle Traveler Committee



Up in the port of Albany, N.Y. on Mar. 3 (seated l. to r.) SIU Patrolman Jack Caffey and SIU Representative George Ripol get ready to accept dues at a payoff of the tanker *ST Eagle Traveler* (Seatrains) leading off with the Ship's Committee of (l. to r.): Chief Steward Edward Caudill, secretary-reporter; Third Cook J. Gillian, steward delegate; Recertified Bosun Israel "Izzy" Farhi, ship's chairman, and AB Robert "Bob" Lawson, deck delegate. The ship took on grain destined for Russia.

## Jackson Notes Need for U.S. Seapower Improvement

Senator Henry M. Jackson (D-Wash.), an influential member of the Senate Commerce Committee which deals with many maritime bills each year, released a statement on American seapower and the U.S. Navy last month pledging to "work for the enhancement of all aspects of American seapower including our Navy, our fishing fleets, our merchant marine and our oceanographic research efforts—to insure that America regains its place as the world's leading seafaring nation."

Pointing out that the U.S. merchant marine has slipped from first place to eighth in world standing and that the Soviet Union has raised its position from 23rd to sixth, Sen. Jackson's statement claimed "because America's merchant marine has been allowed to decline, our ability to maintain commercial sea communication both with trading partners and allies is in doubt."

He charged that the Soviets have mounted "a world-wide offensive to undermine Western shipping. Indeed, the evidence of Soviet attempts to make

use of both their national monopoly and enormous state subsidies to drive Western shipping from the high seas is overwhelming."

Because "less than ten percent of our exports and imports move in ships flying the American flag," Sen. Jackson also said "our own shipbuilding industry, once a world leader, is in serious trouble" and "many private shipyards face the prospect of becoming idle for lack of work."

To revitalize the U.S. merchant marine, Sen. Jackson said, "our foreign policy should be more assertive in the defense of American maritime interests" and he charged that "successive Administrations have failed to bargain hard for international agreements which give our own merchant marine proper reciprocity."

Airing his view that "maritime policy is too important to remain buried in the federal bureaucracy," Sen. Jackson said "what is needed is . . . to cut through the bureaucratic inertia which inhibits the revitalization of the maritime industry."

### Clarification on Houston Grievance Negotiated

Because of a grievance from the port of Houston submitted to SIU Executive Vice President Frank Drozak, the Union and a Management Negotiating Committee met recently to clarify the matter.

As a result, agreements between the SIU, Union-contracted shipping companies belonging to the American Maritime Assn. and six other SIU - manned, independent companies were negotiated to clarify the grievance.

The independent companies are the Waterman Steamship Co., Transoceanic Cable Ships Inc., Interocean Management Corp., the Delta Steamship Line, Keva Corp. and the Ecological Shipping Corp.

Part of the agreement reads: ". . . The Union and a Management Negotiating Committee met on Jan. 27, 1976 for the purpose of clarifying the following matters:

#### "5. Transportation

"When seamen are shipped from Houston to the ports listed below,

the indicated rate shall be paid:

|                   |         |
|-------------------|---------|
| 1. Beaumont       | \$14.00 |
| 2. Lake Charles   | 25.00   |
| 3. Galveston      | 10.00   |
| 4. Baytown        | 12.60   |
| 5. Texas City     | 9.00    |
| 6. Port Neches    | 15.00   |
| 7. Brownsville    | 50.00   |
| 8. Corpus Christi | 32.40*  |

(\*the above rate may be changed, subject to airline rates).

"Economy plane fare shall be paid upon presentation of the used plane ticket, otherwise the seaman shall be reimbursed \$15.

"The same procedure instituted in Rule D of the Shipping Rules shall apply. If a seaman accepts transportation from a company or the Union and fails to join and sail the vessel, he must reimburse whoever made such advance. The Union will assist in the collection."

It was suggested that the ships' chairmen and port agents post this information on the ships' and hiring halls' bulletin board.

## Emergency Hospital Care

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

When the Medical Officer in Charge is satisfied that the seaman is eligible and his condition is a true emergency, he will grant au-

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

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

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



## Headquarters Notes

by SIU Vice President Frank Drozak

Over the years, we in the maritime industry have always had to work hard in order to achieve our goals: better working conditions, just wages and good benefit programs, and a fair share of U.S. cargo for the entire American merchant marine. And, we must always remember that after obtaining many of these things we have had to work just as hard to see that they were not subsequently taken away from us.

As events of the past few months have shown, this fact of life continues to be true today, more than ever before. For instance, the Ford Administration, through its Department of Health, Education and Welfare is seeking to close the eight United States Public Health Service Hospitals located in port cities throughout the country. This is not the first time the government has attempted to shut down these vital health facilities, and each previous attempt was met by strong resistance from the SIU and many of our supporters in the Congress.

Although we have been able in the past to thwart this move by HEW, this has not deterred the government from trying once again. So, *once again* we must fight to preserve the existence of these hospitals which have provided excellent, speedy medical care for Seafarers who in most cases would not have been able to afford the cost of treatment at a private hospital.

The SIU has protested to the local health planning agencies in the cities where the eight hospitals are located to ask them to refuse HEW permission to close these facilities. We are also seeking support in the Congress, which also would have to give HEW its approval to shut down the hospitals. It is a fight we have waged before but must wage again because, in our industry, success is never permanent.

HEW's attempt to close the USPHS hospitals is just one example of ways in which our industry can be severely hurt by those who do not have our best interests in mind. That is why we must constantly be on watch at all times for anything which may have an adverse effect on our livelihood; we never know when we may face a fight to preserve what we have.

That is also the reason why we must continue to support our friends in Congress, and in this pivotal election year, elect Congressmen and a President who recognize the importance of a viable, prosperous American merchant marine. We must remain politically active, and the only way we can do this is with the full support of the entire SIU membership, through voluntary donations to SPAD. We must continue to look out for our best interests in order to secure our future in this industry in the years ahead.

### BOSUNS RECERTIFICATION PROGRAM

With 12 more Seafarers graduating from the Bosuns Recertification Program this month the total number of men to go through the program reaches 355.

The success of this program is evidenced by the fact that our contracted vessels are sailing with fewer beefs and smoother payoffs. The recertified bosun is providing the needed leadership aboard our ships which will make the future of our Union within this industry secure.

### 'A' SENIORITY UPGRADING PROGRAM

The six more Seafarers who graduated from the SIU's 'A' Seniority Upgrading Program this month have now become full book members in this Union. They receive the rights and privileges of a full book member, but take on added responsibilities as well.

These men will be taking the place of all our brothers who have retired and passed on. They will continue to provide the SIU with the most qualified, best-trained Seafarers for all our contracted ships.

I urge all eligible 'B' men to apply for this program as soon as possible.

### FIREFIGHTING

All brothers who do not already have one should obtain a firefighting certificate as soon as possible. To do this, Seafarers should attend the two-day course offered at the Harry Lundeberg School and at the MSC-MARAD Firefighting School in Earle, N.J.

Upcoming dates for the course are: Mar. 30; April 2, 16, 22 and 30.

### LNG TRAINING

There can be no question that the LNG/LPG vessels are the ships of the future. In order for any Seafarer to sail on one of these highly-sophisticated energy ships he will have to be qualified and certified by the U.S. Coast Guard. The Harry Lundeberg School has an excellent LNG training program for any interested SIU member. I urge all our brothers to look into this program.

# Washington Activities



As part of the Washington Activities column, for the next few months we will be running articles concerning the way in which our form of government works. We hope these articles will prove informative to our members.

## Committees

One outstanding characteristic of Congress is the dominant role of the committees. Originally, legislation was considered on the floor and a temporary committee was appointed to work out details.

Standing committees have jurisdiction over legislation. They have hearings which are public and executive sessions where bills are marked up and vital decisions are made. The committee can decide whether a bill goes to the floor and controls proceedings once it is there.

Conference committees are made up of senior members of the standing committees from the House and Senate which are preparing similar bills; they meet to resolve differences in the two versions of the bill.

Special, joint or select committees are temporary for the life of that Congress, and they do not report bills.

The majority party has a proportionately larger number of members on each committee than the minority.

The committee system contributes to efficiency of Congress by dividing the workload among small groups with specialized knowledge of complex legislation.

The disadvantage of specialization and division of labor into committees is that responsibility for an entire budget or program is fragmented and Congress has difficulty formulating consistent comprehensive legislative programs.

The number of committees had grown so large that the Legislative Reorganization Act of 1946 was passed as an attempt to streamline the system. It limited the number and organized the committee system to make the committees correspond with the administrative agencies, for better communication with agencies responsible for similar policy areas.

The Commerce Committee in the Senate and the Merchant Marine Committee in the House handle most merchant marine issues. The Maritime Administration, the agency which administers maritime programs, is a unit of the Department of Commerce.

Members of committees take pride in their expertise and in the subject areas of their committees. They are chosen, usually, because the work of the committee is of special interest to their constituents. The committees are further divided into subcommittees. For example, Merchant Marine and Fisheries has several subcommittees: e.g., Merchant Marine, Coast Guard and Navigation, and Oceanography.

The Legislative Reorganization Act of 1946 also gave the committees professional staff to assist them in their handling of complex and technical matters, as the Bureau of the Budget (now Office of Management and Budget) did for the President.

\* \* \* \*

Some developments in Congress since last month's column are:

## Jones Act

Hearings began in the Senate Commerce Subcommittee on Merchant Marine Feb. 25 on S. 2422. The bill, introduced last September by Senator Johnston (D-La.), would extend the provisions of the Jones Act to the Virgin Islands with respect to crude oil, residual and refined petroleum products.

Senator Johnston noted the benefits to the U.S. merchant marine, shipbuilders, refineries and the U.S. economy if the Virgin Islands oil trades were brought under the U.S. flag.

The Governor of the Virgin Islands and their Delegate to the U.S. Congress, Ron DeLugo, testified against the bill. No further hearing dates are set yet.

## Ocean Mining

Chairman John Murphy (D.-N.Y.) continued hearings during February and early March on deepsea mining legislation in the House Merchant Marine and Fisheries Committee's Subcommittee on Oceanography. A decision must be made as to whether authority for regulation of deepsea mining will be given to the Department of Interior or the Department of Commerce.

Hearings held last November in the Senate Subcommittee on Minerals, Materials and Fuels indicate that U.S. technology is ready, but the financial community is unwilling to back industry because there would be no protection for companies and their investments until a law has been passed.

Both committees must still mark up their bills before they can be reported out to the floor of the respective bodies.

## Maritime Authorization

H.R. 11481, the bill to authorize fiscal year 1977 maritime programs, was reported out of the House Merchant Marine and Fisheries Committee on Feb. 25. A new authorization is required each year for all programs and must be followed by an appropriation bill which provides the money for the programs.

On the same day, the Committee considered an amendment to the negotiated procurement bill, H.R. 11504, which would increase construction subsidy to 50 percent; however, in action led by Rep. Paul McCloskey (R-Calif.) the ceiling on subsidies was reduced to 45 percent.

## Public Health Service Hospitals

The Department of Health, Education and Welfare is trying again to close the eight remaining PHS hospitals. Hearings are being held in each of the hospital locations to ascertain whether local groups are willing to take over the services provided now by PHS.

In spite of the clear intent of Congress to keep them open and the requirement spelled out in the law, the Administration attempts to reduce services, slow down needed repairs, or use whatever means possible to close the hospital doors and take away from seamen the health care which has been made available since 1798.

We do not intend to sit by and allow HEW and the Administration to willfully and arbitrarily break the law and close the hospitals.

## Alaska Gas Pipeline

The Federal Power Commission has been considering a proposal that 48" pipe be used for the Alaska gas pipeline.

We are opposing the recommendation, because it would mean that foreign pipe be used. No U.S. manufacturer can produce 48" pipe without costly retooling, and U.S. pipe would be shipped on U.S. ships with American crews.

**Support SPAD**

To Protect Your  
Job Security in  
the Fight for  
Favorable Legislation

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

## Electrician Gets Checkup



Getting checked over by Dr. Maurice Rivkin (right) of the SIU Hdqs. Clinic recently is Chief Electrician Richard Anderson of the SIU-contracted Puerto Rican Marine Management shore gang.



## Election of SIU Officers

# Union Tallying Committee Completes Report

Elections for SIU officers and job holders for the 1976-1979 term have been completed, and the Union Tallying Committee's report certifying the results has been submitted. The report has been posted at all union halls and has been read and voted upon at March membership meetings in all ports.

The election, which was held from Nov. 1 thru Dec. 31, 1975, was conducted by secret mail ballot. All full book members in good standing were eligible to vote. Ballots were available for members to obtain at 24 U.S. ports, as well as in Puerto Rico, and in Yokohama, Japan.

### Election Results

SIU President Paul Hall was re-elected to his position by defeating three other candidates for the job. The vote totals were:

Paul Hall—3,791  
 Louis C. Babin—73  
 Walter LeClair—48  
 Glenn Wells—22  
 No votes—11  
 Voids—16

SIU Vice President Frank Drozak was elected to the post of Executive Vice President. Drozak was unopposed for election, and according to the section of the SIU Constitution governing Rules For Elections, the Committee was "not required to tally completely the results of the voting for such unopposed candidate."

Other SIU executive officers who ran unopposed and were thus elected are: Secretary Treasurer — Joseph DiGiorgio.

Vice President in Charge of Con-



Members of the Union's Tallying Committee tabulate results of SIU election for officers at Headquarters recently. They are seated, (from l. to r.): Teddy Kross; J. Golder; Jack Kingsley; Harry Huston; B. D. Burns, and M. K. Doherty. Standing, (from l. to r.) are: J. R. Johnson; H. B. Butts; Frank Teti; J. McLaughlin; James Marcum; T. McNee, H. J. Peterson, and T. James. Two Seafarers elected to the Committee from the port of Philadelphia were taken ill and could not attend.

tracts and Contract Enforcement—Cal Tanner.

Vice President in Charge of the Atlantic Coast—Earl Shepard.

Vice President in Charge of the Gulf Coast—Lindsey J. Williams.

Vice President in Charge of the Lakes and Inland Waters — Paul Drozak.

### Headquarters Reps

Four men were elected to the posts of Headquarters Representatives, all running unopposed. They are: Fred Farnen; Leon Hall, Jr.; William W. Hall, and Edward X. Mooney.

### Port Agents

The following men were elected to the post of Agent from their respective ports. All candidates ran unopposed.

New York—George McCartney  
 Philadelphia—John Fay  
 Baltimore—Benjamin Wilson  
 Mobile—Louis Neira  
 New Orleans—C.J. "Buck" Stephens  
 Houston—Robert F. (Mickey) Wilburn

San Francisco—Steve Troy  
 Detroit—Jack Bluit

### N.Y. Patrolmen

For the jobs of New York Joint Patrolman, eight positions were open. The vote totals were:

Ted Babkowski—3,529  
 Jack Caffey—3,535  
 Angus Campbell—3,591  
 Perry D. Ellis—714  
 Luige Iovino—3,541  
 Frank Mongelli—3,525  
 Michael Sacco—3,508  
 Keith Terpe—3,519  
 Herman M. Troxclair—3,356  
 No votes—2,180  
 Voids—690

The eight men elected are: Ted Babkowski; Jack Caffey; Angus Campbell; Luige Iovino; Frank Mongelli; Michael Sacco; Keith Terpe, and Herman M. Troxclair.

### Phila., Balt. Patrolmen

For the position of Philadelphia Joint Patrolman, Albert (Al) Bernstein and

William (Red) Morris, both running unopposed, were elected. For the position of Baltimore Joint Patrolman, Tony Kastina and Robert Pomerlane, both running unopposed, were elected.

### Mobile Patrolmen

For the jobs of Mobile Joint Patrolman, two positions were open. The vote totals were:

David L. Dickinson—422  
 Harold J. Fischer—3,452  
 Robert L. Jordan—3,391  
 No votes—525  
 Voids—132

Harold J. Fischer and Robert L. Jordan were elected.

### N.O. Patrolmen

The following men, all running unopposed, were elected to the posts of New Orleans Joint Patrolman: Thomas E. Gould; Louis Guarino, and Stanley Zeagler.

### Houston Patrolmen

There were three jobs open for the position of Houston Joint Patrolman.

The vote totals were:

Frank "Scottie" Aubusson—3,524  
 Peter E. Dolan—645  
 Roan Lightfoot—3,438  
 Franklin Taylor—3,351  
 No votes—802  
 Voids—123

Frank "Scottie" Aubusson, Roan Lightfoot and Franklin Taylor were elected.

### S.F. Patrolmen

There were two positions open for the job of San Francisco Joint Patrolman. The vote totals were:

Arthur C. Lehmann—556  
 Pasquale (Pat) Marinelli—3,336  
 Joseph Sacco—3,419  
 No votes—445  
 Voids—166

Pasquale (Pat) Marinelli and Joseph Sacco were elected.

### Detroit Patrolmen

Roy Boudreau, who ran unopposed, was elected to the post of Detroit Joint Patrolman.

## SIU Alcohol Rehabilitation Center

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

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

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

Mail to: **THE CENTER**  
 Star Route Box 153-A  
 Valley Lee, Maryland 20692

According to the rules of the SIU Constitution, the Union Tallying Committee which tabulates the votes of the SIU election for officers is to be composed of two members from each of the eight constitutional ports.

The Tallying Committee for the 1976-79 term of SIU officers were elected at Special Meetings held in the eight ports on December 29, 1975.

When this year's Committee began work on January 5, 1976, it was noted that the two elected members from the port of Philadelphia were not present; both men were ill and unable to attend the Committee sessions. There is no provision in the SIU Constitution which calls for a delay in Committee proceedings or allows for another Special Meeting to elect replacements. Therefore, the Committee commenced and completed its work with 14 members, five more than was needed for a full quorum under the Provisions of the Constitution.

The 15 Tallying Committee members were:

J. Golder, Frank Teti—Port of New York.

T. McNee, John McLaughlin—Port of Baltimore.

J. Marcum, M. Doherty—Port of Detroit.

Theodore James, H. B. Butts—Port of Houston.

Teddy Kross, J. R. Johnson—Port of New Orleans.

H. J. Peterson, H. Burns—Port of Mobile.

Harry Huston, Jack Kingsley—Port of San Francisco.

## AT SEA



### SS Consumers Power

A once-doomed freighter, the SIU-contracted *SS Consumers Power* (American Steamship) nears a golden milestone next year when she completes 50 years of sailing on the Great Lakes.

The self-unloading bulk carrier renamed four times was sunk on June 15, 1943 in a collision with the undamaged *SS D.M. Clemson* in heavy fog in the Straits of Mackinac. She was then formally abandoned by her owners until the late Capt. John Roen had the vessel's hulk uniquely lifted up and saved the ship from becoming the stuff of which tales of ghost ships are made of.

Christened the *SS George M. Humphrey* (U.S. Secretary of the Treasury from Cheyogan, Mich.) in 1927 when she was launched at Lorain, Ohio, the ship sailed 15 years until she was sunk carrying 14,000-tons of iron ore to the bottom, fortunately with all hands saved.

The U.S. Corps of Engineers, worried about the hulk lying in a busy channel, asked for salvage bids for her removal after which she would be towed to deep water and blown to smithereens. Capt. Roen bid \$50,000 and had a bright idea.

His underwater divers found a 21-foot diameter hole stove in the vessel's bulkhead, but the hull was reported to be in tip top shape lying on an even keel on a muddy bottom.

In September 1943, a crane barge crew brought up the iron ore cargo. Then the plucky master got hold of a scale model of the 600-foot *SS Humphrey* which he experimentally sailed in his Sturgeon Bay, Wisc. bathtub.

By Spring 1944, he had a specially-built barge stationed directly above the sunken ship with 200 cables hanging down one side. The divers positioned each cable around the hulk's hull bringing them topside to be secured on the other side of the barge. Result: a giant steel cradle.

Next the barge was intentionally deep-sixed to rest on the deck of the *Humphrey*. Then pumps emptied the water out of the barge to make her a hollow pontoon. Simultaneously air was pumped into the still secure ballast tanks of the abandoned ship.

Presto! The *Humphrey* floated free from her watery grave and was towed toward the shore until she hit bottom. Then the lifting and towing was repeated eight times until she was on the surface. After enough water had left her, workmen patched the hole stove in her side. On Sept. 15, 1944, the *Humphrey* was towed to Sturgeon Bay.

In the Spring of 1945, the refitted vessel sailed with a new name, the *SS Capt. John Roen* until 1948 when she was sold to the American Steamship Co. They converted her to a self-unloader and renamed her the *SS Capt. Adam E. Cornelius*, a Lakes sailing pioneer.

Her last name change in 1958 was to the *SS Consumers Power*, the *Cornelius* name going to a new self-unloader.

### SS Delta Mar

A helicopter from the *H.M.S. Endurance*, a British Navy Antarctica patrol ship, carried voyage mementoes to and from the masters of the LASH *SS Delta Mar* (Delta Line), Capt. L.V. Cooley, and the summer patrol vessel late last year.

The *Delta Mar* was one day out of Rio de Janeiro on her way to Maracaibo, Venezuela when she encountered the *Endurance* and the skippers exchanged mutual good wishes over the ships' radios.

### SS Fort Hoskins

Carrying 26,000-tons of crude last month was the T2 tanker *SS Fort Hoskins* (Inter Ocean) on the coastwise run from Port Everglades, Fla. to an Atlantic Coast port of call.

### SS Golden Monarch

Coming from the Med recently to Quebec, Canada on the St. Lawrence River was the tanker *SS Golden Monarch* (Westchester Marine) carrying 70,000-tons of oil.

### SS Eagle Traveler

The tanker *SS Eagle Traveler* (Sea Transport) recently hauled 30,000-tons of grain from the Gulf to a Soviet Black Sea harbor.

### SS Merrimac

Coming out of layup this month or in April will be the bulk carrier *SS Merrimac* (Maritime Overseas) to transport MSC cargo to Europe for a year from the port of Norfolk or Philadelphia.

### SS Mount Washington

Recently the tanker *SS Mount Washington* (Washington Tankers) sailed with 44,000-tons of grain from the Gulf to a Russian Black Sea port.

### SS Overseas Joyce

Also carrying grain to a USSR Black Sea port recently was the tanker *SS Overseas Joyce* (Maritime Overseas) from a Gulf port.

### SS Eagle Voyager

Sailing from the Gulf port of Houston to a Soviet Black Sea port recently was the tanker *SS Eagle Voyager* (Sea Transport) with 30,000-tons of grain.

### SS Sugar Islander

The bulk carrier *SS Sugar Islander* (Pyramid) had a cargo of 24,000-tons of grain which she carried recently from an East Coast port to Haifi, Israel.



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

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

## Their 50th Golden Year



Hand-in-hand together at home are SIU Pensioner Clyde E. Hiers, 73, of the port of Tampa and his wife, Jewell, who celebrated their 50th wedding anniversary on Nov. 25. A Floridian, Brother Hiers joined the Union in Tampa in 1949 sailing as a chief steward and chief cook. He is a regular contributor to SPAD. The couple have a son, daughter, three grandchildren and a great-grandchild.

### MEMBERSHIP MEETINGS' SCHEDULE



| Port          | Date    | Deep Sea   | IBU        | UIW       |
|---------------|---------|------------|------------|-----------|
| New York      | Apr. 5  | 2:30 p.m.  | 5:00 p.m.  | 7:00 p.m. |
| Philadelphia  | Apr. 6  | 2:30 p.m.  | 5:00 p.m.  | 7:00 p.m. |
| Baltimore     | Apr. 7  | 2:30 p.m.  | 5:00 p.m.  | 7:00 p.m. |
| Norfolk       | Apr. 8  | 9:30 a.m.  | 5:00 p.m.  | 7:00 p.m. |
| Jacksonville  | Apr. 8  | 2:00 p.m.  | —          | —         |
| Detroit       | Apr. 9  | 2:30 p.m.  | —          | —         |
|               | Apr. 12 | —          | 5:00 p.m.  | —         |
| Houston       | Apr. 12 | 2:30 p.m.  | 5:00 p.m.  | 7:00 p.m. |
| New Orleans   | Apr. 13 | 2:30 p.m.  | 5:00 p.m.  | —         |
| Mobile        | Apr. 14 | 2:30 p.m.  | 5:00 p.m.  | —         |
| San Francisco | Apr. 15 | 2:30 p.m.  | —          | —         |
| Wilmington    | Apr. 19 | 2:30 p.m.  | —          | —         |
| Seattle       | Apr. 23 | 2:30 p.m.  | —          | —         |
| Piney Point   | Apr. 10 | 10:30 a.m. | 10:30 a.m. | —         |
| San Juan      | Apr. 8  | 2:30 p.m.  | —          | —         |
| Columbus      | Apr. 17 | —          | —          | 1:00 p.m. |
| Chicago       | Apr. 13 | —          | 5:00 p.m.  | —         |
| Port Arthur   | Apr. 13 | —          | 5:00 p.m.  | —         |
| Buffalo       | Apr. 14 | —          | 5:00 p.m.  | —         |
| St. Louis     | Apr. 15 | —          | 5:00 p.m.  | —         |
| Cleveland     | Apr. 15 | —          | 5:00 p.m.  | —         |
| Jersey City   | Apr. 12 | —          | 5:00 p.m.  | —         |

# Seafarers Get High School Diplomas Through Piney Point GED Program



Denver Myers



Alphonso David

Two more Seafarers, Alphonso David and Denver Myers, recently earned their high school diplomas through the General Educational Development (GED) Program at the Lundeberg School in Piney Point, Md.

Brother David is 25-years-old and a resident of Brooklyn, N.Y. He dropped out of high school in the 11th grade, and has been out of school for several years. Seafarer David, who ships in the steward department, said that he decided to enroll in the high school equivalency program "because I wanted to complete and further my education for the benefit of both myself and my loved ones."

Seafarer Denver Myers, who sails in the engine department as FOWT, graduated from HLSS as a trainee in 1974.

Brother Myers enrolled in the GED Program as a partial tester while he was still a trainee. After he acquired the necessary seetime, he returned to the Lundeberg School to upgrade and he completed his high school education at the same time. Brother Myers comes from a large family which includes six brothers and a sister. One of his brothers, Mosel Myers, also attended the HLSS. His home town is Philadelphia, Pa.

The high school equivalency program at the Lundeberg School is open to all Seafarers who have one year of seetime. Instruction in the program is individualized for each Seafarer. To date, 47 Seafarers and Inland Boatmen have successfully completed the program and earned their Maryland State High School diplomas.



Portland, Ore.

Last month the *LOG* heard from AB I. H. Pepper who makes his home on the West Coast.

Seafarer Pepper's letter and magazine and newspaper clippings from the daily Oregon (Portland) Journal told of a year he took off from sailing last year "to do some boating" with his 24-foot, 225-hp engine inboard-outboard cabin cruiser, the *Migrant*, to make a trip from Portland, Ore. by way of the Columbia River and into the Snake River all the way to Lewiston, Idaho.

Brother Pepper pointed out that "it had never been done single-handed round-trip . . . took me through 16 locks . . . and 752 river miles. I had television coverage (KOIN Channel 6-Portland) on the trip and made the papers in Lewiston and two newspapers in Portland, and six top boating magazines on the West Coast since it was the first time it had ever been done single-handed . . ."

He went on to say "I will be on my way on June 5, 1976 to take my last long trip (a second dream) in my boat that will take me down the Columbia River, up the Pacific Ocean around Canada and my last stop will be Ketchikan, Alaska. Roundtrip will take me 2,400 miles. I'll be going single-handed . . ."

In a letter to a magazine editor, entitled "Riding the Snake," Pepper recalled "This trip had been a lifetime dream ever since I first came up the Columbia River in 1946 aboard a British tanker (as a British seaman) on the way to Swan Is. for repairs. It had been a breathtaking view coming across the Columbia bar and seeing Astoria for the first time. The pilot told me:

"I see it every day and it's a breathtaking view every time just the same." He also told me that if the day should ever come that I would be able to go up the Columbia and Snake Rivers, I'd remember the views the rest of my life. Early this Summer, the Lower Granite Dam (and Lower Monumental Little Goose Dam on the Snake) was completed and in August I was ready to go."

On Sept. 10, 1975 in Ed Goetzl's Boating column in the Oregon Journal, he led off with "Undoubtedly he [Pepper] is the first and only—and probably will remain the only—man ever single-handedly to cruise a powerboat from Portland to Lewiston, Ida. and back."

Pepper emphasized to the columnist "that nobody, singlehandedly or with crew, should undertake the Columbia-Snake run in a boat any smaller." He "encountered winds of up to 40 knots in the pool above McNary Dam." (During the Summer months heavy winds come up almost every afternoon on the Columbia in open areas above the river's four dams. In heavy blows, small boats are bounced around like a cork and it is no fun at all to travel any distance.)

When Pepper was asked by amazed lock tenders where his crew was, he replied "They're invisible."

He said refueling was no problem. Columbia and Snake marinas and boat clubs had pumps. At Arlington, Ore. (686 population) a fuel dealer brought his truck down to water's edge. Townfolk provided supplies. "They were happy to have someone from downriver coming up their way."

Our West Coast brother makes one recommendation to inland Seafarers: Get a copy of the latest edition of the "U.S. Coast Pilot 7," the best navigation aid he had.

## New Orleans

Among the effects of the late Charles H. Logan, a longtime friend of the SIU and labor expert who passed away here on Dec. 13, was a photo memento of the sea called "Drawing (Burning) a Dead Horse."

With the reproduction of the sketch from the Illustrated London News of the past century was the explanation of its meaning.

"Much to many a naval officers regret, this old custom survives. A real ceremony was connected with the old days when the crew 'stopped working for nothing.' In the days of sail, both in the Navy and particularly in the merchant marine, seamen were permitted to draw some money in advance. In the British merchant service, it was approximately a month's advance when the sailor shipped.

"After five weeks at sea or at whatever time the advance money had been worked off, the men made a horse out of canvas stuffed with old cordage and waste material or out of a cask with oakum tail and mane, and permission was requested to light it and hoist it out to the end of a boom or yard. This was done amid cheers, and marked the time that the crew started to accumulate wages 'on the books'.

"The advance was usually spent in high living in the port just left. Plans could now be made for the next port.

"Both watches used to sing in a chorus:

'Now, old horse your time has come  
And we say so, for we know so!  
Altho' many a race you've won,  
Oh! poor old man,  
You're going now to say goodbye,  
And we say so, for we know so:  
Poor old horse, you're going to die.'"

## Miami

Seafarer F. M. Rose of Fort Lauderdale, Fla. informs us that he won first prize for foreign coins in the Miami International Mid-Winter Coin Convention on Jan. 8-11. Brother Rose, last an AB on the *SS Mount Navigator* (Cove Tankers) took the award with his five case exhibit of chop-marked and counter-stamped coin collection titled "When Coins Got Around."

Later, Jan. 15-18, the same exhibit won second prize at the 21st Annual Convention of the Florida United Numismatics in St. Petersburg, Fla.

## Joint and Survivor Annuity Benefit Offered in Pension Plan

The Board of Trustees of the SIU's Pension Plan is considering the rules that will apply to a joint and survivor annuity benefit.

Under this joint and survivor annuity, or husband-wife annuity, an SIU member choosing this benefit would receive a reduced monthly pension until his death and, if his wife is still living at the time of his death, she would continue receiving 50 percent of his monthly pension benefit until her death.

The pensioner covered under this annuity would receive a reduced benefit because this plan is more expensive than a benefit which ends with the death of the pensioner.

The actual amount of this reduced monthly benefit would be computed by actuaries considering many fac-

tors, including the life expectancy of the pensioner's spouse, and must be calculated on a case-by-case basis.

Each married Seafarer, when he becomes eligible for a pension, will be notified of the exact amount of the reduced monthly pension he will get should he receive this benefit and will be given 90 days to reject the joint and survivor annuity.

If he does not reject the husband-wife annuity at this time, he will, as required by the Employee Retirement Income Security Act of 1974, automatically receive the joint benefit when he retires.

Unmarried Seafarers will automatically receive the full monthly pension benefit which will end with their death. The joint and survivor benefit will not apply to men already on pension.

## Alcoholism: A Major Problem Today



Alcoholism is a major problem.

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

Alcoholism is a disease. It can be treated.

# For an All-Alaska Gas Pipeline Route

The United States Federal Power Commission is presently considering two alternate proposals to transport natural gas from huge reserves on Alaska's North Slope to the lower 48 states. For the past several months the commission has been hearing evidence and testimony from supporters of both competing plans, and a decision is expected sometime at the end of the year.

Of the two proposed routes, one has received widespread support from various groups and organizations. This route, known as the all-Alaska route and sponsored by El Paso Gas Co., calls for the construction of an 809-mile gas pipeline, parallel to the Alaska oil pipeline, running to the port of Valdez. At that point the gas would be liquefied, put aboard LNG tankers, carried to the U.S. West Coast for re-gasification and distributed to consumers through existing pipelines.

The alternate proposal, the Alaska Arctic Gas pipeline, would require the construction of a 5,600-mile pipeline across the underdeveloped middle of Alaska and through Canada to the U.S. Mid-west.

Various studies have shown that

there are numerous factors favoring the adoption of the all-Alaska route. It would be totally under U.S. control, whereas much of the Arctic gas pipeline would cross Canadian provinces, and because of that system of government would be subject not only to Federal regulation, but regulation from the local provinces as well. Because it calls for the construction of less pipeline and would utilize the oil pipeline roads and right-of-way, the all-Alaska route would also take less time and money to build.

There are other strong reasons as well for favoring the El Paso project. This route does not endanger a wildlife range, whereas the Arctic gas proposal would traverse the width of the Arctic National Wildlife Range, and as such has been vehemently opposed by many environmental groups.

Estimates have been made which show that the all-Alaska route would create approximately 24,000 U.S. jobs, compared with 12,000 jobs for the Canadian route. The all-Alaska route would generate a very favorable balance of payments and over \$9 billion in U.S. Federal income taxes over the life of the project; the Canadian proposal would have an adverse balance of payments of \$10



## The Only Way to Go!

billion and would produce only \$2 billion in U.S. Federal income taxes over the life of the project.

It is because of these many advantages that the SIU, along with the Maritime Trades Department, which represents 43 AFL-CIO Unions and eight million workers, were among the earliest supporters of the all-Alaska route. Over the past several months other organizations have stated their preference for this plan, including the Seattle Chamber of Commerce, and such environmental groups as Friends of the Earth, the Sierra Club and the National Audubon Society.

Yet, with all the backing for the all-Alaska route, with so many advantages favoring its adoption, there is still a move on in certain areas to obtain approval of the Canadian route. Congressmen from some Mid-western states are pushing hard for the Canadian route, ignoring all other factors, and concentrating only on the advantages for their section of the country.

Legislation has been introduced in the Congress by supporters of both plans which would let Congress choose one of the routes instead of the FPC. Since many lawmakers are sharply divided on the issue, President Ford has proposed a bill which would allow him to select one of the proposals, and give the Congress a limited time to reject or accept his choice. Should they accept it, the bill would prohibit subsequent legal challenges by any dissatisfied organizations.

It will take some time before it is decided who is to have the final say in this matter, the FPC, the Congress or the President. However, it is clear to us even now that the best proposal for the gas pipeline is the Trans-Alaska route. The advantages, for maritime, for U.S. workers, for the surrounding environment and for the United States as a whole, are overwhelming. We strongly urge adoption of this proposal, and we hope that whoever makes the final decision will consider all the facts.

## Letters to the Editor



HISTORIC PRESERVATION

### Compliments SIU Crew

I would like to compliment the SIU sailors aboard the *SS Alex Stephens* for their work during Voyage 14.

Under the supervision and direction of Richard Chiasson, recertified bosun, they have performed all their assigned duties in the most conscientious and expeditious manner.

I would be proud and very pleased to have the opportunity of sailing with them again.

Fraternally, **Henry T. Lawrence, Captain**  
*SS Alex Stephens*

## Thanks SIU Scholarship Program

I wish to thank the SIU Scholarship Program for its recent contribution of scholarship aid for Vassilios Livanos of the Class of 1977.

Your Union's assistance plays an important role in helping qualified students to receive the kind of education which is so vital to their future and the future strength of our nation.

During this period of rising costs, your help is especially important and is deeply appreciated by our students as well as Stevens Institute of Technology faculty and administration.

Sincerely, **Elton Renfroe,**  
Asst. to the President  
Stevens Institute of Technology

## Seafarer Thanks USPHS

I want to take this opportunity to thank the United States Public Health Service Hospital in San Francisco, the doctors and nursing staff and others for their courtesy and help to me during my time in the hospital.

About a month ago, I fell on the street near by home and broke my left side hip. The doctors tell me I will soon walk around again—thanks to their good treatment.

Fraternally, **Albert Yip**  
San Francisco, Calif.

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**At MTD Exec Board Meeting****Focus Is on Maritime Revitalization**

At its annual winter meeting in Bal Harbour, Fla. held on Feb. 12 and 13, the AFL-CIO Maritime Trades Department's Executive Board declared 1975 "a year of retreat and decline for the U.S. merchant marine" and adopted a nine-point program to revitalize the industry.

Taking a vocal position on many important maritime industry problems, the MTD Executive Board also delivered a comprehensive report on developing U.S. energy resources and enacted resolutions calling for the continued maintenance of the USPHS hospitals, the repeal of special low tariffs for low cost imports, a greater defense role for the U.S. merchant marine, and legislation to end the use of third-flag vessels in trade on the Great Lakes between Canada and the U.S.

In addition, the Board released position statements on the threat to U.S. security posed by the expanding Soviet merchant fleet, closing the Virgin Islands loophole in the Jones Act and protecting American workers against concessions on import tariffs being granted



The AFL-CIO Maritime Trades Department Executive Board convenes its 1976 winter meeting in Bal Harbour, Fla.

by our government at multi-lateral trade negotiations.

**4 Special Speakers**

Executive Board members

were also addressed by four special guest speakers during the busy two-day conference. Gov. Rafael Hernandez-Colon of Puerto Rico told the MTD

Board about the disastrous effects of new U.S. trade laws on his island's economy. AFL-CIO Research Director Nat Goldfinger spoke of the failure of the Trade Act of 1974 to prevent the export of American jobs. Executive vice president of El Paso Alaska Gen. John Bennett explained the advantages of an all-Alaska natural gas pipeline route, and SIU General Counsel Howard Schulman described the benefits of extending the jurisdiction of the National Labor Relations Board to U.S.-owned foreign flag vessels.

The meeting was chaired by SIUNA President Paul Hall who serves as president of the Department. The MTD is composed of 43 national and international AFL-CIO unions, including the SIUNA, and represents nearly eight million workers.

The Executive Board includes representatives from each member union as well as Department officers and regional representatives.



MTD President Paul Hall introduces Governor Rafael Hernandez-Colon of Puerto Rico who spoke about the strong ties between Puerto Rico and the U.S. maritime industry.

# 9 Point Maritime Program Adopted

An important nine-point program to stimulate the growth of the U.S. maritime industry and to halt "the decline in merchant marine fortunes" of 1975 was proposed and adopted by the AFL-CIO Maritime Trades Department Executive Board at its winter meeting.

Calling the nine points "minimum objectives," the Executive Board said immediate action was necessary because "implementation of the program outlined in the Merchant Marine Act of 1970 . . . has largely come to a halt."

The Board found evidence of the American Merchant Marine's decline in the fact that "44 fewer vessels flying the U.S. flag were actively engaged in ocean commerce at the end of 1975 than at the close of 1974" and that "the administration's new budget provides no funds for new ship construction because of a \$449 million carryover in unspent shipbuilding appropriations from the previous budget."

## Stimulate Growth

Blaming President Ford's veto of the Energy Transportation Security Act, a worldwide surplus in tanker tonnage, a reduced demand for oil and the present economic recession for the depressed state of the U.S. maritime industry, the MTD Executive Board vowed to "work diligently . . . to bring about as quickly as possible those measures needed to stimulate the growth of the U.S. merchant marine."

To foster this needed growth the Board resolved to work towards implementing the following nine "minimum objectives":

- The creation of a single agency or Office of Maritime Affairs in the White



The International Union of Operating Engineers' delegation to the winter meeting included (from l. to r.) Legislative Representative John Brown, President J. C. Turner, Vice President and MTD Board member Stephen J. Leslie, and MTD Vice President Jack McDonald.

House to deal with the problems of the maritime industry and to promote its development.

- Enactment of oil cargo preference legislation.

- Development of a national cargo policy which would provide for extension of cargo preference legislation to imports of strategic raw materials.

- Strengthening of the Jones Act by applying it to the Virgin Islands; by applying it to transshipment from very large crude carriers off loading on the U.S. continental shelf; by providing new incentives for domestic shipping, and by tightening the provision for obtaining administrative waivers from complying with the Act.

- Taxing in full the income of run-away ships to reduce the competitive

advantage they hold over the legitimate U.S.-flag merchant marine and investment tax credit for ships built with capital construction funds.

- Legislation to extend the provisions of the National Labor Relations Act to U.S.-owned foreign-flag ships.

- Legislation to outlaw the predatory rate cutting practices of Soviet and other state-owned fleets.

- Requiring the U.S. Navy to contract for its noncombatant support services from the privately-owned U.S. merchant fleet instead of sacrificing Navy shipbuilding resources in the construction of noncombatant support vessels.

- Development of a policy position in both major political parties in this presidential year which would make it clear that this nation will take whatever

steps are necessary to "guarantee an ocean transportation capability sufficient to serve the nation's defense needs in time of national emergency, adequate to serve U.S. ocean transportation needs in the interest of the national economy and equal to the task of maintaining the U.S. flag presence in the oceans of the world as an instrument of this nation's international political policy."

Even though this "ambitious program" may present it with a difficult challenge, the MTD Executive Board said it recognizes that "the attainment of these objectives is necessary to developing a first rate merchant marine of the strength necessary to maintain the United States' position as a first rank world power."

## Resolutions Passed on Maritime Problems

Tackling some of the U.S. maritime industry's most urgent problems head on, the MTD Executive Board resolved at its annual winter meeting to work for the continued maintenance of USPHS hospitals, the repeal of special tariff considerations for low cost imports, a greater defense role for the U.S. merchant marine and legislation to end the use of third-flag vessels in trade on the Great Lakes between Canada and the United States.

The Administration is again attempting to shut down the Public Health Service hospitals by urging the Department of Health, Education and Welfare to persuade the eight communities where the hospitals are located to give their approval to closing the institutions.

In a public statement the MTD Executive Board said that these hospitals "are an important part of the nation's health care system" and that "their closure would sacrifice the quality care and the teaching and research programs which they provide."

For this reason the Board resolved to support "continued operation of the USPHS hospital system and urge that a maximum effort be made to advise local and state health planning agencies of the wisdom of supporting the continued operations of these facilities."

### Repeal Section 807

Turning its attention to a harmful loophole in our trade law, the Executive Board vowed to support legislation to repeal Section 807 of the U.S. trade law. Under this section, the MTD said,

"component parts of products such as televisions and clothing and material such as ceramics, plastics, rubber and glass have been exported abroad, assembled or processed by low-wage foreign workers" and then imported back into the U.S. at special low duties.

Last year more than \$238 million in low tariff imports entered this country under Section 807, all at the expense of American jobs.

Because many MTD member unions have been adversely affected by this loophole the Executive Board resolved to support legislation that would repeal Section 807 "so that the jobs of thou-

sands of Americans can be protected against the predatory effects of low-cost imported products assembled by low-wage foreign workers and peddled to American consumers at profiteer-level high prices."

### Merchant Marine & Navy

In another important resolution passed at this winter conference, the Board declared that "both the U.S. Navy and the American merchant marine would benefit through increased use of U.S. merchant marine vessels to meet Navy noncombatant supply and support needs."



Conferring on a MTD Board position paper are the Secretary-Treasurer of the International Association of Fire Fighters and Executive Board member, Frank Palumbo (l.), and president of the Fire Fighters, William H. McClennan.

Efforts by the Navy to maintain both combat and non-combat forces "has meant that both fleets have been short-changed," the MTD stated.

Pointing out that inflation is shrinking the Navy's budget faster than money can be appropriated, the Executive Board questioned the value of the Navy's continued attempts "to try to build up its non-combatant fleet of vessels; all of which are available in the private U.S. merchant fleet."

In adopting this resolution the MTD stressed that using private vessels to perform support services would let the Navy concentrate its limited shipbuilding funds on constructing combat vessels while at the same time expanding the private U.S. fleet and providing more jobs for Americans. It would also give the merchant marine more experience in Navy support missions, improving its ability to serve as an auxiliary force in national emergencies.

Another resolution passed by the Executive Board during their two day meeting urged the governments of Canada and the U.S. "to take immediate steps—including the enactment of legislation—to reserve voyages between Canada and the U.S.A. for Canadian and U.S.A. registered vessels."

A 200-year old tradition of exclusive Canadian-U.S. shipping between ports on the Great Lakes is in grave danger as vessels registered in Greece, Brazil and other foreign countries start entering this trade, displacing Canadian and U.S. seamen.

# With 20% Puerto Ricans Jobless, Colon Hits U.S. Trade Policy

Unemployment hit 20 percent in Puerto Rico last May and present U.S. trade policies are aggravating the situation, Gov. Rafael Hernandez-Colon of Puerto Rico told the assembled MTD Executive Board at its winter meeting.

He also reported that the newly created Puerto Rican Merchant Shipping Authority was now on a "firm financial footing" and would soon be able to reinvest its profits in new and even more efficient vessels.

Describing the economic plight of the island, the governor said that competition from Taiwan, North Korea, Haiti, Hong Kong and Spain "has sapped our once vibrant textile industry and is destroying our shoe and leather industry."

"This policy of exportation of jobs" which is encouraged by present U.S. trade laws "is particularly costly to Puerto Rico," Gov. Hernandez-Colon told the board.

Making these remarks to the MTD Executive Board, which included many representatives from unions also ad-

versely affected by these laws, he warned that the U.S. "must not pursue a policy which will impoverish Puerto Rico and many areas of the mainland for quick profits for multinational corporations."

Turning to Puerto Rico's purchase of the three shipping lines servicing the island and the creation of the Puerto Rican Merchant Shipping Authority, Gov. Hernandez-Colon said that this would help keep the cost of moving materials to and from Puerto Rico low, and help attract new industry.

As Puerto Rico is totally dependent on ocean transportation for the movement of all of its goods, Gov. Hernandez-Colon remarked that "the growth and decline of our shipping to the U.S. is tied directly to the growth and decline of the Puerto Rican economy, so it is evident that we are all in this together."

In closing, he thanked organized labor for its help for Puerto Rico and said that he knew he could "count on labor's support" in solving Puerto Rico's new problems.



Gov. Hernandez-Colon

## Schulman Speaks on NLRB Extension, Right-to-Work Law

A proposed bill which would extend National Labor Relations Board jurisdiction to American owned runaway-flag ships and important litigation over right-to-work laws pending in the U.S. Supreme Court were the subjects of an address given to the MTD Executive Board by Howard Schulman, the SIU's general counsel.

Schulman told the Executive Board that he would testify during the House Education and Labor Committee's oversight hearings and recommend that Congress pass specific legislation to place runaway-flag ships under the provisions of the Taft-Hartley Act.

Although the courts have said that the NLRB's jurisdiction does cover these ships under the present law, Schulman explained to the Board that "it should be made clear through new legislation that Congress intended that these runaway-flag ships which are American owned, operated and engaged in American trade, are U.S. employers and subject to the Taft-Hartley Act."

"These American owned ships shouldn't be allowed to enjoy the advantages of American shipping with-



Howard Schulman

out also taking on the obligations," he told the Board during its winter meeting.

One of the advantages of specifically placing runaway ships under the provisions of the Taft-Hartley Act, Schulman said, would be that "these ships would be a fair target for organizing."

This legislation, he pointed out, might also have an impact on stemming the export of jobs by U.S. owned corporations to countries offering large pools of low-priced labor.

### Right-to-Work Law

The SIU's general counsel then turned to a case before the U.S. Supreme Court revolving around the Texas right-to-work law and the Oil, Chemical and Atomic Workers International Union's right to represent seamen aboard Mobil Oil tankers.

Mobil Oil contends that the right-to-work provisions of Texas' law should apply to seamen aboard their tankers because the company is headquartered in Texas, the ships shuttle between Texas and New York, and one-half of

half of the MTD-affiliated OCAW, said that the men "spend 95 percent of their time in international waters and perform no shoreside work" and therefore should not be subject to the right-to-work laws.

If the Supreme Court upholds a lower court decision that the law does apply to the Mobil seamen, Schulman told the Executive Board that the effect "would be terrible."

"It could," he said, "extend the right-to-work law to all maritime workers connected in any way with Texas, and other right-to-work states, including the many workers on oil drilling rigs in the Gulf."

Closing his remarks to the MTD, Schulman warned against the dangerous effect on workers of many newly appointed judges "who are business oriented."

"Seeing the pendulum of the courts swing back towards anti-labor sentiments under each new Administration," Schulman concluded, "workers should organize to support those who will truly represent their views and who will protect their interests."



John J. McNamara, president of the International Brotherhood of Firemen and Oilers and MTD Executive Board member, is pleased with the Board's resolution on revitalizing the maritime industry.



William Winpingsinger (l.), vice president of the International Association of Machinists and Aerospace Workers, and Executive Board member Floyd E. Smith, president of the IAMAW, compare notes during the Board's winter meeting.

# Highlights from the Mid-Winter Meeting Held by the Executive



O. William Moody, administrator of the Maritime Trades Department, addresses members of MTD's Executive Board at its annual mid-winter meeting in Bal Harbour, Fla. last month.



Conferring during mid-winter meeting are Anthony Scotto, president of the Port Maritime Council of Greater New York and Vicinity (left), and Roman Gralwicz, president of the SIU of Canada, and MTD Executive Board member.



Charles F. Moran (left), secretary-treasurer of the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, and Page Groton, assistant to the International President of that union, and Executive Board member.



Peter Rybka, vice president of the American Federation of Grain Millers, attended the two-day meeting.

## Board of the AFL-CIO Maritime Trades Department in



John C. Bennett, vice president, El Paso Alaska Co., attended mid-winter meeting. Here, Bennett discusses the various proposals for a natural gas pipeline from Alaska to the lower 48 states. El Paso's proposed route, which would call for the construction of a pipeline from Prudhoe Bay to Valdez, where the gas would then be transported by LNG vessels for distribution throughout the country, was endorsed last year by the MTD.



Robert J. Petersdorf (left), secretary-treasurer of the International Brotherhood of Painters and Allied Trades, and Alvin E. Heaps, president of the Retail, Wholesale and Department Store Union, and Executive Board member, participated in proceedings.



Listening to a resolution on maritime goals are from (l. to r.): Executive Board member Dominic L. Carnavale, administrative assistant to the president of the Plumbers Union; Abe Solomon, vice president of the Laundry Workers; Executive Board member Leon Schachter, vice president of the Amalgamated Meat Cutters, and Harry Poole, executive vice president of that union.



From (l. to r.) are: Peter Hall, secretary-treasurer, Retail Clerks; Milton Gordon, retired Executive Board member, Dolls and Toys Workers; Attorney David C. McClung; Executive Board member Lester H. Null, Sr., president, Pottery Workers, and George Barbaree, secretary-treasurer of that union.



Executive Board members Thomas F. Miechur (left), president, Cement, Lime and Gypsum Workers, and Richard E. Livingston, secretary, Brotherhood of Carpenters and Joiners, listen to a report on the Virgin Islands "loophole" in the Jones Act.



Sitting in as visitors on an Executive Board meeting are, from (l. to r.): Dave Dolgen, director, Port Maritime Council of Greater New York and Vicinity; Keith Terpe, secretary-treasurer, Puerto Rico Port Council; Gerald Toomey, president, Puerto Rico Merchant Marine, Inc., and Robert Murray, assistant to Toomey.

## Bal Harbour, Florida, February 12-13



# Goldfinger: 1974 Trade Act Fails to Help Unemployed

AFL-CIO Research Director Nat Goldfinger told the MTD Executive Board at its winter meeting that the Trade Act of 1974 had failed to prevent the export of jobs or to help American workers hurt by imports to recover.

Attacking the multilateral trade negotiations now under way, Goldfinger expressed his fear that even though record numbers of unemployed Americans have filed for financial relief under provisions of the Trade Act which offers aid to workers who lose their jobs because of import competition, the U.S. is about to grant even greater trade concessions during the present negotiations.

In return, the U.S. wants an agreement on agricultural exports to Europe and Asia which generate few jobs for Americans.

In labor-intensive production areas such as textiles, clothing and manufacturing, the U.S. is already a large importer. Because these concessions will knock out even the small tariff protection that now exists for these U.S. industries, Goldfinger said that the American labor movement is not likely to gain any new benefits under the 1974 Trade Act.

Ending on a more positive note, Goldfinger said that economists and academicians are beginning to support the labor movement's position on trade.

This new support, he told the Board, is the result of mounting evidence of the growing dangers of multinational corporations and foreign investment policies, dangers organized labor has fought against for many years.



Nat Goldfinger

## Bennett Gives Benefits of All-Alaska Gas Pipeline

El Paso Alaska Company's Vice President John Bennett gave the MTD Executive Board a detailed report during its winter meeting on the advan-

tages of an all-Alaska natural gas pipeline over the alternate Alaska Arctic Gas pipeline which would be under partial Canadian control.



John C. Bennett

The all-Alaska route calls for the construction of an 809-mile pipeline running parallel to the oil pipeline to Valdez where the gas would be liquefied, put aboard U.S.-flag LNG carriers and shipped to the U.S. West Coast.

At its convention last September, the entire Maritime Trades Department endorsed this proposal and announced its determination to work for its approval.

The alternate Arctic Gas pipeline requires the construction of a 5,600-mile pipeline through the middle of Alaska and down through Canada to the U.S. midwest.

Bennett told the Executive Board that the all-Alaska route would take less time and money to build because it calls for construction of less pipeline and would follow existing oil pipeline roads and rights-of-way.

As an even stronger argument for the all-Alaska route, Bennett pointed out that unlike the Arctic Gas route which would be under joint U.S.-Canadian control, it would be totally under U.S. regulation.

The route favored by Bennett would not endanger a wildlife range that the Arctic Gas route could cut across and it would create about 24,000 jobs for U.S. workers as opposed to the estimated 12,000 jobs that would be created by the Canadian pipeline.

The all-Alaska pipeline would also generate over \$9 billion in income taxes for the U.S. Government and the Arctic route would bring in only \$2 billion, Bennett pointed out.

These advantages for the United States and its workers, Bennett concluded, make it imperative that organized labor work towards ensuring approval of the all-Alaska route for the North Slope gas pipeline.



MEBA Executive Vice President Raymond McKay observes the proceedings of the MTD Executive Board's winter meeting.



Executive Board members C. L. Dennis (l), president of the Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, and Paul Drozak, Secretary-Treasurer of the West Gulf Ports Maritime Council, listen to a report on U.S. trade negotiations.



Executive Board member John McNamara, president, International Brotherhood of Firemen and Oilers, confers with other participants.

# Expanding Soviet Fleet Poses Threat

The MTD Executive Board expressed its concern at the winter meeting in Bal Harbour, Fla. that the expanding Soviet merchant fleet is threatening America's merchant marine and U.S. national security.

In a position paper released by the Executive Board during its meeting, the Board warned that "the rapidly growing Soviet bloc merchant fleets are taking over world trade routes." Unless the United States aggressively

supports its own fleet, the MTD said, "the Russians could control a major share of U.S. to Far East and East Coast to Europe trade routes by the end of the decade."

The Soviet bloc fleets have been able to make such sudden and deep inroads in the U.S. liner trades by drastically undercutting existing shipping rates, something they can easily do because as state-owned fleets they are free to operate without returning a profit.

The Soviet bloc countries are interested in generating hard western currency and in providing work for their surplus tonnage, while at the same time strengthening their merchant fleet and their world maritime image.

While conventional, profit-oriented U.S. shipping companies are unable to compete with cut-rate Communist freight prices, the Executive Board pointed out that "besides the obvious national security dangers of Soviet bloc control of U.S. shipping routes . . . it must be kept in mind that today's cut-throat competitors are tomorrow's high rate fixers."

The U.S. merchant marine is not the only fleet affected by the Soviet shipping offensive. "The problem," the Executive Board reported, "is recognized by Western Europe and Japanese merchant marines as well, and statistics bear out the claim that Soviet bloc shipping threatens the existence of all privately-operated fleets."

Already a large, modern fleet, the Soviet merchant marine is growing steadily. With their shipyards working at full capacity, the Soviet Union al-

ready had 2,306 flag vessels by the end of June 1974, nearly four times the number of U.S. flag ships.

The MTD also pointed out that encouraged by their success in capturing much of the world's freight trade, the Soviets are now "engaged in a campaign to sell a range of ships constructed in their yards" to U.S. shippers.

Terming these attempts to sell their vessels in the U.S. a "forerunner of what many other U.S. industries will face from state supported imports," the Executive Board said that "U.S. manufacturers cannot be expected to compete on equal terms with Soviet industries that are state subsidized and are after political gains and hard cash more than profits."

## Third-Flag Bill

The Board's report stated its belief that legislation, such as the third-flag bill which would prohibit below-cost rates on U.S. trade routes, is needed to meet this dangerous threat to our fleet.

Their report also charged that our policy of detente with the Soviet Union gives them the greatest shipping advantages, "advantages they may use to further undermine the U.S. fleet and threaten U.S. security."

"The U.S. is seeing its merchant marine weakened by a massive Soviet shipping offensive," the Executive Board warned in conclusion, which is motivated by the Soviet Union's "high regard for the economic and national security advantages of a strong merchant marine."



Executive Board members William P. MacLuskie (left), vice president, Glass Bottle Blowers, and George J. Knaly, international representative, International Brotherhood of Electrical Workers, attended winter meetings.

# MTD Unhappy With Geneva Trade Talks

The MTD Executive Board released a paper during its winter meeting expressing its dissatisfaction with the multilateral trade negotiations now under way in Geneva which it says offer little hope "for any progress toward diminishing unemployment and easing the plight of the American worker."

In 1975, the U.S. "experienced the largest trade surplus in more than a decade, but the unemployment rate among American workers continued at the highest level in more than 30 years," the board said in its report, "demonstrating once again that the American worker . . . benefits very little from present U.S. trade policy."

The present multilateral trade negotiations are aimed towards cutting down U.S. tariffs on imports. In return, our trading partners would grant the U.S. tariff concessions on agricultural exports to Europe and Asia.

The board termed this arrangement "a no-win proposition for American

workers" because it would stimulate further U.S. farm production and take away even the meager tariff protection U.S. industries now have.

Agricultural products which already make up the bulk of our exports, the board pointed out, are not labor intensive and provide few jobs for Americans.

However, in production areas such as textiles, clothing and manufacturing, which are labor intensive, the U.S. is already a large importer. These new trade agreements, the executive board said, will further injure those industries which employ the big majority of U.S. workers.

Because these multilateral negotiations will have such an important impact on American workers, the MTD suggested in its release that the negotiation team in Geneva should include a labor representative. Both the industrial and agricultural sectors are already represented in the negotiations.



Robert E. P. Cooney (left), vice president, Iron Workers and Executive Board member, and Bernard Puchalski, president, Greater Chicago and Vicinity Port Council, read over proposed MTD resolution.

# MTD Urges Jones Act Loophole Closed

Claiming "the Virgin Islands have become a refuge for oil companies seeking the competitive advantage of a U.S. refinery location not requiring the use of US-flag ships," the MTD Executive Board released a statement at its winter meeting that presented its case for closing the Jones Act loophole which exempts the Virgin Islands from the Act's provisions.

Mainland refineries which must use U.S.-flag tankers and the American merchant marine are both discriminated against by this exemption according to

the Executive Board which urged Congress to close the loophole.

The exemption has not been considered in depth by the Congress since 1933 when it extended the Virgin Islands' Jones Act waiver indefinitely.

At that time little, if any, cargo originated from the Islands to the U.S. Today, however, the refinery on the Virgin Islands ships "over a half a million barrels a day of oil exports to the mainland . . . using almost entirely, foreign flag vessels," the MTD Board reported.

And even though the U.S. fleet has sufficient tonnage to carry all the oil generated by the Islands' refinery, the Executive Board pointed out that "the U.S. tanker fleet has been practically shut out of this trade."

U.S. mainland refineries are also hurt by the Jones Act exemption because the Islands' refinery is the only facility that enjoys the advantages offered to domestic refineries under U.S. law and yet does not have to comply with the Jones Act.

Senator J. Bennett Johnston (D-La.)

has introduced legislation to extend Jones Act coverage to the Virgin Islands and in its report on the Act, the Executive Board stated its belief that "closing this loophole through the passage of S. 2422 (Sen. Johnson's bill) would aid U.S. workers in U.S. shipyards, refineries and aboard U.S.-flag vessels."

This bill's passage is important, the Board said in closing its position paper on the Virgin Islands loophole, because it is necessary to "return competitive equity to a vital segment of the U.S. oil trades."

## Report Given on U.S. Energy Resources

During the two-day MTD Executive Board meeting, the Board released a major report on developing U.S. energy resources which recommended forming a quasi-government energy development corporation to manage this country's resources for the American people.

The Board's report charged that the government has failed to protect the public interest in energy matters, and that it "has abandoned these responsibilities to the multinational oil companies."

With new sources of energy now being developed this nation has a unique opportunity "to sell our resources to the highest bidder, or . . . develop a new energy policy which will give American consumers a voice in the handling of publicly-owned resources."

The MTD's report suggested that this new policy "could revolve around

greater government involvement in the development of new energy resources with the energy companies acting as agents to develop the resources."

"Or," it continued, it could involve a partnership between the government and the nation's energy companies, with the title to these resources retained by America's people."

In either case, the Board concluded, "those who won the resources, the American people, gain maximum benefit from their development."

The MTD report described what other nations have done to control their energy development and why the energy policies of the past are no longer viable.

### Own Recommendations

Then, after examining present legislative proposals which it felt would only "add to the energy bill Americans are paying and would only serve to keep

oil companies in control of the nation's energy market," the Executive Board made its own recommendations.

By setting up a quasi-government energy corporation, the Board noted, America would have the tools to develop new energy sources, such as synthetic fuel and solar power, which are beyond the financial means of private companies and would be able to allocate the products as the nation's security needs required.

This type of corporation would also have several other important advantages. It would give the nation a realistic and reliable accounting of the energy supplies available so that a rational energy plan could be formulated.

Any new methods of energy development perfected with government funds could be sold to private companies, giving the government a return on its money while providing much needed

capital for energy research.

And by retaining a greater share of the production, the corporation would have its own energy reserve and would be able to ensure that energy is available to American consumers at a reasonable price.

The MTD Executive Board therefore recommended during its annual winter meeting that "the development of new U.S. energy sources . . . should be carried out under the direction of a government corporation that would protect the public's interest" and that would "receive a major share of the production" from projects it sponsored.

Only in this way, the Executive Board concluded, can the U.S. "ensure that publicly-owned natural resources are exploited for the benefit of all Americans rather than the enrichment of the multinational oil companies."

Mobile Port Maritime Council

San Diego Port Maritime Council

San Francisco Bay Area and Vicinity Port Maritime Council

Port Maritime Council of Southern California

Florida West Coast Maritime Trades Council

Seattle-Puget Sound Port Maritime Council

Delaware Valley and Vicinity Port Maritime Council

West Gulf Ports Council

The Hampton Roads Port Maritime Council

Greater St. Louis Area Port Council

Buffalo Port Maritime Council

Port Maritime Council of Greater New York and Vicinity

Cleveland Port Maritime Council

Toledo Port Maritime Council

Portland and Vicinity Port Maritime Council



Port Maritime Council of Greater New Orleans and Vicinity

Baltimore Port Maritime Council

Maritime Port Council of Greater Boston and New England Area

Detroit and Wayne County Port Maritime Council

Port Maritime Council of Duluth, Minnesota, Superior, Wisconsin, Harbors and Vicinity

Honolulu Port Maritime Council

Greater Chicago and Vicinity Port Council

Puerto Rico Port Maritime Council

Canadian Lakehead Port Council

Hamilton Port Council

St. Lawrence and Tributaries Port Council of the Province of Quebec

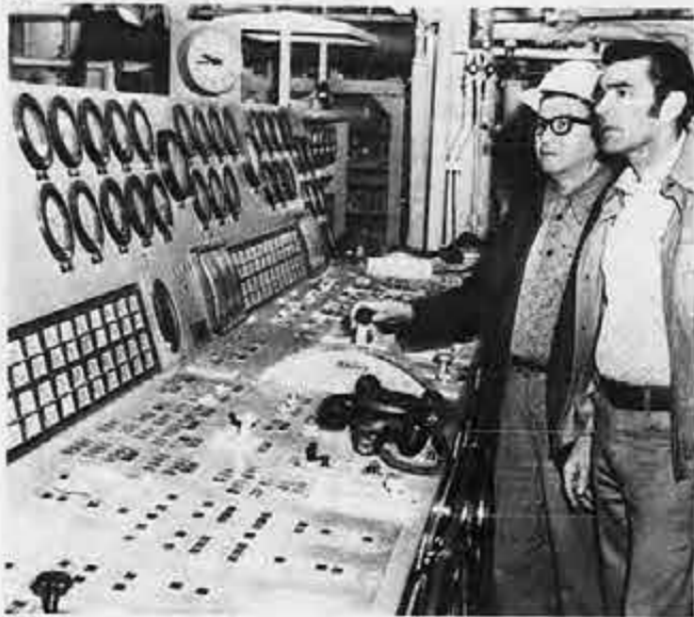
Southern Ontario Port Council Toronto and District Branch

# New SIU Ship, ST Worth Crews Up, Sails

A welcome aboard was given late last month to the Seafarers—some seen below—who crewed a new SIU San Clemente class tanker, the 91,849 dwt, 894-foot *ST Worth* (Aeron) in the port of San Diego. The vessel sailed from the National City Docks on Feb. 19 to take on bunkers the next day in the port of Long Beach. She then headed for Singapore and Indonesia with a final destination slated for the port of Seattle as she proves her worth. The new, 24,500 hp, 17-knot ship was designed and built by the National Steel and Shipbuilding Co. Her keel was laid Dec. 7, 1974 and she was launched on July 19, 1975. The ship's draft is 49 feet and her beam is more than 105 feet. Among other amenities found aboard ship is a foam generator.



Taking on deck department stores are (l. to r. above): AB Nick Nagy; Recertified Bosun S. C. "Jim" Foti; Piney Point grad OS Dave Burnsworth, and AB Bill Tavella. Below (l. to r.) QMEDs Jan Kachel and Archie Bell try out the automated engine room control console.



Below, day worker QMED Ray Hart, who serves as educational director, looks over the cargo pump control board of the new vessel with an unidentified, hard-hatted shipyard worker.



Here's a bird's eye view looking forward from the flying bridge of the brand-new tanker.

## 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.

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



# New SIU Pensioners



**Andrew Danko, 55**, joined the SIU in the port of New Orleans in 1959 sailing as a fireman-watertender. Brother Danko sailed 22 years and is an ex-fisherman. He is a veteran of the U.S. Army in World War II. Born in Toledo, Ohio, he is a resident of Chalmette, La.



**John W. DeVaux, 61**, joined the SIU in the port of Baltimore in 1958 sailing as a fireman-watertender. Brother DeVaux sailed 31 years and attended a Piney Point Crews Conference in 1970. He is a U.S. Air Force veteran of World War II. Born in Baltimore, he is a resident there.



**Mont McNabb, Jr., 52**, joined the SIU in 1946 in the port of Baltimore sailing as an AB. Brother McNabb sailed 29 years and is a veteran of the U.S. Navy in World War II. He was born in North Carolina and is a resident of San Francisco.



**Lucio F. Ceperiano, 65**, joined the SIU in the port of Baltimore in 1955 sailing as a chief steward. Brother Ceperiano sailed 46 years. He was born in the Philippines and is a resident of New Orleans.



**Garrett A. Wile, 72**, joined the SIU in the port of New York in 1950 sailing as an AB and third mate. Brother Wile sailed 53 years. He was born in East Boston, Mass. and is a resident of Chelsea, Mass.



**Jack M. Syms, 53**, joined the SIU in 1944 in the port of Savannah sailing as an AB. Brother Syms sailed 32 years. He was born in Newberry, S.C. and is a resident of Spartanburg, S.C.



**John F. Latimer, 66**, joined the SIU in the port of Lake Charles, La. in 1956 sailing as a fireman-watertender. Brother Latimer sailed 27 years and was a ship's delegate. He was born in Garrison, Tex. and is a resident there.



**Virgil L. Swanson, 65**, joined the SIU in 1942 in the port of New Orleans sailing as a chief steward. Brother Swanson sailed 46 years. He was born in Mississippi and is a resident of Port Arthur, Tex.



**Leonardus Augustus Behm, 65**, joined the SIU in the port of Savannah in 1956 sailing as a chief steward. Brother Behm sailed 28 years. He was born in Crandon, Wisc. and is a resident of Savannah.



**William M. Jenkins, 66**, joined the SIU in 1939 in the port of New York sailing as a chief steward. Brother Jenkins started sailing in 1927 and was a member of the International Seaman's Union. For the last 16 years when he stopped sailing, he was the manager of the Headquarters cafeteria. Born in North Carolina, he is a resident of Brooklyn, N.Y. with his wife, Pearl.



**Charles A. Carr, 69**, joined the SIU in 1947 in the port of New York sailing as a chief steward. Brother Carr sailed 32 years and received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Steel Architect*. He is a 1960 Piney Point upgrading grad and is a U.S. Army veteran of World War II. Born in Panama, he is a U.S. naturalized citizen. Seafarer Carr is a resident of the Bronx, N.Y.



**Flavius A. "Flem" Clary, 62**, joined the SIU in the port of Norfolk in 1967 sailing as a bosun. Brother Clary sailed 24 years. He was born in Lawrenceville, Va. and is a resident of Norfolk.



**Wilson Torres, 53**, joined the SIU in 1944 in the port of New York sailing as a chief cook. Brother Torres sailed 32 years. He was born in Puerto Rico and is a resident of Brooklyn, N.Y.



**Lawrence C. Melanson, 55**, joined the SIU in 1944 in the port of Boston sailing as a chief steward. Brother Melanson sailed 28 years and upgraded at Piney Point. A native of Yarmouth, Nova Scotia, Canada, he is a resident of Bradford, Mass.



**Thomas A. Pradat, 65**, joined the SIU in 1938 in the port of New Orleans sailing as a bosun. Brother Pradat sailed 34 years. He was born in Louisiana and is a resident of New Orleans.



**Norman A. Jefferson, 65**, joined the SIU in 1943 in the port of New Orleans sailing as a second cook. Brother Jefferson sailed 33 years. He was born in New Orleans and is a resident there.



**Henry M. Connell, 66**, joined the SIU in 1946 in the port of Tampa sailing as a cook and baker. Brother Connell sailed 29 years. He was born in Tampa and is a resident of Portridgeville, Mo.



**Antonio De Jesus, 61**, joined the SIU in the port of New York in 1955 sailing in the steward department. Brother De Jesus sailed 28 years and was on the Seatrain shoregang in Hoboken, N.J. from 1970 to 1973. He was on the picket line in the 1961 Greater N. Y. Harbor strike, the RMR beef and the District Council 37 strike. Born in Carolina, P.R., he is a resident of the Bronx, N.Y.

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

Jan. 22-Feb. 18, 1976

| SEAFARERS WELFARE PLAN                      | Number        |              | Amount         |                |
|---|---------------|--------------|----------------|----------------|
|   | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE  | YEAR TO DATE   |
| <b>ELIGIBLES</b>                            |               |              |                |                |
| Death .....                                 | 21            | 26           | \$ 72,595.00   | \$ 93,759.55   |
| In Hospital Daily @ \$1.00 .....            | 377           | 1,907        | 377.00         | 1,907.00       |
| In Hospital Daily @ \$3.00 .....            | 129           | 662          | 387.00         | 1,986.00       |
| Hospital & Hospital Extras .....            | 19            | 22           | 4,384.35       | 4,489.34       |
| Surgical .....                              | 3             | 4            | 139.00         | 389.00         |
| Sickness & Accident @ \$8.00 .....          | 6,367         | 11,240       | 50,936.00      | 89,920.00      |
| Special Equipment .....                     | 2             | 3            | 155.43         | 547.63         |
| Optical .....                               | 139           | 258          | 4,213.64       | 7,755.03       |
| Supplemental Medicare Premiums .....        | 69            | 88           | 2,210.40       | 3,916.40       |
| <b>DEPENDENTS OF ELIGIBLES</b>              |               |              |                |                |
| Hospital & Hospital Extras .....            | 365           | 633          | 117,826.83     | 180,415.96     |
| Doctors' Visits In Hospital .....           | 73            | 131          | 3,128.71       | 5,581.61       |
| Surgical .....                              | 95            | 157          | 14,242.40      | 23,862.40      |
| Maternity .....                             | 13            | 28           | 3,950.00       | 8,950.00       |
| Blood Transfusions .....                    | —             | 1            | —              | 25.50          |
| Optical .....                               | 92            | 187          | 2,640.30       | 5,196.36       |
| <b>PENSIONERS &amp; DEPENDENTS</b>          |               |              |                |                |
| Death .....                                 | 8             | 14           | 24,000.00      | 45,000.00      |
| Hospital & Hospital Extras .....            | 180           | 318          | 26,122.77      | 54,413.70      |
| Doctors' Visits & Other Medical Expenses .. | 114           | 196          | 4,537.02       | 7,520.08       |
| Surgical .....                              | 3             | 14           | 805.00         | 1,572.00       |
| Optical .....                               | 56            | 106          | 1,549.14       | 2,530.67       |
| Blood Transfusions .....                    | —             | —            | —              | —              |
| Special Equipment .....                     | 5             | 5            | 797.97         | 797.97         |
| Dental .....                                | 1             | 1            | 350.00         | 350.00         |
| Supplemental Medicare Premiums .....        | 2,062         | 2,100        | 14,625.40      | 16,124.00      |
| <b>SCHOLARSHIP PROGRAM</b>                  |               |              |                |                |
|   | 11            | 19           | 3,693.65       | 6,372.77       |
| <b>TOTALS</b>                               |               |              |                |                |
| Total Seafarers Welfare Plan .....          | 10,204        | 18,120       | 353,667.01     | 563,382.97     |
| Total Seafarers Pension Plan .....          | 2,444         | 2,472        | 601,085.00     | 625,085.00     |
| Total Seafarers Vacation Plan .....         | 1,557         | 3,075        | 749,652.92     | 1,417,640.85   |
| Total Seafarers Welfare, Pension & Vacation | 14,205        | 23,667       | \$1,704,404.93 | \$2,606,108.82 |

**OVERSEAS ANCHORAGE** (Maritime Overseas), January 11—Chairman, Recertified Bosun E. La Soya; Secretary S. J. Davis; Educational Director L. Peppett; Deck Delegate R. H. Mullen. \$26 in ship's fund. Some disputed OT in deck and engine department. Secretary discussed the 47-day stay in Novorossiysk, Russia. The weather was on and off but the crew had transportation for touring the island of Novorossiysk. The staff members of the seaman's club brought the bus to the gangway of the ship for the crewmembers. A vote of thanks to the staff for their consideration. Chairman discussed the importance of donating to SPAD.

**TRANSINDIANA** (Hudson Waterways), January 11—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch; Steward Delegate William J. Jones. \$76.60 in ship's funds. Some disputed OT in deck department. Chairman reported that a fact finding bulletin is to be posted on the bulletin board and if you take it down to read, please put it back up after you are through. Report to the *Seafarers Log*: "Thanks to the *Log* for responding to our questions in regard to our ship's minutes." Next port Gitmo.

**OGDEN YUKON** (Ogden Marine), January 4—Chairman, Recertified Bosun Vernon Bryant; Secretary Mario Canalejo, Sr.; Educational Director Riley Mills. Some disputed OT in engine department. Chairman gave a vote of thanks to the crew and delegates for the way everybody performed on board the ship. The *Seafarers Log* was read by the members. A suggestion was made about obtaining a library. A vote of thanks to the steward department for a good Christmas dinner. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND McLEAN** (Sea-Land Service), January 4—Chairman, Recertified Bosun J. Richburg; Secretary R. Buie; Educational Director H. S. Martin; Deck Delegate M. J. Love; Engine Delegate D. Laughlin; Steward Delegate F. Rogers. No disputed OT. Chairman held a discussion on the new retirement and pension plan and on the importance of donating to SPAD. \$11 in ship's fund. \$70 in movie fund. No disputed OT. Next port Yokohama.

**BOSTON** (Sea-Land Service), January 11—Chairman, Recertified Bosun L. E. Joseph; Secretary J. Keno; Deck Delegate Edgar Nelson; Engine Delegate J. Diaz; Steward Delegate S. Bell. Chairman held a discussion on SPAD donations. No disputed OT. Report to the *Seafarers Log*: "The crew as a whole to go on record in giving a vote of thanks to Chief Steward James Keno and Chief Cook S. Bell and their entire staff for a wonderful and delicious Christmas and New Year dinner. And last but not least in wishing them all a Happy New Year."

# Digest of SIU



# Ships' Meetings

**AGUADILLA** (Puerto Rico Marine Operating), January 25—Chairman, Recertified Bosun Victor Carbone; Secretary W. Reid; Educational Director S. Wala. No disputed OT. The crew donated \$30 and \$10.50 from the ship's fund—officers donated \$55 for a total of \$95 to be given to the American Merchant Marine Library. Chairman suggested that members donate to SPAD. Observed one minute of silence in memory of our departed brothers. Next port San Juan.

**SEA-LAND PRODUCER** (Sea-Land Service), January 4—Chairman, Recertified Bosun William Bushong; Secretary Harvey M. Lee; Educational Director Victor A. Cover; Deck Delegate Richard O. Spencer; Steward Delegate Herbert Allen. \$130 in ship's fund and a thank you to the crew for their response to the arrival pools. A vote of thanks to Brother Strand for the \$10 donated to the movie fund. Also a vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Houston.

**GALVESTON** (Sea-Land Service), January 18—Chairman, Recertified Bosun Denis Manning; Secretary S. F. Schuyler; Educational Director William N. Slusser; Deck Delegate Jason S. Parker; Engine Delegate John A. Sullivan. \$1 in ship's fund. No disputed OT. Chairman was advised that the color TV has been shipped or is on its way to Seattle so by the time we arrive back in Seattle the color TV should be there. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

**WALTER RICE** (Reynolds Metal), January 25—Chairman, Recertified Bosun Floyd Pence; Secretary C. M. Modellas; Educational Director B. Wilhelmsen; Engine Delegate David Stauter. No disputed OT. Chairman suggested that all crewmembers should read the *Seafarers Log* for a better knowledge of how our Union functions. A special discussion was held on the President's Report in the December 1975 *Seafarers Log*; also on the 1974 ERISA. A vote of thanks to our officials in Washington for the job they are doing for us Seafarers. Next port, Longview.

**INGER** (Reynolds Metal), January 8—Chairman, Recertified Bosun John Bergeria; Secretary Duke Hall; Educational Director R. D. Holmes; Steward Delegate Richard J. Sherman. \$83.03 in ship's fund. No disputed OT. Chairman asked all crewmembers to read the *Seafarers Log* carefully in order to know all the latest news about our Union and the maritime industry. Suggested that all members support SPAD. Observed one minute of silence in memory of our departed brothers. Next port, Rotterdam.

**OVERSEAS TRAVELER** (Maritime Overseas), January 11—Chairman, Recertified Bosun Arne Hovde; Secretary S. Szeibert; Engine Delegate Robert Thomas; Steward Delegate Robert Rome. No disputed OT. Chairman reported on the Alcoholism Rehabilitation Center that opened in Piney Point. Advised that anyone who has a serious drinking problem should sign up for the program to help himself. Next port Antwerp.

**SEA-LAND FINANCE** (Sea-Land Service), January 18—Chairman, Recertified Bosun J. W. Pulliam; Educational Director D. Susbilla. No disputed OT. Chairman suggested that all crewmembers read the December issue of the *Seafarers Log* as it covers thoroughly the Retirement Income Security Act. If you need further information see your port agent. Also discussed was the new program at Piney Point on the Alcohol Rehabilitation Center for anyone who has a serious drinking problem. Educational Director suggested that the article on the Coast Guard "Privacy Act Statement" should be read so that we can all determine how it affects us. A vote of thanks to the steward department for a job well done.

**ELIZABETHPORT** (Sea-Land Service), January 17—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able; Engine Delegate Michael Miller. \$122 in ship's fund. No disputed OT. Chairman discussed donations to SPAD. Secretary noted that we will get nine extra movies for next trip. Keep up the good work for the movie fund. A vote of thanks to the steward department for a job well done. Next port, Algeciras, Spain.

**CAROLINA** (Puerto Rico Marine Mgt.), January 19—Chairman, Recertified Bosun Julio Delgado; Secretary S. Berger. \$5.51 in ship's fund. Some disputed OT in deck department. The last *Seafarers Log* had stories about the new pension plan which is to be explained by the Baltimore patrolman. Also noted that upgrading courses are important for future jobs and that the alcoholic program for members has started. Advised members that SIU tankers are hauling grain to Russia which is creating many jobs. Suggested that donations to SPAD should be continued. Report to *Seafarers Log*: "We the crewmembers of the *SS Carolina* are more than grateful for the effort shown by our President Paul Hall and other officials involved in this important matter for our job security. We thank our President for a job well done." A vote of thanks to the entire deck department for keeping the messroom and pantry clean. A vote of thanks to the steward department for a job well done. Next port, Baltimore.

**NEWARK** (Sea-Land Service), January 16—Chairman, Recertified Bosun E. D. Christiansen; Secretary L. Crane; Educational Director A. J. Jaramillo; Deck Delegate G. C. Somerville; Engine Delegate A. L. Craig; Steward Delegate P. Paderes. Some disputed OT in deck department. Chairman reported that the communication on the Russian grain agreement was received and posted for all to read. The men were informed of the articles in the December issue of *Seafarers Log* and asked to read same. Next port Seattle.

**OGDEN CHAMPION** (Ogden Marine), January 4—Chairman, Recertified Bosun George Finklea; Secretary F. Di Carlo; Educational Director J. Boyce; Engine Delegate Alfred Bertrand. Some disputed OT in deck and engine departments. A vote of thanks to Capt. W. S. Marrow for a very enjoyable Christmas.

**LONG LINES** (Transoceanic Cable Ship Co.), January 25—Chairman, Recertified Bosun H. Libby; Secretary Ira Brown; Educational Director Biss. \$15.95 in ship's fund. Some disputed OT in deck department. Report to *Seafarers Log*: "The cables ship *Long Lines* has finished a round the world voyage, beginning in San Diego, then Guam, Okinawa, Suez Canal, Augusta, Sicily, Southampton, England, Punta Delgado, Azores and Newark, New Jersey. Laying cable from California to Okinawa and loading cable in England for transatlantic telephone cable number 6 to be finished in June of 1976." Chairman held a discussion on SPAD. Observed one minute of silence in memory of our departed brothers.

**RAPHAEL SEMMES** (Sea-Land Service), January 25—Chairman, Recertified Bosun Fred A. Olson; Secretary Angeles Z. Deheza. \$38.50 in ship's fund. Some disputed OT in engine department. Chairman suggested that the membership should take special interest in the December issue of the *Seafarers Log*. They should note the President and the Vice President's reports; the Ad Hoc Committee report; the new Alcoholism Rehabilitation Center at Piney Point and the new Pension Plan digest. Chairman further noted that the *Seafarers Log* pension article states the facts as pertaining to Seafarers and to watch for future articles in the *Log* on the full effect of the new pension law. A vote of thanks to the crew messman and a special vote of thanks to the outgoing Master.

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

|                   |                   |                    |
|-------------------|-------------------|--------------------|
| SEA-LAND GALLOWAY | OGDEN WILLAMETTE  | SUGAR ISLANDER     |
| OVERSEAS ULLA     | SEA-LAND COMMERCE | GOLDEN DOLPHIN     |
| ALEX STEPHENS     | PITTSBURGH        | LOS ANGELES        |
| OGDEN CHALLENGER  | NATHANIEL GREENE  | FORTMAR            |
| PHILADELPHIA      | ST. LOUIS         | LONG BEACH         |
| SAN FRANCISCO     | MASSACHUSETTS     | DELTA SUB          |
| DELTA URUGUAY     | BRADFORD ISLAND   | OAKLAND            |
| PANAMA            | JOHN TYLER        | JEFF DAVIS         |
| OVERSEAS ARCTIC   | POTOMAC           | OGDEN WABASH       |
| DELTA PARAGUAY    | DELTA MEXICO      | YELLOWSTONE        |
| JOSEPH HEWES      | SEA-LAND ECONOMY  | NOTRE DAME VICTORY |
| DELTA BRASIL      | SEA-LAND VENTURE  | GEORGE WALTON      |
| SEA-LAND CONSUMER | SAN PEDRO         | ARECIBO            |
| ALEGIANCE         | PUERTO RICO       | MANHATTAN          |

|                   |
|-------------------|
| SEA-LAND EXCHANGE |
| SEA-LAND TRADE    |
| MOUNT WASHINGTON  |
| ROBERT E. LEE     |
| VANTAGE DEFENDER  |
| PORTLAND          |
| OVERSEAS ALEUTIAN |
| GATEWAY CITY      |
| COLUMBIA          |
| SEA-LAND MARKET   |
| MOHAWK            |
| OVERSEAS NATALIE  |
| SEA-LAND RESOURCE |
| DELTA MAR         |
| OVERSEAS JUNEAU   |

## Seafarer Abel, 21, Earns High School Diploma



HLS English teacher Kathleen Brady helps Seafarer James Abel prepare for his GED exam.

Seafarer James Abel, 21-years old, has been a member of the SIU for five years. Brother Abel recently attended the Harry Lundeberg School and earned his high school diploma through the GED program.

Seafarer Abel dropped out of school when he finished the eighth grade. He first learned about the high school equivalency program at HLSS through the *Seafarers Log*.

Brother Abel said that the most im-

portant aspect of the GED program at the Lundeberg School is that "you work at your own pace. That is so much better than the public education system." He added that, "the teachers are great, and they will give you all the personalized attention you need."

Brother Abel is now shipping out of the port of New Orleans. He says that he plans to go to college in the fall, now that he's earned his high school diploma.

## Mooney Is Appointed To P.R. Labor Post

WASHINGTON — SIU Headquarters Representative Edward X. Mooney was nominated by AFL-CIO President George Meany to the U.S. Labor Department for appointment as labor representative to serve on the Puerto Rico Minimum Wage Industry Committee,

No. 130.

The committee convened Mar. 8 in San Juan, P.R.

Representatives on the committee recommend what the minimum wage rates will be for the Island's workers in industry.

## Personals

### Willie J. Kitchen

Jim Kitchen requests that you contact him as soon as possible at 2918 Hitchcock St., Houston, Tex. 77093, or call him at 695-8449.

### Harry E. Jones, Jr.

Mrs. Annie L. Jones asks that you contact her as soon as possible at 3729 Sylvan Dr., Baltimore, Md. 21207, or call her at (301) 944-6072.

### Donald Pratt Lewis

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

### Joseph Shima

Your sister-in-law, Mrs. Mary Shima asks that you contact her as soon as possible at 24915 Little Mach, St. Clair Shores, Mich. 48080.

### Carl Wilhelm Frisk

The Consulate General of Sweden requests that you contact them as soon as possible at 825 Third Ave., 39th Floor, New York, N.Y. 10022.

### Melvin Libby

Miss Leona Libby asks that you contact her c/o Ralph Barr, 57 Haven Rd., Portsmouth, N.H. 03801.

### William W. Killian

Your brother John L. Killian asks that you contact him as soon as possible c/o Bavarin, 140 Thames St., Newport, R.I. 02840.

### Jerry Cooper

Harold Geise asks that you contact him as soon as possible at 9870 55th Way, North, Pinellas Park, Fla. 33565.

### Edward Zebrowski

Mrs. Estelle Goldman requests that you contact her as soon as possible at 1833 Alcoa Rd., Apt. 6, Cleveland, Ohio 44112.

### James McCray

Please call the editor of the *Seafarers Log* as soon as possible at (212) 499-6600, ext. 242.

### Biagio DiMento

Mrs. Purificacion M. DiMento requests that you contact her as soon as possible at #39 Bam Bang St., Los Baños, Laguna, Philippines.

### George E. Pickles

Mrs. Sarah M. Pickles requests that you contact her as soon as possible at 4131 N. Fairhill St., Philadelphia, Penn. 19140.

## Drugs Found; Ship Seized

A 24,000-ton foreign-flag freighter was seized by the United States recently after a routine inspection by U.S. Customs Agents revealed that 112 pounds of cocaine was hidden in her prow locker area.

The United States Attorney for the Eastern District of New York, David G. Trager, said he believed the seizure of the Bahamian-flag *Pyramid Veteran* was the first such action by any United States Attorney.

"We're going to try to test the seizure statute so that companies will take more affirmative steps to guard against their carriers' transporting narcotics into this country," Trager said.

Wrapped in 224 plastic packages, the drugs have an estimated street value of \$24 million.

The ship was docked at a Brooklyn pier at the foot of Columbia Street.

## Drugs Mean Loss of Seaman's Papers

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

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

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

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

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

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

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

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

Stay drug free and steer a clear course.



Politics Is Porkchops  
Donate to SPAD





# Final Departures



**Damon A. Newsome**, 53, died of respiratory arrest in the Galveston USPHS Hospital on Dec. 16. Brother Newsome joined the SIU in 1944 in the port of New York sailing as an AB. Brother Newsome was born in Marquez, Tex. and was a resident of Franklin, Tex. Burial was in the Seale-Round-Prarie Cemetery, Robertson County, Tex. Surviving are his widow, Juanita and a son, James of Temple, Tex.



**James L. "Jimmy" Nicholson**, 53, died in Methodist Hospital, Brooklyn, N.Y. on Jan. 4. Brother Nicholson joined the SIU in 1946 in the port of New York sailing as a bosun since 1949. He sailed 31 years, was a Union dispatcher in 1954 and was bosun mate of the Waterman shoregang and upgraded at Piney Point in 1973. Born in Tennessee, he was a resident of Covington, Ky. Surviving are his widow, Bette Jean of San Francisco; a sister, Mrs. Melvin B. (Trenna) Martin of Independence, Ky.



**George H. Hartfield**, 50, died of arteriosclerosis in the South Baltimore General Hospital on Aug. 28, 1975. Brother Hartfield joined the SIU in the port of Seattle in 1959 sailing as an OS. He was a veteran of the U.S. Navy in World War II. Seafarer Hartfield was also a graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. A native of Pasadena, Tex., he was a resident of Baltimore. Interment was in Western Cemetery, Baltimore. Surviving are his widow, Doris; his mother, Florence of Houston, and his mother-in-law of Baltimore.



**Paul H. Clark**, 52, died from cancer of the stomach in Nashville Memorial Hospital, Madison, Tenn. on Jan. 8. Brother Clark joined the SIU in the port of Jacksonville in 1972 sailing as a fireman-watertender. He sailed seven years and was a U.S. Army veteran in World War II. Born in Rome, N.Y., he was a resident of Nashville, Tenn. Burial was in Forest Grove Cemetery, Joelton, Tenn. Surviving are two daughters, Louise and Ann.



**Bradley J. Allen**, 31, died after a long illness on Dec. 4. Brother Allen joined the SIU in the port of Wilmington, Calif. in 1969 sailing as an OS. He sailed nine years. Born in San Diego, Calif., he was a resident there. Surviving are his mother, Mrs. Barbara Gorgone of San Diego and his father, J. W. Allen of El Toro, Calif.



SIU pensioner **Robert P. Burton**, 62, died on Jan. 22. Brother Burton joined the SIU in 1939 in the port of New Orleans sailing as both an AB and fireman-watertender. He sailed 41 years and was awarded a World War II Mariners Medal for being the lone survivor of the torpedoed SS *Samuel Jordan Kirkwood* on May 8, 1943. Seafarer Burton was also a torpedo victim several other times. Born in Gretna, La., he was a resident there. Surviving are his sister, Mrs. Dorothy Gorbert of New Orleans and his godfather, Gretna Chief of Police Beauregard H. Miller, Sr.



**Jose E. Rodriguez**, 20, died on Dec. 24, 1975. Brother Rodriguez joined the SIU in 1974 following his graduation from the HLSS and sailed in the steward department. He was born in Santurce, P.R. and was a resident there. Burial was in Puerto Rico. Surviving are his mother, Eduarda of Santurce; his father, Jose of Bayamon, P.R.; his sister, Nidia of Santurce and an aunt, Maria E. Tirado of Puerto Rico.



**Joseph R. Robichaud Jr.**, 24, died in Rotterdam on Dec. 12. Brother Robichaud was a crew-member of the bulk carrier SS *Merrimac* (Ogden Marine). He joined the SIU in the port of New York in 1970, graduating from Piney Point in 1972 and sailing as a chief cook and baker. Seafarer Robichaud was born in Gardner, Mass. and was a resident there. Surviving are his parents, Mr. and Mrs. Henry T. Robichaud and his grandmother, Mrs. Lydia Foucher, all of Gardner.



IBU pensioner **Charles W. Adams Sr.**, 77, died from a cerebral hemorrhage in the Portsmouth (Va.) General Hospital on Dec. 8. Brother Adams joined the SIU-affiliated union in the port of Norfolk in 1960 sailing as a barge captain for the Pennsylvania Railroad from 1922 to 1963. He was born in Norfolk and was a resident of Portsmouth. Interment was in Greenlawn Memorial Gardens, Chesapeake, Va. Surviving are two sons, Charles of Portsmouth, and William.



**Francis V. Huggins**, 59, died on Jan. 18. Brother Huggins joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as a mate for the Curtis Bay Towing Co. from 1951 to 1975. He was born in Waycross, Ga. and was a resident of Virginia Beach, Va. Surviving are his widow, Lela and his daughter, Estelle.



SIU pensioner **Edward R. Gordon**, 75, passed away from pneumonia in the South Hills Health System's St. Joseph Center, Pittsburgh on Dec. 23. Brother Gordon joined the Union in 1944 in the port of New York sailing as a chief cook. He sailed 32 years and was a veteran of the U.S. Army in World War II. Seafarer Gordon was born in Pittsburgh and was a resident there. Burial was in South Side Cemetery, Pittsburgh. Surviving is his widow, Elizabeth.



**Edward J. Gillies**, 77, passed away on Feb. 2. Brother Gillies joined the SIU in the port of New Orleans in 1955 sailing as an OS. He sailed 28 years and was a crew delegate. A native of New Orleans, he was a resident there. Surviving are his sister, Mrs. Rose Verdin and a niece, Hilda Gillies, both of New Orleans.



SIU pensioner **Frank J. Galvin**, 64, died of a heart attack in the Galveston USPHS Hospital on Jan. 14. Brother Galvin joined the Union in 1947 in the port of New York sailing as a fireman-watertender. He sailed 29 years and participated in an SIU pension study in 1969. Seafarer Galvin was born in California and was a resident of Galveston. He gave his remains for medical research to the State Anatomical Board. Surviving are his mother, Mary; a sister, Mrs. Mary Forslund and a niece, Barbara Forslund, both of Novato, Calif.



SIU pensioner **Jesus M. Granados**, 66, died of natural causes in the Tampa General Hospital on Jan. 9. Brother Granados joined the Union in the port of New York in 1951 sailing as a cook. He sailed 28 years and attended the HLSS. Seafarer Granados was born in Tampa and was a resident there. Interment was in Woodlawn Cemetery, Tampa. Surviving are two sons, Donald of Tampa and Louis of Tierra Verde, Fla.; a daughter, Mrs. Carmen Cash of Tarpon Springs, Fla. and a sister, Mrs. Clara Sanchez of Tampa.



SIU pensioner **Henry Gibbs**, 85, passed away on Jan. 22. Brother Gibbs joined the Union in the port of New York in 1951 sailing as a ship's carpenter. He sailed 48 years. Seafarer Gibbs was born in Scotland and was a resident of Oxnard, Calif. Surviving are two sisters, Mrs. Anna S. Davis and Catherine, both of Santa Ana, Calif. and a nephew, Louis of Oxnard.



**John S. Mitchell**, 36, was dead on arrival at the Lake Corpus Christi Hospital, San Antonio, Tex. on Nov. 16 when he apparently drowned after he fell in a river nearby. Brother Mitchell joined the SIU in the port of New York in 1969 sailing as a bosun. He sailed 12 years and graduated from the Andrew Furuseth Training School in New Orleans in 1964 and the Piney Point Seniority Upgrading Program in 1969. Seafarer Mitchell was a veteran of the U.S. Navy in the post-World War II period. Born in Belton, Tex., he was a resident of San Antonio. Burial was in Fort Sam Houston (Tex.) National Cemetery. Surviving is his mother, Louise of San Antonio.



**Eugene T. McElhenny**, 47, died on Jan. 18. Brother McElhenny joined the SIU in the port of Houston in 1962 sailing as an oiler. He sailed 29 years and was a veteran of the post-World War II U.S. Army. A native of Morea, Pa., he was a resident of Houston. Surviving is his widow, Dixie Lee.



**Gregory Stitt**, 22, died on Jan. 7 in Balboa, the Panama Canal Zone. Brother Stitt joined the SIU in 1974 in the port of Piney Point, the year of his graduation from the HLSS. He sailed as an OS. A native of San Francisco, he was a resident there. Surviving are his father, Irving of San Francisco; two sisters, one of whom is Mrs. Joan Hamilton of San Francisco; three brothers and a cousin, seaman John L. Rhodes of San Francisco.



SIU pensioner **Paul S. Huseby**, 59, expired in a coma in the St. Claude General Hospital, New Orleans on Nov. 19. Brother Huseby joined the Union in 1943 in the port of New York sailing as a chief cook. He sailed 34 years, was a SIU Headquarters Stone St. veteran and attended the Educational Conference at Piney Point in 1971. Born in Minnesota, he was a resident of New Orleans. Burial was in St. Bernard Memorial Gardens, Chalmette, La. Surviving are three brothers, Oscar of Lakewood, Calif.; Robert of Milwaukee, Wis. and Sydney of Vienna, Va.



**Robert W. Nelson**, 51, died on Dec. 30. Brother Nelson joined the SIU in the port of Seattle in 1956 sailing in the steward department. He was born in Montana and was a resident of Houston. Surviving are his parents, Mr. and Mrs. Carl Nelson of Portland, Ore.

## Third Part of Series

# Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein SIU Welfare Director

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

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

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

### WHO IS COVERED?

### ELIGIBLE FOR MONTHLY PAYMENTS IF:

### PROOFS NEEDED

|  |  |   |
|--|--|---|
| A disabled worker or self-employed person  | <ol style="list-style-type: none"> <li>1. Must be under 65.</li> <li>2. Has a physical or mental condition which: Prevents him from doing any substantial gainful work and is expected to keep him or has kept him from such work for at least <i>twelve months</i>—or he has a condition expected to result in death. (Payments may be made to a person who is "temporarily" disabled if he is not expected to recover from his disability for a year or longer.)</li> <li>3. He is fully insured under social security and meets the following additional requirements:               <ol style="list-style-type: none"> <li>A. 31 or older when disabled: If he becomes disabled before 1972, he needs credit for five years work out of the ten years preceding the date when he became disabled. The years need not be continuous or in units of full years.</li> <li>B. 24-30 when disabled: He needs credit for having worked half the time between 21 and the time he became disabled.</li> <li>C. Before 24 when disabled: He needs credit for 1½ years of work in the three years period ending when his disability begins.</li> </ol> </li> </ol> | <ol style="list-style-type: none"> <li>1. A birth certificate or a baptismal certificate made at or shortly after birth.</li> <li>2. Medical evidence—your local social security district office will help you secure the proper medical report. You must provide:               <ol style="list-style-type: none"> <li>A. Names and addresses of doctors, hospitals or clinics from whom you received treatment.</li> <li>B. Dates of these services.</li> <li>C. Hospital or clinic cards or other identifying numbers.</li> <li>D. Workmen's compensation certificate of award (if applicable.)</li> </ol> </li> </ol> |
| Wife of a disabled worker or self-employed person  | Same as for wife of a retired worker or self-employed person. (See January, 1976 Seafarers Log)  | Same as for wife of retired or self-employed person.  |
| Dependent husband of a disabled worker, etc.   | Same as for dependent husband of a retired worker, etc. (See January, 1976 Seafarers Log)  | Same as for dependent husband of a retired worker, etc.   |
| Divorced widow of a deceased worker or self-employed person who was insured under social security    | <ol style="list-style-type: none"> <li>1. She has fulfilled the requirements for a widow of a deceased worker or self-employed person who was insured under social security (see January 1976 Seafarers Log) except that she must be unmarried.</li> <li>2. If she does not have the worker's child in her care (as previously described she must have been married to the worker for 20 years. See below for requirements of the worker's child to receive payments.)</li> </ol>  | <ol style="list-style-type: none"> <li>1. A birth certificate or baptismal certificate made at or shortly after your birth.</li> <li>2. Death certificate of spouse.</li> <li>3. Divorce documents.</li> <li>4. Medical evidence if applying as a divorced disabled widow.</li> <li>5. Marriage certificate.</li> </ol>   |
| Dependent widower of a deceased worker or self-employed person who was insured under social security | <ol style="list-style-type: none"> <li>1. He is age 60 or older<br/>or<br/>Between 50 and 60 years old and disabled. (Benefits are reduced if received before age 65.)</li> <li>2. He was receiving at least one half support from his wife.</li> </ol>  | <ol style="list-style-type: none"> <li>1. A birth certificate or baptismal certificate made at or shortly after your birth.</li> <li>2. Death certificate.</li> <li>3. Marriage certificate.</li> <li>4. Proof of support from deceased wife.</li> </ol>  |
| Child of a deceased worker or self-employed person who was insured under social security             | <ol style="list-style-type: none"> <li>1. The child is under age 18<br/>or<br/>Age 18 to 22 and a full-time student.<br/>or<br/>Age 18 or over and under disability. (Which must have begun before age 22.)</li> <li>2. The child is not married.</li> </ol>   | <ol style="list-style-type: none"> <li>1. A birth certificate or baptismal certificate made at or shortly after birth.</li> <li>2. Marriage certificate of parents if you are a step-child.</li> <li>3. Adoption papers if child is adopted.</li> <li>4. Student identification number if applying as student age 18-22.</li> <li>5. Medical evidence if applying as an adult disabled child.</li> </ol>  |
| Parent of a worker or self-employed person who died fully insured                                    | <ol style="list-style-type: none"> <li>1. Age 62 or older.</li> <li>2. Had been receiving at least ½ of his support from the worker.</li> <li>3. Has not married since the worker's death.</li> </ol>  | <ol style="list-style-type: none"> <li>1. A birth certificate or a baptismal certificate made at or shortly after your birth.</li> <li>2. Worker's death certificate.</li> <li>3. Documentation of at least one-half support from deceased son or daughter.</li> </ol>  |
| People 72 or older and not fully insured under social security                                       | <ol style="list-style-type: none"> <li>1. You reached 72 in 1968 and have ¾ year work credit.</li> <li>2. You are a resident of one of the 50 states or District of Columbia.</li> <li>3. A U.S. citizen or an alien lawfully admitted for permanent residence who has resided in U.S. for 5 years continually, immediately preceding application.</li> <li>4. The citizenship and residency requirements need not be met for certain male workers born 1/1/92 or earlier and for certain female workers born 1/1/95 or earlier. In these cases slightly more work is required than listed above.</li> </ol>   | <ol style="list-style-type: none"> <li>1. A birth certificate or a baptismal certificate made at or shortly after your birth.</li> <li>2. If foreign born—U.S. citizenship certificate or alien registration card.</li> </ol>   |

**NOTE: In certain cases, other requirements and documents may be necessary.**

For a  
Better Job  
Today



# The Harry Lundeborg

## Deck Department

### ABLE SEAMAN

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

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

- Be 19 years of age
- Have 12 months seetime as Ordinary Seaman, *OR*  
Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
- Be able to pass the prescribed physical, including eyesight requirements. Able Seaman Unlimited—Any Waters. You must:
  - Be 19 years of age
  - Have 36 months seetime as Ordinary Seaman or Able Seaman 12 Months
  - Be able to pass the prescribed physical, including eyesight requirements.

**Starting Dates:**  
April 1, May 27, July 22.

### QUARTERMASTER

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



### QMEDS Get Their Sheepskins

Instructor in the Engine Department at Piney Point, Jack Parcel (center rear), poses for photo with six QMED graduates of his class of (l. to r.): Gene Morris; Leroy Williams; Eddie Washington; John Bishop; John McCabe, and Edwin Hagedorn.

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

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

**Starting Dates:**  
March 4, April 29, June 24.

### LIFEBOATMAN

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

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

**Starting Dates:**  
March 4, 18; April 1, 15, 29; May 13, 27; June 10, 24; July 8, 22; August 5.

## Engine Department

### QMED—Any Rating

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

**Course Requirements:** You must show



### 3 Finish Lifeboat Class

HLSS Deck Department Head Paul Allman (right) poses on the deck of the SS Zimmerman with his class of lifeboat grads of (l. to r.): John Loprete; Stephen Piatak, and Juan Toro.

#### Did You Know . . .

**Last month 64 Seafarers upgraded their skills, earning power and job security through the vocational courses at HLSS. The Lundeborg School has an upgrading course to meet your career needs, too!**

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

**Starting Dates:**  
February 5; March 4; April 1, 29; May 27; June 24; July 22.

### FOWT

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

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

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

**Starting Dates:**  
February 23, April 19, June 14, August 9

### WELDING

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

**Course Requirements:**

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

**Starting Dates:**  
February 5, March 18, May 27, July 22.

### ADVANCED ELECTRICAL PROCEDURES

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

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

**Starting Date:** April 19.

## A College Career Is Available to You

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

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

These are the scholarships offered:

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

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

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

Eligibility requirements are as follows:

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

immediately preceding date of application.

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

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

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

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

## A College Education For Your Children

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

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

# School Of Seamanship



For Job  
Security  
Tomorrow

## Steward Department

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

### CHIEF STEWARD

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

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

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

certificate of completion for the chief cook program.

**Starting Dates:**  
February 5, March 18, April 29, June 10,

### CHIEF COOK

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

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

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

**Starting Dates:**  
February 19, April 1, May 13, June 24, August 5.

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

### COOK AND BAKER

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

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

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

**Starting Dates:**  
January 22; February 5, 19; March 4, 18; April 1, 15, 29; May 13, 27; June 10, 24; July 8, 22; August 5.

### ASSISTANT COOK

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

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

**Starting Dates:**  
March 4, April 15, May 27, July 8.

These Courses Will Be Starting Soon:

- Diesels
- Operation of Reefers

Watch the Seafarers Log for Starting Dates

## High School Program Is Available to All Seafarers

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



William Lopez

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

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



Thomas Maher

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

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

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

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

REMEMBER! This test is not to see

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

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

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

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

### UPGRADING APPLICATION

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

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

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

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

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

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

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

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

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

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

Fire Fighting:  Yes  No

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

I Am Interested In:

#### DECK

- AB-12 Months
- AB Unlimited
- Quartermaster
- Lifeboatman

#### ENGINE

- QMED
- FOWT
- Dk. Mech.

#### STEWARD

- Asst. Cook
- Cook & Baker
- Chief Cook
- Steward

#### ADVANCED COURSES

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

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

| SHIP | RATING HELD | DATE OF SHIPMENT | DATE OF DISCHARGE |
|------|-------------|------------------|-------------------|
|      |             |                  |                   |
|      |             |                  |                   |
|      |             |                  |                   |
|      |             |                  |                   |

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

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

Twelve Seafarers graduated from the 32nd class of the SIU Bosuns Recertification Program this month and they now resume shipping with a much better knowledge of their Union and the entire maritime industry. It is their responsibility to rejoin their vessels and inform the rest of the membership about the role all Seafarers must play if there is to be a future for the American merchant marine.

The recertified bosuns who have completed this very important two-month program are asserting their leadership aboard all our contracted vessels.

## 32nd Bosuns' Class

As the top unlicensed man on ship, and as the leading representative of the SIU at sea, it is the bosun's job to see that all voyages run as smoothly as possible, with of course full cooperation from the rest of the crew.

The recertified bosun is also better qualified to handle the new technologically-advanced equipment which is found on many of the modern ships being built today.

It is for this very reason that the Bosuns Recertification Program was established. The SIU must adapt to a constantly-changing industry if we wish to play a part in it in the years to come. With the battles now being fought in the Halls of Congress rather than on the waterfront, and with radical changes in vessels and manning, our entire membership must be kept informed at all times in order to insure the job security

of everyone in the years ahead.

This then, is the main objective of the bosuns program: better communication. And, it is the job of every member, not only the recertified bosun. The bosun is the leader of the crew, but only if his crew actively participates and takes an avid interest in the affairs of our Union, by attending shipboard and membership meetings, by asking questions and reading all pertinent information, will this objective be accomplished. And, with full membership cooperation, we will be a much stronger, secure Union for many years to come.

### Alejandro Ruiz



Seafarer Alejandro Ruiz, 47, has been a member of the SIU since 1949, and he began shipping out as bosun in 1956. A native of San Juan, P.R., he ships from that port and continues to make his home there with his wife Rita.

### James Cheshire



Seafarer James Cheshire, 52, has been an SIU member since 1949, and has been shipping out as a bosun since 1960. A native of Alabama, Brother Cheshire now makes his home in Youngstown, Fla. He ships from the port of Jacksonville.

### Ben Mignano



Seafarer Ben Mignano, 47, has been a member of the SIU since 1944, and he began shipping out as bosun in 1957. A native of Brooklyn, N.Y., Brother Mignano now makes his home in San Pedro, Calif. He ships from the port of Wilmington.

### Tom Heggarty



Seafarer Tom Heggarty, 48, has been a member of the SIU since 1947, and he began shipping out as bosun in 1950. A native of Ireland, Brother Heggarty now makes his home in Minnesota with his wife, Grace. He ships from the port of New York.

### James Boland



Seafarer James Boland, 49, has been sailing with the SIU since 1946, and he started shipping out as bosun in 1951. A native of Philadelphia, Brother Boland now makes his home in Fairfield, Calif. with his wife Judithann. He ships from the port of San Francisco.

### Hermínio Pacheco



Seafarer Hermínio Pacheco, 51, has been shipping with the SIU since 1947, and began sailing as bosun in 1970. A native of Puerto Rico, Brother Pacheco ships from the port of New York where he makes his home.

### Neil Matthey



Seafarer Neil "Blackie" Matthey, 46, has been sailing with the SIU since 1951, and started shipping out as bosun 20 years ago. A native of San Francisco, Brother Matthey now makes his home in Hawaii with his wife Katsuyo. He ships from the port of Yokohama.

### Emilio Sierra



Seafarer Emilio Sierra, 48, has been sailing with the SIU since 1944, and started shipping out as bosun in 1969. A native of Philadelphia, Brother Sierra now makes his home in Oakland, Calif. with his wife Jewel. He ships from the port of San Francisco.

### Gus Magoulas



Seafarer Gus Magoulas, 61, has been shipping with the SIU since 1956, and he began sailing as bosun in 1968. A native of Greece, he now ships from the port of New York where he makes his home.

### Arthur Harrington



Seafarer Arthur Harrington, 47, has been a member of the SIU since 1947, and he began shipping out as a bosun in 1959. A native of Massachusetts, Brother Harrington ships from the port of Boston where he makes his home with his wife, Mary.

### Asa Moore



Seafarer Asa Moore, 45, has been an SIU member since 1948, and began shipping out as bosun in 1965. A native of Macon, Ga., Brother Moore continues to make his home there. He ships from the port of New York.

### William Bobalek



Seafarer William Bobalek, 50, has been a member of the SIU since 1944, and he began shipping out as bosun in 1951. A native of Texas, he now makes his home in Dallas, Tex. Brother Bobalek ships from the port of Houston.

### Harry Springfield



Seafarer Harry Springfield has been sailing in the steward department with the SIU for seven years. A cook and baker, Brother Springfield upgraded to that rating at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. Brother Springfield is a native of Bridgeton, N.J. and continues to reside in that town with his wife Betty Lou and their three children. He ships out of the port of New York.

## Six Graduate With 'A' Book

The SIU's 'A' Seniority Upgrading Program has six more graduates this month, bringing the total number of Seafarers who have completed this program to 215.

These men spent two weeks at the Harry Lundeberg School in Piney Point where they attended Union classes, reviewed the administrative procedures of the Lundeberg School and spoke to trainees during their engine, deck or steward training session.

The six seniority upgraders then spent two weeks at Union Headquarters

in New York. While in New York they visited all of the various departments that administer the Union's funds, keep employment records, publish the LOG and keep track of SIU-contracted ships.

By going through this in-depth study of their Union's activities, both at the SIU's training facilities in Piney Point and at the administrative offices in New York, these Seafarers leave the 'A' Seniority Program with a better understanding of their Union, its purpose, its membership, its role in the modern maritime industry and its problems.

### Bobby Hooks



Seafarer Bobby Hooks started sailing in the steward department after graduating from the Harry Lundeberg School in 1970. Brother Hooks returned to Piney Point to get his third cook's endorsement before beginning the 'A' Seniority Program. A native of South Carolina, Brother Hooks now ships from the port of New York where he lives with his wife Barbara and their son.

### Klaus Wass



Seafarer Klaus Wass first started shipping with the SIU in 1966. Brother Wass ships as a chief cook, a rating he earned at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. A native of Finland, Brother Wass now lives in New York City and ships out of that port.

### Daniel Taylor



Seafarer Dan Taylor, an Army veteran, began sailing with the SIU in 1971 after graduating from the Harry Lundeberg School. Brother Taylor returned to the Piney Point school to get his third cook's endorsement before starting the 'A' Seniority Upgrading Program. A native and resident of Cleveland, Ohio, Brother Taylor ships from the port of Houston.

### Oscar Johnson



Seafarer Oscar Johnson began sailing with the SIU in 1968 from the port of Mobile. A cook and baker, Brother Johnson studied for that rating at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. Brother Johnson, a native of Mobile, now ships from the port of New Orleans and lives in that port with his wife, Evelyn and their daughter.

### Gerald Farrell



Seafarer Gerald Farrell has been sailing in the steward department with the SIU since his graduation from the Harry Lundeberg School in 1973. Brother Farrell returned to Piney Point to obtain his cook and baker endorsement before starting the Seniority Upgrading Program. A native and resident of Massapequa, N.Y., Brother Farrell ships out of the port of New York.

## 8 Graduate in Lifeboat Course



HLSS Lifeboat Instructor Chuck Dwyer (standing right) poses with eight graduates of the Lifeboat Course of (rear row l. to r.): Joe Evans; George

Coyer; Richard Lewis, and Nathan Sumrall. Kneeling (l. to r.) are: Max Hilgren; William Coyer; Harold Wallace, and Alex Rescendez.

## Quartermasters Complete Class



Five more Seafarers who have completed the HLSS Quartermaster Class are (l. to r.): Romuald Los; Virgil Dowd; Norris Tripp; Howard Lindsey, and George Prasinis. Paul Allman teaches the course.

## AB Gets His Certificate



AB Randolph O. Bolling (left) gives us a victory smile after he received his certificate from Instructor Chuck Dwyer (right).

## 2 Get Their Lifeboat Tickets



The Lundeberg School awarded lifeboat tickets to (center and right) John Dunn and Eugene Hebert recently when they finished the course taught by (left) Lifeboat Instructor Chuck Dwyer.

## Assistant Cook Gets Diploma



Assistant Cook Luis Fuentes (right) gets handshake and diploma from Head Steward Laymon Tucker of the HLSS Steward Department after graduating from the Assistant Cooks Course.



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

## 1976 Could Be the Turning Point for the U.S. Merchant Marine-SPAD Could Make the Difference

At a time when our entire economy is suffering from a combination of staggering inflation and devastating recession, the American people will have both the opportunity and great responsibility of choosing the government leaders who will guide this country into the next decade.

It goes without saying that those of us in the labor movement have a great stake in the outcome of the 1976 national elections. Labor has traditionally played a large role in determining the results of past elections, and indeed without labor's support many candidates find it very difficult, if not impossible, getting elected to office.

This is also a very crucial year for those of us in maritime; it would not be an exaggeration to state that our industry is at the "crossroads." The future of the entire U.S. merchant marine and all those who earn their living in it, could very well be determined by what occurs politically this year.

The one sure way to make our voice heard this year, as well as every year, is through the support of the Seafarers Political Activities Donation fund. In order for the SIU to succeed in

achieving the many goals necessary for our security in the future, the Union must have the money which is mandatory to help elect politicians who believe in a viable and prosperous U.S. merchant marine. And, in order for SPAD to fully succeed, it must have the voluntary contributions of every SIU member.

There can be no doubt that SPAD has played a major role in the victories of the maritime industry over the past few years. Because of our members' contributions to SPAD, the SIU was able to obtain passage of the Merchant Marine Act of 1970, which has meant the construction of more ships and scores of more jobs for Seafarers. SPAD also enabled the Union to get Congressional approval of the Energy Transportation Security Act of 1974, which was eventually killed by pocket veto.

What is also important to remember, however, is not only what SPAD has done in the past, but what it is doing today, and what it must do in the months and years ahead. Through SPAD the SIU has been able to block repeated attempts to break the Jones Act, the strongest legislation we have to protect domestic shipping. And, we have blocked the constant efforts of the Administration to close down the eight U.S. Public Health Service Hospitals, the most vital health care facilities seamen have.

There is more work to be done. A bill to curb the growing incursion of third-flag fleets which engage in notorious rate cutting practices which threaten to destroy the industry, and legislation which would guarantee a fair share of U.S.-flag ships, are just two examples of what we must fight for in the future.

History has taught us that even once we have obtained something beneficial to us, that does not stop our foes from trying to take it away. The best way to prevent this is by electing legislators who recognize the absolute necessity of protecting the American merchant marine and restoring it once again to the top of the world's merchant fleets.

These are the many reasons why strong support by every SIU member for SPAD is so important. By the end of this year the entire political complexion of the government may be substantially changed. We must make sure that any changes are for the benefit, not the detriment, of the maritime industry. The best way to insure this is by contributing to SPAD. It is more than just a political fund, it is an insurance policy on job security.



\$20.00

SEAFARERS POLITICAL ACTIVITY DONATION  
675 FOURTH AVENUE  
BROOKLYN, N. Y. 11222

\$20.00

Date \_\_\_\_\_ S.S. No. \_\_\_\_\_

Contributor's Name \_\_\_\_\_ Book No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union (SIUNA AGLIWD) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

(A copy of our report is filed with the Federal Election Commission and is available from the Federal Election Commission, Washington, D.C.)

\$20.00

Signature of Solicitor \_\_\_\_\_

1976

Port \_\_\_\_\_

\$20.00

