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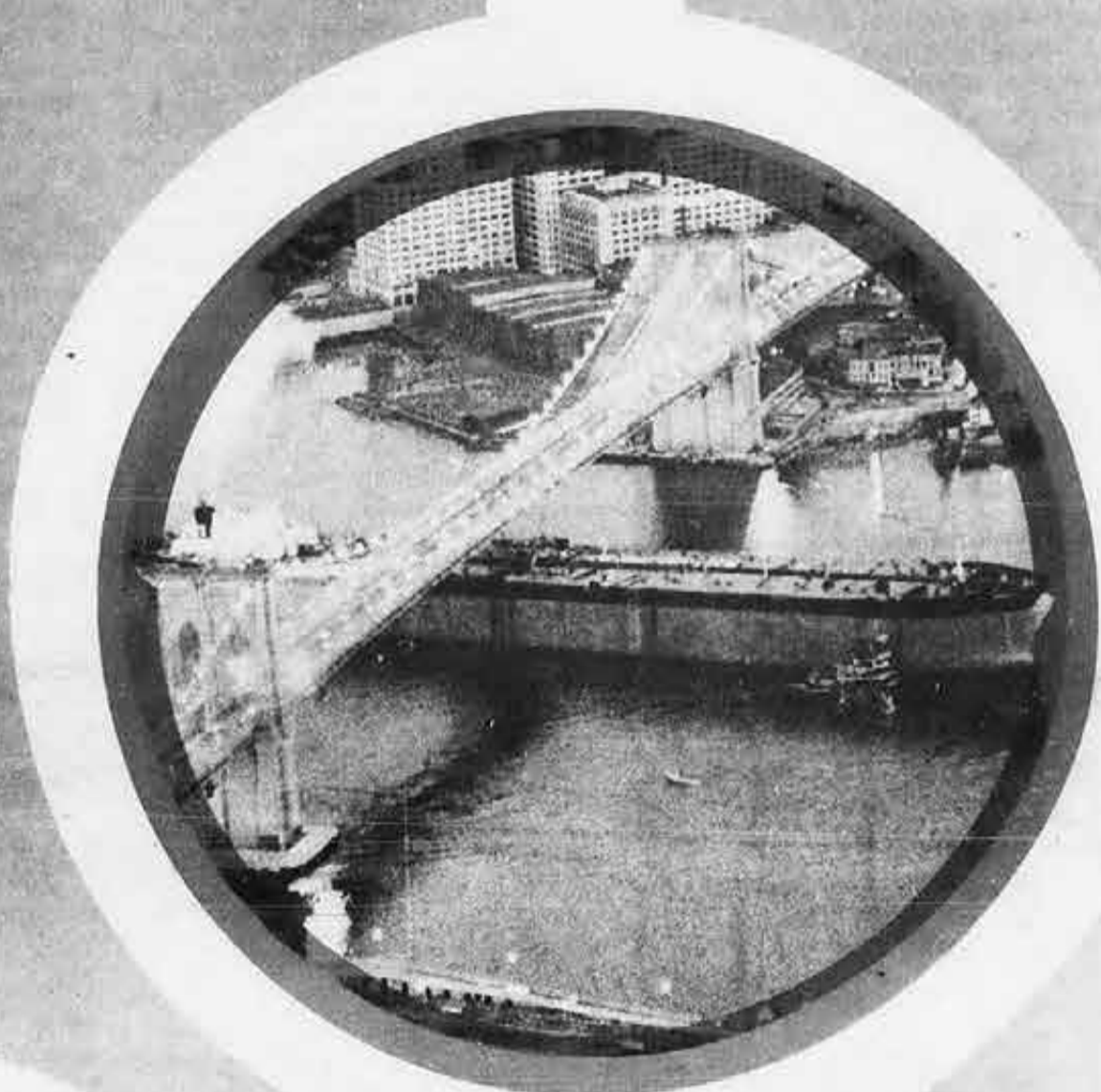
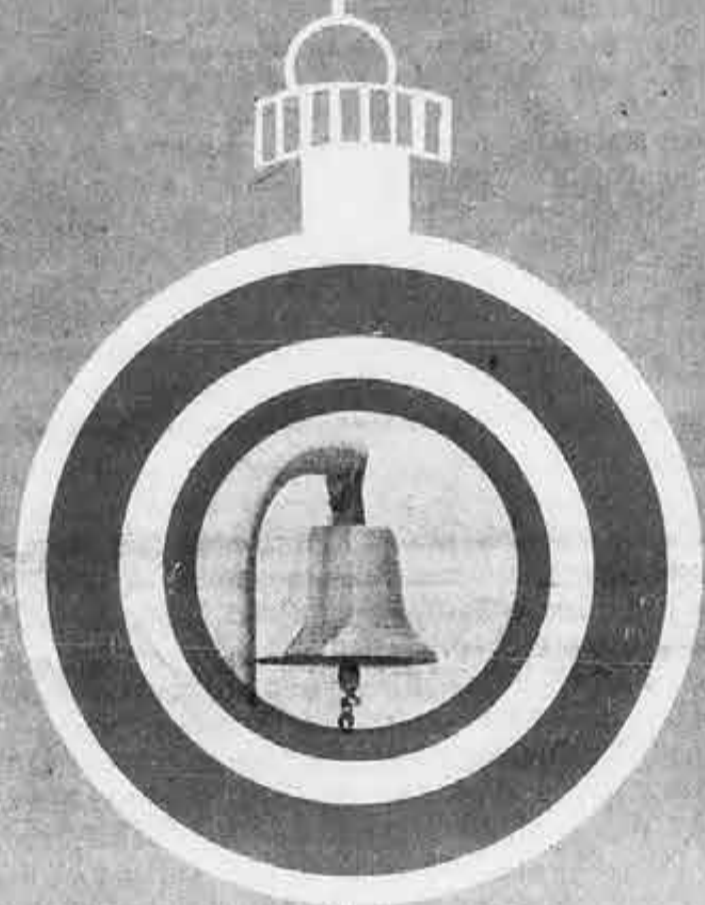
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# SEAFARERS LOG

Vol. XXXVII, No. 13

December, 1975



*The SIU Wishes All Its Members Happy Holidays  
And a Year Filled With Smooth Voyages*

**U.S. Pension Bill and You**

See Pages 9-10

**SIU Alcohol Rehab Center**

See Special Supplement



# U.S. and Russia Seek New Shipping Pact

The Soviet Union, negotiating a new bilateral shipping agreement with the U.S. to replace a three-year agreement which expires on Dec. 31, is insisting that the grain freight rate must be lowered from the \$16 per ton level agreed to by both America and the Soviets earlier this year to the world charter market rate which is about \$10 per ton.

Last September, President Ford sent Assistant Secretary of Commerce for Maritime Affairs Robert Blackwell to Moscow to negotiate a new grain rate because the world rate was too low to allow American shippers to profitably carry the one-third of the cargo for U.S.-flag vessels under a standing maritime agreement.

It was at these meetings last September that the Soviets agreed to the \$16 per ton rate, allowing many U.S.-flag tankers to break out of lay-up and load grain bound for Russia.

However, when Blackwell returned to Moscow last month to negotiate a new, comprehensive, three-year maritime pact to govern the whole range of shipping relations between the two

countries, Soviet officials said they were unwilling to pay anything above world market rates for American vessels carrying grain after Dec. 31.

Early this month, negotiations were suspended and were to have resumed after Christmas. However, as the *Log* was about to go to press, Blackwell was suddenly asked by the Soviets to return to Moscow, and negotiations have been stepped up. More details will be available in the next issue of the *Log*.

Blackwell stated that the Soviet position "came as somewhat of a surprise" because, due to a poor domestic harvest, the Russians have contracted to

buy 13-million tons of American grain. Only five-million tons of the grain have been shipped so far and lower, unprofitable grain rates which would prevent U.S.-flag ships from carrying their share of the cargo might provoke renewed labor action against the sale similar to the longshoremen's refusal to load grain bound for Russia last September.

SIU President Paul Hall, one of the leaders of organized labor's attack against the grain sale last summer, said that if the current grain rate is not maintained a meeting of U.S. maritime unions would be called to decide upon a course of action.

Terming the new Soviet rate proposal "totally unacceptable," Blackwell explained that the dispute centered around the Russians' "interpretation of the words 'mutually agreed-upon rates,' which they take to mean charter market rates and which we take to mean charter market rates plus whatever adjustments are necessary to insure that United States ships have an opportunity to carry one-third of the cargo." The Russian insistence on a lower grain rate is considered by U.S. officials to be a tough bargaining tactic and a typical game the Soviets play which brings negotiations right down to the wire.

## U.S. Employment Stagnant in Last 6 Months

The nation's unemployment rate declined slightly last month, after it had risen during October, but overall statistics released by the U.S. Labor Department this month indicate that the total job picture has remained virtually stagnant for the past six months.

The number of jobless Americans dropped from 8 to 7.7 million in November, and the unemployment rate was listed as 8.3 percent, down from the October rate of 8.6 percent. However, the total number of Americans holding jobs was unchanged for the third straight month at 85.3 million.

The total number of persons employed on regular business and Government payrolls outside agriculture—the

statistic most closely watched by economists—also remained unchanged at 77.5 million. This figure on "payroll employment" had risen quickly from July through September leading many economists to believe that the recession was easing and that recovery would be strong. As of last month, however, the upturn had virtually stopped.

These statistics have led Labor Department officials to conclude that while the job market is not deteriorating, it is also not improving. The concern now by some Government officials is that what were originally thought to be signs of a positive recovery were just temporary shifts in the statistics, and signs now point to a rather sluggish recovery.

What movement there was in the November job figures occurred in the area of employment of adult men, where the unemployment rate declined from 7.1 percent in October to 6.9 percent last month. The marked increase in unemployment for the month of October had been for adult women, from 7.5 to 7.8 percent; however a Labor Department analyst did not attach any significance to the opposite movements in the unemployment rates for men and women.

The Labor Department's statistics also showed that there has been very little change in the job picture for blacks over the past few months. In November, the unemployment rate for blacks was 13.8 percent.

## U.S. Pension Bill

See Pages 9-10

## the PRESIDENT'S REPORT:



Paul Hall

## Now, It's Up to You in 1976

When the year 1975 began, nearly eight million American workers were out of jobs and on the unemployment lines. And tragically for this country, as the year 1975 draws to a close nothing has changed—nearly eight million Americans are still out of work.

Economists tell us why there is unemployment, politicians tell us why, and businessmen tell us why. But one very simple fact—a fact that business would rather hide under the rug and Government has chosen over the years largely to ignore—is that America's growing "runaway" industries are a major contributing factor to unemployment in this country.

These "runaway" industries are American-owned concerns which have defected from the United States and are now based in foreign countries to take advantage of low-paid overseas labor. Yet, these industries still utilize the vast American consumer market to make their profits.

Hardest hit by American "runaways" are the U.S. clothing and manufacturing industries and the U.S. maritime industry.

Using the clothing industry as an example, an American "runaway" operates in most cases by exporting American raw materials, via foreign-flagships, to Taiwan or South Korea, where the materials are processed into finished products. These goods, produced by workers paid anywhere from 19 to 44 cents an hour as compared to an average of \$3.92 per hour for U.S. textile workers, are then transported back to the U.S., again by foreign-flagship, and dumped into the U.S. market.

There might be some justification for these wholesale defections if the products were considerably lower priced or of higher quality. But this is not the case. Go into any clothing store and check the prices. A shirt made in South Korea or Taiwan is no cheaper than one made in the U.S.

Looking at the U.S. maritime industry, a "runaway" is created a little more simply. An American shipowner just registers his U.S. vessel to Panamanian, Liberian or Honduran-flag, hires a foreign crew and that's it.

In effect then, what these "runaway" industries are doing are creating huge windfall profits for a few American exporters and importers while tens-of-thousands of American workers get shafted and the American consumer continues to pay top dollar for foreign-produced products and services, which in many cases, are of inferior quality.

The growing problems of the "runaway" industries has not gone totally unnoticed. Under provisions of the Trade Act of 1974, the U.S. Labor Department has set up the Labor Advisory Committee on Multilateral Trade Negotiations. I represent the AFL-CIO and the interest of workers on this committee as chairman of the service sector. The main goal of this committee is to protect American industry here, as well as fighting discrimination against U.S. industry abroad.

American labor's goal in the committee is to protect the interests and jobs of American workers by keeping U.S. industry here and bringing back others that have left.

The Labor Advisory Committee on Multilateral Trade Negotiations is not a cure-all for the ills affecting the U.S. industrial system and job market. The committee is, though, one important and specific area in which the SIU and labor must participate to protect the jobs and job security of Seafarers and the American worker in general.

The SIU participates on literally scores of committees like the Labor Advisory Committee. Whenever the jobs of Seafarers and the health of the U.S. maritime industry, and for that matter, the jobs of any sector of the American labor force and its industries are threatened, it is the duty of the SIU and labor to become involved—and we do.

The SIU participates effectively in every area of the U.S. political scene not because politics is a pastime, but because to the American Seafarer, politics is a matter of survival. And without the Union's participation in the political arena, we could just about kiss our industry goodbye.

In many of our own political fights, we receive the indispensable support of our brother unions in the AFL-CIO. Yet no matter how much help we might get on an issue affecting maritime, it is the SIU that has to spearhead the issue. This is where the individual Seafarer comes in. Without the continued support of our members, the SIU cannot carry on the vital political work of protecting the jobs of Seafarers.

So what it really comes down to is that the Seafarer himself, by his support or non-support of the SIU's political programs, will ultimately decide whether the U.S. maritime industry will move ahead or founder and sink. It's something to think about as we move into the year 1976.



# Blackwell Says Subsidy Hike 'May Be Necessary'

Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell told a congressional committee last month that "it is entirely possible" U.S. ship construction subsidies will have to be increased if the long range shipbuilding program is to be sustained.

In testimony before the House Merchant Marine Subcommittee, Blackwell noted that inflation, drops in foreign prices, and fluctuations in exchange rates, have all combined to widen the subsidizable gap between U.S. and foreign ship prices. He said "higher subsidy rates may be necessary" to induce operators to build vessels in American shipyards.

The Merchant Marine Subcommittee of the full House Merchant Marine and Fisheries Committee began holding oversight hearings earlier this year into all aspects of maritime promotional policies and programs. The subcommittee has heard testimony from representatives of all three segments of the maritime industry—government, man-

agement and labor.

The present construction subsidy rate is approximately 35 percent of the contract price, and has been gradually reduced over the past five years from a 1970 high of 55 percent. One of the goals of the Merchant Marine Act of 1970 was to strengthen the U.S. merchant marine, but at the same time reduce its dependence on the Federal Government for subsidy funds.

Blackwell told the Subcommittee, chaired by Rep. Thomas N. Downing (D-Va.), that while the construction of liquefied natural gas carriers (LNG) has gone well and the subsidy rate has consistently been under 25 percent, the subsidizable gap has widened where other type vessels are concerned.

He estimated that a 43-45 percent rate would be required for an operator to build a bulk-carrier in the U.S., and 42-43 percent for a containership. Although some tankers may be constructed for the Alaskan trade, due to the present over-abundance on the

world market, no large-scale construction is foreseen in the near future.

The Commerce Department official, who also heads the Maritime Administration (MARAD), also told Subcommittee members that it was a shame that U.S. break-bulk vessels, able to carry outsized cargo, are fading out.

"We're literally giving up this traffic to foreign flags," he stated.

Blackwell reported that an industry government team is being formed "to develop a standard design for the next generation cargo liner." Eleven operators are joining in. MARAD already has eight basic standard types, including LASH vessels and various sized transships and combination ore-bulk-ore (OBO) carriers.

### Hood Also Testifies

Another witness providing testimony for the Subcommittee last month was Edwin M. Hood, president of the Shipbuilders Council of America. Hood also told the Subcommittee that an increase in the subsidy rate might be de-

sirable, with possibly different amounts for various types of vessels. This is similar to the view expressed by Blackwell.

Hood had some other specific suggestions for the Subcommittee to consider, among them:

- Establishment of a national cargo policy, with precise objectives, to assure continuity in the availability of a U.S.-flag merchant shipping fleet to meet defense and commercial needs.

- Creation of a long-range program for expanding the U.S.-flag merchant fleet in all categories of ships to implement the national cargo policy so established.

- Determination of shipping requirements (how many and what types of ships) needed to import a reasonable share of critical materials aboard U.S.-flag, U.S.-built vessels.

- Restoration of ship repair costs as a subsidizable item under new long-term subsidy contracts, a policy MARAD recently stopped in an economy move.

# Sullivan Urges Ford to Reconsider Cargo Preference

The chairwoman of the House Merchant Marine and Fisheries Committee, Representative Leonor K. Sullivan (D-Mo.), has written a letter to Presi-

dent Ford urging him to reconsider his opposition to cargo preference laws for U.S.-flag tankers because without the assurance of cargoes, she warned, "we

will be defaulting on a trust and ignoring a situation with grave implications for our national security and commerce."

Rep. Sullivan initiated an oil cargo preference bill last year which was passed by both the House and Senate but was eventually vetoed by President Ford because he felt the measure was "inflationary."

(It was SIU support, through voluntary contributions to SPAD), that helped get the legislation passed in both Houses of Congress.)

In her letter to the President, Rep. Sullivan pointed to the change in the U.S. employment situation and international attitudes towards cargo preference since Ford's pocket veto of the U.S. measure as reasons for drafting new legislation.

Among the changes cited by Rep. Sullivan were:

- The tightening control on petroleum transportation by members of the Organization of Petroleum Exporting Countries through the institution of cargo preference policies for Saudi Arabian tankers.

- The reduction in U.S.-tanker building and depletion of the fleet through aging.

- The layup of nearly a million tons of U.S.-flag tankers which has resulted in the layoffs of thousands of American seamen.

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## Supreme Court to Rule on Government Cargo Subsidies

A seven-year court battle between subsidized and non-subsidized U.S.-flag shipping companies over Government-generated cargo has reached the U.S. Supreme Court.

The suit, brought by the American Maritime Assn., seeks to block operating and construction subsidies when a subsidized liner operator hauls Government-generated cargo. The AMA charges that the "employment of the differential subsidies, intended to meet foreign-flag competition, [is being used] instead, as a fighting tool against American operators."

The AMA bases its argument against the subsidy on the proposition that operating subsidies were designed to help U.S.-flag carriers meet foreign-flag competition, and that laws requiring portions of Government-generated cargoes—including foreign aid and mili-

tary freight—to be carried on U.S.-flag vessels were essentially designed to help 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," the trade association charges.

The U.S. Maritime Subsidy Board has already refused 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.

Although the AMA has lost its previous lower court challenges, it expects a favorable ruling from the Supreme Court, noting that their petition raises questions which the highest U.S. court has never been asked to consider.

## Overseas Alice Is Cited



The SIU-contracted Overseas Alice (Maritime Overseas) has been commended by the Military Sealift Command for the "responsiveness and expeditious manner" in which the vessel completed a transfer at sea operation with the USS Sacramento. A letter from the company to the captain of the Overseas Alice conveyed an "appreciative well done" from the MSC, and the letter stated that the maneuver "contributed significantly to ongoing Indian Ocean operations."

## Cast Your Vote For SIU Officers

Voting is presently being conducted in 26 ports for the election of SIU, AGLIWD officers for the term 1976-1979.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Mondays through Saturdays, except on legal holidays, from Nov. 1 through Dec. 31, 1975.

For a detailed report on the election procedures, including addresses of the 26 ports, see the special supplement in the October Seafarers Log.

All full book members in good standing are urged to cast their vote in the election for officers of their Union.





# Norfolk Seafarers Turn Out for Meeting

SIU ships earmarked for carriage of grain to Russia, and new construction of deep-sea vessels by SIU companies were the main topics of discussion at last month's membership meeting in the port of Norfolk. More than 60 Seafarers turned out for the Norfolk meeting which is held regularly on the first Thursday after the first Sunday of the

month. Unlike most deep-sea ports which hold their meetings at 2:30 p.m., the Norfolk meeting is at 9:30 a.m.

SIU representatives Steve Papuchis and Marvin Hauf, who conducted the meeting, reported that shipping in Norfolk had picked up considerably in October due to the crewing up of three ships—the *Nathaniel Green*, the *Van-*

*tage Defender* and the *Overseas Vivian*.

The *Nathaniel Green*, a mariner type vessel, was acquired recently by Waterman from Pacific Far East Lines and is slated for a run to the Persian Gulf and the Far East. The *Vantage Defender* is running to the Persian Gulf to load oil, and the *Overseas*

*Vivian* will provide jobs for Norfolk Seafarers in the carriage of American grain to Russia.

After last month's Norfolk meeting, many of the Seafarers who attended participated in the democratic process of the Union by voting for their choice for Union officers. The SIU's elections will continue through Dec. 31, 1975.



After meeting adjourned, Recertified Bosun Alfred Sawyer was one of the Norfolk Seafarers who took the opportunity to vote for Union officers. Sawyer is shown entering voting booth.



Seafarer Hooker G. Price signs attendance roster book before Norfolk meeting is convened. The 41-year old Seafarer has three brothers who also sail with the SIU—Bill Price, 48; Linwood Price, 40, and William H. Price, 49.



SIU Representatives Marvin Hauf, left, serving as reading clerk, and Steve Papuchis, chairman, conduct meeting at the SIU hiring hall in Norfolk.



Some of the more than 60 Seafarers who turned out for the Norfolk meeting listen to updated reports on new construction and SIU ships carrying grain to Russia.



Some Norfolk Seafarers take part in monthly membership meeting. Norfolk holds its meetings on the first Thursday after the first Sunday of the month.



Old shipmates and friends from the steward department get together for a chat before meeting is called to order. They are, from the left: William Grimes, chief cook; George Taylor, chief cook, and Sovandus Sessomes, third cook.



# SIU Hits Coast Guard Action on Privacy

The SIU has voiced its opposition to a recent attempt by the U.S. Coast Guard to have all American seamen sign a "Privacy Act Statement" prior to signing articles, and as a prerequisite to being issued U.S. Merchant Marine Documents, Duplicate Seamen's Papers or Continuous Discharge Books.

The signed "Privacy Act Statement" gives the Coast Guard the right to release the identification and location of a U.S. seaman to the following groups or individuals: Federal, state and local

law enforcement agencies for criminal or civil law enforcement purposes, steamship companies, labor unions, seamen's authorized representatives, and seamen's next of kin. The Coast Guard can also release the information "whenever the disclosure of such information would be in the best interests of the seaman or his family."

In the past, the Coast Guard did not need the individual's permission to give out this kind of information, but under the "Right of Privacy Act of 1974,"

written agreement must be obtained from the individual before such personal information can legally be released.

In the text of the "Privacy Act Statement" itself, the Coast Guard notes that signing is on a "voluntary" basis, "but non-disclosure will result in the non-issuance" of the needed seamen's documents. In other words, if you don't sign the "Privacy Act Statement," you can't get a job aboard an American flag ship.

The SIU strongly opposes the Coast

Guard's "voluntary on a compulsory basis" attitude in complying with the 1974 Right of Privacy Act. It is the SIU's position that the Coast Guard's actions on this Privacy Act issue are a threat to the job security of Seafarers.

SIU Headquarters has wired its port agents to instruct SIU members not to sign these "statements" until further notification from Headquarters. The SIU is arranging a meeting with the Coast Guard to resolve this issue.

## West Coast Dispute Settled on PFEL Ship Sales

A dispute over the sale of four Pacific Far East Line ships and a trade route to Farrell Lines, Inc. was resolved last month with PFEL agreeing to provide the Pension Fund of three SIUNA-affiliated West Coast Unions with payments and also compensate them for the loss of 120 jobs.

Two of the West Coast Unions—the Marine Firemen's Union and the Sailors Union of the Pacific—had opposed the sale by PFEL to Farrell

Lines as it would result in the loss of the jobs for their members. The Marine Cooks and Stewards Union had not opposed the sale.

Both the Maritime Administration and the Maritime Subsidy Board subsequently approved the sale however, and an agreement among all concerned parties was eventually reached.

SIU President Paul Hall, in his capacity as International President, met last month with representatives from

the three Pacific District Unions, officials of PFEL and representatives from the Pacific Maritime Association (PMA) in an effort to resolve the dispute.

After lengthy meetings, a settlement was reached. It provides for a two-million dollar payment to be made by PFEL to the Pension Fund of the three Pacific District Unions. It also calls for an additional payment by PFEL of two-million dollars more into escrow

with a bank designated by the Pacific District Unions. The monies shall be disbursed as each union determines for its share of the amount.

As part of the settlement, the MFU and SUP withdrew their opposition to the sale while it was pending before the Maritime Subsidy Board, and agreed not to appeal any determination of approval by the board. In turn, PFEL dropped a lawsuit it had begun against the SUP, MFU and the Pacific District.

## Ford Asked Not to Impose User Charges

Forty-two congressmen from the eight states bordering the Great Lakes have joined together to voice their bipartisan opposition to "user charges" on this nation's 25,000-mile long network of inland waterways.

Suggesting either tolls or higher fuel taxes, proposals to charge inland water carriers for the use of public waterways have been made by U.S. Transportation Secretary William Coleman and are being actively considered by the Ford Administration.

Forming the Conference of Great Lakes Congressmen, the 42 representatives drafted a letter to President Ford opposing the imposition of these user charges which they say could double the cost of waterborne transportation.

The congressmen's letter warned that the charges would have "a jarring effect on the economy" because the canals, rivers and lakes which make up this "vital artery in our national transportation system" now comprise "the most cost-efficient link in our total transporta-

tion system—four mills per ton mile for water freight as compared to 18 mills per ton for freight moved on the next closest competitor." [A mill is a unit of monetary value equal to 1/1,000 U.S. dollar.]

And, they pointed out, waterborne cargo uses one-third less energy per ton-mile, helping to conserve our scarce energy supplies.

Higher fuel taxes or user tolls would, the letter argued, "inevitably push up

costs" for all who utilize this transportation system and in the end "saddle the American family with the bill—the same American family which has already paid for the development of the nation's waterways with their taxes."

Asking that the Ford Administration not propose or support user charges, the Great Lakes representatives offered to work with the President in developing a comprehensive transportation policy which would not "heap any new burdens on the American family."

### Hall on National Committee

In another matter related to the inland waterways, SIU President Paul Hall will serve on the National Committee on Locks and Dam No. 26, a group composed of representatives from labor unions, the towing industry, grain co-ops, coal producers and farm groups which will fight for the modernization of Locks and Dam No. 26 on the Mississippi River.

Locks and Dam No. 26, located in Alton, Ill., controls all water access to the upper Mississippi and the Great Lakes. Because of its age and small size, barge traffic must now wait from 24 to 36 hours to get through the outmoded locks, causing a bottleneck that is hampering the movement of all goods in that area.

The U.S. Army Corps of Engineers has proposed replacing the old facility which was built in 1938, but construction has been blocked by a joint suit filed by railroads and environmental groups.

As a member of the National Committee on Locks and Dam No. 26, which was specifically formed to fight the lawsuit blocking reconstruction, Hall will be able to help protect the inland towing industry in that area and the jobs of members of the SIU's affiliated Inland Boatmen's Union who man many of the boats.

He will be joined on the National Committee by Herb Brand, the president of the Washington-based Transportation Institute, and high level executives from the towing industry and shippers' groups.

## Safety Meeting on Marymar



Holding a safety meeting at sea on Nov. 21 aboard the C4 SS *Marymar* (Waterman) are (standing l. to r.): Oiler J. Dunn; Recertified Bosun Robert D. Schwarz; Deck Engineer E. H. Nordstrom; Chief Engineer G. W. Jenkins, and 1st Asst. Engineer R. J. Kremler. Kneeling (l. to r.) are: Messman J. A. Denais; Chief Steward E. Vieira; AB T. Pennebaker; unidentified seaman in sun glasses, and Capt. Henry J. Maas. The master thanked the entire crew for their cooperation in having a year free of lost-time accidents by everyone pitching in and being safety-minded. The vessel laid-up in the port of Baltimore on Nov. 26 following a coastwise run.

## TT Williamsburgh in Rotterdam



Some of the SIU crew of the *TT Williamsburgh* (Westchester Marine) wait at dockside with their gear after alighting from the ship in the background in the port of Rotterdam recently. They're on the oil shuttle from the Persian Gulf.

## SS Yellowstone Back Pay Checks At Headquarters

Back pay checks for the following ex-crewmembers of the *SS Yellowstone* (Rio Grande) are being held at Union Headquarters in Brooklyn, N.Y.

Please write or call the Contract Department at Headquarters and give your book number and Social Security number when inquiring about your check.

The members are:

Brewer, James  
Brown, Kenneth  
Coward, Evancelous  
Davis, Mark  
Henke, Albert  
Hubbel, Brian  
Minick, Herbert  
Osorio, Frank  
Smith, George



# Ad Hoc Committee Promotes Industry Growth

The coordinated efforts of maritime labor during the nearly two years since the AFL-CIO Ad Hoc Committee on Maritime Industry Problems was established has resulted in a number of tangible accomplishments, and has demonstrated that a unity of purpose among seafaring unions can promote growth and stability in the industry, and jobs and job security for all.

This was the intention when AFL-CIO President George Meany activated the Committee in April 1974 and, as we approach 1976, it would be useful to review the progress that has been made and to look ahead to some of the challenges that face our industry.

The importance of this Committee was emphasized at the outset when President Meany appointed John Dunlop—one of the most respected and knowledgeable mediators in American labor, and now the U.S. Secretary of Labor—to coordinate the activities of the Committee with direct communication to Meany and AFL-CIO Secretary Treasurer Lane Kirkland.

How actively it has functioned is evidenced by the 12 formal meetings the Committee has had and the more than 25 special subcommittee meetings that have been called to deal with specific problem areas. How effectively the Committee has functioned is evidenced both by the visible achievements which have been recorded and the spirit of cooperation which is bringing a new unity of purpose to maritime labor and a stability to the industry.

Since the Ad Hoc Committee was established, four permanent subcommittees have been actively working toward solutions of problems in specific areas of concern to maritime labor—Coast Guard regulations; maritime training; Federal maritime policy, and legislation. Six meetings between the NMU and the SIU have been held to explore a merger of the two unlicensed unions. Other meetings have been held to coordinate activities with international organizations.

## Tangible Goals Achieved

In all of these areas, tangible goals have been achieved. In the area of merger, the SIU voluntarily withdrew sanctions it had against the NMU to allow the NMU to have full rights to bring jurisdictional grievances to the AFL-CIO under Article XX. This act by the SIU cleared the decks for further merger talks and cooperation toward achieving common objectives.

In three important instances, a unity of purpose between the NMU and the SIU achieved tangible benefits for the unions and industry. A series of meetings between the two unions early this year resulted in defining collective bargaining issues which resulted in successful negotiations by both unions in their 1975 contracts, and fostered a new stability in the maritime industry.

Other cooperative efforts between the NMU and the SIU resulted in reversing an order by the Military Sealift Command which had suspended dues checkoff for both unions, and killed an effort by the Bureau of Fisheries which would have taken commercial fishermen out from under the protection of the Jones Act.

## Grain Agreement Means Jobs and Job Security

In terms of jobs and job security for



The SIU-contracted *Montpelier Victory* is shown at the dock in Houston, Tex. where she was preparing to load grain bound for Russia. The vessel was one of six SIU ships that came out of lay-up as a result of the recent grain deal.

members of all seafaring unions, the combined effort of maritime unions to secure cargos for U.S.-flag ships under the U.S.-Soviet Union grain deal ranks as one of the most significant accomplishments of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems. The agreement to insure a fair share of cargo for American-flag ships and the adjustment of freight rates to permit NMU and SIU contracted operators to carry this cargo were the direct result of the unified efforts of all maritime unions.

While the trade agreement was being negotiated at State Department level, the Ad Hoc Committee—with all member unions attending—met in Chicago July 29 and again in Washington on Aug. 18 to develop a unified position demanding that American ships and American seamen be employed to move the grain. These efforts led directly to meetings at the White House level—again with all maritime unions participating—which resulted in a favorable agreement on grain sales and shipment.

## Education & Training

The Maritime Training subcommittee is developing programs and recommendations to coordinate training requirements of the Coast Guard and the programs of the various unions. The efforts of this subcommittee have produced a comprehensive firefighting manual and training proposal which is now being prepared as a Congressional bill.

## International Affairs

Working with the AFL-CIO International Affairs Department, the Ad Hoc Committee has participated in meetings of the International Labor Organization (ILO), and has secured rep-

resentation on various subcommittees of Intergovernmental Maritime Consultative Organization (IMCO). Important areas of concern which are being dealt with in these meetings are manning requirements, ship design, safety, standards of training, communications and navigation.

The importance of the participation of American maritime labor in this international arena is to insure that the high standards of the American maritime industry do not place it at an economic disadvantage in the world market. Again, all maritime unions are participating in this area through the unity of the Committee.

## Jones Act Protection

One of the major challenges which has faced the maritime industry in recent years is the battle to preserve intact the Jones Act, which has protected American coastwise shipping for more than 50 years. Repeated attempts to secure waivers of the Jones Act under the 1950 emergency wartime measure have been made. Maritime unions—through the Ad Hoc Committee—were successful in defeating a large-scale effort by major oil interests to secure a waiver from the Treasury Department which would have permitted Phillips-Marathon to use foreign-flag LNG's to carry liquefied gas from its Kenai, Alaska facility to the East Coast.

Continuing efforts of the Ad Hoc Committee are aimed at ending the exclusion of the Virgin Islands from the provisions of the Jones Act, and extending coverage to include offshore mining sites.

## Mutual Aid

Again, on a broader scale, the Ad Hoc Committee on Maritime Industry

Problems has assisted other AFL-CIO affiliates to further trade union objectives. The Committee member unions worked together to assist the Steelworkers and help them win their strike against DOW Chemical in Midland, Mich., by tying up barges bringing chemical supplies to the plant. The six-month old strike ended within a month after the maritime unions gave their support. In another instance, legal counsel from all Ad Hoc Committee member unions coordinated efforts with the Oil, Chemical & Atomic Workers in an important "Right To Work" case in which the OCAW was involved in Texas.

## Legislative Unity

The Legislative subcommittee of the Ad Hoc Committee meets on a continuing basis to coordinate activities in monitoring legislation affecting the industry. The successful legislative campaign which resulted in Congressional approval of the Energy Transportation Security Act of 1974 was a result of the united efforts of maritime unions through the Committee. Continued cooperation in this area is essential to promoting the growth of the maritime industry.

\* \* \*

The scope of the concerns and activities of the Ad Hoc Committee on Maritime industry problems cover the broad range of interests which are common to all participating organizations—from the bread-and-butter issue of securing cargo for American ships to the larger issue of establishing stability in maritime in order to promote the growth and health of the industry.

There is a commitment to unity and there is tangible evidence that unity exists in many important areas. What has been accomplished within the framework of the Maritime Committee in the 20 months it has functioned is real. The foundation that is being laid for further progress is solid.

In an introductory report to the Ad Hoc Committee on Maritime Industry Problems in April, 1974, SIU President Paul Hall said:

"We face a multiplicity of challenges, not only in improving our dealings with each other, but on a larger scale—in our joint efforts to revitalize our industry."

Much has been accomplished through the efforts of the Committee in the past 20 months toward meeting these challenges. There is much yet to be done. The important thing is that the Ad Hoc Committee is functioning—and that maritime labor is working together toward common goals. The challenge before us is to continue to work toward common objectives in a spirit of mutual trust and understanding.

# NMC Fosters Unity and Strong Fleet

Composed of chief executives of U.S.-flag carriers, maritime union representatives, shipbuilders and government officials, the National Maritime Council was founded in 1971 to foster cooperation between labor, management and government in a effort to develop and promote a strong, competitive merchant marine which would attract American shippers back to U.S.-flag ships.

In the past four years, the NMC has been able to assure many U.S. exporters

and importers of the reliability and high quality of the U.S. maritime industry by successfully serving as a vehicle for encouraging stable labor-management relations and by sponsoring a program of advertising and public relations to convince shippers of the advantages of using U.S. vessels.

In just the last year alone, 41 shippers notified the NMC that, because of the Council's shipping programs, they have increased their use of U.S.-flag vessels, resulting in \$38,073,314 in

ocean freight going to U.S. operators that would have been paid to foreign interests.

And the NMC, pointing to the 5,000 shippers reached through its programs during 1975, says that this only represents a small portion of the cargo shifted to U.S.-flag vessels as most shippers are reluctant to provide specific data.

According to the NMC's annual re-

Continued on Page 29





## Headquarters Notes

by SIU Vice President Frank Drozak

As the new year approaches, we in the maritime industry, and indeed the entire labor movement, must prepare for a very politically active year. Next year, this country elects a president; also the entire House of Representatives and one-third of the Senate is up for re-election.

Today, perhaps at more than any other time in our history, the political events occurring in Washington have a profound effect on all aspects of our industry. This is why all of us must participate in the political arena; the enactment of legislation favorable to maritime will determine whether this country has a viable merchant marine in the years ahead.

Over the next few years the politicians we elect will decide many important issues affecting maritime. Upcoming sessions of Congress will be considering legislation such as a bill to curb third-flag rate cutting; a bill to include the Virgin Islands in the provisions of the Jones Act; a bill to establish a cargo preference policy for U.S.-flag ships, and many others.

Some of these bills are already pending before the Congress. Senator Daniel Inouye's (D-Hawaii) Non-National Carrier Bill, designed to make third-flag rates competitive, and a bill introduced by Sen. J. Bennett Johnston, Jr. (D-La.) which would close the Virgin Islands "loophole" in the Jones Act, are two examples of legislation which we in the maritime industry must fight to get enacted.

Other bills, such as cargo preference, have come before the Congress in the past, but despite strong victories in both the House and Senate, that particular bill was vetoed by the President. But, because we have met some resistance in our fight to obtain passage of favorable maritime laws, this does not mean we should relax our efforts or give up the fight entirely.

On the contrary, we must strengthen our efforts because our opposition is constantly increasing theirs. Many U.S. corporations, particularly the giant multinational oil companies, have fought these different bills because if they become law many of the enormous profits these companies now enjoy, often at the expense of the American consumers and taxpayers, would be severely curtailed.

So, it is clear that the future of the American merchant marine to a large extent, is in the hands of the men who work in our nation's capital. And, next year we may be electing a whole new group of legislators who will be in office in some cases until the next decade.

We already have many friends in the Congress, men and women who have been very instrumental in helping those of us in maritime in any way they can. We in turn have helped them in their campaigns through our SPAD fund.

But, in order for us to continue helping those who are our friends, and also to elect more legislators who are favorable to our interests, we must continue to receive the strong support of the membership through contributions to SPAD.

By voluntarily donating to SPAD each and every one of us helps insure our future in this industry. This is the only way; it is the only ballgame in town. Next year's elections could be very crucial, for those men who are elected will decide our fate over the next few years. It is imperative, through continued support of SPAD, that we do our best to elect men who realize the importance of a strong, viable U.S. merchant marine.

### FIREFIGHTING

Once again I would like to remind all Seafarers who do not already hold a firefighting certificate how vital it is to obtain one as soon as possible. I cannot stress too strongly the importance of the two-day course which is offered at Piney Point and at the jointly sponsored MSC-MARAD firefighting school in Earle, N. J.

There will come a time when a seaman who does not have a firefighting certificate will not be able to ship out; and with the construction of new, technologically-advanced vessels that time is not in the too distant future.

Upcoming dates for the course are Jan. 9, 16, 20 and 23.

### 'A' SENIORITY UPGRADING PROGRAM

Six more Seafarers completed the SIU's 'A' Seniority Upgrading Program this month and have joined the ranks of the Union's full 'A' book members. I would like to congratulate all of them.

As a result of participating in this program, these men rejoin their ships as more knowledgeable, better trained, more responsible union members. The continuation of this important program insures the job security of us all in the years ahead.

### BOSUNS RECERTIFICATION PROGRAM

Eleven more Seafarers completed the Union's Bosuns Recertification Program this month, and are now ready to resume shipping, fully qualified to lead our crews aboard SIU-contracted vessels. I wish to congratulate these men, too.

This two-month program, one of the most successful the SIU has ever undertaken, is preparing our membership for the future. The bosuns who have participated in this program have learned much about their Union and the state of the entire maritime industry.

With the knowledge they have obtained they have been able to assume leadership on our contracted vessels, settling beefs, answering questions and in general making for smoother voyages. In order for our Union to be successful, our membership must be kept abreast of the constant changes and problems we face. Thanks to the recertified bosuns that job is being accomplished.

## Edney Named to Los Angeles Economic, Beach Advisory Units

Steve Edney, president of the 9,000-member SIUNA-affiliated United Cannery and Industrial Workers of the Pacific, Los Angeles and Vicinity District, was appointed last month to two important committees in the City of Los Angeles, and he represents the only voice of organized labor on both of them.

Los Angeles Mayor Thomas Bradley named Edney to the newly created City Economic Advisory Board, where he was elected vice chairman at its first meeting. This committee, set up at the

request of the Los Angeles City Council, is made up of a large number of business and banking representatives. Its job is to work to retain businesses in the city as well as to attract new concerns to provide more jobs for Los Angeles residents.

The City Council recognized the need for such a committee during the unsuccessful fight earlier this year to keep the Van Camp Cannery, which employed 1,100 people, from moving out of the city to avoid paying union wages and benefits to its members.

However through the work of the City Council, the Federal Government may extend subsidies to the city's two remaining canneries for meaningful expansion. If this comes about, which at this time seems likely, the 1,100 workers laid off by the defection of Van Camp will get their jobs back at the expanded facilities. Also at this time, Bumble Bee is reported to be seriously looking at the possibility of opening a plant in Los Angeles which will provide even more jobs for cannery workers there.

Edney said that his main concern on the Advisory Board will be to "keep jobs in Los Angeles."

In addition to the Economic Advisory Board, Edney was named to the County of Los Angeles Beach Advisory Committee, which was set up in 1971 to advise the city and county on all matters concerning surrounding beaches and coastal areas.

Edney said the committee's jurisdiction will cover beach access, marine biology and engineering, pollution, tide-land law, landscape design, sport fishing, surfing, swimming, scuba diving, small craft, transportation, parking and sanitary facilities.

Edney has been an official of the United Cannery Workers since 1954 as health and welfare administrator; 1955 as business agent; 1957 as vice president and president since 1965. The Cannery Workers Union, which has more than doubled its membership in the last 10 years, has offices in Los Angeles, San Diego, Monterey and Ponce, Puerto Rico.

The union will soon be expanding its membership again due to a certification election victory at a cannery in American Samoa covering 650 workers. The union is expecting final certification from the National Labor Relations Board this month.

## Quarterly Financial Committee



Recertified Bosun Frank Teti (center rear) SIU Financial Committee chairman, goes over the computations of committee member Harold D. Strauss (standing left rear) as Seafarer John Sweeney (rear right) looks on. The other three members of the committee checking the Union's financial transactions are (l. to r.): Seafarers Carroll Patrick Dwyer, George Harrison, and Tom Maley.

## Optical Benefit Change

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

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

for an eye examination and a pair of glasses.

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



# Washington Activities

By B. Rocker



## Maritime Authorization

On Nov. 13, President Ford signed S. 1542, to authorize funds for maritime programs for fiscal year 1976.

New authorizations must be passed each year for construction and operating subsidies, as well as Title XI guarantees.

## Seafreeze Atlantic

H. R. 5197, to authorize temporary employment of foreign fishermen on the vessel *Seafreeze Atlantic*, was favorably reported out of the Senate Commerce Committee Oct. 30 and passed the full Senate by voice vote on Dec. 1. The bill had passed the House on June 16.

H. R. 5197 will allow this large, modern U.S. fishing trawler to re-enter fishing service off the U.S. East Coast and will initially employ 20 U.S. seamen. It will eventually employ at least that number of fishermen.

The bill awaits the President's signature.

## Merchant Marine Academies

Hearings were held in the House Merchant Marine Subcommittee on Oct. 30 on three bills which would increase subsistence payments from \$500 to \$1200 per year for students at state maritime academies.

Testifying for the Maritime Administration, and therefore for the Administration position, MarAd's General Counsel, Reading Van Doren, opposed the increase because it is not in keeping with current Federal budget restraint.

## Alaska Gas Pipeline

Two routes are being considered for the Alaska Gas Pipeline: one is an overland Canadian route; the second is an all-Alaska route and would use LNG tankers to haul the gas from Alaska to California.

Senator Gravel has introduced a bill, S. 2510, to require the Federal Power Commission, Department of Interior, and other agencies involved to render a decision by June 30, 1976.

The Gravel bill would substitute Congressional review for judicial review, and would provide that a decision becomes effective 60 days after it is sent to Congress, unless both houses enact a disapproval resolution. Judicial review could cause considerable delay.

The all-Alaska route will provide more jobs for seamen and more U.S. control over energy supplies.

## Outer Continental Shelf

The House Ad Hoc Committee on the Outer Continental Shelf continued hearings on H.R. 6218 on Nov. 20 to establish policy for management of the outer continental shelf. Rep. Murphy (D-N.Y.) is the chairman of the Committee.

One of the issues which the Committee investigated was offshore safety regulations, particularly diving operations at offshore platforms.

## Oil Spills

Two bills have been introduced in the House to impose heavy penalties against oil spillers. H. R. 9294 limits liability to \$150 per ton or \$20 million, whichever is less. The second, H. R. 10363, sets no limit, but would require a spiller to pay full clean-up costs. The bills have been referred to the Merchant Marine and Fisheries Committee.

**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.

# Bentley Leaves FMC Post After Six Years as Chairman

Helen Delich Bentley formally completed her term as chairman of the Federal Maritime Commission last month after serving six years—longer than any other woman who has ever headed a government agency. Earlier this year Mrs. Bentley had asked President Ford not to reappoint her to another six-year term, but agreed to stay on until her replacement took office.

Mrs. Bentley's successor is Karl E. Bakke, who is a former general counsel of the Commerce Department. He was confirmed by the U.S. Senate last month.

During her tenure on the Commission, Mrs. Bentley was a very active chairman. She simplified and hastened procedures and proceedings covering the regulations of carriers and forwarders, and Nonvessel Operating Common Carriers (NVOCC's) in the foreign and domestic offshore trades.

In addition, she dealt aggressively with shipping problems, both foreign and domestic, in very direct fashion. Although she was known to have per-

sonal views very favorable to U.S.-flag shipping prior to her appointment, her chairmanship was marked by a stringent desire to be reasonable and fair to foreign shipping concerns while at the same time upholding U.S. maritime interests.

Upon leaving her post last month, Mrs. Bentley sent a letter to SIU President Paul Hall expressing some of her thoughts after six years in office.

The letter read:

"As I prepare to depart from the Chairmanship of the Federal Maritime Commission, I want to take this opportunity to thank you for your assistance in making mine a successful six years. It has been an interesting and rewarding experience.

"I am thankful to have had this opportunity to serve my country and the maritime industry, and to have been associated with so many fine people. A large part of my reward has been the chance to work with individuals such as yourself, and I hope we will have the opportunity to work together again in the future."

## California Visitors at Hdqs.



After the September membership meeting at Headquarters, Carl Church, secretary-treasurer of the International Union of Petroleum and Industrial Workers of Bakersfield, Calif., and spouse (center) visit with SIU President Paul Hall (left) and the Union's Secretary-Treasurer Joseph DiGiorgio. Church visited the N.Y. Union Hall to observe the SIU's Headquarters' operations.

## How Break-In-Service Affects Pensions

The "Break-In-Service" Rule under eligibility in the Seafarers Pension Plan stipulates that "Effective Jan. 1, 1968, any person who does not have at least 90 days of covered employment with contributing employers in one of three consecutive calendar years shall receive no credit for covered employment days credited to him for the period prior to such break-in-service, and shall earn and be credited with service computed only from the period immediately subsequent to such break-in-service.

"Exceptions to the foregoing rule shall be made only with respect to periods of absence from covered employment due to the following reasons:

- Military service of the United States in time of war or emergency or pursuant to a national conscription law, provided the employe makes himself available for covered employment within 120 days after discharge or separation, or 120 days after recovery from a disability continuing after his discharge or separation from military service, but excluding

periods of voluntary reenlistment not affected during national emergency or time of war.

- Disability for the period for which disability or hospital benefits were paid under the Seafarers Welfare Plan, to the extent of one-half of an applicant's actual seafaring time, but not in excess of one-third of the total requirement, or in cases of disability occurring prior to creation of the Sickness and Accident Benefit hereunder, such disability as the Trustees find rendered the employe 'unfit for duty'.

- Available for employment with signatory employers, to be determined solely by the Trustees, with a proviso that continued membership in the Union to be prima facie evidence and a presumption of such eligibility.

"These exceptions shall apply only if the employe has or had credit for service prior to the period of absence.

"The foregoing is applicable only to break-in-service on and after Jan. 1, 1968 without retroactive application."



## Analysis of United States Pension Legislation

# How the Employee Retirement Income Security Act of 1974 Affects Seafarers

The following report on the Employee Retirement Income Security Act (ERISA) of 1974, sometimes referred to as the Pension Reform Bill, highlights certain points of the law in which the individual Seafarer may be most interested. Prepared for the SIU by its legal department, the report deals with areas such as "participation" and "vesting", and explains terms such as "break in service" and "accrual". We urge each Seafarer to read this article carefully and to cut this page out of the Log and keep it for future reference.

There are four concepts under ERISA which are important to understand in order to determine your right to benefits under the Seafarers Pension Plan. These four concepts are:

- 1) Participation,
- 2) Vesting,
- 3) Accrual, and
- 4) Joint and Survivor (Husband-Wife) Benefits.

All of these concepts will be explained in the following pages, and this explanation will hopefully settle many unanswered questions.

It is important to remember that the provisions of ERISA which contain the new requirements on participation, vesting, accrual and joint and survivor (husband-wife) benefits will not be effective in the Seafarers Pension Plan until May 1, 1976. In addition, since the Seafarers Pension Plan, except on the question of vesting, has not been amended to meet the requirement of ERISA, much of the following discussion will explain only the basic requirements of ERISA. As the Trustees adopt regulations in the coming months, additional articles similar to this one will be published.

It is important to remember that what follows is basically a description of general concepts and not adopted rules. Before discussing any of these four specific concepts, it will be helpful to understand what is defined under the law as a "year of service", and a "break in service".

### 'YEAR OF SERVICE'

In the maritime industry a "year of service" for the purpose of determining *Participant status* and for the purpose of determining whether an employee has *vested rights* is 125 days in a 12 consecutive month period. While a Plan may give credit for a "year of service" for less than 125 days, it may not require more. If an employee is paid on an hourly basis rather than on a daily basis, a year of service will be measured by 1,000 hours in a 12 consecutive month period rather than 125 days.

Whether the 125 day, or 1,000 hour rule is applied, only actual employment must be credited. Time during which an employee receives any form of disability benefits need not be counted in determining whether an employee has a year of service. However, a Plan is free to count such time if its rules so provide.

### 'BREAK IN SERVICE'

A "break in service" occurs if an employee accumulates less than 62½ days of service (or 500 hours if he is paid on an hourly basis) in any year. These figures are maximums. That is, a Plan may establish a rule that some amount less than 62½ days or 500 hours will be sufficient to avoid a break, but it may not establish a rule which requires more than 62½ days or 500 hours to avoid a break in service.

However, in determining whether an employee has 62½ days or 500 hours, time during which an employee receives disability benefits must be credited in addition to actual time worked. Thus, time (such as disability) must be counted to determine whether an employee has enough service to avoid a "break in service", but such time need not be counted to determine if he has enough service for a "year of service" for participation and vesting purposes.

### PARTICIPATION

Participation, and an employee's status as a Participant, is important primarily because it entitles the employee to receive certain information about the Plan and about his own right to benefits. Specifically, Participants have the right to receive:

- 1) A booklet describing the rules and regulations of the Plan;
- 2) An annual report of the financial status of the Plan; and
- 3) An annual statement of his current right to

benefits, including information on vesting and accrual.

Under the law, a Plan need not automatically grant Participant status to an employee of a company making contributions to the Plan. A Plan may require that an employee meet certain eligibility requirements prior to becoming a Participant, and it may also establish rules by which an employee will lose his status as a Participant if he does not have enough employment in any year.

### Establishing Participant Status

As a maximum, the Plan may establish a rule under which an employee is not eligible to become a Participant until the *later of*:

- 1) The date on which he reaches age 25, or
- 2) The anniversary of the date he began employment with a contributing employer provided he completes a year of service; that is, 125 days or 1,000 hours, in that one-year period. If he fails to complete 125 days or 1,000 hours, he may be denied Participant status until the end of the first Plan year following his date of hire during which he completes a year of service.

Once an employee meets the eligibility requirements for participation, the law requires that he become a Participant within 6 months. However, if an employee leaves employment in the industry within the 6-month waiting period, he can be required to satisfy the eligibility requirements all over again.

In addition to the permissible rules described above, a Plan may exclude from participation altogether anyone who first becomes employed by a signatory employer when he is within five years of normal retirement age.

Once an employee has become a Participant, he will not necessarily remain a Participant. ERISA allows a Plan to take away an employee's status as a Participant if he has a "break in service" in any year. (As explained above, a break in service may occur if an employee has less than 62½ days or 500

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hours in any year.) If an employee has a break in service and loses his Participant status, the Plan may require that the employee complete a "year of service", (125 days or 1,000 hours) in order to requalify as a Participant. However, under no circumstances, can an employee with any vested rights lose his Participant status.

### BENEFIT ACCRUAL

The term *accrue* means to earn or to accumulate. When we speak of accruing a pension benefit we mean earning or accumulating credit towards a pension. Under ERISA, every pension plan is required to establish rules which determine the rate of benefit accrual. The law provides several alternate ways to calculate a worker's accrued benefit and each is basically similar in requiring that the pension benefit accrual rate be roughly equal to the rate at which an employee accumulates the time necessary for his pension. For example, when a worker has completed one-half of the total time required for his pension, the law requires that he will have accrued approximately one-half of his pension. So, a worker's accrued benefit is the dollar amount which he has accumulated based on the days or years of work he has actually performed.

ERISA does not require that time for which a worker is paid but does not work, such as disability, must be counted to determine his accrued benefit. Also, ERISA does not require that a pension plan count the time worked during any year in which the worker does not complete a "year of service", (125 days or 1,000 hours). Therefore, if a worker completes less than 125 days or 1,000 hours in any year, all of his time in that year may be disregarded in calculating his accrued benefit. Of course, a pension plan is free to include such in determining his accrued benefit if its rules so provide.

Finally, in determining a worker's accrued benefit, completion of a "year of service", (125 days or 1,000 hours) does not necessarily mean that the worker will have a full year for accrual purposes. A Plan may provide that to be eligible for a pension a worker must work 16 years, or 5,840 days. Under such a Plan, a year for accrued purposes would equal 365 days, and not 125 days. Although, as noted above, if a worker completes a "year of service" he must receive some credit for accrual purposes.

### VESTING

Let us assume that a pension plan requires 5,000 days of work to be eligible for a pension of \$250.00 per month, and the rules state that the pension benefit will accrue on a daily basis. That is, each day worked equals 1/5,000th of the pension benefit. After 1,000 days of work, 1/5 or 20% of the pension benefit will have accrued, equalling \$50.00; after 2,500 days, 1/2 or 50% of the pension benefit will have accrued, equalling \$125.00; and after 5,000 days, 100% of the pension benefit, equalling \$250.00 will have accrued.

Does the fact that a worker has accrued a pension

benefit of \$50.00, \$125.00, or \$250.00 necessarily mean that he has a legal right to receive that money? No. Even if a worker has accrued pension benefits, he is not legally entitled to receive those benefits unless they are *Vested*. When we speak of *vested rights* we mean a worker's legal right to receive his *accrued pension benefit*. ERISA provides several alternate vesting rules which a pension plan can adopt, and the Seafarers' Pension Plan Trustees have adopted the 10 year/100% rule, which will go into effect May 1, 1976.

Under this rule a worker is 100% vested after 10 years of service, which means that he is legally entitled to 100%, or all of his accrued benefit. Ten years of service means 10 years with 125 or more days (or 1,000 or more hours).

Thus, an employee who has completed 10 years of service and has accrued 50% of his normal Seafarers' Pension of \$350.00, has an accrued pension benefit of \$175.00, and he has a legal right to receive his accrued benefit even if he stops working in the industry, upon reaching normal retirement age.

There are several rules concerning vesting which are important to understand in order to determine whether you have vested rights. One of these rules is the "break in service" rule. As explained above, a Plan may provide that if a worker has less than 62 1/2 days or 500 hours in any year, he has a break in service. We saw above in the section on Participation, that a one year break in service can result in a worker's losing his status as a Participant. For the purpose of determining whether you have vested rights, the rule is somewhat different. A break in service will result in a loss of credit for vesting purposes only if the number of breaks in service equals the prior number of years of service.

For example, suppose John Doe has the following work history:

1976	.....	200 days of service
1977	.....	200 days of service
1978	.....	200 days of service
1979	.....	100 days of service
1980	.....	50 days of service
1981	.....	50 days of service
1982	.....	50 days of service
1983	.....	200 days of service
1984	.....	100 days of service
1985	.....	200 days of service
1986	.....	50 days of service
1987	.....	200 days of service

John has a year of service in 1976, 1977 and 1978 because he has more than 125 days in each of those years. So, at the beginning of 1979 he has 3 years of service.

1979: With only 100 days of work, John gets no credit for a year of service because he has less than 125 days, but he does not incur a break in service as he has more than 62 1/2 days. So, 1979 does not count for or against him in determining whether he has accumulated 10 years of service for vesting purposes.

1980, 1981 and 1982: In each of these years there is a break in service because John has fewer than 62 1/2 days of service. Because John has a number of breaks, 3, equal to his prior years of service, also 3, he loses all credit for his prior service and so, at

the beginning of 1983, he has no years of service for vesting purposes, nor does he have any accrued benefit as his prior service was lost for all purposes.

1983: With 200 days, John has one year of service.

1984: With only 100 days, John does not have a year of service, but he does not have a break either.

1985: With 200 days, John has another year of service, his second.

1986: With 50 days of service, John has a break, but because he has two prior years, in 1983 and 1985, he does not lose any credit.

1987: With 200 days, John has another year of service, his third. At this point, he has 3 years of service, and 750 days. Notice that although John does not get a year of service credit in 1984, and although he had a break in service in 1986, the Plan is free to count his days during those years for accrual purposes, although under ERISA the Plan is not required to count the time.

It should be emphasized that once you have vested rights, which you get by accumulating 10 years of service, you have a legally enforceable right to receive your accrued pension benefit, and breaks in service can never result in your losing those vested rights.

Finally, having vested rights, however, does not mean that you can receive your accrued pension whenever you wish. Rather, you will receive your accrued pension benefit when you reach normal retirement age, which under the present rules of the Seafarers' Pension Plan is 65. So, regardless of when you complete your 10 years of service, or when you leave the industry, you will not receive benefit payments until you reach age 65.

### JOINT AND SURVIVOR (HUSBAND-WIFE) ANNUITIES

When a worker becomes eligible to receive a pension, ERISA requires that he be offered the option of receiving a regular pension payable monthly from his retirement until his death, or a Joint and Survivor Annuity. A Joint and Survivor Annuity or Husband-Wife Annuity, is a benefit which provides for benefit payments to the worker from the time of retirement until death, and then, if his wife is still alive at the time of his death, benefit payments to her until her death.

Obviously, this type of Husband-Wife benefit is more expensive to pension plans than a regular pension which ends upon the death of the employee. To compensate for this, the law allows a Plan to reduce an employee's pension if he chooses a husband-wife benefit, and to further reduce the wife's benefit after the worker's death to one-half of what the worker received. These reductions must be based on reasonable calculations estimating the life expectancy of the employee's spouse. These reductions must be calculated on a case-by-case basis, taking into account the facts of each case. Therefore, it is impossible to put a general dollar value on the amount of a husband-wife benefit.

The law requires that when a worker becomes eligible for a pension (even if he plans to continue working), he must be notified of his right to elect between a regular or husband-wife benefit. This notice will contain exact dollar amounts of what each benefit will be, and each worker will have a reasonable amount of time to make his decision.

If a worker is going to retire at normal retirement age or later, he will receive the husband-wife benefit automatically unless he specifically chooses a regular pension. But when a worker is eligible for an Early Normal Pension, he will automatically receive a regular pension upon retirement unless he specifically chooses the husband-wife benefit.

In addition, a worker will have the right to change his mind and revoke an earlier decision if he does so before he actually begins receiving benefits.

The law also allows a Plan to impose the following restrictions on the husband-wife benefit. First, the Plan does not have to pay the wife her benefit if she was not married to the worker throughout the one-year period before his death. Also, a Plan need not pay the wife her benefit if the employee dies within two years after he elects a husband-wife benefit, and his death was not the result of an accident occurring after he made the election. If a Plan wishes to adopt any of these restrictions, participants in the Plan will receive notice of these limitations not only in their summary description of the rules and regulations, but also at the time they must make their individual decision as to whether they want a regular or husband-wife benefit.





# Mt. Explorer: 2000th Ship Thru Suez Canal



Coming back from the Persian Gulf after calling on ports in India, Kuwait, Syria, Jidda in Saudi Arabia and Suez, the *Mount Explorer* (Cove Tankers) was boarded by Egyptian government officials as it entered the Suez Canal and was honored as the 2,000th ship to pass through the newly reopened waterway. Closed to shipping since the Six Day Arab-Israeli War in 1967, the canal was only cleared of wrecked ships and reopened last June.

The *Mount Explorer*, a jumboized T-5 tanker, then called on Port Said and Augusta, Sicily before heading for the Gatex terminal in Carteret, N.J. with its cargo of naphtha. With its naphtha safely in the Gatex tanks, the *Mount Explorer* and its crew headed for Houston where they were scheduled to pick up a load of wheat and join 16 other SIU-contracted ships headed for Russia with the American grain.



AB J. McLaren readies a cargo net to take on ship's stores at the Gatex Terminal in Carteret, N.J.



Shown here cleaning up the *Mount Explorer's* engine room is Wiper Bill Lyons.



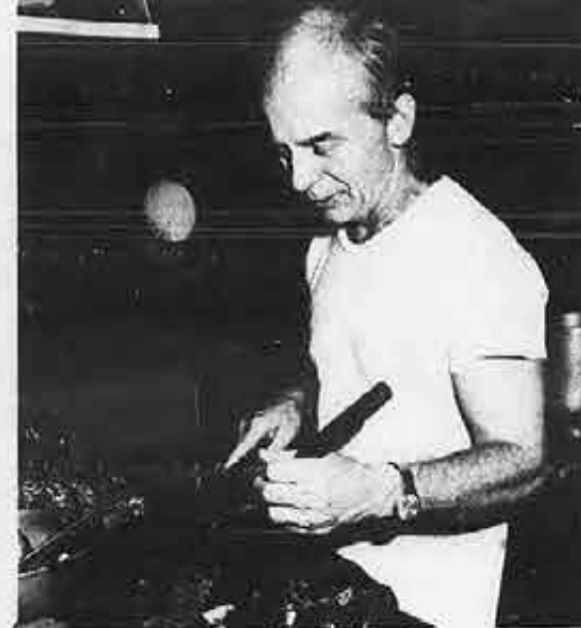
Messman Raymond Bunce sets a table as he gets the crew's mess ready for lunch.



Seafarer Stanley Rowe (left) discusses his vacation benefit claim with SIU Representative Leo Bonser.



Chief Steward Alfred Salem, who has sailed with the SIU for over 22 years, buys a SPAD ticket from SIU Patrolman Ted Babkowski.



Chief Cook Robert Forshee carves a roast he cooked for the lucky crew's lunch.



## AT SEA



### SS Yellowstone

The bulk carrier *SS Yellowstone* (Ogden Marine) sailed for the port of Haifa, Israel late last month carrying 15,000-tons of soybeans.

On her previous voyage, the ship's master, Capt. Jack Gordon commended AB Jose Sosa for saving the life of OS Frank M. Osorio by keeping him from going overboard in a shipboard mishap which sent Osorio, Recertified Bosun Luis E. Guadamud and Chief Mate Robert Gray to the hospital in Durban, South Africa. The captain also praised the Seafarer crew for the way they handled the situation.

AB William C. Steele was left in the hospital at Laurencio Marques. Radio Officer Richard D. Carter was buried at sea there with most of the crew present on Oct. 1.

### SS Robert Toombs

On Nov. 24 the C4 *SS Robert Toombs* (Waterman) sailed from the port of New Orleans for Karachi, India carrying 5,000-tons of phosphate.

On her last voyage there Wiper James Alken and AB Howard Yaekel were hospitalized in Calcutta. Brother H. Scheard of the steward department was hospitalized in Colombo.

### SS Arcibo

Seafarers and officers of the containership *SS Arcibo* (Puerto Rico Marine) spread the tarpaulin recently to collect money for OS Jose R. Martino, whose baby daughter passed away while the vessel was in port in Puerto Rico. The crew also sent their sympathy to Mrs. Martino.

### SS Del Oro

Seafarers sailing aboard the C3 *SS Del Oro* (Delta Line) recently to West Africa collected \$122 for the family of 3rd Mate Patrick H. Southern who died on the ship in the port of Abidjan, Ivory Coast.

### SS Transcolumbia

Oiler Ole E. Poulsen of the C4 *SS Transcolumbia* (Hudson Waterways) was hospitalized recently when the vessel dropped the hook in the port of Bangkok, Thailand.

### SS Delta Norte

Recertified Bosun Jean Latapie of the LASH *SS Delta Norte* (Delta Line) led a firefighting and lifeboat drill last month while the ship was on the South American run. Capt. J. W. Gunn demonstrated the use of the Line Throwing Rocket Gun to the crew as the Oxygen Breathing Apparatus was shown.

Taking part in the safety demonstrations were AB's A. Ezell Jr., M. Reed and W. Pittman; OS M. Evans; Electrician C. Hemby; QMED's F. Kraemer and A. Novak; Chief Steward P. Lightell, and Messmen J. Zimmer and L. Sigler.

### SS Robert E. Lee

Late next month the LASH vessel *SS Robert E. Lee* (Waterman) will carry 7,300-tons of phosphate fertilizer from the port of Tampa to the ports of Chittagong and Chalna, Bangladesh.

### SS Mount Explorer

The T5 *SS Mount Explorer* (Cove Tankers) was the 2,000th vessel to transit the newly-opened Suez Canal recently as the Egyptian Navy marked the occasion with celebrations at Port Said and the Egyptian Government presented the ship's skipper, Capt. F. P. Liberty and Seafarers with medallions in the central canal city of Ismailia in a second ceremony.

On Oct. 25, the *Mount Explorer* left the Gulf to carry 23,000-tons of grain to a Russian Black Sea port of call.

### SS Transindiana

For the next 10 months, the containership *SS Transindiana* (Hudson Waterways) will supply the U.S. Navy Base at Guantanamo Bay, Cuba under a \$4-million Military Sealift Command contract. On Oct. 13 she was in the port of San Juan before returning to her home port of Norfolk.

### SS Delta Sud

Delta Line added a new port of call to her South American run when the LASH *SS Delta Sud* called at the port of Puerto Cortes, Honduras recently. The ship unloaded cargo from eight barges including 60,000 bags of flour from U.S. citizens to the hurricane-ravaged people of Honduras.

### SS Sugar Islander

The bulk carrier *SS Sugar Islander* (Pyramid) carried 24,000-tons of soybeans to the port of Haifa, Israel recently.

### SS Alex Stephens

Early next month the C4 *SS Alex Stephens* (Waterman) will haul 5,000-tons of phosphate fertilizer from the port of Tampa to the ports of Chittagong and Chalna, Bangladesh.

### SS Del Rio

At a safety meeting on the C3 *SS Del Rio* (Delta Line) last month while at sea, members of the deck department reviewed the operation of ground tackle and procedures for dropping the anchor. Also, Bosun Arthur Campbell pointed out the finer points of the windlass to the Seafarer crew.



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.

## Out of Layup, the S/T Manhattan Sails on Grain Run to Russia



SIU Patrolman Jack Caffey (left) holds shipboard meeting on the supertanker *S/T Manhattan* (Hudson Waterways) on Nov. 20 as the vessel came out of a near two-year layup at the Seatrain Shipyard facility in Brooklyn, N.Y. At right, are the Ship's Committee of (2nd right) Recertified Bosun James S. Gorman, ship's chairman, who was the ship's bosun before layup, and (l. to r.) Deck Delegate John Japper; Engine Delegate Edward Mastrianni, and Steward Delegate Edward Collins. The next day the vessel sailed from the old Navy Yard to the Gulf to load 65,000-dwt of grain for delivery to Russia.



# ASHORE



## Washington, D.C.

Former head of the Federal Maritime Commission, Helen Delich Bentley, declared in a speech here recently that West Europe fears that Russia's expansion of its merchant marine and super landbridge across Siberia to carry cargo to Japan "could cripple free world transportation."

She said they are also using barges on the Rhine and Rhone Rivers "carrying cargo from West Europe to Iran, moving it from Helsinki on the Baltic Sea via a short canal to the Volga River, then on to the Caspian Sea."

"What's more, they are using the Trans-Siberian Railroad which traverses Siberia and Manchuria from Chelyabinsk in the Ural Mountains to Vladivostok, and which is over 4,000-miles long, as an important segment of their total transportation concept."

MARAD now has an up-to-date record of where every one of the 517 privately-owned U.S. ships in the merchant fleet over 1,000 gross tons is located in the world's oceans.

All ships—except those owned or chartered by the U.S. Military Sealift Command—will have to report through U.S. Navy and U.S. Coast Guard communication facilities their arrivals and departures at all ports. Failure to comply brings a fine of \$50 a day.

The new system is called the "U.S. Flag Merchant Vessel Locator Filing System" and has been tested for 10 months.

The U.S. Coast Guard says it has completed successful testing of an aerial pollution surveillance system of multisensors capable of detecting oil spills in all types of weather, day or night.

The prototype Airborne Oil Surveillance System (AOSS) is able to detect map and document oil spills on the high seas despite darkness or cloud cover.

## Manaus on the Amazon

This port almost 1,000 miles up the Amazon River in the heart of the Brazilian jungle was visited recently by the C3 SS *Delta Argentina* (Delta Line). It took her three days to traverse the distance from the Atlantic port of Belem at the river's mouth to the former rubber capital of the world which now boasts a population of 300,000.

## Guatemala

Delta Line has formally protested to the Federal Maritime Commission on being deprived of cargo from here.

Part of the protest said: "During the past two years Delta has had a number of meetings with Guatemala national flag lines and the officials of the government of Guatemala in an effort to work out an agreement that would allow Delta 'equal access' to all cargoes moving in the United States-Guatemala trade. All of these meetings have been unproductive."

## New Bedford, Mass.

The sunken whaleship, the *SS Ansel Gibbs* was to be recovered from her watery grave in Hudson Bay, Canada and sailed to her home port here next year in time for the U.S. bicentennial celebrations.

The expedition, led by 46-year-old Alexander Byron for a fourth time hoped to wrest the three-masted whaling bark from her century-old resting place 'neath the Arctic ice. They intend to refit the ship.

The *Ansel Gibbs* sank in 40-feet of the bay off aptly-named Marble Is. in 1872. In 1970, a team of Canadian skindivers came upon the vessel by chance. Byron's wife in Marion, Mass. read about the discovery in the local newspaper and told her husband.

On the first expedition in the spring of 1973, Byron and his companions chiseled through 8-feet of ice to make their initial dive in wet suits to the hulk of the wreck. Surface temperature was minus 50 degrees and wind-chill factor was close to 100 below.

Divers have found that the 19th Century bark is structurally sound since at construction she was saturated in whale oil and pickled in brine to preserve her wooden timbers. The waters off the windy, barren island, an eroded quartz site, also preserved the wreck because of a high silicone content.

Byron said the full search would cost nearly \$2-million provided by local, state and Canadian Government support.

The *Ansel Gibbs* was named for a New Bedford youth who was killed serving in the militia in the War of 1812.

## Fort Lauderdale, Fla.

Ex-MARAD chief, Andrew E. Gibson, in a speech recently here told delegates to the U.S. Propeller Club Convention that the Soviet Union had gone ahead of the U.S. in shipping because of its "carefully orchestrated planning of maritime policy."

Gibson said the Administration's handling of maritime is "pluralistic" and lacks direction resulting in the failure to use our shipping correctly.

He added that the Government should coordinate "our scattered maritime assets" under one roof establishing an executive level "office of maritime policy" to oversee the Navy, MARAD, Coast Guard and the National Oceanographic and Atmospheric Administration.

He urged the Federal Government "to get out of the shipping business" saying the Military Sealift Command cargoes should be carried in commercial bottoms. Furthermore, he urged Federal support for cargo preference for American flagships.

## Deposit in the SIU



## Blood Bank — It's Your Life

## New Seafarer Pays Bank Back



Blood donor, Alan R. Gardner, 21, grips pint bottle of his blood he gave to the SIU Blood Bank at the Headquarters Medical Clinic recently. He said the donation was in appreciation for the blood transfusion his mother received from the Union. Alan is the son of Seafarer Hobert Lee "Duke" Gardner and brother of Seafarers Duke Patrick and Kelly Carson Gardner. The new Seafarer graduated from Piney Point last March. His first voyage was to Ceylon.

## MEMBERSHIP MEETINGS' SCHEDULE



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



# Oil Cargo Preference Bill Must Be Enacted

It has been just one year since President Ford vetoed the oil cargo preference bill, temporarily spiking the U.S. maritime industry's bid for a fair share of our nation's cargo and a stable U.S.-flag tanker fleet.

That single veto, coming on the heels of overwhelming approval of the measure by both the House of Representatives and the Senate, and coupled with a worldwide tanker slump had an immediate, devastating effect on our tanker fleet. Compounded by a world-wide slump in the tanker market, U.S. shipyards had many orders for tankers cancelled and work on tankers already under construction stopped as potential buyers disappeared and a substantial portion of the U.S. fleet went into lay-up.

President Ford's veto of the oil bill was viewed as a victory by many misled by the oil companies' well-financed campaign against the measure. However, the rapid decline of the U.S. maritime industry which followed and the proliferation of new cargo preference policies enacted by other countries seems to have convinced many of our opponents of the necessity of cargo preference and strengthened the determination of our friends to insure that a portion of U.S. cargo is reserved for U.S.-flag ships.

As a result, new oil cargo preference measures will be introduced in the next session of the House and Senate, and the entire concept of reserved cargo for the U.S. merchant fleet has been receiving new support.

In just the last few months cargo preference has received strong public support from such influential members of Congress as Rep. Thomas Downing (D-Va.) who, speaking at the Annual Propeller Club Convention, called cargo preference the "realistic solution" to the problems of the U.S. merchant marine and vowed to lead the drive for new legislation.

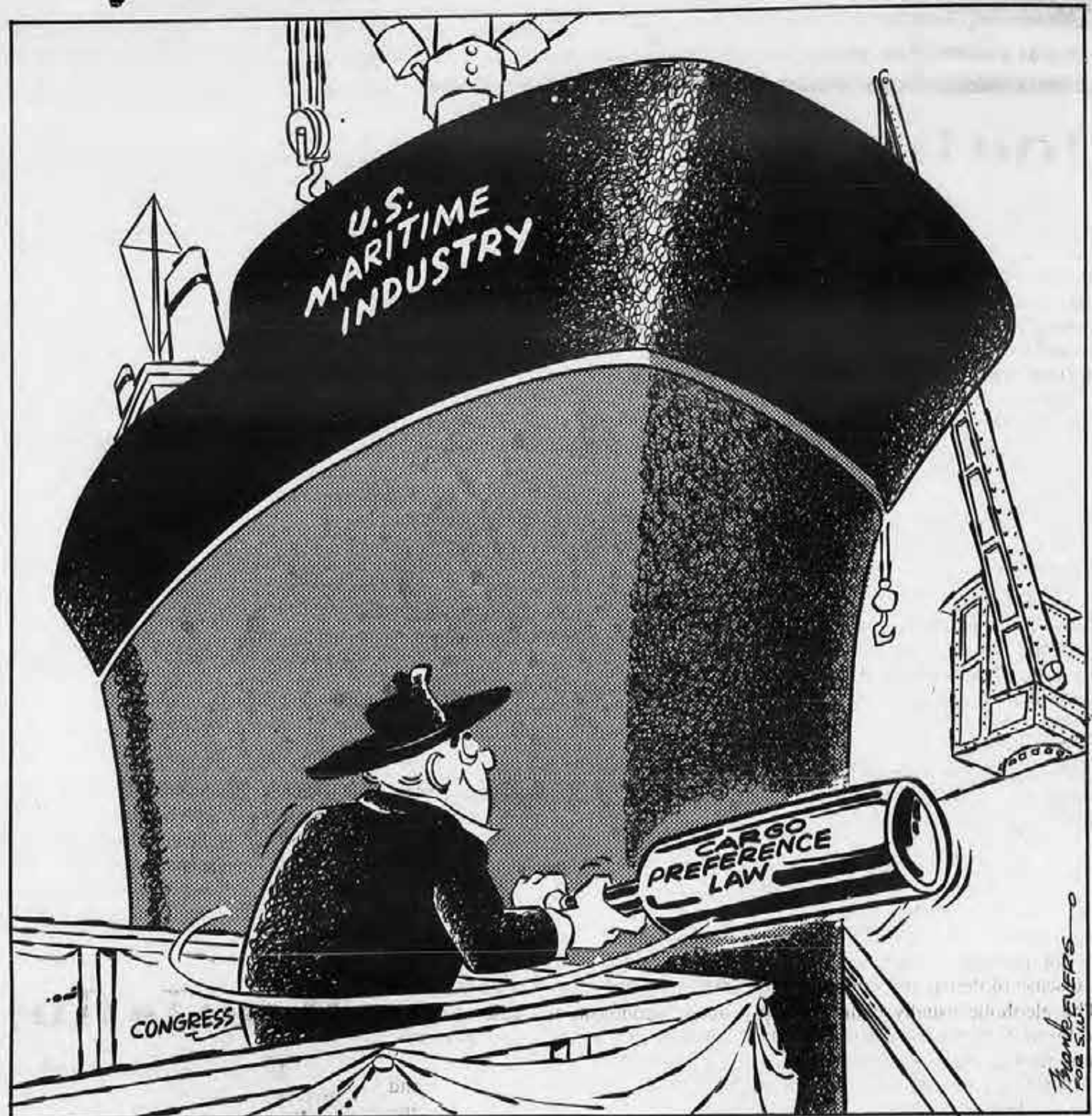
And Rep. Leonor Sullivan (D-Mo.), chairwoman of the powerful House Merchant Marine and Fisheries Committee, has sent President Ford a letter asking him to reconsider his opposition to oil cargo preference in an effort to smooth the way for a new bill.

Industry leaders have also been heard in the last few months calling for a reconsideration of our national maritime cargo policies.

Edwin M. Hood, president of the Shipbuilders Council of America has testified in Congressional hearings that the Merchant Marine Act of 1970 must be backed by a national cargo preference program if it is to succeed in building a strong, viable U.S. fleet.

As we ready ourselves for the next round in our fight to win a share of this country's oil cargo, it is reassuring to know that our friends have not abandoned us and that many former opponents have reconsidered their opposition to the plan.

But we cannot relax our efforts to



## Launching a New Era

make certain that this nation has a merchant fleet capable of meeting its energy needs. The enemies of the U.S. merchant marine have not disappeared—the oil companies and their supporters are still vehemently

opposed to any measure which might force them to submit to any type of public accountability—and the battle to keep U.S. tankers sailing will surely be an uphill one.

We have many supporters and

allies, both old and new, but it is the SIU, through your voluntary donations to SPAD, which will again have to provide the incentive and organization if we are to succeed in this important endeavor.

*The Staff of the Seafarers Log Wishes Its Readers Much Joy and Happiness for the Season's Holidays and All Good Things in the Coming Year*

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### SEAFARERS LOG

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## One in Ten... Alcoholism Affects Millions

Between 80 and 90 million Americans drink—and among these are 9 million alcoholics. That's the fact. One out of every ten Americans who drinks is an alcoholic.

Another fact. About half of all alcoholics are presently working in business and industry.

These facts are verified by surveys taken by the National Institute on Alcohol Abuse & Alcoholism, the National Council on Alcoholism, the American Medical Association, the American Hospital Association, and the U.S. Department of Health, Education & Welfare.

Alcoholism causes workers to show up late for work or not at all—or, worse, to show up and drink on the job. The alcoholic is six times more likely to get involved in an accident—he is a danger to himself and everyone around him. He causes pain and suffering, not only to himself, but to those who are closest to him—his family and friends. And he loses jobs.

### There Is a Way Out

The disease of alcoholism is treatable. The alcoholic can recover and lead a useful and productive life.

The problem is that alcoholism is a disease of denial and concealment. The alcoholic usually cannot admit to himself that he has a serious problem until he has lost all hope.

Another problem is the lack of understanding of alcoholism on the part of supervisors and union officials. The tendency is to minimize the seriousness of the problem. We call them "performers" when in fact they are deeply troubled alcoholics. We cover for them, not realizing that we



An understanding of the problems of alcoholism, and a helping hand, are provided by Seafarer counselors who are, themselves, recovered alcoholics. Recertified Bosun Jack Bowman—a member of the SIU for 27 years—offers special encouragement to Seafarers in his capacity as a staff counselor. He will be working at the Center for six months. Other Seafarers also serve as counselors at the SIU Rehabilitation Center to help chart the course to recovery.

are only making their problem worse.

Still another problem is the reluctance by some segments of the medical profession to recognize alcoholism for what it is. Public Health Service Hospitals are notorious for their denial of the problem, and their lack of facilities and programs for recovery. Too many doctors still treat acute alcoholism as a case of hypertension or "nerves"—and prescribe tranquilizers.

But, there is a way out. More and more, industry and labor are coming to recognize and understand the problem for what it is—a treatable disease that affects millions of American workers. Programs are being instituted to help the alcoholic worker help himself on the road to recovery.

The SIU Alcoholic Rehabilitation Program has been developed to meet the needs of Seafarers who have serious drinking problems. It has been established because the SIU understands that—like workers in every

other industry—some Seafarers are alcoholics, and that unless treatment is made available to them, their disease could be fatal.

The program is working. Seafarers are recovering.

## Who Is the Alcoholic?

Of the 9 million active alcoholics in the United States, less than 5 percent are the so-called "skid row" alcoholics. The vast majority are men and women who are working and have families.

The alcoholic American comes from all walks of life. He is a doctor and a lawyer, a business executive and a housewife, an airline pilot and a merchant seaman. He is all colors, all races and he comes from all age groups.

They all have this in common. Their drinking is seriously affecting their work, their relationship with their families and their lives.

They have one other thing in common. Their disease—alcoholism—is treatable. It can be arrested. They can recover and go on to lead productive and happy lives.

The SIU Alcohol Rehabilitation Center offers this hope to the Seafarer who has a serious drinking problem—your problem can be treated and you can recover.



Individual counseling is provided to help the Seafarer better understand himself and to aid him in his recovery. Professional counselors have both experience and understanding in dealing with the problems of alcoholism.

**SIU Sponsors Seminar on Alcohol Problems** Supplement Back Page

**SIU Opens Facilities for Alcohol Recovery** Centerfold

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*We have a national commitment to a coordinated attack on problems related to the use of alcohol.*

NATIONAL INSTITUTE ON ALCOHOL ABUSE AND ALCOHOLISM

*There are some 80 million drinkers in the U.S., and of this number there are 5 million alcoholics, give or take a million.*

RUTGERS CENTER OF ALCOHOL STUDIES

*Alcoholism is a disease that is treatable through programs that are available today.*

AMERICAN MEDICAL ASSOCIATION

*Alcoholism costs American business at least \$8 billion annually. The cost is huge, whatever it is. The human costs are even more important, of course, and even more tremendous.*

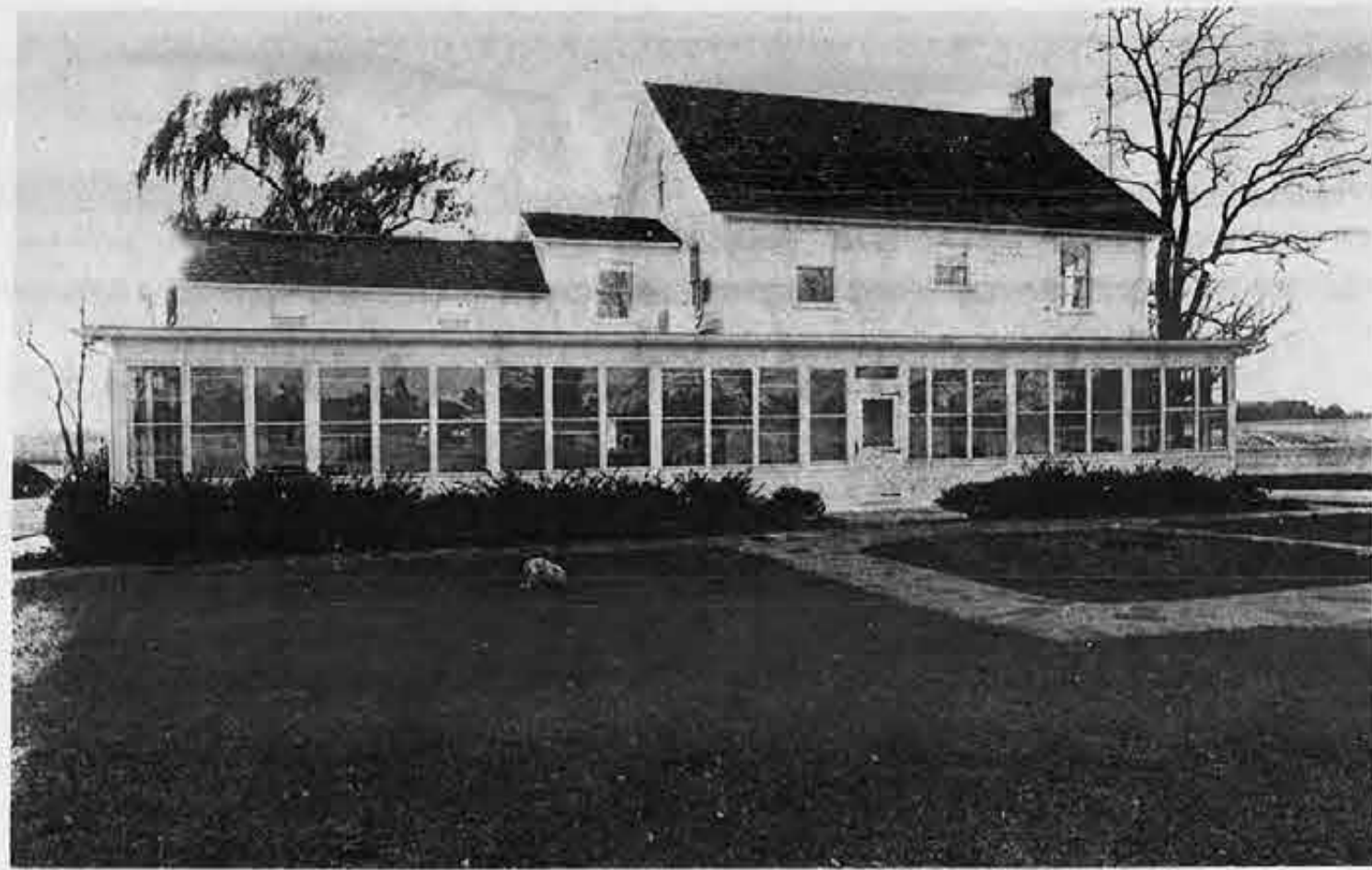
NATIONAL COUNCIL ON ALCOHOLISM

*The social problems which seem to be the most pressing today are alcoholism, drug abuse and mental illness.*

PAUL HALL, PRESIDENT—SEAFARERS INTERNATIONAL UNION

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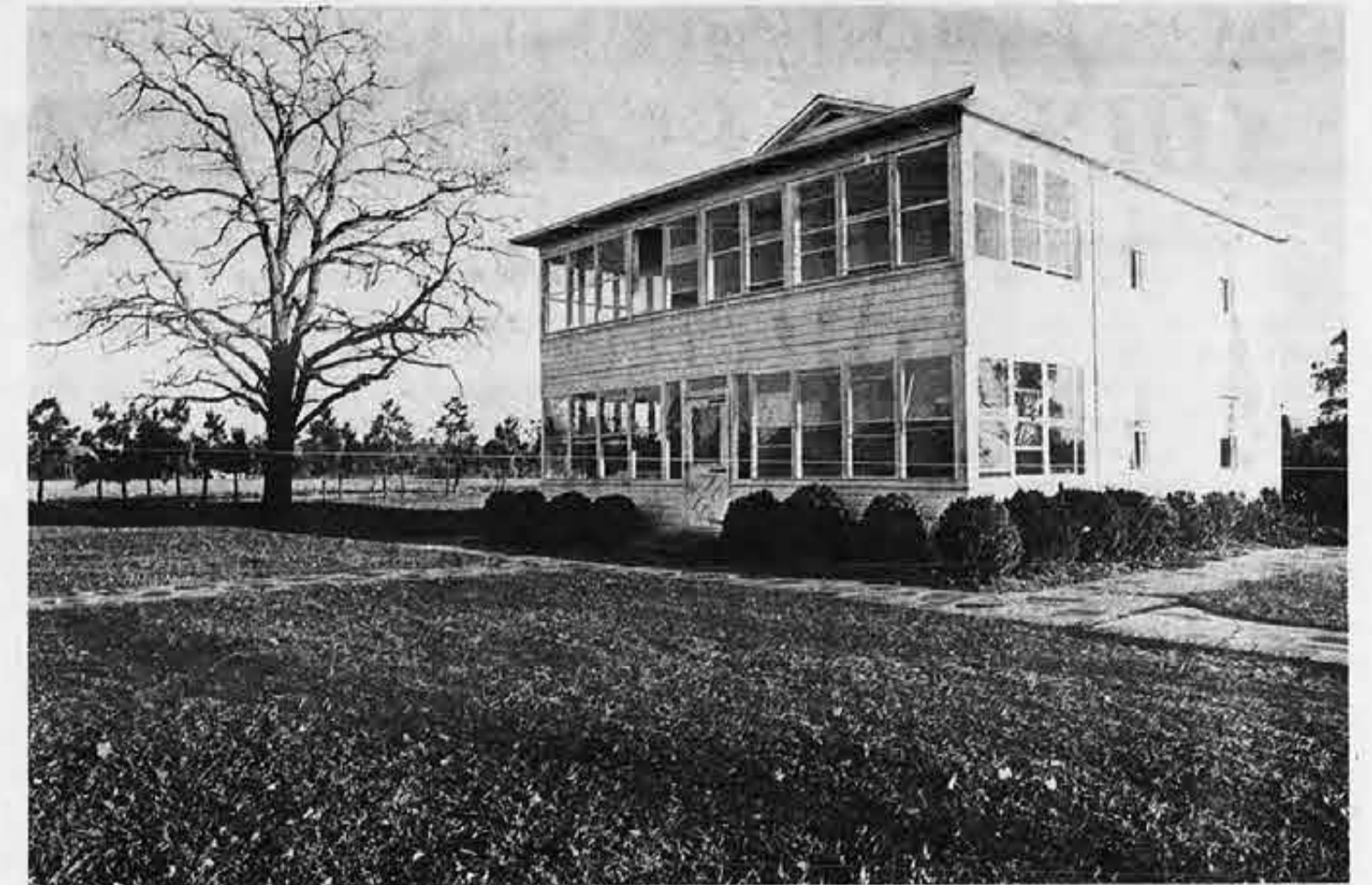




A 100-year-old farmhouse—comfortably modernized and located on the rolling greens of the HLS Valley Lee Farm—houses the facilities of the SIU Alcohol Rehabilitation Center.

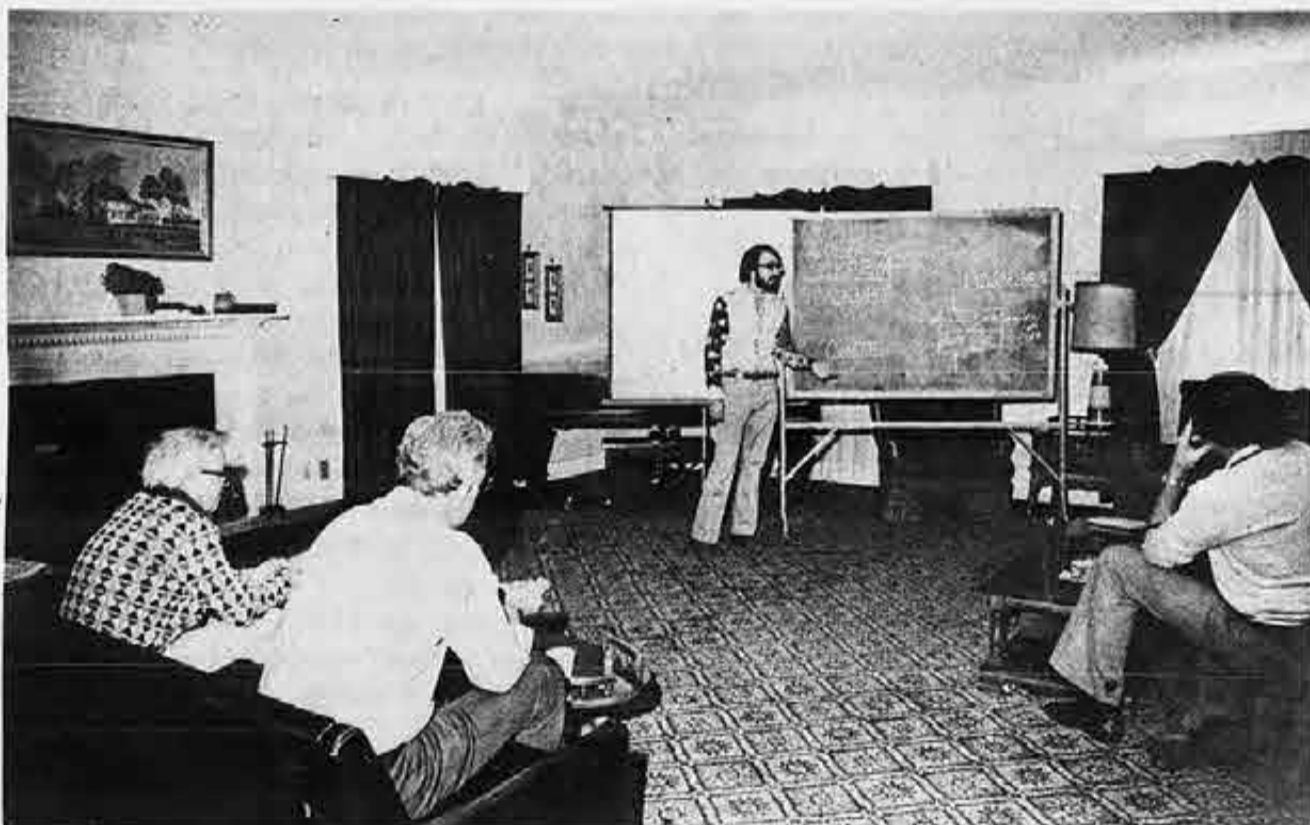


Coffee breaks provide an opportunity for Seafarers and counselors to relax and talk informally. Here, a Seafarer chats with Counselor Bill Hibbert (right), Seafarer Counselor Jack Bowman and Counselor Juanita Kirkwood.



Comfortable living quarters are provided in the "bunkhouse" located next to the main farmhouse.

## SIU Alcohol Rehabilitation Center Provides Opportunity for Recovery



Films and lectures provide Seafarers with a better understanding of the effects of alcohol addiction, and demonstrate that the problem directly affects as many as 10 million Americans.

If the statistics are right—one out of every ten Seafarers who drink has a serious problem. He is an alcoholic. His drinking affects his job, his relationship with his family, and his daily living.

There is hope—a way out. The disease of alcoholism is treatable, and the alcoholic can recover to lead a useful and productive life.

The way out for Seafarers is provided at the SIU Alcohol Rehabilitation Center.

Located on the 1000-acre farm across the river from the Harry Lundberg School in Southern Maryland,

the SIU Center provides an ideal environment for beginning the road to recovery.

There is a professional staff—trained and experienced in dealing with the problems of alcoholism—who are on duty around-the-clock to provide guidance and counselling.

There are Seafarers—who are themselves, recovered alcoholics—who are on full-time duty to offer encouragement and understanding.

There are other Seafarers—who are at the Center beginning their recovery—to help each other recover.

There is time for relaxation and recreation—TV, books, games, swimming and walking—to rebuild the mind.

There are comfortable rooms and plenty of nourishing food to rebuild the body.

Most important, Seafarers have an

opportunity to talk with others who have the same problem—alcoholism—and they can learn how others have learned to recover from their disease. They can see for themselves that it is possible to live happy and productive lives without alcohol.

The SIU Center is available to all SIU members. All information concerning any member at the Center is kept strictly confidential. The whole purpose of the program is to help the Seafarer recover so that he can get back to work and be a credit to himself, his family, his Union and his community.



Living quarters at the Center are comfortable and quiet. All of the facilities are designed to help Seafarers on the road to recovery—physically as well as emotionally.



There's time for recreation and relaxation with other Seafarers and counselors.



Dining with other Seafarers and staff members is relaxed and informal—and provides a time for talking-out problems. Meals are prepared at the Lundberg School galley.



Administrative Assistant Juanita Kirkwood takes care of the records and also serves as a counselor. All records are strictly confidential, and are seen only by the staff at the Alcohol Rehabilitation Center.



Meetings of Alcoholics Anonymous are held at the Center once each week in the main dining room, and attract AA members from the surrounding community. The meetings provide alcoholics with the opportunity to share their experience, strength and hope with each other so that they may all recover from alcoholism.



**"The Problem Drinker in Industry"**

# SIU to Host Seminar on Alcoholism For Union Officials and Members

SIU officials and rank-and-file members elected from each port will take part in a weekend seminar on alcoholism Jan. 30-Feb. 1 at the Harry Lundeberg School in Piney Point, Md.

Prominent leaders in the development of alcohol rehabilitation programs will discuss the medical, psychological and social problems of alcoholism. The problems of the alcoholic worker will be examined by industry and labor representatives.

SIU officials and members attending the seminar will make recommendations for expanding and improving the present rehabilitation program, and will seek ways to encourage more Seafarers who have alcohol problems to begin their recovery through the SIU Alcohol Rehabilitation Program.

SIU President Paul Hall will wrap up the conference with a full commitment that the SIU will continue to support and encourage an industry-wide program to help all members with alcohol problems to recover and become productive workers and useful members of their communities.

Following is the agenda:

**THE PROBLEM DRINKER IN INDUSTRY**

January 30, 31, and February 1, 1976  
Program

**January 30—**

- 8:00 P.M. Welcome Mike Sacco, Vice President, Harry Lundeberg School
- 8:30 P.M. Film "The Other Guy"

**January 31—**

- 8:30 A.M. Kick Off Frank Drozak
- 9:00-10:00 The Who, What, and Why of Alcoholism—Medical Perspective LeClaire Bissell, M.D. Smithers Alcoholism and Treatment Center, Roosevelt Hosp., N.Y.

- 10:00-10:30 Coffee Break
- 10:30-11:30 Small Group Discussion

- 11:30- 1:00 Lunch
- 1:00- 2:00 Industrial Perspective Frank Huddleston, Program Director Hughes Aircraft Co.

- 2:00- 2:30 Coffee Break
- 2:30- 3:30 Small Group
- 3:30- 4:30 Tour Center
- 6:00- 7:30 Dinner



Group meetings encourage Seafarers to help each other to better understand their problems. A strong feeling of unity is built as Seafarers talk about their problems and offer each other hope and encouragement.

- 8:00- 9:00 Union Perspective John McManus, AFL-CIO Community Services

- 9:30-10:00 Small Group Discussion

**February 1—**

- 8:30- 9:30 A.M. "Why Treatments?"—Psychological Aspects G. Shulman, Ph.D. Vice President, Chit Chat Farms, Pa.

- 9:30-10:00 Coffee Break

- 10:00-10:30 Small Group

- 10:30-11:30 Why Occupational Programs? Riley Regan, Director, Montgomery Co. Alcoholism Education, Consultant to NIAAA

- 11:30-12:00 Small Group

- 12:00-12:30 Summarization Maxwell Weisman, M.D., Ph.D. Director, Division of Alcoholism Control State of Maryland

- 12:30- 1:30 Lunch Departing Challenge Paul Hall

Small Group Sessions will be led by the guest speakers and the HLS Center Staff. All guest speakers will stay during the entire seminar.



Getting physically stronger is an important part of the recovery from alcohol addiction. Nourishing meals, plenty of exercise and relaxation, and regular medical checkups by RN Sue Shinkle help Seafarers along the road to recovery.

**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.

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

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

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

**Membership Support Needed**

## Elections For Alcohol Seminar

Special elections in all constitutional ports will be held at 10:00 a.m. Tuesday, Jan. 27, to select two rank-and-file members from each port to attend the SIU seminar of alcoholism. The seminar will take place Jan. 30-Feb. 1 in Piney Point, Md.

It is strongly recommended that members seeking nomination for this conference have some experience or understanding of alcoholism, either through educational studies, church or social work, or AA.

In announcing the seminar, SIU

President Paul Hall said that the success of the Union's program will depend upon having knowledgeable members and officials in all ports who can recognize a member with a serious alcohol problem, and who have the understanding to encourage that member to seek help.

"The program must have the full and complete support of all of us—members and officers—if it is to succeed," Hall said. "We've got to help each other. This has always been the SIU way."



# The Committee Page

## Borinquen Committee



Recertified Bosun Felix Aponte (left), ship's chairman of the SS *Borinquen* (Puerto Rico Marine), takes a photo with the Ship's Committee on Nov. 11 at a payoff in Port Elizabeth, N.J. The committee consists of (l. to r.): Chief Steward Jose Ross, secretary-reporter; Educational Director Jaime Pantoja; Deck Delegate Francisco Cornier; Steward Delegate Eduardo Lasso, and Engine Delegate W. Gonzalez. The ship is on the coastwise run to San Juan.

## Iberville Committee



Recertified Bosun Eugene W. Nicholson (rear right), ship's chairman of the C4 SS *Iberville* (Waterman), poses in the vessel's messroom, as the ship docked in the port of Baltimore, with the Ship's Committee of (l. to r.): Edward Haber, steward delegate; Chief Steward F. E. Smith, secretary-reporter; Edward Armstrong, educational director, and Morty Kerngood, deck delegate. The *Iberville* is on the run to Yokohama and other ports in the Far East.

## American Explorer Committee



Recertified Bosun Thomas J. Hilburn (standing left) ship's chairman of the SS *American Explorer* (Hudson Waterways) at a five-and-a-half month payoff on Dec. 4 in Newport, R.I. With him are the Ship's Committee of (l. to r. standing): departing Steward Delegate Scotty McCausland; Chief Steward Antonio Alfonso, secretary-reporter; new Steward Delegate J. Sullivan, and AB Al Lesschrager, deck delegate. At bottom, QMED Walter Sedez (left) signs his dues checkoff increase for Boston Port Agent Ed Riley.

## Elizabethport Committee



On Dec. 10, Recertified Bosun Vagn "Teddy" Nielsen (seated center) ship's chairman of the containership SS *Elizabethport* (Sea-Land), goes over a beef with SIU Patrolman Ted Babkowski (seated left) at a payoff in Port Elizabeth, N.J. Other members of the Ship's Committee are (l. to r.): Engine Delegate Jack Singletarg; Steward Delegate J. White; Chief Steward G. W. Gibbons, secretary-reporter, and (seated) Deck Delegate Frank Balasia. The ship is on the run to the Med.

## Allegiance Committee



The Ship's Committee of the SS *Allegiance* (Inter Ocean) gathered at a payoff on Dec. 8 in Stapleton Anchorage, S.I., N.Y. They are (l. to r.): Deck Delegate Joe Ebbole; Bosun S. Grooms, ship's chairman; Chief Steward C. Hurlburt, secretary-reporter; Steward Delegate James J. Reeves, and Engine Delegate J. Hall. The vessel is on the coastwise run.

## Samuel Chase Committee



Members of the crew and Ship's Committee of the SS *Samuel Chase* meet with SIU Patrolman Teddy Babkowski when vessel docked in New York earlier this month while in transit. They are from left to right (sitting): Chief Electrician Robert Johnson, educational director; Wiper Louis Greaux; Babkowski, and AB Arthur Segueira (with back to camera). Standing are Deck Delegate Leggett Jones (left) and Recertified Bosun Lancelot Rodrigues, ship's chairman. The *Samuel Chase* had returned from the Far East and was on her way to Baltimore.



# New SIU Pensioners



**Howard C. Kramer, 64**, joined the SIU in the port of Detroit in 1960 sailing as a conveyorman. Brother Kramer sailed for 40 years. He was born in Pennsylvania and is a resident of Toledo, Ohio.



**David Sumulong, 65**, joined the SIU in the port of New York in 1955 sailing in the steward department. Brother Sumulong sailed 36 years. He was born in the Philippine Islands and is a resident of San Francisco.



**John L. Berger, 61**, joined the SIU in the port of Elberta, Mich. in 1953 sailing as an AB. Brother Berger sailed for 36 years. He was born in Sturgeon Bay, Wisc. and is a resident of Frankfort, Mich.



**Henry G. Cracknell, 67**, joined the SIU in the port of New York in 1957 sailing as a cook. Brother Cracknell sailed 21 years. He was on the picket line in the Greater N.Y. Harbor strike in 1961 and was a steward delegate. Born in London, England, he is a naturalized U.S. citizen. Seafarer Cracknell is a resident of Smithtown, L.I., N.Y.



**Maximo L. Bugawan, 65**, joined the SIU in 1947 in the port of Philadelphia sailing as a chief steward. Brother Bugawan sailed 31 years. He was born in the Philippines and is a naturalized U.S. citizen. Seafarer Bugawan is a resident of Uppeico, Md.



**Oliver H. Headley, 74**, joined the SIU in 1944 in the port of Baltimore sailing as a deck engineer. Brother Headley was born in Maryland and is a resident of Crisfield, Md.



**Thomas H. Fleming, 63**, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Fleming sailed 37 years and served often as a ship's delegate. He was born in Boston, Mass. and is a resident of Assonet, Mass.



**Emanuel D. Jones, 73**, joined the SIU in 1939 in the port of Baltimore sailing as a chief steward. Brother Jones sailed 54 years. He was born in Jacksonville, Fla., and is a resident of Baltimore.



**Juan Hernandez, 60**, joined the SIU in 1944 in the port of New York sailing in the steward department. Brother Hernandez was born in San Juan, P.R. and is a resident there.



**Eugene R. Hall, 61**, joined the SIU in 1944 in the port of Norfolk sailing as a bosun. Brother Hall sailed 32 years, attended Piney Point, walked the picket line in the Greater N.Y. Harbor strike in 1961 and gave \$100 to SPAD in 1975. Born in Ohio, he is a resident of Jacksonville, Fla.



**Ehle N. Cartwright, 62**, joined the SIU in the port of Houston in 1962 sailing as an AB. Brother Cartwright sailed 20 years. Born in Oskaloosa, Iowa, he is a resident of Baytown, Tex.



**William Hernandez, 57**, joined the SIU in 1945 in the port of New York sailing in the steward department. Brother Hernandez sailed 31 years, was a crew delegate and is a veteran of the U.S. Army Medical Corps in World War II. He was born in Puerto Rico and is a resident of Santurce, P.R.



**Bernard Feely, 58**, joined the SIU in 1949 in the port of New York sailing as a chief cook. Brother Feely sailed 36 years. He was born in Ireland and is a naturalized American citizen. Seafarer Feely is a resident of Miami, Fla.



**Verner M. Frederiksen, 57**, joined the SIU in 1942 in the port of New York sailing as a fireman-water-tender. Brother Frederiksen sailed 36 years and attended the HLSS "A" Seniority Upgrading Program at Piney Point, Md. Born in Denmark, he is a naturalized American citizen. He is a resident of Kenosha, Wisc.



**Newton A. Paine Jr., 55**, joined the SIU in 1939 in the port of Providence, R.I. sailing as a bosun and in the steward department. Brother Paine sailed 39 years and is a pre-World War II veteran of the U.S. Marine Corps. He was born in Providence and is a resident of Pascoag, R.I.

## 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.





# New SIU Pensioners



**William P. Connerty**, 58, joined the SIU in 1947 in the port of New York sailing as an oiler. Brother Connerty was born in Cambridge, Mass. and is a resident of Somerville, Mass.



**James L. Ward**, 61, joined the SIU in 1942 in the port of New York sailing as an oiler. Brother Ward sailed 33 years and received two SIU Personal Safety Awards for sailing aboard the accident-free ships, the *SS Seatrain Louisiana* and the *SS Seatrain New Jersey* in 1960 and 1961. He is a U.S. Navy veteran of World War II. Seafarer Ward was born in Calvert County, Md. and is a resident of Houston.



**Francis D. Potter**, 65, joined the SIU in the port of St. Ignace, Mich. in 1961 sailing as an oiler. Brother Potter sailed 39 years. He was born in Antrim, Mich. and is a resident of Cheboygan, Mich.



**Philip J. Gajewski**, 65, joined the SIU in the port of Detroit in 1960 sailing as an AB. Brother Gajewski sailed 32 years. He was born in Cheboygan, Mich. and is a resident there.



**David A. Wright**, 55, joined the SIU in 1944 in the port of Mobile sailing as a fireman-watertender. Brother Wright was born in Heflin, Ala. and is a resident of New Orleans.



**Nils H. Richardson**, 75, joined the SIU in 1938 in the port of Baltimore sailing as an AB and bosun. Brother Richardson sailed 60 years and during four wars. He was on the picket line in the 1946 General strike, 1947 Isthmian strike and the Eastern and Gulf Sailors Assn. strike in Baltimore. Seafarer Richardson was also a member of the ISU in 1928 and the National Sailors and Firemens Union of Great Britain and Ireland from 1917 to 1920. Born in Fredrikstad, Norway, he became a U.S. naturalized citizen after he came here in 1920. He writes poetry and collects photos and newspaper clippings for his scrapbook. He's a resident of Riviera Beach, Md. with his wife, Ida.



**Woodrow Johnson**, 48, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Johnson sailed 22 years, as a bosun since 1951, and was on the picket line in many Union beefs. Born in West Virginia, he is a resident of Los Angeles.



**George C. Gierczic**, 62, joined the SIU in 1941 in the port of New York sailing as a bosun. Brother Gierczic sailed for 34 years. He was born in Wisconsin and is a resident of Washburn, Wis.



**Jan M. Kolodziej**, 66, joined the SIU in the port of New York in 1951 sailing as an AB and bosun. Brother Kolodziej walked the picket line in both the N.Y. Harbor strike of 1961 and the Robin Line strike of 1962. In 1972, he upgraded to quartermaster at the HLSS, Piney Point, Md. He was born in Adams, Mass. and is a resident of Brooklyn, N.Y.



**Stephano G. Girolomo**, 52, joined the SIU in 1940 in the port of New York sailing as a fireman-watertender. Brother Girolomo sailed 30 years and walked the picket line in the RMR beef and the Greater N.Y. Harbor strike in 1961. He was also given an SIU Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Elizabeth*. Born in Brooklyn, N.Y., he is a resident of St. Petersburg, Fla.



**Harry A. E. Jurgenson**, 64, joined the SIU in 1943 in the port of New York sailing as a pumpman. Brother Jurgenson sailed 48 years and was on the picket line in the Robin Line strike in 1962. A native of Estonia, USSR, he is a resident of New York City.

## Personals

### Joseph Spak

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

### Saif S. Ahmed

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

### Joseph Michael Novotny

Basil C. Wyatt, Brigadier Secretary of the Salvation Army asks that you contact him at P.O. Box 5236, Atlanta, Ga. 30307.

### Bill Thompson

Your sister Betty asks that you contact her as soon as possible at 3691 62 St. N., St. Petersburg, Fla., or call her at 345-0802.

### Minuard Freeland Fields

Mrs. Elizabeth Frey requests that you contact her as soon as possible at 7559 Broadway, Cleveland, Ohio 44105, or call her at (216) 883-6806.

### Norman Decatur Gilliken, Jr.

Mrs. Connie Slade asks that you contact her at 6711 Nebraska Ave., Tampa, Fla. 33604.

## Politics

## Is Porkchops

Donate to SPAD

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

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>Oct. 23-Nov. 26, 1975</b>				
<b>ELIGIBLES</b>				
Death .....	15	139	\$ 48,491.50	\$ 412,841.80
In Hospital Daily @ \$1.00 .....	415	5,470	415.00	5,470.00
In Hospital Daily @ \$3.00 .....	158	1,839	474.00	5,517.00
Hospital & Hospital Extras .....	20	164	2,538.25	16,716.67
Surgical .....	7	37	620.50	2,613.42
Sickness & Accident @ \$8.00 .....	6,969	70,088	55,752.00	560,704.00
Special Equipment .....	1	24	327.00	3,554.04
Optical .....	208	1,990	5,450.04	53,863.97
Supplemental Medicare Premiums .....	65	353	2,077.70	16,526.20
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	548	4,218	124,992.70	929,593.45
Doctors' Visits In Hospital .....	11	608	3,544.42	25,852.15
Surgical .....	163	1,238	22,998.91	171,105.78
Maternity .....	36	182	11,473.85	54,508.10
Blood Transfusions .....	1	17	24.50	1,700.50
Optical .....	136	1,443	3,585.09	36,981.82
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	16	129	60,000.00	410,000.00
Hospital & Hospital Extras .....	212	1,810	25,196.60	262,684.63
Doctors' Visits & Other Medical Expenses ..	125	1,209	4,355.89	46,777.87
Surgical .....	20	140	3,394.75	22,369.66
Optical .....	95	742	2,008.88	18,345.30
Blood Transfusions .....	1	5	90.00	278.00
Special Equipment .....	3	25	726.94	5,564.30
Dental .....	—	6	—	2,006.00
Supplemental Medicare Premiums .....	2,023	19,860	14,201.70	140,267.90
<b>SCHOLARSHIP PROGRAM</b>				
	12	111	5,491.04	42,375.85
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	11,260	111,847	398,231.26	3,248,218.41
Total Seafarers Pension Plan .....	2,954	24,124	596,098.70	5,803,494.00
Total Seafarers Vacation Plan .....	873	9,245	571,006.40	5,256,197.70
Total Seafarers Welfare, Pension & Vacation	26,693	145,216	\$1,565,336.36	\$14,307,910.11





# Final Departures



**Frank G. Ortiz**, 61, expired on Oct. 20. Brother Ortiz joined the SIU in the port of Baltimore in 1962 sailing as deck maintenance. He sailed 42 years. A native

of Tampa, he was a resident of New Orleans. Surviving are his widow, Cecilia of Manila; two sons, Michael and Dominic; three daughters, Anna Marie, Hariel and Laura; his parents, Mr. and Mrs. Frank Ortiz; two sisters, Mrs. Lolita Bone of Baltimore and Mrs. George Williamson of Hialeah, Fla. and an uncle, Oscar Baez of New York City.



**Clarence A. Christ**, 49, died on Oct. 31, 1974.

Brother Christ joined the SIU-affiliated IBU in the port of New Orleans in 1962 sailing as a deckhand for Nebel Towing Co. in 1961, Dixie Carriers in 1964, Crescent Towing in 1965, Inland Tugs in 1966 and Coyle Lines from 1961 to 1974. He was born in Plaquemine, La., and was a resident of New Orleans. Surviving is a sister, Mrs. P. E. Gauthreaux Sr. of Plaquemine.



**Miguel A. Rodriguez**, 52, died in the Hospital de la Capital, Rio Piedras, P.R. on Aug. 25.

Brother Rodriguez joined the SIU in the port of San Juan in 1970 sailing as a crane maintenance electrician. Seafarer Rodriguez was a veteran of the U.S. Army in World War II. He was born in Santurce, P.R. and was a resident of Rio Piedras. Surviving are his widow, Aida; three sons, Edward, Felix and Francis; two daughters, Denise and Diana and his parents, Mr. and Mrs. Juan Rodriguez of Adjuntas, P.R.



**Mason J. Holder**, 44, died on Nov. 3.

Brother Holder joined the SIU in the port of New Orleans in 1964 sailing as a bosun. He attended an Educational Crews Conference at Piney Point in 1970 and gave \$100 to SPAD in 1971. Seafarer Holder was a veteran of the post-World War II U.S. Navy. A native of New Orleans, he was a resident of Gretna, La. Surviving are his father, Mason, of New Orleans and his brother, Bryan, of Gretna.



SIU pensioner **Richard S. Asmont**, 40, died of natural causes in the USPHS Hospital, Staten Island, N.Y. on Oct. 11. Brother Asmont joined the Union in the port of

New York in 1956 sailing as a 3rd cook. He walked the picket line in the 1963 Rotobroil strike. A native of Nanticoke, Pa., he was a resident of Johnson City, N.Y. Surviving are his father, John of Binghamton, N.Y. and a sister, Mrs. Alfreda A. Johnston of Johnson City.



**Charles W. Wagner**, 46, died at home in Ocean Gate, N.J. on Sept. 22. Brother Wagner joined the SIU in the port of New York in 1971 sailing as a chief elec-

trician and OMED. He attended the MEBA Upgrading School of Marine Engineering in New York City in 1970 and took the LNG course at Piney Point in 1974. Seafarer Wagner was a veteran of the U.S. Navy in the Korean War. He was born in Elizabeth, N.J. Burial was in St. Joseph's Cemetery, Toms River, N.J. Surviving are his parents, Mr. and Mrs. Carl Wagner and a brother, John, all of Southampton, Pa.



**Boyd E. Thompson**, 53, succumbed to a heart attack at home in Puyallup, Wash. on Oct. 10.

Brother Thompson joined the SIU in 1946 in the port of Baltimore sailing as an AB. He sailed for 25 years. Seafarer Thompson was born in North Dakota. Cremation took place in the Tacoma (Wash.) Mausoleum. Surviving are his widow, Myrtle of Sumner, Wash. and his parents, Mr. and Mrs. Sabin Thompson.



**Aquilino Loren Gonzales**, 63, died in Manila in May 1974. Brother Gonzales joined the SIU in the port of New York in 1956 sailing as an oiler. He sailed 29 years.

Born in Manila, he was a resident there. Seafarer Gonzales was a naturalized American citizen. Interment was in Manila. Surviving are his widow, Juliana; three sons, Aquilino, Roberto and Jose and a daughter, Emerita.



**Herbert E. Jacobs**, 58, died on Oct. 4. Brother Jacobs joined the SIU-affiliated IBU in the port of New York in 1966 sailing as a deckhand for the Brooklyn (N. Y.)

Eastern District Terminal from 1966 to 1975 and for Socony Paint Products from 1942 to 1965. He was a veteran of the U.S. Marine Corps in World War II. A native of Brooklyn, he was a resident there. Surviving are three offspring and a sister, Mrs. Edna Gancary of Brooklyn.



**Larkin C. Smith**, 68, died on Oct. 29. Brother Smith joined the SIU in the port of Baltimore in 1960 sailing as a 2nd cook. He sailed 37 years and was a U.S. Navy veteran

of World War II. A native of Mississippi, he was a resident of Tupelo, Miss. Surviving are his widow, Lila; a stepdaughter, Robey Jean Blevins; his mother, Oattie and a sister, Dorothy, both of Tupelo.



SIU pensioner **James T. Balmy**, 79, passed away from natural causes in Mt. Sinai Hospital, New York City on Oct. 11. Brother Balmy joined the Union in the port of

New York in 1951 sailing as an oiler. He sailed 40 years, was on the picket lines in the N.Y. Harbor strike in 1961, the Robin Line strike in 1962 and the District Council 37 beef in 1965 and received an SIU Personal Safety Award in 1960 for sailing aboard the accident-free ship, the SS *Antinous*. Born in Russia, he was a resident of Middle Village, Queens, N.Y. Cremation took place in the Garden State Crematory, North Bergen, N.J. Surviving is his widow, Elizabeth.



**Marion L. V. Askew**, 52, died on Oct. 10. Brother Askew joined the SIU-affiliated IBU in the port of Philadelphia in 1970 sailing as an AB and chief mate for the

Mariner Towing Co. from 1969 to 1975. He was a U.S. Navy veteran of World War II. Born in Virginia, he was a resident of Hopewell, Va. Surviving are three sons, Ronald of Petersburg, Va.; Thomas and John, both of Hopewell.



**Robert F. Stewart**, 69, passed away from natural causes in French Hospital, New York City on Aug. 20, 1971. Brother Stewart joined the SIU in 1948 in the port of

New York sailing as a chief electrician. He sailed 26 years and was on the picket line in the 1962 Robin Line strike. A native of Brooklyn, N.Y., he was a resident of East Meadow, L.I., N.Y. Burial was in Holy Rood Cemetery, Westbury, L.I., N.Y. Surviving are two sons, Robert of East Meadow, and Joseph, and a daughter, Joan, of New York City, N.Y.



**Sen Y. Poon**, 56, died of a heart attack on Oct. 31. Brother Poon joined the SIU in the port of San Francisco in 1970 sailing as a cook. He was an HLSS upgrader. A

native of China, he was a resident of San Francisco. Surviving are his widow, Rose Sue Bon; three sons, Gilbert, Paul and David, and a daughter, Judy.



SIU pensioner **Lloyd Short**, 70, died of a stroke in Beaufort County Hospital, Washington, N.C. on Sept. 23. Brother Short joined the Union in 1941 in the port of

Baltimore sailing as a fireman-water-tender. He sailed 29 years. Born in Virginia, he was a resident of Bath, N.C. Interment was in Oakdale Cemetery, Washington. Surviving is his widow, Madge.



**Edward C. Mishanski**, 52, died of head injuries in Weehawken, N.J. on Sept. 27. Brother Mishanski joined the SIU in 1947 in the port of New York sailing in the

steward department. He was on the picket line in the Greater N.Y. Harbor strike in 1961 and was a veteran of the U.S. Navy in World War II. Born in Wilkes-Barre, Pa., he was a resident there. Burial was in Wilkes-Barre. Surviving are a brother and a sister-in-law, Mr. and Mrs. Walter Mishanski of Philadelphia and his mother, Helen, of Wilkes-Barre.

IBU pensioner **Mildred D. Durante**, 72, passed away in Chicago on Sept. 26. Sister Durante joined the Union as a ship housekeeper sailing on the Great Lakes. She was born in Chicago and was a resident there. Surviving are a brother, Carmen of New Hyde Park, L.I., N.Y.; a sister, Mrs. Josephine Cotichio and a sister-in-law, Marie, both of Chicago.

**Jesse R. Rowe**, 77, passed away on June 16, 1965. Brother Rowe joined the SIU-affiliated IBU in the port of Baltimore sailing as a mate for the Harbor Towing Co. there in 1961. He was born in Newbern, N.C. and was a resident of Washington, N.C. Surviving is his widow, Cora.

**Thomas Gilbride** died in Bergen Pines Hospital, Paramus, N.J. on July 28. Brother Gilbride joined the SIU in 1967. He was a resident of New York City. Surviving is a brother of Brooklyn, N.Y.

**Cecil E. Dodd**, 40, succumbed to pneumonia in the Norfolk USPHS Hospital on Mar. 25, 1971 attributable to head injuries sustained in a fall into an open asphalt hatch aboard a docking barge on Oct. 2, 1970. Brother Dodd joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as a mate for the Curtis Bay Towing Co. from 1954 to 1960, Gulf Atlantic Towing Co. from 1960 to 1968 and aboard the barge, *R. K. Davis* of the Tidewater Towing Co. of Savannah, Ga. from 1968 to 1970. He was a post-World War II U.S. Army veteran in Korea. Born in Virginia, he was a resident of Jacksonville. Burial was in Olive Branch Cemetery, Portsmouth, Va. Surviving are his widow, Lula of Portsmouth; a daughter, Violet Lee; his parents, Mr. and Mrs. Albert G. Dodd and a brother, Curtis, of Duval County, Fla.

**Kenneth B. Curtis**, 42, died of a heart attack on Oct. 1. Brother Curtis joined the SIU-affiliated IBU in the port of St. Louis in 1970 sailing as a deckhand for Inland Tugs from 1970 to 1975. He was a U.S. Navy veteran of post-World War II. Born in Tennessee, he was a resident of Savannah, Tenn. Surviving are his widow, Robbie Jo, and two daughters, Pamela and Rachel.

**Edmond J. Doherty**, 65, died in Annapolis Hospital, Wayne, Mich. on Aug. 2. Brother Doherty joined the SIU-affiliated IBU in the port of Duluth in 1961 sailing for the Huron Cement Co. He was a Union official in the port of Detroit from 1958 to 1960 and in the port of Toledo in 1960. Seafarer Doherty was also a Democratic candidate for state representative in Michigan's 20th District. A native of Cleveland, he was a resident of Westland, Mich. Surviving is his widow.



# DISPATCHERS REPORT

NOV. 1-30, 1975

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	4	2	0	11	2	0	15	6	0
New York	62	5	0	50	11	0	148	16	1
Philadelphia	18	2	0	9	3	0	32	4	0
Baltimore	19	2	0	11	3	0	58	7	1
Norfolk	8	1	0	5	0	0	22	6	0
Tampa	10	1	0	0	1	0	12	2	0
Mobile	23	5	0	22	3	0	43	9	0
New Orleans	41	8	0	57	26	0	136	13	0
Jacksonville	29	1	0	8	7	0	52	1	0
San Francisco	28	2	0	35	3	0	75	5	0
Wilmington	10	2	1	1	0	0	27	5	1
Seattle	35	0	0	34	10	0	73	6	0
Puerto Rico	8	1	0	5	2	0	19	1	0
Houston	68	5	1	61	12	0	146	14	2
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	3	1	0	1	0	0	5	1	0
Totals Deep Sea	366	38	2	310	86	0	863	96	5
<b>Great Lakes</b>									
Alpena	5	2	0	13	9	0	6	0	0
Buffalo	0	0	0	2	1	0	1	0	0
Cleveland	2	1	0	4	8	0	4	2	0
Detroit	4	0	0	18	7	1	11	0	0
Duluth	0	0	0	2	2	0	3	1	0
Frankfort	4	0	0	10	4	0	2	0	0
Chicago	3	0	0	1	0	0	9	1	0
Totals Great Lakes	18	3	0	50	31	1	36	4	0
Totals Deep Sea & Great Lakes	384	41	2	360	127	1	899	100	5
<b>ENGINE DEPARTMENT</b>									
Boston	1	2	0	6	6	0	7	7	0
New York	53	21	1	42	10	0	131	66	1
Philadelphia	9	2	0	6	1	0	13	3	0
Baltimore	16	7	0	9	3	0	45	13	0
Norfolk	11	1	0	5	1	0	28	4	0
Tampa	8	2	0	1	0	0	10	2	1
Mobile	24	4	0	9	1	0	47	12	0
New Orleans	40	8	0	50	14	0	110	23	0
Jacksonville	19	3	0	13	4	0	35	4	1
San Francisco	22	5	0	45	8	0	59	17	0
Wilmington	9	4	0	3	0	0	20	9	0
Seattle	20	7	0	35	5	0	41	14	0
Puerto Rico	9	0	0	6	1	0	17	2	0
Houston	60	10	0	40	10	0	118	26	1
Piney Point	0	0	0	0	2	0	0	0	0
Yokohama	1	0	0	0	0	0	1	2	0
Totals Deep Sea	302	76	1	270	66	0	682	204	4
<b>Great Lakes</b>									
Alpena	3	0	0	5	13	0	4	2	0
Buffalo	0	0	0	1	1	0	2	0	0
Cleveland	1	0	0	2	0	0	3	1	0
Detroit	4	0	1	10	0	0	12	1	1
Duluth	1	1	0	4	2	0	4	0	2
Frankfort	0	0	0	0	1	0	0	0	0
Chicago	0	0	0	4	1	0	3	0	1
Totals Great Lakes	9	1	1	26	18	0	28	4	4
Totals Deep Sea & Great Lakes	311	77	2	296	84	0	710	208	8
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	5	3	0	4	1	0
New York	19	7	0	25	15	0	70	12	1
Philadelphia	7	0	0	2	9	0	9	1	0
Baltimore	12	1	0	5	1	0	24	3	0
Norfolk	3	0	0	1	0	0	11	3	0
Tampa	6	0	0	2	0	0	8	1	0
Mobile	4	0	0	11	2	0	26	1	0
New Orleans	18	0	0	34	23	0	57	2	0
Jacksonville	10	0	0	11	6	0	17	1	0
San Francisco	8	1	0	26	7	0	54	3	0
Wilmington	4	0	0	1	3	0	10	1	0
Seattle	16	1	0	18	12	0	26	3	0
Puerto Rico	5	0	0	4	2	0	10	1	0
Houston	30	2	0	24	12	0	73	5	0
Piney Point	0	0	0	0	7	0	0	0	0
Yokohama	0	0	0	0	0	0	0	1	0
Totals Deep Sea	142	12	0	169	102	0	399	39	1
<b>Great Lakes</b>									
Alpena	0	0	0	3	3	0	0	0	0
Buffalo	1	0	0	1	0	0	1	0	0
Cleveland	0	0	0	4	0	0	1	0	0
Detroit	0	0	0	4	0	0	2	0	0
Duluth	0	0	0	0	2	0	0	0	0
Frankfort	0	0	0	3	3	0	0	0	0
Chicago	0	0	0	2	0	0	1	0	0
Totals Great Lakes	1	0	0	17	8	0	5	0	0
Totals Deep Sea & Great Lakes	143	12	0	186	110	0	404	39	1
<b>ENTRY DEPARTMENT</b>									
Boston	0	3	1				3	12	8
New York	18	54	8				55	167	17
Philadelphia	8	8	0				16	26	0
Baltimore	4	16	1				21	45	1
Norfolk	5	7	1				8	23	1
Tampa	5	5	0				7	9	1
Mobile	8	5	0				23	28	0
New Orleans	21	35	0				60	99	0
Jacksonville	11	14	0				19	31	0
San Francisco	19	23	3				35	56	5
Wilmington	5	10	0				12	19	3
Seattle	12	31	0				20	48	1
Puerto Rico	4	6	0				14	19	1
Houston	21	41	2				31	100	13
Piney Point	0	3	0				0	1	0
Yokohama	0	0	0				0	1	0
Totals Deep Sea	141	261	16				324	684	51
<b>Great Lakes</b>									
Alpena	0	4	1				0	7	5
Buffalo	0	0	3				1	2	3
Cleveland	0	2	1				3	6	1
Detroit	5	4	6				15	10	12
Duluth	1	0	0				3	3	3
Frankfort	5	2	0				6	5	1
Chicago	4	0	1				5	0	4
Totals Great Lakes	15	12	12				33	33	29
Totals Deep Sea & Great Lakes	156	273	28				357	617	80
Totals All Depts. Deep Sea	951	407	19	749	254	0	2,268	1,023	61
Totals All Depts. Great Lakes	43	16	13	93	57	1	102	41	33
Totals All Depts. Deep Sea & Great Lakes	994	423	32	842	311	1	2,370	1,064	94

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

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TAMPA, Fla. 2610 W. Kennedy Blvd. 33609  
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201-7935

Shipping at A & G ports dropped off slightly last month after a flurry in shipping the month before that. As reported by New York Port Agent Leon Hall at the December membership meeting at Headquarters, though, shipping is again expected to pick up considerably this month and in January. However, a high percentage of the jobs shipped are still being taken by 'B' men which demonstrates that there are still good job opportunities for 'A' book men.



# Manhattan Out of Layup; On Grain Run

Coming out of almost two years of layup at the Seatrain Shipyard in Brooklyn, N.Y. on Nov. 20, the 114,668 dwt supertanker *S/T Manhattan* (Hudson Waterways) sailed the next day at 13.5 knots for the Gulf to load 65,000-tons of grain destined for delivery to the Russian Black Sea port of Odessa. MARAD had announced early this year that 1.2-million tons of U.S. tankers were laid up—27 percent of the independent U.S. tanker fleet—but this has changed. The *Manhattan* and other SIU-contracted tankers were able to get out of layup and get charters to carry grain to Russia due to the participation by the SIU membership in the SIU's Washington activities. Last month 17 SIU tankers—six out of layup—were chartered to carry grain to the Soviets.

The 1962-built *Manhattan* was laid up on Jan. 15, 1974. In 1969, her bow was modified to cut through ice on an experimental voyage to Alaska's North Slope oil fields via the ice-choked Northwest Passage testing the feasibility of carrying the black gold on this shorter route. Following the India-Pakistan War in 1972, at the behest of the U.N., she hauled grain for the Agency for International Development to famine-plagued Bangladesh where she remained as a floating warehouse 50 miles off the port of Chittagong. Later the *Manhattan* delivered much-needed grain to Italy and Singapore.



Chief Cook Emilio Barrito (left), Third Cook Edward Collins (center) and Cook and Baker William Karpiak prepare grub for the *Manhattan* crew.



Note the unusual ice bow of the *S/T Manhattan* when she was moored at the old Navy Yard, now the Seatrain Shipyard in Brooklyn, N.Y.



Deck Engineer Bob Verlis (left) of the *Manhattan* checks pressure on acetylene pump, while in the ship's messroom Utility Messman William Morales (left center) clears off a table. At (right center) Utility Messman Gerald Barber dishes up the pie and in the engine room (right) Fireman-watertender Edward Morales inspects console before the supertanker sailed on the grain run to Russia.

## 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.





**YELLOWSTONE** (Ogden Marine Inc.), October 1—Chairman, Recertified Bosun Luis Guadamud; Secretary Dario P. Martinez; Educational Director Joseph Burkette. \$12 in ship's fund. No disputed OT. Richard Carter, radio operator, was buried at sea off Laurencio Marques on October 1, 1975 at 15:30 hours. Letter of sympathy was forwarded to Mrs. Carter. 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, Burnside, La.

**DEL RIO** (Delta Steamship Lines), October 12—Chairman, Recertified Bosun H. B. Braunstein; Secretary R. R. Maldonado; Educational Director Lyle D. Clevenger; Deck Delegate C. B. Dickey; Steward Delegate Clifton Aaron. \$283 in movie fund and \$6 in ship's fund. Sent a \$50 wreath for the saloon messman's father who passed away on October 8, 1975. Chairman suggested that all crewmembers support SPAD and also advised all crewmembers to fill out their beneficiary cards. A vote of thanks to the steward department for good food and service. Observed one minute of silence in memory of our departed brothers.

**ARECIBO** (Puerto Rico Marine Navigation), October 17—Chairman, Recertified Bosun Eugene Dakin; Secretary J. G. Guilles; Deck Delegate H. B. Jerring; Engine Delegate G. Salazar; Steward Delegate P. Sanchez. \$9 in ship's fund. No disputed OT. Officers and crewmembers donated to O. S. Martino whose baby daughter passed away while we were in Puerto Rico. We sent our sympathy to Mr. & Mrs. Martino. Chairman held a discussion on the importance of donating to SPAD.

**DEL ORO** (Delta Steamship Lines), October 19—Chairman, Patrick M. Graham; Secretary Teddy Kross; Educational Director Lee W. Morin; Steward Delegate Cesar Guerra; Engine Delegate Charles A. Hanley. \$71.15 in ship's fund. No disputed OT. Collected \$122 from crew and sent it to the family of Patrick Henry Southern who was 3rd mate and died aboard ship in Abidjan. We received all of the monthly issues of the *Seafarers Log* and a fact sheet which was a good one for news. Report to the *Seafarers Log*: "We have been in Lobito, Angola for 162 days and this trip will last 222 days. The payoff is to be in New Orleans. This trip has been longer than the average Delta Line West Africa run which usually lasts only 75 days or less. Ship's secretary thanked all for the cooperation they gave on this 222 day trip." Next port New Orleans.

**DELTA ARGENTINA** (Delta Steamship Lines Inc.), October 26—Chairman, Recertified Bosun Arthur J. McGinnis; Secretary J. Sumpter; Educational Director Union H. Sanders Jr.; Engine Delegate G. E. Connelly; Steward Delegate J. Bell. No disputed OT. Twenty movies were received this trip for the benefit of the crew and officers. Chairman suggested that crewmembers donate to SPAD. Telegram dated November 7, 1975 concerning the grain deal and the crewing up of several SIU ships to carry the cargo was read to the crew and then posted. Next port Takoradi.

**SEA-LAND VENTURE** (Sea-Land Services Inc.), October 19—Chairman, Recertified Bosun W. M. Parker; Secretary C. L. Shirah; Educational Director R. Tyler; Deck Delegate C. M. Marion; Engine Delegate E. Remiz; Steward Delegate J. Samuels. No disputed OT. Message received from Paul Hall about eleven ships getting grain charters was posted. Captain stated that this ship was starting a safety program again and that anyone seeing an unsafe condition please report it at once. A vote of thanks to the steward department for a job well done.

**SEA-LAND TRADE** (Sea-Land Services Inc.), October 12—Chairman, Recertified Bosun V. Poulsen; Secretary C. E. Bell; Educational Director S. Senteney; Deck Delegate Carl E. Hargroves; Engine Delegate Dorwin Coy; Steward Delegate Andrew Reasko. \$12.50 in ship's fund. No disputed OT. Chairman reported message from President Paul Hall on SIU ships getting grain charters. Report to *Seafarers Log*: "This is voyage #33 West with no problems and no beefs. A smooth trip." Next port Yokohama.

**JAMES** (Ogden Marine Inc.), October 12—Chairman, Recertified Bosun J. W. Altstatt; Secretary L. Coperiano; Deck Delegate John E. Mattingly; Engine Delegate Alexander Goga; Steward Delegate Curtis Veazio. No disputed OT. Chairman reported that a radiogram was received from Headquarters concerning the activities of our Union officers with regard to the ships to carry grain to Russia. Eleven of these ships were contracted by the SIU. A vote of thanks to our Union officers for a job well done to provide more jobs for us including the officers of the ship.

**MT. NAVIGATOR** (Mount Shipping Inc.), October 12—Chairman, Recertified Bosun B. Swearingen; Secretary B. Burnette; Educational Director J. Dryden. No disputed OT. Chairman reported that the ship will payoff in Port Manatee and called attention to the wire received from President Paul Hall regarding grain shipments to Russia. Secretary reported that the Piney Point graduates are doing a very good job aboard ship and gave a vote of thanks to the baker and the third cook.

**POTOMAC** (Empire Transport Inc.), October 31—Chairman P. Burnette; Secretary S. Brown; Educational Director Torres. Some disputed OT in deck department. The *Seafarers Log* was received in Chile. A vote of thanks to the steward department for a job well done. Report to the *Seafarers Log*: "Departing Bosun Perry Burnette would like to thank all of the crew for their cooperation on last voyage. Observed one minute of silence in memory of our departed brothers. Next port, Pt. Neches.

**COMMERCE** (Sea-Land Services Inc.), October 12—Chairman L. G. G. Reck; Secretary Gus Skendelas; Educational Director Herbert Martin. No disputed OT. Received a wire on the grain deal with Russia which was posted on the bulletin board for all to read. A safety meeting was held and all attended. Chairman suggested that crewmembers keep supporting SPAD. A vote of thanks to the steward department for a job well done. Next port Seattle.

**JOHN PENN** (Waterman Steamship Corp.), October 12—Chairman, Recertified Bosun John S. Davies; Secretary W. G. Williams; Educational Director Allen W. George; Deck Delegate Joseph B. Dunnan; Engine Delegate Jose A. Molina; Steward Delegate Jerry W. Watkins. No disputed OT. Radiogram concerning wheat to Russia was posted on the bulletin board. Everything running smoothly.

**SAN FRANCISCO** (Sea-Land Service Inc.), October 27—Chairman, Recertified Bosun Jose L. Gomez; Secretary T. R. Goodman; Educational Director Robert C. Miller; Engine Delegate R. Metcalf; Steward Delegate F. A. Stephens. \$12 in ship's fund. No disputed OT. Chairman suggested that all crewmembers should support SPAD. A vote of thanks to the steward department for a job well done. Next port Algeciras, Spain.

**SEATTLE** (Sea-Land Service Inc.), October 19—Chairman, Recertified Bosun Angelo Antoniou; Secretary C. Scott. \$5.34 in ship's fund. No disputed OT. Radiogram and telegram from Headquarters were received, read and posted on the bulletin board. Chairman suggested that members support SPAD. Observed one minute of silence in memory of our departed brothers.

**PANAMA** (Sea-Land Services Inc.), October 13—Chairman, Recertified Bosun Cyril Mize, Jr.; Secretary Jack Mar; Educational Director E. Ford. \$18.29 in ship's fund. No disputed OT. Chairman reported a telegram was received from President Paul Hall concerning eleven SIU contracted ships to haul grain to Russia. Suggested that the membership donate to SPAD. A vote of thanks to the steward department for good food and service. Next port Long Beach.

**SAN JUAN** (Sea-Land Services Inc.), October 19—Chairman, Recertified Bosun William Mitchell; Secretary Angel Maldonado; Educational Director A. H. Okrogly. \$68.05 in ship's fund. No disputed OT. Captain submitted to crew ship movie fund of \$185 which was left after spending \$350 for new movies. Chairman held a discussion on the new ships coming out for a grain run. A radiogram was posted on the bulletin board about grain ships.

**SEA-LAND ECONOMY** (Sea-Land Services Inc.), October 19—Chairman, Recertified Bosun F. C. Cooper; Secretary L. Nicholas; Educational Director K. L. Hart; Deck Delegate J. P. Pettus; Engine Delegate J. Cameron; Steward Delegate S. Morris. No disputed OT. Chairman introduced a booklet that is put out by the USPHS relating to all hospitals, contracts and doctors and advised everyone to pick up one of these booklets at USPHS in case of emergency. Next port Rotterdam.

**OGDEN WILLAMETTE** (Ogden Marine Inc.), October 9—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director Escote; Deck Delegate Carlos Spina; Engine Delegate Martin Fox; Steward Delegate R. E. Leonard. No disputed OT. All communications received were read and posted. Chairman suggested that all members should read the *Seafarers Log* to know what is going on in the Union. A vote of thanks to the steward department for a job well done.

**AGUADILLA** (Puerto Rico Marine Navigation), October 12—Chairman, Recertified Bosun Victor Carbone; Secretary W. Reid; Educational Director S. Wala. Chairman reported that a radiogram was received from Union President Paul Hall that the SIU and the AFL-CIO has won an agreement in Washington to get ships chartered to carry grain to Russia of which eleven of these were SIU contracted ships. In response to the message: "Mr. President, Paul Hall, we the crewmembers of the *SS Aguadilla* want to congratulate you and everyone working with you in Washington for our job security and for the future of our families." \$6 in ship's fund. Brother Olaf M. Lefsaaker found \$10 which no one said they had lost so he donated the \$10 to ship's fund. Total ship's fund \$16. Some disputed OT in engine department. Next port San Juan.

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

**OVERSEAS NATALIE**  
**ROBERT TOOMBS**  
**ULTRASEA**  
**ELIZABETHPORT**  
**LYMAN HALL**  
**PONCE DE LEON**  
**DELTA BRASIL**  
**ARTHUR MIDDLETON**  
**TRANSINDIANA**  
**DELTA MAR**  
**JEFF DAVIS**  
**BRADFORD ISLAND**  
**CARTER BRAXTON**  
**VANTAGE HORIZON**  
**SAN PEDRO**  
**PUERTO RICO**  
**HOUSTON**  
**ROBERT E. LEE**  
**SEA-LAND EXCHANGE**  
**OVERSEAS ANCHORAGE**  
**ERNA ELIZABETH**  
**PORTLAND**  
**MOBILE**  
**MOUNT WASHINGTON**  
**LOS ANGELES**  
**BALTIMORE**  
**COLUMBIA**  
**GOLDEN DOLPHIN**  
**TRANSEASTERN**  
**CONNECTICUT**  
**SEA-LAND PRODUCER**  
**FORT HOSKINS**  
**CANTIGNY**  
**COLUMBIA**  
**GOLDEN ENDEAVOR**  
**SEA-LAND CONSUMER**  
**OAKLAND**  
**GALLOWAY**  
**DELTA PARAGUAY**  
**DEL SOL**  
**SEA-LAND FINANCE**  
**OVERSEAS TRAVELER**  
**ALEX STEPHENS**  
**ERIC K. HOLZER**  
**AMERICAN EXPLORER**  
**HUMACAO**  
**ST. LOUIS**  
**EAGLE TRAVELER**  
**OGDEN WABASH**  
**MASSACHUSETTS**  
**SEA-LAND MARKET**  
**SAN JUAN**  
**BOSTON**  
**DELTA SUD**  
**TRANSCOLUMBIA**  
**TAMARA GULDEN**  
**SEA-LAND McLEAN**  
**TAMPA**



# 29th Bosuns' Class

Eleven Seafarers graduated from the 29th 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.

## Robert O'Rourke



Seafarer Bob O'Rourke, 47, has been an SIU member since 1949, and began shipping out as bosun in 1952. A native of Los Angeles, he now makes his home in Newport, Oregon with his wife Laurie. Brother O'Rourke ships from the port of Houston.

## Herbert Libby



Seafarer Herbert Libby, 47, has been a member of the SIU since 1948, and started shipping out as bosun 15 years ago. A native of Amesburg, Mass., he now makes his home in Lincolnville, Me. Brother Libby ships from the port of New York.

## Glen Stanford



Seafarer Glen Stanford, 49, has been shipping with the SIU since 1947, and started sailing as bosun in 1963. A native of Mississippi, he now makes his home in Slidell, La. Brother Stanford ships from the port of New Orleans.

## James Moore



Seafarer James Moore graduated from the trainee program at the Harry Lundeberg School and began sailing with the SIU in 1973. He returned to Piney Point to study for his FOWT and QMED endorsements before entering the 'A' Seniority Program. Shipping from the port of Wilmington, Brother Moore is a native and resident of West Covina, Calif.

## Duane Ostrander



Seafarer Duane Ostrander has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1973. Shipping as an AB, Brother Ostrander obtained his ticket at Piney Point before beginning the 'A' Seniority Upgrading Program. A native and resident of Seattle, Brother Ostrander ships from that port.

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

## J. J. McHale



Seafarer J. J. "Whitey" McHale, 49, has been shipping with the SIU since 1945, and he began sailing as a bosun during the 1960's. A native of New York, Brother McHale ships from that port and continues to make his home there with his wife Theresa.

## Chester Anderson



Seafarer Chester "Andy" Anderson, 49, has been an SIU member since 1953, and has been shipping out as bosun since 1961. A native of Newfoundland, Canada, Brother Anderson now ships from the port of New York where he makes his home.

## 'A' Seniority Upgrading Program

### 6 New Book Members

Achieving their full 'A' books this month through the SIU's 'A' Seniority Upgrading Program conducted at both Piney Point and Headquarters are six more Seafarers. They are Lucien Shaw, Nathaniel Harris, Nelson Cory Jones, Mitchell Maurstad, Duane Ostrander and James Moore. This brings the total number of Seafarers who have completed the program to 197.

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

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

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

## Mitchell Maurstad



Seafarer Mitchell Maurstad has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1973. Brother Maurstad, sailing in the steward department as a chief cook, returned to Piney Point to upgrade twice before attending the 'A' Seniority Program. A native of Long Island, N.Y., Brother Maurstad now lives in Minnesota and ships from the port of Philadelphia.

## Lucien Shaw



Seafarer Lucien Shaw has been shipping out with the SIU since his graduation from the Harry Lundeberg School in November of 1972. Sailing in the deck department, Brother Shaw returned to Piney Point to study for his AB ticket before attending the 'A' Seniority Upgrading Program. A native and resident of Waverly, Miss., Seafarer Shaw ships out of the port of New Orleans.

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.

## Frank McGarry



Seafarer Frank McGarry, 49, has been an SIU member for 30 years, and he began shipping out as a bosun in 1959. A native of Philadelphia he now ships from that port. Brother McGarry makes his home in Charleston, S.C. with his wife Adele.

## Luther Pate



Seafarer Luther Pate, 54, has been a member of the SIU since 1947, and began shipping out as a bosun in 1949. A native of Alabama, he now makes his home in Mt. Vernon, N.Y. with his wife Gail. Brother Pate ships from the port of New York.

And, with full membership cooperation, we will be a much stronger, secure Union for many years to come.

## Leonard Olbrantz



Seafarer Leonard Olbrantz, 42, has been shipping with the SIU since 1955, and began sailing as a bosun in 1969. A native of Stevens Point, Wisc., he now makes his home in Titusville, Fla. with his wife Margie. Brother Olbrantz ships from the port of Jacksonville.

## William Robinson



Seafarer Bill Robinson, 46, has been a member of the SIU for 25 years, and he began shipping out as bosun 12 years ago. A native of Alabama, Brother Robinson now ships from the port of Seattle where he makes his home with his wife Amy.

## Peter Loik



Seafarer Peter Loik, 48, has been shipping with the SIU since 1947, and he started shipping as bosun in 1949. A native of Winnipeg, Canada, Brother Loik now ships from the port of Baltimore where he makes his home with his wife Gloria.

## John McDonald



Seafarer John McDonald, 40, has been a member of the SIU since 1958, and has been shipping out as bosun since 1973. A native of Detroit, Mich., Brother McDonald now ships from the port of New Orleans where he makes his home.

## Nelson Cory Jones



Seafarer Nelson Cory Jones has been shipping out with the SIU for seven years. Sailing as a third cook, Brother Jones studied for that endorsement at the Lundeberg School before starting the 'A' Seniority Upgrading Program. A native and resident of New Orleans, Brother Jones ships from that port.

## Nathaniel Harris



Seafarer Nathaniel Harris, sailing in the engine department, is a 1972 graduate of the trainee program at the Harry Lundeberg School. Before attending the 'A' Seniority Program, Brother Harris returned to Piney Point to obtain his FOWT endorsement. Brother Harris is a native and resident of Mobile. He ships from the port of Houston.

Politics Is Porkchops  
Donate to SPAD



Following are the names and home ports of the 319 Seafarers who have successfully completed the SIU Bosuns Recertification Program. These men have gone aboard our contracted ships to lead the SIU unlicensed crews, and they have held informative meetings, settled beefs, answered questions and contributed toward smoother voyages.

## Bosuns Honor Roll at 319

Abulay, Edmund Philadelphia  
 Adams, John, New York  
 Aguilar, Jose, New York  
 Allen, Enos, San Francisco  
 Allen, J. W., Seattle  
 Altstatt, John, Houston  
 Amat, Kasmin, New York  
 Anderson, Alfred, Norfolk  
 Anderson, Chester, New York  
 Anderson, Edgar, New York  
 Annis, George, New Orleans  
 Antoniou, Angelo, New York  
 Aponte, Felix, New York  
 Armada, Alfonso, Baltimore  
 Atkinson, David, Seattle  
 Backrak, Daniel, Wilmington  
 Baker, Elmer, Houston  
 Baker, William, Houston  
 Bankston, Claude, New Orleans  
 Barnhill, Elmer, Houston  
 Barrial, Pablo, New Orleans  
 Baudoin, James, Houston  
 Beavers, Norman, New Orleans  
 Bechlivanis, Nicholas, New York  
 Beck, Arthur, San Francisco  
 Beeching, Marion, Houston  
 Berger, David, Norfolk  
 Beraglia, John, Philadelphia  
 Bergeria, Steve, Philadelphia  
 Boye, Jan, New York  
 Bojko, Stanley, San Francisco  
 Boney, Andrew, Norfolk  
 Bourgot, Albert, Mobile  
 Bowman, Jack, Seattle  
 Boyle, Charles, New Orleans  
 Braunstein, Herbert, Wilmington  
 Brendle, Mack, Houston  
 Brodzus, Robert, Mobile  
 Brooks, Tom, New York  
 Browning, Ballard, Baltimore  
 Bryan, Ernest, Houston  
 Bryant, Vernon, Tampa  
 Burch, George, New Orleans  
 Burke, George, New York  
 Burton, Ronald, New York  
 Busalacki, Joseph, Jacksonville  
 Bushong, William, Seattle  
 Bulterton, Walter, Norfolk  
 Butts, Bobby, Mobile  
 Butts, Hurmon, Houston  
 Cain, Hubert, Mobile  
 Caldeira, Anthony, Houston  
 Calogeros, Demetrios, Seattle  
 Carbone, Victor, San Juan  
 Carey, John, New York  
 Casanueva, Michael, New Orleans  
 Castro, Guillermo, San Juan  
 Chestnut, Donald, Mobile  
 Chiasson, Richard, New Orleans  
 Chilinski, Tadeusz, Wilmington  
 Christenberry, Richard, San Francisco  
 Christensen, Christian, San Francisco  
 Christianson, Egon, San Francisco  
 Cislecki, John, San Francisco  
 Clegg, William, New York  
 Cofone, William, Wilmington

Cole, Lonnie, Norfolk  
 Colson, James, Seattle  
 Cooper, Fred, Mobile  
 Craddock, Edwin, New Orleans  
 Crawford, William, Jacksonville  
 Cross, Malcolm, Wilmington  
 Curlew, Jack, Yokohama  
 Curry, Leon, Jacksonville  
 Dakin, Eugene, Boston  
 D'Amico, Charles, Houston  
 Dammeyer, Dan, New York  
 Darville, Richard, Houston  
 Davies, John, New York  
 Davis, James, Seattle  
 Delgado, Julio, New York  
 Dickinson, David, Mobile  
 Dixon, James, Mobile  
 Donovan, Joseph, Boston  
 Doty, Albert, New Orleans  
 Drake, Woodrow, Seattle  
 Drewes, Peter, New York  
 Duet, Maurice, Houston  
 Dunn, Beverly, Mobile  
 Eckert, Arne, Seattle  
 Eddins, John, Baltimore  
 Edelman, Bill, Houston  
 Englund, Clayton, New York  
 Faircloth, Charles, Mobile  
 Farhi, Israel, Houston  
 Feil, William, New York  
 Ferrera, Raymond, New Orleans  
 Finklea, George, Jacksonville  
 Flowers, Eugene, New York  
 Foster, Floron, New Orleans  
 Foster, James, Mobile  
 Foti, Sebastian, Wilmington  
 Frey, Charles, Jacksonville  
 Funk, William, New York  
 Furr, John, Houston  
 Gahagan, Kenneth, Houston  
 Garner, James, New Orleans  
 Garza, Peter, Houston  
 Gavin, Joseph, Houston  
 Giangordano, Donato, Philadelphia  
 Gianniotis, John, New York  
 Gillain, Robert, Jacksonville  
 Gillikin, Leo, San Francisco  
 Gomez, Jose, New York  
 Gonzalez, Calixto, San Juan  
 Gonzalez, Jose, New York  
 Gorbea, Robert, New York  
 Gorman, James, New York  
 Gosse, Fred, San Francisco  
 Green, John, Baltimore  
 Greenwood, Perry, Seattle  
 Grima, Vincent, New York  
 Guadamud, Luis, New Orleans  
 Gustavson, Walter, New York  
 Hager, Bertil, New York  
 Hale, William, New Orleans  
 Hanback, Burt, New York  
 Hanstvedt, Alfred, New York

Harvey, Lee J., New Orleans  
 Hawkins, Tom, Seattle  
 Hazel, John, New Orleans  
 Heilman, Karl, Seattle  
 Hicks, Donald, New York  
 Hilburn, Thomas, Mobile  
 Hill, Charles, Houston  
 Hirsch, Burton, Baltimore  
 Hodges, Raymond, Mobile  
 Hodges, Raymond W., Baltimore  
 Hogge, Elbert, Baltimore  
 Homka, Stephen, New York  
 Hoyde, Arne, Philadelphia  
 Hunt, H. C., Houston  
 Ipsen, Orla, New York  
 James, Calvin, New York  
 Jandora, Stanley, New York  
 Jansson, Sven, New York  
 Japper, John, New York  
 Johnson, Fred, Mobile  
 Johnson, Ravaghn, Houston  
 Joseph, Leyal, Philadelphia  
 Joyner, William, Houston  
 Justus, Joe, Jacksonville  
 Karatzas, Tom, Baltimore  
 Karlsson, Bo, New York  
 Kelsey, Tom, San Francisco  
 Kerageorgiou, Antoine, New Orleans  
 Kerngood, Morton, Baltimore  
 Kingsley, Jack, San Francisco  
 Kleimola, William, New York  
 Knoles, Raymond, San Francisco  
 Koen, John, Mobile  
 Konis, Perry, New York  
 Koza, Leo, Baltimore  
 Krawczynski, Stanley, Jacksonville  
 La France, Dave, New York  
 Lambert, Reidus, New Orleans  
 Landron, Manuel, San Juan  
 Lasnansky, Andrew, San Francisco  
 La Soya, Elgio, Houston  
 Lasso, Robert, San Juan  
 Latapie, Jean, New Orleans  
 Lavoine, Raymond, Baltimore  
 Lawton, Woodrow, Baltimore  
 Leake, Herbert, Baltimore  
 LeClair, Walter W., New York  
 Lee, Hans, Seattle  
 Levin, Jacob, Baltimore  
 Libby, George, New Orleans  
 Libby, Herbert, New York  
 Lineberry, Carl, Mobile  
 Logan, John, Mobile  
 Loik, Peter, Baltimore  
 Mackert, Robert, Baltimore  
 Maldonado, Basilio, Baltimore  
 Manning, Denis, Seattle  
 Martineau, Tom, Seattle  
 Mattioli, Gaetano, New York  
 McCaskey, Earl, New Orleans  
 McCollom, John, Boston  
 McCorvey, Durell, Jacksonville  
 McDonald, John, New Orleans

McGarry, Frank, Philadelphia  
 McGinnis, Arthur, New Orleans  
 McHale, J. J., New York  
 McKinney, Melville, Philadelphia  
 Mears, Ferlton, New York  
 Meehan, William, Norfolk  
 Meffert, Roy, Jacksonville  
 Merrill, Charles, Mobile  
 Michael, Joseph, Baltimore  
 Miller, Clyde, Seattle  
 Mitchell, William, Jacksonville  
 Mize, Cyril, San Francisco  
 Mladonich, Ernest, New Orleans  
 Moen, Irwin, Baltimore  
 Monardo, Sylvester, New Orleans  
 Moore, John, Houston  
 Morales, Esteban, New York  
 Morris, Edward Jr., Mobile  
 Morris, William, Baltimore  
 Morris, William, Jacksonville  
 Moss, John, New Orleans  
 Moyd, Ervin, Mobile  
 Mullis, James, Mobile  
 Murry, Ralph, San Francisco  
 Myrex, Luther, Mobile  
 Nash, Walter, New York  
 Nelson, Jack, Jacksonville  
 Nicholson, Eugene, Baltimore  
 Nielsen, Vagn, New York  
 Northcutt, James, San Francisco  
 Nuchols, Billy, New York  
 O'Brien, William, New York  
 O'Connor, William, Seattle  
 Olbrantz, Leonard, Jacksonville  
 Olesen, Carl, San Francisco  
 Olson, Fred, San Francisco  
 Olson, Maurice, Boston  
 Oromaner, Albert, San Francisco  
 O'Rourke, Robert, Houston  
 Owen, Burton, Houston  
 Owens, Clarence, New Orleans  
 Palino, Anthony, New York  
 Palmer, Nick, San Francisco  
 Paradise, Leo, New York  
 Parker, James, Houston  
 Parker, William, New Orleans  
 Pate, Luther, New York  
 Pedersen, Otto, New Orleans  
 Pehler, Frederick, Mobile  
 Pence, Floyd, Houston  
 Perry, Wallace, Jr., San Francisco  
 Pierce, John, Philadelphia  
 Pollanen, Viecko, New Orleans  
 Poulsen, Verner, Seattle  
 Pressly, Donald, New York  
 Price, Billie, Norfolk  
 Pryor, Clarence, Mobile  
 Puchalski, Kasimir, San Francisco  
 Puglisi, Joseph, New York  
 Pulliam, James, San Francisco  
 Radich, Anthony, New Orleans  
 Rains, Horace, Houston

Rallo, Salvador, New Orleans  
 Reeves, William, Mobile  
 Richburg, Joseph, Mobile  
 Rihn, Ewing, New Orleans  
 Riley, William, San Francisco  
 Ringuette, Albert, San Francisco  
 Rivera, Alfonso, San Juan  
 Robinson, William, Seattle  
 Rodrigues, Lancelot, San Juan  
 Rodriguez, Frank, New York  
 Rodriguez, Ovidio, New York  
 Ruley, Edward, Baltimore  
 Sanchez, Manuel, New York  
 Sanford, Tommie, Houston  
 Sawyer, Alfred, Norfolk  
 Schwarz, Robert, Mobile  
 Self, Thomas, Baltimore  
 Selix, Floyd, San Francisco  
 Sernyk, Peter, New York  
 Sheets, James, Baltimore  
 Sheldrake, Peter, Houston  
 Shortell, James, San Francisco  
 Showers, William, San Francisco  
 Sipse, Robert, San Francisco  
 Smith, Lester, Norfolk  
 Smith, Vertis, Tampa  
 Sokol, Stanley, San Francisco  
 Sorel, Johannes, Jacksonville  
 Spuron, John, San Francisco  
 Stanford, Glen, New Orleans  
 Stockmarr, Sven, New York  
 Suchocki, Leonard, San Francisco  
 Swearingen, Barney, Jacksonville  
 Swiderski, John, New York  
 Teti, Frank, New York  
 Theiss, Roy, Mobile  
 Thompson, Carl, Houston  
 Thompson, J. R., Houston  
 Ticer, Dan, San Francisco  
 Tillman, William, San Francisco  
 Tirelli, Enrico, New York  
 Todd, Raymond, New Orleans  
 Tolentino, Ted, San Francisco  
 Troche, Gregory, Mobile  
 Turner, Paul, New Orleans  
 Ucci, Peter, San Francisco  
 Velazquez, William, New York  
 Walker, Fred, Baltimore  
 Walker, Tom, Houston  
 Wallace, Edward, New York  
 Wallace, Ward, Jacksonville  
 Wallace, William, Mobile  
 Walters, Herwood, New York  
 Wardlaw, Richard, Houston  
 Ware, Dick, Houston  
 Waters, Aubrey, Seattle  
 Weaver, Harold, Houston  
 Welch, Macon, Houston  
 Whitmer, Alan, New York  
 Wingfield, P. G., Jacksonville  
 Woods, Malcolm, San Francisco  
 Workman, Homer, New Orleans  
 Worley, John, San Francisco  
 Wymbis, Luke, New York  
 Zaragoza, Roberto, New York  
 Zelay, Joseph, New Orleans

## 'A' Seniority Honor Roll Now Numbers 197

Seafarers who have completed the 'A' Seniority Upgrading Program have had the opportunity to learn about their Union and its activities, making them good, informed Union Members. These men are encouraged to take the delegate's job aboard ship and put this new knowledge to work. Following are the names and departments of the 197 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck  
 Allen, Lawrence, Engine  
 Allison, Murphy, Engine  
 Ahmad, Bin, Deck  
 Ames, Allan, Deck  
 Andrepoint, P. J., Engine  
 Arnold, Mott, Deck  
 Barnett, Jay, Engine  
 Bartol, Thomas, Deck  
 Baxter, Alan, Engine  
 Bean, P. L., Deck  
 Beaverd, Arthur, Engine  
 Bellinger, William, Steward  
 Berulis, William, Deck  
 Biletz, John, Engine  
 Blacklok, Richard, Engine  
 Blasquez, Gregory, Engine  
 Bolen, James, Deck  
 Bolen, Timothy, Deck  
 Boles, John, Engine  
 Brackbill, Russell, Deck  
 Bruschini, Mario, Steward  
 Burke, Lee Roy, Engine  
 Burke, Timothy, Deck  
 Burnette, Barney, Steward  
 Butch, Richard, Engine  
 Cammuse, Frank, Deck  
 Carhart, David, Deck  
 Carruthers, Francis, Engine  
 Castle, Stephen, Deck  
 Cavanaugh, Jackson, Deck  
 Clark, Garrett, Deck  
 Colangelo, Joseph, Deck

Conklin, Kevin, Engine  
 Correll, Paul, Engine  
 Cosentino, Dominic, Deck  
 Coyle, Michael, Engine  
 Cunningham, Robert, Deck  
 Daniel, Wadsworth, Engine  
 Davis, William, Deck  
 Day, John, Engine  
 Derke, Michael, Engine  
 Deskins, William, Steward  
 Dising, Maximo, Engine  
 Dohlioug, James, Engine  
 Dukehart, David, Engine  
 Edgell, Pat, Engine  
 Egeland, Ralph, Deck  
 Escudero, Tomas, Engine  
 Esposito, Gennaro, Engine  
 Ewing, Larry, Steward  
 Farmer, William, Deck  
 Farragut, John, Deck  
 Fila, Marion, Deck  
 Frak, Stan, Deck  
 Fried, Peter, Engine  
 Frost, Stephen, Deck  
 Galka, Thomas, Engine  
 Gallagher, Patrick, Deck  
 Galliano, Marco, Deck  
 Garay, Stephen, Deck  
 Garcia, Robert, Deck  
 Gilliam, Robert, Steward  
 Gotay, Raul, Steward  
 Gower, David, Engine  
 Graham, Patrick, Deck

Grimos, M. R., Deck  
 Hagar, Ken, Deck  
 Hale, Earnest, Deck  
 Haller, John, Engine  
 Harris, Nathaniel, Engine  
 Hanks, Fletcher, Engine  
 Hart, Ray, Deck  
 Hawker, Patrick, Deck  
 Haynes, Blake, Engine  
 Heick, Carroll, Deck  
 Heller, Douglas, Steward  
 Humason, Jon, Deck  
 Hummerick, James, Jr., Steward  
 Hutchinson, Richard, Jr., Engine  
 Ivey, D. E., Engine  
 Joe, William, Engine  
 Johnson, M., Deck  
 Jones, Leggette, Deck  
 Jones, Nelson Cory, Steward  
 Jordan, Carson, Deck  
 Kanavos, Panagirtis, Engine  
 Kegney, Thomas, Engine  
 Keith, Robert, Deck  
 Kelley, John, Deck  
 Kelly, John, Deck  
 Kernoy, Paul, Engine  
 Kirksey, Charles, Engine  
 Kittleston, L. Q., Deck  
 Knight, Donald, Engine  
 Konetes, Johnnie, Deck  
 Kunc, Lawrence, Deck  
 Kundrat, Joseph, Steward  
 Lamphere, Thomas, Engine

Laner, Ronnie, Engine  
 Lang, Gary, Deck  
 Laughlin, Douglas, Engine  
 LeClair, Lester, Steward  
 Lehmann, Arthur, Deck  
 Lentsch, Robert, Deck  
 Lesko, Samuel, Deck  
 Long, Alton, Engine  
 Lundeman, Louis, Deck  
 Makarewicz, Richard, Engine  
 Mallory, Arthur, Deck  
 Manning, Henry, Steward  
 Maurstad, Mitchell, Steward  
 Marcus, M. A., Deck  
 McAndrew, Martin, Engine  
 McCabe, John, Engine  
 McCabe, T. J., Engine  
 McMullin, Clarence, Steward  
 McParland, James, Engine  
 Milici, Robert, Deck  
 Minix, R. G., Jr., Engine  
 Miranda, John, Engine  
 Moneymaker, Ernest, Engine  
 Moore, C. M., Deck  
 Moore, George, Deck  
 Moore, James, Engine  
 Moore, William, Deck  
 Mortier, William, Deck  
 Mouton, Terry, Engine  
 Monetes, Johnnie, Deck  
 Nuotio, Ken, Deck  
 Ostrander, Duane, Deck  
 Painter, Philip, Engine

Paloumbis, Nikolaos, Engine  
 Papageorgiou, Dimitrios, Engine  
 Parker, Jason, Deck  
 Petrick, L., Engine  
 Poletti, Pierangelo, Deck  
 Prasinos, George, Deck  
 Reamey, Bert, Engine  
 Restaino, John, Engine  
 Ripley, William, Deck  
 Rivers, Sam, Engine  
 Roback, James, Deck  
 Rodriguez, Charles, Engine  
 Rodriguez, Hector, Engine  
 Rodriguez, Robert, Engine  
 Rogers, George, Engine  
 Ruiz, Steve, Engine  
 Sabb, Caldwell, Jr., Engine  
 Salley, Robert, Jr., Engine  
 Sanders, Darry, Engine  
 Sanger, Alfred, Deck  
 Shaw, Lex, Deck  
 Shaw, Lucien, Deck  
 Shaw, Ronald, Engine  
 Silfast, George, Deck  
 Simonetti, Joseph, Steward  
 Simpson, Spurgeon, Engine  
 Sisk, Keith, Deck  
 Smith, D. B., Steward  
 Smith, Robert, Deck  
 Snyder, John, Engine  
 Spell, Gary, Engine  
 Spell, Joseph, Deck  
 Spencer, Craig, Engine

Spencer, H. D., Engine  
 Stanfield, Pete, Deck  
 Stauter, David, Engine  
 Stevens, Duane, Deck  
 Strauss, Gregory, Engine  
 Svoboda, Kvetoslav, Engine  
 Szeibert, Stephen, Steward  
 Tanner, Leroy, Engine  
 Tell, George, Engine  
 Thomas, Robert, Engine  
 Thomas, Timothy, Deck  
 Trainor, Robert, Deck  
 Trott, Llewellyn, Engine  
 Utterback, Larry, Deck  
 Vain, Thomas, Deck  
 Valton, Sidney, Engine  
 Vanyi, Thomas, Steward  
 Vazquez, Jose, Engine  
 Venus, Steve, Steward  
 Vukmir, George, Deck  
 Walker, Marvin, Engine  
 Wambach, Albert, Deck  
 Waugaman, Jerry, Engine  
 Wayman, Lee, Deck  
 Wilhelm, Mark, Engine  
 Wilson, Richard, Steward  
 Wilson, Robert, Engine  
 Wolfe, John, Deck  
 Woodcock, Wayne, Steward  
 Woodhouse, Ashton, Engine  
 Wright, Charlie, Engine  
 Zukier, Hans, Engine



# Upgrade at the Harry Lundeberg School of



## QMED Grad Gets Diploma

QMED Instructor Jack Parcel (left) of the HLSS congratulates course graduate Victor G. Rodriguez with a handshake as he presents him with his QMED diploma recently at the school.

The U.S. maritime industry has seen more radical change and technological advancement in the last 20 years than just about any other American industry. And for the American Seafarer who must safely and efficiently handle the advanced equipment on the new ships of today, this technological revolution is more drastic than the turn-of-the-century switchover from sail to steam.

All these changes and advancements present the Seafarer, no matter what department he sails in, with a challenge as well as an important opportunity. The seaman is first faced with the challenge of keeping his professional seafaring skills on par with the changes that have already occurred and those that will occur in the future. At the same time, the modern day seaman has the unique opportunity to advance to new, higher ratings and deep-sea jobs created by shipboard advancement.

The answer to both challenge and opportunity for today's Seafarer is upgrading at the Harry Lundeberg School of Seamanship in Piney Point, Md. Thousands of Seafarers have already taken advantage of the Lundeberg School's vocational and

## Five Complete Lifeboat Class



Instructor Tom Doyle (extreme right) of the Lifeboat course at Piney Point stands by as his latest class exhibits their diplomas. They are, (l. to r.): Awad Abdulla; Ramon Collazo; Chief Steward Scotty McCausland; Gerald McEwen, and J. C. Mahaffey.

## HLSS Lifeboat Class Graduates



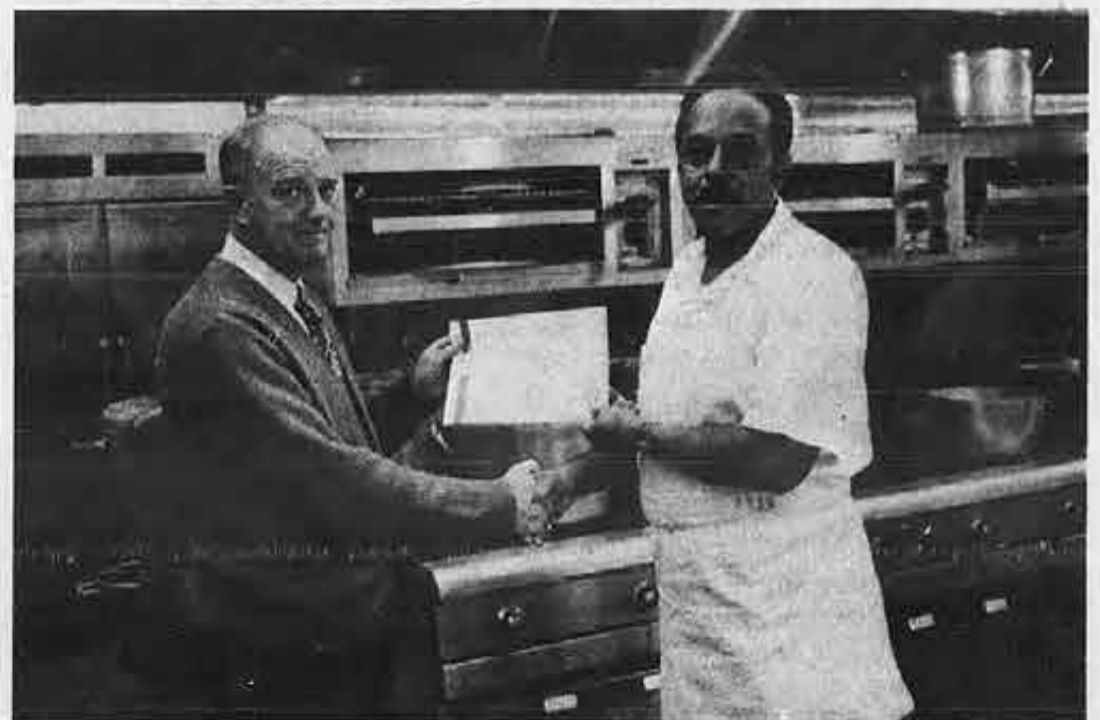
Lifeboat Instructor Abe Easter (center) with five of his latest graduates at Piney Point. From left are: Smead Williams; Edward Perry, Jr.; Amos Jaramillo; Arturo Lopez, and Gerald Barber.

## Six Welders Get Diplomas



Welding Course Instructor Pete Schuffels (extreme left) presents class graduates of (l. to r.): Steven Williamson; Bill Ball; Marvin Lambeth; Randolph Tannis; Rusty Stewart, and Bill King.

## Chief Cook Graduates



HLSS Assistant Director of Vocational Education Joseph Wall (left) gives Chief Cook George Taylor his graduation diploma and congratulations for completing the Chief Cook Course at Piney Point.



# Seamanship for Your Job Security

academic courses. As a result, these seamen have new ratings along with an increased earning power.

The Lundeborg courses are by no means limited to any one working group or age group of Seafarers. The School has a full line of courses for the black gang, the deck and steward departments. A wiper can upgrade through the School all the way to QMED-any rating; a messman can move up to chief steward, and an ordinary seaman can upgrade to able-seaman unlimited any waters, and quartermaster. From the top unlicensed ratings aboard ship, it is only another few steps to becoming licensed if a Seafarer so choose.

Upgrading at the Lundeborg School and job security for Seafarers go hand in hand. The industry is changing and we as the professionals who work in it must change right alongside.

Complete listings, descriptions and eligibility requirements of all the SIU's upgrading courses at the School are carried in each issue of the *Seafarers Log*. Refer to them, see what you are eligible for and apply when you can.

Upgrading is an investment in your future as a merchant seaman.



**QMED Course Graduates Six**

QMED instructor Jack Parcel (2d left) with six graduates of his QMED class. From left are: S. Williams; Albert Spanraft; Walter Kimbrough; Philip Huss; John Risbeck, and Eugene Hubert.

## NMC Fosters Unity and Strong Merchant Fleet

*Continued from Page 6*

port for 1975, Maritime Administration statistics for the first half of 1975 show U.S.-flag ships have carried a larger percentage of this country's oceanborne general import and export cargo than in 1974, as well as a larger percentage of the tonnage moved in the liner trade.

In fostering this growth, the NMC concentrated on two major programs in 1975: conducting shipper forums throughout the country where shippers could question a panel of high-level

representatives from maritime labor, management and government on U.S.-flag maritime service, and expanding their Shipper Advisory Program which consists of 129 international traffic and distribution executives of major U.S. export/import firms who act as advisors to the NMC.

### 14 Shipper Forums

The Council held a total of 14 shipper forums in 1975, as well as attempting to reach U.S. shippers by co-sponsoring six forum/trade meetings, participating in two trade fairs, honoring exporters and importers who excelled in supporting U.S.-flag shipping at 10 award dinners and setting up a task force of labor, government and management officials to help resolve problems within the industry.

In addition, they held 15 national and regional meetings of the Shipper Advisor Board in 1975 where advisors could meet with MARAD officials to discuss mutual problems facing the shippers and the maritime industry.

In 1975 the NMC also made an important addition to its internal structure, setting up a Washington Program Committee to develop Council activity in the Capital, the center of most U.S. maritime regulatory action.

In its first year, this Committee has called on over 20 government agencies to promote U.S.-flag shipping interests and NMC policies.

Dedicated to the revitalization of the U.S. merchant marine and to promoting working cooperation between maritime labor, management and government since its inception, the NMC did much to advance these goals in 1975 and has laid the ground work for even greater advances in the future.



## 10 Graduate in LNG Course

Charlie Nalen (3rd right) head of the HLSS Engine Department, and LNG Instructor Bill Eglinton (extreme left) pose in front of the school with the latest LNG graduating class of (l. to r.): Recertified Bosun Roy Theiss; Mott Arnold; Joe Valle; George Tobin; Mike Ramage; Recertified Bosun Luther Myrex; Richard Piaskowski; Recertified Bosun Tom Kelsey; William Arlund, and Art Baredian.

## Sullivan

*Continued from Page 3*

• The rapid growth of Soviet and other state-owned fleets which "represent a competitive threat with which our present maritime policy is incapable of coping" because these fleets are "guaranteed the overwhelming share of their own cargoes and (are) unfettered by traditional market restraints or profit considerations."

• The adoption of cargo preference laws and policies by other nations, including Algeria, Argentina, Brazil, Chile, France, Japan, Morocco, Pakistan, Peru and Spain.

Informing the President that new cargo preference legislation similar to the vetoed measure would be introduced in both the House and Senate in the next session of Congress. Rep. Sullivan said in her letter "I hope that the continually changing circumstances in the maritime world will cause you to reconsider your opposition."

"If such action is not taken soon," her letter warned, "the U.S.-flag tankers necessary to supplement our fleet will become hopelessly inadequate."

## 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.





# LUNDEBERG SCHOOL

EDUCATION • TRAINING • UPGRADING



## Course Descriptions and Starting Dates

### Deck Department

#### ABLE SEAMAN

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

**Course Requirements:** Able Seaman (12 Months—Any Waters)—You must be 19 years of age; have 12 months seetime as Ordinary Seaman, or be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman; be able to pass the prescribed physical, including eyesight without glasses of no more than 20/100—20/100 corrected to 20/40—20/20 and have normal color vision.

Able Seaman (Unlimited—Any Waters)—You must be 19 years of age; have 36 months seetime as Ordinary Seaman or Able Seaman (12 Months); be able to pass the prescribed physical, including eyesight requirements listed above.

**Starting Dates:**

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

#### QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

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

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

#### LIFEBOATMAN

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

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

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

**Starting Dates:**

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

### Engine Department

#### QMED—Any Rating

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

tomated Ships; Firefighting and Emergency Procedures.

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

**Starting Dates:**

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

#### FOWT

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



Seafarer Bill Goff, who earned his high school diploma through the General Educational Development Program at the Lundeberg School, speaks with the School's Director of Academic Education Margaret Nalen.



Fireman-watertender Instructor Jack Parcel (4th left) poses for photo recently with his graduating class of (l. to r.): Paul Ferkl; Steve Williamson; Sean West; David Mull; Choyce Jackson; Jeffrey Murray; Earl Million, and Nelson Bumpas.

iliary Equipment; Starting and Securing Main Engines.

**Course Requirements:** (If you have a Wiper endorsement only)—Must be able to pass the prescribed physical, including eyesight without glasses of no more than 20/100—20/100 corrected to 20/50—20/30 and have normal color vision. Must have six months seetime as Wiper, or be a graduate of HLS at Piney Point and have three months seetime as Wiper.

(If you have an engine rating such as Electrician)—No requirements.

**Starting Dates:**

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

#### DIESELS

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

## SIU Scholarship Program

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

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

These are the scholarships offered:

1. Four-year college degree scholar-

ship. This award is in the amount of \$10,000.

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

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

Eligibility requirements are as follows:

1. Must be under 35 years of age.

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

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

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

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

Pick up a scholarship application now. They are available in the ports or you may write to the following address and request a copy of the *Seafarers Application*:

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

## Scholarships For Dependents

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

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



# LUNDEBERG



# SCHOOL

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

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

*Starting date: January 5.*

## WELDING

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

**Course Requirements:** Engine department personnel must hold endorsement as

**QMED—Any Rating;** deck and steward department personnel must hold any rating.

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

## LNG/LPG

The course of instruction leading to certification as LNG/LPG crew consists of Basic Chemistry, Tank and Ship Construction, Gasification, Reliquefaction Procedures, Inert Gas and Nitrogen Systems, Instrumentation, Safety and Fire-fighting, Loading, Unloading and Transporting LNG/LPG.

**Course Requirements:** Engine room personnel must hold QMED—Any Rating. Others, Deck and Steward Department personnel must hold a rating in their department.

**Length of Course:** The normal length of the course is four (4) weeks.  
*Starting Date: March 8.*

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

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

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

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

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

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

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

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

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

Do you hold a letter of completion for Lifeboat:  Yes  No,  
Fire Fighting:  Yes  No

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

I Am Interested In:

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

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

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

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

## High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

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

Name \_\_\_\_\_ Book No. \_\_\_\_\_

Address \_\_\_\_\_  
(Street) (City or Town) (Zip)

Last grade completed \_\_\_\_\_ Last year attended \_\_\_\_\_

Complete this form and mail to: Margaret Nalen

Director of Academic Education  
Harry Lundeberg School  
Piney Point, Maryland 20674

## Steward Department

### CHIEF STEWARD

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

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

*Starting Dates:  
October 2, November 13, December 26,  
February 5, March 18.*

### ASSISTANT COOK

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

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

*Starting Dates:  
October 30, December 11, January 22,  
March 4.*

### COOK AND BAKER

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

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

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

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

### CHIEF COOK

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

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

*Starting Dates:  
October 16, November 28, January 8,  
February 19, April 1.*

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



# 343 Have Donated \$100 or More to SPAD

The following Seafarers and other concerned individuals, 343 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1975. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions.) Ten who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, and one \$600. For the past seven months the LOG has been running the SPAD honor rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of Seafarers are to be protected.

Abrams, R. A.	Bryant, B.	Eddins, J.	Hall, M.	Leeper, B.	Michael, J.	Poulsen, V.	Sorel, J.
Adams, W.	Buckley, T.	Edwards, K.	Hall, Jr., L.	Lennon, J.	Miller, C. E.	Powers, J. N.	Spencer, G.
Air, R. N.	Burnette, P. A.	Ehlers, T. C.	Hall, Sr., W.	Leo, A. J.	Mitchell, R.	Pow, J.	Spiegel, H.
Algina, J.	Butts, W.	Elberson, N.	Hanks, F.	Lewis, J.	Mitchell, W. L.	Pretare, G. E.	Staples, F. J.
Algina, J. F.	Caceres, J.	Ellis, P. D.	Hardin, J. V.	Libby, H.	Mize, C.	Quinnonez, R.	Stephens, C.
Allen, J.	Cadiz, S.	Fagan, W.	Hart, R.	Lilbedahl, H.	Molina, F.	Reck, L. G.	Stevens, W. W.
Ammam, W.	Caffey, J.	Fanning, R. D.	Hauf, M. A.	Liles, T.	Mollard, C.	Reinosa, J.	Surrick, R. H.
Almasco, B.	Cain, F. N.	Farnen, F.	Hernandez, R.	Lightfoot, R.	Mongelli, F.	Rettenbacher, W.	Swiderski, J. B.
Alpedo, S. J.	Campbell, A.	Farner, D.	Heimila, E.	Lindsey, H. S.	Moody, O. W.	Rhodes, O.	Tanner, C.
Anderson, D.	Campbell, D.	Fay, J.	Honeycutt, R.	Loleas, P.	Mooney, E. X.	Ries, C.	Taylor, G.
Anderson, E.	Capella, F.	Fayad, A.	Hoover, G. L.	Lomas, A.	Morris, E.	Riley, E.	Telegados, G.
Anderson, J. E.	Carbone, V.	Ferguson, M. H.	Howell, D.	Long, F.	Morris, W.	Rivera, R.	Therman, E. W.
Andicochea, J. I.	Carlip, P.	Ferrara, A.	Imperial, B.	Lopardo, J.	Morrison, J. A.	Roberts, L. A.	Thomas, J.
Annis, G.	Castle, V.	Ferreira, J.	Ingelbrigtsen, E. S.	Loper, C.	Mortenson, O. J.	Robertson, L.	Tirelli, E.
Arle, J.	Cirignano, L.	Fletcher, F.	Iovino, L.	Malensky, G.	Mulligan, M. P.	Robertson, T.	Troy, S.
Aronica, A.	Clark, J. W.	Fischer, H.	Ivanuskas, R.	Makin, W.	Muwallad, M. A.	Rondo, C. P.	Troxclair, H.
Arndte, L.	Clausen, C.	Florous, C. D.	Jackson, C. D.	Manafa, D.	Meyers, J.	Royal, F.	Turner, P.
Arthofer, P.	Compton, W.	Foster, J.	Jenkins, W.	Mann, C.	Napier, D. E.	Ruhl, M.	Tyler, E.
Aubusson, E.	Conklin, K.	Frey, C.	Jones, L.	Mansfield, L. R.	Napoli, F.	Russo, M.	Uriola, J.
Avers, A.	Conklin, K. J.	Furukawa, H. S.	Jordan, C.	Martian, T. A.	Nash, W.	Sacco, J.	Vaughan, W. P.
Avery, R. H.	Connolly, M. W.	Garay, F.	Jordan, R.	Martin, J.	Neira, L.	Sacco, M.	Viles, L.
Babkowski, T.	Corletta, P.	Garber, D. M.	Joseph, E.	Martinez, O. A.	Nelson, J.	Saeed, F.	Wallace, W.
Bartlett, N.	Coutant, W. E.	Garcia, R.	Justus, J.	McCartney, G.	Northcutt, J.	Salazar, H.	Walsh, J.
Bathia, N. N.	Cox, E.	Gard, C. L.	Kanoa, M.	McCray, J.	Olivera, W. J.	Saleh, F.	Weeks, J.
Baum, A. J.	Crococo, G.	Gaskill, H.	Kastina, A.	McCree, J.	Oneill, D. R.	Saleh, H.	White, C.
Bellinger, W.	Cross, M.	Gaskins, T.	Kelly, C.	McElroy, E.	Paladino, F.	Salamons, I.	White, W.
Bentz, H.	Cunningham, J. M.	Gentile, C.	Kelly, E.	McFarland, D. R.	Pallas, P.	Sanchez, M.	Wilburn, R.
Berger, D.	Cunningham, W.	Gill, P. D.	Kerngood, M.	McGarry, F. J.	Paradise, L.	Sawin, M.	Wilisch, E. P.
Bernstein, A.	Davis, T.	Gizzo, W.	King, J. H.	McHale, M.	Papuchis, S. J.	Schroyer, D. J.	Williams, L.
Bishop, F. A.	Deagro, A.	Glaze, R. W.	King, S.	McKay, D.	Parkin, G. C.	Scott, C.	Wilson, B.
Blanton, M.	Debarros, M.	Glidewell, T.	Klein, A. L.	McKay, M.	Parrish, J. M.	Seabron, S.	Wilson, C.
Bluitt, J.	Dechamp, A.	Goethe, F.	Koen, J.	McKay, R.	Parsons, L. R.	Seager, T.	Wilson, J.
Bonefont, J. D.	Demetrias, J.	Golder, J.	Kool, L.	McKay, R.	Payne, O.	Selzer, R.	Wingfield, P. G.
Bonser, L.	Didomenico, J.	Goncalves, A.	Krajewski, W.	McMullin, C.	Pecquex, F.	Selzer, S.	Winqvist, G.
Boudreau, R.	Di Giorgio, J.	Gonzalez, C. L.	Kusumoto, K.	McNeely, J.	Pelfrey, M.	Shappo, M.	Wolf, P.
Boyle, C.	Doak, W. J.	Gould, R.	La Haye, F.	Meester, E.	Peralta, R.	Shepard, E.	Worley, M.
Boyne, F.	Dolgen, D.	Gould, T.	Lambert, M.	Merson, D.	Perez, J.	Sigler, J.	Yahia, S.
Brady, J.	Dotterer, J.	Grima, V.	Langford, C.	Mesford, H.	Peth, C.	Silver, M.	Yarmola, J.
Brand, H.	Drozak, F.	Grissom, F.	Lee, J. F.	Messer, C.	Porter, J.	Smith, H. C.	Zeagler, S.
Brannan, G.	Drozak, P.	Guarino, L.					
Brooks, S. T.	Dryden, J. L.	Guertin, L.					
Brown, G. A.	Ducote, C.	Guillen, A.					
Brown, I.	Dulling, L.	Gutierrez, A. S.					
Browne, G.	Dwyer, J.	Hall, E.					
Bryan, E. R.		Hall, K. M.					

## \$600 Honor Roll

Pomerlane, R.

## \$300 Honor Roll

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

## \$200 Honor Roll

Batchelor, A. Curtis, T. Richardson, N.  
 Bergeria, S. Davis, J. R. Riddle, D.  
 Burke, T. Fitzgerald, J. Terpe, K.  
 Gatewood, L.

\$20.00

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

\$20.00

Date \_\_\_\_\_

Contributor's Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

S.S. No. \_\_\_\_\_ Zip Code \_\_\_\_\_

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

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

\$20.00

**1975**

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

\$20.00