

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



SEAFARERS LOG

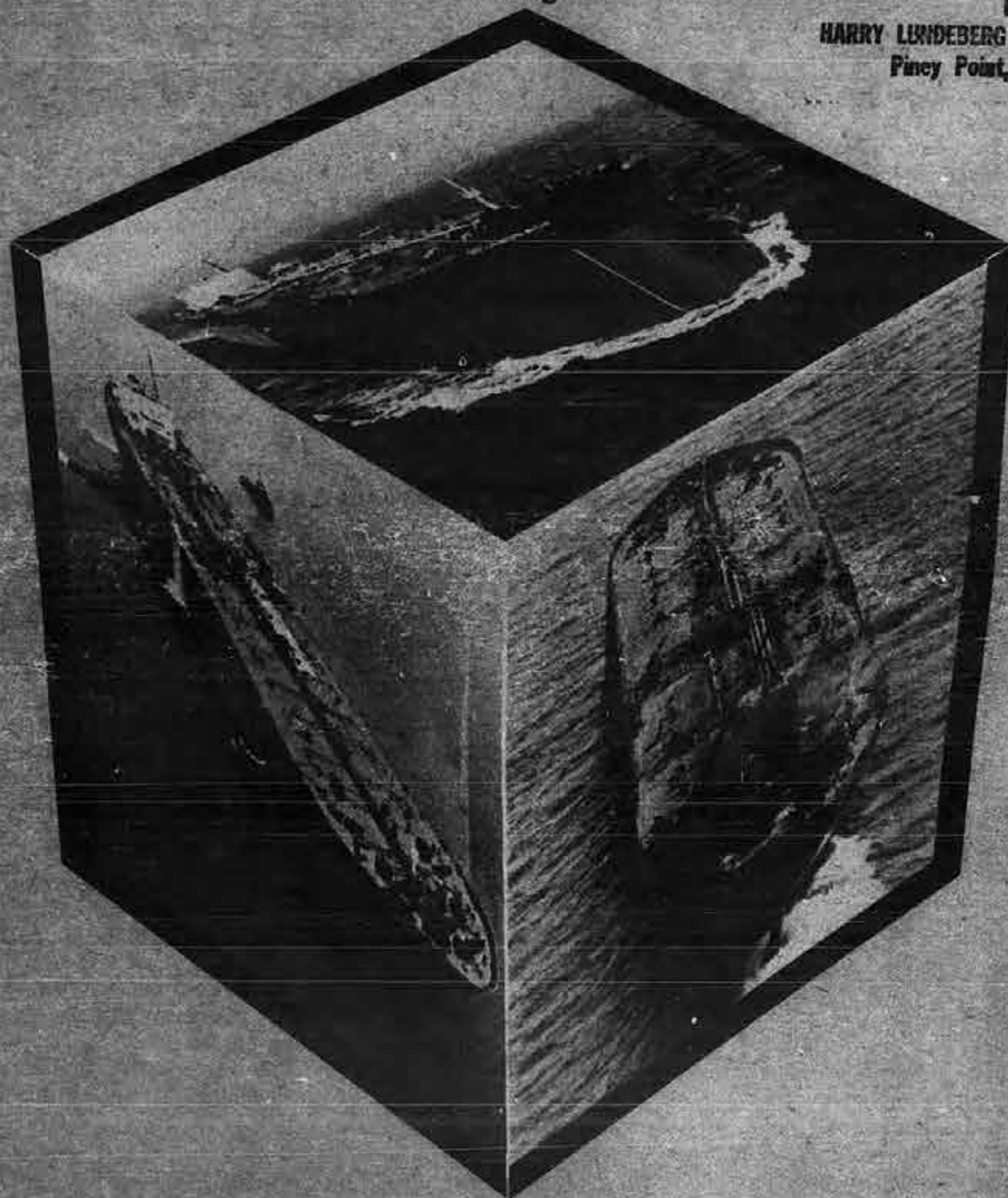
Vol. XXXVII, No. 1

January, 1975

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Piney Point, Maryland 20674



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Education Confab Set for Spring in Piney Point

The SIU will be holding a major educational conference at the Harry Lundeberg School in Piney Point, Md. this spring in order to bring together representatives from the membership with the Union's contract department and representatives of all our beneficial Funds to discuss, among other things, the SIU contract which is due for renewal in June and the subjects of welfare, pension, vacation, hiring and training. The entire group will make recommendations for the upcoming contract negotiations.

The conference will be held from Apr. 14 through Apr. 26 and the 66 representatives from the membership will be elected at Special Meetings in each A&G deep sea port on Apr. 10 at 2:30 P.M.

The representation from each port will be as follows: New York: 12; New Orleans: 6; Houston: 6; San Francisco: 6; Baltimore: 3; Boston: 3; Detroit: 3; Jacksonville: 3; Mobile: 3; Norfolk: 3; Philadelphia: 3; San Juan: 3; Seattle: 3; Tampa: 3; Wilmington: 3; and Piney Point: 3.

The distribution is based on shipping and registration and the past year's activities in each of the ports. There will be an equal representation from all three departments.

If any port fails to elect its quota, then Headquarters will hold a Special Meeting on Apr. 11 at 2:30 p.m. to elect that port's quota.

Besides making recommendations for the upcoming contract negotiations,

this conference will also enable us to take a good look at the present state of the maritime industry, how it has changed and progressed over the past few years, and where it can be expected to go in the future.

Furthermore, the conference will give us an opportunity to discuss our constitution and shipping rules, Pension, Welfare and Vacation Plans, training and upgrading programs, as well as the impact of present legislation upon all Funds' operations, and the need for stepped-up organizational drives.

Headquarters received authorization to make all the necessary arrangements for the conference through a proposal which was ratified at each port's January membership meeting. The proposal

read in part: "It is hereby recommended that the membership give authorization to Headquarters to make the necessary arrangements for the conference and to establish all the rules for selection of participants in the conference."

Qualifications for Election

The following are the qualifications a deep sea member must meet if he wishes to be elected as a delegate (He must produce proof of these qualifications at the Special Meetings held on Apr. 10 and, if necessary, on Apr. 11, 1975):

- Must be a full book member with "A" Seniority in good standing,
- Must have 24 months seetime with SIU-contracted operators in ratings above entry,

• Must have at least 60 days of such employment in the period from Apr. 1, 1974-Apr. 1, 1975.

"Seetime" will be considered as any time for which contributions have been made toward Pension and Welfare eligibility.

The membership is being notified of the conference by a letter which was sent in January to all deep sea A&G members, ships' chairmen and port agents. Members who are elected as delegates may begin arriving at Piney Point on Apr. 11 or 12, and must be there no later than Apr. 13.

This conference will give us the chance to meet together in force and work together side by side to voice our aspirations and set goals for the future.

TT Williamsburgh On First Voyage

Manned by a crack SIU crew, the newly built supertanker *TT Williamsburgh*, embarked on her maiden voyage on Jan. 2 from New York Harbor to the Persian Gulf and Europe.

Among the picked Seafarer crew sailing aboard the *Williamsburgh* were recently Recertified Bosun John G. Spuron, ship's chairman; Chief Steward Major E. Reid, secretary-reporter; QMED J. J. Patino, engine delegate and AB S. Brooks, deck delegate.

The 225,000 dwt *Williamsburgh* was

built by SIU-affiliated UIW shipbuilders at the Seatrain Shipbuilding Yard in the former Brooklyn, N.Y., Navy Yard.

The six-story supertanker was sold to the General Electric Co. Credit Corp. and its agent the Wilmington Trust Co. for a 25-year bareboat charter to Kingsway Tankers Inc., which time chartered the vessel for 25 years to American Petrofina Inc., a subsidiary of Belgium Petrofina S.A.

The *Williamsburgh* and her sister-ship, the three-football fields long *TT Brooklyn* were the largest supertankers

built in the United States until this month when a 265,000 dwt supertanker was launched in Baltimore.

The *Brooklyn*, also on charter to Petrofina, has been carrying crude oil half way around the world from the oil fields of Indonesia rounding South Africa's Cape of Good Hope for off-loading in Scotland.

Two other giant supertankers, the *TT Stuyvesant* and the *TT Bay Ridge* are now under construction at the Seatrain Yard.

the PRESIDENT'S REPORT:



Paul Hall

A Victory Where It Counts

On Dec. 16, 1974 the United States Senate gave final Congressional approval to the Energy Transportation Security Act, a bill that ultimately would require that 30 percent of our nation's rapidly growing oil imports be carried on tankers flying the flag of the American merchant marine.

Despite President Ford's subsequent pocket veto of the bill, it brought to a successful close the second round in one of the most ambitious and hardest fought legislative struggles ever undertaken in Congress by the American labor movement.

It also marked the first time that the multinational oil cartel, which for so long has held an economically asphyxiating monopoly over oil production, refining and transportation, had ever been decisively beaten in Congress on any major piece of legislation.

To get this important and necessary law through Congress, the SIU received the active and indispensable support of organized labor throughout the country.

Upon introduction of the bill to the House of Representatives in 1973, the AFL-CIO Executive Council under President George Meany immediately adopted strong resolutions urging the Congress to pass the measure in the best interests of the U.S. economy and national security. And, over

the months as the bill passed through Congress, the Executive Council again and again reiterated their position.

Also on the national level, the Maritime Trades Department, with the guidance of Pete McGavin, MTD executive secretary-treasurer, Bill Moody, MTD administrator, and Congressional Legislative Representative Phil Carlip, conducted regular strategy meetings in Washington, D.C., attended by representatives of all the MTD's 44 national union affiliates, to develop a coordinated legislative campaign for enactment of the bill.

On the state and local levels, Maritime Port Councils throughout the country enlisted and received the help of their affiliates in contacting Senators and Congressmen from their individual states, outlining for them the position of American labor on the bill.

In addition, all AFL-CIO State Federations, local central bodies and AFL-CIO Department of Organization and its Regional Directors as well as the Committee on Political Education and their Legislative Directors gave tremendous support by contacting Congressmen and Senators pointing out the economic advantages of the bill. And, as importantly, thousands of individual brother AFL-CIO members wrote the Representatives from their own Congressional districts urging them to vote for the bill. (See special supplement on the Oil Bill in this issue of the LOG.)

We in the SIU owe a great debt of gratitude to these organizations, their officials, and their individual rank and file members, who in the best traditions of the American labor movement united in force to come to the aid of a brother union.

President Ford's last minute veto of the Energy Transportation Security Act, although a disappointment, can in no way be considered a defeat for the SIU or those who so staunchly supported us all along. Conversely, we have won an important legislative victory where it really counts—in the United States Congress—and we have beaten the biggest and richest lobby in Washington, D.C. in doing so.

Presidential vetoes are nothing new to us. We have been vetoed before on major legislation and have always come back to achieve ultimate victory.

We are already preparing to go back in to the recently convened 94th Congress with a bill similar to the Energy Transportation Security Act. And, because of the invaluable support we have in American labor we are going in stronger than ever before.

President Ford's veto of the oil bill has given the oil companies only temporary life insurance on their stranglehold of America's energy supplies. Round two is over. Round three is coming up.

Preparation for Round Three Underway

Ford Overrules Congress With Veto of the Oil Bill

WASHINGTON — Round three in the SIU's battle to win a portion of America's oil imports for carriage on the nation's own flag ships is now underway.

Overruling a clear mandate in the Congress, President Ford unexpectedly pocket vetoed the Energy Transportation Security Act on Dec. 30, 1974 on the grounds that it was "inflationary" and that it might have "an adverse impact on our foreign relations."

The SIU, strongly backed by virtually every segment of the American labor movement, led the fight all the way for this important bill, which if signed, would have required that 20 percent of all America's crude oil imports be carried on U.S.-flag tankers, rising to 25 percent next year and 30 percent by July 1, 1977.

Immediately reacting to President Ford's veto, SIU President Paul Hall

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affirmed that "the veto of the bill will benefit only Exxon and its satellite foreign-flag operators. This company, together with other giant oil multinationals conducted a heavily-financed editorial campaign against the bill which included unwarranted attacks impugning the motives of all who supported the legislation, including members of Congress, trade unions, and consumer groups.

"We are not intimidated by the size and wealth of these giant conglomerates. We are already preparing for round three in the fight to secure a fair share of shipping for the American maritime industry in the carriage of our oil imports. We will continue to work for the final passage of this legislation because it is good for American workers and American consumers."

The SIU's legislative battle for a fair and much needed oil cargo preference bill has been a long, uphill battle. Originally, a bill which called for a 50 percent carriage of oil imports on U.S. flag ships was introduced in Congress in 1972. It was defeated 41-33 in the Senate in July of that year.

Encouraged by the close Senate vote, the SIU quickly regrouped its forces in preparation for round two. This second

bill, which officially became known as the Energy Transportation Security Act, was introduced into the House of Representatives in May 1973.

Many Supporters

Rallying behind the SIU in this historic legislative fight, the AFL-CIO national office, the AFL-CIO Maritime Trades Department, Maritime Port Councils from around the nation, and most AFL-CIO State Federations, local central bodies and regional directors actively participated in a coordinated campaign to alert the country's legislators to the many advantages of the bill.

This widespread support from American labor coupled with the bill's own merits in terms of the economy and national security convinced Congress of its vital importance. In May 1974 the House of Representatives overwhelmingly passed the measure by a 2-1 vote. The bill received final Congressional approval from the Senate on Dec. 16, 1974. (For details of the Oil Imports Bill, see the special supplement in this issue of the LOG.)

Although President Ford's pocket veto abruptly halted the Congressionally approved bill from becoming law, the SIU has not suffered an irreparable defeat. On the contrary, we have won

tremendous victories on two fronts.

Two Victories

First, we have dealt the richest lobby in Washington—big oil—their first defeat ever in Congress on any major piece of legislation. Secondly and more importantly, we have won the support of both Houses of Congress for the bill—support we previously did not have.

When we go back in to the 94th Congress for round three, we will be going in a better position than ever before.

The same national security and economic advantages which persuaded Congress that the bill was in the country's best interest—such as creation of thousands of jobs for American maritime workers; a reduction of the deficit in the ocean transportation segment of our balance of payments; an increase in the nation's tax revenues by U.S. companies building and operating U.S.-flag ships, and protection of American consumers against price fixing by oil companies—are still valid today.

In round three, we are confident that Congress will again vote strongly in favor of the bill, and if it is again vetoed we are confident that Congress will override. Whatever the outcome of round three, though, the SIU will continue to fight until a fair oil cargo preference law is on the books.

Links SIU's Success to Perseverance and Education

SIU President Hall Addresses Assembly at Lundeberg School

"The key to our success is perseverance and education," SIU President Paul Hall said in a speech last month to an assembly of upgraders, trainees and staff at the Lundeberg School.

"Thanks to the teachers and instructors and the knowledge they've imparted to our Brothers," he continued, "we know more about ourselves and our problems. We've always known that no one ever gives you anything—that we must fight to achieve the things we want. Through education, we've learned to rise above personalities and deal with issues. The Lundeberg School is our greatest single asset."

He then reminded the assembly that "the Lundeberg School was originally a mudhole. Today it shows what can be achieved through the seaman's desire to make progress and to be a better man and a better sailor. It shows that our accomplishments are limited only by our imagination and our willingness to work."

Then, turning to the Bosuns in the Recertification Program, President Hall remarked, "On your shoulders falls the great task of being the ship's chairman—the 'arm of the union' on your ship. You must assume the role of leader. You must be certain that no vacuum of leadership exists on board your ship. Tomorrow will be a great day. Because of education we are enriching the knowledge of the leading sailor on each ship. We will build an industry none ever thought possible."

President Hall also spoke of our



Addressing an assembly of upgraders, trainees and staff at the Lundeberg School recently, SIU President Hall stated that he considered much of the success of the SIU "a direct payoff of the Lundeberg School and the education it offers Seafarers."

struggle to enact the Oil Imports Bill (Energy Transportation Security Act of 1974). And though the measure was eventually vetoed, President Hall pointed out that Seafarers should be proud of their struggle because "in taking this fight to Congress, the process made better men of us and better men of them. It educated them. They learned to appreciate the seaman and his responsibilities. They learned to appreciate the importance of the maritime industry in relation to the economy, employment, and the security of our country."

"Today our future is the brightest," President Hall remarked in conclusion,

"and the seaman could not always say that. The old timers who have grown old in the service of their country's flag know that the graduates of the Lundeberg School today will never have to tolerate the abuses we had to tolerate. It is better so. As long as you can only fight to live, you cannot live to dream. We have bought the time of this generation to dream and to do something about the future."

"The key to our future success is to recognize our problems, take advantage of our assets, and go on and do the job. To do this we must build our understanding and our fund of knowledge. The route we're on is to make better people of ourselves; and by God, we'll do it."



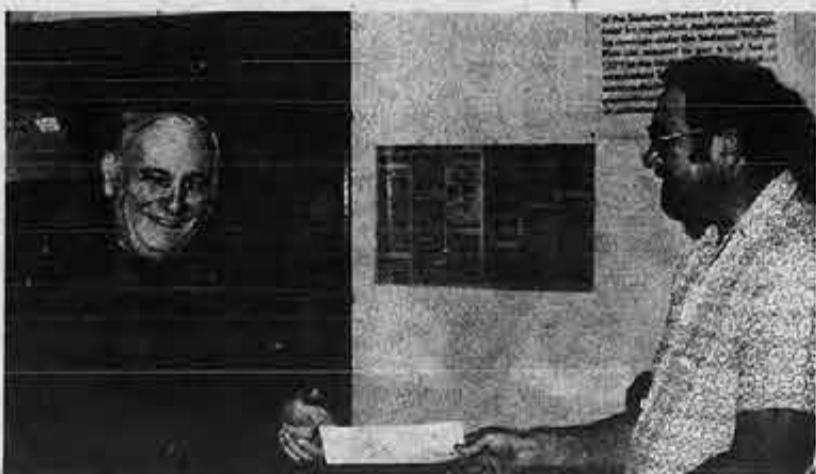
Members at job call after meeting.

Seattle Meeting—Union Democracy

For the SIU to represent its members in the most democratic way possible the voice of the membership must be heard. And, one of the most effective means for Union and members to exchange ideas and present views is at the SIU's monthly membership meetings held in all ports where an SIU shipping hall is maintained. Last month in Seattle, an informational port, SIU members living in the area gathered to hear up-to-date reports on all of the Union's activities including legislative actions, educational opportunities and other developments affecting the Union and the maritime industry in general. After hearing the reports, Seattle members, in the democratic tradition of the labor movement, were given the chance to ask questions, make motions and bring up new business. Check each issue of the LOG for dates and times of the membership meeting in your area—and attend these meetings and make your voice heard.



Seattle Seafarers listen attentively to reports given by Port Agent Harvey Mesford.



After meeting, happy Seafarer Gus Skendelas, chief steward of the *Galveston* (Sea-Land), receives vacation check worth \$1,500 from Port Agent Harvey Mesford.



Seafarer John Skoglund, who sails in the steward department, registers for shipping with Port Agent Mesford at the Seattle hall. To Skoglund's left Seafarer John Chapp.



One of Seattle's more artistically inclined Seafarers, Dave Kendrick, displays one of his latest works of abstract art which will hang in the Seattle hall. A feature story on Brother Kendrick appeared on page 10 of the July 1973 issue of the LOG.



Seafarer Mel Wood asks question at the November Seattle informational meeting.



Seattle member R. Wood offers viewpoint at monthly meeting.



Making emphatic point at meeting is Seafarer Dave Piltch.

620 Seafarers Upgraded at HLSS During 1974

The following article is taken from a report delivered by Harry Lundeberg School of Seamanship President Hazel Brown at the January membership meeting in New York.

During 1974, an estimated 620 SIU-members upgraded their seafaring skills and 628 trainees graduated from the SIU-IBU programs at the Harry Lundeberg School in Piney Point. The school also held classes for 142 Recertified Bosuns and 64 "A" Seniority Upgraders. In addition, 876 trainees and Seafarers obtained fire fighting certificates, while 83 Seafarers and 769 trainees gained their lifeboat tickets.

Upgraders at Piney Point in the engine department passed Coast Guard tests for the following endorsements: 95 fireman-watertenders, 103 oilers, 133 electricians, 164 refrigeration engineers, 143 deck engineers, 142 pumpmen, 178 machinists, 169 jr. engineers, 48 welders and 8 tankermen. One hundred and ninety-six engine room upgraders also obtained QMED-any rating endorsements at the Lundeberg School during 1974.

In the deck department, 46 Seafarers earned AB tickets through the school, and 41 SIU-members now hold Quartermaster endorsements they earned while attending classes at Piney Point last year.

The vocational department at the Lundeberg School graduated eight chief stewards, three chief cooks, seven cooks and bakers, and 13 assistant cooks from its steward department upgrading program.

Inland Boatman Division

In the Inland Boatman segment of the Lundeberg School vocational training program, 25 IBU-members obtained various Towboat Operator Licenses and



Among the 196 Seafarers achieving QMED ratings at the Lundeberg School during 1974 are these 11 engine department seamen who completed the eight week course in November. Standing in the rear with Engineering Department Director Charlie Nalen (second from right) are, from left: Shigero Mori tani; John Wright; Dobionir Kosicki; Richard Heneke; Jan Kachel, Juan Patino; Ramon Ali, and Alfred Lang. In front with Math Instructor Terrie Carter (right) are, from left: Bobby Bryant; Arthur Brewster, and Lonnie Dooley.

177 IBU trainees graduated with tankermen endorsements.

To help keep our training programs abreast of new technological developments and ships, four new courses were added to the Lundeberg upgrading curriculum last year—First Aid, Advanced Pumpman Procedures, Fundamentals of Diesels, and LNG/LPG. A total of 50 Seafarers attended these new courses. Also, an automated console, which simulates the control boards

found on new ships, was built by the vocational staff at the school.

Academic Achievements

The academic department at Piney Point helped 11 SIU members earn high school diplomas in 1974. One hundred and twenty-one SIU trainees and 10 IBU trainees also received high school diplomas thus bringing to 577 the number of Seafarers and trainees who have successfully completed the General Educational Development program since it began in November of 1970.

In 1974, a number of new courses were added to the Harry Lundeberg School's academic program. These new courses included reading programs to help upgraders prepare for their Coast Guard examinations and lifeboat tickets, as well as basic reading skills programs for trainees and upgraders.

During 1974, the High School Equivalency Program was expanded to include IBU trainees and upgraders, and



Hazel Brown

night classes in math, grammar, spelling, writing and reading were begun.

Through the active participation and support of Union members, both the vocational and academic programs at the Harry Lundeberg School were highly successful during 1974. Seafarers should be proud they have been able to build this unique school that enables veteran Seafarers, as well as young men, to develop and expand their learning abilities and career skills.

Joseph 'Al' Tanner, 56, Dies

SIU Vice President Joseph "Al" Tanner, 56, died in his sleep at home on Christmas morning in McLean, Va.

A Great Lakes and Inland Waters District vice president in Detroit since 1960, Brother Tanner started sailing with the SIU in 1938 in the steward department on P. & O. ships. After serving with the U.S. Army in World War II, he sailed in the steward department again on passenger liners until he became a patrolman for the Union in Baltimore in 1954.

Seafarer Tanner was a native of Greenville, S.C.

Following a stint as welfare representative at SIU Headquarters in Brooklyn, N.Y., he became Union director of organization in Detroit with the then Secretary-Treasurer Fred Farnen there.

In 1960 he led a SIU organizing drive to bring under contract 22 ore ships sailing on the Great Lakes. During the next few years, Vice President Tanner actively negotiated Union contracts with the Pioneer, Buckeye, Picklands-Mather and the Boland and Cornelius Steamship fleets.

In 1967 he was working with the Maritime Trades Department in Washington, D.C. and in 1969 he was a Union delegate to the SIU's biennial convention.

Burial was in National Memorial Park in Falls Church, Va.



Joseph "Al" Tanner

Surviving are his widow, Ovita; a son, Tim, both of McLean; a brother, SIU Executive Vice President Cal Tanner, and a sister, Mrs. Catherine Knopke, both of Tampa.

Previous to funeral services, SIU President Paul Hall paid his respects to the departed noting that "Al was a dedicated Union brother and official who will be greatly missed by all those who knew him well."

In addition to the immediate family, the funeral services were attended by Union officers, rank and file members, and trainees and personnel from the Lundeberg School.

Deepwater Ports Bill Signed

A bill authorizing the licensing and construction of deepwater superports was signed into law earlier this month by President Ford.

This deepwater licensing bill is expected to help America's merchant marine as it clears the way for construction of offshore oil terminals which will be able to handle American-flag super-tankers, such as the 225,000-ton SIU-contracted *TT Brooklyn* and *TT Williamsburg*, now restricted to foreign-to-foreign trade.

At present, no ships larger than 65,000 tons may call fully loaded at American ports because of restricted channel depths.

Whether the new licensing law will work and permit construction of the four or five proposed superports is still uncertain as law gives a veto to states off whose shores such facilities are to be built, as well as nearby states which can

establish a claim that they would be adversely affected.

This state veto provision could cause difficulties in possible construction of deepwater ports off the Atlantic Coast where there has been strong resistance to such facilities.

In the Gulf, however, both Texas and Louisiana have seemed eager to construct deepwater terminals off their shores. Louisiana has already set up a Superport Authority and hopes to begin construction next year.

All licenses for superports must also be approved by the Secretary of Transportation. Once built, the Coast Guard will regulate their operation.

Among other provisions of the law is a complex liability system that covers both operators of tankers and deepwater ports, and enables parties damaged by the operation of these terminals to sue in federal court.

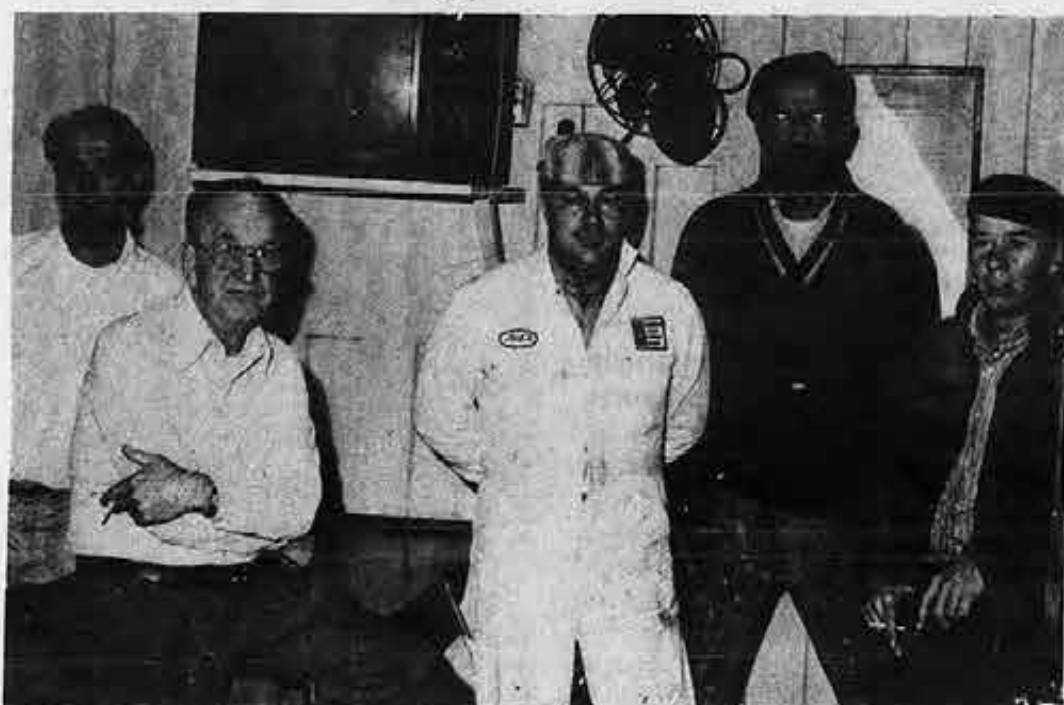
The Committee Page

Cantigny Committee



SIU Patrolman Teddy Babkowski (seated front left) and recently Recertified Bosun Joseph Justus on his right talk with the Ship's Committee of the T-2 tanker, the *SS Cantigny* (Cities Service) at a payoff in Stapleton Anchorage, S.I., N.Y. on Dec. 13. Committee members are from the left: Edward Cain, deck delegate; Third Cook Hendrick Yakoski, steward delegate; AB Arthur Harrington, ship's chairman, and Chief Pumpman Cline Galbraith, engine delegate. The *Cantigny* is on the Far East run.

Pittsburgh Committee



At a payoff on Dec. 23 in Port Elizabeth, N.J., Recertified Bosun Donald Pressly, (far right) ship's chairman of the containership *SS Pittsburgh* (Sea-Land) on the intercoastal run, gathers with the rest of the Ship's Committee. From left are: BR K. Slattem, steward delegate; A. J. Hamm, engine delegate; G. Ratliff, educational director, and J. Nelson, deck delegate.

Transindiana Committee



Recertified Bosun Stanley Sokol, ship's chairman (far right) and the Ship's Committee of the *SS Transindiana* (Hudson Waterways) wait in recreation room during payoff. From left are: Secretary-Reporter Thomas Conway; Steward Delegate Ralph Williams; Deck Delegate H. E. Monteton, and Educational Director Richard Chamberlin. The Seafarers were waiting for a payoff in Weehawken, N.J. last month aboard the containership before sailing for Baltimore on the coastwise run.

Tampa Committee



Recertified Bosun Vincent Grima (second from left) ship's chairman, with happy crewmember and Ship's Committee of the *SS Tampa* (Sea-Land) at a payoff in Port Elizabeth, N.J. at the end of last month. From (left) are: OS Pablo Ramos; Grima; Chief Steward Stanley Schuyler, ship's secretary-reporter; Ronald Shaw, steward delegate, and Bert Svenblad, deck delegate. The T-2 converted containership is on the U.S. intercoastal run.

Carter Braxton Committee



Standing at the payoff on Jan. 7 at Pier 7 in the port of Brooklyn, N.Y. is Recertified Bosun Raymond Hodges (far right), ship's chairman of the *SS Carter Braxton* (Waterman) and the Ship's Committee. From left are: Chief Electrician Sam Beattie, educational director; Third Cook Walter Richmond, steward delegate and Chief Steward Vincent Pizzitoli, secretary-reporter. At the table are, from left: John Ohannasion, deck delegate and SIU Patrolman Ted Babkowski.

Overseas Aleutian



On Jan. 6, docked at the terminal in the port of New Haven, Conn., Recertified Bosun William O'Brien (second from right) of the tanker *SS Overseas Aleutian* (Maritime Overseas) stands on deck with the Ship's Committee. From left are: Chief Steward Leroy Pierson, secretary-reporter; Abdul Hussein, crew messman; Tom E. Howell, deck delegate; George Bronson, steward delegate; O'Brien, and Dennis Convey, engine delegate. The ship paid off after circumnavigating the globe from the Far East to spend Christmas Day in Wales and some time in France.

Paul Drozak Is Appointed Houston Port Commissioner

SIU Vice-President Paul Drozak, also National Director of the SIU-affiliated Inland Boatmen's Union, has been appointed as a port commissioner of Houston, one of the busiest ports in the United States.

Drozak, appointed by the Harris

County Commissioners Court, will serve on a five man panel that governs all activities, such as growth and expansion, of the port of Houston and the surrounding harbor waters.

V/P Drozak is replacing Jim Fonteno who resigned as commissioner to run

for office in the November elections. County Judge Bill Elliott, a strong supporter of Drozak to fill the commission vacancy, said that the SIU official was the "most qualified" candidate to replace Fonteno.

In this strategic commission post, Drozak is in the advantageous position to fight for projects and conditions that would benefit the port of Houston and the hundreds of SIU and IBU members living in the area, as well as working to prevent measures that could prove injurious to the port and its workers.

Drozak also serves as a vice president of the Texas AFL-CIO, and as executive secretary-treasurer of the West Gulf Port Council of the Maritime Trades Department, AFL-CIO.

Last year, the SIU vice president was appointed to the Coast Guard's Towing Industry Advisory Committee. He is the first representative of the labor movement to be appointed to this committee in its 30-year history. As a member of this committee, Drozak has advised the Coast Guard on the safe operation of towing vessels in all areas of the inland waterways; the licensing and education of tug and tow boatmen; manning scales; pollution; and environmental protection.

Drozak said that his appointment on these types of commissions and committees was "an excellent opportunity for the Union to become involved in the regulatory matters that affect our membership and the industry."

Delta Ships Load in Houston



Houston longshoremen lower an automated harvester into a LASH barge. These barges will be shipped to Rio Grande, Brazil aboard the SIU-contracted LASH vessel *Delta Norte* (Delta Line). In the background is the *Delta Brasil*, an SIU-contracted ship on a Central American run.

MARAD Says Outlook for Liner Trade Is Good: Bulk Cargo to Dip

Though the U.S. export trade is expected to decline during the next year, the outlook for an increase in the amount of cargo carried by U.S.-flag liners is good according to a recent study done for the Maritime Administration.

The MARAD study stated that, though bulk trades had fallen off, exports of manufactured goods were holding up, and "are projected to continue to grow."

The study concluded that "although the U.S. export trade boom now appears to be over as a result of declines in bulk cargoes, the current market for U.S. manufactured goods, carried by liner vessels, remains strong."

"Growths in manufacture is projected through 1975, but at rates below recent levels. It therefore appears that U.S.-flag liners will not in the short term, be adversely affected by sharp declines in the total volume of oceanborne export cargoes."

Based on intensive shipper and car-

rier surveys, the study pointed out that U.S. exports of wood products, fertilizers, plastics and resins, iron and steel machinery, and motor vehicles, are "essential raw materials and supplies for most countries" and "shipment of these critical commodities might well continue even in a period of decreasing world trade."

The study also found "significant geographical shifts" in export growth between 1972 and 1973. While exports to most areas were up, the "most significant of these" increases occurred in shipments to Japan, Russia, China and India. However, exports to Japan were down in the first quarter of 1974, from the first quarter of 1973, and those to Russia, India and Europe were off somewhat.

U.S. export growth in the opening three months of last year were noted to Caribbean countries and those on the East Coast of South America, Northern Mediterranean, and the Far East, except Japan, Australia and North Africa.

Referring to a post World War II U.S. Government sponsored study based on America's need to build its own ships both in terms of national security and "the time proven rationale that no world power can depend on another nation for the fundamental elements of defense and commerce which are essential to national survival," Edwin M. Hood, president of the Shipbuilders Council of America, highlighted the importance of government subsidy programs to shipbuilders in an address to the World Shipbuilding Conference held in Amsterdam, the Netherlands, last month.

Hood noted that governments only provide subsidies to support activities "deemed advantageous to the public or important to the public good," and that America's shipbuilding subsidy program under the Merchant Marine Act of 1970 and similar programs in industrialized countries throughout the world have "served well national interests."

The SCA president further pointed out that the shipbuilding industry is part of a "larger national interest equation," which includes such elements as trade and commerce, employment on ships, in shipyards and in related industries, sealift capacity, accessibility and availability of sealanes, and marketing competence. "Each factor is a function of the other; the parts are not independent variables," stated Hood. "The sum of the parts equates to a positive contribution to the balance of international payments—a major consideration in these times of international monetary disturbances."

Hood fantasized that "a perfect world without shipbuilding subsidies remains

a noble ideal," but realistically warned that until this ideal is reached, "abrupt removal of subsidies could only lead to havoc and chaos, a situation which would poorly serve national interests and the public good."

Hood also revived memories of the 1973 oil embargo and the consequent economic impact on nations unable to carry their own commerce because of an inadequate merchant marine. He concluded that the "economic facts of life in the real world" dictate the continued flow of shipbuilding subsidies to maintain the "equilibrium" of a nation's shipbuilding industry despite pressures "by internal or external influences."

Personals

Edmund Pacheco

Please contact your sister Diana Dunber as soon as possible at 8001 Chanute Pl., Apt. 6, Falls Church, Va. 22042, or your sister Jeanette Bermudez at The Chase Manhattan Bank, P.O. Box 335, Bayamon, Puerto Rico 00619.

Joseph Zelay

Please contact Mrs. Sylvia Sheldrake as soon as possible at 107 Jenkins St., Houston, Tex. 77003.

Kevin Bertel

Please contact your parents as soon as possible at 677 Washington St., Winana, Minn. 55987, or call (507) 452-3293 collect.

Fortunato Constantino

Please contact Fraxedes Constantino as soon as possible at Lozo, Alkan, Philippines.

SIU Financial Aide, William 'Billy' Mitchell, 55, Passes Away

William H. "Billy" Mitchell, 55, longtime financial administrative assistant to the SIU Secretary-Treasurer, passed away after a long illness on Nov. 9 at his home in Bay Ridge, Brooklyn, N.Y.

Mr. Mitchell got his first job in the United States with the SIU in June 1952 starting as a traffic and records clerk after leaving his native Scotland that year.

A dedicated worker for the Union, Mr. Mitchell was well-known among SIU members and officials throughout

the country. Part of his job was to visit the outports during election time—especially Detroit on the Great Lakes—and to go to constitutional conventions in Washington, D.C. His last day of work for the SIU was on Aug. 12.

Born in Glasgow, he attended high school there. After graduation he was in the Royal Navy from 1939 to 1946 rising to the rank of lieutenant. Mr. Mitchell's warship was torpedoed at Dunkirk. Following the war he was a purser from 1947 to 1951 for the Cunard Line in Liverpool.

An ardent Brooklyn Dodger fan, he played golf, tennis and liked to fish in Lake Owassa, N.J. near his summer home.

His SIU co-workers gave a donation on Nov. 26 to the William H. Mitchell Memorial Fund at the Baleville Community Congregational Church on Route 4 in Newton, N.J.

Surviving are his widow, Tomasina and a sister, Mrs. Marie Gay of Glasgow.

Cremation took place in Greenwood Cemetery, Brooklyn.



William 'Billy' Mitchell



Headquarters Notes

by SIU Vice President Frank Drozak

CONFERENCE IN PINEY POINT

A conference to discuss the maritime industry and matters pertaining to the upcoming deep sea contract negotiations, will be held at the Lundeberg School in Piney Point, Md. from Apr. 14 to Apr. 26. (For further details see the story on page two of this LOG.)

POLICING JOB SECURITY

I want to ask each ship's chairman to help us keep the job security of all members while they are in foreign ports. They can do this by immediately contacting Headquarters whenever a replacement is needed aboard ship. In this way, if it is at all possible, an SIU-member can take the job. (For more details on this and other matters of job security, see the story on page 12 of this issue of the LOG.)

NEW CONSTRUCTION

The third American President Lines ship acquired by Waterman Steamship Co., the *Sam Chase* (formerly the *President Garfield*) crewed in New York on Dec. 5. An application by Waterman has also been approved by the U.S. Maritime Administration for purchase of the *Canada Bear* and the *Philippine Bear* from Pacific Far East Lines.

The *Golden Endeavor* (Aries Marine/Westchester Shipping) was delivered on Dec. 13 and has crewed and sailed. Tentative date for the launching of the *Golden Monarch* is July 3.

Seatrains Shipbuilding Corp. delivered the 225,000-deadweight ton supertanker, *TT Williamsburgh* on Dec. 18 and announced that Kingsway Tankers will time charter the ship for 25 years to American Petrofina Inc. Work on the other two supertankers, the *TT Stuyvesant* and the *TT Bay Ridge* is progressing.

Zapata Bulk Transport reported that Hull #104 of one of its 35,000-ton diesel engine tanker was launched on Jan. 11 and will tentatively be delivered on Sept. 30. Also, keel laying for Hull #106 took place on Jan. 15 and tentative launching date is Aug. 9.

Interstate Oil Transport announced that their first 265,000-deadweight ton MFC Boston Tanker, Hull #4642, will be delivered on Apr. 18.

'A' SENIORITY UPGRADING

Six more of our Seafarers have graduated this month from the SIU's 'A' Seniority Upgrading Program. They bring to 132 the number of men who have taken advantage of the program since it was started over 18 months ago.

If you are eligible for the program and have not already applied, do so immediately. An 'A' book in the SIU means a lifetime of job security.

Congratulations and good sailing to our newest 'A' book men. They are: Steve Szeibert; Ernest Moneymaker; Joseph Colangelo; John Kelly; Bill Berulis, and Tomas Escudero.

FIREFIGHTING

In 1974, 876 Seafarers and Lundeberg School Trainees received their firefighting endorsements at the U.S. Maritime Administration's Firefighting School. This is a good record, but we should try to even surpass it this year.

MARAD is still conducting firefighting classes at the Navy Damage Control School in Norfolk, Va. until its new school opens in Earle, N.J. The last class in January will be held on the 31st of the month.

So, next time you are on the beach or have some spare port time, apply and take the one day course.

BOSUNS RECERTIFICATION PROGRAM

Twelve more Seafarers have successfully completed the two-month Bosuns Recertification Program bringing to 189 the number of our seamen who have upgraded through the program.

This has been one of the most important and successful programs the SIU has ever conducted. The bosun is the key unlicensed Seafarer aboard a vessel, and the bosun's performance directly affects the performance of the entire unlicensed crew.

I'm sure you all join me in congratulating the 12 men who have completed the course this month. They are: Irwin Moen; Ballard Browning; Bobby Butts; Hubert Cain; Gene Dakin; Dan Dammeyer; Joë Justus; Pete Sernyk; Pete Garza; Bo Karlsson; Lee Harvey, and Antoine "Frenchy" Kerageorgiou.

SABINE TANKERS ORGANIZING DRIVE

The hearing scheduled for mid-November in the office of the National Labor Relations Board in Houston, Tex. were postponed once again at the request of Sabine Tankers. The NLRB reluctantly granted this request for a delay when the company complained that it needed more time to prepare its evidence.

As it stands now, the final round of hearings will begin this month to determine whether Sabine's conduct during the election in February of 1974 was in violation of federal law.

Change of Address Or New Subscriber

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

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San Francisco Committee



On Jan. 13 in Port Elizabeth, N.J., recently Recertified Bosun Frank Teti, ship's chairman (far right) meets with the rest of the Ship's Committee of the containership *SS San Francisco* (Sea-Land). From left are: Chief Electrician Ray J. Matthews, educational director; AB Mike Carlisle, deck delegate; Oiler John Day, engine delegate, and Chief Cook Rafael Cabarallo, steward delegate. They met in the vessel's recreation room during payoff following a run to the Mediterranean.

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



HLS President Hazel Brown receives momentos of her visit to Russia from the Director of the Odessa Navigation School as S. Wheatly of the U.S. Maritime Administration and a Russian maritime educator look on.

HLS President Visits Russian Maritime Facilities

Hazel Brown, President of the Harry Lundeberg School, was a member of an American maritime delegation which earlier this year paid a visit to the Soviet Union as part of a new program of joint cooperation in the area of maritime affairs between the United States and the U.S.S.R.

Miss Brown represented the interests of vocational educators who deal with merchant marine training. During the trip, which was sponsored by the U.S. Maritime Administration, she studied the Soviet merchant marine academies and technical schools for training seamen.

Among the training facilities which Miss Brown visited were the Odessa High Engineering School of the Merchant Marine and the Leningrad Navigation School. The American delegation also visited the Ministry of Merchant Marine, the Main Computer Center, the Black Sea Shipping Company, Port of Odessa, Port of Ilyichevsk, the Odessa Branch of the Maritime Transport Re-

search and Design Institute and other places.

While in Russia, the American delegation met with their Soviet counterparts for discussions to decide upon areas of mutual cooperation. Some of the areas discussed were in such fields as the technology of ocean commerce, ship operations and equipment, wave spectra and elements at sea and cross-training programs.

Miss Brown was part of the working group which developed the plans for the cross-training program. Commenting on her trip she said, "The visits to the training facilities were very useful in clarifying areas where the training of personnel in the operations of American and Soviet ports would be helpful.

"Russian delegations have visited American training schools, including our school. We have now had the chance to see their schools first-hand and we were able to formulate this cross-training program which should be very beneficial to shipping in both our countries."

Delayed Benefits

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

| Name | Social Security Number | Union |
|--------------------|------------------------|-------|
| Anderson, S. | 278-46-2628 | UIW |
| Sessoms, L. | 229-38-1084 | UIW |
| Walker, T. I. | 565-44-3930 | A&G |
| Jackson, M. R. | 436-84-4077 | IBU |
| Medina, M. | 580-24-8817 | A&G |
| Kidler, T. M. | 374-38-6690 | A&G |
| Pearson, J. | 080-42-3061 | UIW |
| Semple, J. | 133-52-3499 | UIW |
| Feveto, R. | 463-20-0516 | IBU |
| Hernandez, J. H. | 086-14-6464 | A&G |
| Cutler, M. | 231-09-2170 | IBU |
| Muse, W. | 241-44-8896 | UIW |
| Combs, J. R. | 408-70-9758 | A&G |
| Tate, J. J. | 434-40-8218 | A&G |
| Walters, H. B. | 262-02-6935 | A&G |
| Deboissiere, R. P. | 068-22-3941 | A&G |

Washington Activities

By B. Rocker



The Second Session of the 93rd Congress took positive steps to reassert the legislative initiative lost or yielded in the nearly 200 years since the Founding Fathers set up the system of checks and balances.

It approved a budget reform bill to regain control over Federal spending; it passed a campaign finance reform bill to implement use of public money for presidential campaign costs; it took a firm stand on policy restrictions on foreign aid, including cutoff of military aid to Turkey; and, before it adjourned, Congress had overridden four of President Ford's 12 vetoes—the greatest number of overrides in a single year since 1948.

When the First Session of the 94th Congress convenes on Jan. 14, with a large number of new, younger, activist members, the mood of reform is expected to prevail.

Oil Import Bill

Although President Ford announced on Dec. 30 that he was pocket vetoing the Energy Transportation Security Act of 1974—H.R. 8193, passage of the bill by both houses of Congress was a major legislative victory for the maritime industry in general and the SIU in particular.

The major oil companies fought hard against cargo preference, because their ships are registered under foreign flags, and a guarantee of cargo to U.S.-flag ships would be a loss to them.

The SIU mounted a campaign which gathered momentum through the year to bring other segments of the labor movement together to support the bill.

We have come a long way toward a goal which once looked impossible. SPAD contributions, hard work and support of other labor groups combined to make this a victory in Congress. We will be back for round three. (For more details, see story on Page three and special supplement in this issue.)

Surface Transportation Act

The Senate Commerce Committee tabled H.R. 5385, which kills the bill for this session.

H.R. 5385 would have removed Interstate Commerce Commission control over some railroad setting practices and would have permitted them to raise and lower rates.

Deepwater Ports

The final version of this bill, which came out of Congress Dec. 17, places responsibility for construction and operation licensing in the Department of Transportation. It gives coastal states the power to veto licenses to build deepwater ports adjacent to their coastlines.

President Ford signed the Deepwater Port bill on Jan. 4. (For more details, see Page five.)

Export Import Bank

On that same date, the President signed the bill extending the Eximbank to June 30, 1978, and increasing its lending authority to \$25 billion.

Eximbank's cargoes are reserved for American-flag ships unless the restriction is waived by the Maritime Administration.

Maritime Authorization

Under the terms of H.R. 13296, a maritime authorization bill, as passed by Congress, provisions were included for a Great Lakes office of the Maritime Administration, \$275 million for construction differential subsidy, and reimbursement to U.S. fishermen for equipment damaged by foreign vessels.

The President vetoed the authorization bill because of the reimbursement amendment.

A new authorization bill will have to be introduced when the 94th Congress convenes.



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.

Irwin Moen



Seafarer Irwin Moen, 51, has been a member of the SIU since 1945, and has been sailing as a bosun for the past 20 years. A native of Minnesota, he now ships from the port of Baltimore where he makes his home with his wife Evelyn.

Ballard Browning



Seafarer Ballard Browning, 47, has been sailing with the SIU for over 30 years, and has spent the last 25 shipping as a bosun. A native of Kentucky, Brother Browning now makes his home in College Park, Md. He ships from the port of Baltimore.

Bobby Butts



Seafarer Bobby Butts, 40, has been a member of the SIU for 20 years, and has been sailing as a bosun since 1964. A native of Mississippi, he ships from the port of Mobile and makes his home there with his wife Shirley and their son.

Hubert Cain



Seafarer Hubert Cain, 40, has been sailing with the SIU since 1952, and has been shipping as a bosun for the past eight years. A native of Mobile, he ships from that port and makes his home there with his wife Andrea.

Allen, J. W., Seattle
Altstatt, John, Houston
Anderson, Alfred, Norfolk
Anderson, Edgar, New York
Annis, George, New Orleans
Armada, Alfonso, Baltimore
Atkinson, David, Seattle
Baker, Elmer, Houston
Barnhill, Elmer, Houston
Baudoin, James, Houston
Beavers, Norman, New Orleans
Bechlivanis, Nicholas, New York
Beck, Arthur, San Francisco
Beeching, Marion, Houston
Berger, David, Norfolk
Beye, Jan, New York
Bojko, Stanley, San Francisco
Boney, Andrew, Norfolk
Bourgot, Albert, Mobile
Brendle, Mack, Houston
Brooks, Tom, New York
Browning, Ballard, Baltimore
Bryan, Ernest, Houston
Bryant, Vernon, Tampa
Burch, George, New Orleans
Burke, George, New York
Burton, Ronald, New York
Bushong, William, Seattle
Butterton, Walter, Norfolk
Butts, Bobby, Mobile
Butts, Hurmon, Houston
Cain, Hubert, Mobile
Caldeira, Anthony, Houston
Carbone, Victor, San Juan
Casaneva, Michael, New Orleans
Castro, Guillermo, San Juan
Chestnut, Donald, Mobile
Christenberry, Richard, San Fran
Christensen, Christian, San Fran
Cislecki, John, San Francisco
Clegg, William, New York

Colson, James, Seattle
Cooper, Fred, Mobile
Dakin, Eugene, Boston
D'Amico, Charles, Houston
Dammeyer, Dan, New York
Darville, Richard, Houston
Delgado, Julio, New York
Dickinson, David, Mobile
Dixon, James, Mobile
Drake, Woodrow, Seattle
Drewes, Peter, New York
Duet, Maurice, Houston
Dunn, Beverly, Mobile
Eckert, Arne, Seattle
Eddins, John, Baltimore
Faircloth, Charles, Mobile
Ferrera, Raymond, New Orleans
Flowers, Eugene, New York
Foster, James, Mobile
Foti, Sebastian, Wilmington
Funk, William, New York
Gahagan, Kenneth, Houston
Garner, James, New Orleans
Garza, Peter, Houston
Giangiordano, Donato, Phila
Gillain, Robert, Jacksonville
Gillikin, Leo, San Francisco
Gonzalez, Jose, New York
Gorbea, Robert, New York
Gorman, James, New York
Greenwood, Perry, Seattle
Grima, Vincent, New York
Hager, Bertil, New York
Hanback, Burt, New York
Hanstvedt, Alfred, New York
Harvey, Lee J., New Orleans

Hazel, John, New Orleans
Hellman, Karl, Seattle
Hicks, Donald, New York
Hill, Charles, Houston
Hodges, Raymond, Mobile
Hodges, Raymond W., Baltimore
Hogge, Elbert, Baltimore
Homka, Stephen, New York
Hovde, Arne, Philadelphia
Ipsen, Orla, New York
James, Calvin, New York
Jandora, Stanley, New York
Jansson, Sven, New York
Johnson, Ravagha, Houston
Justus, Joe, Jacksonville
Karlsson, Bo, New York
Kerageorgiou, Antoine, New Orleans
Kerngood, Morton, Baltimore
Kleimola, William, New York
Knoles, Raymond, San Francisco
Koen, John, Mobile
Konis, Perry, New York
Koza, Leo, Baltimore
Krawczynski, Stanley, Jacksonville
Lambert, Reidus, New Orleans
Landron, Manuel, San Juan
Lasso, Robert, San Juan
Latapie, Jean, New Orleans
Lavoine, Raymond, Baltimore
LeClair, Walter W., New York
Lee, Hans, Seattle
Levin, Jacob, Baltimore
Loyal, Joseph, Philadelphia
Libby, George, New Orleans
Mackert, Robert, Baltimore

Manning, Denis, Seattle
Mattliol, Gaetano, New York
McCaskey, Earl, New Orleans
McGinnis, Arthur, New Orleans
Meehan, William, Norfolk
Mize, Cyril, San Francisco
Merrill, Charles, Mobile
Michael, Joseph, Baltimore
Miller, Clyde, Seattle
Meffert, Roy, Jacksonville
Moen, Irwin, Baltimore
Monardo, Sylvester, New Orleans
Morris, Edward Jr., Mobile
Morris, William, Baltimore
Moss, John, New Orleans
Moyd, Ervin, Mobile
Mullis, James, Mobile
Murry, Ralph, San Francisco
Nash, Walter, New York
Nicholson, Eugene, Baltimore
Nielsen, Vagn, New York
O'Brien, William, New York
O'Connor, William, Seattle
Olson, Fred, San Francisco
Olson, Maurice, Boston
Oromaner, Albert, San Francisco
Palino, Anthony, New York
Parker, James, Houston
Pedersen, Otto, New Orleans
Pehler, Frederick, Mobile
Pence, Floyd, Houston
Perry, Wallace, Jr., San Francisco
Pierce, John, Philadelphia
Pollanen, Viikko, New Orleans
Poulsen, Verner, Seattle
Pressly, Donald, New York

Puchalski, Kasimir, San Francisco
Pulliam, James, San Francisco
Radich, Anthony, New Orleans
Rains, Horace, Houston
Richburg, Joseph, Mobile
Rihn, Ewing, New Orleans
Riley, William, San Francisco
Ringuette, Albert, San Francisco
Rivera, Alfonso, San Juan
Rodrigues, Lancelot, San Juan
Rodriguez, Ovidio, New York
Ruley, Edward, Baltimore
Schwarz, Robert, Mobile
Self, Thomas, Baltimore
Selix, Floyd, San Francisco
Sernyk, Peter, New York
Sheldrake, Peter, Houston
Smith, Lester, Norfolk
Sokol, Stanley, San Francisco
Spuron, John, San Francisco
Stockmarr, Sven, New York
Swearingen, Barney, Jacksonville
Swiderski, John, New York
Teti, Frank, New York
Thompson, J. R., Houston
Ticer, Dan, San Francisco
Tillman, William, San Francisco
Tirelli, Enrico, New York
Todd, Raymond, New Orleans
Tolentino, Ted, San Francisco
Turner, Paul, New Orleans
Wallace, Edward, New York
Wallace, Ward, Jacksonville
Wallace, William, Mobile
Wardlaw, Richard, Houston
Weaver, Harold, Houston
Whitmer, Alan, New York
Wingfield, P. G., Jacksonville
Woods, Malcolm, San Francisco
Workman, Homer, New Orleans
Zaragoza, Roberto, New York

Bosuns Recertification Program

189 Have Graduated

Another class of Seafarers graduated from the Bosuns Recertification Program this month, thereby increasing the number of ship's chairmen who now have a greater knowledge of their Union as well as the entire maritime industry.

These men, who lead the crews aboard all our contracted ships have participated in a two-month program specifically designed to better acquaint them with new technology, new ships and a constantly changing industry.

The current class, the 18th to graduate, brings the total number of men who have gone through the program to 189.

Peter Garza



Seafarer Pete Garza, 48, has been sailing with the SIU since the 1950's, and has been shipping out as a bosun since 1962. A native of Texas City, Tex., Brother Garza continues to make his home there with his wife Hilda and their four children. He ships from the port of Houston.

Bo Karlsson



Seafarer Bo Karlsson, 51, has been going to sea since 1939, and has been a member of the SIU since 1951. A native of Sweden, he now ships from the port of New York where he makes his home. Brother Karlsson has been shipping out as bosun for over a year.

Lee J. Harvey



Seafarer Lee Harvey, 49, has been a member of the SIU since 1943, and has been shipping as bosun for the past 10 years. A native of Arkansas, Brother Harvey now makes his home in Picayune, Miss. with his wife Rita and their two children. He ships from the port of New Orleans.

Antoine Kerageorgiou



Seafarer Antoine "Frenchy" Kerageorgiou, 52, has been a member of the SIU since 1956, and started sailing as bosun seven years ago. A native of Marseilles, France, Brother Kerageorgiou now ships from the port of New Orleans, where he makes his home with his wife Monique and their three children.

Eugene Dakin



Seafarer Gene Dakin, 55, has been a member of the SIU since its inception in 1938, and has been shipping as a bosun since 1943. A native of Boston, he ships from that port city and makes his home there with his wife Virginia and their son.

Dan Dammeyer



Seafarer Dan Dammeyer, 47, has been sailing with the SIU for 23 years, and started sailing as bosun in 1964. A native of New Jersey, Brother Dammeyer ships from New York and lives in Brooklyn with his wife Rose.

Joe Justus



Seafarer Joe Justus, 49, has been a member of the SIU since 1946, and started sailing as a bosun the following year. A native of South Carolina, he now makes his home in Ashville, N.C. with his wife Edith. Brother Justus ships out of the port of Jacksonville.

Peter Sernyk



Seafarer Pete Sernyk, 53, has been a member of the SIU since 1951, and has been sailing as a bosun since 1964. A native of Poland, Brother Sernyk now makes his home in Wan- aque, N.J. with his wife Stella. He ships from the port of New York.

Recertification Honor Roll

Following are the names and home ports of the 189 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

Ernest Moneyemaker



Seafarer Ernest Moneyemaker, 50, has been sailing as electrician with the SIU since 1969. Before attending the Seniority Upgrading Program, Brother Moneyemaker obtained his QMED rating at Piney Point. A native of Tennessee, Brother Moneyemaker ships from the port of San Francisco and lives in the Philippines with his wife, Loretta.

Tomas Escudero



Seafarer Tomas Escudero, 46, has been sailing with the SIU since 1969. Brother Escudero, who sails as chief electrician, obtained his lifeboat ticket at Piney Point before attending the Seniority Upgrading Program. A native of Puerto Rico, Brother Escudero ships out of the port of New York and lives with his wife, Elizabeth, in Brooklyn, N.Y.

'A' Seniority Upgrading Program

Six Get Full 'A' Books

This month six more Seafarers have completed the 'A' Seniority Upgrading Program and joined the ranks of full book Union members.

Since its inception, 132 Seafarers have used this 'A' Seniority Upgrading Program to sharpen their seafaring skills and to gain a better understanding of our Union's operations, functions and goals.

The men who graduate from the 'A' seniority program become valuable additions to our Union membership—a membership that has always taken pride in its professional skills and its active Union participation—because they are well prepared to take on the responsibilities and obligations of a full 'A' book member of the SIU.

John T. Kelly



Seafarer John T. Kelly, 52, has been sailing with the SIU since 1968. A veteran of the deck department, Brother Kelly upgraded to the ratings of AB and quartermaster at Piney Point before attending the Seniority Upgrading Program. He ships out of the port of New York and lives with his wife, Lucy, in Queens, N.Y.

Stephen Szeibert



Seafarer Stephen Szeibert, 32, has been sailing with the SIU since 1967. A recent graduate of the Steward Upgrading Program at Piney Point, Brother Szeibert ships as chief steward from the port of New York. A native of Hungary, Brother Szeibert lives in New York City with his wife, Miriam, and their 2-year-old daughter.

William Berulis



Seafarer William Berulis, 26, has been sailing with the SIU for four years. A Navy veteran, Brother Berulis graduated from the Harry Lundeberg School in 1971 and returned there to obtain an AB ticket, as well as LNG, electrician and welding endorsements, before attending the Seniority Upgrading Program. Brother Berulis lives in Tampa, Fla. and ships out of the port of Houston.

Joseph Colangelo



Seafarer Joseph Colangelo, 21, graduated from the Harry Lundeberg School in 1971. Brother Colangelo returned to Piney Point to obtain his AB ticket before attending the Seniority Upgrading Program. A native and resident of Brooklyn, N.Y., he ships out of the port of New York.

Upgrading Honor Roll

Following are the names and departments of 132 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck
Allen, Lawrence, Engine
Allison, Murphy, Engine
Ahmad, Bin, Deck
Andrepoint, P. J., Engine
Arnold, Mott, Deck
Bartol, Thomas, Deck
Baxter, Alan, Engine
Bean, P. L., Deck
Beauverd, Arthur, Engine
Bellinger, William, Steward
Berulis, William, Deck
Blacklok, Richard, Engine
Bolen, James, Deck
Bolen, Timothy, Deck
Burke, Lee Roy, Engine
Burke, Timothy, Deck
Castle, Stephen, Deck
Clark, Garrett, Deck
Colangelo, Joseph, Deck
Conklin, Kevin, Engine
Cunningham, Robert, Deck
Daniel, Wadsworth, Engine
Davis, William, Deck
Day, John, Engine
Derke, Michael, Engine
Deskins, William, Steward
Dising, Maximo, Engine
Escudero, Tomas, Engine
Ewing, Larry, Steward
Farmer, William, Deck

Fils, Marion, Deck
Frost, Stephen, Deck
Galka, Thomas, Engine
Galliano, Marco, Deck
Garay, Stephen, Deck
Garcia, Robert, Deck
Gilliam, Robert, Steward
Gotny, Raul, Steward
Gower, David, Engine
Graham, Patrick, Deck
Grimes, M. R., Deck
Hale, Earnest, Deck
Hart, Ray, Deck
Hawker, Patrick, Deck
Haynes, Blake, Engine
Heick, Carroll, Deck
Heller, Douglas, Steward
Humason, Jon, Deck
Hummerick, James, Jr., Steward
Hutchinson, Richard, Jr., Engine
Ivey, D. E., Engine
Johnson, M., Deck
Jones, Leggette, Deck

Kegney, Thomas, Engine
Keith, Robert, Deck
Kelley, John, Deck
Kelly, John, Deck
Kerney, Paul, Engine
Kirksey, Charles, Engine
Kittleston, L. Q., Deck
Knight, Donald, Engine
Konetes, Johnnie, Deck
Kunc, Lawrence, Deck
Kundrat, Joseph, Steward
Laner, Ronnie, Engine
LeClair, Lester, Steward
Lehmann, Arthur, Deck
Lentsch, Robert, Deck
Lundeman, Louis, Deck
Makarewicz, Richard, Engine
Manning, Henry, Steward
Marcus, M. A., Deck
McAndrew, Martin, Engine
McCabe, John, Engine
McCabe, T. J., Engine
McParland, James, Engine
Minix, R. G., Jr., Engine

Miranda, John, Engine
Moneyemaker, Ernest, Engine
Moore, C. M., Deck
Moore, George, Deck
Moore, William, Deck
Mortier, William, Deck
Mouton, Terry, Engine
Painter, Philip, Engine
Paloumbis, Nikolaos, Engine
Papageorgiou, Dimitrios, Engine
Parker, Jason, Deck
Poletti, Pierangelo, Deck
Reamey, Bert, Engine
Restaino, John, Engine
Ripley, William, Deck
Rivers, Sam, Engine
Roback, James, Deck
Rodriguez, Charles, Engine
Rodriguez, Robert, Engine
Rogers, George, Engine
Sabb, Caldwell, Jr., Engine
Salley, Robert, Jr., Engine
Sanders, Darry, Engine

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

Seafarers Traditional Christmas Visit to USPHS Hospitals



Every year around Christmas, SIU port agents and representatives pay a special visit to Seafarers in the USPHS hospitals throughout the country.

In keeping with a Union tradition which has grown since the SIU's founding 36 years ago, our representatives bring each man unfortunate enough to be confined to the hospital during the holiday season a \$25 Christmas gift, a carton of cigarettes or box of cigars, a Christmas card, and most importantly, good wishes and Season's Greetings from all of his Union brothers.

Here, on photo at left, Chief Cook Anthony Saturro receives a \$25 Christmas gift from SIU-Representative John Dwyer who pays a visit to the USPHS hospital in Staten Island. In photo on right, SIU-pensioner Aaron Sasser at the same USPHS facility, gets a copy of the LOG and a little conversation from Recertified Bosun Gene Dakin during the Union's traditional Christmas visit.



Chairmen Aboard Ship Asked To Help Protect Job Security

Because our ships are often removed from any Union Hall for long periods of time, it is the ship chairman and committee's responsibility to police the replacement of crewmembers. In order to protect the job security of all Union members, whenever a Seafarer gets off his ship in any foreign port, the chairman should contact Headquarters so that if it is at all possible, an SIU member can take the job.

It is important that we try to fill every job aboard SIU-contracted vessels with SIU members, but unless the ship's chairman or committee notifies Headquarters of a man leaving his ship, there is no chance that a Union member can be found to take the job.

Another issue affecting Seafarers' job security is the attempt by Foreign Travel Services of Manila, Philippines to offer underpaid Filipino crews to an SIU-contracted company as well as other U.S. ship operators.

In a letter to an SIU-contracted company, an organization known as Foreign Travel Services said "Many Shipping Lines have found themselves in a critical business position today because of the skyrocketing costs of operation magnified by the recent, soaring fuel prices."

"Crew labor costs are a very impor-

tant part of these operating costs," the letter continued, "and are the starting point in a cost reduction program."

Supply Foreign Crews

Foreign Travel Services, their letter claims, "is in an excellent position to solve the crew labor cost problem for your company. We are supplying Filipino crews to clients at very reasonable and fully approved wage scales."

These "very reasonable and fully approved wage scales" range from a high of \$220 a month with a straight overtime rate of \$1.38 per hour for a bosun, to a low of \$150 with a \$.95 overtime rate for messmen and wipers. The three ABs in one of these foreign crews each receive \$200 per month with a straight overtime rate of \$1.25 per hour.

Denied Right to Strike

The low pay scales are not the only "advantage" Foreign Travel Services claims to offer. In their letter, they also point out that "Strikes and work stoppages are forbidden by the Philippine Government and are enforced by denying permission for overseas assignments."

The SIU-contracted company has assured the Union that they believe that the American Seafarer is the best trained and most skilled seaman in the merchant marine, and that they have never

considered using Foreign Travel Services on ships manned by the SIU.

In an effort to keep Seafarers' jobs secure, the SIU will continue to monitor and fight the moves of agencies such as

the Foreign Travel Services, and, with the help of the ship's chairmen, to fill every job aboard SIU-contracted vessels with Union members whenever possible.

Takes Time to Get Clinic Card



Recertified Bosun Robert Butts receives his renewed clinic card from Headquarters SIU clinic secretary Florence Penny. During his month-long stay at Headquarters as a bosun in the recertification program, Brother Butts took the time to renew his clinic card. SIU clinics provide free physicals for all Union members, so Seafarers waiting to ship out in a port where the SIU maintains a clinic, should check their clinic card and have it renewed if it is near expiration.

West Gulf Ports Council Holds Annual Dinner in Houston



The West Gulf Ports of the Maritime Trades Department held their Tenth Annual Dinner in Houston, Tex. recently. After the dinner, representatives from labor, management and government heard a number of speakers, including Congresswoman Barbara Jordan (D-Tex.) pictured in the photo on the right, discuss the Oil Bill and other issues of importance to all concerned with America's merchant marine. Among the other Port Council members and guests addressing the dinner were SIU Vice-President Paul Drozak, Congressman Bob Eckhardt (D-Tex.), Secretary-Treasurer of the MTD Peter McGavin, Secretary-Treasurer of the Texas State AFL-CIO Sherman Fricks and Houston's Mayor Fred Hofheinz, Jr.

Beneficiary Cards Revised

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

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

Be sure to fill out both sides of the card, and to print all information legibly. Do not leave any space blank—if a section does not apply to you, enter the word

"None."

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

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

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

Rev. Nov. 1-75

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

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

NAME: LAST NAME FIRST NAME MIDDLE INITIAL
 PRINT _____

Permanent Address: NUMBER AND STREET CITY STATE ZIP CODE
 PRINT _____

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

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

Name of Beneficiary: LAST NAME FIRST NAME MIDDLE INITIAL Relationship To You: _____
 PRINT _____

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

Date Signed: _____ Member's Signature: _____
 PRINT _____ SIGNATURE _____

Witness Name: FIRST SIGNATURE
 PRINT _____ SIGNATURE _____

Address: NUMBER AND STREET CITY STATE ZIP CODE
 PRINT _____

IMPORTANT—Revised Data Sheet Not Fully Completed

Rev. Nov. 1-75

Spouse's Name: LAST NAME FIRST NAME MIDDLE INITIAL
 PRINT _____

Permanent Address: NUMBER AND STREET CITY STATE ZIP CODE
 PRINT _____

Date of Birth: / /
 Month Day Year

List Below Names of Your Unmarried Children Under 18 Years of Age.

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

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

PLEASE PRINT OR TYPE CLEARLY. Do not use ink or pencil.



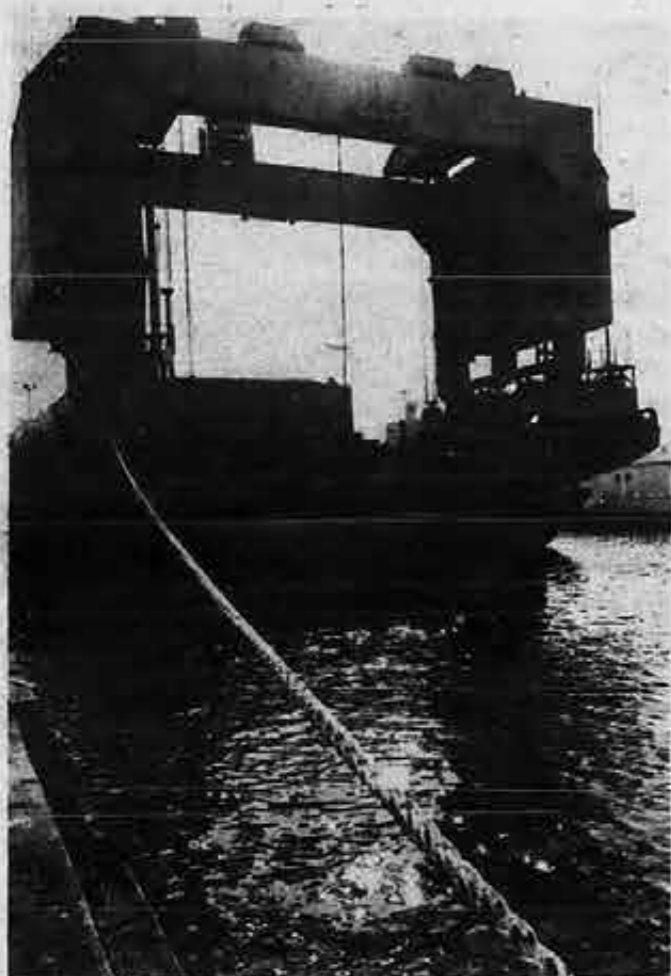
Recently Recertified Bosun "Big Otto" Pederson (right) on deck with Seafarer Tom Baker ready to take on stores.



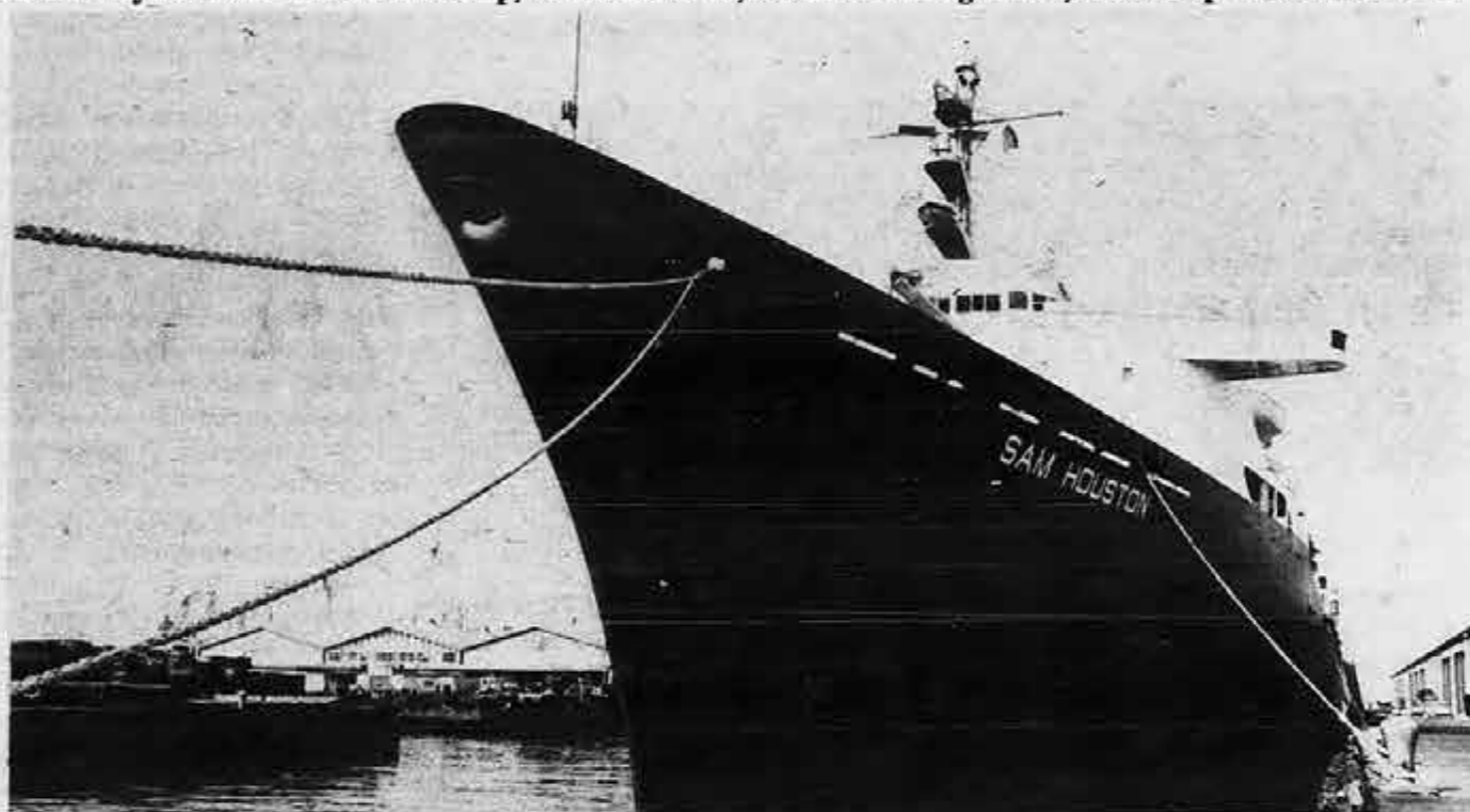
Deck delegate AB Aden Ezell Jr. (center) tells AB Ed Spooner it doesn't hurt a bit as Dr. Manuel Alvarez administers the first of seven shots needed for the trip.

LASH Sam Houston Embarks on Maiden Voyage

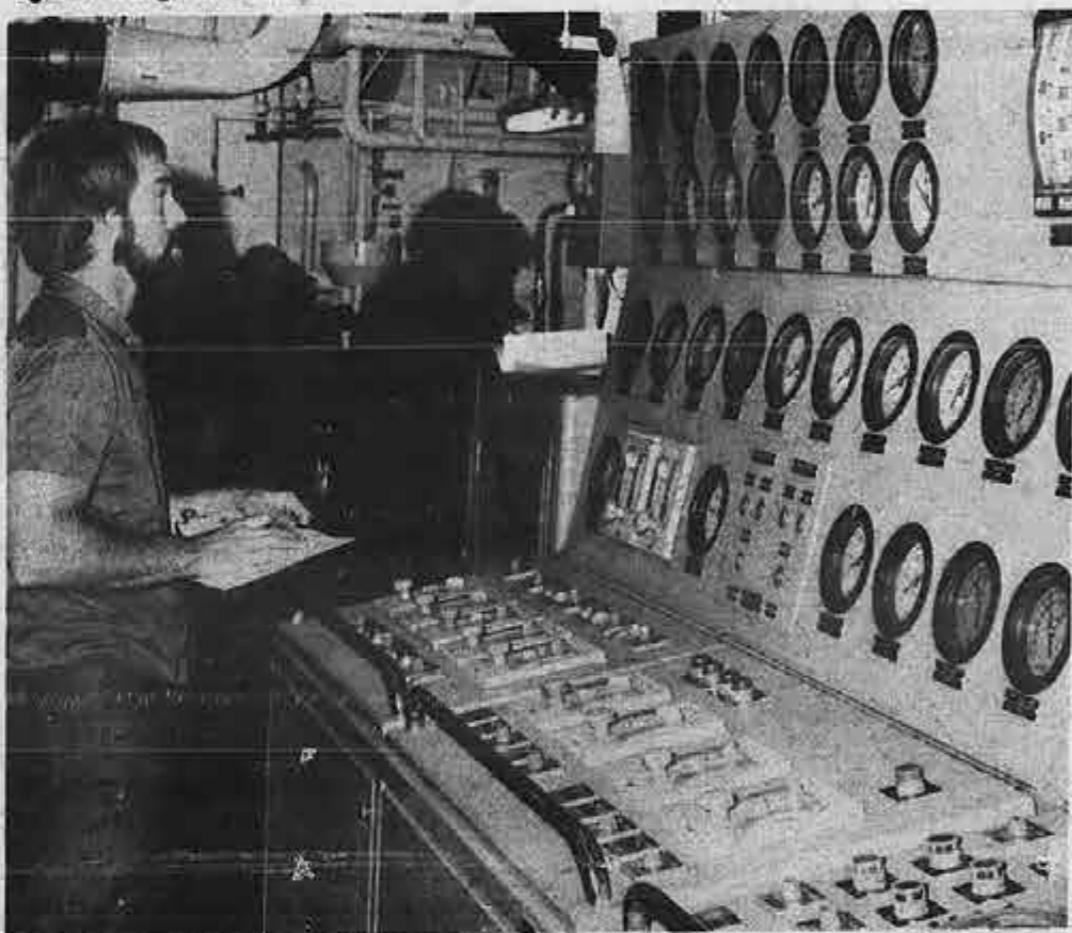
Joining her LASH sisterships, the *Stonewall Jackson* and *Robert E. Lee*, the 893-foot containership *Sam Houston* (Waterman) embarked on her overseas maiden voyage to the Mideast and Southeast Asia after a payoff at Pier 36 in Brooklyn, N.Y. recently. On her first trip overseas, she offloaded her 89 barges in the walled Red Sea port of Jidda, Saudi Arabia near Mecca and also at the Iranian port of Bandar Abbas in the Persian Gulf on her way to India. The 22-knot ship, which has a 18,500 mile cruising radius, crewed up in New Orleans.



At dock, movable shipboard crane aft lowers lighter barge into water.



Bow view of the containership *Sam Houston* shows her sleek lines while tied up at Pier 36, Brooklyn, N.Y.



QMED engine delegate Gary J. Bryant checks automated console gauges.



Piney Point graduate OS Tom Baker gives Nurse Norma Vorga some medical information before sailing to the Mideast.

ASHORE



Tegucigalpa, Honduras

Following the devastating effects of Hurricane Fifi here, SIU-contracted Delta Line ships carried cargo gratis to victims in this beleaguered country. Below is a letter of appreciation from the U.S. ambassador to Honduras, Phillip V. Sanchez to the line's president, Capt. J. W. Clark:

"... I can't tell you how grateful I was to receive a copy of your letter to Honduras Consul Alejandro Paz Burnica outlining the assistance to be provided by Delta Steamship Lines, Inc. My first reaction was to say 'God bless you and Delta Steamship Lines.' My second reaction was to write this letter.

"... But I must hurry to tell you sincerely that I have never felt such a sudden welling of pride as I have recently in observing the outpouring of help from the United States to a friendly neighbor in trouble. In addition, however, the specific resources such as those of Delta Steamship Lines are particularly needed. Airplanes, as you know, are expensive and relatively inefficient means of providing the massive, long term aid that this country now must have. Thus, yours is a timely and indispensable contribution."

Governors Island, N.Y.

The Coast Guard's International Ice Patrol on Aug. 13 ended its second heaviest iceberg season since the patrol started in 1912. The success of the 1974 patrol was attributed to the cooperation of many ships, especially those which reported iceberg sightings and sea surface temperatures. Reporting of the temperatures is crucial as it helps to predict how long icebergs will live.

Long Beach, Calif.

To prevent ship collisions off the coast of Southern California, the Coast Guard established shipping lanes in the Gulf of Santa Catalina on Jan. 1.

The miles-wide lanes will be used by vessels entering and leaving Los Angeles-Long Beach Harbor from the south.

New York

Daily average number of merchant ships plotted in the Coast Guard's Automated Mutual Assistance Vessel Rescue System (AMVER) was over 2,000 monthly September through November. The worldwide program asked ships 24 hours out to give radio positions so they can rapidly aid in the search and rescue of other ships in trouble. In October AMVER helped in 119 emergencies, 46 medical cases, 23 disabled vessels, 16 each of ship sinkings and downed aircraft, 11 men overboard, six overdue ships and one fire at sea.

Piney Point

U.N.'s International Labor Organization (ILO) liaison officer Harold Dunning paid a visit recently here to observe instruction methods, especially in the Reading Lab and Study Skills Program at the Lundeberg School.

Detroit

Sailing on the four upper Great Lakes could be extended to 11 months by the 1976-77 season and for the full year in 1978, according to a study by the Great Lakes Commission's Winter Navigation Board.

London

Lloyd's Register of Shipping statistics say that last year was the second successive year for a drop in merchant ship tonnage lost at sea. The top peacetime loss was in 1971 when more than a million gross tons were lost. In 1972, 949,000 tons foundered and in 1973, 920,000 went down.

Washington, D.C.

The Maritime Administration reports that between 26 to 112 LNG ships would be required to carry the changing U.S. energy needs in the near future depending on LNG production, nuclear power supply and the desulfurization of coal.

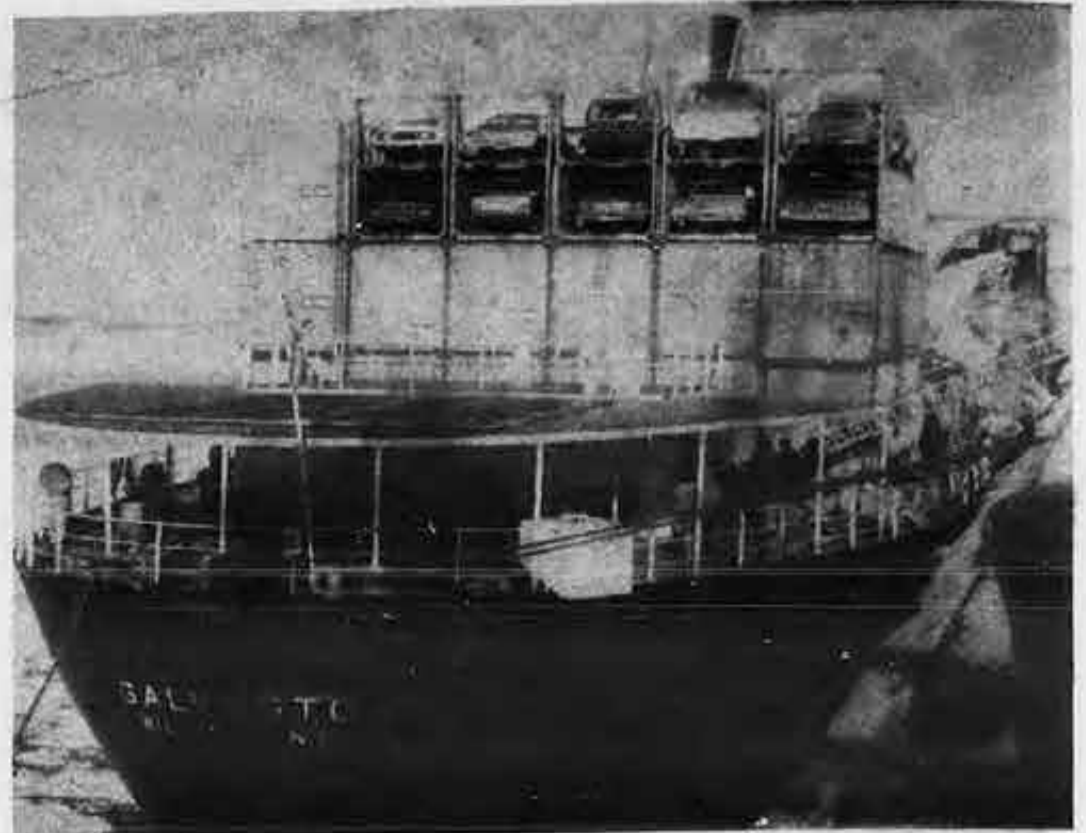
Adiak, Alaska

Ship's chairman Recertified Bosun William L. Tillman last month answered questions of the 15 Seafarers present at the crew's meeting aboard the USNS Mission Santa Ynez (Hudson Waterways) about what the SIU is doing at Piney Point and at Headquarters while the vessel headed for a San Francisco payoff.

Previously in Adiak, Alaska, the ship's master, Capt. C. W. Henderson and Chief Steward L. J. Crane wished a Happy Thanksgiving to ship's officers and Seafarers before a dinner of oyster cocktail, herring bits, cream of tomato soup, crab salad, roast Young Tom Turkey with oyster dressing and giblet gravy, roast prime ribs of beef au jus, glazed baked Virginia ham with raisin sauce, brocolli and asparagus spears, snowflake potatoes, cauliflower, corn, hot pumpkin, mince-meat and French apple pies, white layer cake, hot Parker House rolls and after dinner mints.

Geneva, Switzerland

An agreement has been reached between the U.N.'s International Labor Office and the Universal Postal Union on the identification of seamen's mail. An international symbol will be adopted in the form of a label to be placed on the seafarers' mail. The printed labels will soon be distributed to seamen and postal authorities.



The Galveston (Sea-Land), which is on a regular run to Alaska, is shown here tied-up at the docks at Anchorage. Seafarer Bill Calefato spent 18 months on the Galveston.

William Calefato: Man of

To SIU members who have been sailing for 20 years or more the name William Calefato may sound very familiar, even if he was never on a ship with many of them.

For, as readers of the LOG over the past 20 years or so might tell you, the name William Calefato has appeared over many, many stories, on everything from a peanut butter shortage and the "crisis" it brought about on a ship, to the "slickie boys" in Pusan, Korea who are fond of fleecing tourists and seamen.

Seafarer William Calefato began sailing with the SIU in 1951. Prior to that he had been working in a shipyard in California repairing and building ships. Originally from New York, he served in the Army during World War II, and after his discharge began working in the shipyard.

Seafarer Calefato became interested in shipping through his brother Joe, who was sailing on a hospital ship which was being converted to a troop carrier. He joined his brother on that ship (as an oiler) and has been sailing in the engine department ever since.

That first ship he was on was the *St. Olaf*, a Liberty ship that transported GI's home from the Aleutian Islands and brought replacements from Seattle. On his first trip aboard her, the *St. Olaf* was caught in a big tidal wave which

wrecked a brick lighthouse ashore and caused other extensive damage. It was quite an indoctrination for the novice.

Calefato stayed on the *St. Olaf* when she began making foreign runs to Yokohama. He calls it a "turning point" for him because it was the "first foreign country I'd seen, and it was our former enemy."

While ashore in Yokohama, Calefato began exploring his first foreign port in the way that later on would lead him to write many stories for the LOG.

Seafarer Calefato also wanted to find out in Yokohama if the stories he'd always heard about how wild sailors were in port were true. He says that except for a few "exhibitionists" the stories were "just plain lies and stupidity." He says Seafarers are just plain "working stiffs." He took many photos of the people, and sought out other aspects of Japanese culture.

After staying on the beach for a period of time, Calefato resumed shipping in 1951. He joined the SIU at the Union's old Headquarters on Beaver Street in New York.

His first SIU ship was the *Royal Oak*, and after staying on her awhile, he finally decided that "sailing was a good way to live." He says he "did not want to punch a clock."

While on the *Royal Oak* he wrote his



Seafarer Darin Cole, a graduate of the Harry Lundeberg School, shipped on the Galveston as an ordinary seaman. Seafarer Calefato said that Cole was "doing a good job," and that a "voyage to Anchorage, and attending to all duties aboard, is a good initiation to the seafaring life."



The port of Anchorage is not exactly the greatest place in the world to wait for a cab. Here, Oiler Arthur Anderson (left) and FWT Bob Dehlbom try to get one to go into town. Brrrrrrrr!

Many Trades, Interests

first story for the LOG, on the comical aspect of the crew's battle with cockroaches. It was the first of many he was to write, and that the LOG would print. Seafarer Calefato has written stories on various people, places and things throughout his sailing career. In 1959 alone he wrote four stories for the LOG, ranging from the problems a Seafarer faces in trying to get a bite to eat in Southampton, England, to the benefits of making coffee in a "drip pot", to the problems of Seafarer "Tony" who got "taken" (fleeced) in Bombay and several other ports.

His stories are interesting and very often funny. He writes with a good understanding of the men who go to sea and the type of life they lead. And, many of his stories were accompanied by photographs. Photography has been a passionate hobby for him for close to 40 years.

Back in the 1930's he got his first camera, pursued an interest, and has become a real buff; taking pictures with sophisticated camera equipment, and utilizing make-shift dark rooms with modified techniques for developing film while sailing on ships.

Calefato says, "I think I got interested in photography because it helped to interpret things and life. From snapping the shutter to making the enlarge-

ment it seemed like an artist completing a painting, or something like that. And, I always found it much easier to explain something to somebody by showing them a picture of it rather than by telling them about it."

Recently Calefato sent the LOG two envelopes of photos from his most recent ship, the *Galveston* (Sea-Land). Along with the photos were story-captions about the crew and other interesting items about the ship and its run to Anchorage, Alaska. Some of these are printed with this story.

Aside from writing and photography Calefato has other interests he pursues while he is on the beach; he claims he is pretty much of a "loner" (a bachelor, he now makes his home in Seattle). He enjoys working on his house, "which was a shanty when I moved into it in 1961," and he says that circumstances just forced him to become sort of a "plumber - carpenter - electrician - cabinet maker" around the house.

He is also a stereo and tape recorder buff and an avid moviegoer, something you might expect of someone with such a deep interest in photography.

All and all, William Calefato is a very interesting Seafarer. After years of his writing about other seamen and the way they live, we felt it was time someone wrote about him.



SS San Juan

The master of the *SS San Juan* (Sea-Land), Capt. A. J. Stewart, wrote to his SIU crew via the ship's bulletin board on Dec. 9:

"Next Saturday or Sunday, depending on the weather, I intend to commit to the sea the remains of my grandson. The baby was born Oct. 4 and died on Oct. 4. I intend to have a short funeral service, then scatter the ashes as requested by my son and daughter-in-law.

"You are invited to attend if it pleases you to do so."

On Dec. 14 Capt. Stewart wrote again to the crew:

"I want to thank you all for the moral support this morning when I buried the remains of my grandson. Sailors being what they are, I should have expected the turnout I got. I am grateful to you all for taking the time and in some cases, going to the trouble to dress.

"I spoke to my wife via ham radio shortly after the funeral, and she asked me to pass along her thanks to you all, too.

"Again, thanks to all of you."

SS Elizabethport

Chief Steward George W. Gibbons and ship's chairman, Recertified Bosun Vagn "Teddy" Nielsen aboard the *SS Elizabethport* (Sea-Land Service) wrote to the Seafarers LOG last month saying:

"In receiving our SPAD poster [explaining the purpose and rules governing SPAD] the men can see what the Union is trying to do. We hope that it will enlighten the membership and they will open their pockets and give a donation to SPAD. In closing, we will say a job well done."

MV H. Lee White

The 14,452 ton *H. Lee White* (American Steamship) was badly damaged last month in a collision with the 13,742 ton Greek freighter, the *SS Georgias A.* in the early morning fog of the St. Clair River about 15 miles south of Port Huron, Mich. The U.S. Coast Guard said there were no injuries and that neither ship was in danger of sinking.

SS Delta Paraguay

The *SS Delta Paraguay* (Delta Line) carried three vans of 100,000 pounds of food, medicines, clothing and soap free of charge recently to 300 children at the Aldeas S.O.S. Orphanage near the flooded village of Choloma in northern Honduras through the port of Puerto Cortes. The hurricane relief shipment was donated by New Orleans school children and other U.S. charitable groups.

SS Sugar Islander

Late last month the *SS Sugar Islander* (Pyramid) sailed from the Gulf of Mexico to Aqaba, Jordan with 19,600 tons of bulk wheat.

SS Delta Mar

Chief Electrician Eddie Synan aboard the *SS Delta Mar* (Delta Line) in the port of New Orleans on Dec. 10 was the recipient of a letter from the company's operations vice president, D. P. Kirby.

"For the past year-and-one-half, commencing with voyage #1 of the *SS Delta Mar*, the undersigned has noted that not a single voyage has gone by without reports being filed by our foreign offices, in addition to those turned in by the master (Capt. P. J. Bourgeois) of the vessel, praising your efforts and commending your attention to the demanding requirements associated with the cargo operations of the *SS Delta Mar*.

"This correspondence is meant to confirm to you that your performance has not gone unrecognized by that segment of Delta's management directly associated with vessel operation.

"Your personal contribution to the success of the past 12 voyages of the *Delta Mar* has in no way been insignificant and the management of Delta in the person of the undersigned wishes to express our sincere appreciation in recognition of your past and present exemplary performance in carrying out the responsibilities associated with your rating of this vessel.

"It is indeed a pleasure to have the opportunity to write a letter of this type to an individual who is both a credit to his profession and the organization that represents him."



This beautiful three-foot-long model of the ship "Old Ironsides" was built by Bosun Denis Manning (now recertified) who pursued his hobby in his spare time while sailing on the *Galveston*. Manning, like fellow crewmember Jack Edwards, who also builds ship models, works very precisely, making most small parts by hand. This model took more than two years to build.

January, 1975



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.

Seafarers 1974 Tax Information

April 15, 1975, is the deadline for filing Federal income tax returns. As is customary at this time of year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1974.

Who Must File

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

| | And your gross income is at least: |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Single or are a widow or widower, and are under 65 | \$2,050 |
| Single or are a widow or widower, and are 65 or older | 2,800 |
| Single, can be claimed as a dependent on your parent's return, and have taxable dividends, interest or other unearned income | 750 |
| Married filing jointly, living together at end of tax year (or at date of death of husband or wife), both are under 65 | 2,800 |
| Married filing jointly, living together at end of tax year (or at date of death of husband or wife), one is 65 or older | 3,550 |
| Married filing jointly, living together at end of tax year (or at date of death of husband or wife), both are 65 or older | 4,300 |
| Married filing separate return, or married, but not living together at end of tax year | 750 |
| A person with income from sources within U.S. possessions | 750 |
| Self-employed and your net earnings from self-employment were at least \$400. | |

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

When To File

Tax returns have to be filed by April 15, 1975. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

How To Pay

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

Rounding Off To Whole Dollars

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

Advantages of A Joint Return

Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

Changes in Marital Status

If you are married at the end of 1974, you are considered married for the en-



tire year. If you are divorced or legally separated on or before the end of 1974, you are considered single for the entire year. If your wife or husband died during 1974 you are considered married for the entire year. Generally in such a case, a joint return may be filed for the year. You may also be entitled to the benefits of a joint return for the two years following the death of your husband or wife.

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

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

Exemptions

Each taxpayer is entitled to a personal exemption of \$750 for himself, \$750 for his wife, an additional \$750 if he is over 65 and another \$750 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

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

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

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

The law also enables a seaman who is contributing more than ten percent of the support of a dependent to claim an exemption for that individual, provided

the other contributors file a declaration that they will not claim the dependent that year.

Credit For Excess Social Security (FICA) Tax Paid

If a total of more than \$772.20 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$772.20 as a credit against your income tax.

Tax Credit For Retirement Income

A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

Dividend Income

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

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

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

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

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

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

Death Benefit Exclusion

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

Gambling Gains

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

Income Averaging

A Seafarer who has an unusually large amount of taxable income for 1974 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

Deductions

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

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

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

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

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

If you have income other than earned income and could be claimed as a dependent on your parent's return be sure to read the blocked instruction under "Tax—Credits—Payments" in your IRS instructions.

Interest

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

Taxes

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

Contributions

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

Do Not Deduct Gifts To—

Relatives, friends, or other persons. Social clubs, labor unions, or chambers of commerce.

Foreign organizations, organizations operated for personal profit or organizations whose purpose is to get people to vote for new laws or changes in old laws.

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Seafarers 1974 Tax Information

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Medical and Dental Expenses

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

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

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

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

Household and Dependent Care Services

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

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

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



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

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

You can deduct expenses for the services of a maid or cook but not for the services of a chauffeur, bartender, or gardener. The full amount you paid to a nursery school is dependent care expense, even if the school gave your child lunch. But school expenses you paid for a child in the first or higher

grade are not. Generally, except for a cousin, no deduction shall be allowed for employment related expenses paid to an individual related to you or your spouse or paid to dependent household members.

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

- (1) \$200 a month for one such individual.
- (2) \$300 a month for two such individuals.

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

If your spouse or dependent (other than a dependent under 15 who can be claimed as an exemption) was physically or mentally unable to care for himself and received income or disability payments during 1974, you have to reduce your monthly expense as follows:

(1) *Dependent*—Subtract \$750 from the adjusted gross income and disability payments the dependent received during 1974. Divide the balance by the number of months you incurred these expenses. Then subtract the results from your monthly dependent expenses.

(2) *Spouse*—Divide disability payments your spouse received during 1974 by the number of months you incurred expenses for your spouse. Then subtract the result from your monthly expenses incurred for your spouse.

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

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

Requirements for married taxpayers:

(1) If you were married at the end of 1974, you and your spouse must file a

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Many Seafarers will need only short Form 1040A or Form 1040 in filing their 1974 returns. Schedules and forms that may be required in addition to Form 1040 include the following, which you may obtain from an Internal Revenue Service office, and at many banks and post offices:

Schedule A & B for itemized deductions and dividend and interest income*;

Schedule C for income from a personally owned business;

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

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

Schedule F for income from farming;

Schedule G for income averaging;

Schedule R for retirement income credit;

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

Form 1040-ES for making estimated tax payments.

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

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

Form 2106, Employee Business Expenses;

Form 2120, Multiple Support Declaration;

Form 2210, Underpayment of Estimated Tax by Individuals;

Your 1974 Tax Form

Form 2440, Sick-Pay Exclusion;

Form 2441, Expenses for Household and Dependent Care Services;

Form 3468, Computation of Investment Credit;

Form 3903, Moving Expense Adjustment;

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

**Schedule B* must be completed and attached to your return if your income from either dividends or interest exceeds \$400.00.

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

All you do is:

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

2. Fill in lines 1 through 7.

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

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

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

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

7. File on or before April 15, 1975. IRS will then figure your tax and send you a refund check if you paid too much or bill you if you did not pay enough.

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

Short Form 1040A

Short Form 1040A—This short form is the simplest tax return. You may generally use it if all your '74 income was from wages and salary and you had no more than \$400 of dividends or

\$400 of interest. A joint Form 1040A may be filed by you and your wife if your combined income meets the above tests.

Disadvantages of Form 1040A: (a) You can take only the standard deduction—you can't itemize.

(b) An employee may be entitled to deductions for unreimbursed traveling, transportation, or "outside salesman" expenses in connection with his work, even if he uses the standard deduction. These are lost on Form 1040A.

(c) There's no way to claim certain credits—

- retirement income credit
- investment credit
- foreign tax credit
- credit from a regulated investment company
- gas tax credit for nonhighway use
- credit for payments of estimated tax

(d) You can't claim an exclusion for sick pay under a wage continuation plan.

(e) You can't deduct moving expenses where you changed jobs or were transferred by your employer.

(f) You lose the right to income average.

Furthermore, you can't use Form 1040A if you received capital gain dividends or nontaxable distributions (return of capital)—or if you had an interest in a foreign bank account.

Seafarers 1974 Tax Information

Continued from Page 17

joint return for the year to claim the deduction.

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

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

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

Union Dues

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

Casualty and Theft Loss(es)

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

Miscellaneous Deductions

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

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

Expenses for Education— You can generally deduct expenses for:

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

Do Not Deduct Expenses For—

Education that you need to meet the

minimum educational requirements for your job, trade, or business.

Education that is part of a course of study that will lead to your getting a new trade or business.

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

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

Reporting Your Income

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

Examples of Income You Must Report:

- Wages, salaries, bonuses, commissions, fees, and tips.
- Dividends.

Earned income from sources outside U.S. (See Form 2555.)

Earnings (interest) from savings and loan associations, mutual savings banks, credit unions, etc.

Interest on tax refunds.
Interest on bank deposits, bonds, notes.

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

Profits from businesses and professions.

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

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

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

Your share of estate or trust income.
Alimony, separate maintenance or support payments received from and deductible by your husband (wife).

Prizes and awards (contests, raffles, etc.).
Refunds of State and local taxes

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

Examples of Income You Do Not Report:

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

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

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

Interest on certain State and municipal bonds.

Federal Social Security benefits.
Gifts, money or other property you inherited or that was willed to you.

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

Declaration of Estimated Tax

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

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

(2) Can reasonably expect gross income to exceed—

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

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

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

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

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

See Form 1040—ES for details.

Long-Trip Tax Problems

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

For example, a seaman who signed on for a five month trip in September, 1973, paying off in January, 1974, would have all the five months' earnings appear on his 1974 W-2 even though his actual 1974 earnings might be less than those in 1973.

There are ways to minimize the impacts of this situation. For example, while on the ship in 1973, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1973 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1973 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in

1973, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1974 W-2. The seaman then, on his 1974 return would have to explain that he had reported some of his earnings in 1973 and paid taxes on them. He would get a tax refund accordingly.

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

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

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

SS Arthur Middleton Crew Holds Meeting Aboard Ship



Ship's Committee (right) of the SS Arthur Middleton (Waterman) gets together in the vessel's recreation room after docking in Brooklyn, N.Y. on Dec. 9. They are, seated from left: Joseph Lugan, engine delegate; Recertified Bosun Edward Wallace, Chief Steward Clyde H. Lanier, and Hollis Johnson, chief electrician. Standing are Robert Merritt, deck delegate (left) and James Noonan, steward delegate. Also, before the payoff aboard the C-4 ship SIU Patrolman Teddy Babkowski holds shipboard meeting (top left), telling the Seafarers that the Oil Imports Bill was up for a crucial Senate vote and that more SPAD funds help to carry on the vital fight for passage of this important piece of legislation. The ship is on the run to India.

Letters to the Editor



HISTORIC PRESERVATION

Thanks for Quick Service

I would like to thank the Seafarers Pension Plan for their quick action in okaying my application for retirement. And, immediate receipt of my first pension check was an added bonus.

Fraternally,
B. M. Gold
Tampa, Fla.

Pensioner Gives Some Advice

I am a retired member of the SIU and since I have gone on pension I have often thought about the tough, old days back on Beaver St. in New York when the Union was young. From those days to the present, I have watched with pride as the Union grew and our wages increased and pension and welfare was instituted.

The Union has come a long way and it is still growing. I hope that the young men just coming in realize what they have in the SIU and see fit to take advantage of it.

It was a pleasure growing with and working in an organization like the SIU.

Fraternally,
Carl E. Gibbs
Baltimore, Md.

Prompt Attention Appreciated

I would like to take this opportunity to thank the SIU for the prompt attention given to the estate of my late brother, Seafarer Ancil E. Cunningham. I did not know that my brother had designated me as beneficiary or that I would receive any benefits. Everyone in the SIU was very helpful to me while at the same time thorough in determining that I was the right person.

Sincerely,
Marcella Bartels
Youngstown, Ohio

January 1975

Volume XXXVII, No. 1

SEAFARERS LOG

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

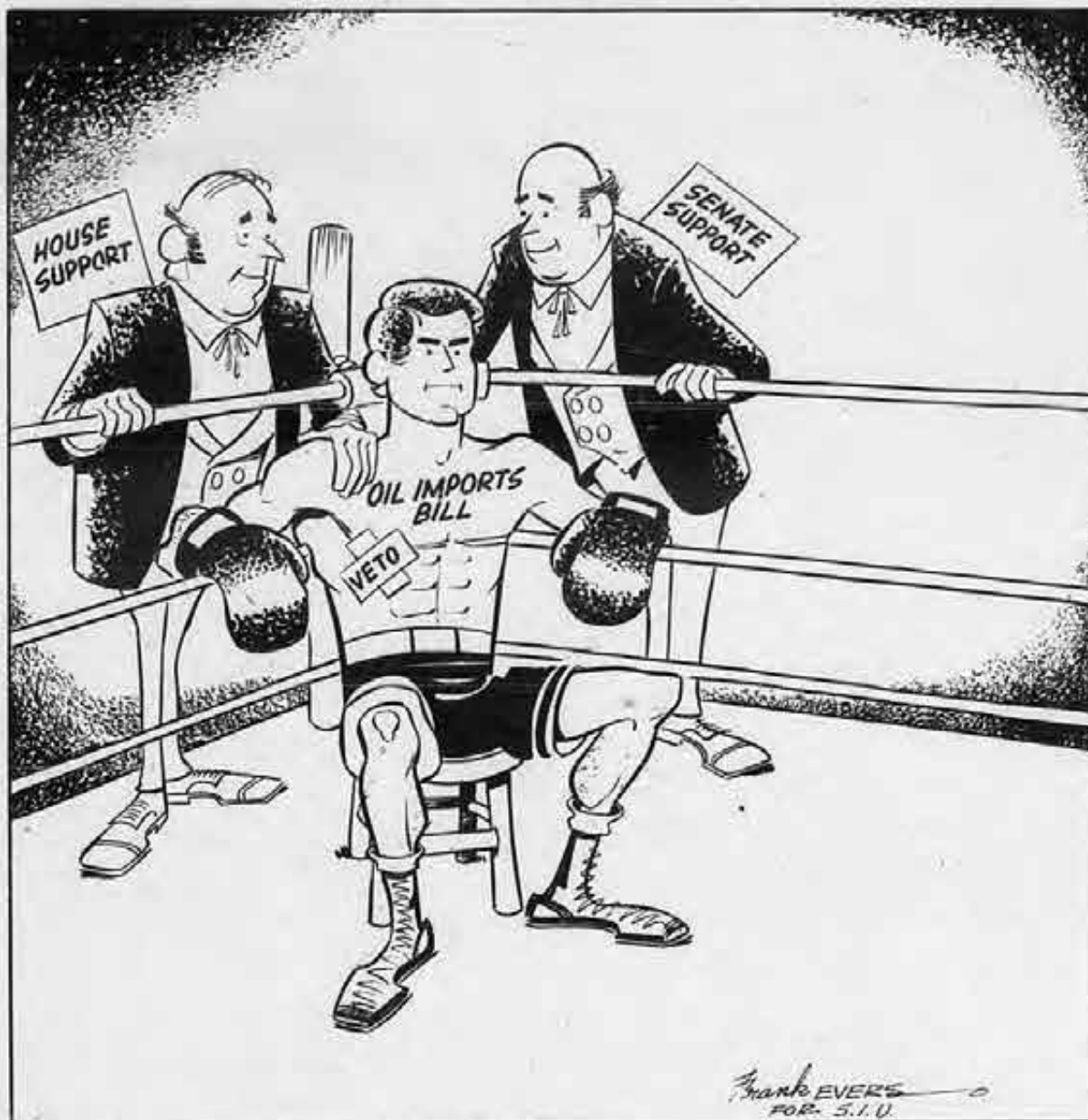
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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Water District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Brooklyn, N.Y.

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Ready for Next Round



Fight for Oil Bill Continues

The day after the U.S. Senate gave final Congressional approval to the Energy Transportation Security Act, an editorial appeared in the Wall Street Journal entitled "Shame on the Senate," which in part read: "This superboondoggle, which would require that at least 30 percent of oil imports be carried in American-flag ships by 1977, is nothing more than a colossal, inflationary gift to the maritime unions and shipbuilders."

The same day an editorial in the New York Daily News read: "On Monday, the Senate approved one of the most blatant gouges in years. It is the atrocious bill requiring that 20 percent (and later 30) of all oil imported into the U.S. be shipped in American-made, American-manned vessels. . . . It is a grossly inflationary handout to maritime unions and shipping interests, and a sellout of the public."

A Washington Post editorial stated that if President Ford failed to veto the bill, "he will have accepted an important defeat in his fight against inflation. He will have led the way in destroying the tradition of an open market in ocean shipping at a time when the Arab oil producers are in a much stronger position than we to establish and exploit a captive market."

The above editorial excerpts are pointedly representative of the literally hundreds of editorials and news articles which appeared in newspapers throughout the country blasting the Energy Transportation Security Act during and immediately after the Congressional fight for the bill.

This widespread editorial campaign, promoted by the multinational oil cartel, stirred an avalanche of controversy over the bill, creating tremendous pressure on Congress not to pass it, and ultimately President Ford not to sign it.

The heavy pressure it caused in Congress is reflected in the many months it took for the bill to get final approval. During this time, committees from both houses of Congress went through the advantages and publicized disadvantages of the bill with a fine tooth comb before submitting their well-investigated findings to the full House and Senate for a vote. After weighing the evidence presented and despite oil company pressure, Congress voted decisively to adopt the bill solely on its merits in terms of the economy and national security.

President Ford, on the other hand, vetoed the bill on grounds that it was inflationary and "would adversely affect our foreign policy." Heavy pressure against the bill came from the Departments of State, Treasury, Agriculture and Defense which are notorious for their opposition to a strong U.S. merchant marine.

The "inflationary" effect of the bill as determined in Congressional hearings translates into anywhere from a fraction of a cent to one cent rise per gallon in the price of imported oil.

In return however, the bill would have created in excess of 200,000 man years of employment for American maritime workers and would have led to the development of a long needed U.S.-flag tanker fleet. The bill would also have helped reverse our nation's dangerously growing balance of payments deficit by pumping money back into the sagging American economy instead of constantly paying out money that stays out of the country.

The SIU will not be discouraged by this veto. We are already preparing to go back in for another round in the 94th Congress. And, we will not let up until a fair oil cargo preference bill is on the nation's lawbooks.



OGDEN WILLAMETTE (Ogden Marine), November 17—Chairman, Recertified Bosun Robert Schwarz; Secretary E. Kelly; Educational Director Wilkerson; Deck Delegate Martia Hammond; Engine Delegate A. J. Vogel; Steward Delegate S. A. Smith. Chairman held a discussion on donating to SPAD and those who are interested can write to Piney Point for information on upgrading. Vote of thanks to the steward department for a job well done. Everything running smoothly.

OGDEN WABASH (Ogden Marine), November 10—Chairman Recertified Bosun M. Duet; Secretary H. Hastings; Educational Director G. Berger; Deck Delegate Robert Delmont; Engine Delegate Steve Crawford; Steward Delegate Ray Mann. Chairman held a discussion on reading points of interest in the SEAFARERS LOG. Crewmembers are to go to their department delegate for department business. The ship's chairman is the Union representative on the ship. No disputed OT. Next port Philadelphia.

ULTRASEA (Westchester Marine Shipping Co.), November 3—Chairman, Recertified Bosun Alfred Hanstvedt; Secretary J. Thomas; Educational Director H. Ware. Crewmembers talked about the importance of donating to SPAD. Some disputed OT in engine department. All communications that were received were posted on bulletin board. A vote of thanks to the steward department for a job well done. Next port Jacksonville.

SEA-LAND McLEAN (Sea-Land Service), November 10—Chairman, Recertified Bosun David H. Berger; Secretary T. R. Goodman; Educational Director W. J. Dunnigan; Steward Delegate Charles Williams. Chairman asked crewmembers to read and discuss issues in the SEAFARERS LOG. \$10 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Rotterdam.

TRANSCOLUMBIA (Hudson Waterways), November 3—Chairman, Recertified Bosun W. H. Wallace; Secretary D. G. Chafin; Educational Director Harold Rapp. Chairman suggests that all crewmembers should read the SEAFARERS LOG and noted that there were some very good articles in the October issue. \$20 in ship's fund. Some disputed OT in deck and steward departments. Observed one minute of silence in memory of our departed brothers.

PANAMA (Sea-Land Service), November 3—Chairman, Recertified Bosun Arthur Beck; Secretary Cesar F. Blanco; Educational Director O. Storness; Deck Delegate Joseph E. Lujan; Engine Delegate George S. Byoff; Steward Delegate Curtis L. Brodnax. Bosun mentioned oil bill and suggests that all crewmembers donate to SPAD. No disputed OT. Everything running smoothly. Next port Elizabeth.

YELLOWSTONE (Ogden Marine), November 3—Chairman L. F. Guadamud; Secretary John E. Adam; Educational Director S. Gandzar. \$65 in ship's fund. Some disputed OT in deck, engine and steward department. A vote of thanks to the steward department for a job well done. Everything running smoothly. Next port New Orleans.

OVERSEAS ALEUTIAN (Maritime Overseas), November 17—Chairman Clarence Burgo; Secretary L. D. Pierson; Educational Director D. Vagadjides; Deck Delegate Thomas Howell; Engine Delegate Dennis Convey; Steward Delegate George Bronson. Some disputed OT in steward department. Everything running smoothly.

TRANSIDAHO (Puerto Rico Marine Operating), November 21—Chairman, Recertified Bosun R. Zaragoza; Secretary J. DeLise; Educational Director M. Beata. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

GEORGE WALTON (Waterman Steamship), November 3—Chairman, Recertified Bosun George E. Annis; Secretary John H. Ratliff; Educational Director R. J. Lyle. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

TAMARA GULDEN (Transport Commercial Corp.), November 17—Chairman, R. Christensen; Secretary N. Hatgimios; Educational Director F. Rizzo; Engine Delegate H. P. Zukier. Information is available to all crewmembers who are interested in Piney Point. \$10 in ship's fund. Some disputed OT in deck department. Everything running smoothly.

DELTA MAR (Delta Steamship), November 17—Chairman, Recertified Bosun R. Lambert; Secretary D. Collins; Educational Director E. Synan; Steward Delegate Peter Hammel. \$25.30 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Rio de Janeiro.

BALTIMORE (Sea-Land Service), November 28—Chairman, Recertified Bosun S. Stockmarr; Secretary W. Nihem; Educational Director L. Hart; Deck Delegate H. Hansen. Chairman thanked crew for generous donations to library. \$17.30 in ship's fund. No disputed OT. A vote of thanks to the steward department for an excellent Thanksgiving Dinner. Next port Elizabeth.

DELTA NORTE (Delta Steamship), November 17—Chairman, Recertified Bosun Homer O. Workman; Secretary Mike Dunn; Educational Director Clarence J. Hemby. Chairman suggested that all crewmembers donate to SPAD. \$16 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port New Orleans.

SAM HOUSTON (Waterman Steamship), November 24—Chairman, Recertified Bosun Otto Pedersen; Secretary Michael Toth; Educational Director Phillip A. Painter; Deck Delegate Aden Ezell, Jr.; Engine Delegate Gary J. Bryant; Steward Delegate Ambrosio Fachini. No disputed OT. A vote of thanks to Gary Bryant for carrying the mail and to the steward department for a job well done. Next port Calcutta.

CITRUS PACKER (Waterman Steamship), November 10—Chairman W. Jordan; Secretary J. Reed. \$7.50 in ship's fund. Some disputed OT in engine department. A vote of thanks to the steward department for a job well done. Next port Savannah.

ERNA ELIZABETH (Hudson Waterways), November 24—Chairman, Recertified Bosun James Dixon; Secretary T. Jackson; Educational Director I. W. Wright; Deck Delegate Ronald Brown; Engine Delegate Billy J. Brewer. A crewmember had to get off the ship in St. Croix because his wife passed away. A collection was taken up and \$409 was turned over to him for which he thanks the entire crew. \$5 in ship's fund. Some disputed OT in deck department. A vote of thanks to all the crew for a job well done. Next port Charleston.

DEL SOL (Delta Steamship), November 24—Chairman, Recertified Bosun Ray Todd; Secretary Alton Booth; Educational Director Randall Lawson. \$300 in movie fund. No disputed OT. The SEAFARERS LOG was read by the members aboard ship. A suggestion was made to see about obtaining a library. Everything running smoothly.

TT BROOKLYN (Anndep Shipping Co.), November 11—Chairman, Recertified Bosun G. Mattioli; Secretary Jimmie Bartlett; Educational Director D. Orsini. \$4 in ship's fund. No disputed OT. A suggestion was made that more crewmembers donate to the ship's fund so that books could be purchased for the library. A vote of thanks to the steward department for a job well done. Everything running smoothly this voyage. Observed one minute of silence in memory of our departed brothers. Next port Lavera, France.

SEA-LAND PRODUCER (Sea-Land Service), November 17—Chairman, Recertified Bosun William Bushong; Secretary W. J. Moore; Educational Director S. Senteny; Deck Delegate David Neill; Engine Delegate Joseph Forque; Steward Delegate Vincent Chavez. Chairman suggests that all read the SEAFARERS LOG thoroughly as it has some very fine articles on SIU activities and explains the use of SPAD, etc. Also available in the LOG, to all those who are interested, is information on upgrading at Piney Point. No disputed OT. Next port, Port Everglades.

TRANSOREGON (Puerto Rico Marine Operating), November 10—Chairman, Recertified Bosun E. Hogge; Secretary C. White. Chairman had a discussion about training and upgrading at the Harry Lundeberg School of Seamanship. Some disputed OT in deck department. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

TRANSHAWAII (Sea-Land Service Inc.), November 17—Chairman, Recertified Bosun Victor Carbone; Secretary O. Vola. Chairman suggested that all crewmembers should go down to Piney Point and upgrade themselves and suggested they continue to donate to SPAD. Some disputed OT in steward department. Everything running smoothly.

SEA-LAND EXCHANGE (Sea-Land Service), November 10—Chairman, Recertified Bosun Verner Poulson; Secretary M. Badger; Educational Director G. Renale; Steward Delegate Stonewall Jackson. Chairman spoke on the benefits of SPAD donations and the work being accomplished at Piney Point. \$20 in ship's fund. No disputed OT. Next port Seattle.

DELTA PARAGUAY (Delta Steamship), November 10—Chairman, Recertified Bosun George A. Burch; Secretary W. J. Miles; Educational Director Frank W. Chavers. \$7.50 in ship's fund. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

OGDEN CHALLENGER, (Ogden Marine), November 24—Chairman, Recertified Bosun C. Barnhill; Secretary J. Craft; Educational Director John C. Rounds; Deck Delegate J. L. Bass; Engine Delegate L. W. Philpott; Steward Delegate R. L. Cotton. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Norfolk, Va.

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

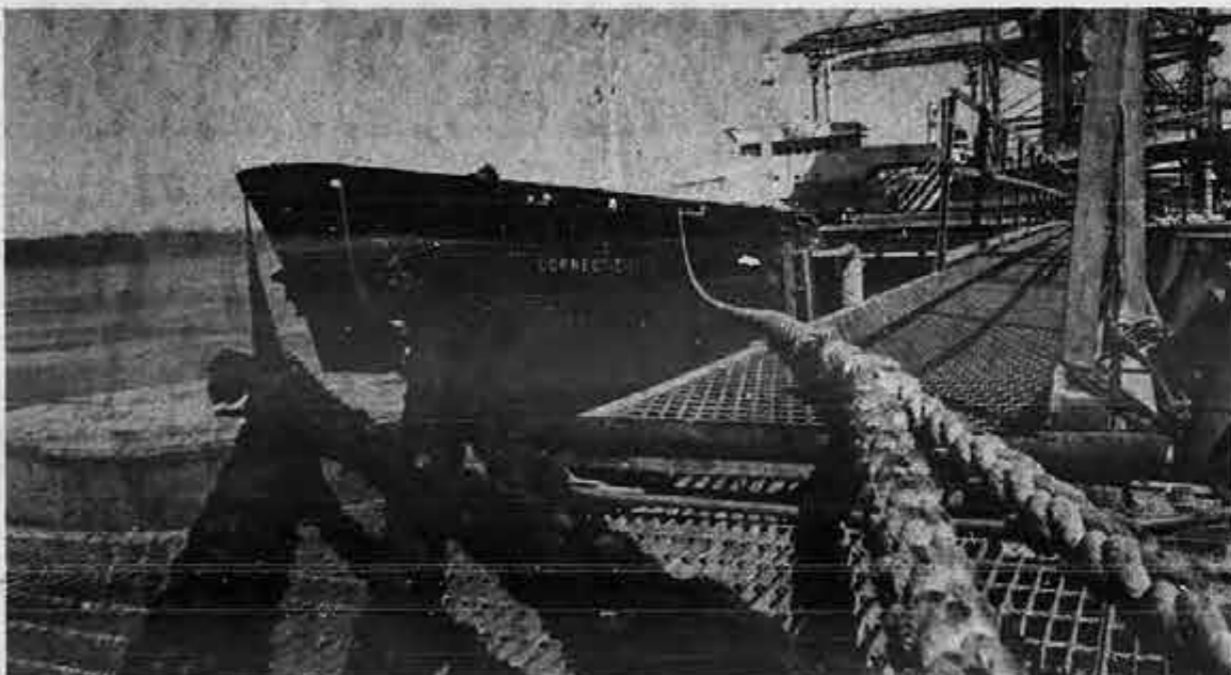
MERRIMAC
GOLDEN DOLPHIN
TRANSCOLUMBIA
DELTA BRASIL
VANTAGE DEFENDER
DELTA SUD
WALTER RICE
ALEX STEPHENS
TRENTON
CHARLESTON
BOSTON
ANCHORAGE
MOHAWK
SEATRAN FLORIDA
LOS ANGELES
SEA-LAND FINANCE

SEA-LAND ECONOMY
PORTMAR
MILLICOMA
OVERSEAS TRAVELER
OGDEN YUKON
ST. LOUIS
SEA-LAND TRADE
CHICAGO
SEA-LAND CONSUMER
CANTIGNY
NEW YORKER
SAN JUAN
JAMES
NEW ORLEANS
EAGLE VOYAGER
SEA-LAND RESOURCE

Politics Is Porkchops
Donate to SPAD



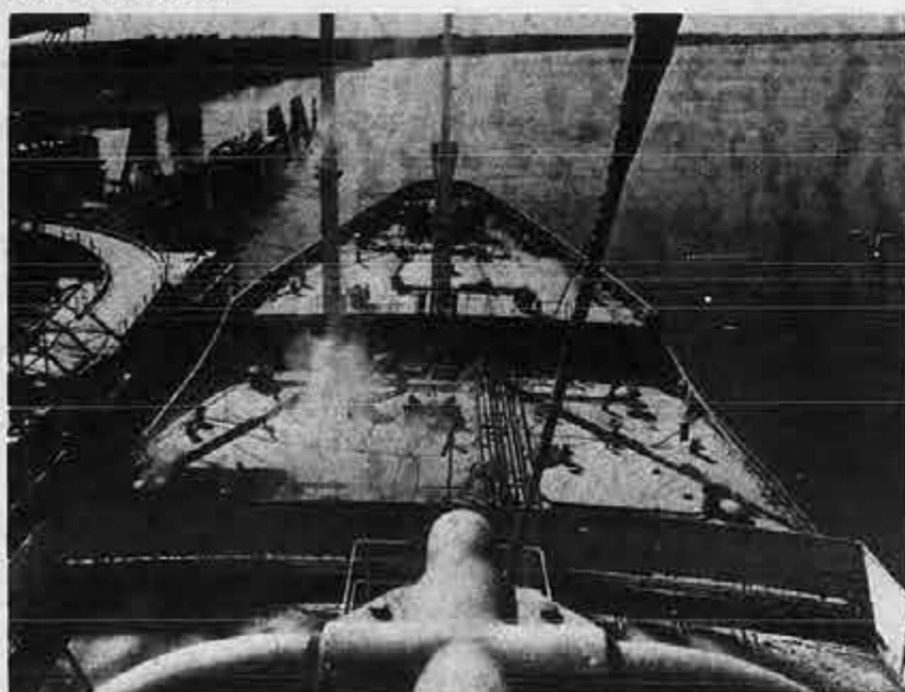
Day man Jesse Dean Foster secures butterworth plates on deck of the *Connecticut*.



The *Connecticut* tied up at her berth in New Orleans awaiting a load of grain destined for Russia. She had been laid up in Houston.



Ready to sail are *Connecticut* black gang members John Rauza, oiler; Al Kozubek, third assistant engineer, and Dennis Brazell, wiper.



Impressive photo taken forward from radar tower shows tanker *Connecticut* and wide expanse of New Orleans Harbor.

SIU-Manned Connecticut on Russian Grain Run

Last November, a number of SIU-contracted vessels which had been laid up due to a slowdown in U.S. grain cargo shipments to Russia came out of lay up and have resumed their usual U.S.-Soviet trade run. The Ogden Marine operated tanker *Connecticut*, one of the affected vessels, is shown on this page with her SIU crew loading grain in New Orleans.

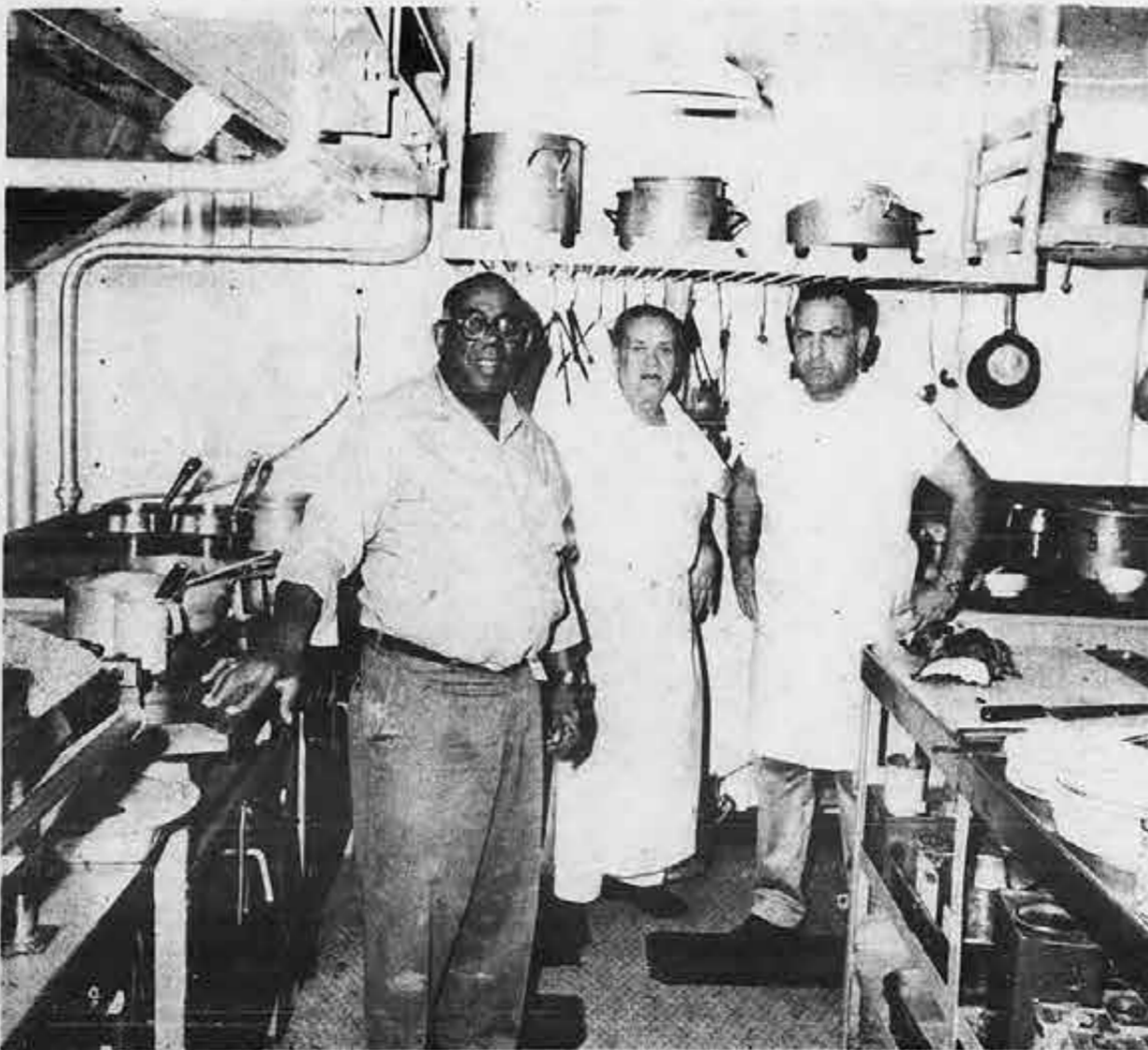
Since the bilateral agreement with Russia was reached in 1972, U.S.-flag ships have carried 4,671,000 tons of agricultural commodities to the USSR.

For the first six months of 1975, American-flag ships are expected to carry 491,700 tons of grain cargoes—or exactly one third—of the total 1,475,000 tons of cargo that will reach Russian ports from the U.S.

Before the U.S.-Russia trade pact was signed, the SIU demanded and won the provision that at least one third of all cargoes moving between the two countries be carried on American-flag vessels. The Russian trade route provides nearly 1,500 jobs for Seafarers on 50 SIU-contracted ships.



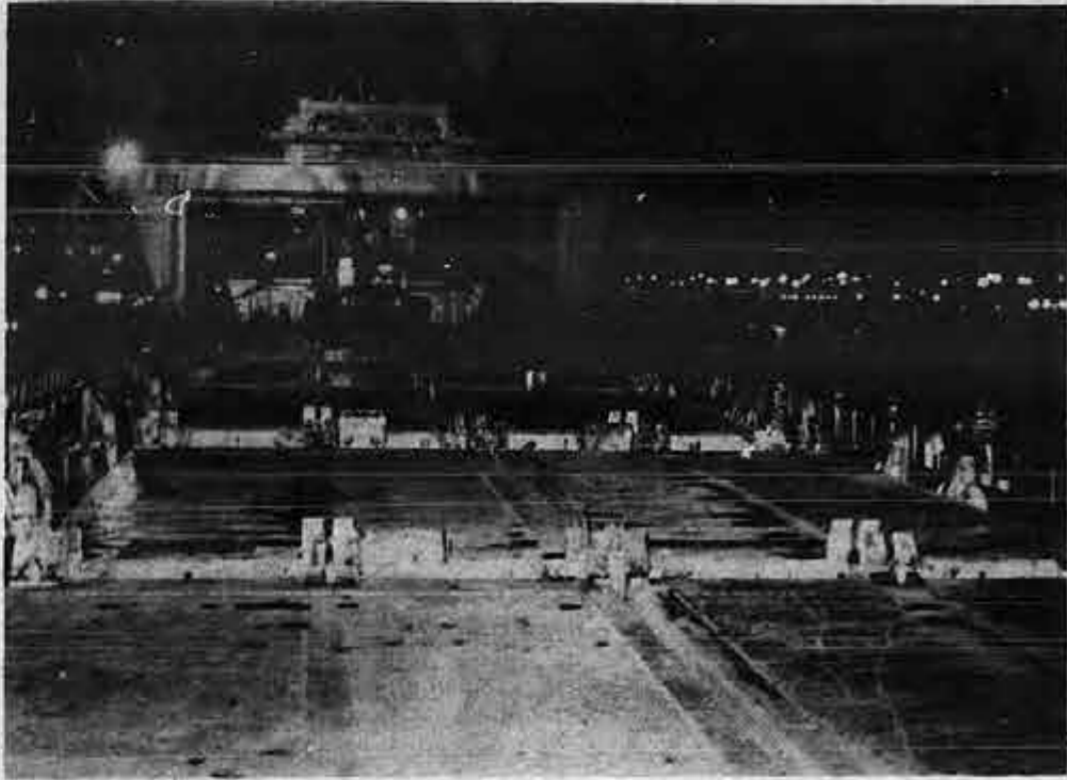
Ordinary Seaman Richard Dobbyn on the job topside aboard the SIU-manned tanker *Connecticut*.



Part of the *Connecticut*'s steward department are from the left: Virgil Swanson, chief steward; Fred Szoblik, chief cook, and Malcolm Stevens, third cook.

SS Summit Has Payoff in Seattle

Before she was laid up recently in the Todd Shipyards in Seattle, the SIU crewed containership *Summit* (Sea-Land), paid off her Seafarers following the completion of her usual run to the frigid ports of Alaska. The vessel was in layup for repairs to close a 10-foot gash stoved in her hull during a storm in the northern, ice-choked waters. Sharing the rough voyage with the ship's complement of oldtimers, were a handful of young graduates of the Union's Harry Lundeberg School of Seamanship in Piney Point, Md. It was reported they came through the ordeal with flying colors. Later on at the dock while the ship paid off, they profited when they saw older crewmembers accept their responsibilities by their purchase of \$20 SPAD tickets. Now, they know, that the fight to pass the Oil Bill in Washington, D.C. can continue with these voluntary contributions.



Unloaded of her containers, the *Sea-Land Summit* is laid up in the Todd Shipyards with city's lights in the background.



At the payoff in Seattle, Bosun Demitrios Calogeros (left) pays his Union dues to Port Agent Harvey Mesford while shipmates wait their turn.



Fireman-watertender Gus Holgerson checks a burner in the *Summit's* engine room.



Three former graduates of HLSS in Piney Point (l. to r.) Jeff Connor, Laurendine Brown and Mitch Hartshorn get together in the ship's recreation room.



First tripper, Crew Messman David Kempton, who is a graduate of the Lundeberg School, stands by with his packed gear awaiting payoff.

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.

New SIU Pensioners



William R. King, 74, joined the Union in the port of New York in 1963 sailing as a fireman-water-tender. Brother King had sailed for 53 years. A native of San Francisco, he is now a resident of Santurce, Puerto Rico with his wife, Tina Marie and his son, Manuel.



James T. Balmy, 78, joined the SIU in the port of New York in 1951 sailing as an oiler. Brother Balmy had sailed for 40 years. He received a personal safety award in 1960 for sailing aboard an accident-free ship, the *SS Antinous*. Seafarer Balmy walked the picket line in the 1960 Greater N.Y. Harbor strike, the Robin Line strikes of 1961-2 and the District Council 37 beef in 1965. Born in Russia, he is now a resident of Middle Village, Queens, N.Y.C. with his wife, Elizabeth.



Byrd M. Gold, 69, joined the SIU in the port of Tampa in 1953. He was sailing as a chief electrician at his retirement. Brother Gold had sailed for 41 years. He was an engine room delegate and is a post-World War I U.S. Navy veteran. Born in Largo, Fla., he is now a resident of Tampa with his wife, Louise.



James M. Fisher Jr., 65, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Fisher had sailed for 46 years. Born in New York City, he is now a resident of Binghamton, N.Y. with his wife, Ruth.



Frank E. Richley, 63, joined the Union in the port of Elberta, Mich. in 1953 sailing as an AB. Brother Richley had sailed for 35 years. He was born in Arcadia, Mich. and is now a resident of Frankfort, Mich. with his wife, Mary.



Alberto Trevino, 78, joined the SIU in 1948 in the port of New York sailing as a cook. Brother Trevino had sailed for 27 years. He was born in Tampa, Fla. and is now a resident of Miami.



Lyle L. Hipp, 49, joined the SIU in the port of New Orleans in 1959 sailing as a fireman-water-tender. Brother Hipp had sailed for 31 years. He attended a Crews Conference at Piney Point in 1970 and was a post World War II Navy veteran. Born in Evergreen, Ala., he is now a resident of Georgiana, Ala.



Francis M. Carmichael, 71, joined the Union in the port of San Francisco in 1962 sailing in the steward department. Brother Carmichael is a native of Iowa and is now a resident of Brooklyn, N.Y. with his wife, Martha.



Abraham Feinstein, 62, joined the SIU in 1944 in the port of New York sailing as an OS. Brother Feinstein walked the picket line in the Greater N.Y. Harbor strike of 1961 and the Robin Line strike in 1962. In 1960 he won an individual safety award for helping make the *SS Frances* an accident free ship in the first six months of the year. He was born in Newark, N.J. and is now a resident of New York City with his wife, Regina.



Russell R. Henry, 60, joined the Union in the port of Baltimore in 1952 sailing as a bosun. Brother Henry had applied for the Bosuns Recertification Program just before his retirement. He is a U.S. Coast Guard veteran of World War II. A native of Patoka, Ind., he is now a resident of Baltimore with his wife, Louise.



James Francisco, 59, joined the Union in 1946 in the port of Boston sailing in the steward department. Brother Francisco is a native of Massachusetts and is now a resident of Canton, Mass.



John K. Christopher, 51, joined the SIU in 1943 in the port of Philadelphia sailing as an AB. Brother Christopher sailed for 33 years. Born in Canton, Ohio, he is now a resident of Houston with his wife, Camilla.



Robert W. Elliott, 63, joined the Union in 1946 in the port of Mobile. He was sailing as a chief steward when he retired. Brother Elliott was born in Alabama and is now a resident of Pensacola, Fla.



Leo M. Derry Sr., 60, joined the SIU in the port of Alpena, Mich. in 1951 sailing as a wheelsman. Brother Derry was born in Alpena and is a resident there with his wife, Blanche.



Julius M. Prochownik, 65, joined the SIU in 1938 in the port of Baltimore sailing as a fireman-water-tender. Brother Prochownik had sailed for 37 years. He attended an Educational Conference at Piney Point. Born in Baltimore, he is now a resident of Dundalk, Md.



Alvaro Vega, 56, joined the SIU in 1941 in the port of New York sailing as an oiler. Brother Vega was on the picket line in the N.Y. Harbor strike in 1961. He was born in Puerto Rico and is now a resident of Levittown, Puerto Rico with his wife, Consuelo.

**Politics Is
Porkchops
Donate to
SPAD**

Goes on Pension in Yokohama



Seafarer Vincent E. Monte (center) receives his first pension check from Yokohama Port Agent Frank Boyne while Keiko Nakategawa, a secretary from the SIU Yokohama Hall, looks on. A native of the Philippines, Brother Monte has been sailing with the SIU since 1946.

MEMBERSHIP MEETINGS' SCHEDULE



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

Applying for Social Security Disability Benefits

by A. A. Bernstein
SIU Welfare Director

cannot receive a disability pension unless you are declared Permanently Unfit for Duty by the U.S. Public Health Service.

By applying for and receiving a Social Security Disability Award, you will not only fulfill one of the requirements

for an SIU disability pension, but will also become eligible to receive monthly payments from the Social Security Administration in addition to any disability pension, you might receive. The size of these monthly Social Security payments depends upon the number of your

dependents, how long you have worked under Social Security and how much you have earned over a period of years.

Also, by becoming eligible for Social Security benefits, you may become eligible for Medicare coverage and vocational rehabilitation.

Seafarers applying for a disability pension must meet a number of requirements. One of these requirements is that you must obtain a Certificate of Social Security Disability Award, a certificate given to any person judged disabled by the Social Security Administration.

To apply for a Social Security Disability Award, contact your local Social Security office as soon as you become disabled. You will be required to submit medical evidence proving you have a disability that prevents you from performing any gainful work. In addition, you will be asked for your Social Security number, the date you last worked, the date you became sick or injured, and the names and addresses of the doctors and hospitals that have treated you for your disability.

All Seafarers should note that the Social Security Administration will pay you disability benefits if your disability is temporary and expected to prevent you from working for 12 months or more. But under our pension plan, you

World Tonnage Up 7 Percent

Lloyds Register of Shipping recently reported that as of July 1, 1974 the total world tonnage is up seven percent over the same time a year earlier, and more than double the world fleet of 1964.

Oil tankers of 100 tons or more, which now make up 42 percent of all merchant vessels, have increased more than 14 million tons in the 12 months prior to the reporting date.

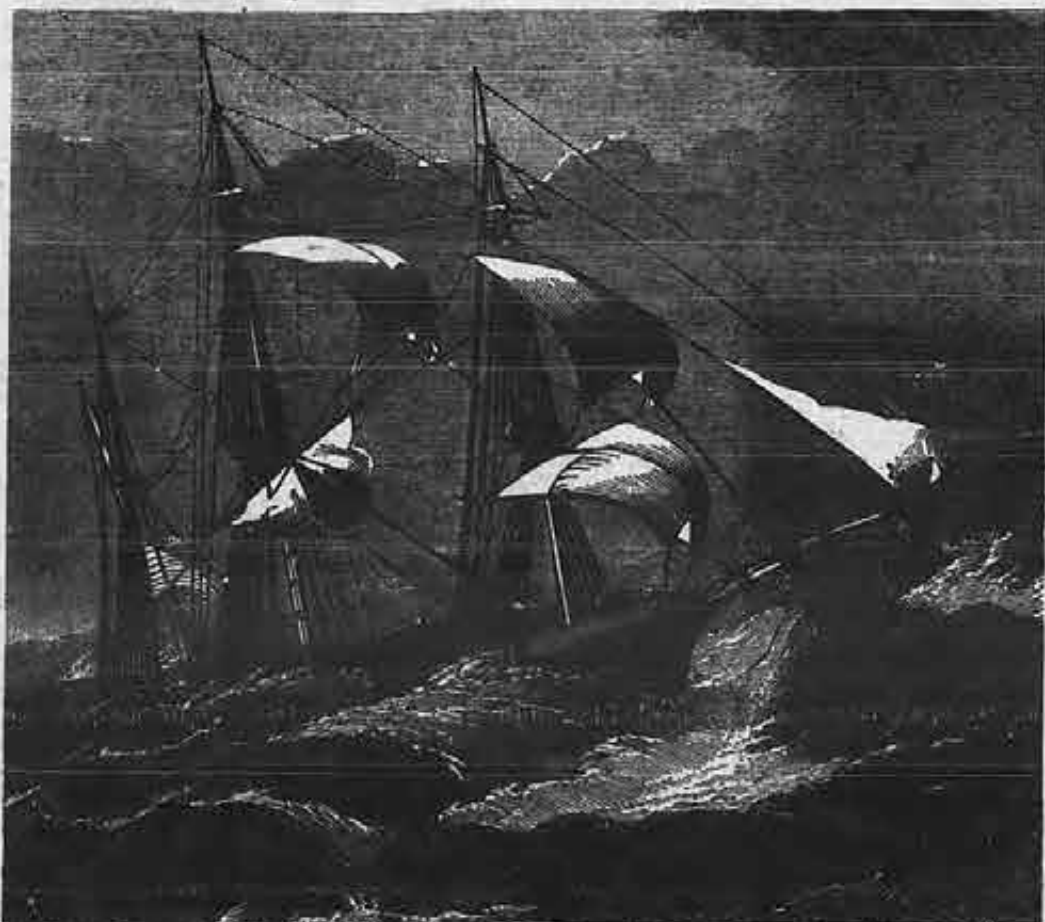
The world merchant shipping fleet totaled 311.3 million gross tons, led by Liberia's flag of convenience fleet of 55.3 million tons. Japan's merchant fleet ranked second with 38.7 million tons, followed by Great Britain with 31.6 million tons and Norway with 24.9 million tons. Complete records on Chinese registered ships were not available.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Nov. 20-Dec. 23, 1974

| SEAFARERS WELFARE PLAN | Number | | Amount | |
|---------------------------------------------|---------------|--------------|----------------|-----------------|
| | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE | YEAR TO DATE |
| ELIGIBLES | | | | |
| Death | 21 | 173 | \$ 53,000.00 | \$ 465,095.88 |
| In Hospital Daily @ \$1.00 | 335 | 7,128 | 335.00 | 7,128.00 |
| In Hospital Daily @ \$3.00 | 237 | 3,202 | 711.00 | 9,606.00 |
| Hospital & Hospital Extras | 6 | 179 | 1,204.60 | 25,750.87 |
| Surgical | 1 | 47 | 75.00 | 5,145.76 |
| Sickness & Accident @ \$8.00 | 6,811 | 86,032 | 54,488.00 | 688,256.00 |
| Special Equipment | 2 | 16 | 669.25 | 4,490.75 |
| Optical | 187 | 2,535 | 4,186.63 | 57,655.15 |
| Supplemental Medicare Premiums | 57 | 317 | 1,606.10 | 14,387.50 |
| DEPENDENTS OF ELIGIBLES | | | | |
| Hospital & Hospital Extras | 493 | 5,225 | 119,278.84 | 1,074,967.45 |
| Doctors' Visits In Hospital | 98 | 861 | 3,736.16 | 29,111.24 |
| Surgical | 155 | 1,547 | 21,496.04 | 200,507.84 |
| Maternity | 18 | 254 | 5,400.00 | 68,084.75 |
| Blood Transfusions | 1 | 41 | 227.00 | 3,157.65 |
| Optical | 145 | 1,812 | 3,161.11 | 38,797.99 |
| PENSIONERS & DEPENDENTS | | | | |
| Death | 7 | 114 | 21,000.00 | 337,000.00 |
| Hospital & Hospital Extras | 178 | 1,963 | 24,442.40 | 293,673.04 |
| Doctors' Visits & Other Medical Expenses .. | 134 | 1,425 | 4,924.23 | 53,096.50 |
| Surgical | 12 | 151 | 2,685.00 | 21,179.25 |
| Optical | 52 | 747 | 1,719.41 | 16,619.39 |
| Blood Transfusions | — | 5 | — | 330.75 |
| Special Equipment | 5 | 36 | 1,031.89 | 7,780.60 |
| Dental | — | 10 | — | 2,616.86 |
| Supplemental Medicare Premiums | 3,850 | 22,545 | 26,209.50 | 160,151.60 |
| SCHOLARSHIP PROGRAM | | | | |
| | 9 | 106 | 2,752.75 | 37,880.56 |
| TOTALS | | | | |
| Total Seafarers Welfare Plan | 12,814 | 136,471 | 354,339.91 | 3,622,471.38 |
| Total Seafarers Pension Plan | 4,567 | 26,843 | 1,089,970.00 | 6,462,684.70 |
| Total Seafarers Vacation Plan | 1,064 | 12,256 | 546,642.27 | 6,428,384.63 |
| Total Seafarers Welfare, Pension & Vacation | 18,445 | 175,570 | \$1,990,952.18 | \$16,513,540.71 |

STEER A CLEAR COURSE!



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

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

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

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

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

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

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

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

Stay drug free and steer a clear course.



Looking Back at the Year 1974, As Seen

January

The SIU-manned *TT Brooklyn*, a 225,000 dwt crude carrier and the largest merchant vessel ever built in the United States, embarked on her maiden voyage. She was scheduled to carry oil from Africa and the Persian Gulf to Rotterdam, the Netherlands.

The first expanded class of recertified bosuns, raising the number from six to 12, graduated from the SIU's Bosuns Recertification Program.

The National Safety Council, in conjunction with the American Institute of Merchant Shipping, pre-

sented their yearly prestigious safety award to the entire crew of the SIU-manned *Warrior* (Sea-Land). The crew was cited for saving the lives of 104 people who had abandoned a fire-ravaged Liberian vessel, the *Oriental Warrior*, in 1972 off the coast of Florida.

February

The launching of the SIU-manned *Stonewall Jackson* marked the second such LASH-type vessel to be completed for Waterman Steamship Corp. She joined her sistership, the *Robert E. Lee*, on the high seas.

American archeologists digging in a cave near Koliada, Greece unearthed signs that the world's earliest seafarers sailed the surrounding seas from around 7,500-7,000 BC, almost 1000 years before ocean voyages by man were previously believed to have taken place.

The Harry Lundeberg School at Piney Point sponsored a two-day National Education Conference attended by more than 200 educators from throughout the United States, Canada and Guam.

Continued on Page 27



Bosuns "Ole" Olson (third from left) and Rich Newell (second from right) operate winch controls on deck while Piney Point trainees look on.



Bosun Cyril Mize directs winch control operators while watching the cargo as trainees observe.

With Their Know-How, Bosuns Show Trainees How It's Done

As a part of the two-month Bosuns Recertification Program, each group of 12 Bosuns to go through the program spends 30 days at the Harry Lundeberg School at Piney Point. While they are there, the bosuns gain a greater in-depth knowledge of all aspects of the deck department, with a special emphasis on the new equipment and all new vessels being constructed.

But, aside from their own recertification, the bosuns also assist in someone else's training—the entry rating trainee who goes through different courses in deck training as part of his overall education as a future seaman.

The purpose of assigning a bosun to work with one or two trainees while they are at Piney Point is two-fold. First, the trainees are able to benefit from a bosun's experience—

experience he has gained from many years of going to sea. Second, it gives both the bosuns and trainees the opportunity to work together, something they will have to do once they put out to sea.

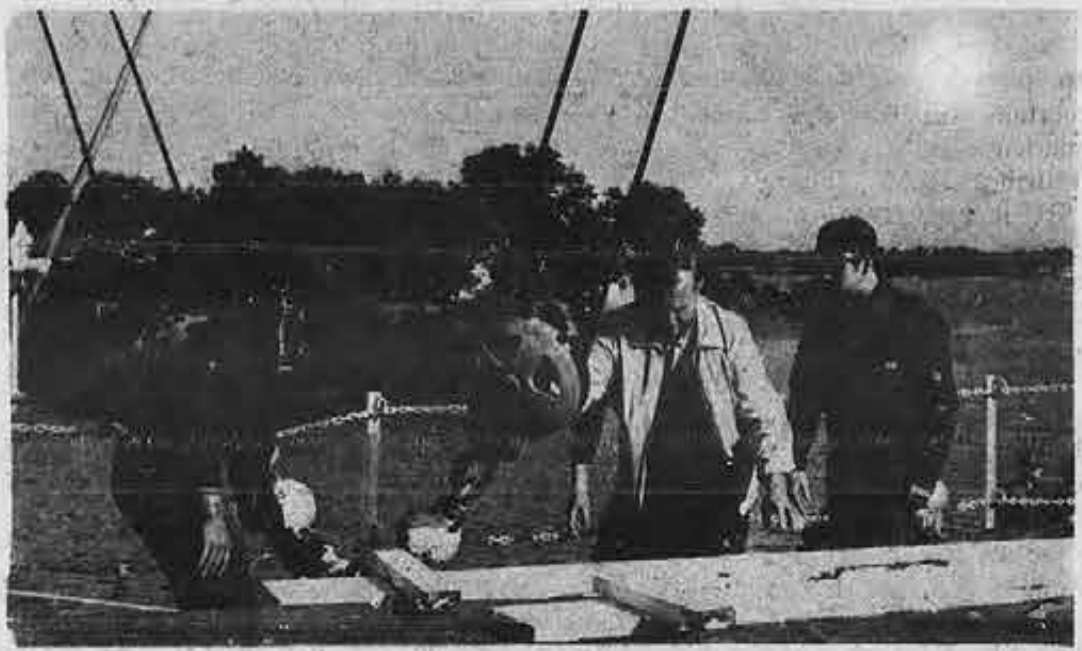
The trainees spend approximately one week working with the bosuns. They are taught how to work cargo booms and mooring lines, the rigging of the bosuns chair, and knot tying

and splicing. Occasionally they work at lowering and raising the anchor.

All this is of course in addition to the learning the trainees receive from the deck instructors at Piney Point. But, the time spent with the bosuns accomplishes an added purpose: giving the entry rating trainee a chance to work with his SIU brothers who will be leading them and the rest of our SIU crews aboard ship.



Trainees lower a lifeboat under the watchful eye of Bosun Roy Meffert.



Bosun Nick Bechlivanis (center) works with three trainees on the deck.



Through the Pages of Your Seafarers Log

March

The SIU almost doubled its support among crewmembers of the Sabine Towing and Transportation Company and was barely defeated in an NLRB election by the company union. The SIU filed 172 objections with the NLRB against the company for misconduct in the election.

SIU President Paul Hall urged Congress "to act speedily and favorably" on legislation that would require a share of U.S. petroleum imports be carried on American-flag tankers. In testimony before the House Merchant Marine and Fisheries Committee, Hall said that passage of the bill, which would require 20 percent of all oil imports be carried on U.S. ships, increasing to 25 percent in 1975 and 30 percent in 1977, would "guarantee" growth of the American-flag tanker fleet.

The SIU of Canada went out on strike against the Canadian Lake Carriers Association after the refusal of shipowners to discuss wages led to the breaking off of negotiations for a new contract.

The giant oil/bulk/ore carrier *Ultrasea* took on her first SIU crew at San Diego, Calif.

April

Representatives of various segments of the maritime industry participated in a two-day conference sponsored by the Maritime Administration as the first step in a study of the effectiveness of existing maritime legislation.

The Navy succeeded in expanding its Military Sealift Command operations and damaging the nation's commercial shipping industry by taking over four SIU-contracted Falcon tankers and replacing the crews with civil service employees.

The SIU of Canada reached the best contract settlement in its history with the Canadian Lake Carriers Association and brought to an end its two-week old strike.

The National Maritime Council held an enlightening shipper forum/luncheon in New York attended by nearly 500 of the area's major importers and exporters. The vital importance of a solid, competitive merchant marine was stressed at the forum.

May

The SIU's Scholarship Program awarded five \$10,000 scholarship grants—one to a full book SIU member and the other four to the children of Seafarers.

The House of Representatives, by a vote of 266 to 136, passed legislation which would guarantee that a certain percentage of oil imports be carried on American-flag tankers. The bill was sent to the Senate for further action.

SIU members were to receive a five percent wage increase under the terms of a three-year freightship and tanker agreement signed in 1972 between the Union and its contracted companies.

June

Construction began on the \$3.5 billion Trans-Alaska Oil Pipeline project. When completed it will span nearly 800 miles across the frozen Alaskan frontier from Prudhoe Bay in Alaska's North Slope to the ice free port of Valdez on Alaska's southern shore.

Proving the old adage that you're never too old to learn, SIU Representative Scottie Aubusson became the 21st SIU member and the first Union official to receive his high school diploma through the Harry

Lundeberg's GED high school equivalency program.

Despite the desperate efforts of his shipmates to save him, Chief Officer Nicholas Gullo was overcome by noxious fumes in one of the ship's tanks aboard the *Falcon Lady* and died at sea. In 1969-70, Gullo headed the vocational education program at the Harry Lundeberg School in Piney Point.

Two SIU-contracted companies, Cities Service Co. and the Interstate Group of Companies, reached an agreement to combine their marine operations.

AFL-CIO President George Meany established an Ad Hoc Committee on Maritime Industry Problems. The committee is composed of all principal maritime unions.

July

Hazel Brown, president of the Harry Lundeberg School, has been invited by Secretary of Labor Peter Brennan to serve on the Federal Committee on Apprenticeship. The appointment is in recognition of her success in formulating training programs for young men entering the merchant marine.

John "Whitey" Hawk, an active SIU official from the Union's inception until his retirement, passed away. Brother Hawk served as Secretary-Treasurer of the SIU Atlantic & Gulf District, and later served in the same capacity in the SIUNA until he retired in May, 1971.

The National Labor Relations Board has ordered that hearings be held to further investigate the charges brought by the SIU against Sabine Tankers and Transportation Co. for alleged illegal actions taken by Sabine to unduly influence the outcome of the recent NLRB certification election.

August

The 225,000 dwt *TT Williamsburgh*, sister supertanker of the *TT Brooklyn*, was christened and launched on Aug. 9 at the former Brooklyn Navy Yard. Like the *Brooklyn*, the 1,094 foot *Williamsburgh*, which was built by 3,000 SIU-affiliated UIW members employed at the Yard, will be manned by an SIU crew to carry 1.5 million barrels of oil.

Seafarer Jim Foti became the first bosun to receive a high school diploma while simultaneously participating in the Bosuns Recertification Program at Piney Point. And, at age 57 he is also the oldest Seafarer to obtain the equivalency diploma through the Harry Lundeberg School's General Education Development Program. . . . The General Education Development Program also graduated its 500th student, that number marking the total number of trainees and Seafarers who have received diplomas through the program's eight-week accredited course.

The SIU concluded the best bargaining agreement ever for unlicensed seamen on the Great Lakes when contract negotiations between the Union and shipowners of the Great Lakes Association of Marine Operators were formally completed in Detroit.

September

The Senate, by a vote of 42-28, passed the Energy Transportation Security Act of 1974, guaranteeing that a certain percentage of oil imports be carried on American-flag ships. The measure now goes to a House-Senate Conference Committee where differences between the two versions of the bill will be worked out.

President Ford signed into law the Pension Reform Act of 1974 on Labor Day. The bill provides federal standards for private pension plans, and includes a

system of insurance against loss of pensions when companies go bankrupt.

Three SIUNA West Coast affiliate fishermen's unions voted to merge in order to more effectively unite their efforts and protect job rights. Consolidating into one union, to be known as the Fishermen's Union of America, Pacific and Caribbean Area, are the Fishermen's Union of the Pacific, San Diego; the Seine and Line Fishermen's Union of San Pedro, and the Seine and Line Fishermen's Union of Monterey.

October

SIU President Paul Hall was appointed by President Ford to serve on the White House Labor-Management Committee as one of seven representatives of labor. The committee is to act as a balanced advisory committee to President Ford on the economy.

The crew of the SIU manned *USNS Tallulah*, operated by Hudson Waterways, rescued 256 crewmembers from the burning cruise liner *MV Cunard Ambassador* 40 miles southwest of Key West, Fla.

After 46 full seasons of sailing on the Great Lakes as a cook and steward, Seafarer John H. Weglian, 62, reluctantly called it a day. Troubled with bad legs, Brother Weglian decided to retire and end the seafaring career he began in 1929 as a 16-year-old second cook aboard a Great Lakes freighter.

Forty-eight-year-old Roy McCauley successfully completed his QMED examinations at Piney Point, and in conjunction with his studies in the school's upgrading program, he also completed his GED examinations and received a high school diploma. . . . You're never too old to upgrade. . . . vocationally and academically.

November

Flag of convenience vessels comprise 23 percent of the world's merchant fleet, but last year they accounted for more than 50 percent of all tonnage lost, according to a keynote paper delivered at a recent conference of the International Union of Marine Insurance in Berlin.

A labor arbitrator ruled that Seafarers, who had served as crewmembers aboard four Falcon tankers and were released by Falcon without sufficient notice when the Military Sealift Command took over the ships, had money coming to them.

Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell predicted a total of 300 new ships by the year 1985 in a report to the seapower subcommittee of the House Armed Services Committee.

December

The Senate gave final Congressional approval to the Energy Transportation Security Act of 1974 by a vote of 44-40. The bill, which guarantees that a certain percentage of oil imports be carried on American-flag ships, went to President Ford for his signature.

As a member of the official U.S. delegation, SIU Vice President Earl Shepard attended an Intergovernmental Maritime Consultative Organization (IMCO) conference held in London which met to recommend international training standards and qualifications.

Seafarer Phil Haring, a recent graduate of Piney Point, was commended by the U.S. Maritime Administration for risking his life to save an injured fellow Seafarer from being washed overboard by heavy boarding seas while both men were crewmembers on the *Sea-Land Market*.



Seafarer Pete Sanchez, sailing with the SIU since 1971, got off the *Transcolumbia* after it paid off in Bayonne to attend the AB program at Piney Point.



Seafarer Andy Grimes, a graduate of the Lundeberg School, is on his first voyage. Sailing as OS aboard the *Transcolumbia*, he'll have an opportunity to learn how to handle stick booms aboard this ship.



Veteran Oiler Joe Magyar has been sailing with the SIU for 43 years. In the converted automated engine room of the overhauled C-4, Seafarer Magyar performs the duties of oiler-maintenance-utility.



This trip to the Far East was Recertified Bosun Ward Wallace's first since graduating from the Bosuns' Recertification Program. Brother Wallace has been sailing with the SIU since 1946.

Transcolumbia Pays Off After Far East Run

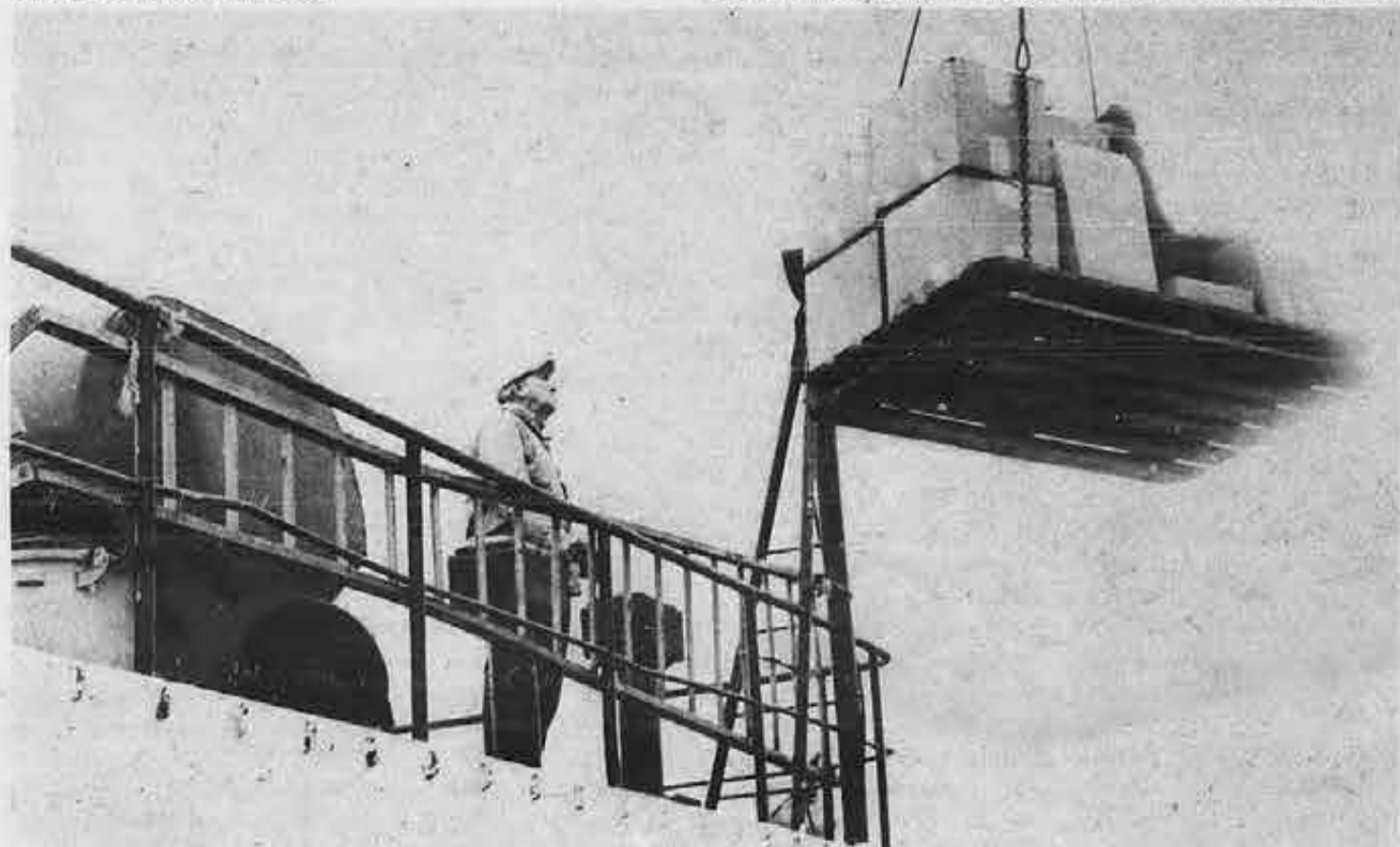
After five months of carrying Army vehicles in the Far East, the *Transcolumbia* (Hudson Waterways) paid off at the Army terminal in Bayonne, N.J. last month. During the five month trip, the SIU-contracted ship called on ports in Korea, Japan, Okinawa, Hawaii and Panama. According to Recertified Bosun Ward Wallace, the trip was all "smooth sailing and hard work." The *Transcolumbia* is one of two C-4's converted by Hudson Waterways to load and carry heavy equipment. With three 120-ton booms, the ship can load equipment weighing up to 240 tons by marrying two of the booms. In order to keep the ship from capsizing when lifting heavy cargo, sea water is pumped in to act as ballast. But even with this added ballast, the *Transcolumbia* will list 12° when lifting a 208-ton Army transport. The ship's cargo hatches have also been enlarged to 75 x 35½ feet to handle oversized equipment. In addition when the ship was being converted to carry heavy cargo, a new, automated engine room was installed.



The *Transcolumbia* is a specially converted C-4 that has been outfitted with new booms capable of lifting 240 tons. Chartered by the Army, it is used to transport heavy vehicles.



A shipboard meeting was held by the Seafarers aboard the *Transcolumbia* before it paid off in Bayonne. Among the topics discussed by crewmembers were the drive to organize seamen aboard Sabine Tankers and the necessity of special LNG training for all Seafarers.



AB Nick Swokla loads ship's stores as the crew of the *Transcolumbia* readies the ship for a run to Northern Europe.



AB Tony Barnes directs the man at the controls of one of the ship's large booms as they unload Army jeeps.



Final Departures



Houston P. Milligan, 58, passed away on Nov. 28. Brother Milligan joined the SIU in the port of New Orleans in 1962 sailing as a fireman-watertender. He was a native of Cottonport, La. and was a resident of New Orleans when he died. Surviving is a daughter, Barbara of New Orleans.



Hugo W. Maccoline, 65, succumbed in St. Elizabeth Hospital, Beaumont, Tex. to severe head and body injuries incurred when he was hit by a car on Nov. 28. Brother Maccoline joined the SIU in 1939 in the port of Baltimore sailing as an AB. He was born in Inwood, L.I., N.Y. and was a resident of New York City when he died. Interment was in Brookside Memorial Park, Houston. Surviving is a brother, Theodore J. Mack of Englewood, Fla.

line joined the SIU in 1939 in the port of Baltimore sailing as an AB. He was born in Inwood, L.I., N.Y. and was a resident of New York City when he died. Interment was in Brookside Memorial Park, Houston. Surviving is a brother, Theodore J. Mack of Englewood, Fla.



SIU pensioner **George R. Gibney**, 72, passed away on Nov. 27. Brother Gibney joined the Union in the port of New York in 1960 sailing as a floatman for the New York, New Haven and Hartford Railroad from 1929 to 1964. Born in Blyth, England, he was a resident of Westbury, L.I., N.Y. when he died. Surviving are his widow, Kathleen of the Bronx, N.Y. and two sons, Donald and Peter.

for the New York, New Haven and Hartford Railroad from 1929 to 1964. Born in Blyth, England, he was a resident of Westbury, L.I., N.Y. when he died. Surviving are his widow, Kathleen of the Bronx, N.Y. and two sons, Donald and Peter.



Woodrow F. Peavy, Sr., 60, died on Dec. 4. Brother Peavy joined the Union in the port of Mobile in 1969 sailing as an OS for the Radcliff Materials Co. of Little River, Ala. from 1966 to 1974 and the Charles Gantt Logging Co. from 1947 to 1966. He was an Army veteran of World War II. A native of Uriah, Ala., he was a resident of Little River when he passed away. Surviving are his widow, Clara Ethel; two sons, Woodrow, Jr. and James and two daughters, Patricia Ann and Wanda Sue.

from 1966 to 1974 and the Charles Gantt Logging Co. from 1947 to 1966. He was an Army veteran of World War II. A native of Uriah, Ala., he was a resident of Little River when he passed away. Surviving are his widow, Clara Ethel; two sons, Woodrow, Jr. and James and two daughters, Patricia Ann and Wanda Sue.



Rogelio Gonzalez, 25, died in Brooklyn, N.Y. on Nov. 23. Brother Gonzalez joined the SIU in the port of New York in 1966 sailing as an oiler. He was a graduate of the Harry Lundeberg School of Seamanship in Brooklyn, N.Y. in 1966 and attended the SIU/MEBA District 2 School of Marine Engineering in Brooklyn in 1971. Seafarer Gonzalez was a U.S. Army Pfc. with the 1099th Boat Co. in Vietnam during 1968 to 1970. A native of Ponce, Puerto Rico, he was a resident of White Plains, N.Y. when he died. Burial was in Long Island National Cemetery, Pinelawn, N.Y. Surviving are his father, Fernando of Brooklyn; his mother, Anna of White Plains and his grandmother, Mrs. Maria J. Gonzalez of Ponce.

in 1966 and attended the SIU/MEBA District 2 School of Marine Engineering in Brooklyn in 1971. Seafarer Gonzalez was a U.S. Army Pfc. with the 1099th Boat Co. in Vietnam during 1968 to 1970. A native of Ponce, Puerto Rico, he was a resident of White Plains, N.Y. when he died. Burial was in Long Island National Cemetery, Pinelawn, N.Y. Surviving are his father, Fernando of Brooklyn; his mother, Anna of White Plains and his grandmother, Mrs. Maria J. Gonzalez of Ponce.



SIU pensioner **Robert F. Kennedy**, 69, succumbed to cancer in the Burlington County Hospital, New Lisbon, N.J. on Nov. 20. Brother Kennedy joined the SIU in 1941 in the port of Philadelphia sailing as an AB for 45 years. He was a U.S. Army veteran. Born in New Jersey, he was a resident of Mt. Holly, N.J. when he died. Interment was in the Wooster Crematory, Atco, N.J. Surviving are a sister, Mrs. Irma Driscoll of Philadelphia; an aunt, Mrs. Marie K. Harley of Evansville, N.J., and a cousin, Bartholomew M. Kane of Lindenwold, N.J.



Guilberto C. Llamado, 48, died on Nov. 29. Brother Llamado joined the SIU in the port of New York in 1971 sailing as an OS. He was born in Samar, the Philippines and was a resident of Brooklyn, N.Y. when he passed away. Surviving are his widow, Rufina of Quezon City, the Philippines and two sons, Basilio and Johony.



Earl R. Goodwin, 53, expired on Nov. 10. Brother Goodwin joined the Union in the port of New York in 1953 sailing as an AB for 30 years. He was a U.S. Army Field Artillery Corps veteran of World War II. A native of Massachusetts, he was a resident of Mobile when he died. Surviving are his widow, Katherine; a son, Michael; two daughters, Lynda and Dena; his mother, Mrs. Mildred Thomas of Ducksbury, Mass. and two sisters, one, Mrs. Miriam Bernier of Orlando, Fla.



SIU pensioner **Leon C. P. Harper**, 69, passed away on Dec. 6. Brother Harper joined the SIU in 1938 in the port of New Orleans sailing as a fireman-watertender for 43 years.

He received a personal safety award for being aboard the accident-free ship, the *SS Seatrain New Jersey* in 1960-1. Born in Alabama, he was a resident of Jacksonville when he died. Surviving are his widow, Estella; a son, Stewart and two daughters, Mrs. Anna Rae and Judy, all of Jacksonville.



Lawrence R. "Larry" Edwards, 48, died on Nov. 26. Brother Edwards joined the SIU in 1945 in the port of Baltimore sailing as OS for 27 years. He was a post-war veteran of the U.S. Marine Corps. Born in Cleveland, he was a resident of New York City when he passed away. Interment was in Greenwood Cemetery, Brooklyn, N.Y. Surviving are his mother, Violet of Cleveland; his father, Lawrence of Lakewood, Ohio and a sister, Mrs. Nancy Jarvis of Ohio.



Anthony A. Barbaro, 57, passed away on Dec. 2. Brother Barbaro joined the Union in 1947 in the port of Boston sailing as a chief electrician. He had sailed for 35 years and was a U.S. Navy veteran of World War II. A native of Boston, he was a resident of Roslindale, Mass. when he died. Surviving are two sisters, Grace of Boston and Mrs. Joseph (Sarah) Bello of Roslindale.



Kevin O. Sullivan, 19, died on Sept. 30. Brother Sullivan joined the SIU after his graduation from the Harry Lundeberg School of Seamanship in Piney Point, Md. on May 1974 sailing as a wiper. Born in Maryland, he was a resident of Baltimore when he passed away. Burial was in Parkwood Cemetery, Maryland. Surviving are his parents, Mr. and Mrs. Charles E. Sullivan, Sr. of Baltimore; two brothers, and three sisters.

he was a resident of Baltimore when he passed away. Burial was in Parkwood Cemetery, Maryland. Surviving are his parents, Mr. and Mrs. Charles E. Sullivan, Sr. of Baltimore; two brothers, and three sisters.



Alfred Hirsch, 67, passed away in the USPHS Hospital, Staten Island, N.Y. on Dec. 2. Brother Hirsch joined the SIU in the port of New York in 1964 sailing as a chief steward. He attended the Andrew Furuseth Training School in Brooklyn, N.Y. in 1959 and the Union's Seniority Upgrading Program at the Harry Lundeberg School of Seamanship in Piney Point, Md. in 1964. Seafarer Hirsch walked the picket line in the Greater N.Y. Harbor strike in 1961 and the Robin Line strike in 1962. He was also a U.S. Navy veteran of World War II and sailed during the Korean and Vietnam Wars. Born in London, England, he was a resident of Brooklyn, N.Y. when he died. He was a naturalized American citizen. Surviving are his widow, Betty; a son, Steven; a daughter, Mrs. J. Denito of Brooklyn and seven grandchildren.

He attended the Andrew Furuseth Training School in Brooklyn, N.Y. in 1959 and the Union's Seniority Upgrading Program at the Harry Lundeberg School of Seamanship in Piney Point, Md. in 1964. Seafarer Hirsch walked the picket line in the Greater N.Y. Harbor strike in 1961 and the Robin Line strike in 1962. He was also a U.S. Navy veteran of World War II and sailed during the Korean and Vietnam Wars. Born in London, England, he was a resident of Brooklyn, N.Y. when he died. He was a naturalized American citizen. Surviving are his widow, Betty; a son, Steven; a daughter, Mrs. J. Denito of Brooklyn and seven grandchildren.

Brother Taylor joined the SIU in 1947 in the port of Detroit sailing as a wheelsman for Kinsman Marine from 1972 to 1973. He had also sailed deep sea. Born in Canada, he was a resident of Wiarton, Ontario, Canada, when he died. Surviving is a brother, Herman of Wiarton.

SIU pensioner **James E. Clark**, 75, succumbed to a heart attack on the way to Little Traverse Hospital, Petoskey, Mich. on Oct. 21. Brother Clark joined the Union in the port of Milwaukee in 1950 sailing as a fireman-watertender. He was born in Sturgeon Bay, Wisc., and was a resident of Charlevoix, Mich. at the time of his death. Interment was in Greenwood Cemetery, Petoskey. Surviving is his widow, Lorraine.



Dennis D. Tieman, 21, was accidentally electrocuted in Leon, Tex. on Aug. 6. Brother Tieman joined the Union in the port of Houston in 1970 sailing as a wiper. He was a 1969 HLSS graduate in New Orleans and was an Army veteran. A native of Peoria, Ill., he was a resident of Charleston, W. Va. when he died. Burial was in Keechi (Tex.) Cemetery. Surviving are his mother, Beverly of Buffalo, Tex.; his grandmother, Mrs. L. A. Hardy Tieman of Seabrook, Tex. and a brother, Lowell of Houston.



John T. Keegan, 77, passed away on Aug. 13, 1971. Brother Keegan joined the Union in the port of New York in 1952 sailing in the steward department. He was a native of Massachusetts and was a resident of Melrose, Mass. when he died. Surviving is his wife of 50 years, Emma.



J. H. Ellis Jr., 43, was accidentally killed in a traffic mishap on Sept. 23. Brother Ellis joined the Union in the port of Wilmington in 1956 sailing as a chief pumpman. He was born in Howe, Tex. and was a resident of Cyril, Okla. when he died. Surviving are his widow, Shirley; his parents, of Cyril; three sons, J. H., Jr. of Cyril, Roger and Tim and a daughter, Donna.



SIU pensioner **Albert L. Bagley**, 66, passed away on Oct. 30. Brother Bagley joined the Union in 1946 in the port of New York sailing as an oiler. A native of Maspeth, L.I., N.Y., he was a resident of Narrowsburg, N.Y. when he died. Surviving are his widow, Elizabeth; three sons, Albert, Charles and James and two daughters, Ann and Eileen.



Theodore Tarasevich, 55, died on Dec. 29, 1971. Brother Tarasevich joined the SIU in the port of Baltimore in 1965 sailing as an AB. Born in Pennsylvania, he was a resident of Plymouth, Pa. when he passed away. Surviving are his mother, Catherine of Plymouth and a sister, Mrs. Anne T. Kruegar of Accokeek, Md.

Brother Tarasevich joined the SIU in the port of Baltimore in 1965 sailing as an AB. Born in Pennsylvania, he was a resident of Plymouth, Pa. when he passed away. Surviving are his mother, Catherine of Plymouth and a sister, Mrs. Anne T. Kruegar of Accokeek, Md.

Seafarer Liwag, 46-Years-Old, Earns High School Diploma

Seafarer Exequiel Liwag, who is 46-years-old and a native of the Philippines, recently earned his high school diploma through the Lundeberg School's GED program. Brother Liwag, who learned about HLSS and the opportunities it offers to the brothers of the SIU through the SEAFARERS LOG, said that he came to the school because, "I wanted to better myself as a person and one sure way to do that, is to better my education."

Brother Liwag had high praise for the work the SIU is doing at the Lunde-

berg School. He said, "There really are no better teachers to be found. They are all very helpful and willing to give you all the individual attention you need to be successful in your studies."

Seafarer Liwag, who originally served in the U.S. Navy, has been an SIU brother for eight years. He credits his seafaring travel experiences for part of his success in the GED program, "I've been to Europe, the Middle East and the Far East," he said, "and I think that getting to know about so many different peoples and their customs is a

very valuable and useful form of education."

Brother Liwag has taken advantage of the Vocational Upgrading Programs at HLSS also. In 1972 he earned his FOWT endorsement through the school, and he recently earned his Lifeboatman endorsement concurrently with successfully completing the GED program.

The Lundeberg School was established to benefit all brothers of the SIU, and its Upgrading and Academic Programs are open to all Seafarers. In Brother Liwag's words: "The Lundeberg School is outstanding, it should make all Seafarers proud that our Union gives all our members such an opportunity for learning and self-improvement."



Seafarer Exequiel Liwag, who recently obtained his high school diploma through the General Educational Development program at the Lundeberg School, goes over some points of grammar with the help of English Instructor Marilyn Grotzky.

High School Program Is Available to All Seafarers

Thirty-one Seafarers 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 am interested in furthering my education, and 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

Upgrading Class Schedule

| | |
|---------|------------------------------------------------------------------------------|
| Feb. 3 | — FOWT |
| Feb. 6 | — QMED, Lifeboat, Able Seaman, and all Steward Department Ratings |
| Feb. 20 | — QMED, Lifeboat, Welding, and all Steward Department Ratings |
| Mar. 3 | — FOWT |
| Mar. 6 | — QMED, Lifeboat, and all Steward Department Ratings |
| Mar. 10 | — LNG/LPG |
| Mar. 20 | — QMED, Lifeboat, Welding, Quartermaster, and all Steward Department Ratings |
| Mar. 31 | — FOWT |
| Apr. 3 | — QMED, Lifeboat, and all Steward Department Ratings |
| Apr. 17 | — QMED, Lifeboat, Able Seaman, Welding, and all Steward Department Ratings |
| Apr. 21 | — Advanced Electrical Procedures |
| Apr. 28 | — FOWT |
| May 1 | — QMED, Lifeboat and all Steward Department Ratings |
| May 15 | — QMED, Lifeboat, Welding, and all Steward Department Ratings |
| May 26 | — FOWT |
| May 29 | — QMED, Lifeboat, Quartermaster, and all Steward Department Ratings |
| June 2 | — Automation |
| June 12 | — QMED, Lifeboat, Welding, and all Steward Department Ratings |
| June 23 | — FOWT |
| June 26 | — QMED, Lifeboat, Able Seaman, and all Steward Department Ratings |
| July 10 | — QMED, Lifeboat, Welding, and all Steward Department Ratings |
| July 21 | — FOWT |
| July 24 | — QMED, Lifeboat and all Steward Department Ratings |
| July 28 | — Advanced Pumpman Procedures |
| Aug. 7 | — QMED, Lifeboat, Welding, Quartermaster and all Steward Department Ratings |
| Aug. 18 | — FOWT |
| Aug. 21 | — QMED, Lifeboat, and all Steward Department Ratings |

NOTE: The date and course are subject to change at any time.

10 Graduate Welding Class



Graduating from the welding upgrading class early last month at Piney Point are, standing (l. to r.): William Rose, Jose Vasquez, George Tell, Senior Instructor Bill Eglinton, Donald Farmer, Theopolis Jordan, Bill Berulis and Robert Walker. Seated (l. to r.) are: David Daley, Herbert Spencer and Charles Rosenberger. The two-week basic welding course consists of classwork and 60 hours of on-the-job welding practice. This includes electric arc welding and cutting plus oxyacetylene brazing, welding and cutting. The welding techniques are taught on up-to-date equipment with safety stressed. The course is open to all members who have a rating in any department. It is given every other two weeks and the next classes start on Jan. 23 and Feb. 20.



Lundeberg School



Deck Department Upgrading

Quartermaster

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

Able-Seaman

Able-Seaman—12 months—any waters

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

Able-Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

Engine Upgrading

FOWT—(who has only a wiper endorsement)

1. Must be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/50—20/30, and have normal color vision).
2. Have six months seetime as wiper or be a graduate of HLS at Piney Point and have three months seetime as wiper. (Those who have less than the six months seetime will be required to take the four week course.)

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

LNG/LPG Program

1. Engine personnel must be QMED—Any Rating. All other (Deck and Steward) must hold a rating.

Advanced Pumpman Procedures

1. Must already hold Coast Guard endorsement as Pumpman or QMED—any rating.

Advanced Electrical Procedures

1. Must already hold Coast Guard endorsement as electrician or QMED—any rating.

Steward Upgrading

Assistant Cook

1. 12 months seetime in any Steward Department Entry Rating.
2. 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.

Cook and Baker

1. 12 months seetime as Third Cook or;
2. 24 months seetime in Steward Department, six months of which must be as Third Cook and Assistant Cook or;
3. Six months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

Chief Cook

1. Twelve months seetime as Cook and Baker or;
2. Three years seetime in Steward Department, six months of which must be as Third Cook or Assistant Cook and six months as Cook and Baker or;
3. Six months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
4. Twelve months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

Chief Steward

1. Three years seetime in ratings above that of Third Cook and hold an "A" seniority in the Union or;
2. Six months seetime as Third Cook or Assistant Cook, six months as Cook and Baker, six months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second Cook and Baker and Chief Cook Training Courses at the Lundeberg School or;
3. Twelve months seetime as Third Cook or Assistant Cook, six months seetime as Cook and Baker, six months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training programs.
4. Twelve months seetime as Third Cook or Assistant Cook, twelve months seetime as Cook and Baker and six months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

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

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

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

PORT _____ DATE _____

SIGNATURE _____

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

Upgrade for Job Security

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

Seafarers Political Activity Donation Working For Jobs and Job Security

WHAT IS SPAD?

SPAD—Seafarers Political Activity Donation—is the political energy that powers the SIU's drive for jobs and job security. It is the only means for Seafarers to make their voices heard on legislative matters that directly affect their livelihood.

SPAD is a Political Activity Fund made up from the voluntary donation of SIU members. It is a separate and segregated fund established to further the political, social, economic and trade union interests of Seafarers—and to promote the American Merchant Marine to provide job opportunities for American seamen.

HOW DOES SPAD WORK?

SPAD supports and contributes to political candidates for elective office.

Through the support of political candidates whose philosophies and political programs are consistent with Seafarers we may attain laws which promote Seafarers' economic, social, political and trade union objectives—and protect the jobs and job security of American seamen.

HOW YOU CAN PARTICIPATE

You can participate in this program through your *voluntary* donations to SPAD.

Through your purchase of a SPAD Certificate you are joining with your shipmates and SIU brothers in working effectively toward building a healthier maritime industry which will provide greater job security for all American Seamen.

Seamen are the most federally regulated workers in America and the maritime industry itself is subject to the regulations and laws of more federal agencies and Congressional committees than any other national industry.

In no other industry is participation in political action more urgently needed than in maritime.

The strength of the SIU has always been in our *unity*—and our *unity* in Political Action is through our support of SPAD.

Politics Is Porkchops is more than a slogan to Seafarers—it is an understanding that only through effective *Political Action* will we protect what we have and build for our future.

SPAD IS VOLUNTARY

All contributions to SPAD are *voluntary*.

No contributions may be solicited or received because of force, job discrimination, financial reprisal or as a condition of employment or membership in the SIU, or threats of such action.

All members who contribute to SPAD receive an *official receipt*. If any member feels he has been forced or threatened to contribute, he should notify the SIU or SPAD and demand an investigation and refund if his donation was involuntary.

SPAD IS UNITY

SPAD is the *unity* of Seafarers in the continuing struggle to promote a strong and competitive American Merchant Marine which will provide greater *job opportunities* and *job protection* for American seamen.

SPAD WORKS!

SPAD *does* work to provide jobs and job security for Seafarers. The Political Action of the SIU was directly responsible for the *Merchant Marine Act of 1970*. This Act is building *new ships* for a revitalized American Merchant Marine.

The Political Action of the SIU is carrying the fight for *more cargo* for American-flag ships. It was through our Political Action that American ships are carrying U.S. grain to Russia—*Jobs for American seamen*.

It is through our Political Action that we are leading the fight to have American-flag ships carry a substantial portion of the nation's oil imports—*more jobs for American seamen*.

The Political Action of the SIU is fighting against attacks on the Jones Act which protects our domestic shipping for U.S.-flag ships—*job protection for American seamen*.

The Political Action of the SIU has saved the U.S. Public Health Service Hospital system—*health protection for American seamen*.

| | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------|
| \$20⁰⁰ | SEAFARERS POLITICAL ACTIVITY DONATION 675 FOURTH AVENUE BROOKLYN, N. Y. 11222 | \$20⁰⁰ |
| Date _____ | | |
| Contributor's Name _____ | | |
| Address _____ | | City _____ State _____ |
| S.S. No. _____ | | Zip Code _____ |
| <p>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.</p> <p>(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.)</p> | | |
| \$20⁰⁰ | Signature of Solicitor _____ | 1975 Port _____ |
| \$20⁰⁰ | | \$20⁰⁰ |

SUPPORT SPAD FOR JOBS AND JOB SECURITY

Anatomy of a Major Legislative Victory

When the United States Senate voted on Dec. 16, 1974 to adopt the House-Senate Conference Report on the Energy Transportation Security Act of 1974 it marked one of the most ambitious legislative victories for Seafarers and the American Labor Movement.

The Presidential veto—unexpected and still not fully explained—in no way diminishes the significance of the Congressional victory nor the magnitude of the effort that made the victory possible.

From the beginning it was an uphill fight. Seafarers have been struggling to achieve a fair share of our nation's import shipping since 1946. There have been some notable achievements. Most sig-

"I want to remind the Senators that after World War II we were constantly importuned by the Defense Department that we did not need to do things for ourselves—but we would have control over ships. So, we find a ship in the Indian Ocean financed by the [American] oil companies, insured by England, with Italian officers, and an Indian or Chinese crew. We found out we had no control over these ships at all."

"The maritime groups have contributed more or less to my campaigns for 38 years—long before this bill was ever thought of. I hope they continue. We have a lot of maritime legislation in our committee. I guess they liked the way the chairman was helping them with their real serious problems."

**Senator Warren G. Magnuson (D-Wash.)
Chairman, Senate Commerce Committee**

nificant are P.L. 480 which guarantees that 50 percent of aid cargo to under developed countries be carried on U.S.-flag ships, and the Merchant Marine Act of 1970 which asserted a shipbuilding program to revitalize the American Merchant Marine.

But the effort to secure cargo in this case a reasonable share of oil imports—the key to building and maintaining a strong national merchant fleet—has been vigorously opposed by a well-financed lobbying and editorial campaign by Exxon and other oil giants.

Rounds One and Two

Two years ago—in the 92nd Congress—we came close. We lost in the Senate by a narrow margin of seven votes. That was Round One.

Round Two opened when the 93rd Congress convened in 1973.

Members of the House—Democrats and Re-

"At a time of growing unemployment in the United States, this act will lead to 225,000 man-years of employment in ship construction and service industries—and 5,700 man-years of employment for American seamen."

"The Commerce Department estimates this legislation will lead to a balance-of-payments savings of \$3.1 billion in the next ten years—and \$11.5 billion over the longer term."

Senator Daniel K. Inouye (D-Hawaii)

publicans—were convinced of the merits of a law which would require that a fair share of our oil imports be carried on U.S.-flag ships. More than 200 Representatives sponsored the Bill. When the vote came in the House in March, 1974 it passed by an overwhelming vote of 266-136—a clear mandate that the nation's economy and national security requires that a strong U.S.-fleet be available to provide for our energy needs.

Throughout the long legislative battle, Seafarers won the support of the entire Labor Movement. The Maritime Trades Department—representing 44 national and international unions—met in No-

"Passage of such a bill, so vital to U.S. maritime industry will be evidence that at long last complete ethical and moral conduct and love of country has replaced the former influential weight of oil billions."

Seafarer Art Lomas

ember, 1972 to adopt strong resolutions in favor of the bill. The AFL-CIO Executive Council an-



SIU President Paul Hall testifies in favor of the oil bill before hearings held by the House of Representatives—Merchant Marine and Fisheries Committee. The House overwhelmingly passed the oil bill by a 2-1 margin.

nounced full support for the bill. And, the AFL-CIO Convention went on record endorsing the oil import bill.

Gathered Support

Support for the maritime bill went far beyond these endorsements. The SIU—through the Maritime Trades Department—organized a labor task force to coordinate the fight. Meetings were held



The AFL-CIO Maritime Trades Department played a significant role in coordinating labor's legislative campaign for enactment of the oil bill, as well as solidifying industry-wide support for the bill. Here

with legislative representatives of virtually all AFL-CIO national unions to organize a campaign in support of the bill. Congressmen in both the House and Senate were contacted by labor representatives in every state. State federations, local central bodies, maritime port councils and AFL-CIO regional directors joined in the struggle by writing to Congressmen and by making personal contact with legislators in their areas.

At the same time, the Seafarers called meetings of ship operators and shipbuilders to organize their support for the bill.

21-Month Fight

And, throughout the 21-month legislative fight we were bombarded with an editorial campaign

"... Passage of H.R. 8193 would produce over 5,000 new jobs aboard ships in the next decade. This would assure that valuable and trained American seamen, many of whom would have been lost to the industry, remain at sea and are available to aid the Nation in the event of national crisis."

Senator J. Glenn Beall Jr. (R-Md.)

financed by the oil industry which was unprecedented in the history of this nation. It was a vindictive campaign which attacked not only the SIU—but also respected members of the Senate.

In the end we won. The SIU—together with the American Labor Movement—whipped the giant oil industry. It was the very first time this monopoly has ever been beaten in Congress. In this victory we have won the respect of Congress as well as a large segment of the people of our country.

"We need it (the Oil Imports Bill)... We need it for our jobs. We have to get our share of it."

Seafarer Patrick Donovan

Round Three

The President vetoed our bill. But we will be back for Round Three. A strong United States Merchant Marine is in the best interest of our nation. Congress has said so. We will again have the support of labor and industry—and we will fight even harder to make certain this nation has the security of a merchant fleet capable of providing our energy needs.

MTD President Paul Hall addresses June 1974 meeting of U.S.-flag ship operators and shipyard executives in Washington, D.C. The MTD regularly conducted meetings during the long battle.

Thursday, January 2, 1975

Preference Issue Not Finished Yet

Proponents Promise They'll 'Be Back'; New Legislation Ready

By ROBERT F. MORISON
Journal of Commerce Staff
WASHINGTON — The issue of cargo preference for U.S. tankers is down, but definitely out.

AUG 30 1974

SIU Chief Scores Int'l Oil Firms

Journal of Commerce Staff
WASHINGTON — Paul Hall, president of the Seafarers International Union of the AFL-CIO,

House panel approves U.S.-flag tanker quota

By RICHARD BAROCO
Maritime Editor of The Sun
WASHINGTON — The House Marine and Fisheries Committee yesterday approved a bill which would increase the cost of imports be carried by U.S.-flag tankers.

Energy Report/Union's tanker bill hits multinational oil firms

THE NEW YORK TIMES, MONDAY, SEPTEMBER 16, 1974

1084
7/20/74
NATIONAL JOURNAL REPORTS
©1974

MAY 10 1973

AFL-CIO backs oil transport bill

By RICHARD BAROCO
Maritime Editor of The Sun
WASHINGTON — The AFL-CIO yesterday legislated a guarantee that all imported petroleum products be carried in American ships.

ent on foreign oil for years to come even if new domestic sources are developed, the AFL-CIO council said. "Congress must legislate a guarantee that all imported petroleum products be carried in American ships."

JULY 13, 1965

SIU Defends Oil Import Quota

By ALAN F. SCHOEDEL
Adoption of the proposed oil import quota, assigning at least 30 per cent of this country's petroleum imports to American tankers.

OCT 8 1974

Oil lobbyists, Seafarers in Congressional Battle

By Arthur Siddon
Chicago Tribune Press Service
WASHINGTON — One of the most bitter battles in Congress is being fought over a bill to restrict the amount of foreign oil that can be imported.

Ford Expected to Sign Tanker Preference Bill

By ROBERT F. MORISON
Journal of Commerce Staff
WASHINGTON — A bill to restrict the amount of foreign oil that can be imported is expected to be signed by President Ford.

MARITIME UNIONS AID CONGRESSMEN

Donate \$333,300 to Senate and House Members Who Backed Oil Import Bill

WASHINGTON, Sept. 15 (AP) — The maritime unions have poured at least \$333,300 this year into the campaigns of members of Congress who supported a bill to require that a bigger portion of oil imported into the United States be shipped in American tankers manned by American crews, according to campaign finance records made available today.

US Oil Cargo Preference Bill Vetoed

Proposal Seen Sure To Be Reintroduced In the New Congress
By ALAN F. SCHOEDEL
Journal of Commerce Staff
President Ford Monday

"The Seafarers Union supports this bill. I am glad the Seafarers Union supports this bill, because I think the bill is right and I think they are a good union. If I could have only one union supporting me in the State of Louisiana, I would pick the Seafarers Union. Let me state that these people have some influence. I am happy to say so."

Senator Russell B. Long (D-La.)

"This timely piece of legislation has indeed multi-benefits to our Nation, not only by strengthening our merchant marine, but also by stimulating employment, improving our balance of payments, promoting our national security, benefiting the consumer and taxpayer, and helping to improve our marine environment."

Representative Glenn Anderson (D-Calif.)

"Mr. President, let me state at the outset—this Senator is not in the slightest degree interested in what contributions the maritime unions have made to anybody. He has confidence in the integrity and sincerity of all his colleagues. So much for that."

Senator Norris Cotton (R-N.H.)
Opposition Leader



The 44-union, eight million-member Maritime Trades Department expressed labor's views on the oil bill with passage of a strong executive resolution calling for its swift enactment at the MTD's mid-

winter meetings last year. Shown above is MTD President Paul Hall, center, flanked to the left by Pete McGavin, MTD executive secretary-treasurer, and William Moody, MTD administrator.

How the Senate Voted

Following are the 44 U.S. Senators who voted in favor of the Conference Report of the Energy Transportation Security Act (H.R. 8193) on Dec. 16, 1974.

- | | | | | |
|-----------------------------|------------------------------|-----------------------------------|-------------------------------|------------------------------------|
| James Abourezk (D-S. Dak.) | Alan Cranston (D-Calif.) | Harold E. Hughes (D-Iowa) | George McGovern (D-S. Dak.) | Richard S. Schweiker (R-Pa.) |
| James B. Allen (D-Ala.) | Robert J. Dole (R-Kans.) | Hubert H. Humphrey (D-Minn.) | Lee Metcalf (D-Mont.) | Hugh Scott (R-Pa.) |
| Birch Bayh (D-Ind.) | Pete V. Domenici (R-N. Mex.) | Daniel K. Inouye (D-Hawaii) | Howard M. Merzenbaum (D-Ohio) | William L. Scott (D-Va.) |
| J. Glenn Beall, Jr. (R-Md.) | Mike Gravel (D-Alaska) | Henry M. Jackson (D-Wash.) | Walter F. Mondale (D-Minn.) | John J. Sparkman (D-Ala.) |
| Robert C. Byrd (D-W. Va.) | Phillip A. Hart (D-Mich.) | J. Bennett Johnston, Jr. (D-La.) | Joseph M. Montoya (D-N. Mex.) | Ted Stevens (R-Alaska) |
| Howard W. Cannon (D-Nev.) | Vance Hartke (D-Ind.) | Russell B. Long (D-La.) | Sam Nunn (D-Ga.) | Adlai E. Stevenson, III (D-Ill.) |
| Clifford P. Case (R-N.J.) | Floyd K. Haskell (D-Colo.) | Warren G. Magnuson (D-Wash.) | Bob Packwood (R-Ore.) | Stuart Symington (D-Mo.) |
| Frank Church (D-Idaho) | Mark O. Hatfield (R-Ore.) | Charles McC. Mathias, Jr. (R-Md.) | Claiborne Pell (D-R.I.) | Herman E. Talmadge (D-Ga.) |
| Marjory W. Cook (R-Ky.) | Ernest F. Hollings (D-S.C.) | | John J. Randolph (D-W. Va.) | Harrison A. Williams, Jr. (D-N.J.) |

The following letter, showing the AFL-CIO's support for the Energy Transportation Act of 1974, was sent to every U.S. Senator.

AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

EXECUTIVE COUNCIL
GEORGE MEANY
 PRESIDENT
LANE KIRKLAND
 SECRETARY-TREASURER

JOSEPH S. BEEHAN
 LEE W. HINTON
 I. W. ABEL
 MAX GREENBERG
 MATTHEW GUINAN
 PETER FOSCO
 FREDERICK O'NEAL
 JERRY WISSE
 JAMES T. HOUSEWRIGHT
 MARTIN J. WARD
 JOSEPH P. TONELLI

A. PHILIP RANDOLPH
 JOSEPH A. BEIRNE
 HUNTER P. WHARTON
 JOHN H. LYONS
 C. L. DENNIS
 THOMAS W. GLEASON
 FLOYD E. SMITH
 S. FRANK BARTLEY
 GEORGE HARDY
 WILLIAM SIDELL
 ALBERT SHANKER

RICHARD T. WALSH
 PAUL HALL
 PAUL JENNINGS
 A. F. CRISPIN
 PETER SCHMARFATO
 JOHN F. CRINER
 LOUIS STULBERG
 ALEXANDER J. EDMAN
 AL J. CHESSER
 MURRAY H. FINLEY
 SOL STETIN



515 SIXTEENTH STREET, N.W.
 WASHINGTON, D.C. 20006
 (202) 637-8000

July 30, 1974

The Senate is expected to soon take up H.R. 8193, the Energy Transportation Security Act of 1974, as amended by the Senate Commerce Committee. The AFL-CIO strongly supports the passage of this legislation, which would guarantee that as much as 30 percent of United States oil imports must be carried on U.S.-flag vessels which are manned and owned by American citizens.

At its Tenth Constitutional Convention in October, 1973, the AFL-CIO unanimously adopted the following position in support of the Energy Transportation Security Act:

"Congress must legislate a guarantee that a fair share of all imported petroleum cargoes be carried on U.S.-flag ships. Such legislation would provide for the development of an American tanker capability that would be in the best interests of national security, the economy and a more favorable balance of payments position, and would create thousands of jobs in the construction and operation of such a fleet."

Since the adoption of this position, international events, including the Arab oil boycott, have once again demonstrated the necessity that the United States merchant marine be provided a major portion of U.S. oil imports. Only in this manner can the U.S. be assured that no nation will be able to exert control over America's oil import lifelines.

Without the passage of H.R. 8193, we will continue to be at the mercy of foreign-flag, foreign-owned, and foreign-manned vessels which have proven highly unreliable and which deprive the United States of any tax and balance of payments benefits.

We urge you to vote in favor of H.R. 8193 when it reaches the floor of the Senate in order that the United States may once again obtain a strong, competitive U.S. fleet that will produce economic and security benefits for every citizen of the nation.

Sincerely,

 President

The following is an excerpt of a letter sent by SIU President Paul Hall to AFL-CIO President George Meany on Dec. 27 thanking him for his help in getting the Energy Transportation Security Act through Congress.

"I am writing to express deep thanks to you for your personal support of this measure which, I am certain,

was an extremely important factor in its passage. We are also grateful to you for the support you generated on behalf of this legislation from all segments of the trade union movement. The manner in which you aided the efforts to pass this bill was typical of the support you have always given to all causes of benefit to America's working men and women."



SIU President Paul Hall testifies in support of the oil bill before Senate hearings of the Subcommittee on Merchant Marine in May of 1974. The Senate passed the Conference Report of the bill 44-40 on Dec. 16, 1974.

"I am aware of the years of work that have gone into the perfection of this legislation. This is a good bill, and I am pleased to have had the opportunity to work with my colleagues on both sides of the aisle on what is before us today—the conference report on the Energy Transportation Security Act of 1974."

Representative Thomas Downing (D-Va.)

"It is time we insisted that the major oil companies invest their windfall profits in the United States—not in Japanese tankers. It is time we insisted they hire U.S. workers—instead of registering their ships abroad to avoid U.S. taxes. And it is time we insisted on transportation security for our vital oil imports."

Senator Adlai E. Stevenson, III (D-Ill.)

"We have been working very closely with the President's advisors and we have taken out the provisions that were objectionable and I think the White House will support the bill."

Representative James Grover (R-N.Y.)

Unions Throughout Country Back Us

The following are excerpts from just a few of the hundreds of letters sent to U.S. Senators in support of the Oil Imports Bill from unions around the country.

"Passage of this legislation would enhance our national security by easing our dependency on foreign-flag shipping. It would guarantee this nation a tanker fleet capable of providing the United States with an uninterrupted flow of oil imports.

"By using U.S. flag and U.S.-built vessels instead of foreign, the United States could reduce the outflow of dollars for each barrel of oil imported by as much as 20% depending on the distance the oil is carried. We estimate that by 1980 the savings to the balance of payments would exceed one-half billion dollars a year."

Page Groton,
 Asst. to the Int'l President
 Boilermakers, Iron Ship Builders,
 Blacksmiths, Forgers and Helpers

"The shot in the arm which the legislation will provide the maritime industry in particular and the economy in general, is desperately needed. The recession in which our nation now finds itself is not easily gotten rid of. We desperately need new job-building programs and capacities. H.R. 8193 would do exactly that while strengthening America's merchant marine."

Leon B. Schachter
 Int'l Vice President Amalgamated
 Meat Cutters and Butcher Workmen

"We have been contacting our friends in Congress asking them to do all they can to see that H.R. 8193 passes. Is there anything else we can do to help in this case?"

Cesar E. Chavez
 President, United Farm Workers
 In Letter to Paul Hall

"For sometime I have been deeply concerned about many of the items this legislation will correct and improve. I refer especially to our national security and our need for building a fleet of U.S. tankers to transport our much needed oil supplies. It's high time this nation cease to depend on foreign tankers to supply our oil needs. Our recent experience should be all too fresh in our memories."

Joseph P. Tonelli, President
 United Paperworkers International Union

"It is a bill that can be eminently justified on the basis of national security, but it also warrants your support for the contribution this legislation would make to a different kind of security—job security."

Murray H. Finley, General President
 Amalgamated Clothing Workers

"The fact that less than five percent of U.S. waterborne oil imports is carried by U.S. flag vessels makes us vulnerable to "oil shippers blackmail" as well. This dangerous dependency on foreign flag shippers will be greatly reduced by the passage of the Energy Transportation Security Act of 1974."

Sol Stetin
 Textile Workers Union of America

"The effect would be a more stable oil supply, less possibility of a repetition of last winter's oil embargo, steadier and better price of fuel oil for your heating needs, improvement of U.S. balance of trade, and a defense against a complete oil supply cut-off to the United States."

John E. Mara
 Boot and Shoe Workers' Union

Laborers' International Union is supporting this legislation because we are convinced that the bill will have genuine, positive effects on workers, consumers, farmers and most other major segments of the nation."

Peter Fosco
 General President, Laborers' Int'l Union

"The International Union of Electrical, Radio and Machine Workers, AFL-CIO, strongly endorses the passage of H.R. 8193, the Energy Transportation Security Act. . . ."

Paul Jennings, President
 Int'l Union of Electrical, Radio
 and Machine Workers

"This is to advise you of this union's support of the Energy Transportation Security Act of 1974 and to urge your active support of the bill."

James T. Housewright
 International President
 Retail Clerks International Assn.

LEGISLATIVE PATH OF THE ENERGY TRANSPORTATION ACT

continued next page

APRIL 30, 1973
H.R. 7304 Introduced

MAY 29, 1973
H.R. 8193 Introduced/Referred to House Committee On Merchant Marine & Fisheries

JUNE 27, 1973
S. 2089 Introduced

AUGUST, 1973
AFL-CIO Exec. Council Adopted Res. In Support of Legislation

SEPTEMBER 17, 1973
H.R. 8193 Referred to House Subcommittee on Merchant Marine

OCTOBER, 1973
MTD & AFL-CIO Conventions Adopted Resolutions in Support of Legislation

OCTOBER 9, 1973
MM Subcommittee Hearings Begin

DECEMBER, 1973
MTD Letters sent to Port Councils/AFL-CIO Letters sent to State Labor Councils

FEBRUARY, 1974
AFL-CIO Exec. Council Adopts Res. in Support of Legislation

MARCH 14, 1974
MM Subcommittee Hearings End

MARCH 27, 1974
H.R. 8193 Rpt'd fm. Subcommittee

APRIL 24, 1974
H.R. 8193 Rpt'd fm. MMF. Committee

MAY 3, 1974
SIU sent Letters to House Members

MAY 7, 1974
H.R. 8193 Rpt'd fm. Rules

MAY 8, 1974
H.R. 8193 Passed House

MAY 13, 1974
Sent to Senate Committee on Commerce

MAY 20, 1974
Hearings Began in Subcommittee

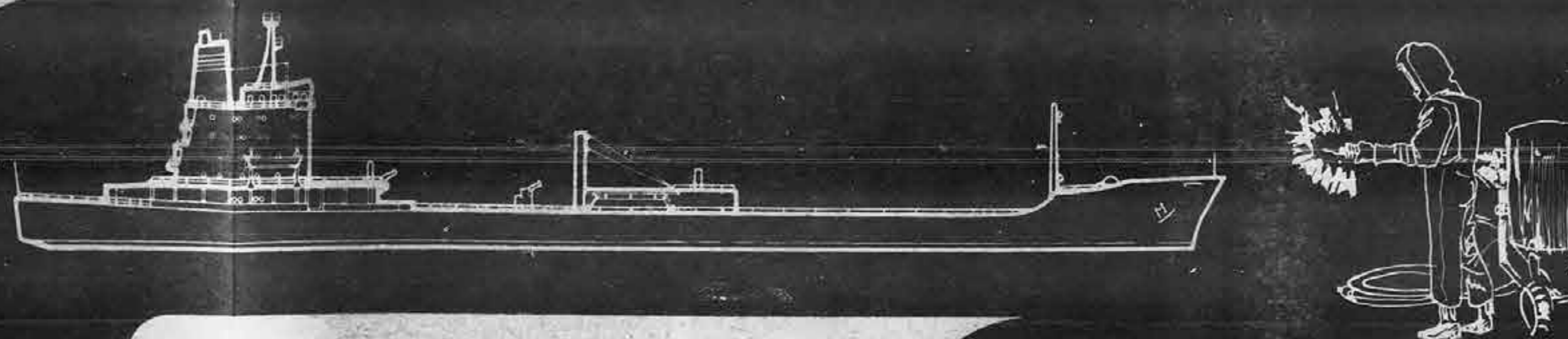
MAY 23, 1974
MTD Letters & Telegrams to: Commerce Committee/MTD/Affiliates & Port Councils/Nat'l Unions

"Mr. President we the crew of the S/S Fort Hoskins earnestly urge you to sign into law the oil bill now on your desk."

Seafarer C. Frey, Chairman Ship's Committee, In Telegram to President Ford

"In my small way I have tried to get it across to our Brothers that without a "Political Organization" to represent the SIU we would have nothing. Our Union as well as the rest of the maritime industry would find itself at the mercy of all who would want to enrich themselves (at the expense of) the merchant seamen."

Seafarer Frank Rodriguez



JUNE 4, 1974

AFL-CIO President George Meany sent a letter to the officers of all AFL-CIO State and Local Central Bodies and AFL-CIO Regional Directors re: H.R. 8193 urging them "to convey your support of the bill to your Senators as well as to assist in rallying the support of all segments of the trade union movement in your area." With his letter President Meany enclosed the MTD Fact Sheet explaining the elements of this legislation as well as the press release containing the text of his letter to Senator Warren Magnuson in support of the oil bill.

JUNE 2, 1974

AFL-CIO President George Meany issued a press release containing the full context of a letter he sent to Senator Warren Magnuson, Chairman of the Senate Commerce Committee urging enactment of H.R. 8193, The Energy Transportation Security Act of 1974, as quickly as possible.

MAY 31, 1974

President Paul Hall of the Seafarers International Union sent a letter to The Vice President of the United States urging passage of The Energy Transportation Security Act of 1974, H.R. 8193.

MAY 30, 1974

Hearings to End in Senate

MAY 30, 1974

President Paul Hall testified before the Subcommittee on Merchant Marine of the Senate Commerce Committee on H.R. 8193.

MAY 28, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

MAY 24, 1974

President Paul Hall of the Seafarers International Union sent a letter to The President of the United States urging passage of The Energy Transportation Security Act of 1974, H.R. 8193.

MAY 23, 1974

President Paul Hall of the Seafarers International Union sent a wire to each AFL-CIO State Central Body urging them to contact their respective Senators and have their affiliates contact the Senators also urging them to vote in favor of H.R. 8193.

JUNE 6, 1974

President Paul Hall of the Seafarers International Union sent a letter to the President of each AFL-CIO National and International Union enclosing an MTD Fact Sheet on The Energy Transportation Security Act of 1974, H.R. 8193, requesting they contact their local unions and request them to contact their respective United States Senators urging them to support this important legislation.

JUNE 13, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

JUNE 27, 1974

H.R. 8193 was marked up and reported out of committee and the recorded vote was 14 yeas-2 nays and 2 not voting.

JULY, 1974

Vote in Senate

JULY 2, 1974

Management Legislative Meeting (Hotel Madison, Washington, D.C.)

JULY 3, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

JULY 12, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

JULY 19, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

JULY 26, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

JULY 30, 1974

President George Meany of the AFL-CIO sent a letter to every United States Senator urging them to vote in favor of H.R. 8193 when it reaches the floor of the Senate.

AUGUST 2, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)



"I still can't believe it! We did it! We actually got a bill passed the big oil interest!!!"

HLS Trainee Scott Resley

"The safety standard that the maritime industry fought so long for is in deep jeopardy. Please support HR 8193 and the American economy will win a great victory."

Seafarer Howard Yaekel
In telegram to Senator James Buckley

"For the good of our country and in the interest of our merchant marine and related interests please support HR 8193."

Seafarer Romolo De Virgileo
In telegram to Senator Jacob Javits

"Just a few days ago I received a telegram at sea from our President Paul Hall concerning the oil bill. Let me tell you, when informed and posted on the bulletin board you should see the warm welcome this telegram has."

"We know the significance of these great achievements for our membership and our Union as a whole. We realize too the struggle our President Paul Hall and our Union officials have gone through and are still going through to achieve this goal so important to our Union."

"In my name and the crew of the USNS Saugatuck we are behind our President Paul Hall and our Union officials one hundred percent."

Julio D. Delgado
USNS Saugatuck Ship's Chairman

"Just for the record, we received the radiogram from Paul Hall about the oil bill being passed and also the one about our ACTING President "Ford" vetoing it later. Pass along to Brother Hall that the entire crew of the Long Lines is ready along with him for round three with these people. Just let us know what to do and when to do it and we will all be right there."

"All the best to all of you there for a Happy New Year and may the people that stopped our oil bill all have to shovel coal."

Ira C. Brown
Sec.-Reporter, C.S. Long Lines

"It is a damn good thing."

HLS Trainee Stanley J. Hungerford

AUGUST 15, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

AUGUST 19, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

AUGUST 19, 1974

A letter was hand delivered to every member of the United States Senate signed by President Paul Hall of the Seafarers International Union urging passage of H.R. 8193.

AUGUST 21, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

AUGUST 23, 1974

President Paul Hall and Executive Secretary-Treasurer Peter M. McGavin on the Maritime Trades Department, AFL-CIO sent a letter to the officers of each State Central Body with an up-to-date Fact Sheet urging them to again contact their respective Senators and let them know that the labor movement in their particular State solidly supports H.R. 8193.

AUGUST 27, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

AUGUST 29, 1974

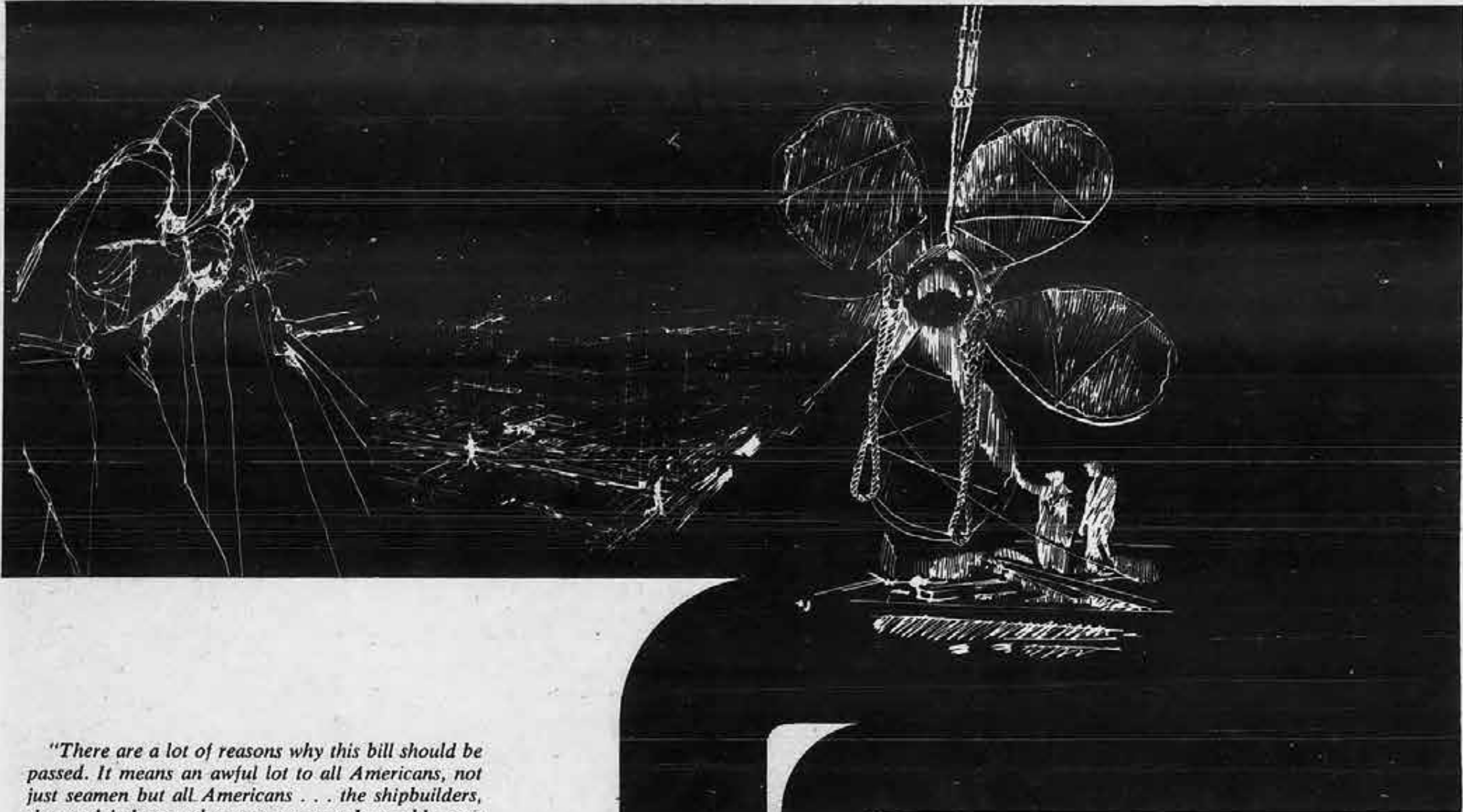
Management Legislative Meeting (Hotel Madison, Washington, D.C.)

SEPTEMBER 3, 1974

President Paul Hall of the Seafarers International Union sent a wire to every member of the United States Senate urging support and passage of The Energy Transportation Security Act of 1974, H.R. 8193.

SEPTEMBER 3, 1974

AFL-CIO President George Meany sent a wire to every member of the United States Senate strongly urging them to vote in favor of H.R. 8193.



"There are a lot of reasons why this bill should be passed. It means an awful lot to all Americans, not just seamen but all Americans . . . the shipbuilders, the steel industry, the store owners. It would mean that fathers of children in school would be working instead of being in the unemployment line. It's time the Congress and the President started taking care of Americans instead of foreigners. When seamen are working everyone is happier."

Recertified Bosun M. C. 'Duke' Duet

SEPTEMBER 4, 1974

The United States Senate began debate on H.R. 8193.

SEPTEMBER 5, 1974

The Energy Transportation Security Act of 1974, H.R. 8193, passed the United States Senate by a vote of 42 to 28.

OCTOBER 3, 1974

Joint Conferees of both Houses met regarding H.R. 8193.

OCTOBER 7, 1974

H.R. 8193 clears Joint Conference Committee.

OCTOBER 10, 1974

H.R. 8193 Conference Report passed House 219 to 140.

OCTOBER 22, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

NOVEMBER 1, 1974

Letter sent by President Hall and Peter McGavin to the State Central Bodies.

NOVEMBER 7, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

NOVEMBER 14, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

NOVEMBER 14, 1974

Bill Moody sent letter to 50 Senators today urging passage of H.R. 8193 conference report.

NOVEMBER 18, 1974

President Paul Hall of the Seafarers International Union of N. A., sent a letter to 59 Senators urging the passage of the Conference Report on H.R. 8193, along with a statement which deals with the latest oil company misstatements on H.R. 8193.

NOVEMBER 19, 1974

MTD Legislative and Planning Meeting (Washington, D.C.)

DECEMBER 16, 1974

H.R. 8193 passes Senate.

DECEMBER 30, 1974

President Ford pocket vetoes H.R. 8193 (Energy Transportation Security Act)

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

How the House Voted

Following are the names of the 266 Congressmen in the House of Representatives who voted in favor of the Energy Transportation Security Act on May 8, 1974.

- | | | | |
|------------------------------------|----------------------------------|---------------------------------|-----------------------------------|
| James Abdnor (R-S. Dak.) | Donald J. Mitchell (R-N.Y.) | James M. Hanley (D-N.Y.) | Robert A. Roe (D-N.J.) |
| Bella Abzug (D-N.Y.) | Joe Moakley (D-Mass.) | Richard T. Hanna (D-Calif.) | Paul G. Roberts (D-Fla.) |
| Brock Adams (D-Wash.) | Robert H. Mollohan (D-W.Va.) | Robert P. Hanrahan (R-Ill.) | Teno Roncalio (D-Wyo.) |
| Joseph Addabbo (D-N.Y.) | G. V. Montgomery (D-Miss.) | Orval Hansen (R-Idaho) | Fred B. Rooney (D-Pa.) |
| Glenn M. Anderson (D-Calif.) | William S. Moorhead (D-Pa.) | Julia Butler Hansen (D-Wash.) | Charles Rose (D-N.C.) |
| Mark Andrews (R-N. Dak.) | John E. Moss (D-Calif.) | William H. Harsha (D-Ohio) | Benjamin S. Rosenthal (D-N.Y.) |
| Frank Annunzio (D-Ill.) | Morgan F. Murphy (D-Ill.) | Augustus F. Hawkins (D-Calif.) | Dan Rostenkowski (D-Ill.) |
| Herman Badillo (D-N.Y.) | John M. Murphy (D-N.Y.) | Wayne L. Hays (D-Ohio) | Edward J. Roush (D-Ind.) |
| L. A. Bafalis (Skip) (R-Fla.) | John P. Murtha (D-Pa.) | Edward F. Hebert (D-La.) | William R. Roy (D-Kans.) |
| LaMar Baker (R-Tenn.) | William H. Natcher (D-Ky.) | Ken Hechler (D-W.Va.) | Edward R. Roybal (D-Calif.) |
| William A. Barrett (D-Pa.) | Lucien N. Nedzi (D-Mich.) | Margaret M. Heckler (R-Mass.) | Leo J. Ryan (D-Calif.) |
| Robert E. Bauman (R-Md.) | Bill Nichols (D-Ala.) | David N. Henderson (D-N.C.) | Fernand J. St. Germain (D-R.I.) |
| Charles E. Bennett (R-Fla.) | James G. O'Hara (D-Mich.) | Floyd V. Hicks (D-Wash.) | Charles W. Sandman, Jr. (R-N.J.) |
| Bob Bergland (D-Minn.) | Thomas P. O'Neill, Jr. (D-Mass.) | Andrew J. Hinshaw (R-Calif.) | Ronald A. Sarasin (R-Conn.) |
| Tom Bevill (D-Ala.) | Wayne Owens (D-Utah) | Lawrence J. Hogan (R-Md.) | Paul S. Sarbanes (D-Md.) |
| Mario Biaggi (D-N.Y.) | Stanford E. Parris (R-Va.) | Chet Holifield (D-Calif.) | David E. Satterfield, III (D-Va.) |
| Jonathan B. Bingham (D-N.Y.) | Otto E. Passman (D-La.) | Marjorie S. Holt (R-Md.) | William J. Scherle (R-Iowa) |
| Lindy Boggs (D-La.) | Edward J. Patten (D-N.J.) | Elizabeth Holtzman (D-N.Y.) | Patricia Schroeder (D-Colo.) |
| Edward P. Boland (D-Mass.) | Claude Pepper (D-Fla.) | Frank Horton (R-N.Y.) | John F. Seiberlin (D-Ohio) |
| Richard Bolling (D-Mo.) | Carl D. Perkins (D-Ky.) | James J. Howard (D-N.J.) | George E. Shipley (D-Ill.) |
| David R. Bowen (D-Miss.) | Peter A. Peyser (R-N.Y.) | Robert J. Huber (R-Mich.) | Dick Shoup (R-Mont.) |
| John Brademas (D-Ind.) | Otis G. Pike (D-N.Y.) | William L. Hungate (D-Mo.) | Bud Shuster (R-Pa.) |
| Frank J. Brasco (D-N.Y.) | Bertram L. Podell (D-N.Y.) | John E. Hunt (R-N.J.) | Robert L. F. Sikes (D-Fla.) |
| William G. Bray (R-Ind.) | Melvin Price (D-Ill.) | Richard H. Ichord (D-Mo.) | B. F. Sisk (D-Calif.) |
| John B. Breaux (D-La.) | Joel Pritchard (R-Wash.) | Harold T. Johnson (D-Calif.) | Joe Skubitz (R-Kans.) |
| John Breckinridge (D-Ky.) | Wm. J. Randall (D-Mo.) | Robert E. Jones (D-Ala.) | John M. Slack (D-W.Va.) |
| Jack Brinkley (D-Ga.) | Charles B. Rangel (D-N.Y.) | Walter B. Jones (D-N.C.) | Henry P. Smith, III (R-N.Y.) |
| Jack Brooks (D-Tex.) | John R. Rarick (D-La.) | James R. Jones (D-Okla.) | Gene Snyder (R-Ky.) |
| George E. Brown, Jr. (D-Calif.) | Thomas M. Rees (D-Calif.) | Ed Jones (D-Tenn.) | Harley O. Staggers (D-W.Va.) |
| Joel T. Broyhill (R-Va.) | Donald W. Riegle, Jr. (D-Mich.) | Barbara Jordan (D-Tex.) | James V. Stanton (D-Ohio) |
| John Buchanan (R-Ala.) | Matthew J. Rinaldo (R-N.J.) | Joseph E. Karth (D-Minn.) | Fortney H. Stark (D-Calif.) |
| Clair W. Burgener (R-Calif.) | Ray Roberts (D-Tex.) | Abraham Kazen, Jr. (D-Tex.) | Robert H. Steele (R-Conn.) |
| Yvonne Brathwaite Burke (D-Calif.) | Peter W. Rodino, Jr. (D-N.J.) | Jack F. Kemp (R-N.Y.) | Alan Steelman (R-Tex.) |
| Herbert J. Burke (R-Fla.) | William L. Dickinson (R-Ala.) | Carleton J. King (R-N.Y.) | Robert G. Stephens, Jr. (D-Ga.) |
| James A. Burke (D-Mass.) | John D. Dingell (D-Mich.) | John C. Kluczynski (D-Ill.) | Samuel S. Stratton (D-N.Y.) |
| Bill D. Burlison (D-Mo.) | Harold D. Donohue (D-Mass.) | Edward I. Koch (D-N.Y.) | W. S. Stuckey, Jr. (D-Ga.) |
| Phillip Burton (D-Calif.) | Thomas N. Downing (D-Va.) | Peter N. Kyros (D-Maine) | Gerry E. Studds (D-Mass.) |
| Goodloe E. Byron (D-Md.) | John J. Duncan (R-Tenn.) | Phil M. Landrum (D-Ga.) | Lenor K. Sullivan (D-Mo.) |
| Bob Casey (D-Tex.) | Bob Eckhardt (D-Tex.) | Delbert L. Latta (R-Ohio) | James W. Symington (D-Mo.) |
| Elford A. Cederberg (R-Mich.) | Jack Edwards (R-Ala.) | Robert L. Leggett (D-Calif.) | Frank Thompson, Jr. (D-N.J.) |
| Bill Chappell, Jr. (D-Fla.) | Don Edwards (D-Calif.) | William Lehman (D-Fla.) | Ray Thornton (D-Ark.) |
| Shirley Chisholm (D-N.Y.) | Joshua Eilberg (D-Pa.) | Norman F. Lent (R-N.Y.) | Robert O. Tiernan (D-R.I.) |
| Donald D. Clancy (R-Ohio) | Joe L. Evins (D-Tenn.) | Gillis W. Long (D-La.) | David Towell (R-Nev.) |
| Frank M. Clark (D-Pa.) | Dante B. Fascell (D-Fla.) | Clarence D. Long (D-Md.) | Bob Traxier (D-Mich.) |
| Don H. Clausen (R-Calif.) | Daniel J. Flood (D-Pa.) | Trent Lott (R-Miss.) | Morris K. Udall (D-Ariz.) |
| William Clay (D-Mo.) | Thomas S. Foley (D-Wash.) | Thomas A. Luken (D-Ohio) | Al Ullman (D-Oreg.) |
| William S. Cohen (D-Maine) | William D. Ford (D-Mich.) | Mike McCormack (D-Wash.) | Lionel Van Deerlin (D-Calif.) |
| Cardiss Collins (D-Ill.) | L. H. Fountain (D-N.C.) | Joseph M. McDade (R-Pa.) | Richard F. Vander Veen (D-Mich.) |
| John B. Conlan (R-Ariz.) | Harold V. Froehlich (R-Wis.) | Robert C. McEwen (R-N.Y.) | Victor V. Veysey (R-Calif.) |
| Silvio O. Conte (R-Mass.) | Richard H. Fulton (D-Tenn.) | John J. McFall (D-Calif.) | Joe D. Waggoner, Jr. (D-La.) |
| John Conyers, Jr. (D-Mich.) | Don Fuqua (D-Fla.) | Stewart B. McKinney (R-Conn.) | Jerome R. Waldie (D-Calif.) |
| James C. Corman (D-Calif.) | Joseph M. Gaydos (D-Pa.) | Clem Rogers McSpadden (D-Okla.) | William F. Walsh (R-N.Y.) |
| William R. Cotter (D-Conn.) | Tom S. Gettys (D-S.C.) | Torbert H. MacDonald (D-Mass.) | Richard C. White (D-Tex.) |
| Lawrence Coughlin (R-Pa.) | Robert N. Giaimo (D-Conn.) | Robert B. Mathias (R-Calif.) | William G. Whitehurst (R-Va.) |
| Paul W. Cronin (R-Mass.) | Sam Gibbons (D-Fla.) | Dawson Mathias (D-Ga.) | Bob Wilson (R-Calif.) |
| Dan Daniel (D-Va.) | Benjamin A. Gilman (R-N.Y.) | Spark M. Matsunaga (D-Hawaii) | Charles H. Wilson (D-Calif.) |
| Robert W. Daniel Jr. (R-Va.) | Bo Ginn (D-Ga.) | Romano L. Mazzoli (D-Ky.) | Charles Wilson (D-Tex.) |
| Dominick V. Daniels (D-N.J.) | Henry B. Gonzalez (D-Tex.) | Lloyd Meeds (D-Wash.) | Lester L. Wolff (D-N.Y.) |
| George E. Danielson (D-Calif.) | George A. Goodling (R-Pa.) | John Melcher (D-Mont.) | Jim Wright (D-Tex.) |
| John W. Davis (D-Ga.) | Kenneth J. Gray (D-Ill.) | Ralph H. Metcalfe (D-Ill.) | Wendell Wyatt (R-Oreg.) |
| Mendel J. Davis (D-S.C.) | Edith Green (D-Oreg.) | Dale Milford (D-Tex.) | John W. Wydler (R-N.Y.) |
| E. de la Garza (D-Tex.) | William J. Green (D-Pa.) | Wilbur D. Mills (D-Ark.) | Gus Yatron (D-Pa.) |
| James J. Delaney (D-N.Y.) | Martha W. Griffiths (D-Mich.) | Joseph G. Minish (D-N.J.) | Don Young (R-Alaska) |
| John Dellenback (R-Oreg.) | James R. Grover, Jr. (R-N.Y.) | Patsy T. Mink (D-Hawaii) | C. W. Bill Young (R-Fla.) |
| Ronald V. Dellums (D-Calif.) | Bill Gunter (D-Fla.) | William E. Minshall (R-Ohio) | Andrew Young (D-Ga.) |
| Frank E. Denholm (D-S. Dak.) | Tennyson Guyer (R-Ohio) | Parren J. Mitchell (D-Md.) | John Young (D-Tex.) |
| John H. Dent (D-Pa.) | | | Clement J. Zablocki (D-Wis.) |



SIU bosuns participating in the Bosun Recertification Program took part in some of the Washington meetings to express their views on the oil bill as rank and file members of the SIU. With them in photo are SIU President Paul Hall, center, and Lundberg School Vice-President Mike Sacco, sixth from right. The 12 bosuns, members of the 12th class of the recertification program, are from the left: Guillermo Castro; John Koen; Ronald Burton; Stanley Sokol; William Bushong; Paul Turner; James Colson; Eugene Nicholson; Ray Todd; Robert Gorbea; John Pierce, and Earl McCaskey.