



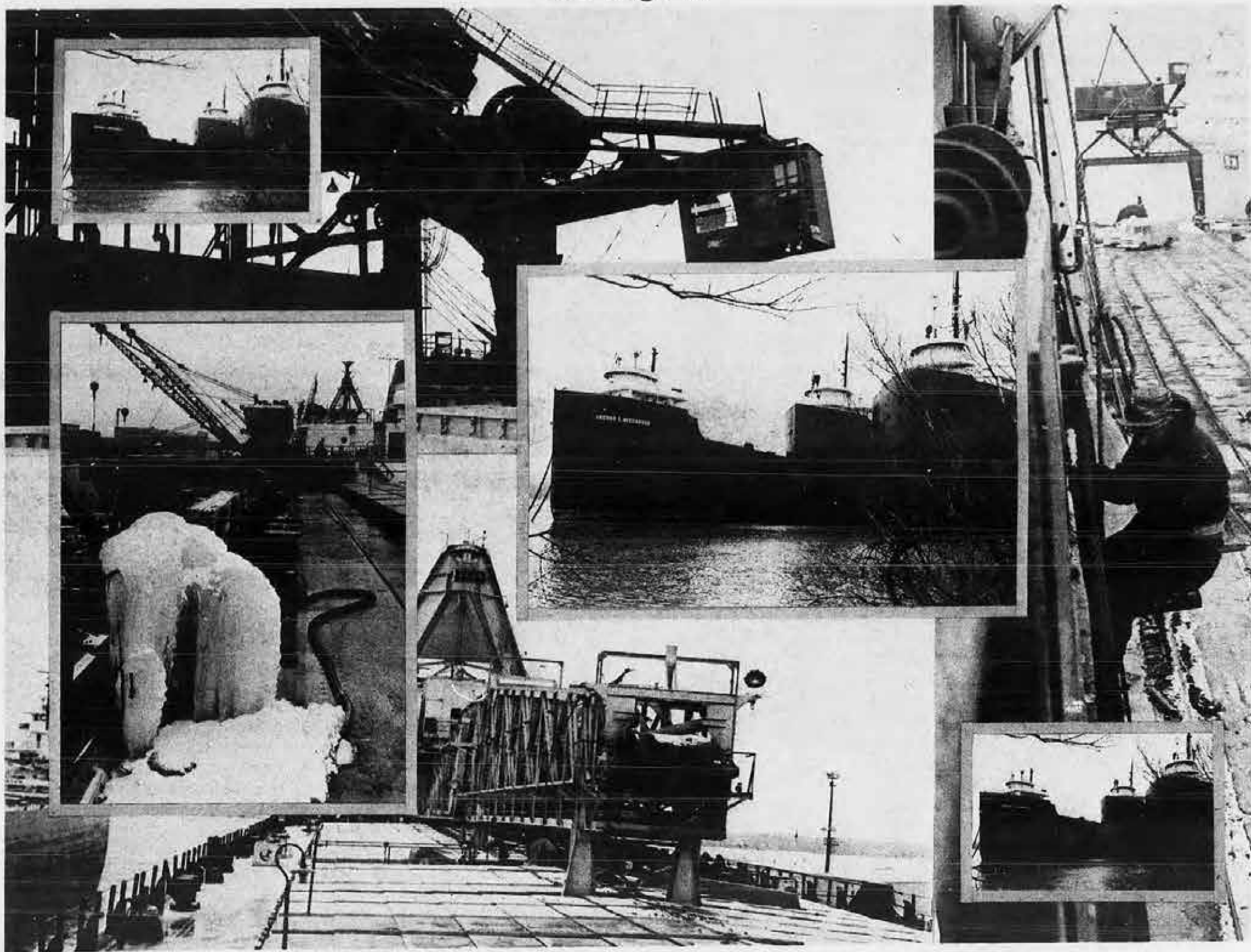
SEAFARERS LOG

Vol. XXXVI, No. 4

April, 1974

Fitting Out on the Great Lakes

See Page 11



**SIU of Canada
Wins
Best Contract
In Its History**

See Page 4

**House Committee
Approves Bill
On Oil Imports**

See Page 3

**Two-Day
Conference
Reviews Maritime
Programs, Policies**

See Page 3

Delta Mar Pays Off in Port of New Orleans

(See Center Fold)

Committee Approves Bill to Import Oil on U.S. Ships

WASHINGTON—The House Merchant Marine and Fisheries Committee has voted overwhelmingly to approve legislation that would require at least 20 percent of U.S. petroleum imports to be shipped on U.S.-flag ships.

The full merchant marine committee acted on the bill (H.R. 8193) on Apr. 9, after it had been approved 13 to 3 by the merchant marine subcommittee on Mar. 27.

This action of the Merchant Marine and Fisheries Committee now clears the legislation for consideration by the House of Representatives.

An amendment submitted in the subcommittee by Subcommittee Chairman Frank M. Clark (D-Pa.) named the bill "Energy Transportation Security Act of 1974."

At the full Committee meeting on the legislation, Committee Chairman Leonor K. Sullivan (D-Mo.) stated that with most other maritime nations "insisting on cargo preference" it is about time that the U.S. did likewise.

Opposition to the legislation was voiced in both the subcommittee and full Committee considerations by Representative Pierre duPont (R-Del.). At the full Committee meeting, several of the Committee members expressed strong disagreement with duPont's position. Representative Don Young (R-Alaska) noted that the bill contained a

number of important factors among which were the provisions that the bill would expedite environmental safeguards and also enable the U.S. to control "at least a percentage" of its oil imports.

In the full Committee, Representative Joel Pritchard (R-Wash.) stated that testimony received by the Committee showed that the cost of fuel would not increase if U.S.-flag ships were allotted a percentage of the oil imports.

Both Democratic and Republican members of the Committee favored adoption of the legislation on the grounds that it would help the U.S. balance of payments position, increase employment for American seamen and other maritime workers and would serve the national security interest.

The Committee felt strongly that the continued double dependence of the U.S., not only on foreign produced oil, but on foreign-flag ships to bring it into this country, is dangerous.

The Committee is now preparing its report on the legislation. The requirement of 20 percent of petroleum imports to be shipped on U.S.-flag vessels would be increased to 25 percent on July 1, 1975 and 30 percent on July 1, 1977.

In the event that sufficient U.S. tonnage is not available to handle the cargo "at fair and reasonable rates," the Secretary of Commerce could waive the requirement.

A similar bill was introduced in the

Senate and is awaiting action by that body's Commerce Committee.

During the hearings on the measure in the House, SIU President Paul Hall urged Congress to act "speedily and favorably" in the national interest.

"America's need for such legislation is greater than ever before," Hall said. "Current national and international events make it imperative that this energy transportation legislation be quickly enacted," Hall told the committee.

The SIU official attacked the oil companies as the "principle opponents" of the bill because of their interest in continuing to use foreign-flag shipping as a "most effective tax shelter."

House, Senate Ready to Meet on Pension Bill

WASHINGTON — With the appointment last week of House members to a House-Senate conference committee, the way has been paved for a resolution of the differences between the House and Senate versions of the federal pension bill.

It is expected that the conference committee will begin dealing with the substance of the pension bill the latter part of this month.

The House version of the pension

bill was passed on Feb. 28 of this year. It differs in some respects from the bill passed in the Senate on Sept. 19, 1973.

Both the House and Senate versions contain provisions which are designed to protect American workers covered by pension plans against the loss of earned benefits. The bills also provide standards for participation, vesting and funding.

Under terms of the proposed legislation a Pension Benefit Guarantee cor-

poration would be created to provide reinsurance against the loss of pensions in the event companies go bankrupt. There are differences of these provisions in the Senate and House versions.

SIU representatives are continuing to work with congressmen and senators and their staffs to make sure that the final pension bill will be of maximum benefit to Seafarers, and will in no way endanger the present healthy and actuarially-sound SIU pension program.

the PRESIDENT'S REPORT:



Paul Hall

Political Action and Job Security

THE STRUGGLE FOR SURVIVAL of the American-flag merchant fleet and the job security of our membership requires our constant vigilance and united effort on the legislative front in Washington. This year is a critical time for our Union, the maritime industry and our nation. We are locked in an all-out fight with the giant oil and grain lobbies to preserve the victories we have won and to move ahead to make certain that this Union, this industry and this nation does not have to depend upon the selfish interests of foreign nations or this country's multi-nation conglomerates.

Three years ago we won a long and hard battle to achieve the Merchant Marine Act of 1970 which brought the promise of a revitalization of the American merchant marine. This was the promise of more jobs for Seafarers, shipbuilders and thousands of other American workers. It also brought the promise of a more favorable balance of payment to this nation. As a direct result of this Act, American shipbuilders launched more vessels in 1973 than in any peacetime year since 1921.

But the battle to maintain what we have achieved, and to move forward to insure the American-flag merchant fleet and the job security of this membership, requires our constant attention in Washington.

On the one hand we are engaged in an important legislative effort to secure more cargo for American ships. At the same time we are locked in a continuing struggle with the oil and grain lobbies, the state department and the agricultural department — together with American operators of foreign-flag fleets — who are dead set on destroying the Jones Act protection of our coastwise shipping.

This month we were successful in getting the oil import quota bill—known as the Energy Transportation Security Act of 1974 — reported favorably out of the House Merchant Marine and Fisheries Committee. More than 225 Congressmen have already endorsed this measure, which will require that 30 percent of our petroleum imports be carried on American ships by 1977, and this of course would not only provide jobs for

American workers but also strengthen our national security.

We are confident that this bill will be carried in the House, but the fight is far from over. We must continue to work for Senate approval and the signature of the President.

Implementation of the Energy Transportation Security Act, also known as the oil import quota bill, and preservation of the Jones Act are our two foremost battles today. And the foes we are up against are strong, tough ones. They no longer bust heads as in the early days of the labor movement's struggle. (See story on back page.) But though less violent, they are potentially more devastating.

They use their monetary funds to get what they want. And what the giant oil and grain firms want, is in complete opposition to what Seafarers need and want. Our enemies would not think twice about eliminating our jobs.

That is why we must fight for our job security; and fight our foes on their own ground and with their own tools. That is why SPAD is our lifeline to the future.

Hall is Keynote Speaker

IBU of Pacific Holds Third Annual Convention

The IBU of the Pacific, an affiliate of the SIUNA, held its Third Annual Convention late last month in Seattle, Wash. with delegates from the six districts of the Pacific IBU—the Southern California, Puget Sound, Alaska, Hawaii, San Francisco, and Columbia River Regions—in attendance.

IBU President Merle Adlum, also an SIUNA vice president, served as chairman of the proceedings.

SIU President Paul Hall was keynote speaker at the Convention.

In one of the major orders of business at the Convention, the delegates proposed a merger with the IBU of the Atlantic, which if accomplished would make the joint IBU the single largest maritime union in the nation.

The Atlantic IBU had made a similar proposal at their Fourth Quadrennial Convention in Washington, D.C. last November.

In this regard, International President Hall designated Merle Adlum as coordinator of all operations concerning the merger.

The proposed merger, of course, would be subject to the approval of the IBU membership.

IBU President Adlum said of the proposed merger that "changing conditions in the maritime world are making coordinated effort and closer cooperation between the unions a practical necessity."



During IBU of the Pacific Convention held in Seattle, Wash. last month, SIU President Paul Hall (center) talks with Merle Adlum (right), president of the SIUNA-affiliated IBU, and Rep. Joel Pritchard (R-Wash.) who is a member of the House Merchant Marine and Fisheries Committee.

In his address to the Convention, President Hall praised the IBU for its accomplishments in achieving full employment and strong job security for its members, and predicted that the IBU would continue to grow and thrive due to huge increases in tug and barge traf-

fic brought on by the Alaska Pipeline. To ensure this continued growth, Hall emphasized the importance of preserving the integrity of the Jones Act, which protects all American domestic shipping, including deep sea and tug and barge traffic.

Noting the many recent attempts by the big oil lobbies to breach provisions of the Jones Act, President Hall stated that "the oil interests are hammering at the gates to take away your job rights. They would like nothing better than to breach the Jones Act and bring in Panamanian, Liberian or just about any sort of runaway-flag to do the work that rightfully belongs to our American ships and men."

He stated that the SIUNA's legislative staff in Washington, D.C. was on constant alert against these attacks, and would actively oppose any such attempt with all available resources.

President Hall also noted the vital importance of engaging in political activities to protect jobs and job security for the future.

He stated that too many times in the past, victories achieved during long strikes "were wiped out by one stroke of the legislative pen."

He strongly encouraged the IBU's continued work in the legislative area, and affirmed that "your participation in the political arena has been and will be of tremendous benefit to the IBU and the members it serves."

Hall also emphasized the need for cooperation between inland vessels and deep sea ships especially in the Northwest where the Alaskan Pipeline will create a massive movement of cargo in the near future.

Conference Reviews Maritime Programs and Policies

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.

SIU President Paul Hall participated in the conference which was held in Roslyn, Va. on Mar. 18 and 19.

In calling the conference, Assistant Secretary of Commerce for Maritime Affairs Robert Blackwell said that "President Nixon's new maritime program embodied in the Merchant Marine Act of 1970 has now been in effect for almost three and one-half years," and that "very significant progress had been made during this period toward revitalizing American shipping."

Blackwell added that it was appropriate at this time to conduct an in-depth study of current maritime legislation to consider "all reasonable alternatives" for more effective ways to rebuild the merchant marine.

The conference participants came from the areas of ship operations, shipbuilding, labor, lending institutions and consulting areas.

Discussions centered on policy objectives which had been set forth by the Maritime Administration. With the primary objective being to develop a merchant marine that would provide for national security and for the development of commerce. Discussed also were a whole range of objectives in the shipbuilding area, ship operations, port development and deep water ports, and other national objectives involving pollution and abatement and energy conservation.

The conference participants also considered a broad range of alterna-

tives to existing policy on which there was considerable debate.

SIU President Paul Hall emphasized the advances which had been made for the U.S. merchant marine under the Nixon Maritime Program and the Merchant Marine Act of 1970. He credited the Maritime Administration and its personnel with having performed an effective job in implementing the Act and assisting the industry to progress.

Hall said, however, the 1970 Act "is not the total answer" to the problems of the merchant marine, that it is necessary to develop extreme flexibility and he emphasized the necessity for the "pool-

ing of all the talent" within the industry to meet the challenges and problems that lie ahead.

The SIU President cited what he regarded as a number of vital objectives for consideration in planning future maritime policy:

- Definition and establishment of a national cargo policy.
- Full utilization of commercial ships in the carriage of all government cargoes and the elimination of encroachment by the military in transporting cargoes that could be carried by the private sector.
- Development of a maritime transportation policy for the non-contiguous trades.

Consolidation under the Maritime Administration of all maritime policies and regulations administered by other agencies and departments.

A draft report of the conference deliberations, prepared by Booz-Allen and Hamilton, Inc., a research and consultant organization which handled the conference for the Maritime Administration, is to be ready in September. The SIU, along with other participants, will review the report and make further comments and recommendations.

Navy Takes Over Falcon Tankers

The Navy has 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, which has been fighting the Navy take-over for months, was able to bring the matter before a labor arbitrator, contending that Falcon had violated Article six, Section one of the tanker agreement which states that prior to the disposal of any vessel, the company must give the Union 90 days notice.

The arbitrator, Prof. Christensen, a Labor Law professor at New York University, held a full-day hearing last month. Although he refused to issue an injunction to delay the take-over for 90 days—an injunction which the SIU was seeking—he did order the company to "treat all the people as if they were on your payroll for 90 days after" the date the Union was notified, which was Mar. 13.

This means that each crewmember of

the four Falcon ships will be paid for 90 days after Mar. 13, even if the MSC has already replaced the SIU crew. The company also will continue to make contributions to the welfare and pension plans.

The four ships are the *Falcon Lady*, *Falcon Duchess*, *Falcon Countess* and the *Falcon Princess*.

SIU President Paul Hall, in a January letter to Secretary of the Navy John W. Warner, wrote that the MSC take-overs would establish a precedent "that runs counter to the established public policy which calls for the maintenance of a privately owned and operated U.S. merchant marine. This would be particularly unfortunate in view of the national policy to promote development of a competitive private American shipping industry."

At the final pay-off of the *Falcon Princess* before the MSC take-over earlier this month in Bayonne, N.J. many of the crewmembers were angry and disappointed by the change-over.

Recertified Bosun Red Cooper said,

"The best way to stop these people from future take-overs is through the courts. I hate losing these ships because they are a pleasure to work and we work well on them. Our performance record is terrific, so I can see no other reason, except selfishness on the Navy's part, for these take-overs."

J. T. Spivey, Jr., who sails as baker said, "It's a dirty shame what the Navy is doing to private industry. The Navy is playing politics in this take-over and as far as I can see will continue to do it in the future unless we stop them."

Able-Seaman Mitchell Lemieux had high praise for the crew and stated "we operate these vessels without a flaw. The Navy is dead wrong in these take-overs. It's just unfair."

The crew on the *Falcon Princess* left the ship in excellent condition when they departed, in the finest tradition of the SIU. And in a final display of solidarity, and to help fight any future attempts at government intrusion in the private shipping sector, virtually every crew-member made a \$20 donation to SPAD before leaving the ship.

SIU of Canada Gets Best Contract Ever

The SIU of Canada reached the best contract settlement in its history with the Canadian Lake Carriers Association earlier this month and brought to an end the two-week long strike that had tied up Canadian shipping on the Great Lakes and idled some 268 ships operated by 17 firms.

The new two-year agreement calls for a 10 percent wage increase this year, and another increase of 12 percent next year. The union also obtained one of its major demands which was the reduction of the work week from 56 to 40 hours. Under the terms of the pact the men are guaranteed 34 hours of overtime a month to compensate for the reduction of the work week.

The new contract was overwhelmingly ratified by union members in their headquarters at Montreal and at the seven different out ports. The final vote was 1,027 for ratification, 414 against.

The union also will receive increases in its pension and welfare plans. The companies will contribute one percent of a seamen's gross salary this year, and three percent next year. The Seafarers do not contribute to the plan themselves. The companies will also contribute 60 cents a day per man to the union's welfare plan.

The unions will make contributions to a hiring hall fund which will be used for the upkeep of the hiring halls, and to a school program which union officials hope will become like the Harry Lundeberg School but on a smaller scale.

One provision of the contract that the union considered very important is the "manning clause." This states that the companies cannot reduce crews on their ships, due to technological advances, without first negotiating with the union.

The excellent terms which the union obtained shows how it has been able to re-emerge to a top position in the Canadian labor movement only seven years after the Canadian government relinquished the trusteeship it held over the union. This trusteeship, which affected all Canadian maritime unions, was a result of the famous Canadian beef of the early 1960's.

At the end of the 1961 shipping season Upper Lakes Shipping, Ltd., a subsidiary of the Norris Grain Co., refused to negotiate a new contract with the SIU of Canada as the old one was about to expire.

Instead, Upper Lakes "locked out"

some 300 SIU crewmembers and recruited scab crews from a "paper union" called the Canadian Maritime Union, which up until that time was neither a formal organization nor had members.

Subsequently the Canadian government appointed a Commissioner to investigate the dispute and to resolve the issues which had begun to affect Canada's entire maritime industry.

After 107 days of hearings Superior Court Justice T. G. Norris, who had been appointed Commissioner by the Canadian Minister of Labor, issued a 318-page report in July, 1963 which recommended the placement of all Ca-

nadian maritime unions under government trusteeship.

The SIU, with strong backing from the AFL-CIO, vehemently opposed the proposal, but in October of that year the Canadian Parliament passed the "Maritime Transportation Unions Trustees Act" setting-up a three-man government trusteeship with the powers to:

- Recommend constitutional changes, and to remove, suspend and appoint all officers and employees
- Form "advisory councils of seamen and their representatives and joint advisory councils of seamen and ship-owners ..."

- Designate and advise bargaining committees

- Handle all finances and property. Only welfare and pension funds held by insurance or trust companies would be exempted

- Search and seize all books and records "if necessary by force, and by day or night, any place ..."

The trusteeship lasted for four years, until 1967 when the unions and officials were again permitted to "run their own ship." In the space of seven years the union has regained a solid position of prominence and has now concluded its best contract ever.



SIU of Canada President Roman Gralewicz visits picket line at Montreal harbor last month as a strike against the Canadian Lake Carriers Association began after negotiations between the groups broke down.



Montreal members of the SIU ratify the new two-year contract which includes 10 and 12 percent wage increases, a 40-hour week and guaranteed overtime.



Canadian Federal Labor Minister John Munro (left), and Roman Gralewicz announce settlement of strike on Apr. 1. Gralewicz termed the new contract the "best the union ever got."



Happy members of the SIU negotiating team after agreement was reached. Left to right are President Gralewicz; Lloyd Langill; Vice-president John Royce; John Hughes; Secretary-Treasurer Roger Desjardins, and Robert McArthur.

NMC Notes Progress on Industry Problems

WASHINGTON — The importance of the role played by the National Maritime Council in promoting increased use of American-flag ships was highlighted at its recent Board of Governors quarterly meeting.

The National Maritime Council meeting, held here April 2, indicated that the Council was making progress on all fronts in behalf of the maritime industry.

House Merchant Marine and Fisheries Committee Chairman Leonor K. Sullivan sat in at the meeting as an observer. In remarks to the Council's Board of Governors, Congresswoman Sullivan stressed the urgency of unified action by all elements within maritime and pointed out that the activities of the National Maritime Council were healthy and encouraging.

The Board of Governors of the Council consists of representatives from all segments of the maritime industry—management and labor in shipbuilding and ship operations, meeting under the sponsorship of the Maritime Administration.

SIU President Paul Hall, a member of the National Maritime Council's Board of Governors and its Executive Committee, also heads the Council's Public Relations and Advertising Committee.

Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell described some of the successes being registered for American shipping as a result of the implementation of the Merchant Marine Act of 1970. He also noted several encouraging signs of increasing American-flag shipping activity.

For the first time representatives of shippers on the East and West coasts attended the National Maritime Council session.

In his report to the meeting as Chairman of the NMC Public Relations and Advertising Committee, SIU President Paul Hall said that as a result of the Council's activities in the brief period of its existence there are definite signs of improvement in the state of the industry's condition. He pointed out that NMC is proving to be a most valuable forum for the exchange of views between all segments of the industry and for the development of coordinated efforts to win acceptance by shippers of American-flag vessels as an efficient medium for the transportation of their goods.

From the results of the Council's activities both nationally and regionally,

the strong feeling of all participants is that the Council is serving the needs of all who are engaged in the maritime industry, both on the management and labor sides.

The contribution the Council is making to the improvement of the industry is evidenced by the fact that slowly but effectively the Council is bringing the story of the American merchant marine to the American business community which imports and exports goods into and out of the United States. As a result, more and more companies are beginning to use American-flag vessels to ship their goods.

One of the underlying reasons for the success of the program is the increasing stability of the American industry which is regarded as a prime factor in its ability to compete with foreign-flag shipping.

The SIU Files Charges Against Sabine Tactics

The SIU has filed a series of charges with the National Labor Relations Board against Sabine Tankers and Transportation Co. for many alleged illegal actions taken by the company to influence the outcome of the recent

NLRB Certification Election. The election was conducted to determine which union—the SIU, the NMU or the Sabine Independent Seamen's Association—would be the employees' bargaining agent with the company.

Weisberger, Other Officers Re-elected by SUP Members

Morris Weisberger, executive vice president of the SIUNA, was re-elected to serve a twelfth term as Secretary-Treasurer of the Sailors Union of the Pacific in a two-month secret election that ended Jan. 31. Weisberger has held the SUP's top post since 1957 when he succeeded the late Harry Lundeberg.

The SUP membership unanimously approved the results of the 2,036 votes cast at regular meetings held at SUP headquarters in San Francisco and branches on Feb. 19.

Also re-elected at SUP headquarters were: Jack Dwyer, assistant secretary-treasurer; C. P. Shanahan, first patrolman; Jim Dimitratos, second patrolman; Bill Berger, third patrolman; Paul Dempste, tanker patrolman.

Re-elected as port agents were: Ed

Coester, Seattle; Jim Dooley, Portland; Gordon (Blackie) Ellis, Wilmington; Bill Armstrong, New York; Charles Russo, Honolulu, and Henry Johansen, New Orleans.

Re-elected as patrolmen were: John Battles, Seattle; Bill Smith, Portland; Ray Murphy, Wilmington; Ronald (Whitey) Young, New York.

Two propositions which appeared on the ballot were approved by well over the two-thirds majority required for adoption and went into effect last month.

One is an amendment to the Constitution providing for the apportionment of work among other officers when a vacancy occurs between elections. The other proposal dealt with relief trips and became part of the Shipping Rules.

The SIU was defeated in the election by a narrow margin of only nine votes. The tally was 91 for the company-dominated SISA, 82 for the SIU, and no votes for the NMU.

Among the charges brought, the SIU contends that on many occasions during NLRB-sanctioned meetings aboard Sabine ships between SIU Representatives and the unlicensed crews, company officials, guards, and licensed officers were present, thereby creating uneasiness among the crew and unduly intimidating them against the SIU.

The SIU also charges that Sabine held back mail from their ships which contained SIU literature while delivering only company mail and SISA materials.

In addition, the SIU has entered evidence that company officials and other Sabine sympathizers deliberately misled the unlicensed seamen as to the SIU's Shipping Rules and fringe benefits.

The SIU also states that Sabine employees who supported the SIU were harassed and that one crewmember was actually fired for his support of the SIU.

We are convinced that the violations seriously affected the outcome of the election, causing the SIU to lose many votes it otherwise would have gotten.

For these reasons, the SIU has petitioned the NLRB to overturn the election's results and, either recognize the SIU as the legal bargaining agent for Sabine's unlicensed seamen, or simply schedule a new election for sometime in the future.

The NLRB is presently investigating the charges but no definitive action has as yet been taken.

The SIU is confident that the NLRB will rule in its favor, for the Labor Board three years ago ordered new elections because of similar Sabine tactics.

In the interest of the maritime industry and the American labor movement as a whole, the SIU will continue its fight to organize Sabine.

FMC Moves

The Federal Maritime Commission in Washington has moved its office, the third time the agency has moved since it was split from the Maritime Administration in the early 1960's.

Their new location now is the top four floors at 1100 "L" Street, N.W., Washington, D.C. (20573).

Lundeberg School Hosts Frontlash Training Institute

The Harry Lundeberg School of Seamanship in Piney Point, Md. last month hosted the Frontlash Training Institute which brought together some 90 people to discuss a youth-labor alliance for the 1974 election year.

The nine-day session ran from Apr. 5 through Apr. 13 and featured some 15 leading labor and political analysts. Seventy-five men and women from congressional districts in 30 states participated in the program.

The main purpose of the Frontlash Institute's program was to provide the skills, knowledge and commitment necessary to organize "register-and-vote" drives for 1974 on the participants' school campuses and in their unions.

Some of the speakers from labor were: Albert Shanker, president of the United Federation of Teachers; Gus Tyler, assistant president of the International Ladies' Garment Workers Union; William DuChessi, secretary-treasurer of the Textile Workers Union of America; Sam Fishman, Michigan Director of the United Auto Workers'

Community Action Program; SIU President Paul Hall, and Bob Georgine, secretary-treasurer of the Building and Construction Trades Department of the AFL-CIO.

"It is the young who fight and die," SIU President Paul Hall told the Frontlash Institute Apr. 11. "But, the young should not always be called on to fight, they should be encouraged to par-

ticipate in creating a situation where fighting is not necessary."

Hall told the Youth Labor Conference held at the Harry Lundeberg School that, "One of the great things today is that young people are questioning more."

Pointing to the Frontlash participants, Hall said "You are the shock troops of the so-called liberal section, you made the difference in quite a few instances."

Reviewing politically the SIU and labor groups in the United States, Hall commented that although the labor movement of today has demonstrated the capability of winning a political victory, it has not yet moved towards the legislative achievement.

Also featured in the Frontlash program were small group discussions, films and reading materials—all designed to inform the participants about the role of the trade union movement in American politics and the importance of creating a youth-labor alliance.



SIU President Paul Hall was one of the main speakers during the Frontlash Training Institute program held at the Harry Lundeberg School of Seamanship in Piney Point, Md. from Apr. 5 to 13. Seated is Charlotte Roe, Executive Director of Frontlash.



George A. Burch

Seafarer George Burch has been a member of the SIU since April 1939 when he joined the Union in New Orleans. He has been sailing as bosun since 1943. Seafarer Burch lives in Tickfaw, La. with his wife Velma and ships out of the port of New Orleans.

I've been a member of the SIU for quite a number of years, but I have just recently learned a lot about our Union both at Piney Point and at Union headquarters. One very important thing I learned is that we don't have to love each other; we don't even have to like each other—but one thing for sure is that we have to work together and stick together to protect our job security.

All of my questions were answered and I saw every operation of our Union. What I learned will help me in shipboard meetings, to make our meetings more interesting and to be able to pass on the knowledge and understanding I have gained during these two months.

I only wish every member could come and see for themselves because I'm sure we would then all have a better understanding of our problems and how to cope with them.



Perry Konis

Seafarer Perry Konis joined the SIU in the port of New York in 1958 and has been sailing as bosun since 1964. A native of Greece, he now lives with his wife Efi in New York. Seafarer Konis has been around boats since he was 12 when he worked with his grandfather who owned two fishing vessels in Greece. He now ships out of New York.

This program has taught me a great deal about our Union and the maritime industry, including the importance of our many training programs at Piney Point to prepare our members and the young men coming into the industry for the ships of the future.

I also now understand better about SPAD and how it works. I think every member of the SIU should participate through SPAD in our political fights with the giant oil companies who are going against the American seaman and against all U.S.-flag ships.

We must have the power to fight them and the only way to fight the oil giants is through political channels and this means SPAD. SPAD means job security.

Bosuns Recertification Program:

The Tools for Leadership

THE BOSUNS RECERTIFICATION PROGRAM is providing our members in a key rating aboard our contracted ships with the tools for effective leadership. These tools are an understanding of the problems that we face in our industry and what we as a Union are doing to solve these problems.

It will be the continued unity of our membership that will insure that we will be successful in our battles in Washington for more ships, more cargo and job security. And it will be the knowledge and understanding of our recertified bosuns that will provide the leadership aboard ship to keep our unity intact.

We are moving ahead in many areas and although we have been under constant attack on many fronts we are confident of the future of our Union, our industry and the job security of our membership. Much of our confidence is based on the leadership that has already been asserted by the more than 80 bosuns who have completed the recertification program. At meetings aboard our ships throughout the world, the SIU's recertified bosuns are passing on to our membership their knowledge and understanding of our Union and our industry and the need for continued membership participation through discussions at meetings both at sea and ashore—and through full support of our legislative activities in Washington by contributions to SPAD.

On these two pages, the 12 Seafarers who have completed the ninth class in the Bosuns Recertification Program comment on what the program has meant to them.



David H. Berger

Seafarer David Berger joined the SIU in Norfolk in 1944 and began sailing as bosun in 1945. He took part in the New York City welfare department beef in 1965 and attended an SIU Educational Conference in Piney Point in 1971. Seafarer Berger lives in West Chesapeake, Va. with his wife Sylvia and ships out of the port of Norfolk.

My impression of the Bosuns Recertification Program is that it is very educational and, for the record, I will state that it should be a must for all SIU bosuns.

In fact I think all key ratings in all three departments should have the opportunity to attend a similar program, and that all SIU members should also have an opportunity to learn more about their Union and how it operates.

Piney Point with its various training programs has to be seen to be believed. You have to see and understand the necessity of training to realize the importance of training not only the young future members of our Union but the older Seafarers as well. This is the strength and the future of our Union and the job security of our membership.



Ward M. Wallace

Seafarer Ward Wallace, who has been a member of the SIU for 28 years, lives with his wife Helen in Daytona Beach, Fla. and sails out of the port of Jacksonville. He has been sailing as bosun since 1950. Seafarer Wallace worked at the Harry Lundeberg School in Piney Point in 1968-69 and said that he was "proud to have played a part in building the school."

I've been with the SIU for quite a few years, but until this Recertification Program I was in the dark on a lot of issues.

I knew about SPAD, but I never really understood how it was used. During my visit to Transportation Institute in Washington I gained more knowledge of our Union's struggle to maintain our strength and job security than if I had just read about it for years.

I only wish that every member could spend time in a program like this because I am sure it would add to their understanding and to the strength and unity of our Union.



William J. Meehan

Seafarer William Meehan has been sailing with the SIU since 1957 and has shipped as bosun for more than five years. He served with the U.S. Army from 1941 to 1945. Born in New Orleans, Seafarer Meehan now makes his home in Norfolk with his wife, Helen.

The Bosun Recertification Program is one of the best and most important of our training and educational programs. I learned a great deal both at Piney Point and at Union headquarters. Anything we asked was answered willingly and clearly as possible.

The trip to Transportation Institute was a great eye-opener. I feel that each member should have the chance to see our Union's operation there on the legislative front. Then they would understand why SPAD is so important to our welfare.

The whole program was an eye-opening experience for me and I only hope I can pass on what I learned to the brothers aboard our ships.



Peter D. Sheldrake

Seafarer Peter Sheldrake has been sailing with the SIU for 23 years and ships out of the port of Houston. Born in England he now lives in Houston. Seafarer Sheldrake has been sailing as bosun since 1966. He served with the U.S. Navy from 1944 to 1948.

After sailing 34 years aboard English, Dutch and American ships, I am really thankful to participate in this program and see the great strides our Union has made over the years while other maritime unions have been standing still.

I spent three months aboard a British School Training Ship and I can assure you that the Harry Lundeberg School of Seamanship at Piney Point is one of the best things that has happened to our Union and our industry in bringing in qualified young men to our Union and industry.

While I was in Washington I saw the large amount of work and time our Union puts into political activity which is vital to the security of our Union and the livelihood of our membership, and why SPAD is so important.

Correction



Raymond W. Hodges



Stanley Bojko

The photos of Recertified Bosuns Stanley Bojko and Raymond W. Hodges were inadvertently transposed in the March SEAFARERS LOG. The LOG regrets the error.



William C. Riley

Seafarer William Riley joined the SIU in New Orleans in 1962 after sailing with the Sailors Union of the Pacific since 1942. He has been sailing as bosun for three years. Seafarer Riley lives in San Francisco with his wife Isabella. Married for 32 years, he has three married daughters and seven grandchildren.

Having attended the Bosuns Recertification Program, I now have a whole new outlook. At first I was afraid this was going to be a brainwashing, but not so. I can truthfully say I had my eyes opened. I have gained a working knowledge of our Union and the problems of our industry that I would not otherwise have.

I have to give the Lundberg School credit where credit is due. It is one of the finest educational plants I have ever seen. At Piney Point a member cannot only upgrade professionally but can also upgrade academically if he wants to—regardless of age or education.

In Washington, I got an insight into what SPAD is really all about. You had better believe our picket lines are not on the waterfront any more, but they are in Washington where our SPAD dollars really count.



Vagn T. Nielsen

Seafarer Vagn "Teddy" Nielsen who was born in Denmark joined the SIU in the port of New York in 1962. He had previously sailed aboard Danish and Swedish ships. Now a citizen of the United States, Seafarer Nielsen lives in Brooklyn with his wife Wilma Rose. He completed the "A" Seniority Upgrading Program in New York in 1964.

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

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

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

Honor Roll

Following are names and home ports of the 82 Seafarers who have successfully completed the Bosuns Recertification Program.

Hurmon B. Butts, Houston
James B. Dixon, Mobile
Sven E. Jansson, New York
Jacob J. Levin, Baltimore
Ewing A. Rihn, New Orleans
Alfonso Armada, Baltimore
Jan J. Beye, New York
William J. Clegg, New York
Burt T. Hanback, New York
Robert J. Lasso, Puerto Rico
Robert F. Mackert, Baltimore
James Gorman, New York
Jean Latapie, New Orleans
Denis Manning, Seattle
Walter Nash, New York
Viekko Pollanen, New Orleans
Malcolm B. Woods, San Francisco
David L. Dickinson, Mobile
Calvain A. James, New York
Stanley J. Jandora, New York
James W. Parker, Houston
James W. Pulliam, San Francisco
Sven Stockmarr, New York
David B. Atkinson, Seattle
Edgar Anderson, New York
Donald J. Pressly, New York
Frank Teti, New York
Raymond T. Lavoine, Baltimore
Karl Hellman, Seattle
Vernon Bryant, Tampa
Alfred H. Anderson, Norfolk
Stanley Bojko, San Francisco
Albert E. Bourgot, Mobile
Julio D. Delgado, New York
Joseph E. Leyal, Philadelphia
Hans S. Lee, Seattle
Tony J. Radich, New Orleans
Perry Konis, New York
Ward M. Wallace, Jacksonville
William C. Riley, San Francisco
David H. Berger, Norfolk
George E. Annis, New Orleans

Richard A. Christenberry, San Francisco
Eugene B. Flowers, New York
Elbert Hogge, Baltimore
William R. Kleimola, New York
Alfonso Rivera, Puerto Rico
James C. Bando, Houston
Donato Giangiordano, Philadelphia
Stephen Homka, New York
Raymond J. Knoles, San Francisco
Fred Olson, San Francisco
Thomas L. Self, Baltimore
Marion E. Beeching, Houston
Walter G. Butterton, Norfolk
Donald Hicks, New York
Morton J. Kerngood, Baltimore
Gaetano Mattioli, New York
Clyde E. Miller, Seattle
Edward Morris, Jr., Mobile
Ervin D. Moyd, Mobile
Ovidio R. Rodriguez, New York
Richard K. Wardlaw, Houston
Homer O. Workman, New Orleans
Charles D'Amico, Houston
George Libby, New Orleans
Albert Oromaner, San Francisco
Elmer Barnhill, Houston
Fred Cooper, Mobile
Perry Greenwood, Seattle
Norman F. Beavers, New Orleans
George Burke, New York
Richard E. Darville, Houston
Raymond W. Hodges, Baltimore
Leo J. Koza, Baltimore
Wallace G. Perry, Jr., San Francisco
Raymond Hodges, Mobile
William J. Meehan, Norfolk
Peter D. Sheldrake, Houston
Vagn T. Nielsen, New York
George A. Burch, New Orleans
John W. Altstatt, Houston



Raymond Hodges

Seafarer Raymond Hodges has been sailing with the SIU for the past 20 years and has shipped as bosun since 1966. Born in Mobile, he now lives with his wife Willie Mae in Irvington, Ala. and ships out of the port of Mobile.

In attending the Bosuns Recertification Program at Piney Point and at Union Headquarters I have learned many things about our Union and its policies.

The Transportation Institute in Washington was my biggest surprise. Seeing how our Union operates to continue our fight in Congress for laws to give us a bigger and better American merchant marine, and how our Union works to protect our job security by fighting off attacks on the Jones Act made me realize how important it is that all of us support SPAD.

I have asked many questions about our Union, contract, constitution and benefits and every question has been answered for me. The many things I have learned will help me to explain our problems much better to our members on board our ships.



George E. Annis

Seafarer George Annis joined the SIU in 1941 and has been sailing as bosun since 1953. He took an active part in the Isthmian beef in 1946-47 and also participated in the American Coal beef in 1954. He now sails out of the port of New Orleans. Seafarer Annis's last ship was the American Rice as bosun from January to November 1973.

While participating in the Bosuns Recertification Program both at Piney Point and Union Headquarters, I gained a large amount of information and an in-depth understanding of our Union, its policies and its programs for the future.

At Piney Point we learned all about the new modern ships, automation and other developments taking place in the maritime industry.

Because of my informative trip to Transportation Institute in Washington, I am now more aware of the importance of our political activity and the need for each and every member to donate to SPAD.

The everyday associations with the other bosuns, Union officials and staff members has greatly impressed me, especially the willingness of all officials and staff in answering all my questions.



Tony J. Radich

Seafarer Tony Radich has been sailing with the SIU for nearly 27 years. He joined the Union in the port of Mobile. Seafarer Radich served two years in the Navy—from 1944 to 1946—and has sailed as bosun for 20 years. He attended an SIU Educational Conference in Piney Point in 1971. He now lives in Biloxi, Miss.

Now that this program is just about finished, I can say what is on my mind. Yes, I was one of them. I didn't want to go to the Bosuns Recertification Program. Hell, what can they teach me? I thought I knew it all, but I was wrong.

From not wanting to attend the program, I can now say that I am glad I had this opportunity. I know it has helped me a lot. The best way to say this is to admit that I know a lot more about our Union and how it operates and I have a better understanding of why SPAD is important in our fight for job security.



John W. Altstatt

John "Blackie" Altstatt joined the SIU in 1943 in New York, and now sails out of the port of Houston. He lives in Seguin, Tex. with his wife Maureen and his children Wayne, 13, and Bruce, 11. Seafarer Altstatt took an active part in the Isthmian beef in 1946. "Blackie" celebrated his 50th birthday in Piney Point while he was attending the Bosuns Recertification Program.

Being like the average old-timer (I first shipped out of #3 Stone St. in 1943) I never had much faith in Piney Point, but I had never been there. Now, having almost finished the Bosuns Recertification Program, I can truly say to all of the old-timers if you have not been to Piney Point don't knock it until you go there and see for yourself the training programs they have for recruits and Seafarers of all ages. The school in Piney Point is one of the finest things that ever happened to the SIU.



Headquarters Notes

by SIU Vice President Frank Drozak

NEW CONSTRUCTION

A number of our contracted companies have new ships under construction or on order in American shipyards which will further insure the job security of our membership. Waterman Steamship Corp. has three LASH-type ships under construction which will be delivered this year. The *Robert E. Lee* is scheduled for delivery in June and the *Stonewall Jackson* and the *Sam Houston* are both scheduled for delivery in July. This company has also filed requests with the Maritime Subsidy Board to operate four 80,000 dwt OBO vessels to be delivered in 1977.

Cities Service has applied for construction subsidies to build two 265,000-ton tankers, and Maritime Overseas has signed a contract to build four 89,000 dwt tankers. Westchester Shipping Co., which has already put into service the *Ultramar* and the *Ultrasea*, has eight more vessels under construction. The *Golden Dolphin* will be crewing in June and the *Golden Endeavor* and the *Golden Monarch* are scheduled for delivery this year.

Falcon Carriers has been granted construction differential subsidy under the Merchant Marine Act of 1970 to build four 35,000-ton diesel engine tankers, and Interstate Oil Transport is now building three 265,000 dwt tankers which will be ready for delivery in 1975 and 1976.

On the Great Lakes, American Steamship Co. expects to take delivery of the *H. Lee White* next month and five more 1,000 foot self-unloaders are under order by this SIU-contracted company. Kinsman Marine Transit Co. will launch a self-unloader in July and a second ship is now under construction.

The *TT Brooklyn* was last reported in Rotterdam on her maiden voyage and Seatrain Lines announced that the *TT Williamsburg* is scheduled for launching at the former Brooklyn Navy Yard in July. The *TT Stuyvesant* is expected to be completed early in 1975 and Seatrain Lines announced that it has signed a new contract with MARAD for a fourth ship.



BOSUNS RECERTIFICATION PROGRAM

Twelve more bosuns completed the Bosuns Recertification Program and graduated at the SIU Headquarters membership meeting this month, which brings to 82 the number of bosuns who have completed the program. I want to congratulate all of the bosuns who have taken the time and effort to participate in this program and who now have a much better understanding of the problems of our industry and the programs our Union has developed to deal with these problems. The latest bosuns to complete the program are George Annis, John Altstatt, David Berger, George Burch, Raymond Hodges, Perry Konis, William Meehan, Vagn Nielsen, Tony Radich, William Riley, Ward Wallace and Peter Sheldrake. I would urge all of our members to read their comments about the program which are published on pages six and seven of this issue of the LOG.



"A" SENIORITY UPGRADING PROGRAM

Also this month, six more Seafarers completed the "A" Seniority Upgrading Program and will assume their responsibilities as full-book members of our Union. I want to congratulate Seafarers William Bellinger, William Deskins, Marion Fila, Robert Gilliam, John Restaino and Larry Utterback on their accomplishment.

I would also urge all eligible members to take advantage of this and the other upgrading programs which are necessary to the continued job security and future of our membership.



UPGRADING PROGRAMS

The training and upgrading programs we have developed at the Lundeberg School in Piney Point are available to all of our members and because of the rapidly changing technology in the maritime industry I strongly recommend that all Seafarers take advantage of these training advancement programs.

The future job security of this membership depends on our ability to supply our contracted companies with fully-qualified crews that will insure that the American-flag fleet will be competitive in the world market.

The QMED training program is of particular importance because all of our new ships, including the LNG's and VLCC's, will require this endorsement.

Equally important is the LNG training program which is presently underway at Piney Point. The first SIU-contracted LNG carrier—the *Kentown*—will begin crewing next month and the *Montana* will crew up later this year. Eight of these ships are now under construction in American yards and within the next five years there will be 70 to 80 LNG's under American flag.

The next LNG course will begin May 6 and since the classes are limited, I would urge our members to enroll in this program as soon as possible.

Financial Committee



Members of the Quarterly Financial Committee, elected at the April membership meeting in Headquarters, check the Union's financial records. Counter clockwise around the table are: Seafarers John McHale; John L. Gibbons; Felizardo T. Motus; Theodore R. Goodman, chairman; John S. Sweeney; Angelo Romero, and Oreste Vola.

Stewards, Steward/Cooks Play Vital Role on Ship

SIU stewards and steward/cooks play vital and important roles aboard our contracted ships—both in their function as heads of their departments and in their role as leading members of the Union's ships' committees.

How well they perform their duties as heads of their department can spell the difference between a good trip and a bad trip, and how seriously they take their responsibilities as SIU representatives at sea can make the difference between active Union meetings or indifference on the part of the crewmembers. In both cases the key is leadership.

It is the responsibility of the steward and the steward/cook to supervise the members of his department—to personally see to it that meals are served properly and are properly prepared; to make certain that the mess hall, saloon mess and galley are clean at all times, and to personally inspect rooms and all other areas to see that these duties are being carried out.

They must also inspect the night lunch as to quantity and quality, and they are responsible for the issuance of soap and clean linens.

Aside from supervising the work of their departments, the steward and steward/cook are personally responsible for preparing requisitions and menus, receiving and issuing stores,

taking inventory of stores, and authorizing overtime.

One of the steward and steward/cook's most important responsibilities is as a permanent member of the ship's committee. As Reporter-Secretary, he handles all matters brought to the attention of superior officers, prepares minutes of the weekly meetings at sea and keeps in touch with Union Headquarters ashore.

The chief steward and the steward/cook are important members of both the Union and the ship's crew, and they should take their responsibilities seriously.

Payoff Procedure

It has come to the attention of Union Headquarters that on several recent occasions crews have paid off without a partolman on board. Some of these pay-offs have been made at sea.

This is to remind all members—particularly all ships' committees—that no crews are to pay-off until the partolman has come aboard, unless the pay-off has been cleared by the port agent at the nearest port of pay-off.

Thomas Lynch Committee



The ship's committee aboard the *Thomas Lynch* gather topside for a photo at the ship's most recent payoff in the port of Houston, Tex. They are, from the left: Bernard Paulson, ship's chairman; Clarence Pryor, deck delegate; James Sanders, secretary-reporter; Troy D. Smith, engine delegate, and Pedro Laboy steward delegate. The *Thomas Lynch* is on the Far East run.

Maritime Budget for 1975 Submitted to the Congress

The Nixon administration submitted its maritime budget for 1975 to Congress recently and it provides subsidy funds for the construction of a dozen new ships.

The budget request was for \$563.4 million for the fiscal year 1975, a drop of about \$4 million from the current fiscal 1974 budget.

The construction subsidy requested by the administration is \$275 million, which represents the same base figure of a year ago. However, last year an extra \$50 million was available in "carry-over" from previous years' subsidies, while this year the "carry-over" figure is only \$5.5 million. That makes a total of \$280.5 million available for aiding in ship construction during the 12 months beginning July 1.

Energy Office Set Up in FMC

The Federal Maritime Commission has established a new office of Energy Utilization and Conservation designed to cope with bunker fuel supplies and to provide guidance and help with the American maritime industry's fuel allocations.

The maritime industry will receive top priority and consideration so that there will be only minimal problems to face during the current energy crisis.

Helen Delich Bentley, Chairman of the FMC, says that she expects the new office to play a significant role in the Commission.

"In view of the critical and indefinite nature of the energy crisis . . . I felt it essential to create this new office immediately," the Chairman said.

The director of the newly created office is Robert G. Drew, formerly Chief of the Commission's office of water pollution responsibility.

Appeal to Supreme Court

The United States Supreme Court voted recently to hear an appeal by the Committee of American Maritime Unions in a suit brought against the committee by the Mobile Steamship Stevedore Association of Mobile, Ala.

Two Alabama state courts had ruled in favor of the association by declaring that the National Labor Relations Board does not have jurisdiction in the case which involves the committee's right to picket foreign-flag vessels and their practice of paying low wages to foreign crews.

The government expects all of the vessels for which subsidies are provided in the fiscal year 1975 to be energy carriers, and most of them will be much bigger, more sophisticated and more expensive than the administration's program to rebuild the commercial fleet originally envisioned.

The remainder of the budget request is allocated as follows: \$220 million for operating subsidy, up slightly over last year's amount; \$27.9 million in research and development funds, an increase of \$3.9 million from last year; the remaining \$40.5 million goes to Maritime Administration's salaries and expenses, and to funding maritime education programs.

Robert J. Blackwell, assistant secretary of Commerce for maritime affairs, commenting on the proposed budget, said it was "very responsive" in terms of maintaining the fleet rebuilding program that began with the passage of the Merchant Marine Act of 1970.

Since that act was passed by Congress the program has subsidized the construction of 52 ships and the conversion of 16 others. The \$237 million in construction subsidy remaining in the fiscal 1974 appropriation is slated to fund 11 more vessels.

Blackwell said that the 1975 budget request would be used to fund construction of four large tankers of up to 400,000 tons, four smaller tankers in the area of 90,000 tons and four big liquefied natural gas carriers.

In an effort to dispel any idea that, because the 1975 budget provided funds for a smaller number of ships than the 1974 budget the administration's shipbuilding commitment might be diminishing, Blackwell pointed out that the carrying capacity of the 12 ships would be nearly as large as the 17 called for this year, i.e., two million tons.

The committee had maintained that the case should come under the jurisdiction of the NLRB because the association is not foreign. The lower courts ruled that it is a court matter because foreign-flag vessels are involved.

The committee also maintains that the picketing is legal under the guarantees of the First Amendment.

Because of the usual heavy court calendar, and the upcoming summer recess, the Supreme Court will probably not hear the case until October.

LEGISLATIVE REPORT



By B. Rucker

House Reorganization

The Select Committee on Committees has completed deliberation on "reform" of the House of Representatives. On Mar. 19, members of the Committee introduced House Resolution 988, which proposes restructuring the committees in the House.

The Merchant Marine and Fisheries Committee now receives and considers all bills dealing with merchant marine, fisheries and wildlife conservation, environment, Coast Guard and navigation, oceanography, and the Panama Canal. Under the terms of H.Res. 988, Merchant Marine would become a Category B committee, with jurisdiction only for merchant marine, Coast Guard and shipbuilding matters.

SIU, other maritime unions and management are opposed to changes in the Merchant Marine Committee that would reduce its effectiveness.

The Maritime Trades Department and the AFL-CIO have gone on record with resolutions opposing the Select Committee recommendations.

No date has been set for action on the floor of the House, but we will continue to oppose H.Res. 988.

Energy Transportation Security Act

In hearings before the Merchant Marine and Fisheries Committee in March, SIU President Paul Hall testified in favor of H.R. 8193 to reserve a portion of the oil import cargo for our U.S. flag fleet. President Hall said, "Enactment of this legislation would go a long way toward reversing our dangerous dependency on foreign-flag, foreign-crewed ships . . . provide thousands of jobs for American workers . . . improve America's balance of payments position . . . (and) increase America's tax revenues by increasing the amount of money paid to the U.S. Treasury by American workers and American companies . . ."

The Merchant Marine subcommittee after extensive hearings has approved and sent the bill to the full committee for their action. No action has been taken on the companion bill in the Senate.

How is a Bill Passed?

In one session of Congress, more than 1,000 bills will be introduced in the House of Representatives. About one-fourth of that number will be introduced in the Senate. Each bill is given a number, referred to the appropriate committee for consideration, labeled with the sponsor's name and sent to the Government Printing Office so that copies can be made for study and action. Many bills each session are killed at some step in the legislative process, simply because no action is taken.

The first committee action on a bill usually is a request for comment by interested agencies of government. It may be considered by the full committee or the chairman may assign it to a subcommittee. There are 21 standing committees in the House and 17 in the Senate (with more than 250 subcommittees) and from time to time special or "select" committees are set up on an ad hoc basis.

Hearings may be public, closed (executive session) or a mixture of both. The subcommittee considers the bill and reports to the full committee its recommendations and any proposed amendments. The full committee votes on the recommendations.

Once the bill is reported out by the committee, it goes to the floor of the House or Senate, where it is discussed and voted on. If there are conflicting provisions in the House and Senate versions, a conference committee of interested senior members of both houses meets to resolve the differences. The conference committee version is voted on by each of the houses and sent to the President for signature.

At any point in Congressional deliberations, a negative majority vote can cause the bill to die, and many more die than are passed.

What Congress acts on is the budget, prepared by the Administration to meet the programs which have Presidential priority. There must be one bill to "authorize" a program and another to appropriate the money to carry it out.

Delayed Benefits

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

| Name | Soc. Sec. No. | Union |
|---------------|---------------|-------|
| L. Fisher | 225-16-0430 | UIW |
| J. Rock | 716-03-3305 | IBU |
| J. V. Cooper | 230-58-5061 | UIW |
| T. A. Baker | 094-42-4800 | UIW |
| N. Wallace | 238-58-5571 | IBU |
| G. Kleyn | 038-28-3716 | IBU |
| N. L. Pittman | 433-68-3774 | A&G |
| R. L. O'Neal | 237-62-3680 | IBU |
| N. L. Buckley | 298-38-0492 | UIW |



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.

Jeff Davis Committee



SIU Patrolman Ted Babkowski, far right, straightens out some Union matters aboard the *Jeff Davis* at her most recent payoff in Port Newark, N.J. Ship's committee members, from the left, are: E. C. Cooper, secretary-reporter; Louis Arena, ship's chairman; Henry Mobley, steward delegate, and John O'Frazier, deck delegate. The *Jeff Davis*, operated by Waterman, will be sailing to India on her next voyage.

Transchamplain Committee



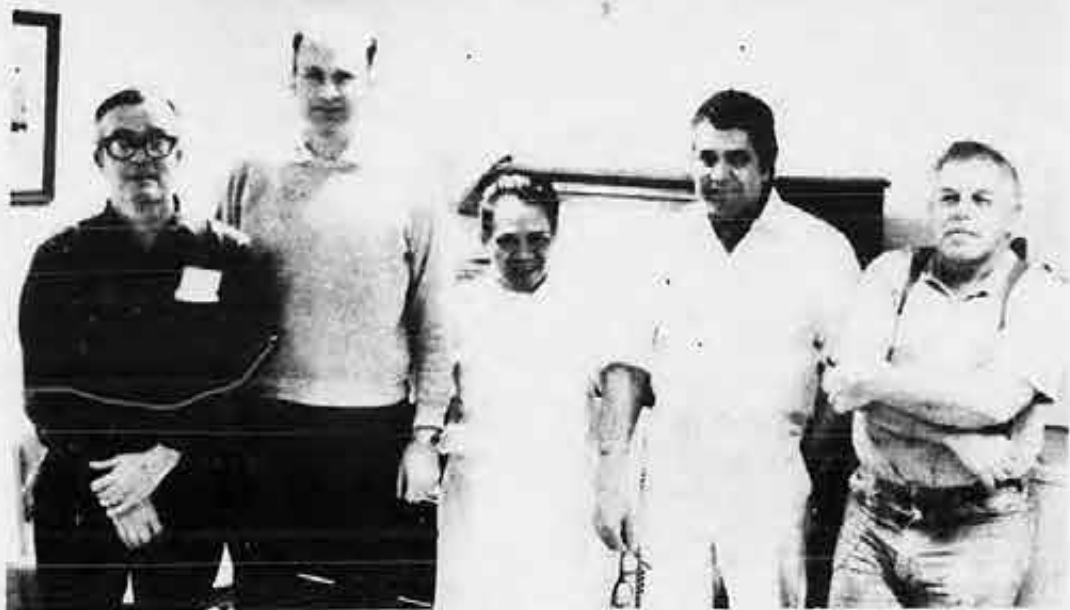
Recertified Bosun Thomas Self, left, is on his first ship, the *Transchamplain*, since recently completing the two-month Bosun Recertification Program. The ship paid off in the port of San Francisco, and SIU Patrolman Pat Marinelli, center, conducted the Union meeting aboard her. Other members of the ship's committee, from the left, are: Frank Coe, engine delegate; Jon Stringer, deck delegate; Matt Guidera, steward delegate; Alfred Bodie, secretary-reporter, and Ray Bowman, educational director.

Newark Committee



The 497-foot long containership *Newark* paid off in Port Elizabeth on Mar. 21 after a coastwise run. Committee members are, from the left: Red Conners, engine delegate; John Bowman, ship's chairman; Joseph Rioux, steward delegate, and John C. Bokus, deck delegate. The *Newark* was converted for container carriage in 1968 at Todd Shipyards in Galveston. She can carry 360 containers with capacity for an additional 63 temperature controlled containers.

Ultrasea Committee



Recertified Bosun Stanley Bojko is aboard the SIU-contracted ore/bulk/oil carrier *Ultrasea* for her maiden voyage to the Far East. Members of the OBO's first ship's committee are, from the left: Bojko, ship's chairman; R. Groening, engine delegate; Isabelo Quanico, steward delegate; Tom Navarre, secretary-reporter, and V. Vanzanella, deck delegate. The *Ultrasea*, operated by Westchester Marine, was loading grain in Vancouver, British Columbia when photo was taken.

Anchorage Committee



As part of the "A" Seniority Upgrading Program, Upgrader Larry Utterback and John Restaino, standing right, accompanied SIU Patrolman Ted Babkowski, seated, to the waterfront for the payoff of the containership *Anchorage* at Port Elizabeth. Ship's committee members, from the left, are: John Nash, secretary-reporter; H. Bjerring, deck delegate; M. E. Sanchez, ship's chairman, and W. D. Kaweck, educational director. Upgraders Utterback and Restaino received their full books at this month's Headquarters' membership meeting.

New Orleans Committee



Recertified Bosun Alfonso Rivera, second from right, is among the crew of the 497-foot containership *New Orleans* and is serving as chairman of the ship's committee. The Sea-Land operated vessel is tied up in Port Elizabeth after completing another coastwise voyage. Members of the committee are, from the left: E. Morales, engine delegate; Herman Rios, steward delegate; Jack DeSilver, deck delegate; F. Long, steward delegate; Rivera, ship's chairman, and M. Viera, secretary-reporter.

Fitting Out on the Lakes

Shipping Season Keeps Expanding

Even before the Spring thaw arrives on the Great Lakes the crews on the bulk carriers begin to fit-out the vessels for the start of the new shipping season. This fitting-out takes place during early March and the ships begin sailing in mid-April.

For the past few years the shipping on the Great Lakes has had an "extended season"; instead of the ships laying up for the winter sometime in December, many sail right through January, and a few even into February. This is part of the government's plan to encourage eventual year-round shipping on the Great Lakes, for which it provided \$6.5 million in 1972 to be used over a three-year period.

For example, the SIU-contracted SS *Hennepin* this year was still in operation through the first week in February. The ship's crew got off around that time, but three weeks later was back on board and sailed out again on Mar. 5. The rest of the approximately 56 SIU-contracted bulk freighters and self-unloaders were ready by Apr. 16.

The engine crews and the steward department members are the first to arrive, relieving the shipkeepers who have kept lonely vigil on the giant ore and coal carriers during the lay-up. The deck crew comes aboard later, closer to the time when the vessel will ship out.

Great Lakes shipping is vital to the continued growth of the rich industrial and agricultural heartland of America. The bulk carriers each year transport millions of tons of coal, iron ore, gypsum and limestone. Ore carriers travel from the Upper Lakes to lower Lake Michigan and lower Lake Erie steel mills.

The Great Lakes fleet has an important part in the economy of the United States, and the SIU is proud of the role it plays.



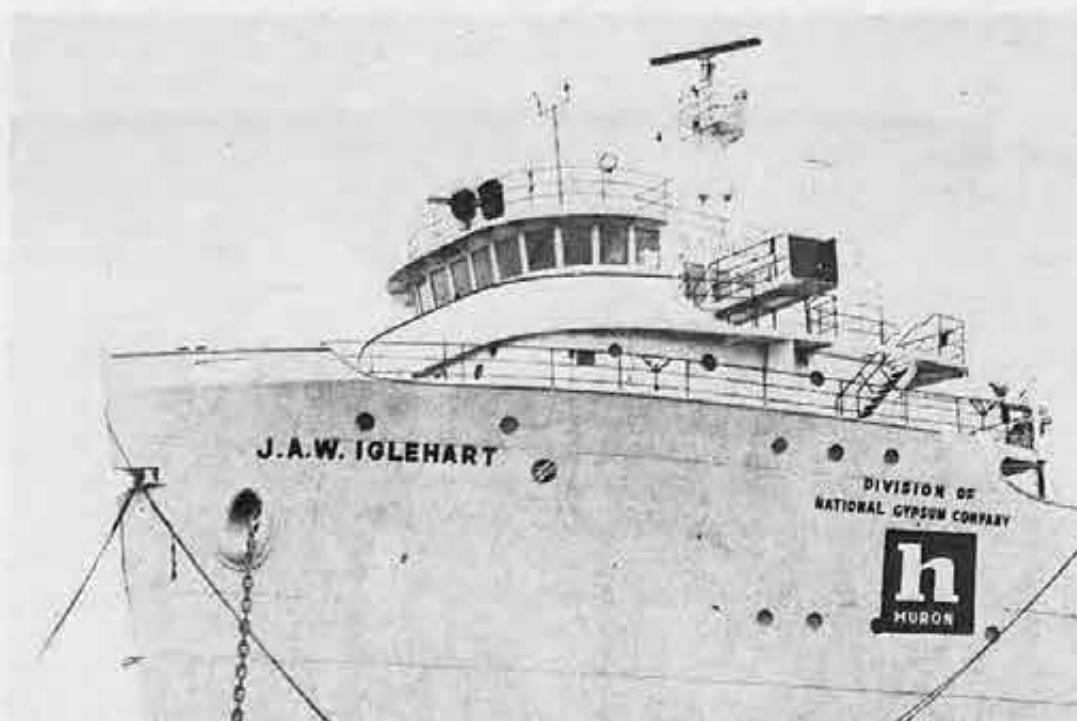
Michael Pesenak, fireman/water-tender on the *J.A.W. Iglehart* (Huron Cement) checks the engine department equipment as part of fitting-out routine. Engine department crew comes aboard early to prepare ship for first trip after winter lay-up.



Wiper John Schwaneckamp straightens out the bins in the *J.A.W. Iglehart's* engine department. Schwaneckamp also checks to make sure there is sufficient equipment aboard when the ship is ready to sail. The *Iglehart* is a cement-carrier.



Terry Matthes, fireman/watertender on the *Iglehart* puts strainer on fuel line in vessel's engine room.



The *J.A.W. Iglehart* fitting-out in River Rouge, Mich. after a winter lay-up.



The engine room on the *Paul Townsend* (Huron Cement) after the crew has begun fitting-out vessel prior to first trip.



Steward Jack Okomski works in the galley aboard the *Roger M. Keyes* which was docked at Toledo, Ohio for fitting-out.



The coal-carrier *George E. Seedhouse* in lay-up at the C&O coal docks at Toledo, Ohio.

NMC Information Forum Draws 500 Area Shippers

Stressing the vital importance of a solid, competitive U.S. merchant marine, the National Maritime Council held an enlightening shipper forum/luncheon at the New York Hilton late last month, attended by nearly 500 of the area's major importers and exporters.

The NMC, an organization sponsored by all segments of the maritime industry—labor, management and government, conducts periodic informational meetings of this kind in port cities around the country to convince American companies of the many advantages of shipping their cargoes on U.S.-flag vessels.

Panelists at the most recent New York NMC forum were Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, who served as panel chairman; Teddy Gleason, president of the International Longshoremen's Association; Paul Richardson, president of Sea-Land; John T. Gilbride, president of Todd Shipyards Corp.; Richard H. Falck, senior vice-president of S.S. Kresge Co., and Bernard Raskin of the NMU who sat in for scheduled speaker NMU President Shannon Wall who was called away on business.

The SIU's delegation included Headquarters' Representative Ed Mooney and New York Patrolman George McCartney.

Captain Thomas A. King, Eastern Region director of the Maritime Administration was coordinator of the forum.

Assistant Secretary Blackwell, the first speaker, stated that the spirit of cooperation between labor and management in maritime "is unmatched in any U.S. industry."

He told the gathering that it was the shipper, "by his patronage of the U.S. flag—or lack of it—which would shape the future of the American merchant marine."

He also stated that the U.S. had the

most modern intermodal fleet in the world and that "it is good business to do business with the American-flag fleet."

Kresge Co. Vice-President Falck, the only importer on the panel, noted that of the \$400 million worth of goods imported by his firm yearly, 30 percent was brought in on American-flag ships, and that he used U.S. vessels whenever possible.

He also affirmed that shipping American cost no more than shipping foreign, and that U.S.-flag ships were superior to foreign-flags in safe, prompt, efficient service.

Sea-Land President Paul Richardson said that \$10 billion had been invested worldwide in containerization in recent years, and American shipping firms alone accounted for \$4 billion of these investments.

He also stated that he was very impressed with the attitude of maritime labor "toward building a better U.S. merchant marine."

Richardson predicted that 1974 would be the best year in many for the American-flag fleet.

Todd Shipyards President John Gilbride stated that U.S. yards were quickly closing the gap in vessel construction costs as compared to foreign yards.

He also noted that American yards possessed all new foreign shipbuilding innovations, and were actually expanding and improving on them due to improvements of \$500 million dollars nationwide over the past four years, with another \$500 million to be invested in the next few years.

The SIU's delegation, along with representatives of the other maritime unions, pledge their continued support and cooperation in achieving stability and harmony in the industry—and expressed determination in reaching the goal of a completely revitalized U.S. merchant marine.



The National Maritime Council conducts recent shipper information forum at the New York Hilton. Nearly 500 area importers and exporters attended.

Unclaimed Bank Accounts

Following is a list of 16 seamen with whom the Seamen's Bank for Savings located in New York City has lost contact. These men have accounts in the bank totaling a very substantial amount of money. When an account is left unclaimed for a period of ten years the money is turned over to the New York State Comptroller. But even in that case the funds may be recoverable. If your name appears on the list please contact Roy E. Walters, Dormant Accounts Department, Seamen's Bank for Savings, 30 Wall St., New York, N.Y. 10005.

**HECTOR BOWEN
FRANK BRENNAN
JOHANNES BRONS
SECUNDINO C. CASTRO
PRIMITIVO PASCUA CID
VICTOR CVITANOVIC
JOSHUA L. FARNUM
PEDRO E. GALUP
THORVALD HANSEN
LOUIS G. HARGROVE
KNUT K. HORNEUS
EGBERT H. HOWELL
WAYNE KLAVU
ERKKI MAKKOMEN
HANS NEUMANN
NICOLAOS G. PAGONIS**



UIW and Seatrains negotiators look over new contract proposals at opening negotiation session Mar. 25 at downtown Brooklyn hotel.

Ogden Willamette Committee



The *Ogden Willamette*, one of 50 SIU-contracted ships on the Russian grain-oil run, paid off on Mar. 2 at Stapleton Anchorage off Staten Island, N.Y. Ship's committee members are, from the left: Harry Meredith, educational director; Lionel Strout, steward delegate; R. D. Schwarz, ship's chairman; John Dickerson, deck delegate; Ed Kelly, secretary-reporter, and John Kulas, engine delegate. The *Ogden Willamette* was the first U.S.-flag tanker to complete the round trip voyage from Russia to the U.S. in late January of last year as part of the grain agreement.

UIW Contract Negotiations

Union officials of the SIU-affiliated United Industrial Workers of North America and a team of Seatrains Shipbuilding Corp. negotiators met Mar. 25 in the opening round of contract talks to hammer out a new collective bargaining agreement for the UIW members at the former Brooklyn Navy Yard.

Meeting at a downtown Brooklyn hotel, the negotiators included UIW Atlantic Area District Director Ralph Quinonez, UIW of N.A. representative Robert O'Keefe, union lawyer Charles Montblatt and 21 UIW shop stewards. Seatrains negotiators were Harrison A. Slayton, director of labor relations and Martin P. Feeney, labor relations representative.

The company's vice president for labor relations, George Shackleton, was not at the meeting due to an emergency conference, Slayton explained.

Highlights of the new contract are proposals on a cost of living allowance; safety; an upgrading program; premium pay; classifications; seniority; sick pay;

overtime; pensions; vacations, and two more holidays.

The 21 elected department shop stewards representing 14 shipyard crafts at the negotiating session were, from the day shift: Chief Shop Steward Cuthbert Jones; Welders Clyde H. Thompson, Obean Adams and Victor Burgos; Carpenters John Lablack and Gartshore Allwood; Shipfitters Edward Nutter and Walter Dzuik; Pipefitters David Munoz and Frank Fava; Burners Richard Moody and Harold Frances; Painter Frank Watson; Electrician Carl Spencer; Rigger José Prosper; Machinist Jean Gouse; Maintenance John Cargano, James Dingle and Christopher Williams.

For the night shift shop stewards: Welder Eldred Johnson and Crane Operator Benjamin Campbell were on hand.

Results of the negotiations will be published in upcoming issues of the LOG.

DISPATCHERS REPORT

MARCH 1-31, 1974

| Port | TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | REGISTERED ON BEACH All Groups | | |
|---------------------------|--------------------------------|------------|------------|-----------------------------|------------|------------|-----------------------------------|--------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | |
| Boston | 6 | 2 | 2 | 2 | 0 | 0 | 13 | 6 | 2 |
| New York | 65 | 18 | 4 | 73 | 28 | 3 | 140 | 27 | 8 |
| Philadelphia | 14 | 5 | 0 | 14 | 7 | 0 | 20 | 4 | 0 |
| Baltimore | 30 | 7 | 1 | 31 | 23 | 3 | 51 | 10 | 0 |
| Norfolk | 19 | 6 | 0 | 4 | 4 | 0 | 37 | 11 | 0 |
| Tampa | 8 | 2 | 0 | 5 | 2 | 2 | 13 | 3 | 0 |
| Mobile | 25 | 1 | 0 | 4 | 1 | 0 | 69 | 7 | 0 |
| New Orleans | 72 | 9 | 4 | 58 | 23 | 0 | 144 | 16 | 9 |
| Jacksonville | 28 | 7 | 2 | 38 | 23 | 2 | 49 | 9 | 1 |
| San Francisco | 62 | 14 | 0 | 74 | 23 | 0 | 113 | 33 | 0 |
| Wilmington | 19 | 10 | 1 | 6 | 4 | 0 | 33 | 18 | 1 |
| Seattle | 22 | 11 | 0 | 30 | 8 | 2 | 43 | 20 | 2 |
| Puerto Rico | 10 | 1 | 0 | 6 | 7 | 0 | 16 | 2 | 0 |
| Houston | 95 | 19 | 3 | 65 | 44 | 1 | 167 | 22 | 7 |
| Piney Point | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| Yokohama | 3 | 1 | 3 | 4 | 2 | 4 | 2 | 0 | 2 |
| Alpena | 16 | 4 | 2 | 10 | 7 | 2 | 11 | 1 | 4 |
| Buffalo | 9 | 1 | 0 | 7 | 2 | 0 | 6 | 1 | 0 |
| Cleveland | 6 | 1 | 1 | 0 | 0 | 2 | 12 | 0 | 1 |
| Detroit | 51 | 5 | 9 | 54 | 13 | 22 | 35 | 4 | 4 |
| Duluth | 9 | 4 | 2 | 0 | 0 | 0 | 9 | 4 | 2 |
| Frankfort | 16 | 1 | 0 | 23 | 4 | 1 | 2 | 1 | 0 |
| Chicago | 20 | 1 | 1 | 31 | 5 | 2 | 7 | 0 | 0 |
| Totals | 605 | 130 | 35 | 546 | 239 | 46 | 984 | 199 | 43 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Boston | 3 | 3 | 0 | 0 | 2 | 0 | 5 | 5 | 0 |
| New York | 58 | 37 | 2 | 60 | 50 | 3 | 101 | 76 | 9 |
| Philadelphia | 13 | 6 | 0 | 7 | 8 | 0 | 15 | 5 | 0 |
| Baltimore | 42 | 6 | 1 | 32 | 19 | 0 | 53 | 14 | 2 |
| Norfolk | 7 | 2 | 0 | 5 | 6 | 0 | 20 | 10 | 0 |
| Tampa | 3 | 3 | 1 | 7 | 1 | 0 | 8 | 3 | 1 |
| Mobile | 17 | 5 | 0 | 7 | 1 | 0 | 49 | 19 | 0 |
| New Orleans | 53 | 23 | 1 | 42 | 22 | 0 | 92 | 46 | 9 |
| Jacksonville | 12 | 20 | 3 | 18 | 22 | 6 | 27 | 21 | 3 |
| San Francisco | 35 | 28 | 1 | 49 | 27 | 0 | 79 | 37 | 3 |
| Wilmington | 7 | 5 | 0 | 3 | 2 | 0 | 14 | 7 | 0 |
| Seattle | 17 | 12 | 0 | 18 | 13 | 0 | 32 | 22 | 0 |
| Puerto Rico | 9 | 4 | 0 | 10 | 4 | 0 | 18 | 6 | 0 |
| Houston | 63 | 26 | 8 | 49 | 36 | 1 | 109 | 33 | 13 |
| Piney Point | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| Yokohama | 0 | 0 | 4 | 0 | 1 | 5 | 0 | 2 | 1 |
| Alpena | 7 | 1 | 1 | 7 | 3 | 5 | 3 | 1 | 2 |
| Buffalo | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 |
| Cleveland | 24 | 0 | 2 | 28 | 1 | 2 | 10 | 0 | 2 |
| Detroit | 59 | 16 | 7 | 72 | 20 | 13 | 35 | 9 | 3 |
| Duluth | 9 | 7 | 1 | 0 | 1 | 0 | 9 | 6 | 1 |
| Frankfort | 11 | 0 | 1 | 8 | 0 | 0 | 5 | 0 | 2 |
| Chicago | 12 | 3 | 3 | 23 | 6 | 2 | 2 | 1 | 2 |
| Totals | 462 | 217 | 37 | 445 | 257 | 37 | 688 | 323 | 54 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Boston | 2 | 1 | 0 | 0 | 1 | 0 | 3 | 2 | 0 |
| New York | 32 | 9 | 0 | 51 | 35 | 2 | 47 | 14 | 1 |
| Philadelphia | 4 | 2 | 0 | 7 | 2 | 0 | 14 | 1 | 0 |
| Baltimore | 20 | 6 | 0 | 27 | 12 | 2 | 27 | 3 | 0 |
| Norfolk | 12 | 2 | 0 | 4 | 3 | 0 | 22 | 4 | 0 |
| Tampa | 2 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 |
| Mobile | 17 | 1 | 0 | 0 | 3 | 0 | 50 | 3 | 0 |
| New Orleans | 32 | 3 | 1 | 31 | 23 | 1 | 60 | 8 | 2 |
| Jacksonville | 9 | 2 | 1 | 19 | 12 | 2 | 22 | 4 | 2 |
| San Francisco | 49 | 11 | 0 | 41 | 29 | 0 | 67 | 16 | 0 |
| Wilmington | 3 | 3 | 0 | 2 | 2 | 0 | 11 | 5 | 0 |
| Seattle | 6 | 4 | 0 | 11 | 8 | 0 | 15 | 7 | 0 |
| Puerto Rico | 8 | 0 | 0 | 9 | 7 | 0 | 14 | 0 | 0 |
| Houston | 33 | 4 | 1 | 41 | 16 | 15 | 60 | 17 | 1 |
| Piney Point | 0 | 6 | 0 | 0 | 35 | 0 | 0 | 0 | 0 |
| Yokohama | 0 | 1 | 0 | 0 | 2 | 3 | 1 | 0 | 1 |
| Alpena | 1 | 2 | 1 | 1 | 4 | 1 | 1 | 0 | 0 |
| Buffalo | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 |
| Cleveland | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| Detroit | 3 | 0 | 0 | 40 | 4 | 0 | 4 | 0 | 1 |
| Duluth | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Frankfort | 0 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 0 |
| Chicago | 1 | 0 | 0 | 13 | 3 | 0 | 1 | 2 | 0 |
| Totals | 260 | 58 | 4 | 325 | 202 | 29 | 471 | 86 | 8 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Boston | 4 | 3 | 2 | | | | 6 | 5 | 11 |
| New York | 27 | 72 | 23 | | | | 36 | 126 | 71 |
| Philadelphia | 11 | 10 | 1 | | | | 9 | 22 | 1 |
| Baltimore | 26 | 42 | 1 | | | | 32 | 49 | 12 |
| Norfolk | 3 | 21 | 9 | | | | 8 | 35 | 15 |
| Tampa | 2 | 7 | 2 | | | | 6 | 6 | 3 |
| Mobile | 9 | 18 | 0 | | | | 23 | 44 | 0 |
| New Orleans | 29 | 48 | 9 | | | | 60 | 91 | 23 |
| Jacksonville | 6 | 38 | 5 | | | | 5 | 39 | 7 |
| San Francisco | 34 | 60 | 7 | | | | 31 | 88 | 11 |
| Wilmington | 7 | 11 | 0 | | | | 14 | 24 | 3 |
| Seattle | 11 | 15 | 4 | | | | 19 | 24 | 4 |
| Puerto Rico | 10 | 15 | 0 | | | | 17 | 27 | 3 |
| Houston | 24 | 71 | 43 | | | | 33 | 92 | 85 |
| Piney Point | 0 | 50 | 0 | | | | 0 | 1 | 0 |
| Yokohama | 0 | 3 | 6 | | | | 0 | 2 | 5 |
| Alpena | 0 | 6 | 45 | | | | 2 | 5 | 46 |
| Buffalo | 11 | 6 | 13 | | | | 12 | 7 | 15 |
| Cleveland | 17 | 0 | 14 | | | | 13 | 0 | 17 |
| Detroit | 76 | 35 | 107 | | | | 57 | 27 | 111 |
| Duluth | 8 | 7 | 4 | | | | 8 | 7 | 4 |
| Frankfort | 18 | 5 | 9 | | | | 14 | 4 | 10 |
| Chicago | 27 | 10 | 8 | | | | 2 | 4 | 9 |
| Totals | 360 | 553 | 312 | | | | 407 | 729 | 466 |
| Totals All Depts. | 1,687 | 958 | 388 | 1,316 | 698 | 112 | 2,550 | 1,337 | 571 |

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

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**Politics Is
Porkchops
Donate to
SPAD**

By looking at the above shipping figures, Seafarers can clearly see the true strength of their job security. These numbers show that SIU members can feel confident that jobs will be available for them to fill. During the period of March 1-31, 1974, of the 2,126 jobs shipped, 1,316 were filled by Class "A" Seniority full book members. Therefore, there were 810 permanent jobs available to Class "A" Seniority full book members not taken by them.

ASHORE



Cincinnati

Under construction since August is the UIW-manned steamboat *Delta Queen II* (Delta Queen Steamboat) whose bow is taking shape on the ways of IBU-contracted Jeffboat, Inc. at Jeffersonville, Ind., across the Ohio River from Louisville, Ky. The all-steel, 379-foot riverboat will carry an SIU-affiliated UIW crew when she sails in April 1975.

The paddlewheeler—first of her kind to be built in nearly 50 years—will be launched in November 1974. She weighs in at 4,500 tons and cost \$15.5 million to build. The steamship, which has two 1,000 hp engines, will carry 400 passengers in 220 staterooms at 12 mph.

The ship will carry the traditional calliope and will have a swimming pool on her top deck.

New Orleans

The U.S. Maritime Administration has praised the energy conservation program of the SIU-contracted Delta Line. MARAD cited the company for its "prompt and comprehensive energy conservation measures".

The government's commendation went on to say "with respect to obtaining fuel, Delta's initiative, knowledge of the Federal Energy Office regulations and working relationship with suppliers are exemplary and should insure continued success in meeting and overcoming shortfall problems."

At the beginning of the energy crisis, Delta effected various operating changes in her fleet which resulted in a reduction of fuel consumption by Delta-class and DelRio-Class vessels by approximately 20 percent. LASH container ships used nine percent less fuel. The company is continuing to monitor the program to achieve increased economies.

St. Louis

Port Agent Leroy Jones, severely injured Nov. 16 when a car crashed through the front window of the Union hall, is up and about out of a wheelchair and walking with a cane. SIU representative Frank "Scotty" Aubusson is filling in for Brother Jones while he's getting well.

Washington, D.C.

The Coast Guard has issued new lifesaving equipment rules which will require tankers and other cargo vessels, engaged in ocean and coastwise service on Mar. 1, 1975, to carry on board an Emergency Position Indicating Radio Beacon (EPIRB). The equipment is designed to send out a distinctive radio signal from a ship in distress and will help search and rescue operations.

London

A growth of 16 percent was registered last year in the world's tanker fleet, according to a report by ship brokers here. The world-wide tanker fleet now is up to 251,104,767 dwt. During the second half of the year, 131 new tankers of 18.9 million dwt were delivered to their owners.

Countries with the largest tanker fleets were Liberia with 60.6 million dwt, Great Britain with 27.2 million dwt, Japan with 26.4 million dwt, Norway with 21.3 million dwt, Greece with 12.4 million dwt, France with 8.7 million dwt and the U.S. with 8.3 million dwt. Figures don't include combination bulk carriers.

Long Beach, Calif.

Sea-Land Service, Inc. completed construction of a sixth new crane at this port and brought to a close its two-year program of building new cranes and modifying existing ones at docks where the new SL-7 containerships are expected to call.

New Orleans

The safety director of SIU-contracted Delta Lines cited Seafarers J. J. Doyle, A. L. Stephens, William F. Garrity, C. A. Henning, T. J. Dalla, P. Boudreaux, N. Pizzuto and M. J. Mouton for not losing any time due to accidents last year. These Seafarers are part of Delta's shore gang.



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.

Seafarer's Kin an Opera Singer

Seafarer Henry M. Murranka, 57, who sails out of the ports of San Francisco and Wilmington, Calif., is a proud parent.

His daughter, Mrs. Sandra Alesi of Brooklyn, N.Y., a concert and operatic diva soprano, had her photo featured in the N.Y. Daily News Dec. 14 saying she would star as Mimi in the Regina Pacis Opera Repertory Company's production of Puccini's "La Boheme" in Brooklyn, N.Y.

She studied at the Brooklyn Conservatory of Music and teaches voice and piano as vocal director for the opera company in Brooklyn.

A newspaper's review of her "La Boheme" full house performance said: "... Sandra Alesi gloriously sang and acted the part . . . She sang 'Mi chiamo Mimi' (I Am Called Mimi) . . . Her beautiful phrasing and diction were matched by a wonderful control of vocal shading and coloring . . . The aria 'Addio Senza Rencor' (Farewell) was still another marvelous example of Sandra Alesi's ability to maintain a fragile, sentimental tone."

In November, 1971 the director and producer of Brooklyn's St. Ephrem Adult Theater Guild's "West Side Story" were so "exceptionally impressed with her talents" during auditions that they cast her as Maria in the musical.

Her other credits include Laurie in "Oklahoma" and Fiona in "Brigadoon" with Theater 5 in Huntington, L.I., N.Y. For the latter role she was nominated as "Best Actress in a Musical Production" by the Associated Community Theaters of Suffolk County, N.Y.

She also appeared with the David-



Seafarer Murranka

son Repertory Company in Smithtown, L.I. in the "Odd Couple," and "The Women". As Heavenly Linley in "Sweet Bird of Youth" she merited "The Best Supporting Actress Award" from A.C.T.S.

Cinemawise, Sandra recorded the sound track for a Mexican film called "Elodia" which was entered in the Venice Film Festival.

In her private life, Mrs. Alesi's husband works for the Long Island Railroad and she has a son Teddy, 19, and a daughter, Melody, 9.

Seafarer Murranka, who late last year sailed in the deck department of the *Falcon Lady* (Falcon Tankers) to the Persian Gulf, has another daughter, Roseann, a resident of Oregon where she's a housewife with four children.

The New Jersey native joined the SIU in 1944 in the port of Galveston. During World War II he sailed to Europe and the Pacific.

Seafarer Saves Shipmate

In the port of Chalna, Bangladesh, Seafarer Jesse James Baker, 33, of New Orleans saved his shipmate Henry Christian, 49, from drowning after he had fallen overboard off a sampan into the swift current of the Pussur River on the night of Oct. 2, 1973.

Later a citation for courage to Baker from his ship's captain read:

SS Steel Admiral,
port of Chalna, Oct. 2, 1973
Bangladesh

"This is to commend Jesse J. Baker, Jr. for his swift action in effecting the rescue of his shipmate, Henry Christian, at this port.

"Christian fell overboard from a sampan while crossing the Pussur River during darkness. This river is fast and a dangerous undertow exists at all times. Baker, without regard to his personal danger, reached out and managed to pull his unfortunate shipmate to safety."

James S. B. Komlosy
Master, *SS Steel Admiral*

Fortunately for Cook and Baker Christian, who also hails from New Orleans, he has long hair.

For in the words of OS Baker, who is nearly six foot tall and weighs 192 pounds, this is how it happened:

"We went ashore at night and on the way back to the ship at 1 a.m. we found there was no launch available. So we took a sampan.



Jesse James Baker, Jr.

Henry Christian

"Half way back we didn't see the ship. I was talking to Chris who was up front and I was in back. He moved and fell overboard.

"I saw his coat going by. So I grabbed him by his long hair."

Brother Baker, who originally comes from Natchez, Miss., explained that Christian is of average height and 184 pounds. He added also that the river current was estimated to be six to seven knots.

At one time, he said, the *John B. Waterman* (Waterman Steamship) lost two anchors in the Pussur River because of the swift current.

Baker went on to say that following his rescue, Christian told Capt. Komlosy of his shipmate's heroism.

Politics Is Porkchops Donate to SPAD

SIU Pensioner Torres Worked More, Now He Enjoys More

Luis Torres was 62 years old last Dec. 1. In September of last year he retired from the SIU after having been in the Union since its birth in 1938.

What makes Torres different from other SIU pensioners is that he remained active *after* he had already qualified for an Early Normal Pension (20 years seetime at age 55). He was the first member to take advantage of an "increment" feature of the Early Normal Pension Plan (ENP).

By putting in an additional 365 days seetime, Torres increased his pension from \$250 to \$265 per month. For each 365 days of seetime a member puts in after he qualifies for ENP he is entitled to an extra \$15 per month on his pension, up to a maximum pension of \$355.

Torres said in a LOG interview, "I would've stayed on longer, but my health was not so good." He is now living in his native Puerto Rico.

Torres, who was a member of the old ISU before the SIU was formed, has many seafaring memories. He was involved in one particularly harrowing episode in his nearly 40 years at sea.

In 1942, during the Second World War, he was sailing as AB on the *Elizabeth* (Bull Line). At around 10 o'clock one night as the ship headed Cape Coriente off the coast of Cuba, she was torpedoed by a German submarine and went down.

"We lost seven or eight men when we went down," he said. "We were in the lifeboats until 6 o'clock the following night when we were picked up near Cape San Antonio. It was pretty scary."

Torres spent a good deal of his time at sea sailing to Asia, mainly to the Philippines, Korea and Vietnam. What he remembers most about his trips were "the cargo we carried during both the Korean and Vietnam wars. We never had any trouble, but we knew all the time that it might be dangerous."

Gets Diesel and Steam Chief Engineer License

Bill Logan, a former member of the SIU and one of the Union's first members to receive his original engineering licenses through the Brooklyn MEBA-AMO School, recently also became the first Seafarer to obtain a chief engineer's license for both steam and diesel ships.

Logan, who is 42 years old and had been in the SIU for 15 years, received his "chief steam" license in April,



Bill Logan, who received a chief engineer's license for steamships last April, has now obtained one for diesel ships.



Seafarer Luis Torres

As a charter member of the SIU Torres remembers well the struggles of the early days. "We suffered then; it was very difficult. That's why we should appreciate what we have now, the pension and welfare plans, and other benefits."

"I'm very proud of our Union," he continued. "I think because of our leaders, and the new people coming in, the Union will stay successful in the future."

Torres usually sailed a minimum of nine months a year, which explains his high amount of seetime. He did much of his sailing on Sea-Land ships (C-2 and C-3), and the last vessel he shipped out on was the *Citrus Packer* (Waterman).

Today, Torres spends his time relaxing in Puerto Rico, in a town named Vega Baja. He fixes up his house a lot, and just enjoys being with his wife.

Aside from his pension he also receives Social Security benefits. "The cost of living is pretty high down here, but I get along all right."

1973. He then sailed for eight months on the SIU-contracted *Falcon Princess* as 3rd assistant engineer, working toward his "chief diesel" license. He returned to New York and passed the Coast Guard examination for "chief diesel," and can now sail as chief engineer aboard any ship.

Logan obtained his original license in 1966. After putting in more than the required 12-month seetime as 2nd assistant engineer, he returned to the MEBA School in 1969 and obtained his 1st assistant's license. He sailed as 1st assistant on a number of Seatrain Line ships and Hudson Waterways vessels, including the *Transcolorado*, *Seatrains Maine*, *Seatrains Ohio* and *Seatrains San Juan*.

Logan, an MEBA District 2 member since he left the SIU, returned to school in December, 1972 to study for his chief's license. After he completed the three month course he received his "chief steam" license, and now less than a year later he has both chief steam and chief diesel licenses.

Having no particular preference for either type of ship, Logan says he will take a job as chief "wherever I can get one. But, I'm probably not going to ship out until around August. I have a lot of vacation time I'm going to take."

AT SEA



SS Delta Brasil

On a recent call at Buchanan, Liberia, the *SS Delta Brasil* (Delta Lines) loaded the largest amount of rubber cargo ever to be shipped out of that West African port city. The record-breaking shipment of 1,750 tons of rubber was shipped by the Liberia Agricultural Co. plantations. They also raise cattle, hogs, chickens and catfish.

SS Columbia

The ship's dog mascot, "Hey, You!" died aboard ship Feb. 10 and was buried on the high seas. She had sailed on the *SS Columbia* (U.S. Steel) from July 1, 1955 to her demise. "Hey, You!" acted as the ship's watchdog during coffee time breaks. The dog was the constant companion of Bosun Joe Puglisi and other bosuns of the vessel. When she passed away she was with Able-Seaman H. Whisnant.

SS Transidaho

An accident in the engine room of the *SS Transidaho* (Seatrain) cost the life of her third assistant engineer Joseph Sojak, and resulted in SIU oiler Carmelo Bonefont being injured in late February. The ship's chairman, Recertified Bosun Elbert T. Hogge commented that a "Good job was done by the crew" during the emergency.

SS Mount Washington

Late last month the *SS Mount Washington* (Victory Carriers) carried a 35,000-ton cargo from the U.S. Gulf Coast to the Far East for the Military Sealift Command.

SS Portland

The *Portland* (Seatrain) was on a voyage late last month to the West Indies, sailing to San Juan, Puerto Rico and St. Croix and St. Thomas in the U.S. Virgin Islands with a cargo of printed matter and parcel post mail.

SS Overseas Arctic

On a voyage to the U.S. East Coast from the Caribbean, the *SS Overseas Arctic* (Maritime Overseas) last month hauled a Military Sealift Command cargo.

SS New Orleans

Sea-Land Service, Inc. has added a fifth containership, the SIU-contracted *New Orleans* to its Seattle-Alaska run. The ship will sail three times a week. She enters this service as a result of the building of the Trans-Alaskan pipeline. Construction of the pipeline came about through the determined efforts of the Union's staff in Washington, D.C., which pushed for the passage of the Trans-Alaska Pipeline bill—another piece of legislation enacted into law with the aid of voluntarily contributed SPAD funds from our membership.

SS Del Rio

The SIU-contracted *Del Rio* (Delta Lines) has had 21 consecutive accident-free months. When she has 24, she will get the Jones F. Devlin Award.

SS Transhawaii

The entire ship's company of officers and crew sent a card of sympathy to the family of third assistant engineer Joseph Sojak killed February in the line of duty aboard the *Transidaho* (Seatrain). A get well card was sent to SIU oiler Carmelo Bonefont, injured in the same mishap while on watch. Both were caught in an engine room explosion.

SS Sagutuck

Paying off in the port of Boston again after a three-month Caribbean run from Houston was the SIU-contracted *USNS Sagutuck* (Hudson Waterways). The tanker stopped off in Aruba, Curacao, Norfolk and Bermuda.

The Kaiulani

She's the last of the Yankee downeast squareriggers, the first and only U.S.-built merchant bark. Her's was the last commercial voyage under American sail in September 1941 when she rounded Cape Horn to South Africa.

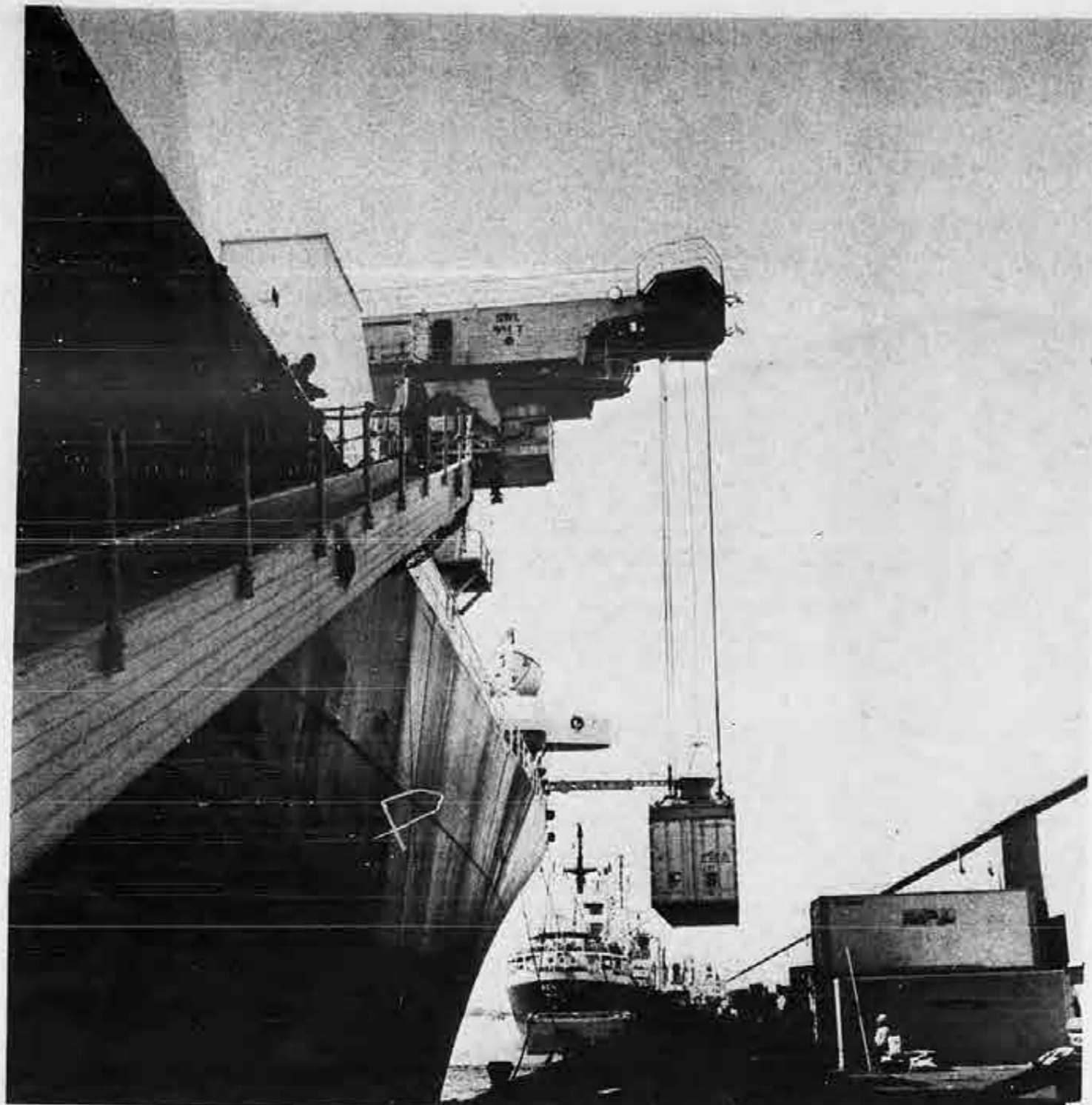
Abandoned in the Philippines after the war, she was given to the U.S. in 1964. Today she is to be taken up and restored.

She will be brought home from Manila Bay by the U.S. Navy and rebuilt at cost at the Todd Shipyard in Seattle. In mid-1973 she was designated as the flag ship of the National Maritime Bicentennial fleet.

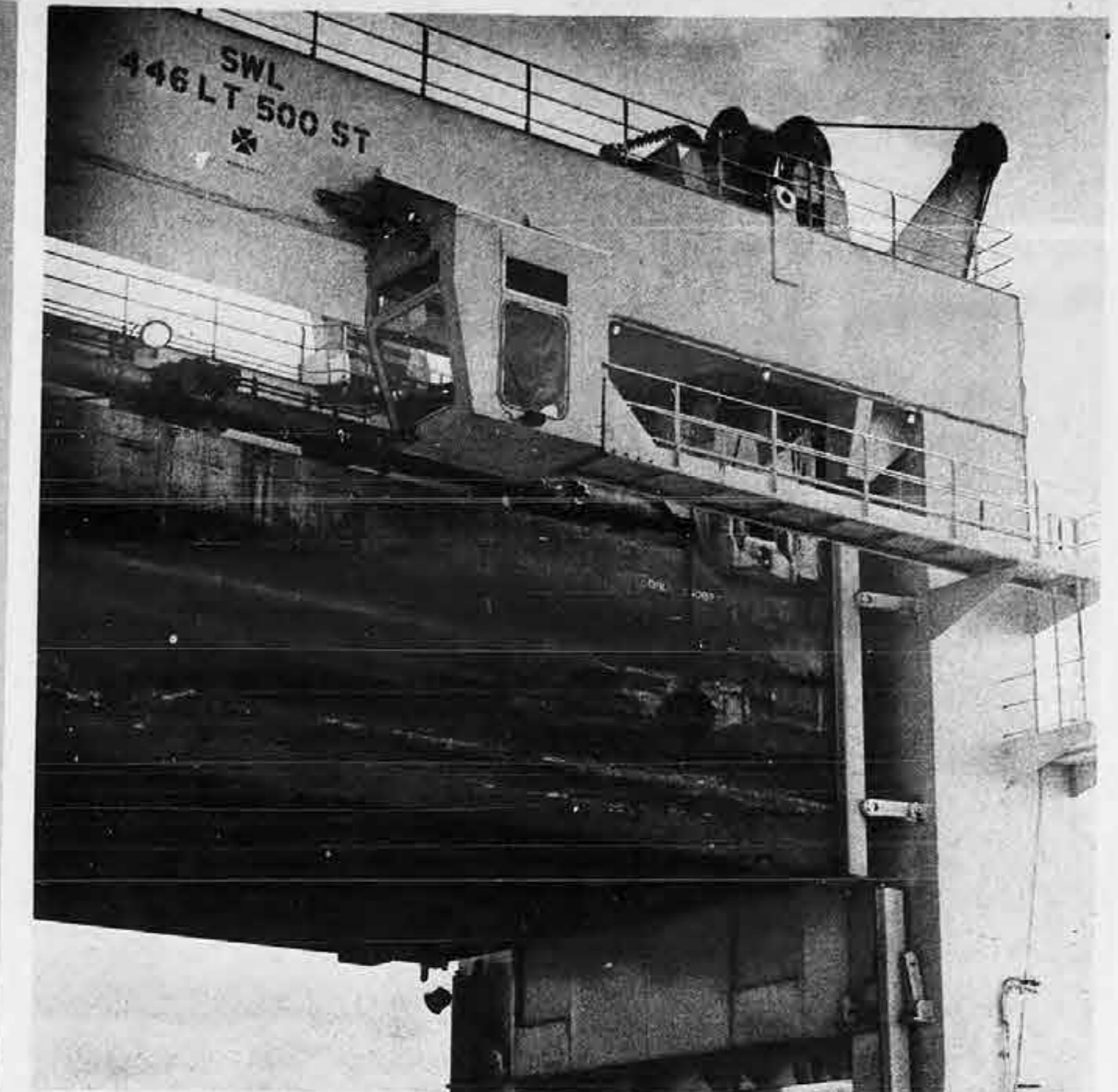
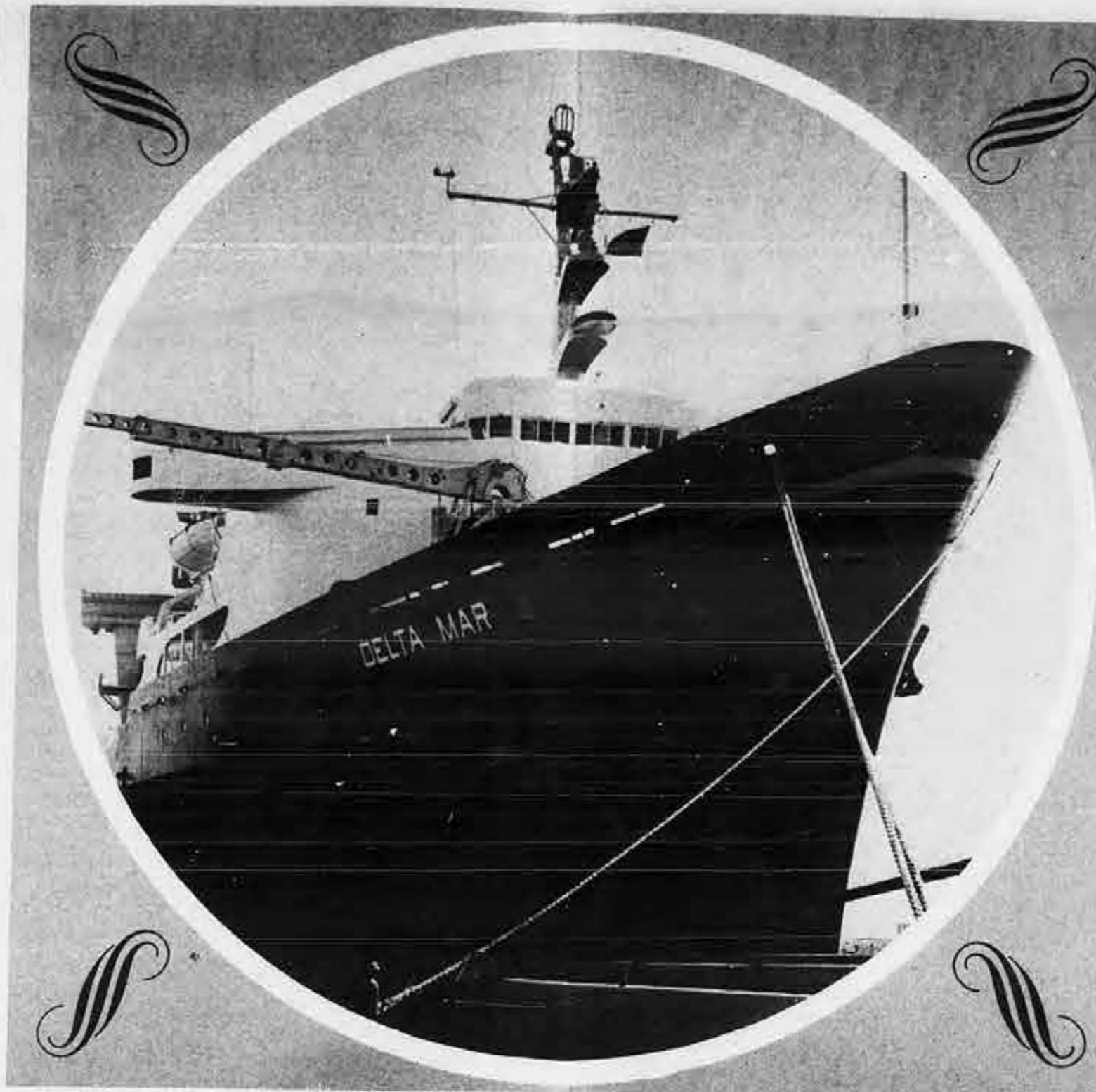
USNS Maumee

The *USNS Maumee* had its steering motor knocked off its base when the vessel hit the ice in McMurdo Sound in the Antarctic last month. The 16,000-ton supply tanker headed for Wellington, New Zealand under her own power, but was met a few days out of port by the U.S. icebreaker *Glacier* which escorted her in.

The deck department worked 16 to 18 hours a day coming into the New Zealand shipyard alternating six-man watches. The entire steering motor will have to be removed and taken ashore for repairs which are expected to take some time.



The *Delta Mar*'s 30-ton capacity crane takes on a container in preparation for another voyage.



The *Delta Mar*'s 500-ton capacity crane loads barge weighing nearly one million pounds.

SIU-Manned LASH Containership-Barge Carrier *Delta Mar* Pays off in the Port of New Orleans



Veteran Cook Milton Mouton, who has been at his job for 21 years, prepares lunch for the crew.

New Orleans Patrolman Jimmy Martin, center, writes out SPAD receipt for Crewmembers Robert McNeese, who sails as ordinary seaman, and Irvin Glass, able-seaman, after donating \$20 to the Union's political fund.



Crew Messmen Larry Thomas, left, and Wilbur Miles await completed menu orders to serve the crew.

Bosun Joe Collins, center, and Wiper Jacob Oterba bring their books up-to-date with Patrolman Martin.



The SIU-manned *Delta Mar*, the first LASH containership-barge carrier built in the United States, paid off Mar. 13 in the port of New Orleans after completing a round trip to ports in South America.

The 893-foot long LASH carrier was launched in January 1973 and completed her maiden voyage in July.

Her exact sisterships, the *Delta Norte* and *Delta Sud*, were launched in May and August of 1973 respectively.

All three vessels were built with government subsidy money provided by the Merchant Marine Act of 1970—and they are three good reasons why the United States has the most modern, efficient intermodal fleet in the world.

The *Delta Mar* can carry as many as 74 barges, weighing nearly a million pounds each, and 288 containers at the same time.

Depending on the individual demands of a particular voyage, she could sail as a full containership with 1,740 containers or as a barge carrier with 89 barges.

She is equipped with a 500-ton capacity crane which lifts barges from the water at the ship's stern at the rate of one every 15 minutes. The crane moves on railroad type tracks which stretch almost the entire length of the ship.

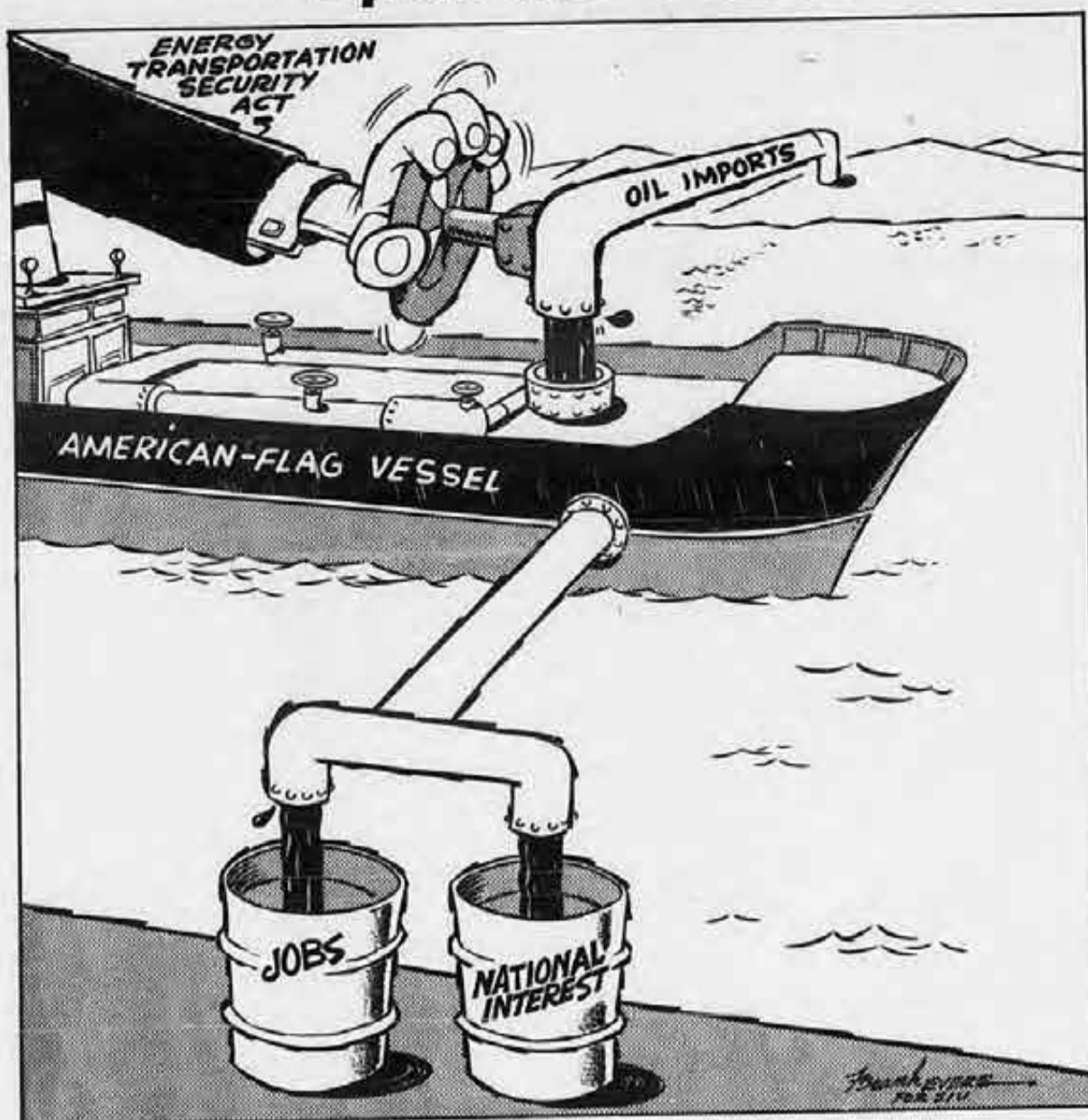
In addition, the *Delta Mar* possesses a 30-ton capacity crane for loading containers. She can take on one container every three minutes.

Her deckhouse is located forward and is equipped with private air-conditioned forecabin with private bath and shower.

Among the *Delta Mar*'s most frequent ports of call are Rio de Janeiro, Buenos Aires and Montevideo in South America, and New Orleans, her home port.

New Orleans handles 74 million tons of cargo yearly, and is second only to New York in this respect. She is one of the busiest ports for the SIU and many a Seafarer sails out from her each year.

Open the Valve!



Oil Imports—

Now Is the Time

Now is the time that the United States Congress must take significant, positive action in enacting into law the oil imports quota bill, which would require that a portion of all our nation's oil imports be carried on American-flag vessels.

Passage of this bill, which was renamed the Energy Transportation Security Act by a subcommittee of the House Merchant Marine and Fisheries Committee, is not only another important step in the revitalization of the American-flag fleet and the U.S. shipbuilding industry, but is extremely vital to this nation's national security.

Principal opposition to the bill comes from the powerful multinational oil industry whose contention it is that the nation's present import policies are not injurious to our country's security.

In recent testimonies before the Merchant Marine Subcommittee, oil industry representatives claimed that their "third-flag" fleets, although under foreign registry, are still effectively controlled by the U.S.

However, a recent international incident has conclusively proved that this claim is nothing but a hollow, unsubstantiated promise.

Last November, Liberia issued an order prohibiting any Liberian registered vessel, many of which were American owned under the "effective control" system, from delivering war supplies to the Middle East. And "effective control" or not, none of them did, thereby seriously inhibiting U.S. foreign policy.

So much for "effective control."

The oil industry has also testified that the U.S. shipbuilding industry is incapable of keeping up with increased demands for new construction, which would

be spurred by the oil import legislation.

This testimony is completely refuted by the findings of the impartial Commission on American Shipbuilding which in a detailed three year study concluded that the U.S. shipbuilding industry was both willing and capable of meeting all demands put upon it in the area of new ship construction.

The oil industry claims are prompted by selfish, corporate economics and are by no means reflective of the national interest.

SIU President Paul Hall, in his testimony before the Subcommittee, outlined the wide-ranging benefits to passage of the bill.

He testified that the bill would:

- Create thousands of jobs for American workers on board ships, in shipyards, and in service industries.
- Reduce the nation's deficit in the ocean transportation segment of our balance of payments and thereby help stabilize the dollar both home and abroad.
- Increase the nation's tax revenues by increasing the amount of money paid to the treasury by U.S. workers and U.S. companies building and operating American-flag ships.
- Provide the benefit of a cost monitoring system in tanker transportation, which will insure that only justifiable and necessary costs are passed on to the American consumer.

Almost every oil importing nation already has oil import quota laws on the books, and rigidly enforces them.

It is high time that the U.S. recognize the dangers in our import policies and adopt the Energy Transportation Security Act.

It is good for the U.S. maritime industry, the American worker and America.

Letters to the Editor



HISTORIC PRESERVATION

Most Grateful

I received my first disability pension check yesterday and I am most grateful.

I have been sailing with the SIU since 1945 and have always been pleased to say that I was a member of this Union.

All of the officials that I have known have been good guys and have always treated me the way I felt a Union member should be treated.

Through the years, I tried to do my work well and leave a good record with every company and with the Union.

Since 1945, the Union and the Welfare and Pension Plans have come a long way to help the members.

Good luck to all the officials and my brother members I have sailed with. If I can ever do anything for any of them at any time I hope they let me know.

Thanks again for the check I will be getting each month.

Fraternally,
Buren D. Elliott
Chesapeake, Va.

Regards to the SIU

My husband, Seafarer Fred Hartshorn, is legally blind and he has asked me to send his regards and congratulations to the SIU for the fine job you are doing both ashore and afloat in making the Union such an outstanding organization.

Each month, I read the LOG to him from cover to cover. He enjoys keeping informed of the Union's progress in the areas of new ships and new facilities at Piney Point.

Sincere regards,

Mrs. Norma Hartshorn
Pawtucket, R.I.

Thanks Brother Members

After working for many years as a marine engineer aboard inland tugboats, I am now retired in Harvey, La. with the help of the Seafarers Welfare Plan.

I appreciate the Union taking care of me in my declining and ill years and I want to thank my Brother members for all they have done for me since my retirement.

Sincerely,

Evans J. Foret
Harvey, La.

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SEAFARERS LOG

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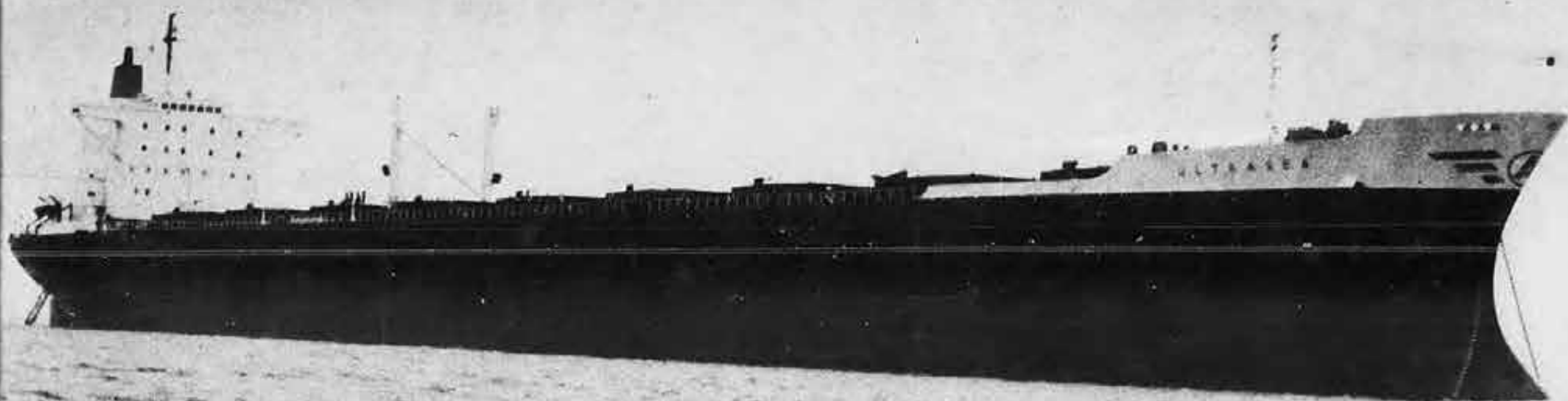
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SIU-Manned Ultrasea Sails on Maiden Voyage

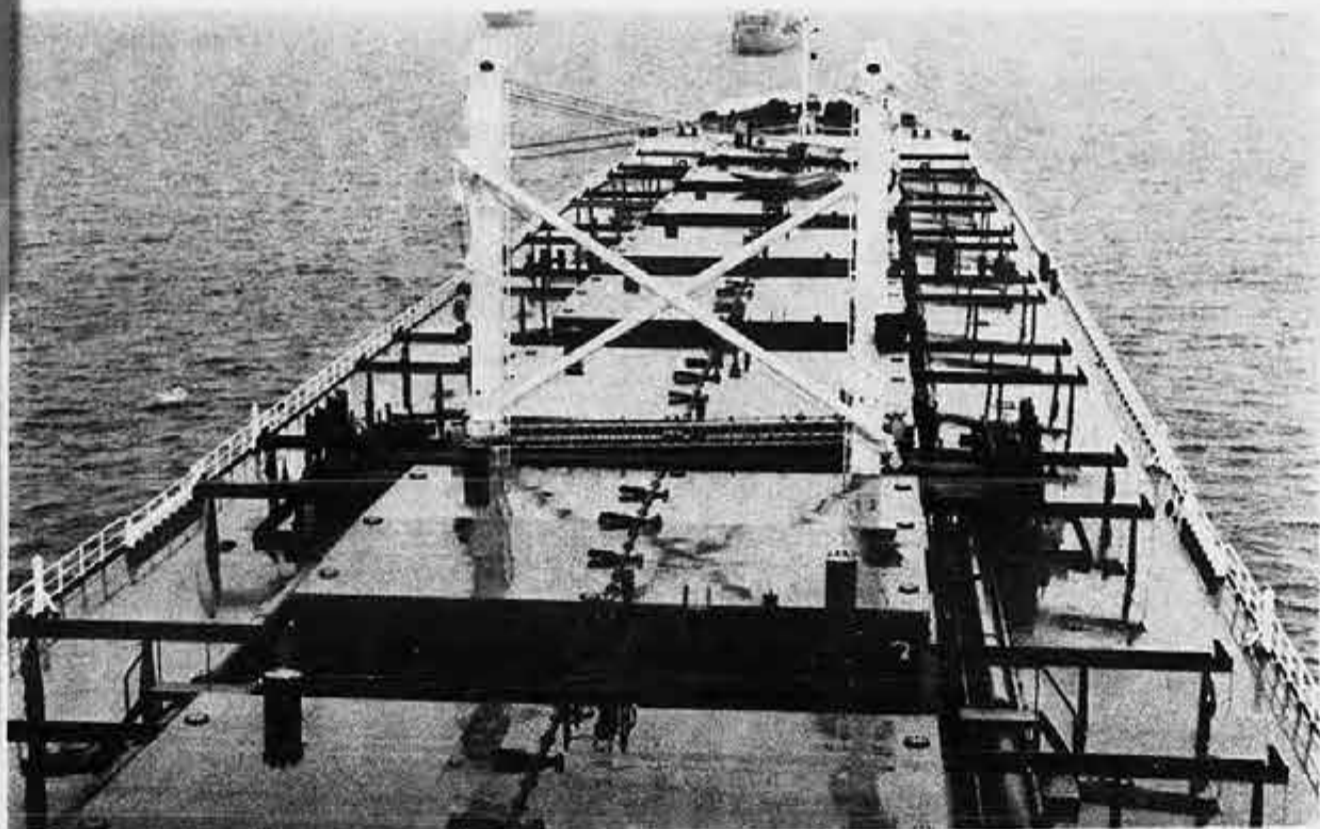


THE SIU-MANNED *Ultrasea* (Westchester Marine) loaded grain in Vancouver, Canada late last month and departed for Japan on her maiden voyage. The 80,500 dwt OBO (oil, bulk, ore) carrier crewed up Mar. 16 in San Diego to join her sister-ship, the *Ultramar* which sailed on her maiden voyage to the Far East in August.

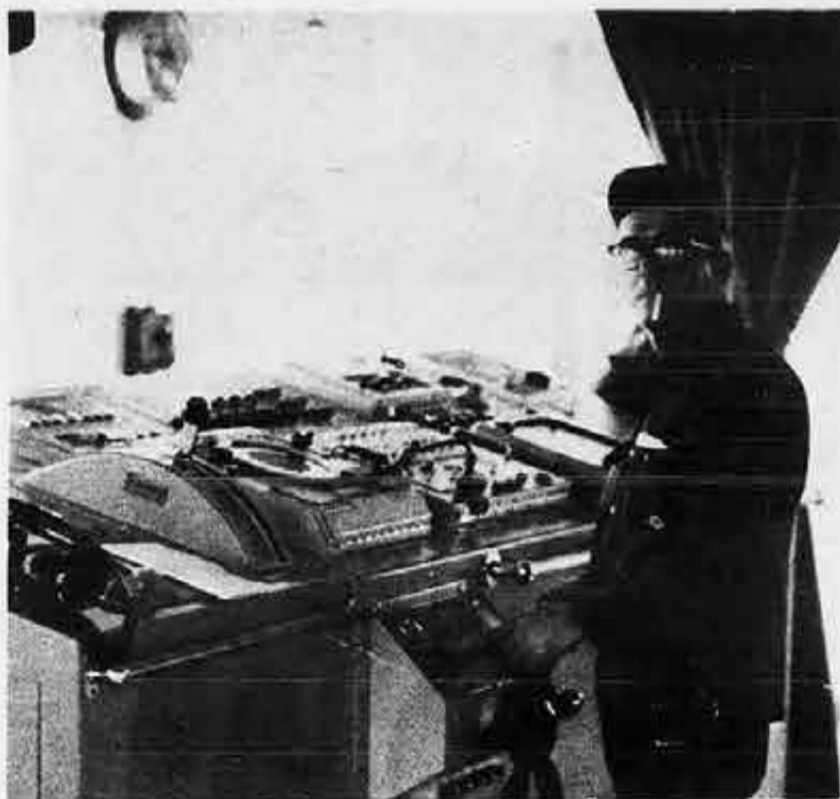
The third of these San Clemente-class ships—the largest class of ships built on the West Coast—will be crewing in June. She is the *Golden Dolphin*. Eight more of these OBO carriers are scheduled for launching by Westchester Marine

All of these 11 new 892-foot ships are being constructed under the Merchant Marine Act of 1970 which was enacted through the participation of our membership in SPAD. The *Ultrasea* is powered by a steam turbine engine with a service speed of 16.5 knots. She has a beam of 105 feet and a draft of 62½ feet.

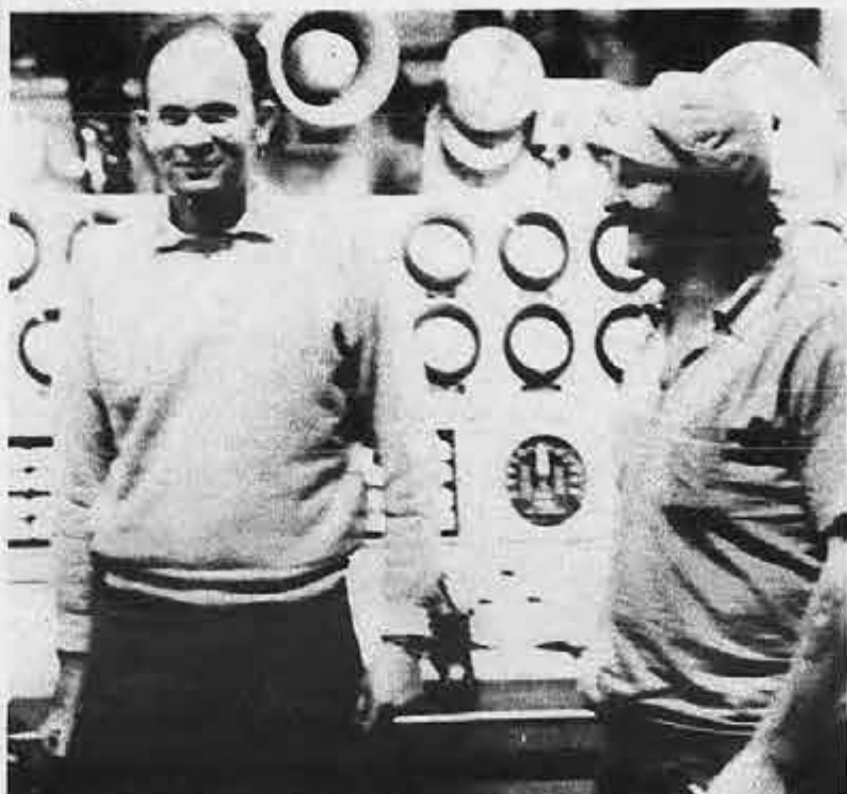
Seafarer Stanley Bojko, who completed the Bosuns Recertification Program last month and is bosun on the *Ultrasea* said: "We have a good crew aboard and everything is running smoothly."



The foredeck of the *Ultrasea* as seen from the bridge shows the radically new hatch and pipeline design of the oil-bulk-ore carriers.



Bosun Stanley Bojko, who completed the SIU Bosuns Recertification Program last month, stands wheel watch at the automated console in the wheelhouse of the *Ultrasea*.



Engine Delegate R. Groening and QMED Philip Martin stand in front of the automated engine room console. Training at the Lundberg School in Piney Point is providing our contracted-companies with trained Seafarers to man the new ships of our nation's revitalized merchant marine.



Chief Steward Tom Navarre, right, and Cook-Baker Isabelo Quanicco together with other members of the steward's department are making certain that the crew is well-fed and happy.



Houston Seafarers listen attentively to the meeting's proceedings. Seated center is Recertified Bosun Richard Wardlaw who recently completed the two-month Bosun Recertification Program.

Membership Meeting In Port of Houston

The port of Houston, Tex. is one of the busiest in the United States.

In terms of cargo tonnage handled per year, only the ports of New York, which handles 174 million tons, and New Orleans, which handles 123 million, are larger. Houston handles in excess of 64 million tons.

Shipping in Houston, which has always been good, has increased substantially due to the signing in late 1972 of the bilateral trade agreement with Russia.

Houston is the major U.S. port of departure involved in the U.S.-USSR wheat agreement.

Presently, there are 50 SIU-contracted ships on the Russian grain run.

For Houston Seafarers, the port holds its monthly membership meeting on the second Monday after the first Sunday of each month.

Besides voting on a number of reports from Union officials, Seafarers at the February membership meeting heard from a representative of the United Farm Workers Union, asking the SIU's support in the boycott of non-union harvested crops.



SIU-Vice President Paul Drozak, who chairs the Houston membership meetings, answers question from the floor.



The floor is open to discussion at February's Houston membership meeting, and an SIU member, standing right, poses question to SIU-Vice President and meeting Chairman Paul Drozak, at podium left.



Union Representative Abraham Almendarez, seated, aids Houston Seafarer David Herrera in completing application for upgrading at Piney Point for the rating of able-seaman.



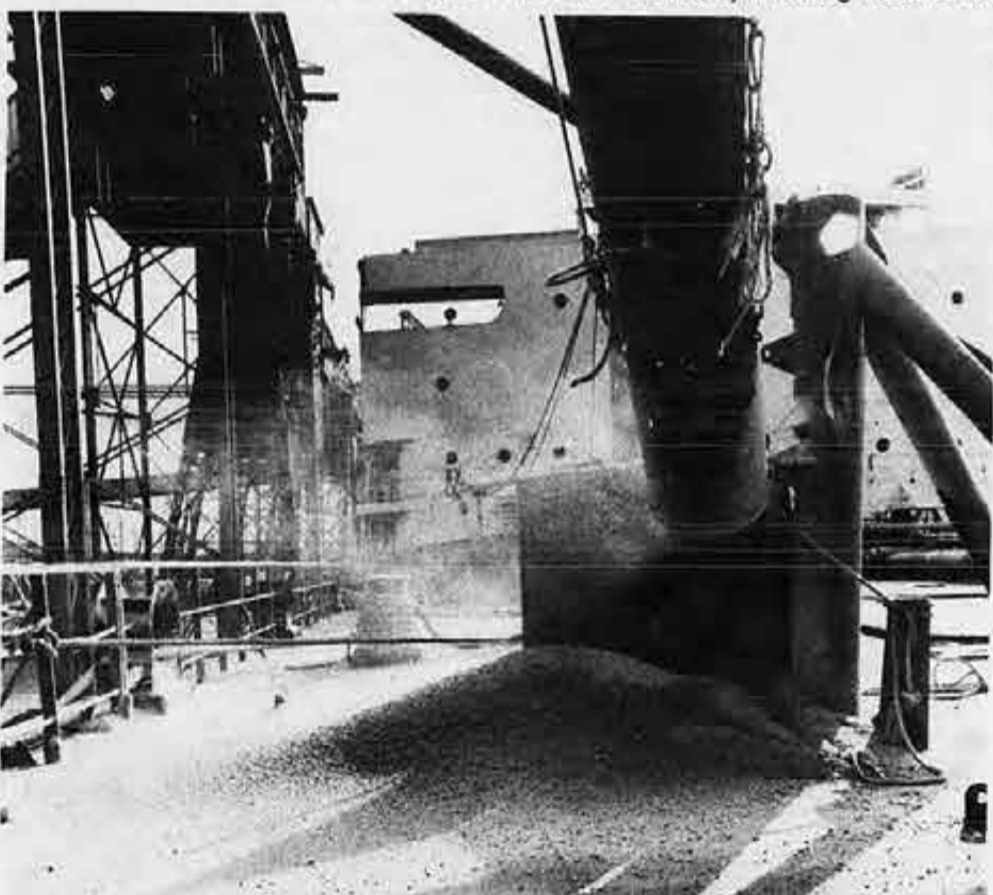
United Farm Workers Representative Kris Vasquez asks the SIU's support in the boycott of non-union harvested crops.

50 SIU Ships in Trade

Agreement Between U.S. and Russia Provides Many Jobs for Seafarers



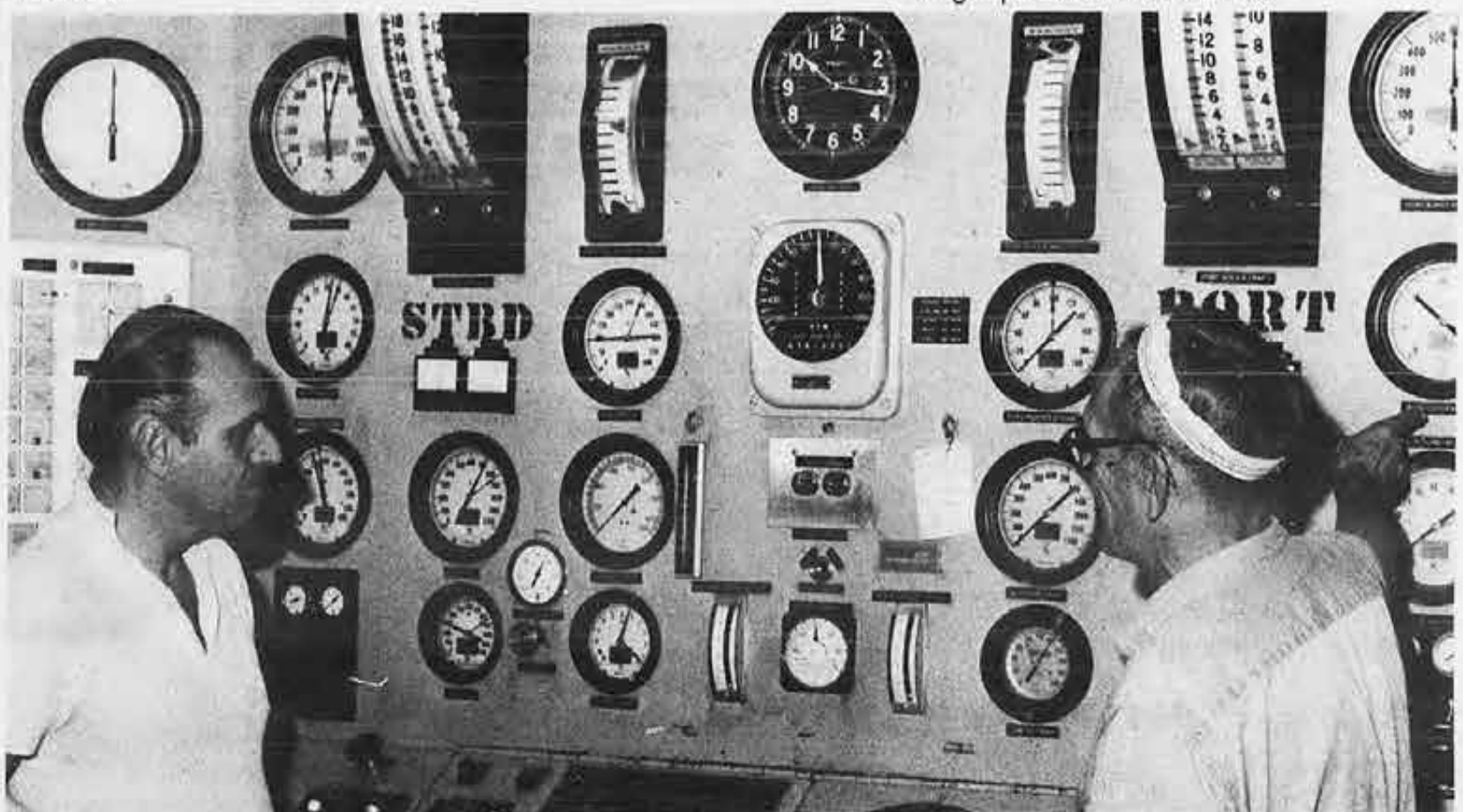
The *Ogden Wabash* (Ogden Marine) at the public grain elevator loading grain in New Orleans recently. The vessel is one of 50 SIU-contracted ships which are currently making runs to and from Russia.



A grain chute depositing corn into the hold of the *Ogden Wabash*. With all chutes loading the grain, the ship can be fully loaded in about 12 hours.



Chief Cook Rene Hidalgo (front) and Cook Baker Benny Cuncia at work in the galley making sure that the crew is well fed on the long trips to the Soviet Union.



Third Engineer Jim Stewart (right) and John Wallack, who is engine delegate on the ship's committee, looking over the controls in the engine room aboard the *Ogden Wabash*.

Eighteen months ago, the United States and Russia concluded their precedent-setting bilateral trade agreement which opened up trade between Russia and 40 American ports.

That agreement, which guaranteed that at least one-third of all cargoes between the two countries would be reserved for American-flag ships, provided 5,000 new jobs for Americans including many SIU members. One-third of the cargo was reserved for Russian ships, and the remaining third available to third-flag shippers.

The agreement to ship one-third of the goods on American-flag ships was achieved to a large extent through the efforts of the SIU, and its political arm in Washington, SPAD. It is through the voluntary contributions of Seafarers to SPAD that the SIU is able to fight for important agreements like the one between the U.S. and Russia.

This bilateral agreement ("affecting both parties"), which SIU President Paul Hall has termed "a basic change in national policy on trade," is just one area where SPAD has worked for the benefit of SIU members.

The Merchant Marine Act of 1970 and the construction of the Trans-Alaskan pipeline, were two other legislative actions for which the SIU (through SPAD) successfully fought.

In December of 1972, an SIU-manned ship, the *Ogden Willamette*, became the first U.S.-flag vessel to carry grain to Russia and return under the terms of the trade agreement.

At that time 20 SIU-contracted ships had received approval for operating differential subsidies for the carriage of grain. Today, 50 SIU-contracted ships are on runs to Russia carrying grain over and returning with oil.

In addition to the original 20, (aside from the *Ogden Willamette*, some of the first to make a run to Russia were the *National Defender*, *Overseas Joyce*, *Transsuperior* and *Transpanama*) ships now making runs to Russia include the *Overseas Vivian*, *Transeastern*, *Overseas Anchorage*, *Penn Challenger*, and the *Manhattan*.

Most of the major American ports on the East, West and Gulf Coasts, and the Great Lakes were opened to trade. This marked the first time that Soviet vessels were able to call upon East Coast and Great Lakes ports since 1963.

The October 1972 agreement opened up trade between the two nations far beyond the shipment of grain. The Soviet Union is importing machinery built by American workers, and exporting raw materials to the United States.

The original agreement was amplified in May, 1973, after negotiations between the two countries were held in Moscow. As a result, American ships engaged in U.S.-Soviet trade obtained more favorable terms in the second half of 1973.

The new agreement increased the government's operating subsidy program for American vessels involved in this trade, and provided for greater channel depth at Black Sea ports.

New SIU Pensioners



Joseph J. Chervenka, 67, joined the SIU in 1947 in the port of Duluth, Minn. sailing as an AB in the deck department. He had sailed 28 years when he retired. Brother Chervenka is an Army veteran of World War II. He is a native of Czechoslovakia and is a resident of Erie, Pa.



Gaylord C. Drago, 66, joined the SIU in the Great Lakes port of Elberta, Mich. in 1956 sailing in the deck department as an AB. Brother Drago is a native of Michigan where he is now a resident in Benzonia with his wife, Thelma.



Cornelio Preclaro, 68, joined the SIU in 1939 in the port of New York sailing in the deck department for 46 years. Brother Preclaro sailed as a bosun for eight years. A native of Santa Cruz, the Philippines, he is a resident now of San Francisco with his wife, Sophie.



Jesus M. Granados, 65, joined the Union in the port of New York in 1951 sailing in the steward department as a cook. Brother Granados attended an educational conference at the Harry Lundeberg School of Seamanship in Piney Point, Md. He was born in Tampa, Fla. where he is now a resident.



Jack Ryan, 65, joined the Union in the port of Seattle in 1961 sailing in the deck department as an AB. Brother Ryan was born in Michigan and is now a resident of Seattle with his wife, Louise.



William H. Bowman, 65, joined the Union in the port of New York in 1955 sailing in the engine department. Brother Bowman was born in Portland, Me. where he is now a resident.



Albert F. Guffner, 66, joined the SIU-affiliated IBU in the port of Buffalo in 1961 sailing as a tug linesman for the Great Lakes Towing Co. from 1943 to this year. Brother Guffner was a member of the International Seamen's Union in the early 1930s shipping out of the East and West Coasts to the Far East. He began sailing on the Great Lakes in the late 1930s. Seafarer Guffner is now a resident of Buffalo with his wife, Mae.



Walter R. Geis, 66, joined the SIU in 1945 in the port of Baltimore sailing in the steward department for more than 30 years. Brother Geis was born in Baltimore and is now a resident of Jonesville, La.



Billy Sing, 70, joined the SIU in 1948 in the port of New York sailing as chief cook in the steward department. Born in China, Brother Sing currently lives in San Francisco.



John McLain, 65, joined the Union in 1944 in the port of New York sailing in the engine department for 32 years. Born in Arkansas, Brother McLain is now a resident of Kreole, Miss., with his wife, Ollie.



John H. Morris, 66, joined the Union in 1939 in the port of Jacksonville sailing in the deck department. Brother Morris sailed for 34 years. Born in Panama City, Fla., he currently resides in Jacksonville with his wife, Alberta and son, William.



Norman E. Wroton, Sr., 63, joined the Union in 1944 in the port of Norfolk sailing in the engine department. Brother Wroton is a native of Princess Anne, Va., and now resides in Chesapeake, Va. with his wife, Vera.



Harry K. Pillars, 72, joined the SIU-affiliated IBU in the port of Ashtabula, Ohio in 1961 sailing in both the deck and engine departments for the Great Lakes Towing Co. Brother Pillars is a Navy veteran of World War I. He is a resident of Ashtabula with his wife, Alvera.



Harold L. Knipp, 65, joined the SIU in the port of Detroit in 1960 sailing in the engine department. Brother Knipp is a native of Ohio and currently resides in Toledo with his wife, Helen.



Ding H. Woo, 65, joined the SIU in the port of San Francisco in 1955 sailing in the steward department as a chief cook. Brother Woo was born in China becoming a U.S. citizen in 1954. He now resides in San Francisco with his wife, Ah You.



Jesus Ayala, 55, joined the SIU in 1945 in the port of New York sailing in the engine department. Brother Ayala is a native of Fajardo, Puerto Rico, and is now a resident of the Bronx, N.Y. with his wife, Pilar.



J. C. Keel, 50, joined the Union in 1946 in the port of Mobile sailing as a bosun in the deck department. A native of Woodville, Ala., he now resides in Atmore, Ala. with his wife, Carolyn.



Alphonse Monahan, 70, joined the SIU in the port of San Francisco in 1962 sailing in the engine department last for the Waterman Steamship Co. Brother Monahan had sailed since 1940. Born in Massachusetts, he now resides in Malden, Mass.



Regino Vazquez, 58, joined the Union in 1942 in the port of New York sailing in the steward department. Brother Vazquez was on picket duty in the New York Harbor strike in 1961. Born in Puerto Rico, he presently resides in New York City.

**Politics Is Porkchops
Donate to
SPAD**

Oakland Committee



SIU Patrolman Mike Worley, seated right, talks over some aspects of the SIU's Shipping Rules with the ship's committee aboard the containership *Oakland* at her most recent payoff in the port of San Francisco. The committee members are, standing from the left: Claude Johnson, secretary-reporter; John Coastes, engine delegate; James Moore, deck delegate, Leo Karttunen, educational director, and crewmember George McClelland. Seated from the left are: Jim Shortell, ship's chairman, and Lionel Dunkins, steward delegate.

MEMBERSHIP MEETINGS' SCHEDULE



| Port | Date | Deep Sea | IBU | UIW |
|---------------|--------|-----------|-----------|-----------|
| New York | May 6 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Philadelphia | May 7 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Baltimore | May 8 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Norfolk | May 9 | — | 5:00 p.m. | 7:00 p.m. |
| Detroit | May 10 | 2:30 p.m. | — | — |
| | May 13 | — | 5:00 p.m. | — |
| Houston | May 13 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| New Orleans | May 14 | 2:30 p.m. | 5:00 p.m. | — |
| Mobile | May 15 | 2:30 p.m. | 5:00 p.m. | — |
| San Francisco | May 16 | 2:30 p.m. | — | — |
| Columbus | May 18 | — | — | 1:00 p.m. |
| Chicago | May 14 | — | 5:00 p.m. | — |
| Port Arthur | May 14 | — | 5:00 p.m. | — |
| Buffalo | May 15 | — | 5:00 p.m. | — |
| St. Louis | May 16 | — | 5:00 p.m. | — |
| Cleveland | May 16 | — | 5:00 p.m. | — |
| Jersey City | May 13 | — | 5:00 p.m. | — |

New 'A' Book Members



William Deskins

Seafarer William Deskins has been a member of the SIU since 1967. Brother Deskins ships out of the port of Norfolk in the steward department. Prior to completing the program for his "A" book he went through the Steward Upgrading Program at Piney Point and upgraded to Chief Steward. A native of West Virginia, Brother Deskins now resides in Virginia Beach, Va. with his wife Lucy.

I have to say that I am thoroughly impressed with the officers and personnel who run our Union.

In each department at Piney Point you find willing and able people dedicated to their job. Teachers deal with students on a one-to-one basis until they can pass the required material. They treat each person in the most humane and respected way, giving him a chance at a better paying job and a better way of life.

Over and over again the importance of doing a good job is stressed by those in charge, as they build for tomorrow. They give hope to those who in a lot of cases have never had a break before.

I am proud to be a part of this organization and will not sit idly by when my service can be of help, including my donation to SPAD.



William Bellinger

Seafarer William Bellinger has been a member of the SIU since 1967. Brother Bellinger, 50, is a veteran of both World War II and the Korean War. A native of Michigan, he now ships out of the port of Baltimore as Cook and Baker. Seafarer Bellinger received his lifeboat ticket at Piney Point in 1972. He plans to return to Piney Point to upgrade to Chief Cook, and to enroll in the GED program.

We have in our Union today one of the greatest opportunities ever offered to a membership by any union. Any man in the SIU who is qualified for this diverse program and does not take

Six More Receive Full Books

The program was established with two objectives in mind: to maintain the SIU's tradition of providing well-trained and highly qualified Seafarers for all its contracted ships, and to give those who participate in the program a better understanding of the problems we face and the need for their involvement in meeting those problems.

On this page the six new full-book members tell in their own words what the program has meant to them.

advantage of it will have missed one of the really great opportunities of his lifetime.

This program opens the internal workings of our Union to us. It shows us the need for our Seafarers Political Activities Donations, and how these donations are used to gain newer, bigger, better and safer ships through politics and legislation. Also, our SPAD dollars go toward getting legislation enacted to give us more of our fair share of the cargo needed for the profitable operation of these ships.

We should all take advantage of these programs that have been opened to us.

Six more Seafarers achieved full books through the SIU "A" Seniority Upgrading Program and took the oath of obligation at the general membership meeting in New York this month.

The addition of these six brings to 83 the number of members who have attained full book status since the upgrading program was initiated last year. The six are: John Restaino, William Bellinger, William Deskins, Marion Fila, Robert Gilliam and Larry Utterback.

bills that are important to the Merchant Marine and how they help stop outside interests from destroying the industry. I think every seaman, young and old, should take advantage of all the programs and opportunities offered by the Union for its members.



Marion Fila

Seafarer Marion Fila has been a member of the SIU since 1960. Brother Fila ships out of the port of Wilmington, Calif. as AB. Prior to completing the Upgrading program he received his Quartermaster's rating and qualified for sailing on the new LNG/LPG ships at the Harry Lundeberg School. Born in Poland, Brother Fila now makes his home in Wilmington.

I used to be upset when jobs went to Seafarers who had ten times less seafaring time than I did. Finally some Union officials talked me into going to the school for my "A" Seniority Upgrading, and believe me that's the best thing that ever happened to me.

For one thing, it opened my eyes on how the Union operates and the hardships it went through to get where we are today. It also taught me that for \$20, SPAD can keep me off the docks and from getting my head bashed in like in the old days. The opportunities those kids and upgraders have must be the envy of students from the best colleges in the U.S. The system, the facilities and most of all the instructors are unique.



Robert Gilliam

Seafarer Robert Gilliam has been in the SIU since 1968. Brother Gilliam sails out of the port of San Francisco in the steward department. Prior to upgrading to "A" book status he completed a course at Piney Point to receive a 3rd Cook rating. A native of Philadelphia, the 29-year old Seafarer now lives in Oceanside, Calif.

During my stay at Piney Point I learned about our Union and what it does for our membership. The Union provides us with better wages, working conditions and living conditions. It insures our paid vacations, welfare and hospitalization benefits and job security. During the program I have been able to learn how the Union does this and observe the various plans in operation.

Education in this Union has a very big emphasis. The attitude at Union Headquarters and the facilities at Piney Point go very far towards providing a Union education system that is unmatched in this country.



John Restaino

Seafarer John Restaino graduated from the Harry Lundeberg School in December, 1971. A 22-year old native of New Jersey, Brother Restaino sails as fireman-watertender out of the port of New York. He eventually plans to return to Piney Point to upgrade to QMED.

In a day when most large organizations have lost their concern for the individual, it is somewhat reassuring to be a member of one of the few organizations left that still prides itself on its concern for the individual. If I have learned anything during my time in the "A" Seniority Program it is that as a member of the SIU I do count and that my voice does not fall on a deaf ear.

The SIU believes in an informed and knowledgeable membership, and goes to all ends to insure this. I have no doubt that as a full member of the SIU I am somebody, not just another number in some filed statistics.



Larry Utterback

Seafarer Larry Utterback graduated from the Harry Lundeberg School in August, 1969 when he was only 16 years old. A native of Pensacola, Fla., Seafarer Utterback sails out of the port of Jacksonville as able-seaman. He has a wife, Jenny, and a 16-month old daughter.

At Piney Point I learned about the need for better trained seamen manning our ships, and at the Harry Lundeberg School this training is given to a young guy to make him better prepared for a career of going to sea.

During the time I spent at Piney Point and in New York I have come to understand the operations of the SIU. I learned the need for our SPAD donations, how they are used to help pass

Upgrading Honor Roll

Following are the names and departments of the 83 Seafarers who have successfully completed the "A" Seniority Upgrading Program.

Robert J. Trainor, Deck
Mott H. Arnold, Deck
Spurgeon Simpson, Engine
Kveioslav Svoboda, Engine
John R. Day, Engine
Richard L. Blacklock, Engine
Carroll G. Heick, Deck
Garrett H. Clark, Deck
Marvin R. Walker, Engine
Blake D. Haynes, Engine
James E. Hummerick, Jr., Steward
George E. Moore, Deck
Charles Rodriguez, Engine
David W. Stauter, Engine
John R. Wolfe, Deck
Albert K. H. Wambach, Deck
George S. Vukmir, Deck
Joseph P. Simonetti, Steward
P. J. Andrepoint, Engine

Timothy Thomas, Deck
Kevin Conklin, Engine
Robert G. Lentsch, Deck
Wadsworth R. Daniel, Engine
John D. Kelley, Deck
Caldwell Sabb, Jr., Engine
Patrick M. Hawker, Deck
Lee Roy Burke, Engine
H. D. Spencer, Engine
William J. Moore, Deck
Gary L. Spell, Engine
William Ripley, Deck
Alfred G. Sanger, Deck
Leggette N. Jones, Deck
Ray U. Hart, Deck

P. L. Bean, Deck
M. R. Grimes, Deck
D. E. Ivey, Engine
M. Johnson, Deck
L. Q. Kittleson, Engine
M. A. Marcus, Deck
F. J. McCabe, Engine
R. G. Minix, Jr., Engine
C. M. Moore, Deck
D. B. Smith, Steward
Maximo Dising, Engine
Larry Ewing, Steward
Johnnie Konetes, Deck
Lawrence Kunc, Deck
John McCabe, Engine

Timothy J. Bolen, Deck
Stephen R. Garay, Deck
Louis H. Ludeman, Deck
Martin J. McAndrew, Engine
John Miranda, Engine
Keith E. Sisk, Deck
Robert M. Thomas, Engine
Timothy H. Burke, Deck
William L. Davis, Deck
David I. Gower, Engine
Joseph J. Kundrat, Steward
Thomas J. Vain, Deck
Patrick M. Graham, Deck
Thomas Kegney, Engine
Charles J. Kirksey, Engine

James Robak, Deck
Mark E. Wilhelm, Engine
Richard C. Wilson, Steward
Alan T. Baxter, Engine
Arthur A. Beauverd, Engine
Paul Kerney, Engine
Jason S. Parker, Deck
Joseph W. Spell, Deck
Ashtou R. Woodhouse, Engine
Robert C. Salley, Jr., Engine
Ronald B. Shaw, Engine
Richard R. Makarewicz, Engine
Henry E. Manning, Steward
William F. Bellinger, Steward
William H. Deskins, Steward
Marion R. Fila, Deck
Robert W. Gilliam, Steward
John M. Restaino, Engine
Larry L. Utterback, Deck

Rio Haina— Fine, Little Ship

One of the most unique vessels manned by Seafarers is the relatively small containership *Rio Haina* operated by Sea-Land Service.

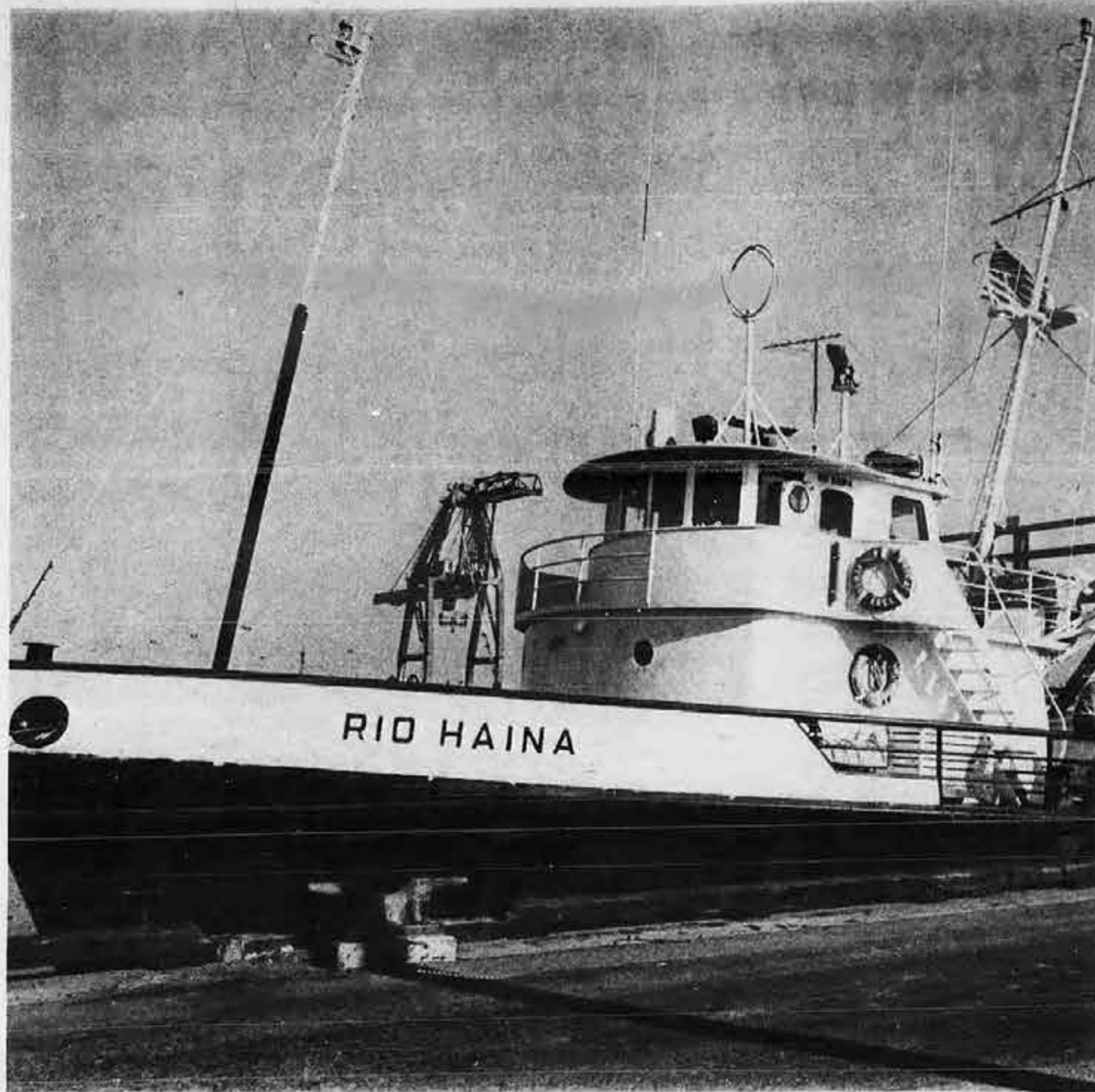
Dwarfed by such giant container-ships as the 946-foot long *Sea-Land Market*, the *Rio Haina* carries 26 containers on a continuous run between Port Elizabeth, N.J., Portsmouth, Va. and Bermuda. She remains in port for approximately one day at each stopover.

The *Rio Haina*, named after a river in the Dominican Republic, is 165 feet in length with a 38-foot beam and an eight foot draft. She weighs 1,000 gross tons and can cruise at a speed of 10 knots. She is powered by a 1200 hp twin engine diesel.

The six-year old containership was originally designed to service oil rigs in the Gulf but was acquired by Sea-Land and converted for container carriage several years ago.

In a detailed and informative letter to the LOG, Marvin Howard, presently sailing as able seaman aboard the *Rio Haina*, notes that for a small ship, "living quarters are very spacious." He also notes that she "has an excellent galley."

"She is a fine ship to work," concludes Brother Howard.



Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

| SEAFARERS WELFARE PLAN | Number | | Amount | |
|---|---------------|--------------|----------------|----------------|
| | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE | YEAR TO DATE |
| Feb. 21-Mar. 27, 1974 | | | | |
| ELIGIBLES | | | | |
| Death | 15 | 43 | 50,878.00 | \$ 124,878.00 |
| In Hospital Daily @ \$1.00 | 482 | 3,415 | 482.00 | 3,415.00 |
| In Hospital Daily @ \$3.00 | 547 | 998 | 1,641.00 | 2,994.00 |
| Hospital & Hospital Extras | 23 | 50 | 4,467.61 | 8,635.31 |
| Surgical | 5 | 10 | 839.00 | 1,340.00 |
| Sickness & Accident @ \$8.00 | 9,705 | 24,032 | 77,640.00 | 192,256.00 |
| Special Equipment | 2 | 4 | 515.05 | 975.05 |
| Optical | 242 | 676 | 5,640.56 | 15,397.61 |
| Supplemental Medicare Premiums | 75 | 107 | 2,431.40 | 4,889.70 |
| DEPENDENTS OF ELIGIBLES | | | | |
| Hospital & Hospital Extras | 495 | 1,220 | 122,326.15 | 251,034.13 |
| Doctors' Visits In Hospital | 71 | 191 | 2,038.00 | 5,495.65 |
| Surgical | 150 | 368 | 19,101.25 | 45,879.05 |
| Maternity | 37 | 75 | 9,650.00 | 19,550.00 |
| Blood Transfusions | 4 | 11 | 411.00 | 732.75 |
| Optical | 184 | 465 | 3,938.18 | 9,859.60 |
| Special Equipment | — | — | — | — |
| PENSIONERS & DEPENDENTS | | | | |
| Death | 17 | 36 | 50,050.70 | 107,050.70 |
| Hospital & Hospital Extras | 218 | 470 | 42,204.08 | 87,922.39 |
| Doctors' Visits & Other Medical Exp. | 157 | 375 | 6,564.75 | 13,242.37 |
| Surgical | 22 | 44 | 3,472.75 | 6,233.75 |
| Optical | 33 | 156 | 978.95 | 3,544.83 |
| Blood Transfusions | — | 2 | — | 150.00 |
| Special Equipment | 6 | 11 | 2,209.57 | 3,470.18 |
| Meal Books | — | — | — | — |
| Dental | — | 2 | — | 383.20 |
| Supplemental Medicare Premiums | 1,808 | 3,603 | 12,036.40 | 24,606.40 |
| SCHOLARSHIP PROGRAM | | | | |
| | 13 | 28 | 4,065.25 | 10,810.40 |
| TOTALS | | | | |
| Total Seafarers Welfare Plan | 14,311 | 36,392 | 423,581.65 | 944,746.07 |
| Total Seafarers Pension Plan | 2,187 | 4,387 | 527,330.00 | 1,065,363.90 |
| Total Seafarers Vacation Plan | 1,104 | 3,666 | 578,865.37 | 2,059,213.70 |
| Total Welfare, Pension & Vacation | 17,602 | 44,445 | \$1,529,777.02 | \$4,069,323.67 |

Personals

Omar M. Muthanna

Please contact your parents as soon as possible at 4735 N. Drake Ave., Chicago, Ill.

Migel Luis Medina

Please contact Justina Schumacher as soon as possible at 25 S. Munn Ave., E. Orange, N.J. 07018.

D. Papaioannou

Please contact Mrs. Gladys Hanson as soon as possible at 3565 Dimond Ave., Oakland, Calif. 94602.

Richard V. Geiling

Please contact Mrs. Mary Geiling as soon as possible at 665 Geary St., San Francisco, Calif. 94102.

Jack Minnahan

Contact John Donovan as soon as possible at 584 Columbia Rd., Dorchester, Mass.

Patrick Phillips

Contact your mother as soon as possible at 414 Brookside Dr., Mayfield, Ky. 42066.

All Seafarers

Harvey Pritchett, brother of the late Seafarer Claude W. Pritchett, requests that anyone who was recently acquainted with Claude prior to his death get in touch with him concerning his brother's personal effects. You may contact him at Route 1, Box 83, Alberta, Va., or call collect 804-676-8824.

Billy Burke

Mr. Chris Clarke wishes that you contact him as soon as possible at 49 Maple St., Cranston, R.I.

Mike Cramer

Please contact Ed Halsor as soon as possible at 1110 Pleasant Valley Lane, Baker, Ore. 97814.

Makes It '18 Out of 18'

Seafarer Blatchford Gets High School Diploma

A thirst for knowledge led John "Chris" Blatchford to the Harry Lundeberg School with three goals in mind: receiving his engine department endorsements through the Upgrading program, receiving his high school diploma through the GED program, and taking the Scholastic Aptitude Test in order to qualify for college.

He proved his point on March 21 and 22 by becoming the 18th Seafarer to pass the GED tests and receive his high school diploma. This makes 18 out of 18 Seafarers who have taken and passed the test.

Blatchford said he gave the thought of working towards his high school diploma in order to enter college some long hard consideration and discussed the idea with many educators in Adult Education. He said that that age is no barrier in completing one's education today.

Blatchford added that he had attended a Southern Educational Conference in Houston, Tex. last year and was encouraged to take the big step by the attitudes of the people he met and talked with.

"The information I gained there al-

leviated many of my fears about returning to the classroom," he said. "Besides, I'm single and can afford it!"

Seafarer Blatchford was one of the public school pushouts. He withdrew from school when he was 17 and was "hustled off to the Navy" where he stayed for four years. He later found out that his Assistant High School Principal had suggested that his parents withdraw him because he "wasn't of the caliber necessary for the educational program."

"At that time it was probably a fair judgement," he commented, "because I wasn't putting out any effort."

Blatchford went from the Navy to a Quality Control Inspector for Chrysler Corporation to working in the Louisiana oil fields before he began shipping in 1968. Since that time he has been around the world and was shipping as a Second Pumpman before he came back to the Lundeberg School to upgrade.

Eventually, he wants to major in Political Science in college with the goal of going into law, either corporate or marine. He added he still plans to ship for three months out of every year while he pursues his educational goals.



Science Teacher Cindy McCall works with Lundeberg School trainees who are preparing for their GED high school examinations. From left are: Ron Staley, Rudy Vedder and Joe Kopeck. Small classes and dedicated teachers insure the success of the school's academic program for trainees and Seafarers.



Some students at the Lundeberg School who are not quite ready for the full GED course enroll in the special pre-GED program for reading and study skills help. Reading Specialist Anne Clare Morrison works with two students, Patrick Turner and Aaron Thibodeaux to help them improve their study methods.



Reading improvement is an important part of the training program at the Lundeberg School for both trainees and upgraders, and the school has highly qualified educators to teach and encourage reading skills. Ann McCallum, head of the reading and study skills program gives special attention to the reading advancement of trainee Kedrick Jackson.



Seafarer John "Chris" Blatchford, 31, left, works with HLS Trainee Charles Cooper as they prepare for their Maryland State High School Equivalency Examinations. Chris, who also achieved his QMED endorsement at the Harry Lundeberg School, became the 18th Seafarer to pass his high school tests.

High School Program Is Available to All Seafarers

Eighteen 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



TAMARA GULDEN (Transport Comm. Corp.), February 3—Chairman M. Duet; Secretary S. Hawkins; Educational Director Poulakis; Deck Delegate W. J. Pearl. A fire and boat drill was conducted and everyone performed exceptionally well. \$6 in ship's fund. No disputed OT. There are 12 movies aboard and they will be shown twice so all crewmembers will get a chance to view them.

FALCON DUCHESS (Falcon Carriers), February 11—Chairman Recertified Bosun F. Olson; Secretary W. E. Battle; Educational Director Ed LaRoda; Deck Delegate Elex Carry. \$88 in ship's fund. No disputed OT. Held a discussion on various features that appeared in the January issue of the Seafarers Log. Suggested that everyone read the Log as everything concerning the Union is in it. Everything running smoothly. Next port Pearl Harbor.

ANCHORAGE (Sea-Land Service, Inc.), February 3—Chairman Manuel Sanchez; Secretary John Nash; Steward Delegate Frederick R. Biegel. No disputed OT. Vote of thanks to the deck department for keeping the crew mess-hall and lounge clean. Vote of thanks to the cooks and messmen for a job well done.

ERNA ELIZABETH (Albatross Tankers Corp.), February 17—Chairman Jack D. Kingsley; Secretary Vincent Sanchez, Jr.; Educational Director Dobromir Kosicki. Some disputed OT in engine and steward departments. Everything running smoothly.

SEA-LAND ECONOMY (Sea-Land Service, Inc.), February 24—Chairman John Davis; Secretary E. W. Anderson; Steward Delegate Raymond Clark. No disputed OT. A new antenna is to be installed on the television set. Vote of thanks to the steward department for a job well done. Next port Houston.

PECOS (Hudson Waterways), February 19—Chairman Billie Price; Secretary J. B. Harris; Educational Director James Chianese. No disputed OT. Vote of thanks to the steward department for a job well done.

MONTICELLO VICTORY (Victory Carriers Inc.), February 3—Chairman B. R. Scott; Secretary E. Bradley; Educational Director R. J. Koch; Deck Delegate B. Owen; Steward Delegate Joseph Roberts. \$23 in ship's fund. No disputed OT. Everything running smoothly.

PANAMA (Sea-Land Service, Inc.), February 3—Chairman C. A. Perreira; Secretary H. P. Knowles; Educational Director V. Gerner; Deck Delegate V. C. Dowd; Engine Delegate G. Byoff; Steward Delegate C. B. Carter. No disputed OT. Everything running smoothly. Next port Long Beach.

OVERSEAS TRAVELER (Maritime Overseas), February 10—Chairman Joseph Zeley; Secretary E. Hagger. \$2.73 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

TRANSIDAHO (Seatrains Lines Inc.), February 24—Chairman Recertified Bosun Elbert Hogge; Secretary Oreste Vola; Engine Delegate O. Lef-saker; Steward Delegate Juan Ruiz. No disputed OT. Bosun held a discussion on the advantages of upgrading at Piney Point. Vote of thanks to the steward department for a job well done.

THOMAS LYNCH (Waterman Steamship), February 10—Chairman V. Poulsen; Secretary J. W. Sanders. No disputed OT. Everything running smoothly.

OVERSEAS ARCTIC (Maritime Overseas), February 10—Chairman Luther J. Pate; Secretary E. W. Gay; Educational Director J. J. Orsini; Deck Delegate Richard Bradford; Steward Delegate Richard G. Smith. No disputed OT. Everything running smoothly.

LONG BEACH (Sea-Land Service, Inc.), February 10—Chairman C. L. Gonzalez; Secretary Ray Taylor; Educational Director Ramon Torres; Deck Delegate James Williamson. No disputed OT. Vote of thanks to the steward department for a job well done.

BROOKLYN (Sea-Land Service, Inc.), February 24—Chairman N. Beachlivanis; Secretary F. Carmichael; Educational Director O. Stornes; Deck Delegate Elvis O. Warren; Engine Delegate Leonard Bailey. No disputed OT. Held a discussion on all Union matters especially SPAD and how all members can benefit from contributing to same.

TRANSINDIANA (Seatrains Lines, Inc.), February 17—Chairman A. Hanstvedt; Secretary E. Caudill; Educational Director Carroll; Deck Delegate Frank Camara; Steward Delegate Henry Martin. A vote of thanks to the steward department for a job well done and to the deck department for cleaning the pantry in the morning. Observed one minute of silence in memory of our departed brothers. Next port Honolulu.

JACKSONVILLE (Sea-Land Service, Inc.), February 18—Chairman B. E. Swearingen; Secretary A. Seda; Educational Director W. Blank; Deck Delegate A. Ruiz; Engine Delegate Curtis Ducotee; Steward Delegate Juan Hernandez. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Miami.

COLUMBIA (United States Steel), February 24—Chairman Joe Puglisi; Secretary M. S. Sospina; Educational Director Frank Nestor; Deck Delegate J. S. Rogers; Steward Delegate Frank Rahas. No disputed OT. The crew regrets the loss of their dog Hey You who died on February 10, 1974 and was buried at sea. She was the deck department watch dog at coffee time and had been with the ship since July 1, 1955. Everyone will miss her.

SHENANDOAH (Hudson Waterways Corp.), February 17—Chairman Grima; Secretary Fagan; Educational Director John McLaughlin; Deck Delegate James W. Galloway. 40¢ in ship's fund. All crewmembers are requested to give a donation in case it is needed. A vote of thanks to the new messman. Next port, the Azores.

TRANSERIE (Hudson Waterways Corp.), February 17—Chairman F. Johnson; Secretary F. T. DiCarlo; Educational Director L. L. Stanton; Deck Delegate Eddie McCain; Engine Delegate Darry Sanders; Steward Delegate Otis Paschal. Had a discussion on safety aboard ship and for all crewmembers to obey smoking signs, red lines and danger area. \$55 in ship's fund. \$40 came from arrival pools. Vote of thanks to the steward department for an excellent job.

SEALAND FINANCE (Sea-Land Service, Inc.), February 6—Chairman Recertified Bosun James W. Pulliam; Secretary J. Shields; Educational Director Wale; Deck Delegate Anthony Ferrara; Engine Delegate Clifford C. Hall; Steward Delegate Stonewall Jackson. All crewmembers were asked to donate to SPAD as much as they can. \$25.75 in ship's fund. Vote of thanks to the steward department for a job well done. Will try to obtain a better selection of movies and a time will be set up for showing so everyone can enjoy them. Next port, Long Beach.

San Juan Committee



After completion of a Mediterranean voyage, the SIU-contracted container-ship *San Juan* paid off at Port Elizabeth on Mar. 18. Her ship's committee members are, from the left: Y. Swartz, deck delegate; H. Murranka, ship's chairman; L. Nieves, engine delegate, and S. Piatak, secretary-reporter. The *San Juan* has a length of 113 feet with a capacity for 476 containers.

JOHN TYLER (Waterman Steamship), February 17—Chairman Lee Harvey; Secretary T. D. Ballard; Educational Director Brunell. \$170 in ship's fund. Some disputed OT in deck department. Held a discussion with crewmembers and warned about the use of drugs aboard ship. Suggested that \$40 be taken from ship's fund to buy books. Next port Charleston.

DELTA MAR (Delta Steamship), February 10—Chairman J. Collins; Secretary D. Collins; Educational Director E. Synan; Steward Delegate Peter V. Hammel. \$6.30 in ship's fund. Some disputed OT in engine department. Suggested that the company have a pay telephone installed on the docks in the area as there is no phone available at the present time. A vote of thanks to the steward department for a job well done.

COSSATOT (Hudson Waterways), February 17—Chairman David LaFrance; Secretary J. Thrasher; Educational Director G. Meaden; Engine Delegate John L. Hubbard. \$8 in ship's fund. No disputed OT. Request that movies be supplied for extended voyages. Next port Turkey.

GALVESTON (Sea-Land Service, Inc.), February 3—Chairman Recertified Bosun Denis Manning; Secretary Gus Skendelas; Educational Director Maurice D. Stover; Deck Delegate Walter Rogers; Steward Delegate Oscar Sorenson. \$26.65 in ship's fund. No disputed OT. Everything running smoothly. Next port Seattle.

SEA-LAND VENTURE (Sea-Land Service, Inc.), February 9—Chairman Charles Boyle; Secretary J. E. Adams; Educational Director Charles Henley. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Rotterdam.

SEA-LAND GALLOWAY (Sea-Land Service, Inc.), February 4—Chairman Peter A. Ucci; Secretary Duke Hall; Educational Director Emerson C. Walker; Deck Delegate Frank J. Balasia; Engine Delegate Pete Gonzalez. Received a new shipment of Logs in Hong Kong and read President Paul Hall's column on SPAD. \$65 in ship's fund. Held a meeting on safety during fire and boat drills. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

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

FALCON PRINCESS
JEFFERSON DAVIS
DELTA SUD
TRANSONEIDA
TRANSHAMPLAIN
BOSTON
SEA-LAND VENTURE
CALMAR
SEATRAN FLORIDA
IBERVILLE
OVERSEAS BULKER
FORT HOSKINS
LA SALLE

Iberville Visits Gulf Before Far East Run

The freightship *Iberville* (Waterman Steamship Corp.) stopped off at the port of New Orleans in February before heading out to the Far East. The ship came into New Orleans, one of the busiest U.S. ports, from a coastwise run to top off bunkers.

The 563-foot vessel spent three days in New Orleans. She was originally scheduled to come in on Feb. 8, but was delayed until the 11th because dense fog at the mouth of the Mississippi prevented vessels from entering port for 15 days.

The 14,313-dwt ship was built in 1952. Her speed is 19.5 knots. The *Iberville* was formerly the *Hong Kong Bear*, when she was owned by Pacific Far East Lines. Waterman

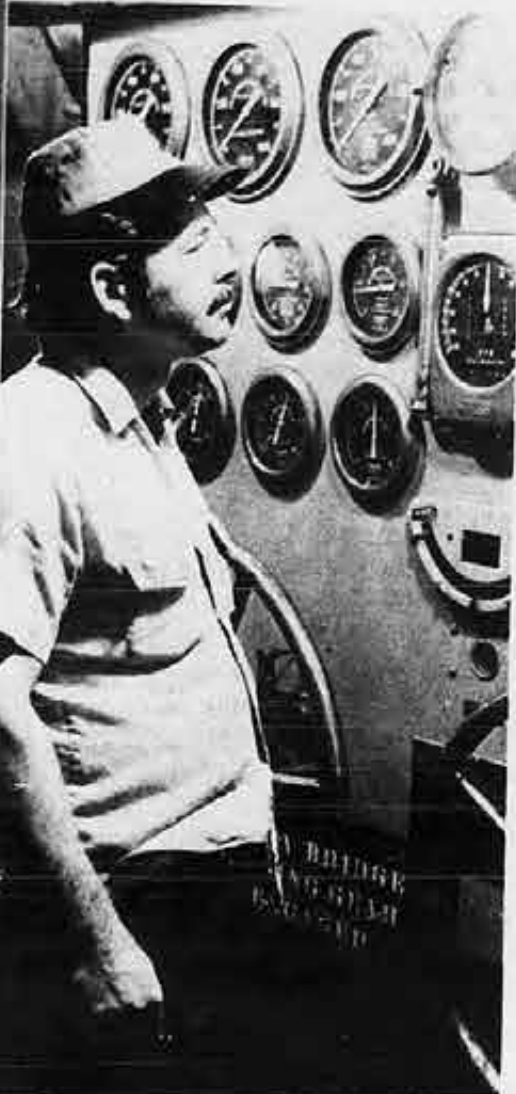
Steamship Corp. took over the ship in June, 1972.

The *Iberville* had been running coastwise picking up cargo after she returned from her last Far East run. She had stopped at New Orleans, then went to Houston, Beaumont, Tex. and then back to New Orleans. After departing New Orleans she headed for the Far East ports of Kobe, Quinhon, Saigon, Manila, Subic Bay, Hong Kong, Kaohasiung, Kaelung and Yokohama.

Despite the fact that the ship was anchored outside New Orleans waiting for the fog to lift, the crew reported no problems aboard. They were looking forward to a smooth run to the Far East.



The *Iberville* (Waterman Steamship Corp.) at dock in New Orleans.



Oiler Joe Logan checks gauges in the engine room to make sure all is well on ship. Seafarer Logan is *Iberville's* engine delegate.



Messman Mack G. Rice keeps tables clean in the crew's mess.



The deck gang aboard the *Iberville* working hard rigging the cargo boom.



Cook and Baker Eddy A. Bowers prepares food in the galley, as Third Cook John R. Holiday (left) and Chief Steward Harvey M. Lee (middle) look on.



Final Departures



Julio C. Mayorga, Sr., 40, expired aboard the *SS John Penn* in Keelung, Taiwan, Nov. 16. Brother Mayorga joined the SIU in the port of New Orleans in 1971 sailing in the deck department. A native of Honduras, he was a resident of New Orleans when he died. Burial was in San Pearo Sula, Honduras. Surviving are his widow, Teresa and two sons, Julio C., Jr. and Carlos.



George Klovovich, Jr., 24, died Feb. 9. Brother Klovovich joined the SIU in the port of New York in 1970 sailing in the engine department as a QMED. He was a Piney Point graduate. A native of Staten Island, N. Y., he was a resident of Shadyside, Ohio at the time of his death. Surviving are his mother, Frances, and his father, George, Sr.



John L. Basham, 52, died Feb. 16. Brother Basham joined the SIU in the port of New York in 1967 sailing in the deck department as an AB. Born in Battleship, W. Va., he was a resident of Coal City, W. Va. at the time of his death. He was a Navy veteran of World War II. Surviving is his mother, Mrs. Tressie Basham of Coal City.



SIU pensioner **Charles A. Moss**, 75, passed away on Nov. 10. Brother Moss joined the SIU in 1945 in the port of Boston sailing in the steward department. He began sailing in 1919. Born in Rhode Island, Brother Moss was a resident of Philadelphia when he died. Surviving is an aunt, Mrs. Josephine Roblee of Everett, Mass.



Charles C. Hirschfeld, 66, expired Feb. 6. Brother Hirschfeld joined the SIU in the port of New York in 1964 sailing in the deck department as an AB. A native of Union City, N. J., he was a resident of Wayne, Pa. when he died. He was a Navy signalman in World War II. Surviving are his widow, Kathryn and a son, Charles, Jr.



SIU pensioner **Dalton A. Gabriel**, 79, died of pneumonia Nov. 20. Brother Gabriel joined the SIU in 1939 in the port of Boston sailing in the steward department. He had sailed for 42 years. Born in St. Lucia, British West Indies, he was a resident of Roxbury, Mass. at the time of his death. Interment was in Mt. Hope Cemetery, Boston. Surviving is his widow, Vernice.



SIU pensioner **Charles L. Mason**, 57, died of cancer in Blessing Hospital, Quincy, Ill. on Oct. 30. Brother Mason joined the SIU in the port of Houston in 1962 sailing in the deck department as an AB. He had sailed 32 years. Born in Quincy, he was a resident there at the time of his death. Burial was in Calvary Cemetery, Quincy. Surviving are his widow, Barbara; four sons, Michael, Edward, Charles and John and three daughters, Margaret, Lucille and Barbara.



SIU pensioner **Sam Henry**, 73, died of pneumonia Jan. 16 in the New Orleans USPHS hospital. Brother Henry joined the Union in 1944 in the port of Mobile sailing in the steward department as a 2nd cook and baker. He received a Personal Safety Award in 1960. Born in Bellevue, Ala., he was a resident of Mobile when he died. Burial was in Mobile. Surviving are two sons, Clifton and Cleveland and a sister, Louise Terrarera of Florida.



Abraham Calderon, 29, passed away Jan. 22. Brother Calderon joined the Union in the port of New York in 1971 sailing in the engine department. A native of Puerto Rico, he was a resident of Brooklyn, N. Y. when he died. Burial was in Evergreen Cemetery, Brooklyn. Surviving are his widow, Ramona; his parents, Mr. and Mrs. Faustino Calderon; a son, Abraham, Jr.; a daughter, Nancy, and a brother, all of Rio Piedras, Puerto Rico.



Florenz Paskowski, 47, passed away Dec. 1 in New Orleans. Brother Paskowski joined the Union in 1944 in the port of Philadelphia sailing in the engine department. He had sailed 30 years. Born in New York, he was a resident of Vineland, N. J. at the time of his death. Surviving is his mother, Mrs. Veronica Wandland of Vineland.



George T. Hubner, 59, died of arteriosclerosis Jan. 22 in the San Francisco USPHS hospital. Brother Hubner joined the Union in 1944 in the port of Boston sailing in the deck department as an AB. Born in Portland, Me., he was a resident there when he died. Interment was in Calvary Cemetery, Portland. Surviving are his widow, Katherine; two sons, David and Joseph, and three daughters, Katherine, Margaret and Mary.



George P. Libby, 55, succumbed to a heart attack Feb. 6 in Norfolk, two days after he had graduated from the Bosuns Recertification Program. Brother Libby joined the SIU in 1938 in the port of Philadelphia sailing in the deck department for 32 years. His last ship was the *USNS Pecos* (Hudson Waterways). A native of St. Stephens, N.B., Canada, he grew up in Maine. Surviving are his widow, Anna Mae and his daughter, Mrs. James Osborne, both of Virginia Beach, Va.



Willard A. McMillion, 64, expired in San Francisco Nov. 20. Brother McMillion joined the SIU in the port of San Francisco in 1966 sailing in the steward department. He had sailed 17 months during World War II and was a 1965 graduate of the Andrew Furuseth Training School. A native of Beckley, W. Va., he was a resident of San Jose, Calif. Interment was in Oak Hill Memorial Park Cemetery, San Jose. Surviving are his widow, Virginia; a son, Terry, and two daughters, Darlene and Donna.



Donald Morrison, 54, died of pneumonia in San Francisco USPHS hospital Dec. 25. Brother Morrison joined the Union in the port of San Francisco in 1962 sailing in the engine department. He was the ship's delegate on the *SS Jefferson Davis* in 1969. Also, he was a Navy veteran of World War II. Born in Scotland, he was a resident of San Francisco when he died. Burial was in St. Vincent's Cemetery, Vallejo, Calif. Surviving is a sister, Mrs. Annie Robertson of Scotland.



George W. A. Elliott, 63, died of a heart attack Dec. 24 in the New Orleans USPHS hospital. Brother Elliott joined the SIU in 1938 in the port of Mobile sailing in the steward department as a chief cook. He had sailed for 39 years. Born in Knoxville, Tenn., he was a resident of Chalmette, La. at the time of his death. His body was donated to the Tulane Medical School in New Orleans. Surviving are his widow, Emma, and his sister, Elizabeth of Mobile.



Richard M. Nelson, 65, died Dec. 4. Brother Nelson joined the Union in the port of San Francisco in 1962 sailing as chief steward. Born in Denmark, he was a resident of San Francisco at the time of his death. Interment was in Mt. View Cemetery, Auburn, Wash. Surviving is a niece, Mrs. Gene Wright of Auburn.



SIU pensioner **Herbert P. Jansen**, 68, died Dec. 25. Brother Jansen joined the Union in the Great Lakes port of Sault Ste. Marie, Mich. in 1961 sailing as a tugman for the Great Lakes Tug and Dredge Co. of Chicago from 1948 to 1959. He was a resident of Burnham, Ill. when he died. Surviving is a son, Herbert, Jr. of Los Angeles.



William A. Houston, 48, died of cancer on Feb. 2. Brother Houston joined the Union in the port of Mobile in 1968 sailing in the engine department. He attended an SIU Crews Conference in Piney Point, Md., and was a World War II Navy veteran. Born in Coffeetown, Ala., he was a resident of Mobile at the time of his death. Surviving is his sister, Mrs. Wilma Mills of Mobile.



David L. Kellis, 22, died of third degree burns in Bell Memorial Hospital, Ishpeming, Mich., Nov. 10. Brother Kellis joined the SIU in the port of Detroit in 1970 sailing in the deck department for the Great Lakes Dredge and Dock Co. Born in Sault Ste. Marie, Mich., he was a resident there when he died. Interment was in Oakland Chapel Gardens, Sault Ste. Marie. Surviving are his parents, Mr. and Mrs. William Kellis, Sr. of Sault Ste. Marie.

Politics Is Porkchops

Donate to SPAD

DRUGS



SEAMEN'S PAPERS

Forever is a very definite word. It means for a limitless time . . . for all time . . . never again! But forever is the length of time a Seafarer loses the right to his livelihood and future career in the maritime industry if he is busted on a drugs charge either while at sea or ashore.

It's a tough rap — but that's exactly how it is. Your seaman's papers are gone forever, without appeal, if you are convicted of possession of any illegal drug—heroin, barbiturates, speed, ups, downs or marijuana. In 1971 alone there were 400,606 drug related arrests in the U.S. and even that staggering figure was topped in 1972.

The shipboard user of narcotics is not only a menace to himself, but presents a very grave danger to the safety of his ship and shipmates. Quick minds and reflexes are an absolute necessity aboard ship at all times. A drug user becomes a thorn in the side of his shipmates when they are required to assume the shipboard responsibilities the user is not capable of handling.

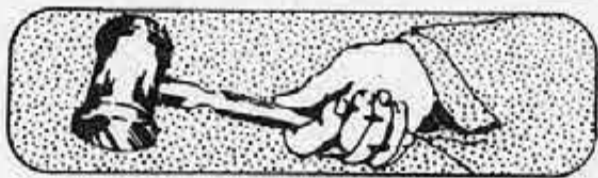
Also, a Seafarer busted at sea leaves a permanent black mark on his ship. The vessel will thereafter be under constant surveillance and the crew will be subjected to unusually long and annoying searches by customs and narcotics agents in port.

Truly, forever is a long, long time — something a drug user does not have.

**Don't let drugs destroy you or your livelihood.
Steer a clear course!**



Know Your Rights



FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

**Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N. Y. 11215**

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS' LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

Lundeberg School Grad Learns a Lot; Gives and Receives Praise on First Trip

A 1973 graduate of the Harry Lundeberg School of Seamanship recently returned from his first trip—six months aboard the *Sea-Land Galloway*—and received high praise from his brother Seafarers.

Nineteen year-old OS George Berry in turn credits his fellow crewmen with teaching him a great deal.

Although George says he "learned a hell of a lot" in his three months at Piney Point, he also adds "you can't expect to learn all about the deck in two weeks." George says he acquired all the basics at the Lundeberg School and when he went aboard ship it "was easy to apply the knowledge."

George's mates on the *Sea-Land Galloway* taught him nylon and wire rope splicing, and basic navigational terms, among other things. He liked the *Sea-Land Galloway* so much he would've stayed on longer, but because of his "B" book status he had to get off after six months.

George found his schooling at Piney Point a good over-all experience, and said it was pretty easy if "you have a positive attitude about it." He thinks some men don't make the grade because they have "negative feelings" and are apprehensive about the school.

The young Seafarer added that "you learn so much there, you think you'll

forget it. But when you see it again on the ship it all comes back."

A native of Springfield, Va., George says he had never been west of the Mississippi until he boarded the *Sea-Land Galloway* at San Francisco. Dur-

ing his six months aboard he made seven trips across the Pacific, stopping at Tokyo, Hong Kong, Yokohama, Kobe and Osaka.

After taking some time off to visit his family, he plans to return to New



OS George Berry donating blood at the Health Clinic at Union Headquarters in New York. By the look on his face it seems quite painless, and George says, "I think it's something everyone should do. I'm going to try and give some blood everytime I register." Nurse Cheryl Edel makes the donation a little pleasanter.

York and ship out again. "I'd love to go to Europe," he says.

Eventually George plans to return to Piney Point and upgrade to AB. But his ultimate goal is to attend college. He wants to study veterinary medicine at Northwestern University.

George, who loves a good time, threw a Halloween party for his shipmates on the *Sea-Land Galloway* last year. "We had over 40 men from all three departments in my foc'sle at various times," he said. "There was piped-in music and a huge bowl of punch. It lasted until 4 a.m."

One of the first things George did when he arrived in New York was to donate blood at the Headquarters' clinic. He had also donated blood when he was at Piney Point.

"I don't particularly like to give blood, I'm a little afraid I guess. But I think it's something everyone should do. Aside from the fact that the supplies are low, once you donate it, either you or a dependent can get some, anytime. I'm going to try and give some everytime I register."

George was very impressed with the conditions on the *Sea-Land Galloway*. His "foc'sle was great, really roomy, and the food was fabulous." And his mates were the "nicest bunch of people you'll ever meet."

Although George doesn't plan to make seafaring a career, he'll "go back every chance I get." He plans to save most of his wages for college, and he feels that shipping out will give him the opportunity to pursue his other career goals.

Graduate Talks About SPAD

"Winning in politics takes money and plenty of it. And SPAD provides the dollars that can spell victory or defeat in the political arena."

With these words, Tom Hamill, a 22-year old entry rating graduate of the Harry Lundeberg School gave a strong speech on politics and the importance of SPAD during the February Educational Forum at Piney Point, Md.

Hamill, who hails from Chicago, majored in journalism at Wright Junior College prior to coming to the Lundeberg School. Eventually he hopes to sit for his Third Mate's License.

Following are excerpts from his speech:

"SPAD, or the Seafarers Political Activities Donations, is the political arm of the SIU. It is financed by the voluntary contributions of its members.

"Winning in politics takes money and plenty of it. And, SPAD provides the dollars that can spell victory or defeat in the political arena.

"First, you've got to have the money. Money for political contributions and the like. But, the money goes nowhere without the guidance. Legal guidance, call it what you want, but people such as . . . the officers of the SIU must be and are putting the contributions to good use.

"For example: How many of you have heard of the Jones Act? Well, for the benefit of those who haven't, the Jones Act became law in 1920 and is designed to protect our nation's maritime industry by prohibiting foreign-flag operators from carrying domestic cargo from one American port to another.

"Now recently the giant oil lobby and foreign-flag operators have tried to get the law repealed. Why? It's simple.

"With the sharpening of the energy crisis over the past several months, the pressure for Jones Act waivers has been made on the basis of deception. Yes, deception. Deception in that the fuel situation would be eased by permitting foreign-flag carriers to operate between U.S. ports.



Entry-rating graduate Thomas Hamill, Class 140, shipped out of Baltimore on the *Merrimac* bound for Holland.

"This is where SPAD came in.

" . . . these waivers were defeated by our legislative staff in Washington, D.C. If they had not been defeated, it would have meant foreign ships carrying virtually all of our ocean cargoes and also much of our inland cargo. Can you imagine a foreign-flag vessel with a foreign crew carrying petroleum from Texas way up to Chicago?

"Well, I can't because that would mean I'm out of a job.

"Is it right to take millions of dollars out of our economy just to benefit big business interests? No, it is not. And, that is why we should support our political arm—SPAD.

"If the money is there under guidance and with our full support behind it, we won't have to worry as hard about efforts to amend the Jones Act. . . . Because then we can meet it head on, and on equal terms. And, the day will never come when we see a foreign-flag ship carrying our goods in our country."

Upgrading Class Schedule

| | |
|----------|--|
| April 29 | — FOWT |
| May 2 | — QMED, Lifeboat, and all Steward Dept. Ratings |
| May 6 | — LNG |
| May 16 | — QMED, Lifeboat, Quartermaster, and all Steward Dept. Ratings |
| May 20 | — Welding |
| May 27 | — FOWT |
| May 30 | — QMED, Lifeboat, and all Steward Dept. Ratings |
| June 13 | — QMED, Lifeboat, Able Seaman, Welding, and all Steward Dept. Ratings |
| June 24 | — FOWT |
| June 27 | — QMED, Lifeboat, and all Steward Dept. Ratings |
| July 11 | — QMED, Lifeboat, Quartermaster, Welding and all Steward Dept. Ratings |

Achieves QMED At 58

Seafarer Ben Davis has been shipping with the SIU for 22 years and last month he completed all of his engine endorsements for his QMED-any rating. He was determined to secure the rating because "without it, it would be only a question of time before I would be swept under the rug and forgotten."

Seafarer Davis, who is 58 and ships out of the port of Houston, was determined to achieve the QMED rating because he understood that "it will only be a few more years when you're going to have to have the rating to sail aboard the new ships that are the future of the industry and our Union."

Speaking of the training he received at the Harry Lundeberg School, he said: "Nowhere else could you find the education and instruction you need to get this rating, and nowhere else

will you find the instructors who will take the time to make certain you pass your examinations."

He is now looking forward to shipping out on the new automated vessels to use the skills he has learned and to take advantage of the higher rate of pay for QMED's.

Seafarer Davis began his career at sea as a wiper on the *Bents Fort*, a T-2 tanker. His last ship was the *Merrimac* (Ogden Marine Transport) where he sailed as fireman-watertender.

A native of Staks, La. and the father of two sons, he planned to go to Houston immediately after graduation to ship out as soon as possible.

"When I left home for Piney Point," Seafarer Davis said, "I told the family that the only thing I wanted for Christmas was that QMED rating."

Politics Is Porkchops Donate to SPAD

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 8 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.

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. 12 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 | |

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

| SHIP | RATING HELD | DATE OF SHIPMENT | DATE OF DISCHARGE |
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PORT _____ DATE _____

SIGNATURE _____

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

Upgrade for Job Security

The American Labor Movement Continues Its Fight

To get where we are today, the American trade union movement has had to fight all the way—and fight against overwhelming odds, sometimes seemingly insurmountable.

Our fight was not for a better life but for life itself—and on too many occasions, American workers actually lost their lives to militia, police and strikebreakers' bullets as they walked the picketlines.

In the early days of the movement, our opposition was front and center, the all powerful companies—but at the very least we knew who we had to fight.

At one time, these companies wielded so much influence that upon their request, mayors, governors and even presidents called out the military and police to break a strike.

In addition, the government made little or no attempts to regulate the strikebreaking activities of the companies who hired armed scabs to do their work.

The result of these strikebreaking attempts were always the same—men and women lay dead or wounded in the streets, and the American worker as a whole continued to suffer.

For instance, in 1877 when the American labor movement was weak and in its infancy, state militiamen opened fire on striking railroad workers in Baltimore, killing 12 and wounding scores more. The strike was broken, and the workers were forced to take substantial wage cuts from an already unbelievably low wage.

In a similar incident in 1914, federal troops fired indiscriminately into a crowd of striking Colorado mine workers killing 33 people and wounding hundreds. The troops and company hired guards then drove the majority of remaining strikers out of the state and warned them not to come back. And to top it off, they ushered the editor of a Colorado newspaper, friendly to the strikers, out of the state after devastating his offices.

The American merchant seaman also suffered greatly through these hard times.

His lot was little better than a slave.

He was subjected to intolerable shipboard conditions which included strenuously long working hours, indiscriminate beatings by the ship's officers, and dank, stinking, crowded foc'sles for living quarters.

Almost unbelievably, the seaman was tossed in jail without trial if he attempted to quit his job aboard ship.

Once when threatened with imprisonment for his union activities, Andrew Furuseth, founder of the maritime labor movement, flatly stated: "They cannot put me in a smaller room than I have always lived in. They cannot give me plainer food than I have always eaten. They

cannot make me lonelier than I have always been."

The merchant seaman, as did workers in America's many other industries, slowly made progress in the uphill fight for a liveable existence.

However, violent strikebreaking continued to be a part of the American labor scene.

As late as 1934, seamen and longshoremen were shot down by police and national guard, and many others were wounded as they struck the San Francisco waterfront.

Despite tragic losses such as these, the labor movement did not allow itself to be destroyed.

Through conviction of our beliefs and 100 percent solidarity among the working force, we won victory after victory.

Wages regularly increased, working conditions continually improved, the work day steadily shrunk, and other benefits, such as pensions and vacations, were instituted—and the American worker was finally reaping some real benefits from his sweat.

In a relatively short time the American labor movement has grown from a few abused railroad workers walking a picket line to an overall membership in the AFL-CIO of 14 million workers strong.

However, there is still a great deal of opposition to trade unionism in this country.

Our enemies are no longer the

strikebreakers' bullets, but the threat to our livelihoods is just as serious.

The opposition goes under several names—the National Right to Work Foundation, Americans Against Union Control of Government, and the Public Service Research Council.

Their weapon is propaganda in the form of letters sent to millions of Americans accusing unions of illegal political actions.

The letters solicit funds for the organizations' campaign to enact legislation on both a national and local level which would undermine the labor movement.

The contributors to the fund are invariably large companies, like the oil industry, and the rich—those least in need of the protection and security provided by trade unionism.

However, these organizations also solicit from workers and ask them to donate anywhere from \$5 to \$75.

In their accusatory letters, the Right to Work forces claim that unions "flagrantly use compulsory union dues for political purposes."

This could not be further from the truth, because federal legislation prohibits the use of one penny of union dues for political campaigns. Each dollar given by a union to a candidate for office comes from voluntary contributions by the members.

And who's kidding who about political contributions?

The same supporters of the Right

to Work forces yearly donate millions to political campaigns for their own purposes.

The letters to the public also claim that unions "have no regard for your interest as a taxpayer."

The AFL-CIO has 14 million members—all taxpayers—and that tax money makes up a good percentage of both the federal and local governments' revenues.

The supporters of the Right to Work forces, the big companies and the wealthy, by manipulating tax loopholes, each year avoid paying the fair share of the tax burden.

Who really has the interest of the taxpayer at heart?

We must fight these anti-union forces in their own ballpark — through the legislative process—and by supporting those legislators who have the best interests of the American worker in mind.

We as Seafarers can do our part by contributing to this Union's political arm, SPAD.

These contributions not only help us gain new job opportunities and stronger job security, but also help us preserve the many victories we have worked so hard over the years to achieve.

We in the American labor movement must not sit idly by as these anti-union organizations work to our detriment.

Support SPAD—it supports you.

| | | |
|---|---------------------------------------|------------------------|
| \$20 ⁰⁰ | SEAFARERS POLITICAL ACTIVITY DONATION | \$20 ⁰⁰ |
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| <small>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.</small> | | |
| <small>(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.)</small> | | |
| \$20 ⁰⁰ | Signature of Solicitor _____ | \$20 ⁰⁰ |
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