



SEAFARERS LOG

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Piney Point, Maryland 20674

66 Delegates Attend Crew Conference

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Sixty-six delegates from deep sea ports around the country were elected this month to attend the SIU crew conference at the Lundeberg School. In New York, some of that port's delegates (bottom photo) get ready to leave on a special bus from Headquarters. Clockwise from top left are delegates from the ports of: Houston; Philadelphia; San Francisco, and New Orleans. For names of delegates from all ports, see story on Page 3.

MTD Affirms Strong Oil Bill Support

The AFL-CIO's Maritime Trades Department has again affirmed its strong support for U.S. cargo preference legislation which, the department says, would give a much needed boost to the sagging American maritime industry.

At a Washington luncheon entitled "The Economic Crisis and Its Impact on Maritime Workers" held earlier this month, the MTD issued a statement calling upon the Ford Administration and the Congress "to recognize the unique plight of America's maritime industry and to act to strengthen this industry which is a vitally important economic and national security resource."

Principal speaker at the affair was AFL-CIO President George Meany, who in a major address, called for a reshaping of U.S. foreign policy to halt a retreat to isolationism and bring forth a re-newed national commitment to human freedom.

Meany, in a speech broadcast live by public radio, called for an end to one-sided detente with the Communist powers and Congress's pursuit of the "impossible dream" of isolationism, which he said has turned U.S. foreign policy into a "shambles."

SIU and MTD President Paul Hall, Page Groton, assistant to the president of the International Brotherhood of Boilermakers, Thomas Gleason, president of the International Longshore-

men's Association, and Jesse Calhoun, president of the Marine Engineers Beneficial Association were among those who also spoke at the luncheon, attended by over 380 representatives of labor.

The maritime statement issued by the MTD dealt specifically with the depressed state of the tanker market, and proposed steps that should be taken to alleviate the problem. It read in part:

"The United States is in the midst of

one of the worst economic crises in its history. The U.S. maritime industry is likewise beset by serious economic difficulties that pose a serious threat to the very survival of America's merchant marine. While the entire industry is experiencing problems, the tanker segment of the U.S. merchant marine has been hit the hardest.

• Presently 1.3 million tons of U.S.-flag tankers are without work, forcing more than one thousand merchant sea-

men into the ranks of the unemployed;

• The laid-up tanker tonnage represents one-third of the entire non-oil company or independently-owned U.S.-flag tanker fleet. If immediate action is not taken, this total may reach 40 percent of the independent fleet in a matter of weeks;

• The lack of employment for existing U.S.-flag vessels has resulted in massive cutbacks in shipbuilding orders and

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AFL-CIO President George Meany addresses labor representatives at a Maritime Trades Department luncheon earlier this month. Seated behind Meany at the dais are (left to right): Page Groton, assistant to the president of the International Brotherhood of Boilermakers; Peter McGavin, executive secretary-treasurer of the MTD; Paul Hall, president of the SIU and MTD; Jesse Calhoun, president of the Marine Engineers Beneficial Association, and Thomas Gleason, president of the International Longshoremen's Association.

the PRESIDENT'S REPORT:

Piney Point Conference Rises to the Challenge



Paul Hall

In the early days of the Union we fought for and won our rights as workers and our rights as human beings. We won better wages, working conditions and job security. We won pensions, vacations and welfare benefits for ourselves and our families. And as a result, we built a strong Union that has successfully responded to the needs of Seafarers throughout the years.

Yet, at the same time as we were struggling for our basic rights as seamen, profit-motivated business deals coupled with a conspicuous lack of decisive government action began to erode the strength of the U.S. maritime industry.

Steadily, scores of American-flag ships were transferred from U.S. to foreign-flag registry and re-crewed by low-paid, and in many cases, improperly trained foreign seamen. By 1969, this steady erosion had gone so far that the U.S., once the foremost maritime power in the world, had dropped to a disgraceful seventh place. Consequently, Seafarers and thousands of other American maritime workers suffered from the resulting squeeze on job opportunities.

At this juncture, the SIU, in the same spirit as the early days, again rose to meet this new challenge head on through aggressive political programs, strongly backed by the voluntary contributions of hundreds of Seafarers to the Union's political Fund—SPAD.

We successfully spearheaded passage of the Merchant Marine Act of 1970 which immediately injected new life into the U.S. shipbuilding industry; and after only a few years on the books, the Act began providing Seafarers with job opportunities aboard the new ships built under the program. The 1970 Act will continue to pay off for Seafarers in this way for years to come.

More recently, we successfully coordinated American labor's all-out campaign for passage in the House and Senate of the Energy Transportation Security Act which required that by 1977, 30 percent of all our nation's oil imports be carried on U.S.-flag tankers. The subsequent pres-

idential pocket-veto of the bill, although unfortunate, in no form takes away from the magnitude of our political victory over the multinational oil companies which command the largest and richest lobby in Washington, D.C.

We have won some great victories—significant victories which have succeeded both in halting the decline of the U.S. maritime industry, and in putting it back on a true course to recovery.

Still, these victories are only a beginning. And today, we in the SIU have reached an important crossroad both in our history as a Union and in our history as an integral part of the American maritime industry.

We as Seafarers work in an industry that has fallen and is now rebuilding—an industry that is going through a period of revolutionary change in regard to technology—and an industry that has the potential to once again regain its former dominant role in global maritime capabilities. Yet, this can only happen if the Seafarer, as he has always done in the past, continues to rise to meet the many challenges and problems of today and the future.

Presently at the special Seafarers Conference at the Lundeberg School, there are 66 rank-and-file SIU members, representative of our entire membership, working side-by-side with SIU officials in a genuine atmosphere of cooperation to map out a recommended plan of action for meeting these needs.

These men are taking a hard look at the evolution of our industry; where it stands today; and the direction it must move in the future to best suit our needs as professional Seafarers.

They are studying our upcoming contract and will be recommending changes that may be needed in it to better provide job and financial security for the Seafarer and his family.

And they are studying our political and educational programs, our shipping rules and Constitution, our pension, welfare and vacation plans. In all of these areas, as well, the elected delegates to the conference will be making recommendations for possible changes. And, in all their actions they will be taking into consideration the true feelings and views of the SIU membership, conveyed to them through personal contact with fellow Seafarers aboard ship and in Union halls, and through the written suggestions of our members in the pre-conference questionnaires sent to every member's home.

Most importantly though, these Seafarers will be making recommendations for membership action that will benefit the greatest number of Seafarers in the largest number of ways for the longest period of years.

This conference, a gathering of Seafarers working together, is a significant beginning in the all-out cooperative effort that we in the SIU must make if we are to achieve our goals of a continually better way of life for Seafarers and a better industry in which to work.

This conference will prove to be the most important such meeting the SIU has ever conducted.

Discuss Contract, Constitution, Plans

66 Elected Delegates Meeting at Conference

Sixty-six delegates chosen from the membership are now meeting at a Crews Conference in Piney Point, Md. to discuss the SIU contract which is due for renewal in June, as well as welfare, pension, vacation, hiring, training the SIU Constitution, and political and legislative activities.

The conference, which began on Apr. 14, will continue until Apr. 26.

Twenty-two Seafarers from each department were elected to represent the membership at special meetings held in

each A&G deep sea port on Apr. 10-11.

Based on shipping, registration and the past year's activities, the distribution of representatives from each port was designated as follows: New York, 12; New Orleans, 6; Houston, 6; San Francisco, 6; Baltimore, 3; Boston, 3; Detroit, 3; Jacksonville, 3; Mobile, 3; Norfolk, 3; Philadelphia, 3; San Juan, 3; Seattle, 3; Tampa, 3; Wilmington, 3 and Piney Point, 3.

However, the ports of Detroit, Tampa and San Juan where unable to

meet their full quota and, according to arrangements made prior to the elections, a special meeting was held in Headquarters on Apr. 11 to fill these quotas.

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

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

Members wishing to serve as delegates to the conference had to be full book members with 'A' Seniority in good standing, have 24 months seafaring

with SIU-contracted operators in ratings above entry (seafaring was considered as any-time for which contributions had been made toward pension and welfare eligibility), and have at least 60 days of such employment in the period from Apr. 1, 1974 to Apr. 1, 1975.

A letter giving full details of the conference was sent to all Seafarers earlier this year. Questionnaires were also sent out to all Seafarers asking for their comments and suggestions on the Constitution, welfare, pension and vacation plans, contract, and other topics important to all SIU members.

The comments and suggestions received from members who are unable to attend the conference are being

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The following letter opposing the 'apprentice mate' proposal was sent by SIUNA President Paul Hall to the Executive Secretary of the Marine Safety Council of the U.S. Coast Guard.

The Seafarers International Union

OF NORTH AMERICA • AFL-CIO

PAUL HALL

President

O. W. MOODY, JR.
Washington Representative

815 16th Street, N. W., Suite 510, Washington D. C. 20006

(202) 347-3504

April 1, 1975



Executive Secretary (G-CMC/82)
Marine Safety Council
United States Coast Guard
Department of Transportation
400 Seventh Street, S.W., Room 8234
Washington, D.C. 20591

Dear Sir:

The Seafarers International Union of North America is opposed to the adoption of the U.S. Coast Guard's proposed rule-making that would create the entry rating of "apprentice mate." It would appear the U.S. Coast Guard, in proposing this rule, has not fully considered the various adverse consequences this proposal would have upon all segments of the U.S. merchant marine. We therefore urge the Coast Guard to disapprove any program designed to train "apprentice mates."

In a situation analogous to the apprentice mate program, the Courts have ruled in the past that consideration must be given, in the imposition of new manning regulations, to its impact on labor relations in the maritime industry. The Courts prohibited the use of apprentice engineers because it interfered with existing collective bargaining arrangements. The SIU feels that the same Court restrictions would apply to the new rating of apprentice mate.

The dangers of inter-union disagreements resulting from these rules are heightened by the fact that this proposal may have the effect of shifting advancement opportunities from one class of maritime workers to another. The opportunity of unlicensed seamen from the focus to advance to the licensed ranks would be throttled by the influx of apprentice mates created by these proposed rules. Thus, a traditional avenue of advancement for unlicensed seamen would be closed.

The Seafarers Union is also concerned that the Coast Guard, in developing these rules, is seeking to cater to the demands of one management group, the multinational oil companies. In the process, the Coast Guard has created rules, which if implemented, may allow these companies to further undermine the remainder of the U.S. fleet. Any regulations promulgated by the Coast Guard should be for the benefit of the entire maritime industry and should not be designed to aid narrow interests, such as the proposed "apprentice mate" regulations would do.

The SIU also strongly opposes all regulations which allow U.S. maritime officers to be trained on foreign vessels that may not meet U.S. safety and operating standards. This problem arises because nothing in the proposed rules would prevent the proposed "apprentice mates" from gaining their working experience aboard foreign-flag vessels, including low-standard flag of convenience vessels. On these foreign vessels, the operating procedures and safety requirements are sometimes inferior to those of American ships where American seamen learn and practice their seagoing and ship handling skills under U.S. Coast Guard supervision and inspection. Training allowed aboard foreign vessels before eventual licensing as an American merchant marine officer would clearly not be comparable to that aboard an American-flag ship.

The management groups supporting this proposal have based their request on what they assert is a shortfall in the number of available licensed U.S. deck personnel. Yet these companies have made no effort to maximize the use of existing trained personnel, either from established U.S. maritime academies or unlicensed seamen who have worked up through the ranks. Such unlicensed seamen have already exhibited their willingness to make the sea their career. No new officer training courses are needed or should be approved until present sources of qualified officers are proven insufficient.

In summary, the primary effect of the Coast Guard approving this program would be to create the potential for serious inter-union jurisdictional problems, additional court cases, and legal and administrative disputes in the U.S. merchant marine. It would allow the certification of deck officers after training that may not have been as rigorous or on the same level as training by officers in other U.S. maritime schools. And, most importantly, it would deny the unlicensed seamen represented by the SIU who have gained practical knowledge of seamanship aboard U.S.-flag ships the opportunity to fill officer slots aboard U.S.-flag ships.

This apprentice mate program should not be approved by the Coast Guard.

Sincerely,

Paul Hall

PAUL HALL
President

Hall Voices Opposition to Apprentice Mate Rating

The U.S. Coast Guard, at the urging of some of the multinational oil companies, is considering approving a proposal for creating the entry rating of "apprentice mate". The proposal would establish a three-year program to train the men, one year less than all the present programs at various maritime academies.

SIU President Paul Hall, in a letter to the Coast Guard, has stated the SIU's total opposition to the plan, which would in effect give the management groups proposing it a chance to "hand-pick" men to serve as mates on their vessels.

In urging the Coast Guard not to adopt the plan, President Hall's letter points out many areas in the proposal which could have serious adverse effects on the entire U.S. merchant marine.

"The dangers of inter-union disagreements resulting from these rules are heightened by the fact that this proposal may have the effect of shifting advancement opportunities from one class of maritime workers to another."

President Hall wrote. "The opportunity of unlicensed seamen from the focus to advance to the licensed ranks would be throttled by the influx of apprentice mates created by these proposed rules. Thus, a traditional avenue of advancement for unlicensed seamen would be closed."

The three-year program calls for two years of study at a vocational facility in Maine, and then one year's work experience at sea. Aside from the fact that this reduces the present training of mates by one year, there is also another weakness in the proposal. There is no stipulation that the one year at sea must be spent on a U.S.-flag vessel, leaving open the possibility that the men may be trained on foreign or flag-of-convenience vessels which have much lower safety and operating standards.

One argument used by management groups to justify implementation of this apprentice mate program is their claim that there is a shortage of available licensed U.S. deck personnel.

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SIU Representative Services the TT Brooklyn in Brixham, England



Looking out (left) from the deck of the *TT Brooklyn* (Westchester Marine) is the harbor scene of Brixham, England seen from the camera of SIU Representative George McCartney who, while servicing the ship, reported that the supertanker was "a clean ship with only minor beefs." The seaport of Brixham in Devon is a small fishing village (8,761 pop.) and pilot station for big tankers going up the English Channel. Brixham, on deepwater Tór(quay) Bay, is where VLCCs and ULCCs can swallow the anchor while awaiting orders for a discharge berth. On (right) are (l. to r.) the *Brooklyn's* ship's chairman, Recertified Bosun Gaetano "Tony" Mattioli; Chief Steward Conrad Gauthier, secretary-reporter; QMED Dominick Orisini, engine delegate; QMED Jon Gaskins; QMED Imro Solomons; AB J. R. Wilson, deck delegate, and Chief Cook Alonzo Bryant, steward delegate.

Hall Opposes Closing Of Navy-Commerce Office

In a letter to Secretary of Defense James Schlesinger, SIU President Paul Hall has accused the Defense Department of dealing a "death blow" to efforts to build a better working relationship between the Navy and the U.S. merchant marine by closing the Navy's liaison office in the Commerce Department.

Calling the closing of this office "a clear repudiation of the agreement of September 1970 between the Secretary of the Navy and the Secretary of Commerce to establish a liaison office for the purpose of maximizing the merchant marine's contribution to the national defense," President Hall said in his letter that this act would be "a death blow to the hopes of all concerned for

a means of fostering greater cooperation and a better working relationship between the Navy and the U.S. merchant marine."

The Navy would close its office in the Commerce Department by retiring the liaison officer, Rear Admiral George H. Miller. In the past, this liaison office has attempted to persuade the Navy to work towards a greater peacetime role for the merchant marine as an arm of the Navy and to generate merchant marine support for congressional approval of important Naval defense programs.

"While the activities of the office in question may not always satisfy all of the parties involved," President Hall

wrote, "it nevertheless serves as an important link between the Defense establishment and the merchant marine in developing mutual confidence. It also is a continuing physical symbol of the desire of all concerned to work cooperatively on matters of mutual interest."

Urging Defense Secretary Schle-

singer to reconsider the closing of this office, President Hall concluded, "We who welcomed the establishment of this office, and who regarded it as the only continuing mechanism for the exchange of views and information, must regard the proposed closure as a serious step backwards."

George Walton



Before sailing to the Middle East and India recently, the Ship's Committee of the C4 SS *George Walton* (Waterman) headed by Recertified Bosun George Annis (2nd right), ship's chairman, line up on deck before payoff in the port of New York at Brooklyn's Pier 7. They are (l. to r.): Chief Steward John Ratliff, secretary-reporter; AB Lawrence Kunc, deck delegate; Chief Electrician Ross Lyle, educational director; Annis, and Rudolph Cefaratti, engine delegate.

Dual Registration Violates Rule

The new system of computerized monitoring of shipping in all SIU halls has shown that a number of members are abusing the hiring hall system by registering in more than one port at the same time.

Dual registration is in direct violation of SIU shipping rules which state "no seaman shall be registered at more than one port at the same time."

Any Seafarer who wishes to change his port of registration should turn in his old shipping card at either his first port of registration, or at his new port, before registering at that new port.

In the future, when the IBM records show a man is registered in two ports, his oldest shipping card will be automatically invalidated.

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(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.)

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SPAD for Job Security



On board the *Montpelier Victory* at a payoff last month in Lake Charles, La., Brother Peter Nortava holds up his SPAD receipt after making a \$20 voluntary donation. Seafarer Nortava, who upgraded to QMED at the Lundeberg School in Piney Point, Md., realizes that SPAD spells job security for him and his Union Brothers.



Sen. Henry Jackson (D.-Wash.) speaks to guests at the National Marine Engineers Beneficial Association's 100th anniversary banquet held in Washington, D.C. recently. Sen. Jackson spoke of re-newed efforts to pass an oil cargo preference bill and to override a presidential veto.

At MEBA's 100th Birthday Banquet

Sen. Jackson Vows to Pass Oil Imports Bill

At a banquet last month in Washington, D.C., celebrating the 100th anniversary of the National Marine Engineers Beneficial Assn.'s founding, guest speaker Sen. Henry Jackson (D-Wash.) condemned President Ford's veto of the Oil Imports Bill and vowed "I will help pass this bill and I will help override any veto of it."

Questioning if "the Ford-Rockefeller team really understands what their economic policy is doing to the workingman," Sen. Jackson pointed out that the vetoed Oil Bill "would have provided jobs for an average of 22,500 persons a year" while President Ford's increased oil import taxes "could cost 400,000 jobs."

Stating that the millions of unemployed Americans are not going "to accept the fact they may not be able to earn a living wage," Sen. Jackson added: "all the vetoes in the world are

not going to make the Congress accept that.

The senator then stressed the country's need "to show the people of this nation that their government is working."

"To do that," he said "we are going to have to get the economy working and get millions of unemployed working."

Jackson also advanced a recommendation for making the oil industry more responsive to the public will and public needs, while at the same time, providing much needed jobs.

An Energy Policy

"We need," he emphasized "an energy policy that will mobilize, on an urgent basis, the materials, manpower and financial resources needed for a massive effort to explore and develop the nation's domestic energy potential. I have introduced legislation to create a national energy production board



Among those present at National MEBA Centennial Banquet were (left to right) SIU President Paul Hall, Secretary of Labor John Dunlop and Federal Maritime Commission Chairwoman Helen D. Bentley.

with precisely this mission."

Referring to the 1875 founding fathers of the National MEBA, Sen. Jackson closed his speech saying "One hundred years ago 10 reasonable men met in Cleveland and formed a union to protect the rights, safety and future of the marine engineers. It's about time that reasonable men get together in Washington and do the same thing for all the American people."

SIU President Attends

SIU President Paul Hall also attended the MEBA's centennial celebration, and accepted an award for AFL-CIO President George Meany in

recognition of his contribution to maritime labor.

In addition, the MEBA awarded Sens. Warren Magnuson (D-Wash.) and Henry Jackson, Rep. Leonor K. Sullivan (D-Mo.), and Malcom McLean, founder of Sea-Land Services with special plaques honoring their contributions to the maritime industry.

Certificates were also presented to Helen D. Bentley, chairwoman of the Federal Maritime Commission, and Robert J. Blackwell, U.S. assistant secretary of commerce for maritime affairs for their work in the maritime field.

Marines Guard Transcolorado Off Vietnam



A U.S. Marine boards the SIU-contracted C4 the SS *Transcolorado* (Hudson Waterways) off Phan Rang, South Vietnam on Apr. 9. In the background are other Leathernecks in a landing barge awaiting their turn to come aboard. On Apr. 1 President Ford sent 700 Marines to guard the crews of four American merchant rescue ships sealifting thousands of S. Vietnam refugees in a Dunkirk-like evacuation off Cam Ranh Bay to safety in Saigon. One crew had to barricade themselves in their rooms from deserting marauding S. Viet marines who were killing and robbing the helpless refugees. On Apr. 4 about 8,000 refugees seized control of a MSC cargo ship sailing from Cam Ranh Bay forcing the captain to change course to Vung Tau in the Mekong Delta. The above photo appeared on Page 1 in the N.Y. Times on Apr. 10.

MTD Backs Viets Rescue

At a Maritime Trades Department luncheon in Washington, D.C. earlier this month, the following resolution was adopted supporting the current United States efforts to rescue victims of the Vietnam war.

Today, as the situation in South

Vietnam continues to deteriorate, the hearts and minds of the American people are reaching out to the Vietnamese children and refugees, innocent victims of the holocaust. Our own country, largely upon its own initiative, has set in motion a massive humanitarian effort, aimed chiefly at rescuing as many Vietnamese children as possible from the dangers and hardships of war.

The seagoing affiliates of the AFL-CIO are ready to assist in this humane effort. As we have done on numerous occasions in the past, the American shipping unions and maritime workers pledge our full efforts to the successful completion of the Vietnamese sea-lift and evacuation. The desperate plight of these innocent victims of war cries out for help.

Therefore, be it resolved:

That the American workers employed on United States-flag vessels and affiliated with AFL-CIO maritime unions pledge 100 percent support for, and willingness to participate in, the humanitarian effort to rescue the victims of the Vietnam War.

SIU Official Serves On Wage Committee

SIU Headquarters Representative Edward X. Mooney was one of three labor representatives who served on the Virgin Islands Minimum Wage Industry Committee last month. The committee, which reviewed minimum wage rates for all industries in the Virgin Islands, met for two weeks in March on the islands of St. Thomas and St. Croix.

Along with Rep. Mooney the two other representatives from labor were Ben Feldman, president, International Leather Goods, Plastic and Novelty Workers, and Amos Peters, general vice president, SIU of Puerto Rico. The appointments were made by the then Secretary of Labor, Peter Brennan. The committee was also composed of three representatives from the public sector and three from industry.

The Committee Page

Cities Service Baltimore



At a payoff Mar. 21 at Stapleton Anchorage, S.I., N.Y., the Ship's Committee of the tanker *SS Cities Service Baltimore* are (l. to r.): Oiler John Kulas, engine delegate; BR Israel Alvarez, steward delegate; Chief Pumpman Stanley Zielewski, educational director; AB Kermit Green, ship's chairman, and Richard Hutchinson, secretary-reporter. SIU Patrolman Teddy Babkowski is seated far right. The vessel is on a coastwise run.

Pennmar Committee



Recertified Bosun William D. "Rocky" Morris (rear 2nd right) ship's chairman of the C4 *SS Pennmar* (Calmar Line) leads the vessel's committee at a payoff in Baltimore of (seated l. to r.): Cook and Baker Harold Augins, acting steward delegate and AB William F. Isbell, deck delegate. Rear from left are: Deck Engineer Frank Holland, educational director; Oiler Antoine Gurney, engine delegate; Chairman Morris, and Chief Steward Barney J. McNally, secretary-reporter. The ship went into layup.

Overseas Alaska



With a laid-up whaling fleet which had been under U.N. charter to Australia in the background of Yokosuka, Japan, the Ship's Committee of the tanker *SS Overseas Alaska* (Maritime Overseas) is, from left: Baker John Hoggie, steward delegate; Deck Maintenance William Davis, deck delegate; Chief Steward Roque Macaraeg, secretary-reporter; Bosun Melville McKinney, ship's chairman, and crew member Pantryman Angelo Angelidis.

Pittsburgh Committee



Recertified Bosun Donald J. Pressly, ship's chairman (far right) heads the Ship's Committee of the containership *SS Pittsburgh* at a payoff Mar. 6 in Port Elizabeth, N.J. From left to right are: Third Cook Albert Nash, steward delegate; Chief Electrician Eric Frederickson, engine delegate; Chief Steward Harold Strauss, secretary-reporter; Chief Electrician George M. E. Ratliff, Jr., educational director, and AB John Nelson, deck delegate. The ship is on the Mediterranean run.

Seatrain Florida



At a payoff in Brooklyn, N.Y. last month is the Ship's Committee of the *SS Seatrain Florida*. From left are: Engine Delegate L. Crambol; Dayman David Horton, acting bosun and ship's chairman; crewmember Russell Cheeley; Chief Steward Robert Ferrandiz, secretary-reporter, and Steward Delegate Harold Pinson. The ship, which went into layup, is now under the Military Sealift Command.

Columbia Committee



Taking the sun on deck in the port of Dammam, Saudi Arabia on Jan. 2 is the Ship's Committee of the tanker *SS Columbia* (Ogden Marine). From left are: Chief Pumpman D. Norris, educational director; Cook B. Meehan, steward delegate; Chief Steward M. Deloatch, secretary-reporter; Bosun M. Welch, ship's chairman; FOWT O. Oscar, engine delegate and (front) AB W. Mortier, deck delegate. At (back right) is a member of the steward department. The ship is on the run to the Far East from the port of New Orleans.

Hall Says Jones Act Vital to Towboat Industry

SIU President Paul Hall, speaking to delegates at the Fourth Annual IBU of the Pacific Convention in Seattle, Wash. last month, called on all members to continue to strengthen their efforts to defeat those who are seeking to destroy the Jones Act.

President Hall told the delegates, who represent the six districts of the SIUNA-affiliated Inland Boatmen's Union of the Pacific—Southern California, Puget Sound, Alaska, Hawaii, San Francisco and Columbia River Regions—that the preservation of the Jones Act is vital to the survival of the West Coast towboat industry.

Citing the constant efforts of the giant oil companies to breach the Jones Act—which forbids foreign-flag vessels from transporting cargo between U.S. ports—President Hall said, "to put up a successful effort to oppose these enemies, you must work together and disregard personal difference in

the interest of your survival."

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

International President Hall praised Adlum for representing both the IBU and the SIUNA in the past year, and designated him coordinator of all affiliates' efforts on the Jones Act issue in the Seattle area. Hall announced that Adlum would head a regional office being set up in Seattle to handle any attacks on this important Act.

President Hall also noted the importance of making voluntary political contributions in order to support candidates and incumbents friendly to maritime labor and its goals.

In conjunction with political activity, delegates to the three-day gathering voted a motion to authorize the IBU's Executive Council to devise a political action committee funded by member's voluntary donations. It will be known as the Maritime Aid Donation (MAD).



SIUNA President Paul Hall (left) meets with IBU of the Pacific President Merle Adlum (right) and Seattle Mayor Wesley Uhlman at the IBU of the Pacific's Fourth Annual Convention held in Seattle last month.

Pension Law Survivor Benefits

A number of questions have been raised by members recently concerning the new U.S. pension law and the section concerning survivor benefits. While it is important to remember that many areas have yet to be clarified, and the new rules will not apply until 1976, it might be useful to briefly explain two provisions concerning survivor benefits.

• When a member retires at the normal retirement age of 65 he is automatically given a joint and survivor annuity benefit unless he elects otherwise.

• If a member retires at the early retirement age of 55 he has until the age of 65 to decide whether he wishes to take the survivor annuity benefit. Upon reaching the age of 65 he automatically

receives it unless he elects otherwise.

Upon a member's death the surviving spouse will receive at least half of the member's pension, which was reduced at the time he elected to take the survivor benefit.

Those who have already gone out on pension when the new rules are implemented will not be affected.

Emergency Hospital Care

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

When the Medical Officer in Charge is satisfied that the seaman is eligible and his condition is a true emergency, he will grant authority for the requested care and the USPHS will assume responsibility for all bills.

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

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

Apprentice Mate Rating

Continued from Page 3

However, these same groups have failed to use existing trained personnel, either from maritime academies or from unlicensed seamen who have come up from the ranks.

In the past U.S. courts have ruled that in the imposition of new manning regulations consideration must be given to their impact on labor relations in the maritime industry. Several years ago the courts prohibited the use of apprentice engineers because it interfered with existing collective bargaining arrangements. Since the present situation is similar, it is likely that the courts would rule the same in regard to the apprentice mate program.

In seeking opinions from various segments of the industry, the Coast Guard has found that the SIU is not the only organization opposed to this plan. Kings Point and other maritime academies have gone on record as being opposed to the proposal. And, some insurance companies are against it because it would further lower training standards and possibly increase the probability of accidents-at-sea.

Flag of Convenience Ship Survey Proposed by ILO

The 125-nation International Labor Organization (ILO) has proposed a world survey in an effort to obtain more information about substandard safety, living and employment conditions aboard ships flying "flags of convenience."

Acknowledging that the question of flags of convenience is "perhaps the most explosive issue the shipping industry is confronting today," the ILO is concerned about the possible risks to seamen working on substandard vessels, the threat these vessels pose to the safe navigation of all ships, and the use of flags of convenience to keep wages below international minimum standards.

Liberia, where 17 percent of world tonnage is now registered, Panama, Cyprus, Singapore, Somalia and Lebanon are the principle nations where flag of convenience ships are registered.

It is estimated that more than 20 percent of the world fleet is under flags of convenience. This represents about 5,500 vessels manned by 200,000 seamen.

While stressing that the majority of ships registered in these countries are well-equipped and safe, ILO experts point out that the percentage of tonnage lost each year by these flag-of-convenience fleets has exceeded the world fleet average by as much as 1.37 percent.

By conducting the proposed survey, the ILO hopes to discover if there is a direct link between substandard ships and flags of convenience. The survey would be carried out by inspectors boarding ships with questionnaires that deal with safety, living and employment conditions of crews, and the competency of officers.

This survey, which will be a major topic at the ILO's maritime conference in Geneva next year, would be a significant step towards bringing substandard ships under effective national or international control that could insure they maintain minimum standards of welfare, wages and safety.



The Liberian tanker, *Spartan Lady*, broke in half in gale force seas about 150 miles south of New York early this month. One crewman died.



Headquarters Notes

by SIU Vice President Frank Drozak

Communication—it's a concept that's as simple as talking to one another. And yet, without communication between all levels of our Union, officials cannot act in the best interests of all members, simple problems can grow into major beefs, and personal misinterpretations can be blown out of proportion and do irreparable damage to the welfare of the Union and its members.

We all have questions, problems and solutions when it comes to the functioning of our Union and its benefits. If we can talk to one another—ask our questions, hear others' answers and share our ideas—each member can take a positive, active role in charting our course for the future.

First, when you are aboard a ship, take advantage of shipboard meetings to air your views and ask your questions. Communication is the primary reason for these meetings and your participation is an important and essential ingredient needed to make them a direct link in the operation of the Union.

If your crewmembers cannot answer the questions raised, or your suggestions go beyond shipboard matters, the next step in Union communications should be for the ship's committee to contact Headquarters. Here, we can take note of your suggestions and find the answers to any questions.

Membership's meetings also offer a good opportunity for members to communicate with each other. Within the framework of these meetings, officials will report on the activities of your Union on all fronts, and you have the chance to express your opinions and to vote on all Union business.

Right now, your delegates are at a Crews Conference in Piney Point looking

at our constitution, the pension, welfare and vacation plans, training and upgrading, political action, and the contract.

Because of the importance of these issues to each of us, questionnaires asking for your suggestions were sent to each member. We wanted to hear from as many members as possible before we took any action in these areas because only with communication from members who cannot attend the conference can the delegates act in the best interest of all Seafarers.

Only through communicating with each other can we now act to meet the needs and challenges that lie ahead.

In addition to reporting on the conference in Piney Point, this month I have a number of items to report from Headquarters.

'A' SENIORITY UPGRADING

Six more Seafarers have graduated from the Union's 'A' Seniority Upgrading Program and are now ready to ship out as full members with all of the accompanying rights, duties and responsibilities.

I strongly urge all eligible brothers who have not already done so, to apply for this program. It is for the benefit of the member as well as the Union.

FIREFIGHTING

The U.S. Maritime Administration's new facility in Earle, N.J., open since February, is holding one-day firefighting courses on April 25, and on May 2, 22, 23 and 29.

I urge all SIU members who do not have this important endorsement to sign up for the course as soon as possible since a firefighting certificate is another step toward job security.

BOSUNS RECERTIFICATION PROGRAM

The 21st class has graduated from the Bosuns Recertification Program this month, bringing the total number of men who have completed the course to 224.

The knowledge these recertified bosuns have obtained from attending classes in Piney Point and observing the Union's operations at Headquarters enables them to handle their job as ship's chairman with greater efficiency, and ensures smoother voyages for the crews they sail with.

NEW VESSELS

American Steamship Co. has christened the new self-loading vessel, the *Sam Laud*, which is being built at Sturgeon Bay, Wis.

Interstate Oil Transport is expecting delivery of the *SS Massachusetts*, a 265,000 dwt tanker, on the first week of May. This is the largest vessel the SIU has ever crewed.

In U. S. Senate

Bill Introduced to Halt Predatory Rate Fixing

Senator Daniel K. Inouye (D-Hawaii) has introduced an important bill that would halt the predatory price fixing practices of "third-flag" carriers by requiring that vessels flying the flags of nations other than that of the U.S. and the country directly involved with the U.S. in the import and export of goods, must adhere to the rates set by the shipping lines of the trading nations.

The bill also empowers the Federal Maritime Commission to reject any rates of "third-flag" carriers that are found to be non-compensatory, or non-equivalent, on a commercial cost basis with American-flag lines and the lines of this nation's trading partners. And

the bill requires that "third-flag" operators give a 30-day notice for all new rates or rate changes unless special permission is granted otherwise by the Federal Maritime Commission.

For instance, Liberian-flag vessels participating in trade between the U.S. and, say Japan, would be required to set rates no lower than those established by Japanese and American-flag operators. And, if a "third-flag" carrier continues to undercut on rate charges, the FMC would then either force rate increases to a compensatory level, or simply force that particular "third-flag" carrier completely out of the trade.

If enacted, this long-needed bill

would put a stop to the common practice employed by "third-flag" carriers of indiscriminately lowering rates to stifle competition and then raising the rates when national-flag competitors have been forced out of business.

Senator Inouye said that his bill "is a fully justified and restrained approach to a serious problem, which is at once both retaliation-proof and not inconsistent with the goals of regulatory reform."

Support Is Growing

Support for the Senator's bill is growing, and already the American Maritime Association (AMA) and the American Institute of Merchant Shipping (AIMS) have come out strongly for the bill's quick passage. AIMS called the bill a "conservative approach" in coping with "predatory pricing practices of certain third-flag and non-national lines."

A spokesman for the Federal Maritime Commission, which has also voiced support for the bill, stated that "without

this legislation, the recent emergence of the United States flag liner vessels as a positive contributor to our balance of payments position, as a viable alternative to movement of our commerce on foreign-flag vessels, and as a naval and military auxiliary in time of national emergency, could be placed in jeopardy."

As can be expected in legislation involving the positive growth of a competitive American-flag merchant fleet, the main lines of opposition to the bill are growing around the Departments of State and Justice, which have jointly stated that the bill is inconsistent with the administration's purpose of improving trade relations.

An identical bill to Senator Inouye's was introduced in the Senate late last year, and had actually been favorably reported to the full Senate for a vote. Unfortunately, Congress adjourned before a vote could be taken—thereby killing the measure.

SIU Representatives Attend Maritime Safety Meeting

SIU Vice President Earl Shepard and Robert Kalmus, director of vocational education at the Lundeberg School, attended the 32nd session of the Maritime Safety Committee last month in London where a number of reports concerning international manning and safety standards were discussed.

As an arm of the Intergovernmental Maritime Consultative Organization (IMCO), the Maritime Safety Committee assigns various sub-committees to study different areas affecting marine safety and forwards reports to IMCO which may eventually help shape international maritime laws.

At this session, the MSC heard reports from the Sub-Committee on Standards and Watchkeeping, and the Joint IMCO-International Labor Organization (ILO) Committee. Through the efforts of the SIU's delegates and other seafaring representatives involved in these various international bodies, the MSC and its sub-committees were moved closer to a study of international

minimum manning scales.

Both Vice President Shepard and Vocational Director Kalmus also attended a meeting in Washington, D.C. of the Ad Hoc Committee on Maritime Industry Problems' Sub-Committee on the Coast Guard.

This group was formed under the auspices of the AFL-CIO with the mandate to formulate joint labor positions that could be presented to the Coast Guard which represents the U.S. on international maritime bodies such as IMCO and the MSC.

At this meeting, the Sub-Committee on the Coast Guard agreed to urge the U.S. delegations to IMCO and its various sub-committees to work towards the formulation of international manning scales in order to insure that a ship is safely operated.

By working with these international and American maritime groups, the SIU can help shape international laws that will protect the safety and jobs of Union members and all merchant seamen.

QMEDs Pass the Test



Passing their examinations for QMED recently at the HLSS in Piney Point, Md. are (l. to r.): Juan Rodriguez; Chris Bohannon; Churck Gross, and Henry Jung. Not shown are Cecil Mills and Anton Schmidt who also successfully completed the course.

Washington Activities

By B. Rucker



Cargo Preference

Congressman Risenhoover (D-Okla.) this month introduced H.R. 5387 to guarantee a percentage of oil imports to U.S.-flag carriers. Four similar bills had previously been introduced in the 94th Congress, and referred to the Merchant Marine and Fisheries Committee where hearings will be held. No date has been set for the hearings.

The importance of such legislation cannot be overstated. Seafarers jobs and the future of our merchant fleet are dependent on cargo. Nearly 3,000 workers at Seatrain's Brooklyn Shipyard facility have been laid off because of conditions in the industry.

It was no accident that H.R. 8193 was so successful in Congress last year. The SIU worked long and hard to provide information to members of both houses during committee hearings and when the bill came to the floor for a vote. At the same time, support came from other AFL-CIO unions, the Maritime Trades Department, and from management.

Seafarers can be sure the Union will actively pursue passage of a good cargo preference bill this year.

Third Flag Rates

S. 868, a bill to provide minimum ocean rates for cargo carried on third-flag ships, has been introduced by Senator Inouye (D-Hawaii) and referred to the Commerce Committee.

This bill, identical to S. 2576, introduced by Senator Inouye in the 93rd Congress, covers foreign shipping lines operating outside U.S. conferences but serving between the U.S. and its major trading partners.

S. 868 does not prohibit third-flag carriers from carrying American cargo or set rate floors. It requires that third-flag carriers justify their rate whenever it is lower than the lowest rate charged by a carrier in the liner conference.

Senator Inouye, speaking recently about the bill, said, "What is threatening our merchant marine, our balance of trade payments, and our commercial relationships between our trading partners, is a predatory economic torpedo."

These third-flag ships negotiate for and carry cargo at rates which do not reflect the real cost to them. The Russian ships, for example, are government supported, are not required to operate at a profit, and can create a situation similar to a gas war, driving U.S. ships out of the trade.

Hearings began in the Commerce Committee on Apr. 10.

Fishermen's Protective Act

Identical bills have been introduced by Congresswoman Leonor K. Sullivan (D-Mo.) and Congressman Mark Hannaford (D-Calif.) to repeal the President's authority to allow foreign aid payments to be made to a country against which the United States has a claim under the Fishermen's Protective Act of 1967.

Maritime Authorization

A bill to authorize \$562.9 million for Maritime Administration programs for fiscal year 1975 was signed into law on Mar. 23.

Public Law 92-10 authorized \$275 million for construction differential subsidies and \$242.8 million for operating differential subsidies. Provision was also made for a Great Lakes Administration office, but the location has not been determined.

The authorization for fiscal years 1976 and 1977 is pending, awaiting information from the Office of Management and Budget.

Fishing

H.R. 5197, introduced by Cong. Robert Leggett (D-Calif.) proposes a temporary waiver of the United States Fishing Fleet Improvement Act to allow the *Seafreeze Atlantic* to employ foreign fishermen or fish processors. However, it would require the owner of the *Seafreeze Atlantic* to hire and train U.S. citizens to replace the foreign fishermen.

The *Atlantic* is equipped with machinery for processing and packaging the catch. It stays at sea for long periods of time, until it has a full load.

The bill has been referred to the Merchant Marine and Fisheries Committee.

Work Stoppage Intervention

A bill has been introduced by Rep. John Rhodes (R-Ariz.) to establish a United States Court of Management Relations with authority over labor disputes affecting commerce. The Court's decisions would be final, subject to review only by the Supreme Court and only in unusual circumstances.

The Rhodes bill, H.R. 4704, has been referred to the Judiciary Committee.

Offshore Rights

In a recent ruling, the Supreme Court declared that the Federal Government, not the coastal states, has "sovereignty rights over the seabed and subsoil underlying the Atlantic Ocean, lying more than three geographical miles seaward from the ordinary low watermark . . ."

It appears the ruling will prevent delays to drilling which were expected from the states and from environmentalists, and will permit offshore resources to be developed more quickly.

Support SPAD

To Protect Your
Job Security in
the Fight for
Favorable Legislation

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

USNS Maumee Docks at Coldest Wharf in World

In charge of the deck crew in the hazardous docking of the *USNS Maumee* (Hudson Waterways) was Recertified Bosun James R. Thompson with the help of AB J. W. Spell, deck delegate, and other Seafarers aboard. They also offloaded 5.5-million gallons of fuel last year from the 620-foot, 26,875 dwt tanker to supply the U.S. Navy station there where personnel are scientifically exploring the Antarctic under Operation Deep Freeze. Following unloading, the *Maumee* called at New Zealand, transited the Panama Canal, paid off in the port of New York at the beginning of this year to sail coastwise to pump on cargo in St. Croix, the Virgin Islands on Mar. 3.



The tanker *USNS Maumee* becomes the longest and largest ship to tie up at the man-made iceberg wharf in McMurdo Bay, Antarctica—the bottom of the globe. At left, the 269-foot USCG icebreaker *Staten Island* stands by after clearing a path through the ice for the docking ship.



An aerial view shows the SIU-contracted *Maumee* made fast to the ice pier made out of Antarctic "concrete" (ice, snow, volcanic soil and steel). Also seen are the 17-mile channels cleared by the Coast Guard cutter out to the Ross Sea. (Photos Courtesy of Surveyor Magazine/ABS).

Bosuns Recertification: 21st Class Graduates

Leon Curry



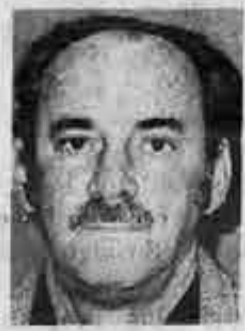
Seafarer Leon Curry, 47, has been a member of the SIU since 1944, and has been sailing as bosun since 1948. A native of Ashville, N.C., Brother Curry still makes his home there with his wife Iris and their two children. He ships from the port of Jacksonville.

Jose Gomez



Seafarer Jose Gomez, 59, has been a member of the SIU for 32 years, and has been shipping out as a bosun for the past six years. A native of the Virgin Islands, Brother Gomez now ships from the port of New York where he makes his home with his wife Genevieve.

Ernest Mladonich



Seafarer Ernest Mladonich, 48, has been a member of the SIU since 1947, and began sailing as a bosun in 1955. A native of Biloxi, Miss., Brother Mladonich continues to make his home there with his wife Mae. He ships from the port of New Orleans.

Woodrow Lawton



Seafarer Woody Lawton, 58, is a charter member of the SIU which he joined at its inception in 1938. Prior to that he had been sailing with the ISU since 1933. Brother Lawton, who has been sailing as bosun since 1940 ships from the port of Baltimore. A native of Georgia, he now makes his home in East Berlin, Pa. with his wife, Dolores.

Thomas Hilburn



Seafarer Thomas Hilburn, 48, has been sailing with the SIU since 1945, and began shipping as a bosun in 1950. A native of Fairhope, Ala., Brother Hilburn continues to make his home there with his wife Etta Mae and their three children. He ships from the port of Mobile.

Jack Kingsley



Seafarer Jack Kingsley, 40, has been a member of the SIU since 1966, and has been shipping out as a bosun for over a year. A native of Indiana, he now makes his home in San Jose, Calif. with his wife Isabelle and their three children. Brother Kingsley ships from the port of San Francisco.

Luis Guadamud



Seafarer Luis Guadamud, 40, has been a member of the SIU since 1959, and began sailing as a bosun in 1967. A native of Ecuador, Brother Guadamud now makes his home in Metairie, La. with his wife Stella and their two children. He ships from the port of New Orleans.

Bill Edelman



Seafarer Billy Edelman, 47, has been a member of the SIU since 1946, and began shipping as bosun in 1958. A native of Houston, he continues to make his home there.

Joseph Donovan



Seafarer Joe Donovan, 54, has been a member of the SIU since 1952, and has been shipping as bosun for the past nine years. A native of Boston, he ships from that port and makes his home there with his wife Lillian and their five children.

Roy Theiss



Seafarer Roy Theiss, 51, has been shipping with the SIU since 1942, and began sailing as a bosun in 1944. A native of Illinois, Brother Theiss ships from the port of Mobile where he makes his home.

Fred Gosse



Seafarer Fred Gosse, 55, has been a member of the SIU since 1946, and has been sailing as a bosun since 1965. A native of Newfoundland, Brother Gosse now ships out of the port of San Francisco where he makes his home with his wife, Helen Rose.

William Baker



Seafarer William Baker, 49, has been sailing with the SIU since 1943, and began sailing as bosun in 1945. Born in Louisiana, he now makes his home in Galveston, Tex. Brother Baker ships from the port of Houston.

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

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

Hellman, Karl, Seattle
Hicks, Donald, New York
Hilburn, Thomas, Mobile
Hill, Charles, Houston
Hodges, Raymond, Mobile
Hodges, Raymond W., Baltimore
Hogge, Elbert, Baltimore
Homka, Stephen, New York
Hovde, Arne, Philadelphia
Ipsen, Orla, New York
James, Calvin, New York
Jandora, Stanley, New York
Jansson, Sven, New York
Johnson, Fred, Mobile
Johnson, Ravaghn, Houston
Joseph, Loyal, Philadelphia
Justus, Joe, Jacksonville
Karlsson, Bo, New York
Kerageorgiou, Antoine, New Orleans
Keragood, Morton, Baltimore
Kingsley, Jack, San Francisco
Kleimola, William, New York
Knoles, Raymond, San Francisco
Koen, John, Mobile
Konis, Perry, New York
Koza, Leo, Baltimore
Krawczynski, Stanley, Jacksonville
Lambert, Reidus, New Orleans
Landron, Manuel, San Juan
Lasso, Robert, San Juan
Lataple, Jean, New Orleans
Lavoine, Raymond, Baltimore
Lawton, Woodrow, Baltimore
LeClair, Walter W., New York
Lee, Hans, Seattle
Levin, Jacob, Baltimore
Libby, George, New Orleans
Lineberry, Carl, Mobile
Mackert, Robert, Baltimore
Maldonado, Basilo, Baltimore
Manning, Denis, Seattle
Martineau, Tom, Seattle

Mattloll, Gaetano, New York
McCasky, Earl, New Orleans
McCollom, John, Boston
McGinnis, Arthur, New Orleans
Meehan, William, Norfolk
Meffert, Roy, Jacksonville
Merrill, Charles, Mobile
Michael, Joseph, Baltimore
Miller, Clyde, Seattle
Mitchell, William, Jacksonville
Mize, Cyril, San Francisco
Mladonich, Ernest, New Orleans
Moen, Irwin, Baltimore
Monardo, Sylvester, New Orleans
Morris, Edward Jr., Mobile
Morris, William, Baltimore
Moss, John, New Orleans
Moyd, Ervin, Mobile
Mullis, James, Mobile
Murry, Ralph, San Francisco
Nash, Walter, New York
Nicholson, Eugene, Baltimore
Nielsen, Vagn, New York
O'Brien, William, New York
O'Connor, William, Seattle
Olesen, Carl, San Francisco
Olson, Fred, San Francisco
Olson, Maurice, Boston
Oromaner, Albert, San Francisco
Palino, Anthony, New York
Paradise, Leo, New York
Parker, James, Houston
Pedersen, Otto, New Orleans
Pehler, Frederick, Mobile
Pence, Floyd, Houston
Perry, Wallace, Jr., San Francisco
Pierce, John, Philadelphia
Pollanen, Viekko, New Orleans
Poulsen, Verner, Seattle
Pressly, Donald, New York
Pryor, Clarence, Mobile
Puchalski, Kasimir, San Francisco

Pughl, Joseph, New York
Pulliam, James, San Francisco
Radich, Anthony, New Orleans
Rains, Horace, Houston
Rallo, Salvador, New Orleans
Reeves, William, Mobile
Richburg, Joseph, Mobile
Rihn, Ewing, New Orleans
Riley, William, San Francisco
Ringuetta, Albert, San Francisco
Rivera, Alfonso, San Juan
Rodrigues, Lancelot, San Juan
Rodriguez, Ovidio, New York
Ruley, Edward, Baltimore
Sanchez, Manuel, New York
Schwarz, Robert, Mobile
Self, Thomas, Baltimore
Selix, Floyd, San Francisco
Sernyk, Peter, New York
Sheldrake, Peter, Houston
Shortell, James, San Francisco
Smith, Lester, Norfolk
Sokol, Stanley, San Francisco
Sorel, Johannes, Jacksonville
Spurin, John, San Francisco
Stockmar, Sven, New York
Swearingen, Barney, Jacksonville
Swiderski, John, New York
Teti, Frank, New York
Theiss, Roy, Mobile
Thompson, J. R., Houston
Tiger, Dan, San Francisco
Tillman, William, San Francisco
Tirelli, Enrico, New York
Todd, Raymond, New Orleans
Tolentino, Ted, San Francisco
Turner, Paul, New Orleans
Velazquez, William, New York
Wallace, Edward, New York
Wallace, Ward, Jacksonville
Wallace, William, Mobile
Wardlaw, Richard, Houston
Weaver, Harold, Houston
Whitmer, Alan, New York
Wingfield, P. G., Jacksonville
Woods, Malcolm, San Francisco
Workman, Homer, New Orleans
Zaragoza, Roberto, New York
Zeloy, Joseph, New Orleans

Recertification Honor Roll

Following are the names and home ports of the 224 Seafarers who have successfully completed the SIU Bosuns Recertification Program.

John Boles



Seafarer John Boles has been sailing with the SIU since 1967. A graduate of the Andrew Furuseth Training School in New York, Brother Boles got his FOWT endorsement and Lifeboat ticket at the Lundberg School in 1971. A native New Yorker, Brother Boles ships out of that port.

Paul Correll



Seafarer Paul Correll, 22, graduated from the Harry Lundberg School in 1972. Brother Correll returned to Piney Point in 1973 to get his FOWT endorsement before attending the 'A' Seniority Upgrading Program. A native of San Francisco, Brother Correll ships from that port.

'A' Seniority Upgrading Program

New 'A' Book Members

Six more Seafarers achieved full 'A' books through the SIU's 'A' Seniority Upgrading Program this month, bringing the number of Seafarers who have earned their 'A' books through this program to 150.

The Seniority Upgrading Program was established to keep our membership prepared for the innovations on the new ships being constructed and to maintain the SIU's tradition of providing well-trained and qualified Seafarers for all our contracted vessels.

Its purpose is also to give all of our members a better understanding of Union operations, as well as our problems and the best ways to deal with them.

Upgrading themselves through the 'A' Seniority Program, these Seafarers are helping to insure the strength of this Union which rises out of a solid membership that understands their industry and their Union's role in that industry.

James Dobloug



Seafarer James Dobloug has been sailing with the SIU for six years. A Navy veteran, Brother Dobloug graduated from the joint MEBA District 2—SIU School in New York and obtained his QMED rating at the Lundberg School before attending the 'A' Seniority Program. A native of New York, Brother Dobloug now lives in Jacksonville, Fla. and ships from that port.

Ken Nuotio



Seafarer Ken Nuotio has been sailing with the SIU since 1965. Brother Nuotio got his AB ticket in 1967 at the Andrew Furuseth Training School. Born in Finland, Brother Nuotio now lives in Jacksonville, Fla. and ships from the port of New York.

Russell Brackbill



Seafarer Russell Brackbill has been sailing with the SIU since 1967. Before attending the 'A' Seniority Upgrading Program, Brother Brackbill obtained his AB ticket at the Lundberg School. A native of Pennsylvania, he now lives in New York and ships from that port.

George Prasinos



Seafarer George Prasinos has been sailing with the SIU since 1968. Sailing as AB, Brother Prasinos got his AB ticket at the New York Andrew Furuseth Training School. A native of Greece, Brother Prasinos ships from the port of New York where he lives with his wife Petroula and their two children.

Adams, Francis, Deck
Allan, Lawrence, Engine
Allison, Murphy, Engine
Ahmad, Bin, Deck
Ames, Allan, Deck
Andreoni, F. J., Engine
Arnold, Mott, Deck
Bartol, Thomas, Deck
Baxter, Alan, Engine
Bean, P. L., Deck
Beauverd, Arthur, Engine
Bellinger, William, Steward
Berulis, William, Deck
Blacklok, Richard, Engine
Bolen, James, Deck
Bolen, Timothy, Deck
Boles, John, Engine
Brackbill, Russell, Deck
Burke, Lee Roy, Engine
Burke, Timothy, Deck
Burnette, Barney, Steward
Cammuso, Frank, Deck
Carhart, David, Deck
Castle, Stephen, Deck
Clark, Garrett, Deck
Colangelo, Joseph, Deck
Conklin, Kevin, Engine
Correll, Paul, Engine
Cunningham, Robert, Deck
Daniel, Wadsworth, Engine
Davis, William, Deck
Day, John, Engine
Derke, Michael, Engine
Deskris, William, Steward

Upgrading Honor Roll

Following are the names and departments of 150 Seafarers who have completed the 'A' Seniority Upgrading Program.

Dising, Maximo, Engine
Dobloug, James, Engine
Egeland, Ralph, Deck
Escudero, Tommas, Engine
Ewing, Larry, Steward
Farmer, William, Deck
Fila, Marion, Deck
Frost, Stephen, Deck
Galka, Thomas, Engine
Galliano, Marco, Deck
Garay, Stephen, Deck
Garcia, Robert, Deck
Gilliam, Robert, Steward
Gotay, Raul, Steward
Gower, David, Engine
Graham, Patrick, Deck
Grimes, M. R., Deck
Hale, Earnest, Deck
Hart, Ray, Deck
Hawker, Patrick, Deck
Haynes, Blake, Engine
Heick, Carroll, Deck
Heller, Douglas, Steward
Humason, Jon, Deck
Hummerick, James, Jr., Steward
Hutchinson, Richard, Jr., Engine
Ivey, D. E., Engine

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

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

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

In The Port of Yokohama



Recertified Bosun Ed "Tiny" Anderson (left) poses alongside "special" Jacob's ladder he made as one of his hobbies. Standing at right is SIU representative Frank Boyne. "Tiny" has been sailing on the Overseas Valdez (Maritime Overseas).



Bill Goff, baker on the Sea-Land Trade, visits with one of the 60 orphans of Kofu Kodomoen in this port at the annual Christmas/New Year party sponsored by the International Transportation Association/NDTA of Tokyo-Yokohama. Bill developed a friendship with this cute little lady and plans to visit her as often as his ship calls in this port.



SEA-LAND EXCHANGE (Sea-Land Service), February 23—Chairman, Recertified Bosun V. Poulsen; Secretary W. Benish; Educational Director Renale. Chairman welcomed one and all to attend safety meetings. Requested that attention be given to SPAD articles that appear in the Seafarers Log. Articles were read to crewmembers by Deck Delegate W. Delappe. A discussion was then held on SPAD and crewmembers were invited to ask questions. \$70 in ship's fund. No disputed OT.

GEORGE WALTON (Waterman Steamship), February 16—Chairman, Recertified Bosun George E. Annis; Secretary John H. Ratliff; Educational Director Ross Lyle; Deck Delegate James Watson; Steward Delegate Earl N. Gray, Sr. Chairman read supplement from December issue of Seafarers Log on pension under new bill and suggested that crew read same for own use. Read report on President Ford's veto of Oil bill. No disputed OT. Vote of thanks to the bosun for getting the rooms painted and locks changed, and to the steward department for a job well done. Next port Djibouti.

SEA-LAND McLEAN (Sea-Land Service), February 22—Chairman, Recertified Bosun David H. Berger; Secretary T. R. Goodman; Educational Director K. G. Katsalis; Engine Delegate Ronnie Laner; Steward Delegate Charles Williams. Chairman reminded all crewmembers to fill out and sign new beneficiary cards. Also, suggested they voluntarily donate to SPAD and for good reading to check the Seafarers Log. \$30 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done.

NEWARK (Sea-Land Service), February 2—Chairman Claude R. Chandler; Secretary T. Ulisse; Educational Director Siylas Green; Deck Delegate Charles F. Nysla; Engine Delegate J. Kight; Steward Delegate Louis Pinilla. No disputed OT. All crewmembers were prepared for the frigid weather of Alaska but instead there was a heat wave of 27 degrees and even above freezing at times. We were all caught with our long johns on. Next port Richmond, Calif.

OVERSEAS TRAVELER (Maritime Overseas), February 17—Chairman, Recertified Bosun Arne Hovde; Secretary Jasper C. Anderson; Educational Director Clarence Crowder. Chairman explained to the membership about the importance of SPAD and suggested that each crewmember help this cause. All questions were answered about SPAD donations. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

BALTIMORE (Sea-Land Service), February 26—Chairman, Recertified Bosun W. R. Kleimola; Secretary W. Nihem; Engine Delegate Walter McCallum. New beneficiary cards were passed out to the membership to be mailed to Headquarters. A new TV set requested from company and should be forthcoming soon. A vote of thanks to the deck gang for keeping pantry and mess clean at night and to the steward department for a job well done. No disputed OT. Next port Elizabeth.

DELTA ARGENTINA (Delta Steamship), February 12—Chairman, Recertified Bosun A. McGinnis; Secretary L. Santa Ana; Educational Director U. Sanders; Deck Delegate Earl Davis; Engine Delegate James Brack; Steward Delegate Wilburt Freeman. No disputed OT. Chairman suggested that all upgrade themselves at Piney Point. They are doing a very good job teaching these young seamen how to operate ships as reported by Secretary L. Santa Ana. A discussion was also held on crewmembers voluntarily donating to SPAD as this is for the best interest to our membership and their families. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

SEA-LAND FINANCE (Sea-Land Service), February 3—Chairman, Recertified Bosun J. W. Pulliam; Secretary Herb Knowles; Educational Director Jim Smitko. No disputed OT. A vote of thanks to the steward department for a job well done and to the fellows who run the movie machine. Next port Long Beach.

CARTER BRAXTON (Waterman Steamship), February 23—Chairman, Recertified Bosun S. Monardo; Secretary S. Piatah; Engine Delegate Edward F. Lessor; Engine Delegate Benjamin L. Freeman; Steward Delegate John E. Browder. A letter was written and endorsed by the crewmembers and addressed to the Captain for his excellent performance in having sick men taken care of immediately. A discussion was held and the safety features aboard the ship were stressed. A vote of thanks to the steward department for a job well done.

DELTA MAR (Delta Steamship), February 23—Chairman, Recertified Bosun R. Lambert; Secretary D. Collins; Educational Director E. Synan; Engine Delegate M. T. Morris; Steward Delegate P. Hammel. Suggestion was made that all crewmembers donate to SPAD for good job insurance. Sent a letter to New York special delivery to confirm the receipt of the SPAD poster. Held a general discussion on safety aboard ship and ashore. \$29.20 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done.

BROOKLYN (Anndep Steamship), February 16—Chairman J. T. Gaskins; Secretary C. Gauthier, Educational Director D. Orsini; Deck Delegate J. R. Wilson; Engine Delegate I. E. Salomons; Steward Delegate A. Bryant. \$63 in ship's fund. No disputed OT. A unanimous vote of thanks was given to the steward department for the outstanding job they are doing as this is a small department on an automated ship. A special vote of thanks to Alonzo Bryant, cook and baker and to Conrad Gauthier chief steward for his skills in menu planning. Observed one minute of silence in memory of our departed brothers. Next port Rotterdam.

TAMPA (Sea-Land Service), February 16—Chairman, Recertified Bosun Joseph A. Puglisi; Secretary Stanley F. Schuyler; Educational Director Reider M. Nielsen. \$5 in ship's fund. No disputed OT. Movies will be shown twice daily. Everything running smoothly. Next port Houston, Tex.

TAMARA GULDEN (Transport Comm.), February 9—Chairman, Recertified Bosun P. Sernyk; Secretary N. Hatgimisios. \$2.68 in ship's fund. No disputed OT. One man was taken off the vessel in England due to heart attack and a wire was sent to the Union. Patrolman to see if an electric dryer can be placed aboard for the crew. Everything running smoothly.

COLUMBIA (Ogden Sea Transport), February 9—Chairman Macon Welch; Secretary A. W. Hutcherson; Educational Director D. Norris; Deck Delegate William Norter; Engine Delegate Oscar Ortis; Steward Delegate William Meehan. \$11.90 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Singapore.

MAUMEE (Hudson Waterways), February 9—Chairman, Recertified Bosun J. R. Thompson; Secretary Vasser Szymanski; Educational Director Floyd Jenkins; Deck Delegate J. W. Spell. \$22.78 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port St. Croix.

SEA-LAND TRADE (Sea-Land Service), February 9—Chairman, Recertified Bosun Perry Greenwood; Secretary C. E. Bell; Educational Director William Schnieder; Deck Delegate R. Johnson; Engine Delegate R. Minix; Steward Delegate Cooper McMillin. \$7.00 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

SEATRAN FLORIDA (Hudson Waterways), February 22—Chairman J. San Fileppo; Secretary Robert W. Ferrandiz; Educational Director Frank Sylvia. No disputed OT. A vote of thanks to the steward department for fine menus, cooking and baking. Next port Norfolk.

SEA-LAND MARKET (Sea-Land Service), February 9—Chairman, Recertified Bosun Anthony Palino; Secretary Ange Panagopoulos; Educational Director Angelo Meglio. \$200 collected from arrival pools to be used for additional movies. No disputed OT. Everything running smoothly.

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

SEA-LAND RESOURCE
DELTA PARAGUAY
TRANSHAWAII
OGDEN CHALLENGER
MARYMAR
AMERICAN EXPLORER
TRENTON
THETIS
MONTPELIER VICTORY
CHICAGO
SAN JUAN
POTOMAC
SEA-LAND CONSUMER
WALTER RICE
JACKSONVILLE

ALEX STEPHENS
MERRIMAC
CANTIGNY
SAN FRANCISCO
BOSTON
SEA-LAND GALLOWAY
HOUSTON
NAVIGATOR
DELTA SUD
EAGLE TRAVELER
DEL RIO
PANAMA
CITIES SERVICE MIAMI
SEA-LAND ECONOMY
DELTA NORTE

OGDEN WILLAMETTE (Ogden Marine), February 2—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director H. Wilkerson; Deck Delegate M. B. Furbush; Engine Delegate W. J. Beatty; Steward Delegate E. A. Smith. No disputed OT. All communications received were read and posted. The steward and bosun gave a talk on SPAD and how it is working for the membership.

PITTSBURGH (Sea-Land Service), February 16—Chairman, Recertified Bosun Donald J. Pressly; Secretary H. Strauss; Educational Director Ratliff; Deck Delegate John R. Nelson; Steward Delegate William Jones. No disputed OT. Chairman held a discussion on the importance of voluntarily donating to SPAD. A vote of thanks to the steward department for a job well done. Next port in New Jersey.

SEA-LAND PRODUCER (Sea-Land Service), February 16—Chairman, Recertified Bosun William Bushong; Secretary B. Guarino; Educational Director S. Senteney; Engine Delegate C. R. Lowman. No disputed OT. Chairman gave a talk on the importance of every member trying to upgrade themselves. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

MOBILE (Sea-Land Service), February 16—Chairman, Recertified Bosun A. Ringuette; Secretary C. M. Modellas; Educational Director R. Coleman; Engine Delegate Arthur G. Andersen; Steward Delegate Donald M. Anderson. Two graduates from the Lundeberg School, G. Paulson and D. Garper sailed as wipers and performed their jobs very satisfactorily aboard ship. The crewmembers expressed their gratitude not only for the performance of their jobs but also for their cooperation to everyone in every respect. \$21.70 in ship's fund. No disputed OT.

PENNMAR (Calmar Steamship), February 12—Chairman, Recertified Bosun William D. Morris; Secretary B. J. McNally; Educational Director Frank Holland. No disputed OT. Chairman mentioned Piney Point and advised the men who want to upgrade to be sure and sign up, as it is an A-1 place to go. Everyone was warned to be careful on deck as it is always wet and slippery on deck in the Northwest. A memorial service was held on the stern on January 15, 1975 at 3:20 P.M. for Zygmund Adamski, a former bosun and carpenter. Brother Adamski's ashes were scattered over the sea as the ship stopped and the Captain read a passage from the Bible. All hands attended. Next port Newark, N.J.



Fireman-watertender Wilbur M. Gee adjusts a burner valve.



Finished with his work on the engine is young Oiler Ron Monroe.



Third Engineer Carroll Knot repairs a pipe collar by sealing it.

After Payoff, the SS Alex Stephens Lays Up

THE C4 SS *Alex Stephens* (Watertown Steamship), formerly the SS *Stonewall Jackson* and recently acquired from the American President Line, had a payoff on Mar. 17—to celebrate St. Patrick's Day—at Pier 7 in the port of Brooklyn, N.Y. With three new Recertified Bosun in tow, SIU Patrolmen Teddy Babkowski and Jack Caffey serviced the Seafarer crew by handling any beefs, settling overtime claims, accepting dues and accepting voluntary contributions to the Seafarers Political Activity Donation (SPAD) fund. Following the payoff, the *Alex Stephens* was laid up. Most of the crew signed on Oct. 9 in the port of Baltimore, plied the coastwise run to a payoff on Feb. 18 in the port of New Orleans and finally returned to these shores carrying cargo from the Midwest.



Waiting for the payoff in the ship's recreation room are (l. to r.): Deck Maintenceman M. Johnson; John H. Kennedy, steward department; OS D. Carter; Wiper Michael Stovall, and Chief Cook William Autry holding the SEAFARERS LOG.



Unloading cargo at Pier 7 in the port of Brooklyn, N.Y. on Mar. 17 is the tied up SS *Alex Stephens*.



In the crew's messroom are some of the members of the Ship's Committee of (l. to r.): Chief Steward John Nash, secretary-reporter; Chief Electrician Jim Gouldman, educational director, and Recertified Bosun Anthony Caldeira, ship's chairman.



Flashing a big grin and proudly showing his two SPAD tickets is Wiper John S. Burke.



It's a happy steward department aboard the SS *Alex Stephens* as Chief Cook William Autry (left) slices some spare ribs for a hungry Seafarer crew while, Cook and Baker Delos Snead whips up the mashed potatoes and General Utilityman Edward O. Johnson stands by to help.

AT SEA



SS Del Rio

Two SIU-contracted C3s, the *SS Del Rio* (Delta Line) and the *SS Del Sol* (Delta Line) are in contention for the 1974 American Institute of Merchant Shipping's John F. Devlin two-year safety award. The *Del Rio* won the line's fleet safety award last year with 33 accident-free months. Both ships sail from the Gulf to Africa.

The company's *SS Delta Mexico* and the *SS Delta Uruguay* on the run to South America had a free lost-time accident year in 1974. New to the line, the *SS Marymar* had a perfect accident-free December. Congratulations.

SS Carter Braxton

Recertified Bosun Sylvester Monardo of the *SS Carter Braxton* (Waterman) reported at a payoff in New Orleans last month that Seafarer crewmembers of the C4 spread the blanket in the port of Bremerhaven, West Germany to collect \$75 for ill Deck Maintenance man Jesse R. Bolling, who was repatriated home.

Seafarer Mark B. Hairelson was taken ill in the port of Cherbourg, France and also repatriated, the bosun said.

After a voyage from New Orleans to the Far East, the ship was laid up.

SS Sea-Land Commerce

Another blanket was spread by the SIU crew and ship's officers of the container ship, the *SS Sea-Land Commerce* for the family of Seafarer Louis W. Peeper, who succumbed to a heart attack aboard the vessel while anchored in Hong Kong Harbor.

A vote of thanks was given by the crew to the ship's master, Capt. Miller, who, they noted, had the SL 7 increase speed and made every effort he could to try to save Brother Peeper's life.

The *SL Commerce* sailed from the port of San Francisco to the Far East early last month.

SS Pennmar

Recertified Bosun William D. Morris of the C4 *SS Pennmar* (Calmar Line) writes that a brief memorial service was held on the ship's stern for the late Seafarer Zygmund Adamski, a former bosun and carpenter. He said that Brother Adamski's ashes were scattered over the sea from the halted vessel while the master read a passage from the Bible. All hands attended the services, Morris added.

Following a voyage on the coastwise run from Baltimore to Newark, N.J., the vessel was laid up.

SS Thomas Jefferson

Brother Frank P. Grant on the *SS Thomas Jefferson* (Waterman) had to leave the ship for hospital treatment in the port of Manila because of injuries. Also, the vessel's master suffered a stroke during the voyage. He had to be put off on Wake Island to be flown to Hawaii. At last report he "was taking an upward turn for the better" on receiving medical care and attention.

Last month the *Thomas Jefferson* sailed from the port of Houston to the Far East.

SS Thomas Lynch

Recertified Bosun Ray W. Hodges aboard the *SS Thomas Lynch* (Waterman) says Chief Cook Edward Eger was hurt in the ship's meat refrigerator and returned home from the Panama Canal.

The bosun emphasized to the crew the necessity for safety precautions. Later the vessel sailed from the port of New York to the Far East and to a layup there.

SS Vantage Horizon

This month the T2J tanker, the *SS Vantage Horizon* (Vantage Steamship) carried 26,250 tons of wheat to Alexandria, Egypt. On her last trip, the *Vantage Horizon* voyaged to India from the port of Philadelphia.

SS Eagle Traveler

Another U.S.-flag tanker, the *SS Eagle Traveler* (Seatrains) this month hauled 25,835 tons of wheat from the Gulf to the ports of Port Said and Alexandria, Egypt. Last month she sailed from the port of Houston to the Black Sea and a temporary layup here.

SS John B. Waterman

The *SS John B. Waterman* (Waterman) sailed from the Gulf late last month carrying 10,000-tons of rice to the ports of Chittagong and Chaina, Bangladesh. The C4 had been tied up in the port of Mobile in a dispute following a voyage to India last June.

SS Overseas Arctic

Unloading rice in Bangladesh last month was the *SS Overseas Arctic* (Maritime Overseas). She took on the rice in the ports of Portland, Me. and Port Cartier, Quebec, Canada.

SS Ogden Challenger

Early last month the tanker *SS Ogden Challenger* (Ogden Marine) hauled part of a cargo of 100,000 barrels of naphtha from the port of Newington, N.H. to Puerto Rico. At the finish of the month, she carried a cargo from Jacksonville to a Black Sea port.



Charlie Logan (center) displays Outstanding Citizen Award presented to him by Greater New Orleans AFL-CIO. At left is SIU New Orleans Port Agent Buck Stephens; at right Lindsey Williams, SIU vice president and president of the AFL-CIO body.

New Orleans AFL-CIO Citizen Award to Logan

For most of his adult life Charles Logan has been helping people, whether it was running a shelter for homeless boys, or serving as regional director for the government's National Labor Relations Board. So, it should come as no surprise to those who know him to learn that he was recently the recipient of the 13th Annual Outstanding Citizen Award of the Greater New Orleans AFL-CIO.

The name Charlie Logan is a familiar one to those involved in labor in and around the New Orleans area. For over 30 years he has run his own consulting firm for labor relations, sometimes representing clients, sometimes as an arbitrator.

Over the years Charlie Logan has also worked for the SIU, which is a member of the New Orleans AFL-CIO body. At one time he was a member of the SIU Board of Trustees, and is now serving the Union as a consultant.

Originally from Indiana, Logan settled in New Orleans after attending college. While in New Orleans he met Monsignor Wynhoven, a Catholic priest with whom he was to work closely over the next few years.

When Father Wynhoven founded Catholic Charities he asked Logan to run the athletic program for the children. He formed the Catholic School

Athletic League, and that evolved into a fine program for the youths of New Orleans—the C.Y.O. (Catholic Youth Organization).

This was just the beginning of Charlie's association with Father Wynhoven. When the priest started Hope Haven, an orphanage for boys, he asked Charlie Logan to run it. Two SIU officials, Secretary-Treasurer Joe Di-Georgio and New Orleans Port Agent Buck Stephens, were brought up at Hope Haven while he was there.

Port Agent Stephens, who has remained a friend for these many years, remembers when Charlie Logan ran the home. "He always tried to teach the boys right from wrong. He was a good influence on all of us," Stephens said.

It was also through Father Wynhoven that Logan became involved in labor relations. When Father Wynhoven set up the First Regional Labor Board for the Southwestern U.S., Charlie Logan was his assistant. From there he went on to become director of Headquarters for the 15th Region of the National Labor Relations Board.

So, it seems appropriate that for his long humanitarian service, for his years spent helping the young, and his outstanding efforts in labor and management, the Greater New Orleans AFL-CIO chose him for its 13th Annual Outstanding Citizen Award.



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.

Why I Came to Piney Point

The following essay was written by John Fedesovich, while he attended the Harry Lundeberg School at Piney Point to obtain his QMED endorsement. Brother Fedesovich, a 30-year seafaring veteran, found in his stay that his original reluctance in going to Piney Point gave way to a total enthusiasm.

It all began years ago when I first heard that the S.I.U. had acquired some property in Maryland and was planning to operate some sort of school.

The first I heard of it was when some Brothers around the Hall in New Orleans were coming up here to help set up this place. Then, little by little, I started to see a few articles about it in the "Log".

Then came the Educational Conference and as more Brothers came up here, I was hearing more and more about it. The stories that I heard were contradictory. Some of them disliked it and knocked it. My curiosity was building up. I then decided to make a trip up here and find out for myself. I got my name on the next Educational

Conference that was coming up here from New Orleans. Unfortunately, I was put in a financial position that forced me to ship out before I ever got a chance to get up here and I cancelled out.

The years went by and I was reading and hearing more and more about the various training and educational programs that were being offered here at the school. Then came the start of the QMED jobs aboard the new ships and I knew that it was only a matter of time before I would be forced to come up here, regardless of whether I liked it or not.

For the past year and a half I had made plans several times to come up here, but something would always happen and I would either be forced to stay on a ship longer than I had intended to or I would have to cut my stay on the beach short due to financial difficulties.

This past January I had been registered in New Orleans for three months and I fell off of the list. I had been waiting for either an electrician's job or a pumpman's job but when I got on top of the list nothing came on the board for me and I had to re-register. This was the first time in my 30 years of going to sea that I had to re-register, and what hurt me the most was that QMEDs registered behind me were shipping out and I couldn't move.

Then and there, I decided that the time had come for me to make my move. I enrolled in the Upgrader Class for QMED, and my only regret is that I had not done it sooner. I have been here for two weeks now and today I successfully completed the refrigeration course. When my QMED course is over, I am going to stay for the Lifeboat Class and Firefighting. Then I must get back to work, but I plan to return when I am financially able to. The additional courses that I am interested in are, Automation, Advanced Electricity, LNG and Welding.

From what I have seen here so far, not enough praise can be given to the instructors and the whole staff. I haven't met one person here who would not go out of his way to help anybody. Trainee or Upgrader alike. Keep up the good work and thanks for everything.

SIU Ships Get Name Change

The following ships, formerly owned by Sea-Land, Inc. and sold to the Puerto Rico Maritime Shipping Authority, have had their names changed. The *SS Rose City* became the *SS Arecibo*; the *SS Chicago* became the *SS San Juan*; the *SS New Orleans* became the *SS Guayama*, and the *SS Brooklyn* became the *SS Humacao*.

The following vessels, formerly operated by Hudson Waterways and also sold to the Puerto Rico Maritime Shipping Authority, have also had their names changed. The *SS Transoregon* became the *SS Mayaguez*; the *SS Transidaho* became the *SS Carolina*, and the *SS Transhawaii* became the *SS Aguadilla*.

As previously reported, all these ships will continue to be manned by the SIU.

Last Voyage Aboard Long Beach



AB James Lee in the wheelhouse of the *SS Long Beach* (Sea-Land) rings "finished with engines" as vessel completes voyage in port of San Francisco in November, 1974. This was Brother Lee's last ship as he plans to retire on an SIU pension.

ASHORE



New York City

The Museum of American Folk Art, as part of its annual summer program "Celebrate America", will present an exhibition on contemporary seamen's folk art in Rockefeller Center from July 14 to July 27.

The museum is in the process of selecting art work for this exhibition. Macrame, woodcarving, ivory carving, scrimshaw, painting, model building and any other folk art or folk craft being done by today's seamen are of interest to the museum.

Seafarers or anyone who knows of seamen doing some form of art work may contact the museum at 49 W. 53 St., New York, New York 10019 or call 212-581-2575 asking for Nancy Karlins or Bruce Johnson, director. If possible, please send photos of art work to the museum.

Oslo, Norway

A play on the life of Andrew Furusest, founder and first president of the International Seaman's Union of America in 1908, was transmitted here over the network of the Norwegian Broadcasting Corp. on Mar. 16.

The hour-long play entitled "The Liberator" (Norwegian "Befrieren") deals with certain aspects of Furusest's life who, according to the playwright, Anders Buraas, "played such a pivotal role in attaining humane conditions on board the merchant navies of the world."

Furusest also helped to start the Sailors Union of the Pacific in 1885. He was born in Romedal, Norway in 1854 and died in 1938 in Washington.

Any Seafarer who can read Norwegian may get a free copy of the play by writing to Anders Buraas, Les Nouveaux Saules, 1261 Le Vaud, Switzerland. He's the Geneva correspondent for the Norwegian Broadcasting Corp.

New York City

Seafarers may join in the singing of American sea chanties of the Seven Seas and sailing ship songs starting May 13 at the South Street Seaport, Fulton Street and the East River here.

A quartet will lead the songfest which will include songs by which seamen worked. The concerts which began in 1969, will be held every Tuesday from 7:30 p.m. to 11 p.m. on Pier 15. About 20 concerts will be held until the middle of September. They are partly supported by the N.Y. State Council on the Arts. Admission is \$1 for adults and 50 cents for children.

Haifa, Israel

To provide almost instant aid to seamen who suffer heart attacks while at sea, a life-saving device—the ship-to-shore electrocardiograph—is under experimentation by this country's steamship line.

The device, the company says, was recently successfully tested on one of the line's containerships 600 miles off Israel.

Aboard the vessel an instrument monitors the heart beat and transmits the signal via radio telephone to the Rambam Hospital here. The hospital also radios medical advice to ships at sea.

Once the patient's condition is diagnosed by the hospital staff, proper medicine can be given by someone with first aid training, the company said.

Massena, N.Y.

The St. Lawrence Seaway from the Atlantic to the Great Lakes opened on Mar. 25, the earliest the waterway has ever opened since operations began for deep sea ships in 1959.

Originally the Seaway's Montreal-Lake Ontario section and the Welland Canal which links that lake and Lake Erie had been scheduled to open on Apr. 1.

Monitoring of ice and weather conditions plus application of advanced ice control techniques made the early opening possible, the Seaway company says.

Also for the first time the Soo Locks at Sault Ste. Marie, Mich. were open all winter.

Authorities believe the Great Lakes and the St. Lawrence Seaway could remain open throughout the year by the early 1980s. Usually the Lakes and the Seaway are closed to ships for an average of three-and-a-half winter months yearly. Bubbler systems, specially designed buoys and booms with gaps in them, an ice prediction system which uses radar, and preventive ice-breaking are part of the new technology.

Oakland, Calif.

The port of Oakland has recorded a hike of 167,916 tons of cargo in 1974 over 1973. The port handled 7,375,065 tons last year.

Of this, container cargo totaled 5,670,712 here, a 5.1 percent increase. Breakbulk general cargo increased 27.1 percent for a total of 1,032,233 tons, according to the head of the port's board of commissioners.

During the year 1,115 ships docked here.

Panama Canal

To eliminate one of the contributing causes of "many marine accidents," the Panama Canal has ruled that vessels over 150 feet long must have engine revolution and rudder angle indicators visible to pilots in the wheelhouse. Vessels more than 80 feet in the beam must install such indicators both in the wheelhouse and on each bridge wing.

The new rules require ships nearing the canal's entrances to report their draft based on "tropical fresh water."

Before entering Houston membership meeting, Seafarer Harvey Shero, who sails as able-seaman has registration card stamped by meeting officer, S. W. Mac Donald.



After the meeting, Seafarer Lawrence Mays completes claim-form for the optical benefit. An SIU official will check over the claim before it is sent out to make sure all pertinent information is included on the claim to prevent delays.



Houston Seafarers listen attentively to report given by SIU officials at last month's membership meeting here. The officials gave an up-to-date report on the status of the SIU and the maritime industry as a whole.

Houston's Monthly Membership Meeting, Payoff of Montpelier Victory Conducted on Same Day

In the past several decades, the port of Houston, Tex. has steadily grown to where it is today one of the busiest port-cities in the U.S. From the SIU hiring hall on Canal St. in Houston, SIU patrolmen service vessels in the immediate port area and as far away as Corpus Christi, Tex. and Lake Charles, La. In addition, SIU officials at the Houston hall provide Seafarers living in the area with a full range of Union services including help in filing for all types of pension, vacation and welfare claims, as well as conducting a

monthly membership meeting on the second Monday following the first Sunday of each month. Last month, SIU official Mickey Wilburn chaired the membership

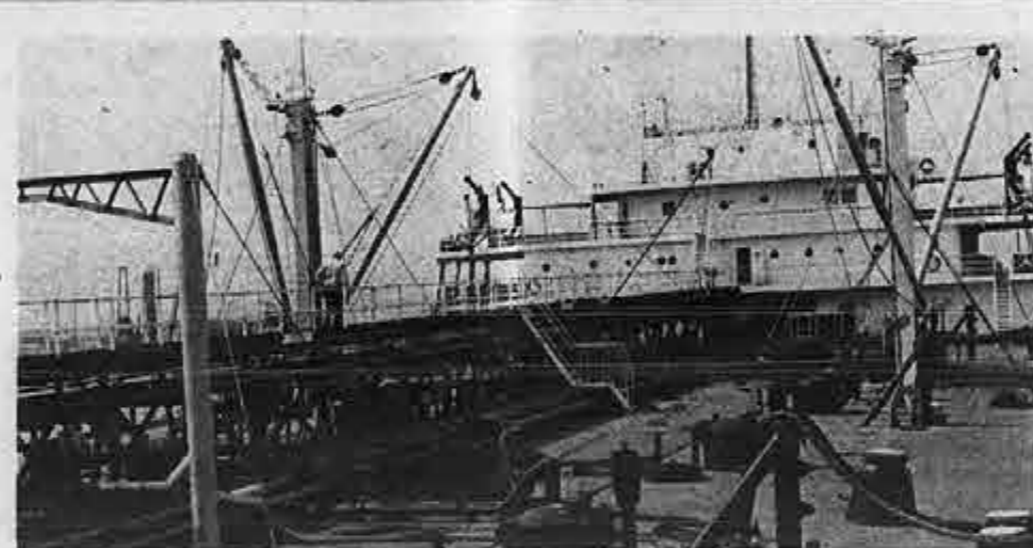
meeting at which scores of Houston Seafarers participated in the democratic process of the Union, and heard up-to-date reports on the status of shipping throughout the

country, the Welfare Plan, and the SIU's activities on the legislative front in Washington, D.C.

On the same day as the meeting, Houston patrolmen serviced the SIU-contracted tanker *Montpelier Victory* at a payoff in Lake Charles, La., to straighten out any beefs and to hold a shipboard meeting to bring the SIU crew up-to-date on the Union's activities. The *Montpelier Victory* was paying off after a 14-week voyage delivering grain to Odessa, Russia, and returning to Lake Charles with a cargo of crude oil picked up in Algiers.



SIU official Mickey Wilburn, standing, delivers reports on the Union's activities over the past month to the rank-and-file Houston membership attending the meeting. Houston official Joe Perez is seated right.



A view, looking forward, of the well-maintained decks of the SIU-manned tanker *Montpelier Victory*, tied up at her berth at the Conoco Oil Docks in Lake Charles, La.



Veteran Seafarer Eual Granger, sailing as deck maintenance aboard the *Montpelier Victory*, is on duty while the tanker is unloading its cargo of Algerian crude oil at the Conoco Oil Docks in Lake Charles.



Recertified Bosun Chuck Hill, chairman of the *Montpelier Victory's* ship's committee, discusses Union business with officials Sal Salazar, seated back right, and Don Anderson, seated forward right. Standing is Seafarer Michael Augine, who sails in the steward department.



Seafarer Nick Bagley, sailing in the steward department, catches up on what has been going on in the maritime industry by reading the latest LOG after 14-week voyage to Russia.

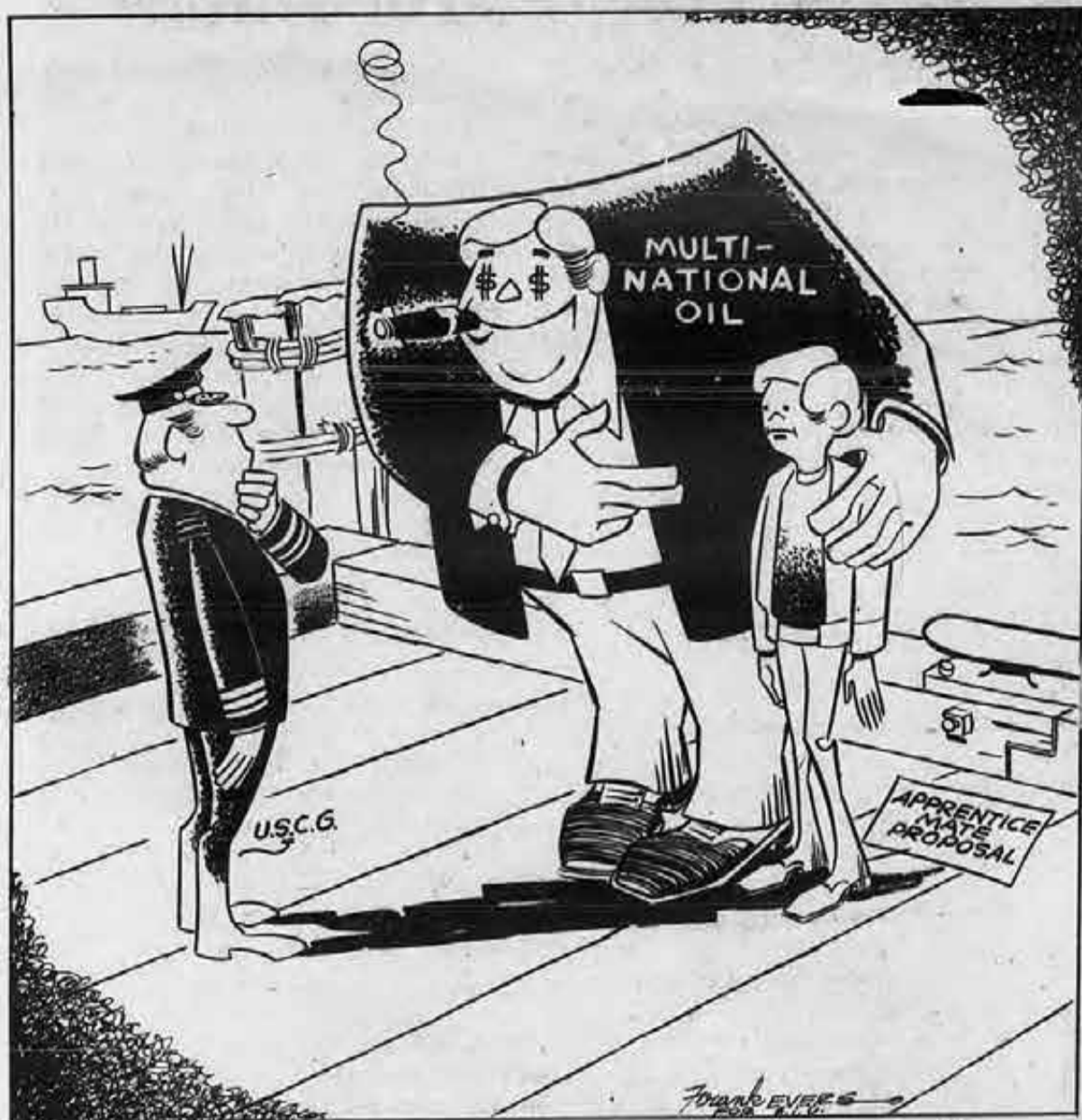


The *Montpelier Victory's* crew gather in messroom for Union meeting after 14-week voyage to Russia with grain, and back to the States with a load of Algerian crude oil.



SIU Cook Jesse Spivey, Jr. helped provide the *Montpelier Victory's* crew with healthy, well-balanced meals during 14-week voyage.

Come On, Commander, Give My Boy a Break!



'Apprentice Mate' Proposal Unwise

The United States Coast Guard is currently considering the adoption of a proposal that would create the entry rating of "apprentice mate." The SIU feels that this proposal, which could have serious adverse effects on the U.S. merchant marine, is being considered only in an effort to comply with the wishes of the multinational oil companies.

In a desire to be able to pick and choose mates for their vessels, the management groups proposing the creation of apprentice mates are seeking, in cooperation with a vocational facility in Maine, to set up a three-year school to train these men. At present all maritime schools which train mates have four-year programs, so it is obvious that training standards would be lowered.

The proposal for a three-year program would entail two years at the school and one year at sea. However, there is no stipulation that the year at sea would have to be spent on a U.S.-flag vessel. So, it is possible, and in fact highly likely, that these apprentice mates may obtain their year's training on foreign and flag-of-convenience vessels.

It seems to us that anyone who feels a man can gain valuable working experience aboard these foreign or flag-of-convenience vessels, where operating procedures and safety requirements are in many instances inferior to those aboard American-flag vessels, is incredibly naive. American seamen learn and practice their seagoing skills under U.S. Coast Guard supervision and inspection. Training aboard foreign vessels before eventual licensing as an American merchant marine officer would clearly not

be comparable to that aboard an American-flag ship.

The possibility of inadequate training for these apprentice mates however, is not the only reason the SIU is against this proposal. Contrary to what the groups urging this program would have us believe, there is *not* a shortage in the number of available licensed U.S. deck personnel. In fact, considering the present depressed state of the industry, there should be an abundance of licensed men ready to serve on merchant ships.

The fact is though that these same management groups have made no effort to maximize the use of existing trained personnel, either from established U.S. maritime academies or unlicensed seamen who have come up through the ranks.

Another major reason the SIU is opposed to this school is that, if implemented, it would greatly reduce the opportunities an unlicensed man has to advance to the licensed ranks. The proposal would have the effect of shifting these advancement opportunities from one class of maritime workers to another. The influx of these apprentice mates would partly close a traditional avenue for unlicensed seamen to become licensed officers if they choose.

The Coast Guard is at the present time soliciting views from representatives of different segments of the industry before reaching a decision. The SIU strongly feels that any regulations the agency puts forth should be for the benefit of the entire maritime industry, and should not be designed to aid specific interests, such as the proposed "apprentice mate" regulations would do.

Letters to the Editor



HISTORIC PRESERVATION

Achilles Draws First Prize In Culinary Competition

We have just finished a run to Novorossiysk, Russia with a load of grain and back loaded with crude oil from Algeria paying off in Corpus Christi. It was a long and tiring trip as we spent 55 days, all told, in Novorossiysk but I must say that the crew conducted themselves very well for such a long stay, with only a few foul ups due to midnight curfew in Russia.

While in Novorossiysk, we were invited to participate in a professional culinary competition, at the Seaman Club, against eleven other nation's ships. We drew down first prizes in all categories, taste, appearance, (decoration) and the steward, Jimmie Prestwood, drew first prize for doing the most in making the contest a success. With cooks like Sam Loftin, chief cook, Erwin Bradley, baker and Johnnie Holladay, 3rd cook, how could we miss. Some of the countries in competition were France, Italy, England, Norway, Turkey, Argentina, Greece, Egypt, East Germany and West Germany, therefore, making a keen contest. A delegate from each ship was chosen for judges and they voted unanimously for the Supertanker Achilles with France coming in second and West Germany third.

We are glad to read that phase 3 has started on the oil bill. You can bet that we are behind the SIU and SPAD to the bitter end to obtain the oil bill. Also, a vote of thanks to Paul Hall and the Union for the fight to save the Jones Act. All we need is for them to get a toe hold through hauling natural gas, then wreck our whole system on coastwise shipping. If this happens then all they will need to do is cover us up because we will be dead. We can foresee a hell of a battle coming up on this and I beg all SIU brothers to keep the \$ rolling into SPAD for we are going to need every dime for the forthcoming battle to save the Jones Act and obtain the oil bill.

Our committee consists of: Jimmie Parker, chairman (re-certified); James R. Prestwood, ships reporter, Oscar Cooper, educational director; William (Doug) Simmons, deck department delegate; Jerry Dennman, engine department delegate and Erwin Bradley, steward department delegate. So far they have done a good job.

We bid all our brothers and officials fair sailing and hope our bows cross soon.

Hughie I. Garrelson, FWI
SS Achilles

April 1979 Volume XXXVII, No. 4

SEAFARERS LOG

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

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Writes Song About Furuseth

Joe Glazer: Troubadour of the Labor Movement

Joe Glazer has spent most of his adult life in the labor movement, and over the last 30 years the songs he has written about unions, the leaders and the workers have led to his being known as "labor's troubadour."

A native of New York City, he has worked for the U.S. Information Agency for the past 14 years, serving as that agency's Labor Advisor for the last eight. But his experience in labor goes back to 1944 when he was assistant educational director for the Textile Workers Union. Before joining the USIA he worked for the Rubber Workers Union from 1950-1961 as educational director.

Glazer started writing songs while he was working in the South for the Textile Workers. "I picked up a lot of songs down there. Many of the guys used to sing, especially on picket lines during strikes. I started writing some myself, and have just kept on doing it all these years."

One song he wrote many years ago was about the "dream of a textile worker." The chorus line of the song (entitled *The Mill Was Made of Marble*) is:

The mill was made of marble

The machines were made out of gold

And nobody ever got tired

And nobody ever grew old

As a Labor Advisor for the USIA, he visits foreign countries, making lecture and singing tours, telling the people something about American workers and their unions.

Early last year Glazer visited four Scandinavian countries, and in each one he tried, as he does every time he goes abroad, to refer to some American labor figure who might have some special meaning for the workers in that particular country.

While in Norway Glazer told the story of Andrew Furuseth, father of the American Seamen's movement, and a native of Norway. When Glazer began to tell the natives something of the life of Furuseth, who had come to the United States in 1880, had helped to found the Sailors Union of the Pacific, in 1885, and later became president of the International Seamen's Union, he was surprised by the reaction of his audience.

"I was telling this story of Furuseth to a labor group in the town of Hamar,

and reciting his famous "Put me in jail speech" (with a translator's help), when one of the labor leaders jumped up in excitement and said, "Furuseth was born right near here in Romedal."

When he learned from this group that the people of the town, with the help of some of the Norwegian unions, had erected a bust of Furuseth right off the main highway, Glazer says, "I just had to see it."

It was after seeing this bust of the man who did so much to relieve the American seamen's plight, that Glazer became inspired enough to compose a song about him. He wrote it while still in Norway, and premiered it one night

at a reception for the top leaders in the Norwegian labor movement. (The entire song is reprinted below.)

Over the years this 56-year old "troubadour" has sung at many conventions and other labor functions. He has also recorded record albums, including one of railroad songs which he plans to perform at a convention of Railway Workers in the near future.

Joe Glazer is a man who has succeeded in combining his talent for songwriting with a career dedicated to the American labor movement. It is a combination that has been very rewarding both for him, and for all those who know him.

The Ballad of Andrew Furuseth

by
JOE GLAZER

In the little town of Romedal in 1854

Andrew Furuseth was born, the poorest of the poor.

He left his home in Norway to sail upon the sea;

Those were the days when a sailor's life was a life of misery.

He slept in a filthy hole in the ship with bedbugs all around
The food was not fit for a dog the worst that could be found;

The captain was a tyrant, the sailors were his slaves;

Many a time they wished that they had died in a watery grave.

After many years of sailing the whole wide world around,

Andrew Furuseth set foot in San Francisco town.

He gathered up his comrades on every dock and pier,

He said we'll build a union and we're going to start right here.

He crossed the land from coast to coast to every seaport town

He said we've got to stand like men, don't let them grind you down.

We'll build a seamen's union for every man that sails

We'll build a seamen's union, if they put us all in jail.

They can put me in a dungeon and lock me in a cell

But no prison that they put me in can be worse than a sailor's hell.

They can lock me in that dungeon and throw away the key

But they can't make me as lonely as the sailor on the sea.

This grand old sailor left this earth in 1938,

Seamen mourned his passing from New York to the Golden Gate.

His ashes were all scattered across the ocean deep,

This restless son of Norway was finally asleep.

There's a little bit of Furuseth on Norway's rocky shore,

And on the coasts of the USA where the mighty oceans roar.

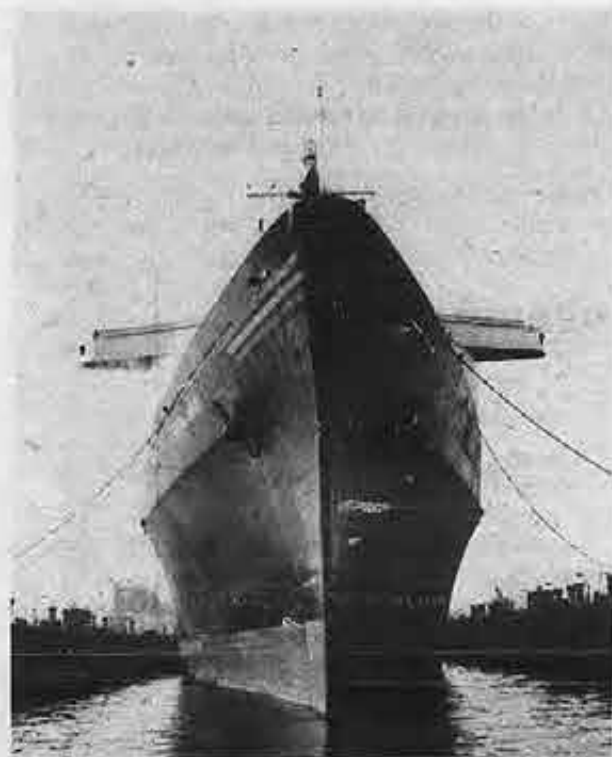
But I believe his restless soul still roams the seven seas,

Till justice rules on every shore his soul won't rest in peace.



Joe Glazer stands by a bust of Andrew Furuseth, father of the American Seamen's movement, near Furuseth's home town of Romedal, Norway.

Delta Line's Three LASH Ships Pass Checkup



Just after a year of service, the LASH ships, the SS *Delta Mar* (left) the SS *Delta Sud* (center) and the SS *Delta Norte* (right) passed their "checkups" in the floating drydocks of the Jacksonville, Fla. Shipyards. Above, the *Delta Mar* enters the drydock, the *Delta Sud*'s 23-foot, 80,000-pound propeller is inspected and the *Delta Norte*, high and dry in the dock, presents her bulbous bow for closer scrutiny. Right after the drydocking, the ships resumed their regular ports of call in the Caribbean and on the eastern coast of South America.

ANNUAL REPORT

For the fiscal year ended September 30, 1974
HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
 (Name of Welfare Fund)
 275 20th Street, Brooklyn, New York 11215
 (Address of Fund)

to the SUPERINTENDENT OF INSURANCE of the STATE OF NEW YORK

NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2 has been filed in lieu of pages 7 to 14 of the New York Annual Statement, Part IV—Section A of Form D-2 may be substituted for Page 3 herein.

(2) The Annual Report is required to be filed, in duplicate, not later than five months after end of fiscal year. Address replies to New York State Insurance Department, 55 John Street, New York, New York 10038.

(3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

Item	ADDITIONS TO FUND BALANCE
1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1)	\$6,865,765.94
(b) Employee	
(c) Other (Specify)	
(d) Total Contributions	\$ 6,865,765.94
2. Dividends and Experience Rating Refunds from Insurance Companies	
3. Investment Income:	
(a) Interest	263,822.82
(b) Dividends	
(c) Rents	
(d) Other (Specify)	
(e) Total Income from Investments	263,822.82
4. Profit on disposal of investments	
5. Increase by adjustment in asset values of investments	
6. Other Additions: (Itemize)	
(a)	
(b) Interest on delinquencies; miscellaneous ..	1,727.97
(c) Total Other Additions	1,727.97
7. Total Additions	<u>\$ 7,131,316.73</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Includ- ing Prepaid Medical Plans)	
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	\$ 378,439.26
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Bene- fits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)	3,573,865.27
11. Payments or Contract Fees Paid to Independ- ent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	
12. Administrative Expenses:	
(a) Salaries (Schedule 2)	49,261.15
(b) Allowances, Expenses, etc. (Schedule 2) ..	9,000.42
(c) Taxes	3,597.84
(d) Fees and Commissions (Schedule 3)	24,221.31
(e) Rent	7,434.55
(f) Insurance Premiums	400.03
(g) Fidelity Bond Premiums	1,262.90
(h) Other Administrative Expenses (Specify) Tabulating, employee benefits, office expense	25,144.60
(i) Total Administrative Expenses	120,322.80
13. Loss on disposal of investments	
14. Decrease by adjustment in asset values of in- vestments	626,135.97
15. Other Deductions: (Itemize)	
(a) Interest on mortgages	9,242.13
(b) Provision for doubtful contributions re- ceivable; misc.	85,310.52
(c) Total Other Deductions	94,552.65
16. Total Deductions	<u>\$ 4,793,315.95</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits) at Beginning of Year	\$ 9,834,097.76
18. Total Additions During Year (Item 7)	7,131,316.73
19. Total Deductions During Year (Item 16)	4,793,315.95

20. Total Net Increase (Decrease)	2,338,000.78
21. Fund Balance (Reserve for Future Benefits) at End of Year (Item 14, Statement of Assets and Liabilities)	<u>\$12,172,098.54</u>

Note: Pages 7 to 14 inclusive should not be completed by funds that have filed Form D-2 with the U.S. Department of Labor. Such funds are required to file a copy of the completed D-2 form with this statement.

STATEMENT OF ASSETS AND LIABILITIES

Item	ASSETS ¹	End of Reporting Year
1. Cash		\$ 247,084.88
2. Receivables:		
(a) Contributions:		
(1) Employer		1,309,383.76
(2) Other (Specify)		
(b) Dividends or Experience Rating Refunds		21,227.99
(c) Other (Specify) Due from other Plans; misc.		
3. Investments: (Other than Real Estate)		
(a) Bank Deposits at Interest and Deposits on Shares in Savings and Loan Associations		3,963,806.63
(b) Stocks:		
(1) Preferred		
(2) Common		
(c) Bonds and Debentures:		
(1) Government Obligations		
(a) Federal		
(b) State and Municipal		
(2) Foreign Government Obligations		
(3) Non-Government Obligations		
(d) Common Trusts:		
(1) (Identify)		
(2) (Identify)		
(e) Subsidiary Organizations (Identify and Indicate Percentage of Ownership by this plan in the subsidiary)		6,324,371.31
(1) See schedule %		
(2) %		
4. Real Estate Loans and Mortgages		
5. Loans and Notes Receivable: (Other than Real Estate)		
(a) Secured		
(b) Unsecured		402,761.24
6. Real Estate:		
(a) Operated		
(b) Other Real Estate		
7. Other Assets:		
(a) Accrued Income		57,577.90
(b) Prepaid Expenses		4,604.57
(c) Other (Specify) Fixed assets—net; security deposits		36,294.71
8. Total Assets		<u>\$12,367,112.99</u>
	LIABILITIES	
9. Insurance and Annuity Premiums Payable		
10. Unpaid Claims (Not Covered by Insurance)		
11. Accounts Payable		111,323.44
12. Accrued Expenses		
13. Other Liabilities (Specify) Mortgages payable		83,691.01
14. Reserve for future benefits (Fund balance)		12,172,098.54
15. Total Liabilities and Reserves		<u>\$12,367,112.99</u>

¹The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

ADDITIONAL INFORMATION IS AVAILABLE

REPORT ON EXAMINATION: This fund is subject to periodic examination by the New York State Insurance Department. All employee-members of the fund, all contributing employers and the participating unions may inspect the Reports on Examination at the New York State Insurance Department, upon presentation of proper credentials. If you wish to see the Report, please contact the New York State Insurance Department, Welfare Fund Bureau, 55 John Street, New York 10038—Telephone: 488-4161 (Area Code 212).

OTHER INFORMATION: Also available for inspection—to the public generally—are the annual statements and registration documents filed by the Fund. These may be inspected during working hours at the above address, or at the office of the Fund.

STATE OF _____ }
 COUNTY OF _____ } SS. _____
 _____ and _____

Trustees of the Fund and _____
 affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee: [Signature]
 Employee trustee: [Signature]



AB Gets Clinic Card in Houston

AB Antonio Trevino (left) accepts his renewed clinic card from Nurse Mary Lopez recently at the SIU Houston Clinic. Dr. Jack Mazow is in charge of the clinic situated in the Medical Towers Building.

Automation Console Demo



HLSS Director of Vocational Education Robert Kalmus demonstrates the operation of the automated console which he designed for use as a training aid in the Automation Course which the school will soon offer as part of its upgrading curriculum at Piney Point, Md.

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

MTD Affirms Strong Oil Bill Support

Continued from Page 2

plans. The Seatrain Shipyard in Brooklyn, N.Y., where America's first supertankers were built, was forced to close entirely, laying-off 3,000 workers. Newport News Shipbuilding in Newport News, Va., the largest U.S. shipbuilder, has laid off 2,000 workers."

Answer Is Cargo

"The answer to today's maritime problems, and the answer accepted by

every other maritime nation, is cargo," the statement continued. "Unless a maritime fleet is assured of carrying a significant portion of a nation's foreign commerce, it has little chance of survival."

"Legislation supported by the AFL-CIO and designed to solve this problem passed Congress late in 1974. The bill, which would have reserved a 30 percent share of U.S. oil imports for U.S. flag ships, was pocket-vetted by President Ford.

"However, the need for such a cargo reservation program has taken on even greater importance in the four months since the veto. The U.S. fleet, and in particular the independently-owned tanker fleet, is in great peril due to the inaction of the U.S. government and the actions of foreign governments.

"We reaffirm our strong support for a cargo reservation program to provide employment for the U.S. fleet. Such a program would result in enormous benefits to the nation's workers and balance of payments. Putting American shipyards back to work will contribute to the economic recovery this nation needs."

Following the discussion on the state of the maritime industry, AFL-CIO President Meany made his speech to the gathering, and called on the U.S. not to turn its back on the rest of the world's problems. Calling for strong support for the state of Israel, aid to the people of South Vietnam, and a reevaluation of our detente policies with China and the Soviet Union, President Meany said:

"From the very inception of our movement, we have believed that workers everywhere have a fundamental stake in human freedom. We have from the beginning of our movement endeavored to help workers everywhere in the world to achieve and enjoy the freedoms that we enjoy. We know—without question—that workers cannot secure a fair share of the wealth they help to produce by any other system. Free, effective trade unions are possible only in a free society. We firmly believe that the loss of freedom by workers anywhere in the world is a definite threat to the freedom of workers everywhere."

66 Delegates Attend Crew Conference

Continued from Page 3

placed before the delegates for discussion.

These delegates, charged with the responsibility to represent all Seafarers, recognize the importance of their present work to the future of SIU members' job security and welfare, and are studying these questionnaires and other proposals carefully.

As President Hall reported in the December LOG, "This conference will enable us to take a hard, detailed look at the present state of the industry; how it has progressed in the past few years and the direction we wish it to take in the future."

"As importantly," Hall said "this conference will enable us to discuss our new contract, due for renewal in June, and the changes needed in it for Seafarers to provide a more secure future for themselves and their families."

"It will also give us," Hall continued, "the opportunity to discuss our Constitution and shipping rules, our Pension, Welfare and Vacation Plans, our training and upgrading programs, and the need for stepped-up organizational efforts."

"Most importantly, though," he concluded, "this conference will give us the chance to meet together in force and work together side-by-side to voice our aspirations and set our goals for the future."

The delegates elected from SIU deep sea ports on Apr. 10 in special elections to represent the membership at the Contract Conference at the HLSS in Piney Point, Md. from Apr. 14 to Apr. 26 were:

From the port of New York: Deck Department—Richard O. Bradford, Peter W. Drewes, Thomas J. Ratcliffe and Frank Rodriguez; Engine Department—Jack V. Dixon, Thomas Kegney, William Koflowitch and Imro E. Solomans, and Steward Department—Ivan C. Buckley, Antonio D. Goncalves, William Hand and Sydney P. Shrimpton.

The port of New Orleans: Deck Department—Raymond Ferreira and Paul R. Turner; Engine Department—Norris A. Bartlett and John R. Johnson, and Steward Department—Clyde Lanier and Homer L. Ringo.

In the port of Houston: Deck Department—Mack D. Brendle and Maurice C. Duet; Engine Department—Alfonso Gonzales and John C. Rouse, and Steward Department—John Hunt and Sam W. McDonald.

The port of San Francisco: Deck Department—Fred A. Olson and Daniel M. Tiger; Engine Department—John O. L. Kirk and Frederick V. Vogler, and Steward Department—William Goff and James T. Myers.

The port of Baltimore: Deck Department—Ballard C. Browning; Engine Department—Charles Rando and Steward Department—Robert A. Clarke.

The port of Boston: Deck Department—Joseph C. Donovan; Engine Department—Joseph Di Santo, and Steward Department—Alfred J. Gardner.

In the port of Jacksonville: Deck Department—Narcisse J. McKeven; Engine Department—John F. Hall, and Steward Department—Harvey G. Ridgeway.

In the port of Mobile: Deck Department—Albert Saxon; Engine Department—Haywood Green and Steward Department—Charles L. Shirah.

In the port of Norfolk: Deck Department—Andrew N. Boney; Engine Department—Herbert Bennett, and Steward Department—Thomas A. Baker.

In the port of Philadelphia: Deck Department—John Gallagher; Engine Department—Patrick J. Dorrian, and Steward Department—Arthur Raio.

In the port of Seattle: Deck Department—Melvin R. Ward; Engine Department—Robert Cossiboin, and Steward Department—Martin W. Badger.

In the port of Tampa: Deck Department—Norman W. Du Bois, and Steward Department—Wilson Deal.

In the port of San Juan: Deck Department—Robert J. Lasso and Steward Department—Abraham Aragonas.

The port of Wilmington: Deck Department—Edward J. Broaders; Engine Department—John Wade, Jr., and Steward Department—Antonio Arelano.

The port of Piney Point: Deck Department—Richard Wardlaw; Engine Department—Kevin Conklin, and Steward Department—Sylvester Zygarowski.

Since the ports of Detroit, Tampa and San Juan failed to elect their full quotas, a special meeting was held on Apr. 11 at Headquarters and the following Seafarers were elected to attend the conference:

Deck Department—Herwood B. Walters; Engine Department—Daniel T. Hamilton, Juan J. Patino, and David E. Wilson, and Steward Department—William R. Jones.

STEER A CLEAR COURSE!

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

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

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

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

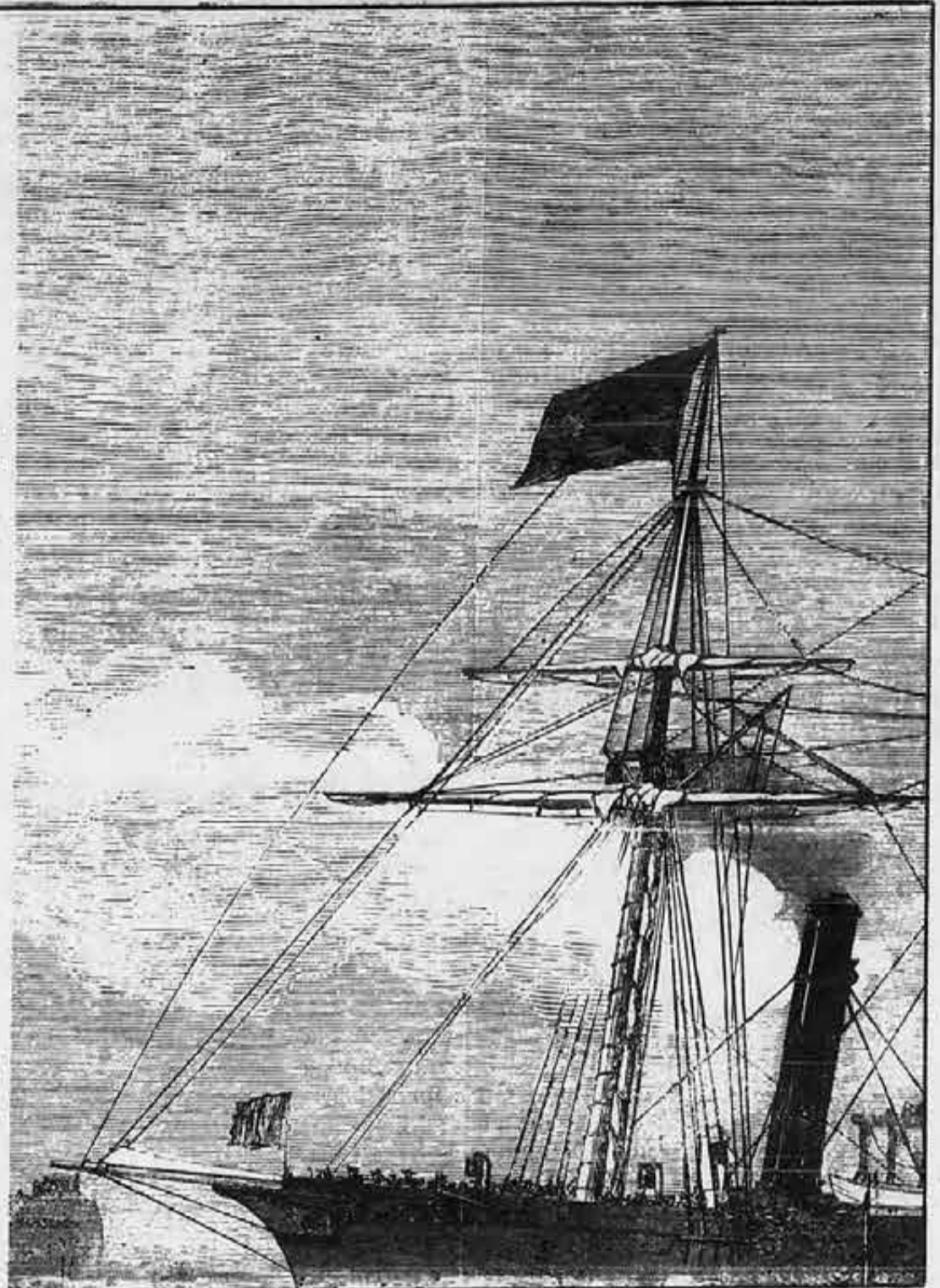
It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

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

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

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

Stay drug free and steer a clear course.



Personals

Thomas McNicholas

Please contact George Kerrigan as soon as possible at 8008 S. Talman Ave., Chicago, Ill. 60652.

Edward Mishanski

Please contact your son Walter as soon as possible at 60 Madison St., Wilkes-Barre, Pa. 18702.

Ragner O. Anderson

Please call Bertha Myntee as soon as possible at (206) 282-4523.

Richard Kronenberger

Please contact your daughter, Rebecca Romano, as soon as possible at 1971 Homecrest Ave., Brooklyn, N.Y. 11229, or call her at (212) 645-6976.

William Thompson

Please contact your sister Betty as soon as possible at 3691 62nd St. N., St. Petersburg, Fla. 33710.

All Seafarers

Howard Lester Milstead, or anyone knowing his whereabouts, please contact Michael Lester Milstead as soon as possible at 2129 Campbell Dr., Mesquite, Tex. 75149, or call (214) 328-6085.

Antonio Escoto

Please contact your brother Scott as soon as possible at 225 Douglas Dr., River Ridge, La. 70123, or call (504) 737-0910.

Edward Louis Kreml

Please contact your son John Paul Kreml as soon as possible at 2907 Vinan Dr., North Lake, Ill. 60164.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Feb. 20-Mar. 26, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	16	41	\$ 44,999.85	\$ 121,109.85
In Hospital Daily @ \$1.00	363	2,746	363.00	2,746.00
In Hospital Daily @ \$3.00	140	484	420.00	1,452.00
Hospital & Hospital Extras	22	42	2,562.85	3,681.87
Surgical	3	5	94.50	363.50
Sickness & Accident @ \$8.00	7,966	21,859	63,728.00	174,872.00
Special Equipment	3	11	427.00	1,688.46
Optical	192	545	5,845.71	15,198.69
Supplemental Medicare Premiums	77	102	3,128.70	5,142.20
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	551	1,154	126,101.19	241,176.83
Doctors' Visits In Hospital	80	192	3,087.91	7,357.11
Surgical	148	332	19,583.00	42,927.60
Maternity	22	47	6,600.00	14,100.00
Blood Transfusions	5	10	283.00	762.00
Optical	103	382	3,627.99	10,377.19
PENSIONERS & DEPENDENTS				
Death	13	42	39,000.00	126,000.00
Hospital & Hospital Extras	252	502	40,651.78	99,648.77
Doctors' Visits & Other Medical Expenses ..	160	356	6,253.20	12,579.91
Surgical	25	51	3,683.50	7,841.75
Optical	64	220	1,890.94	5,058.17
Blood Transfusions	—	1	—	72.00
Special Equipment	5	8	1,251.29	2,320.84
Dental	—	3	—	1,216.00
Supplemental Medicare Premiums	1,958	3,908	13,799.40	27,511.20
SCHOLARSHIP PROGRAM				
	17	31	7,544.50	15,200.85
TOTALS				
Total Seafarers Welfare Plan	12,185	33,074	394,927.31	940,404.79
Total Seafarers Pension Plan	2,329	4,674	570,516.51	1,177,256.80
Total Seafarers Vacation Plan	895	3,135	454,300.88	1,787,251.56
Total Seafarers Welfare, Pension & Vacation	15,409	40,883	\$1,419,744.70	\$ 3,904,913.15

New SIU Pensioners



Pablo P. Dolendo, 56, joined the SIU in the port of New York in 1952 sailing as a chief electrician. He had sailed for 33 years and walked the picket line in the N.Y. Harbor strike in 1961. Brother Dolendo was born in the Philippines and is now a resident of San Francisco.



Hugh R. Hallman, 62, joined the Union in 1941 in the port of New York sailing as a fireman-watertender. Brother Hallman had sailed for 36 years. He was born in Atlanta and is a resident of Mobile.



Paul R. Simmons, 56, joined the SIU in 1946 in the port of Mobile sailing as a fireman-watertender. Brother Simmons had sailed for 28 years. Born in Lilian, Ala., he is a resident of Mobile.



Stephen J. Knapp, 71, joined the Union in the port of New York in 1956 sailing as a second cook. Brother Knapp had sailed for 34 years. He was on the picket line in the Robin Line strike in 1962 and is a World War II veteran of the U.S. Army Medical Corp. Born in Czechoslovakia, he is a resident of Vero Beach, Fla.



Albert G. Lee, 49, joined the SIU in 1949 in the port of Mobile sailing as a fireman-watertender. Brother Lee had sailed for 27 years and had received a personal safety award in 1960 while sailing aboard an accident-free ship, the *SS Wacosta*. He is a post-war veteran of the U.S. Army. Born in Alabama, he is a resident of McKenzie, Ala.



Roman Szczygiel, 62, joined the Union in 1947 in the port of New York sailing as a pumpman. Brother Szczygiel had sailed for 42 years. A native of Poland, he is a resident of Denver.



Anthony C. Beck, 65, joined the Union in 1948 in the port of New York sailing as a chief electrician. Brother Beck had sailed for 28 years and is a U.S. Navy veteran of World War II. He was born in California and is now a resident of Sonoma, Calif.



Joseph A. Long, 67, joined the Union in the port of Norfolk in 1956 sailing as a second cook. Brother Long had sailed for 24 years. He was born in Ocean, Va., and is a resident of Seattle.



Berry B. Tippins, 63, joined the SIU in 1945 in the port of Savannah sailing as a chief cook. Brother Tippins had sailed for 29 years. He was born in Georgia and is a resident of Savannah.



Louis W. Cartwright, 70, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Cartwright had sailed for 50 years and walked the picket line in the Greater N.Y. Harbor strike in 1961. He is a World War II veteran of the U.S. Navy. Born in Iowa, he is a resident of San Francisco.



Frank Nagy, 65, joined the Union in 1946 in the port of Baltimore sailing as a bosun. Brother Nagy had sailed for 29 years and did picket duty in the N.Y. Harbor strike in 1961 and in the District Council 37 beef in 1965. He is a U.S. Army veteran of World War II. A native of New Jersey, he is a resident of Spotswood, N.J.



Dirk Visser, 66, joined the SIU in 1946 in the port of Boston sailing as an AB. Brother Visser had sailed for 52 years. The Seafarer was a winner in the Union's Safety Poster Contest in 1961. He was born in The Netherlands and is a resident of New Orleans.



Charles H. Cassard, 65, joined the Union in the port of New Orleans sailing as a cook. Brother Cassard had sailed for 20 years. He is a U.S. Navy veteran of World War II. A Louisiana native, he is a resident of New Orleans.



Uldarico P. Repiedad, 66, joined the SIU in the port of San Francisco in 1961 sailing as a cook and baker. Brother Repiedad is a World War II veteran of the U.S. Army. Born in New Washington, Apklan, the Philippines, he is a resident of San Francisco.



Horace L. Williams, 49, joined the Union in 1943 in the port of New York sailing as an AB. Brother Williams had sailed for 28 years. He was born in North Carolina and is a resident of Tomball, Tex.



Karl A. Eriksson, 62, joined the SIU in 1944 in the port of New York sailing as a fireman-watertender. Brother Eriksson had sailed for 38 years and is a Finnish Army veteran of 1934-5. He is a naturalized American citizen. Born in Finland, he is a resident of Baltimore.



Juan M. Sandoval, 52, joined the Union in the port of Baltimore in 1958 sailing as a fireman-watertender. Brother Sandoval had sailed for 25 years and in 1961 was awarded a personal safety certificate for sailing on an accident-free vessel, the *SS Alcoa Patriot*. He was born in Guatemala and is a resident of Tarrettsville, Md.



Alfonso Rivera, 64, joined the Union in 1939 in the port of New York sailing as a chief steward. He had sailed for 46 years. Brother Rivera won a personal safety award on the accident-free ship, the *SS Claireborne* in 1960. A native of San Juan, Puerto Rico, he is now a resident of Elizabeth, N.J. with his wife, Ampayo.



Robert Gregory, Jr., 59, joined the Union in the port of Norfolk in 1962 sailing in the steward department. Brother Gregory had sailed for 32 years. He is a U.S. Army veteran of World War II. A native of Elenton, N.C., he is a resident of Norfolk.



Robert J. Patterson, 57, joined the Union in 1941 in the port of New York sailing as a cook. Brother Patterson had sailed for 33 years and was on the picket line in the N.Y. Harbor strike in 1961. A native of Philadelphia, he is currently a resident of the Bronx, New York City with his wife, Bertha.



Francis D. Finch, 65, joined the SIU in 1948 in the port of Mobile sailing as a bosun. Brother Finch had sailed for 29 years. Born in Mississippi, he is a resident of Prichard, Ala.



Leroy Gulley, 61, joined the SIU in 1938 in the port of Mobile sailing in the steward department. Brother Gulley had sailed for 37 years. He was born in Mobile and is a resident there.



Morris Tromba, 65, joined the SIU in the port of Detroit in 1960 sailing as an AB. Brother Tromba was born in Brooklyn, N.Y. and is now a resident of Davidson, N.C. with his wife, Betty Jo.



Howard K. Pierce, 65, joined the Union in the port of New York in 1951 sailing in the steward department. Brother Pierce was a ship's delegate. He is a U.S. Navy veteran. A native of Maryland, Seafarer Pierce is a resident of Texas City, Tex.



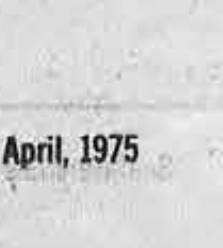
Julio Evans, 58, joined the SIU in the port of New York in 1952 and had been sailing as a bosun since 1966. Brother Evans began sailing before World War II from the port of Philadelphia. He walked the picket line in the Greater N.Y. Harbor strike in 1961 and the Robin Line beef in 1962. Seafarer Evans applied for the Bosuns Recertification Program in 1973. A native of Fajardo, Puerto Rico, he is a resident of Fajardo Gardens, Puerto Rico.



Luis A. Ramirez, 62, joined the SIU in 1944 in the port of Philadelphia sailing as a fireman-watertender. Brother Ramirez was an engine delegate and received a personal safety award in 1960 while abroad the accident-free ship, the *SS Steel Architect* during that year. A native of Yauco, Puerto Rico, he is currently a resident of Caguas, Puerto Rico with his wife, Maria Teresa.



William A. Tefner, 59, joined the Union in 1938 in the port of Baltimore sailing as a fireman-watertender. Brother Tefner had sailed for 39 years. He was born in Baltimore and is a resident there.



Woodward W. Spivey, 54, joined the SIU in 1949 in the port of Savannah sailing as a chief steward. Brother Spivey had sailed for 28 years. He is a U.S. Coast Guard veteran of World War II. Born in Georgia, he is a resident of Savannah.



The "Nellie", a commercial oyster boat until 1964, lies alongside the wharf in Mystic's Fisheries Area.



The forge and anvil of the iron working shop are still used to make everything from a whaleboat's oarlocks to its harpoons.

Mystic Seaport in Connecticut Preserves

"The Nantucketer, out of sight of land, furls his sails and lays him to his rest, while under his very pillow rush herds of walrus and whales."
Moby Dick

Hale and hearty, the crafts and traditions of seafaring New England may be found at Mystic Seaport. This small Connecticut town, a center for sailors and shipwrights since the 1600's, plays host to a museum which recreates the halcyon days of American sail. The museums' site, on the banks of the Mystic River, was once the Greenman Brothers shipyard.

Divided into three main areas—Ships Preservation, Fisheries, and Village—Mystic Seaport offers a unique look at an important era of maritime history.

All restoration work on the museums' ships is performed in the Ships Preservation Area. Here, traditional skills and modern technology join hands to renew anything from a small "cat" boat to the whaleship *Charles W. Morgan*. The *Morgan*, built in 1841 at the yard of Jethro and Zachariah Hillman of New Bedford, Mass., is the last of her kind. One hundred and thirteen feet in length, with a beam of 27'6" and able to carry 13,000 sq. ft. of canvas, the

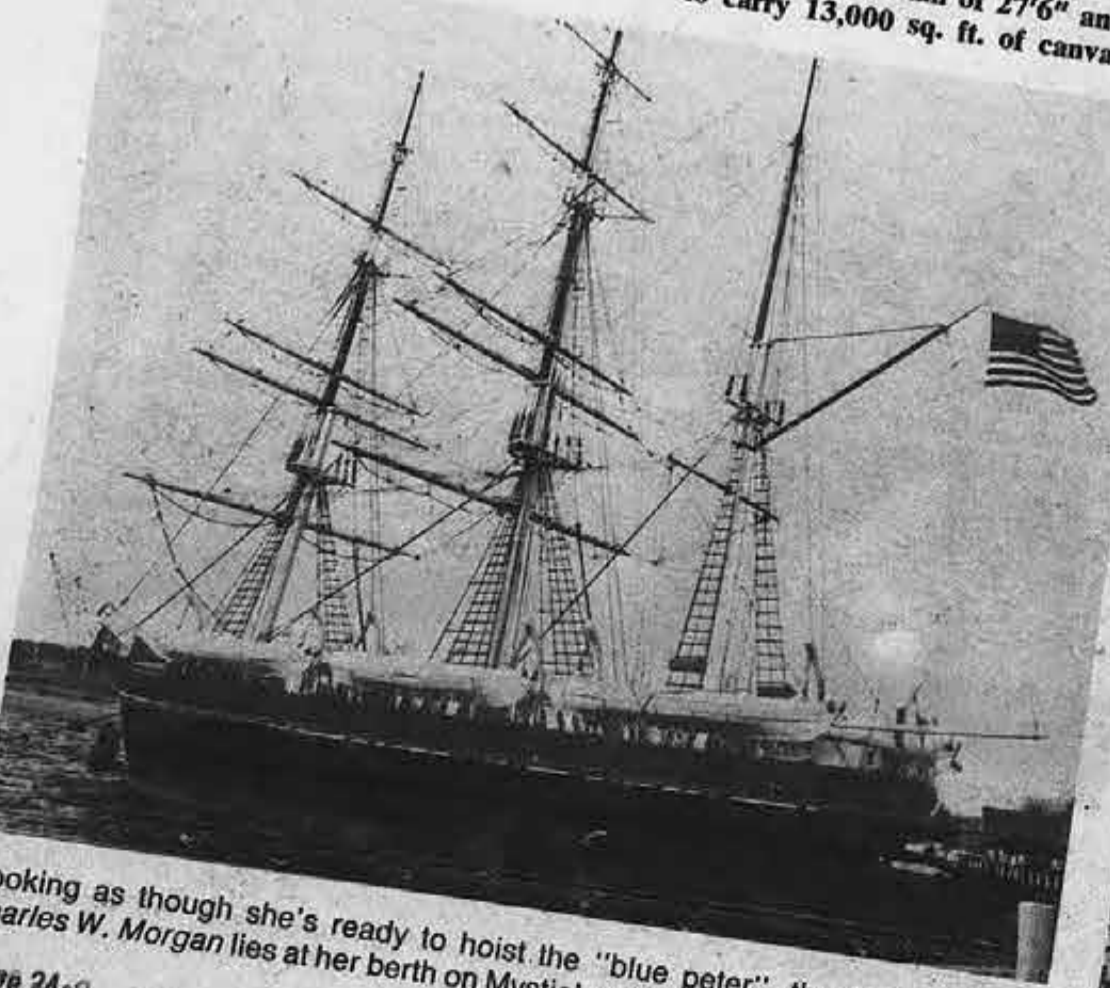
Morgan was designated a National Historical Landmark by the Secretary of the Interior on July 21, 1967.

It is a goal of the Marine Historical Association to restore the *Morgan*, using Mystic's own facilities, and return her to her place at wharveside as a floating exhibit.

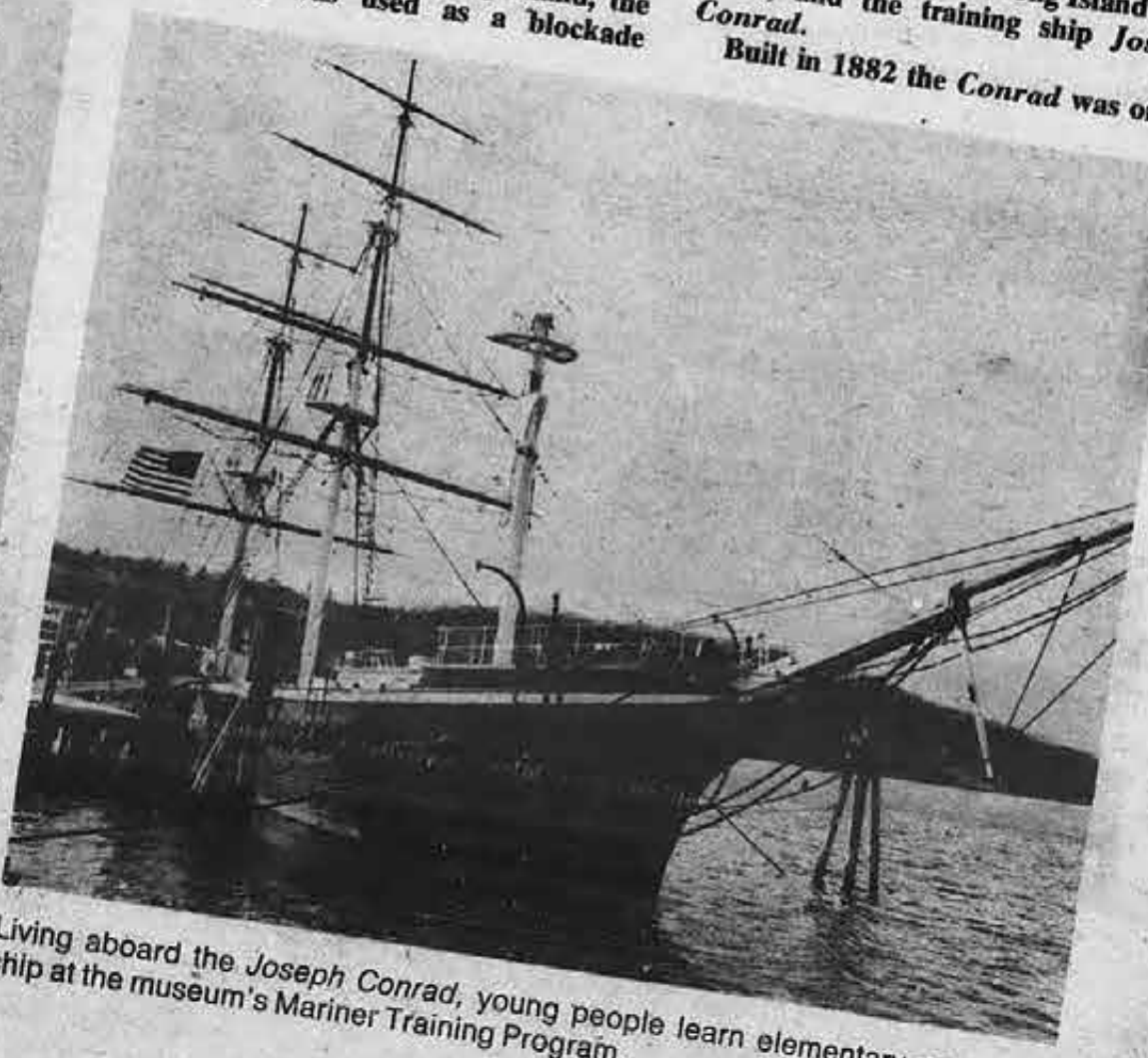
With its many functional exhibits, the Seaport is singularly well equipped to restore these old ships. In the Village area are shops for sailmaking, rigging, iron working, and a ship's chandlers. Also on exhibit is the hull of the coasting schooner *Australia*. Built in 1862 at Great South Bay, Long Island, the *Australia* was used as a blockade

runner by the Confederacy during the Civil War. Seized and auctioned by the Union Government, she served another 70 years as a freighter and private yacht before arriving at Mystic in 1951. Hauled out for restoration in 1962, the hull was deemed beyond repair. The *Australia* now serves as a three dimensional blueprint to restoration and ship's construction.

Other ships docked at the Seaport are the *L.A. Dunton*, a Gloucester fishing schooner, *Nellie*, an oyster sloop used commercially off Long Island until 1964, and the training ship *Joseph Conrad*. Built in 1882 the *Conrad* was origi-



Looking as though she's ready to hoist the "blue peter", the whaling bark *Charles W. Morgan* lies at her berth on Mystic's waterfront.



Living aboard the *Joseph Conrad*, young people learn elementary seamanship at the museum's Mariner Training Program.



Drawing children today the way it drew the ships and seafarers of old, Mystic lighthouse guides them to an adventure in history.

The Spirit of Melville's Moby Dick

nally named the *George Stage*. One of the smallest full rigged ships ever constructed, she was used as a training ship for young men joining the Danish Merchant Marine.

Run down in 1905 by a British steamer, the *Conrad* sank with a loss of 22 lives. After being raised and repaired, she continued in service until 1934. Renamed the *Joseph Conrad*, she served as both a private yacht and an American training ship until 1947. She was given to the Marine Historical Association by a special act of Congress, and once again serves as a training ship as well as an exhibit.

Mystic's exhibits include the hobbies

and art forms of the whalers as well as examples of the working side of his life. The main collection of ship's art is located in the Stillman Building once the main structure of the Greenman shipyard.

Named for one of the founders of the Seaport, Dr. Charles K. Stillman, it houses a collection of scrimshaw, ships' models, paintings, and figureheads that are among the best in the country.

The scrimshaw ranges from corset stays to walking sticks and pie crust crimpers. The most elaborate carvings are on whales' teeth. The earliest set of well identified teeth was carved by a sailor named Frederick Myrich.

Named "Susanne's teeth" after the whaling ship *Susanne*, they were carved during voyages between 1826 and 1853.

Another wing of the building, the mills dye house, holds the collection of figureheads, possibly the largest in the country. It also holds full rigged ships' models, whale oil products and samples of macrame.

These samples of the sailors art reveal quite a bit about his life. The intricate knot patterns of macrame, exotic at first glance, were developed to wile away the hours off watch.

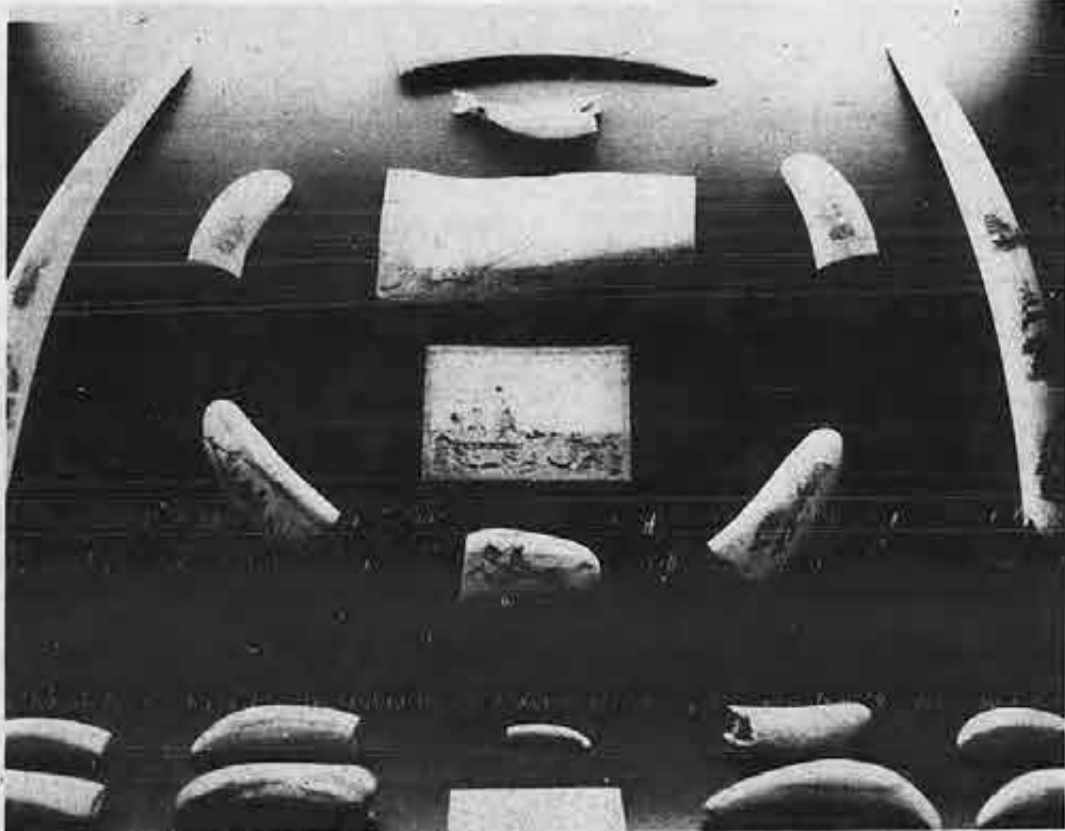
Using the knots necessary to his work, and rope, which he had in

abundance, an idle pastime developed into an art form during the long months and years of a voyage. Scrimshaw is a more obvious form of art to develop this way. Using the bones and teeth of the whales they hunted, time passed while whaling scenes and the faces of loved ones were painstakingly recorded.

The whaler, like all hunters lived in constant contact with his quarry. It provided a living, oil for his lamps, stays to keep his women shapely, and a medium for his arts. Mystic has preserved this for new generations, in spirit as well as form, and shows us a way of life we could only know through chanties and sea stories.



Full-rigged models, ships figureheads, and macrame all show another side of the sailor's life.



Using the teeth and bones of his prey the whaler tells the story of the hunt. The scrimshaw shown above includes scenes of the ships and whaleboats during the chase, and (bottom l. to r.) a whaleboat making the kill. The whale in the last piece is shown as a separate carving on top.

DISPATCHERS REPORT

MARCH 1-31, 1975

TOTAL REGISTERED
All Groups
Class A Class B Class C

TOTAL SHIPPED
All Groups
Class A Class B Class C

REGISTERED ON BEACH
All Groups
Class A Class B Class C

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

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(517) EL 4-3616

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(301) EA 7-4900

BOSTON, Mass. 215 Essex St. 02111
(617) 482-4716

BUFFALO, N.Y. 290 Franklin St. 14202
(716) TL 3-9259

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(312) SA 1-8733

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1290 Old River Rd. 44113
(216) MA 1-5450

DETROIT, Mich.
10225 W. Jefferson Ave. 48218
(313) VI 3-4741

DULUTH, Minn. 2014 W. 3 St. 55806
(218) RA 2-4110

FRANKFORT, Mich. P.O. Box D
415 Main St. 49635
(616) EL 7-2441

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

JACKSONVILLE, Fla.
3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.
99 Montgomery St. 07302
(201) HE 5-9424

MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754

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630 Jackson Ave. 70130
(504) 529-7546

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(804) 622-1892

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(502) 443-2493

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(215) DE 6-3818

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

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

SANTURCE, P. R.
1313 Fernandez, Juncos,
Stop 20 00908
(809) 724-2848

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

ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-6500

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

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

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

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

Port	TOTAL REGISTERED			TOTAL SHIPPED			REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Boston	2	3	1	9	6	0	5	2	4
New York	86	13	2	62	14	0	184	33	7
Philadelphia	6	1	0	15	4	0	15	3	0
Baltimore	33	3	0	29	5	0	77	8	0
Norfolk	10	3	0	8	2	0	33	9	0
Tampa	5	0	0	3	0	1	12	3	0
Mobile	28	3	0	32	9	0	53	10	0
New Orleans	51	5	0	28	8	0	150	20	2
Jacksonville	25	5	0	16	5	0	72	8	0
San Francisco	58	4	0	35	1	0	149	16	1
Wilmington	15	1	0	13	0	0	51	8	1
Seattle	31	4	0	32	5	0	61	14	0
Puerto Rico	5	0	0	4	1	0	18	0	0
Houston	86	8	2	72	20	0	148	17	3
Piney Point	0	0	0	0	12	0	0	0	0
Yokohama	4	2	0	2	5	0	6	1	1
Totals Deep Sea	445	55	5	360	97	1	1,033	152	19
Great Lakes									
Alpena	14	4	1	9	10	1	12	1	0
Buffalo	1	1	1	0	0	0	4	1	1
Cleveland	10	3	0	4	1	0	14	3	0
Detroit	51	11	2	77	30	6	28	5	2
Duluth	14	1	0	2	0	0	13	1	0
Frankfort	24	1	1	32	7	1	3	0	1
Chicago	16	0	0	24	8	4	5	0	0
Totals Great Lakes	130	21	5	148	56	12	79	11	4
Totals Deep Sea & Great Lakes	575	76	10	508	245	13	1,112	163	23

Port	ENGINE DEPARTMENT		
	Class A	Class B	Class C
Boston	2	1	0
New York	61	27	1
Philadelphia	3	1	0
Baltimore	32	7	1
Norfolk	14	4	0
Tampa	1	0	0
Mobile	27	7	0
New Orleans	37	15	0
Jacksonville	16	11	0
San Francisco	48	15	0
Wilmington	18	5	0
Seattle	11	5	0
Puerto Rico	5	2	0
Houston	51	8	0
Piney Point	0	0	0
Yokohama	2	0	0
Totals Deep Sea	328	108	2
Great Lakes			
Alpena	7	4	0
Buffalo	3	2	0
Cleveland	12	7	1
Detroit	52	11	1
Duluth	9	4	3
Frankfort	15	4	0
Chicago	5	1	0
Totals Great Lakes	103	33	5
Totals Deep Sea & Great Lakes	431	141	7

Port	STEWARD DEPARTMENT		
	Class A	Class B	Class C
Boston	1	2	0
New York	33	6	0
Philadelphia	2	1	0
Baltimore	16	4	0
Norfolk	8	2	0
Tampa	0	1	0
Mobile	20	0	0
New Orleans	29	2	0
Jacksonville	8	2	0
San Francisco	34	8	0
Wilmington	11	1	0
Seattle	13	1	0
Puerto Rico	8	0	0
Houston	34	6	0
Piney Point	0	2	0
Yokohama	1	1	0
Totals Deep Sea	218	39	0
Great Lakes			
Alpena	1	1	0
Buffalo	1	0	0
Cleveland	2	0	0
Detroit	13	0	0
Duluth	3	2	0
Frankfort	7	1	0
Chicago	2	0	0
Totals Great Lakes	29	4	0
Totals Deep Sea & Great Lakes	247	43	0

Port	ENTRY DEPARTMENT		
	Class A	Class B	Class C
Boston	1	7	3
New York	36	80	17
Philadelphia	5	11	1
Baltimore	19	31	2
Norfolk	9	15	1
Tampa	1	2	2
Mobile	12	14	0
New Orleans	34	50	4
Jacksonville	7	21	0
San Francisco	28	54	2
Wilmington	4	10	0
Seattle	13	23	1
Puerto Rico	14	7	0
Houston	27	44	8
Piney Point	0	31	0
Yokohama	0	0	0
Totals Deep Sea	210	400	41
Great Lakes			
Alpena	1	26	12
Buffalo	3	3	11
Cleveland	17	11	18
Detroit	92	43	34
Duluth	9	9	15
Frankfort	19	22	4
Chicago	15	9	4
Totals Great Lakes	156	123	98
Totals Deep Sea & Great Lakes	366	523	139

Totals All Depts. Deep Sea 1,201 602 48 808 284 1 2,693 1,442 154
Totals All Depts. Great Lakes 418 181 108 331 105 21 248 136 137
Totals All Depts. Deep Sea & Great Lakes 1,619 783 156 1,139 389 22 2,941 1,578 291

As can be seen from the March Dispatchers Reports, in the deep sea 1,093 jobs were shipped. Of these, 808 were taken by Class 'A' seniority full back men. This means that 285 permanent jobs were available to Class 'A' seniority full back men not taken by them. On the Great Lakes, 457 jobs were shipped in all classes.

Wire-Splicer Extraordinaire Is Recertified Bosun Roy Theiss



In photo on left, Recertified Bosun Roy Theiss (2nd left) demonstrates wire-splicing skill for (l. to r.): Recertified Bosun Woody Lawton; HLSS Vocational Education Department Instructor Chuck Dwyer, and three AB upgraders in Piney Point shop class recently. At right, showing finished splice (center) is Brother Theiss and (l. to r.): Recertified Bosuns Jack Kingsley; Fred Gosse; Woody Lawton, and Leon Curry. Deck Department Instructor Ed Boyer felt that Brother Theiss' wire-splicing know-how was so "outstanding" that he asked the bosun to show his skill.

Delayed Benefits

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

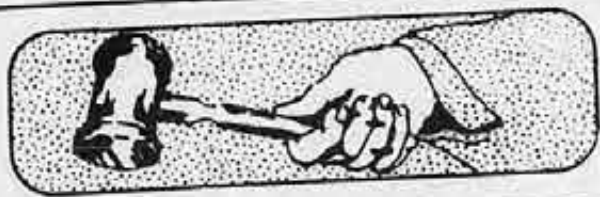
NAME	SOCIAL SECURITY NO.	UNION
Daniel, W.	465-01-2038	A&G
Rosario, S.	054-07-3022	A&G
Bayron, F.	101-07-3060	A&G
Lee, F. D.	240-66-9845	IBU
Jenkins, F.	114-32-8078	UIW
Schaffner, C. E.	213-26-4408	UIW
Rutkowski, W.	112-20-2472	A&G
Dunlavy, C.	204-20-5810	UIW
Lee, G.	231-60-1717	UIW
Johnson, J. L.	418-44-0362	A&G
Wright, F.	716-01-8928	IBU
Davis, E.	104-42-7675	UIW
Laborde, P.	439-44-0630	A&G
Cartwright, W.	231-09-2274	UIW
Long, J.	232-22-7600	A&G
Carter, J.	289-30-4990	UIW
Wall, K. E.	466-76-8652	IBU
King, N.	219-40-9920	UIW
Martinez, D.	086-16-5890	A&G
Flores, L.	459-72-2479	A&G

MEMBERSHIP MEETINGS SCHEDULE



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

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.



Final Departures



SIU pensioner **Herman H. Hickman**, 59, died on Mar. 19. Brother Hickman joined the Union in the port of Mobile in 1956 sailing as a chief electrician. He had sailed

for 37 years and was a U.S. Army veteran of World War II. Born in Florida, he was a resident of Pensacola, Fla. Surviving are his widow, Evelyn; a son, Herman and two daughters, Barbara and Patricia.



SIU pensioner **Furman H. Haynes, Sr.**, 78, succumbed to pneumonia in St. Mary's Hospital, Knoxville, Tenn. on Feb. 16. Brother Haynes joined the Union in 1948 in the

port of New Orleans sailing as a fireman-watertender. He was a Tennessee native and was a resident of Knoxville. Burial was in Zion Cemetery, Anderson County, Tenn. Surviving are a son, Furman, Jr. of Knoxville and two daughters, Mrs. Eilline Lockett of Knoxville and Mrs. Barbara Sue Hatley of Mobile.



John H. "Jack" Schesventer, 51, succumbed to a pulmonary ailment in Jacksonville on Feb. 27. Brother Schesventer joined the SIU in the port of Jacksonville in 1969 sailing as a

fireman-watertender. He was a veteran of the post-war Army. Born in Cleveland, he was a resident of St. Augustine, Fla. Cremation took place at the East Coast Crematorium, Jacksonville Beach, Fla. Surviving are two brothers, Fred of St. Augustine and William of Euclid, Ohio.



SIU pensioner **Walter A. Schlecht**, 59, died on Feb. 16. Brother Schlecht joined the Union in the port of New York in 1950 sailing as an AB. He had sailed

for 35 years and walked the picket line in the Robin Line strike in 1962. Seafarer Schlecht was also a veteran of the Navy in World War II. A native of Gloucester, Mass., he was a resident there when he passed away. Surviving is a brother, Donald Ryan of Haverhill, Mass.



Charles R. Ames, 53, was accidentally drowned off the Garfield Ave. Slip near Capitol Elevator No. 6 in Duluth Ship Harbor on Oct. 25. Brother Ames joined the SIU in the port of

Detroit in 1970 sailing as a wheelsman for 29 years for Kinsman Marine Steamship Co. He attended a Union navigation school and was a Navy veteran from 1940 to 1959. Born in Manistique, Mich., he was a resident of Detroit when he died. Burial was in Ballhorn Cemetery, Sheboygan, Mich. Surviving is his mother, Pearl of Detroit.



SIU pensioner **Alfred C. Jutchess**, 66, succumbed to congestive heart failure in the Baltimore USPHS Hospital on Feb. 10. Brother Jutchess joined the SIU-affiliated IBU in

the port of Baltimore in 1956 sailing as a deckhand. He was born in St. Paul, Minn. and was a resident of Baltimore. Interment was in St. Stanislaus Cemetery, Baltimore City, Md. Surviving are his widow, Barbara; a son, Anthony and a daughter, Victoria.



SIU pensioner **William R. King**, 74, died of natural causes in the USPHS Hospital, Staten Island, N.Y. on Jan. 22. Brother King joined the Union in the port of New York

in 1963 sailing as a fireman-watertender. He had sailed for 53 years. Born in San Francisco, he was a resident of Sanjurjo, Puerto Rico at his death. Burial was in Greenwood Cemetery, Brooklyn, N.Y.



Gerard T. McGarity, 52, succumbed to arteriosclerosis aboard the SS *San Pedro* (Sea-Land) in Naha Port, Okinawa on Aug. 31. Brother McGarity joined the SIU in the port of

Seattle in 1968 sailing as a chief electrician. A native of Billings, Mont., he was a resident of Gardena, Calif. Seafarer McGarity was a Navy veteran of World War II. Surviving are a brother, Jerome of Billings and a sister, Mrs. Nancy Ryan of Gardena.



Floyd A. Moore, 56, expired on Feb. 20. Brother Moore joined the SIU-affiliated IBU in Port Arthur in 1968 sailing as a deckhand for the Sabine Towing Co. in 1965, National

Marine Service in 1966, Marine Fueling Co. in 1973, Moron, Cook Towing Co. and the D. M. Pielow Co. He was an Army veteran of World War II. Born in Houston, he was a resident of Port Arthur. Surviving is his widow, Pauline.



SIU pensioner **Hjalmer E. M. Olofsson**, 75, passed away on Mar. 5. Brother Olofsson joined the SIU-affiliated IBU in the port of Chicago sailing as a fireman-watertender. He had sailed for 45 years. A native of Sweden, he was a resident of Chicago when he died.



George M. Gornick died aboard the tug, *Margarette Hannah* (Hannah Inland Waterways) on Feb. 27. Brother Gornick joined the SIU-affiliated IBU in the port of Chicago in 1961

sailing as an OS for the Great Lakes Dock & Dredge Co. He was a Navy veteran of World War II and a resident of Riverdale, Ill. Surviving are his widow, Anna and a daughter, Mary Barbara.



E. B. Harcastle, 65, passed away on Mar. 16 in the port of Wilmington, Calif. Brother Harcastle joined the SIU in the port of New York sailing as an AB. He was a Navy veteran

of World War II. Born in Carlsbad, N.M., he was a resident of Seattle. Surviving are a sister, Mrs. Louis (Buelah) Merrell Kievlan of San Diego and a nephew, William E. Smith of Carlsbad.



SIU pensioner **Edward C. O'Meara**, 76, died on Mar. 13. Brother O'Meara joined the Union in the port of New York in 1960 sailing as a deckhand for the Penn-Central Railroad from 1923 to 1964. He was a

Navy veteran of World War I. A New Jerseyite, he was a resident of Jersey City, N.J. Surviving are his widow, Lenore and a daughter, Mrs. Carol Ann Burch of Jersey City.



Guillermo C. Pena, 61, expired of a hemorrhage in Doctors Hospital, Houston on Nov. 1. Brother Pena joined the SIU in the port of New York in 1959 sailing as a third

cook. He had sailed for 23 years. Seafarer Pena was born in Laredo, Tex. and was a resident of Corpus Christi, Tex. Interment was in Brookside Memorial Park, Houston. Surviving are his widow, Enedina and a brother, Ramon Cipriano of Corpus Christi.



Kenneth J. Thompson, 61, died of cancer in the Memorial Medical Center, Ashland, Wisc. on Feb. 12. Brother Thompson joined the SIU in the port of Toledo in 1960 sailing as a gateman for the Great Lakes Steamship Co. Born in Ashland, he was a resident there when he died. Burial was in Mt. Hope Cemetery, Ashland. Surviving are his widow, Genevieve and two daughters, Judith and Phyllis.



SIU pensioner **Emigdio Canonizado**, 72, passed away on Jan. 11. Brother Canonizado joined the Union in 1948 in the port of Norfolk sailing as a chief steward. He had

sailed for 50 years and was a Navy veteran from 1921 to 1947. Born in the Philippines, he was a naturalized U.S. citizen and he was a resident of Portsmouth, Va. when he died. Surviving is his widow, Violet.



Roy Lockaby, 47, succumbed to a massive hemorrhage in Towns County Hospital, Hiawassee, Ga., on Dec. 8. Brother Lockaby joined the SIU in the port of Detroit in 1971 sailing as an OS for the Reiss Steamship Co. A native of Georgia, he was a resident of Hiawassee when he died. Surviving are his widow, Jeanette; a son, Calvin, and a daughter, Debra Lynn of Hiawassee.



Burl C. Loew, Jr., 52, died in River Rouge, Mich., on Dec. 6. Brother Loew joined the SIU in the port of Detroit in 1969 sailing as an oiler. He was a Navy veteran of World

War II. Born in Michigan, he was a resident of Howell, Mich. when he passed away. Interment was in Mt. Hope Cemetery, Shelby, Mich. Surviving are three sons, Ross, Kevin and Karl, and a daughter, Linda.



SIU pensioner **Mark W. Conrad, Sr.**, 68, died of natural causes on Jan. 18. Brother Conrad joined the SIU-affiliated IBU in Port Arthur, Tex. in 1961 sailing as a cook for the D.M. Picton Co. from 1943 to 1953 and for the Sabine Towing Co. from 1953 to 1961. He was a veteran of the U.S. Army Transportation Corps in World War II. A native of Upper La Have, Nova Scotia, Canada, he was a resident of Port Arthur when he passed away. Burial was in Groves, Tex. Surviving is his widow, Davis.

SIU pensioner **William E. Lake**, 87, passed away on Mar. 2. Brother Lake joined the Union in 1938 in the port of Boston sailing in the steward department. He was born in the British West Indies and was a resident of Roxbury, Mass. when he died. Surviving is his daughter, Audrey of Philadelphia.

SIU pensioner **Archibald G. Davis**, 67, died in Southampton, England on Feb. 8. Brother Davis joined the Union in 1949 in the port of Chicago sailing as a chief steward for the Eric Navigation Co. from 1967 to 1970. He had sailed for 27 years and was a veteran of the British Royal Navy in World War II. Seafarer Davis was born in Portsmouth, England and was a resident of Southampton at his death. Surviving are his brother, Stanley and a niece, Mrs. Rita M. Lazarski, both of Southampton.

Politics Is Porkchops
Donate to SPAD



Final Departures



Louis W. Peeper, 61, died of a heart attack in a Hong Kong hospital on Jan. 25 following a seizure on the SS *Sea-Land Commerce* while docked in the harbor. Brother

Peeper joined the SIU in 1944 in the port of Tampa sailing as a chief steward. He had sailed for 30 years. Seafarer Peeper was a native of Cincinnati and was a resident of Seattle when he passed away. Surviving are his widow, Nevena; a son, Robert Louis of Ft. Lauderdale; two daughters, Mrs. Sharon Bennett of Seattle and Mrs. Judith Utz of Tampa; a brother, Robert of Ft. Thomas, Ky.; three sisters, Mrs. Hazel Jager of Miami; Mrs. Gladys Helpin and Mrs. Thelma Murphy, both of Ft. Thomas; his mother-in-law, Mrs. Donna Markoff and five grandchildren.



SIU pensioner **Antonio M. Diaz,** 58, died on Feb. 18. Brother Diaz joined the SIU in 1944 in the port of New York sailing as a chief cook. He had sailed for 32 years. Seafarer Diaz was born in Puerto Rico and was a resident of the Bronx, N.Y., when he passed away. Surviving are a daughter, Lucy and a step-grandson, Serafin Mariel of the Bronx.



Robert E. Kiedinger, 49, died aboard the SS *Eagle Voyager* (Maritime Overseas) while in Russian waters at the end of December. Brother Kiedinger joined the SIU in the port of

New York in 1950 sailing as a chief steward. He had sailed for 25 years and was a veteran of the U.S. Marine Corps in World War II. A native of Birmingham, Ala., he was a resident there when he passed away. Interment was in Birmingham. Surviving are his widow, Myrtle; three sons, Robert E., Jr., Ronald and Michael; his mother, Elizabeth and a sister, Mrs. Mary K. Hartsfield, both of Birmingham.



Harland C. Radloff, 60, died on Feb. 24. Brother Radloff joined the SIU in the port of Chicago in 1969 sailing as a second cook for Kinsman Marine. He was a World War II veteran of the U.S. Air Force. A native of Freedom, Wisc., he was a resident of Manitowoc, Wisc. at the time of his death. Surviving is a brother, Ervin of Appleton, Wisc.



Jeremiah J. McCarthy, 52, expired on Feb. 20. Brother McCarthy joined the SIU in 1943 in the port of Boston sailing as a deck engineer. He had sailed for 31 years and was an engine delegate. A native of Ireland, he was a resident of Houston when he died. Surviving are four daughters, Kathleen of South Boston, Geraldine, Pamela and Mary.



Edwin G. Moyer, 25, died in Charity Hospital, New Orleans, on Jan. 29. Brother Moyer joined the SIU in the port of New Orleans in 1968 sailing as a wiper. He was a 1968

graduate of the Harry Lundeberg School of Seamanship in Piney Point, Md., and was also a HLSS graduate in 1967 in New Orleans. Seafarer Moyer was born in Cooperstown, N.Y., and was a resident of Rose Bone, N.Y., and New Orleans. Internment was in Unadella Cemetery, Unadella Fork, N.Y. Surviving are his parents, Mr. and Mrs. Spaulding Moyer, and two stepbrothers, James D. Crewell of Schoharie, N.Y. and Douglas Crewell of Fultonville, N.Y.



SIU pensioner **Sam Knuckles,** 87, died of a cerebral vascular mishap on Dec. 20 in the Maria Parham Hospital, Henderson, N.C. Brother Knuckles joined the SIU in

1939 in the port of Baltimore sailing in the steward department. He had sailed for 49 years. A native North Carolinian, he was a resident of Warrenton, N.C. at the time of his death. Interment was in Cook's Chapel Church Cemetery, Warren Plains, N.C. Surviving are a niece, Mrs. Edith Plummer of Englewood, N.J. and a cousin, Mrs. Helen Jenkins of New York City.



SIU pensioner **John L. Mahoney,** 68, expired in a hepatic coma in the New Orleans USPHS Hospital on Jan. 3. Brother Mahoney joined the Union in 1944 in the port of

Boston sailing as a deck engineer. He had sailed for 36 years. Born in Boston, he was a resident of New Orleans when he died. Seafarer Mahoney donated his body to the Louisiana State Anatomical Board in New Orleans for medical research. Surviving are his widow, Klifford Kay and a daughter, Mrs. Gertrude Clark of Malden, Mass.



SIU pensioner **David P. Rivers,** 48, died on Feb. 23. Brother Rivers joined the Union in 1944 in the port of Boston sailing as a bosun. He had sailed for 28 years. Born in Patrick, S.C., he was a resident of Diboll, Tex. Surviving are his widow, Bertie Mae; two daughters, Geraldine and Jacqueline; his mother, Mrs. Percy Rivers of Ruby, S.C. and a sister, Mrs. Virginia Cranford of Cheraw, S.C.



Alonzo W. Morris, 67, passed away on Feb. 15. Brother Morris joined the Union in the port of Mobile in 1958 sailing as a chief cook. Born in Alabama, he was a resident of Mobile when he died. Surviving are his mother, Martha of Cottonwood, Ala. and a sister, Dollie of Houston, Ala.



SIU pensioner **Richard E. Tunison,** 62, passed away on Dec. 5. Brother Tunison joined the SIU in 1941 in the port of Baltimore sailing as a fireman-water-tender. He had sailed

for 37 years. Seafarer Tunison was a native of Maupin, Ore. and was a resident of Harbor, Ore. Surviving are his widow, Edith; two sons, Richard E., Jr. and Josef Earl; a daughter, Loris Estrella; his mother, Meta of Coavallis, Ore., and a sister, Mrs. Loretta E. Wallace of Harbor.



SIU pensioner **Dale L. Barton,** 59, died on Mar. 2 in Little Traverse Hospital, Petoskey, Mich. Brother Barton joined the Union in the port of Detroit in 1961 sailing as an

oiler for the Mackinaw Transportation Co. from 1962 to 1970. He had sailed for 24 years and was a U.S. Navy veteran of World War II. Born in Niles, Mich., he was a resident of Mackinaw City, Mich. Burial was in Lakeview Cemetery, Mackinaw City. Surviving is his widow, Grace.



SIU pensioner **Louis C. Campbell,** 69, passed away on Feb. 28. Brother Campbell joined the SIU-affiliated IBU in the port of Philadelphia in 1959 sailing as a tankerman for

the Interstate Oil Co. from 1943 to 1946 and from 1966 to 1973 and as a tugboat captain for the Graham Transportation Co. from 1946 to 1963. During World War II, he was a welder at the Sun Shipbuilding and Drydock Co. shipyard in Baltimore. A native of Macon, Mo., he was a resident of Bear Creek, N.C. Surviving are two sons, Gary and Joseph Love; three daughters, Jacklyn Love, Katherine Love and Karen Love and a sister, Mrs. Wilson (Mary Lou) Poe of Bear Creek.



SIU pensioner **Juan Monzon y Davila,** 70, passed away on Feb. 7 in Las Palmas, Canary Islands, Spain. Brother Davila joined the Union in the port of Baltimore in 1955 sailing

as an AB. He had sailed for 26 years. Seafarer Davila was a native of Las Palmas and was a resident there at the time of his death. Burial was in Las Palmas. Surviving are a brother, Faustino and a sister, Carmen, both of Las Palmas.



Roy W. Clark, 77, passed away in 1974. Brother Clark joined the SIU in 1940 in the port of New Orleans sailing as a bosun. He had sailed for 45 years and was a U.S. Navy veteran

of World War I. Seafarer Clark was born in West Virginia and was a resident of La Porte, Tex. Surviving are his widow, Emma and two sons, Michael and Robert.



William L. Wharton, 47, died of cardiac failure in Kobe (Japan) Kaisei Hospital on Jan. 15. Brother Wharton first became ill on the SS *Sea-Land Finance* while anchored in

Kobe Harbor. His ashes were buried at sea off the *Finance*. He had sailed for 27 years and joined the SIU in 1945 in the port of Baltimore sailing as an OS. Seafarer Wharton was a postwar veteran of the U.S. Army. A native of Mt. Savage, Md., he was a resident of Wilmington, Calif. at the time of his death. Surviving are his widow, Donna Jean; two stepdaughters, Cynthia and Paulette Gray; his father, James of Mt. Savage, and a sister, Mrs. Jeanne Foss of Wilmington.



Lloyd A. Taylor, 40, died on Feb. 16. Brother Taylor joined the Union in the port of Norfolk in 1965 sailing as an AB. He was a postwar veteran of the U.S. Army. Seafarer

Taylor was born in Pitt City, N.C. and was a resident of Vanceboro, N.C. Surviving are his widow, Dorothy; a son, Kerry and a brother, Franklin of Greenville, N.C.



Michael A. Cerrelli, 64, expired in the Baltimore U.S. Public Health Service Hospital on Feb. 28. Brother Cerrelli joined the SIU in the port of Philadelphia in 1969 sailing as a

chief cook. He was born in Pennsylvania and was a resident of Philadelphia. Surviving are his widow, Frances and a son, Henry.



SIU pensioner **Donald S. Gardner,** 90, died of pneumonia in Brookhaven Memorial Hospital, Brookhaven, L. I., N. Y. on Feb. 9. Brother Gardner joined the Union in

1939 in the port of New York sailing as a chief steward. He had sailed for 61 years. Seafarer Gardner was born in British Guiana and was a resident of Shirley, L.I., N.Y. He was also a naturalized American citizen. Interment was in Mt. Pleasant Cemetery, East Moriches, L.I., N.Y. Surviving are his widow, Yoshie; a son, Roy of Shirley; a daughter, Hirora and a niece, Mrs. Lucille Babb of Georgetown, British Guiana.



SIU pensioner **John J. Culeton,** 74, succumbed to bronchopneumonia on Feb. 27 in New Orleans. Brother Culeton joined the Union in 1939 in the port of New York sailing as

an AB. He had sailed for 48 years. Born in New York State, he was a resident of New Orleans. Interment was in St. Bernard Memorial Garden Park, New Orleans. Surviving is his brother, Leo of Oswego, N.Y.

Descriptions and Dates of HLS Upgrading Courses*

*For course requirements, see next page.

Able Seaman—The course of instruction leading to the endorsement of Able Seaman consists of classroom work and practical training to include: Basic Seamanship, Rules of the Road, Wheel Commands, use of the Magnetic Compass, Cargo Handling, Knots and Splices, Blocks and Booms, Fire Fighting and Emergency Procedures, Basic First Aid.

Starting date: June 26.

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

Starting dates: May 29, August 7.

Lifeboatman—The course of instruction leading to a lifeboatman endorsement consists of classroom work and practical training to include: Nomenclature of Lifeboat, Lifeboat equipment, Lifeboat Commands, Types of Davits and their use, Emergency Launching Operations.

Also included in this course is actual practical experience to include launching, letting go, rowing and maneuvering lifeboat in seas, recovery of man overboard, Fire Fighting and Emergency Procedures.

Starting dates: May 1, 15 and 29, June 12, 26, July 10, 24, August 7, 21.

Fireman, Watertender, and Oiler—The course of instruction leading to endorsement as Fireman, Watertender, and/or Oiler consists of classroom work and practical training to include: Parts of a Boiler and their Function, Steam and Water Cycle, Fuel Oil and Lube Oil Systems, Fire Fighting and Emergency Procedures, and practical training on one of the ships at the school to include Lighting of a Dead Plant, Putting Boilers on the Line, Changing Burners, Operation of Auxiliary Equipment, Starting and Securing Main Engines.

Starting dates: April 28, May 26, June 23, July 21, and August 18.

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

QMED—The course of instruction leading to certification as QMED is the same as that for Deck Engine Mechanic.

Starting dates: May 1, 15, 29, June 12, 26, July 10, 24, and August 7, 21.

High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

I meet the requirements listed above and I am interested in furthering my education, and 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

Welding—The course of instruction in basic welding consists of classroom and practical on-the-job training. This included practical training and electric arc welding and cutting, and oxy-acetylene brazing, welding and cutting. Upon completion of the course, an HLS Certificate of Graduation will be issued.

Starting dates: May 15, June 12, July 10, and August 7.

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

Automation—The course of instruction leading to certification for Automated vessels consists of both classroom and practical training which includes: operation and control of automated boiler equipment, systems analysis and operation of remote controls for all components in the steam and water cycles such as, main and auxiliary condensate system, generator, fire pumps, sanitary system, bilge pumps and other associated engine room equipment.

The course is taught primarily with the aid of a full scale engine simulator. All students learn engine room operations directly from the engine room console. This console is similar to those found aboard automated ships.

Advanced Pumpman Procedures—The course of instruction leading to HLS certification as pumpman will consist of both classroom and practical work to include: Tanker regulations, loading and discharging, pumps and valves operation and maintenance, ballasting, tank cleaning and gas freeing, safety and firefighting.

Starting date: July 28.

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

Starting dates: May 1, 15, 29, June 12, 26, July 10, 24, and August 7, 21.

Cook and Baker—The course of instruction includes classroom and on-the-job training in baking bread, pies, cakes and cookies, and preparation of desserts such as custards, puddings, canned fruit and gelatin desserts. The Cook and Baker will be able to describe preparation of all breakfast foods and be familiar with menu selection of bread, desserts and breakfast foods for the appropriate meal.

Starting dates: May 1, 15, 29, June 12, 26, July 10, 24, and August 7, 21.

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

Starting dates: May 1, 15, 29, June 12, 26, July 10, 24, and August 7, 21.

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

Starting dates: May 1, 15, 29, June 12, 26, July 10, 24, and August 7, 21.

Note: The dates and courses are subject to change at any time.

FOWT Class Graduates 4



Last month fireman-watertender graduates of the Harry Lundeberg School of Seamanship, Piney Point, Md. were, (l. to r.): Gary Frazier; Jim McCrary; Nelson Kirchner, and Kenneth Brand. They display their diplomas following graduation ceremonies.



Lundeberg School



Deck Department Upgrading

Quartermaster

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

Able-Seaman

Able-Seaman—12 months—any waters

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

Able-Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

Engine Upgrading

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

LNG/LPG Program

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

Advanced Pumpman Procedures

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

Advanced Electrical Procedures

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

Steward Upgrading

Assistant Cook

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

Chief Cook

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

Chief Steward

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

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

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

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

PORT _____ DATE _____

SIGNATURE _____

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

Upgrade for Job Security



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

National Maritime Council Aids U.S. Merchant Fleet

The following article outlines the history and functions of the National Maritime Council, an organization which affects the lives of all American seamen.

The National Maritime Council was set up in 1971 under the authority of the U.S. Maritime Administration. It is a broad-based organization composed of all segments of the maritime industry—the ocean carriers, landbased maritime and sea-going unions, and shipbuilders, plus the Department of Commerce of the Federal Government.

The general purpose of the NMC is the development and promotion of a strong, competitive American merchant fleet which will provide American shippers with the finest, most consistent service available anywhere.

The key to the success of this under-

taking is cooperation — cooperation among labor, management and government in an effort to attract and hold the support of American shippers. There are various ways in which the Council, a non-profit organization, accomplishes this.

One way in which the NMC seeks to get its message across is by holding unity dinners and seminars in major cities where importers and exporters can meet with representatives from all segments of the industry. The SIU sends representatives to these meetings because it feels that the NMC can and should play a very important part in maintaining a strong, healthy merchant marine.

These dinners and seminars provide a regular forum for frequent communications between maritime industry seg-

ments as well as an opportunity to acquaint the shippers with the industry's new programs. It also gives the shippers a chance to air their views to the rest of the industry.

It is in this way and in other areas such as advertising and public relations work, that the Council strives to convince importers and exporters of the advantages of shipping on American carriers. "Task force units" have also been set up consisting of top officials from the Council's member organizations. These men and women visit business executives in order to show them the dependability and convenience of using U.S.-flag ships.

Some of the points which are stressed to the shippers are:

- Approximately 70 cents of every dollar spent in shipping on American-

flag ships remains in this country and thus makes an important contribution to the national balance of payments and to the national economy;

- Their cargo will be better protected because of this country's stringent safety laws;

- The American merchant marine has higher manning scales and its ships and crews have a higher efficiency;

- The American merchant marine is vital to our national security.

The SIU firmly believes in the basic premise of the NMC: that there is more to gain from cooperation than by conflict. It is a main reason why the SIU has given full support to the NMC in the past, and will continue to do so in the future. It is an organization dedicated to building and strengthening the American merchant marine.



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.