



# SEAFARERS LOG

Vol. XXXVII, No. 3

March, 1973

## Action Needed Now for Healthy Merchant Marine

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UIW Brother Jimmy Harris wonders what the future holds for him as he leans on a railing in a Manhattan Park along the East River directly across from the Seatrain Shipbuilding facility where he used to work until 1,800 employees were laid off on Jan. 22. Harris' brothers in the SIU are also gravely concerned about the future of the U.S. merchant marine as a number of our own ships sit in layup (center right, and bottom of page) while foreign ships (center left and top) continue to load and unload cargo at our ports. For steps the government must take to insure a healthy U.S. merchant marine, see editorial on P. 14 and articles on P. 2.

### Maritime Trades Department Quarterly Meeting

See Special Supplement

# Maritime Leaders Meet With President Ford

WASHINGTON—With more than 1.2 million tons of U.S.-flag tankers laid up for lack of cargo, and thousands of American seamen and shipyard workers adding to the nation's unemployment crisis, maritime leaders met with President Ford earlier this month to urge the Administration to take immediate action to prevent a total collapse of the industry.

Speaking for the maritime unions, shipowners and shipbuilders attending the meeting, SIU President Paul Hall submitted two proposals which could bring immediate relief to the industry:

- A Presidential Order requiring oil importers to use U.S.-built and U.S.-

manned tankers for oil products coming in the United States to the extent that U.S.-flag tankers are available at fair and reasonable rates, and

- A Presidential Order granting an exemption from import fees to importers using American-built and American-manned ships.

President Ford pocket-vetoed a bill last December which would have provided that 20 percent of oil imports—and later 30 percent—be carried on U.S.-flag ships. Since that veto, more than 40 of the nation's privately owned tankers have been laid-up and thousands of shipyard workers—including nearly 3,000 at the Seatrain Yard in

Brooklyn, N.Y.—have been laid-off. Similar bills—calling for a percentage of oil imports to be carried on U.S.-flag ships—have been introduced in both the House and the Senate.

Meanwhile, Sen. Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee has told top administration officials—including Commerce Secretary Frederick B. Dent and Treasury Secretary William Simon—to “come up with some answers regarding help for the tanker industry.”

In addition to SIU President Hall, other maritime leaders attending the meeting with President Ford were Jesse Calhoun, MEBA; Shannon Wall,

NMU; Page Groton, Boilermakers, and Robert Lowen, MM&P.

Administration officials at the meeting included Treasury Secretary Simon, Commerce Secretary Dent, Federal Energy chief Frank Zarb and Presidential economic advisor L. W. Seidman.

Shipyard and shipowner spokesmen were Joseph Kahn, Seatrain; Ran Hatena, Maritime Overseas; Charles Kurz, Keystone Shipping; John Gilbride, Todd Shipyards, and John Diesel, Newport News Shipbuilding.

## Jones Act Waiver Denied

A Jones Act waiver requested by New England LNG to allow foreign-flag vessels to carry liquefied natural gas (LNG) from Alaska to New England has been denied by the Secretary of the Treasury Department, William Simon.

Denying the waiver request, Sec. Simon said that waivers of the Jones Act are only permitted “when necessary in the national defense.”

New England LNG had based their petition for the waiver on the contention that a lack of natural gas would have an adverse impact on defense industries in the area, but the Department of Defense refused to support their argument.

The New England firm would have used the Liberian-flag *Kenai Multina* or the Norwegian-flag *Ventaro* to transport the LNG from the Phillips-Marathon facility at Kenai, Alaska.

The waiver drew strong opposition from all maritime fronts. In a telegram to Sec. Simon, SIU President Paul Hall had urged immediate rejection of the waiver request, calling it “an outrageous attempt by the major U.S. oil companies to by-pass the Jones Act in order to gain windfall profits through the entry of tax-dodging foreign vessels into the U.S. domestic trades.”

Among other friends of the U.S. merchant marine opposing the waiver were Rep. Leonor Sullivan (D., Mo.), chairwoman of the House Merchant Marine and Fisheries Committee, and Rep. Thomas Downing (D., Va.), who heads the Merchant Marine subcommittee. In letters to both President Ford and Sec. Simon, the two influential merchant marine committee members wrote that they could not “sit by and see our maritime position eroded by a

succession of Jones Act administrative waivers.”

Though the SIU has been successful in thwarting this latest attack on the Jones Act, we must remain a vigilant guardian of this important law.

Already, New England utilities are gearing up for another attempt to obtain a Jones Act waiver for foreign-flag LNG vessels to bring the fuel from Alaska to the northeast.

And as the Alaska pipeline nears completion, we can expect the oil companies to intensify their waiver requests as they try to get a foothold in the carriage of domestic oil between Alaska and the lower 48 states. As long as business interests feel that there is a large profit to be made by beaching the domain of U.S.-flag ships with foreign operated vessels, attacks on the Jones Act will continue.

## AFL-CIO Renews Oil Bill Support

At its annual meeting in Bal Harbour, Fla. last month, the AFL-CIO Executive Council issued a statement on U.S. energy policies which again reiterated the Council's support for “legislation to require that a substantial portion of oil imports be transported in U.S.-flag vessels.”

The AFL-CIO Executive Council first announced its support of the SIU's struggle to get an oil preference law in 1972.

Last year, AFL-CIO support was a significant factor in the passage of the Energy Transportation Security Act by the House of Representatives and the Senate. (See story, p. 3.)

# the PRESIDENT'S

## REPORT:

# Unity to Enact Labor's Programs



Paul Hall

The majority of America's industries, and consequently the millions of American workers employed in them, are facing the worst economic crisis in 40 years.

Some industries and their workers, like in construction and manufacturing, have been hit harder than others. Yet no matter which industry employs us, we all, as workers and consumers, are confronted with the same basic economic dilemma—a deepening recession that has brought with it high rates of unemployment, while at the same time prices of fuels, food and essential services continue to rise.

It is a serious situation; but a situation that can be checked and then turned back on course through significant changes and meaningful reforms in the nation's energy and economic policies. And since it is the American worker who is most acutely affected by fluctuations in the economy, it is the voice of the worker—the labor movement—that must lead the way in correcting the nation's economic ills.

We have recently concluded an important quarterly meeting of the AFL-CIO's Maritime Trades Department, at which the Department's 44

national and international unions, representing eight million workers from numerous diversified trades, examines both the economic problems of these individual trades as well as the country's overall economic condition. MTD representatives of maritime workers, carpenters, bricklayers, restaurant workers, meat cutters, plasterers, cement workers and many more, worked side by side during the two days of meetings, and as a result, unanimously formulated and adopted resolutions on national economic and energy policies that must be enacted by the Congress if the U.S. is to successfully emerge from under the growing economic deluge.

Just as important, though, as the programs set forth by the MTD at these meetings, was the solidarity demonstrated by the MTD representatives in formulating them.

It was the same kind of solidarity—unity of spirit, unity of purpose, and unity of action—that fostered the growth of the American labor movement from a few abused Baltimore railroad workers walking a picket line for a better life over a century ago, to an organization comprising over 13 million men and women in the AFL-CIO.

In a further show of solidarity within the labor movement, the AFL-CIO Executive Council, representing the Federation's entire 13 million member complement, voiced unanimous support for the MTD's proposals on the nation's economic and energy policies. And in addition, the Council incorporated these proposals into its own expanded programs for economic revitalization. Again, the resolutions were unanimously accepted.

What this all boils down to is that each individual union within the AFL-CIO can rely on the collective strength of the entire AFL-CIO in coping with the many problems we face today.

More specifically for Seafarers, the power of a unified labor movement was vividly demonstrated in the last session of Congress during the successful fight in the House and Senate for passage of the Energy Transportation Security Act. Spearheaded and coordinated by the SIU, virtually every segment of American labor pulled together in the battle for the oil bill, and dealt the most powerful and richest lobby in Washington, the big oil cartel, its first defeat ever on any major piece of legislation. It was a great victory for Seafarers and labor despite the subsequent Ford veto.

We in the SIU and the AFL-CIO are back again in this session of Congress for the third round of the oil bill, as well as with other measures designed to turn the American economy around and put Americans back to work. And with the solidarity demonstrated within the MTD and the larger body of the AFL-CIO, we will be successful.

## Bids Halt to 'Frightening Speed' of Economic Crisis

# AFL-CIO: 'Emergency' Plans for Jobless

The AFL-CIO Executive Council at its mid-winter meetings in Bal Harbour, Fla. has called for "massive emergency programs" to give immediate aid to the hardest hit victims of the nation's deepening recession, and halt the "frightening speed" of our economic crisis.

Pointing to the alarming unemployment rate which is rapidly closing in on the 10 percent mark, the Council urged strengthened unemployment compensation benefits, mortgage relief payments to prevent widespread foreclosures, continued health insurance coverage for the jobless, a higher minimum wage and a complete overhaul of the welfare system.

The Council also unanimously reiterated the need for quick Congressional action on the comprehensive six-point emergency program adopted by the AFL-CIO General Board in January (see Feb., 1975 LOG, p. 2), and in addition, called for basic reform of national policies dealing with energy,

### taxes and the Federal Reserve System.

On the vital subject of energy, the Executive Council, which incorporated into its energy policy statement the position of the AFL-CIO Maritime Trades Department (see special supplement in this LOG), proclaimed the need for "immediate and drastic actions" to free the U.S. from the "blackmail threat of a renewed Arab oil embargo."

The Council stated that the severe energy crisis of a year ago "was a result of policy decisions made by the multinational oil companies to squeeze the consumers, force them to pay higher prices and fatten the profits of the oil companies," and later outlined a number of measures needed to break the multinational monopoly, including:

- Immediate elimination of the oil depletion allowance to oil companies for both domestic and foreign operations.
- Repeal of the tax advantages which encourage the use of foreign-flag tankers in the carriage of oil.
- Destruction of Big Oil's stranglehold on all aspects of America's energy

supplies through divestiture-of-operations legislation.

• Levy of an excess profits tax on windfall oil company profits reaped at the expense of the American consumer.

### Tax Reform

Turning to tax reform the Council noted that a worker's buying power has plunged to its lowest level in nearly 11 years, and called for an immediate \$20 billion tax cut for low and middle income families to stimulate the economy, to be followed by a restructuring of the tax system to achieve "tax justice."

The Council's tax program would, among other things, close tax loopholes putting an end to "special privileges which rig the tax structure against wage earners and consumers," and halt depletion allowances in the gas, oil and mineral industries.

### Federal Reserve System

In another major indictment of national policies, the Executive Council affirmed that the Federal Reserve System has brought the economy to the "brink of Depression" through discrim-

ination against extension of needed credit for home building, small business, state and local government and public utilities while at the same time providing substantial amounts for various types of speculation, inventory hoarding and foreign lending.

To correct the inequities in the present Federal Reserve System, the Council presented a seven point program, which includes extension of membership on the FRS Board of Governors and all committees and district banks of the system to representatives of all major community groups including consumers and organized labor.

### Minimum Wage

In other actions, the Executive Council called for a \$3 an hour minimum wage; a Congressional investigation by Congress of the structure of U.S. economy and the role of the big corporations and their allies (presently the 500 biggest U.S. corporations hold more than two-thirds of all business income); and Congressional action that would provide funds to create an additional one-million public jobs for Americans who can't find work in private industry.

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SIU President Paul Hall stresses the need for legislation to provide cargoes for American-flag ships during recent meetings of the AFL-CIO Executive Council. From left are Max Greenberg, president of Retail, Wholesale & Department Store Workers; Hall; Peter Bommarito, president of Rubber Workers, and C. L. Dellums, president of Sleeping Car Porters.

## Special Elections Set for Apr. 10 On Crews Confab at Piney Point

Special elections will be held in each deep sea port on Apr. 10 at 2:30 p.m. to elect 66 Seafarers, 22 from each shipboard department, to represent the SIU membership at the upcoming Crews Conference, which will be held at the Lundeberg School in Piney Point from Apr. 14 to Apr. 26.

If you wish to be a delegate to the conference, you must be able to supply proof that you fulfill the following requirements:

- A full book member with "A" seniority in good standing.
- 24 months seetime with SIU-contracted operators in ratings above entry (seetime will be considered as any time for which contributions have been made toward pension and welfare eligibility).
- At least 60 days of such employment in the period from Apr. 1, 1974 to Apr. 1, 1975.

The 66 elected members will be par-

ticipating in the conference along with the SIU's contract department and representatives of all our beneficial funds, to discuss, among other things, the state of the maritime industry, and to make recommendations for upcoming deep sea contract negotiations.

Membership representation in each port, based on shipping and registration and last year's activities in the port, will be: 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; Seattle, 3; Tampa, 3; San Juan, 3; Wilmington, 3, and Piney Point, 3.

If any port should fail to elect its quota, Headquarters will conduct a special meeting the following day, on Apr. 11 at 2:30 p.m., to elect that port's quota.

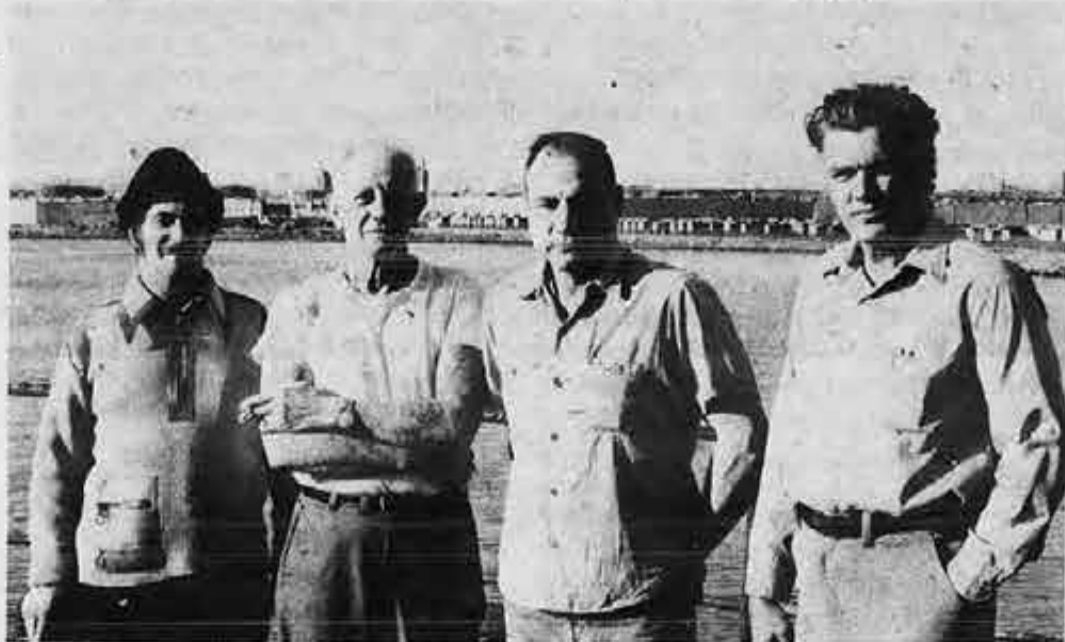
Reports on the conference have been

carried in each issue of the LOG since December, and in addition, two separate letters announcing the conference have been sent to all Seafarers. The latest mailing also included a questionnaire asking Seafarers for comments and suggestions on such topics as the SIU Constitution, the pension, welfare and vacation plans, training and upgrading, political action, and the SIU contract, which is due for renewal in June.

A pre-conference committee, which included members of the HLSS staff and SIU representatives has been meeting for more than a month now to develop an agenda which will incorporate the topics mentioned in the questionnaire, as well as discussions on the evolution of the maritime industry, its present state, and how we can adapt our programs to meet the needs and challenges of the future.

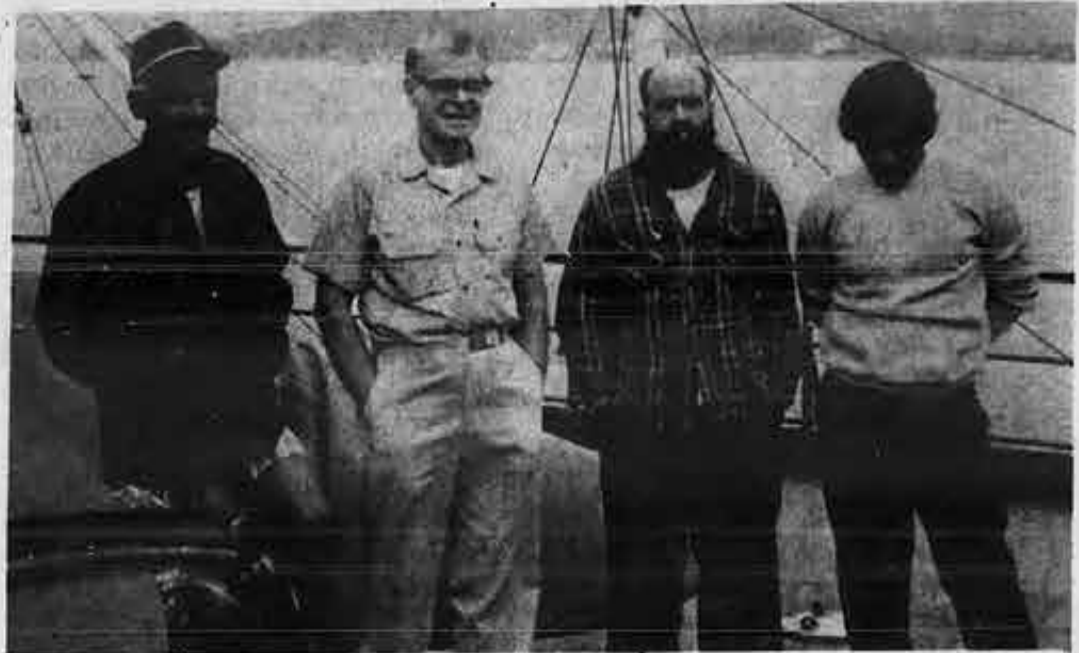
# The Committee Page

## Seatrain Washington



Recertified Bosun Andrew Boney (far right) ship's chairman of the SS *Seatrain Washington* (Hudson Waterways) with the rest of the Ship's Committee last month of, from left: Steward Delegate Philip Livingston; Engine Delegate Jack Groen, and Deck Delegate Burton Churchill. The vessel paid off recently in the port of Bayonne, N.J. before going into layup.

## Overseas Alice



In cool weather with the scenic harbor of Sasebo, Japan surrounded by mountains as a backdrop, the Ship's Committee of the tanker SS *Overseas Alice* (Maritime Overseas) lounging on deck are, from left: Bosun Robert Marrero, ship's chairman; Chief Steward Everett Perry, secretary-reporter; DM Dick Bradford, deck delegate, and Chief Pumpman Bernie Duenas, educational-director. The SIU crew relished the fresh (raw) seafood in the port after a voyage from the port of Wilmington, Calif.

## Beauregard Committee



Enjoying the holidays in Pusan, Korea is the Ship's Committee of the containership SS *Beauregard* (Sea-Land) of, from the left standing: BR Jim Abellano, steward delegate and Recertified Bosun Al Oromaner, ship's chairman. Seated from left are: AB Don Smith, deck delegate; Chief Steward Frank Hall, secretary-reporter, and Oiler C. Madsen, engine delegate. This month the ship will call at the port of Manila and dock in Vietnam with a payoff expected in Hong Kong on Apr. 11.

## Boston Committee



Sailing coastwise to the port of Houston last month was (2nd right) ship's chairman Recertified Bosun Loyal E. Joseph of the containership SS *Boston* (Sea-Land). The other members of the Ship's Committee are from left: Chief Steward James Keno, secretary-reporter; Engine Delegate Frank Sandy; Deck Delegate George Alexander; Joseph, and Steward Delegate Richard W. "Benny" Forgays. The vessel paid off in Port Elizabeth, N.J. on Feb. 7.

## Thomas Lynch



Heading the Ship's Committee of the C4 SS *Thomas Lynch* (Waterman) is (left) Recertified Bosun Raymond W. Hodges, ship's chairman, following a trip from the Far East. The other members of the committee are, from left: Steward Delegate G. Grajales; Deck Delegate David Fair; Educational Director Felix Diaz, and Engine Delegate David Timmons. The Seafarers were paid off in the port of Philadelphia before sailing to the port of New London, Conn. and to points northward in Canada. Now the ship is laid up in Berth 6, Port Newark, N.J.

## Eagle Voyager



Back from the grain run to Odessa, Russia and a payoff in the port of Stapleton Anchorage, S.I., N.Y. late last month, are the Ship's Committee of the tanker SS *Eagle Voyager* (United Marine). From left are: Recertified Bosun Ravaughn Johnson, ship's chairman; Steward Delegate J. D. Reyes; Engine Delegate H. J. DeLatte; Deck Delegate J. Matheson, and Chief Steward William Hand, secretary-reporter. Later the ship sailed to the Far East.

# UIW Brothers Layoff at Seatrain Yard Continues

Nearly 3,000 of our SIU-affiliated UIW brothers at the Seatrain Shipyard in Brooklyn, N.Y. are still out of work.

It is three months since the United Industrial Workers Union shipbuilders were laid off with two 225,000-dwt supertankers remaining unfinished on the ways. One, the *TT Stuyvesant* was more than half completed when a "furlough" layoff of 1,800 shipbuilders occurred on Jan. 22. In December, more

than 1,000 UIW members there were laid off, too.

On Feb. 24, a "call-back-to-work" notice from the company was withdrawn until further notice at the former Brooklyn Navy Yard where two other supertankers, the *TT Brooklyn* and the *TT Williamsburgh* were launched in the summers of 1973 and 1974.

On Dec. 30, 1974 President Gerald R. Ford pocket vetoed the Energy

Transportation Security Act (the Oil Bill) resulting in depressing the already weak U.S. tanker market. The veto was a major cause for Seatrain Shipbuilding Corp's layoffs. The bill would have made mandatory the carriage of 20 percent of the nation's imported oil this year in American-flag ships, 25 percent in 1976 and 30 percent in 1977.

To look at the problems besetting the maritime industry, President Ford met

with, among other maritime leaders, SIUNA President Paul Hall, Seatrain Lines Shipbuilding Corp. Board Chairman Joseph Kahn and National Marine Engineers Beneficial Association President Jesse Calhoun at the White House on Mar. 7.

U.S. Secretary of the Treasury William Simon, Commerce Secretary Fred-

*Continued on Page 18*

# Tension Mounts in Ecuador on Seizure of Tuna Boats

Growing tensions over the seizure of U.S. fishing vessels by Ecuador came to a head this month in the port of Salinas there when 18 U.S. fishermen aboard a seized American tuna boat were arrested and jailed after a scuffle in which shots were fired by Ecuadorian soldiers assigned to guard the boats.

Although no serious injuries were reported and State Department officials in Ecuador arranged for the crewmembers' release after five hours, the incident demonstrates the need for U.S. governmental action to correct this unfortunate situation.

Ecuador is still holding two of the seven U.S. tuna boats seized Feb. 1 for fishing without a license within the 200-mile limit Ecuador maintains off her coast. In the past, Ecuador usually detained a seized vessel no more than a few days after levying stiff fines on the boat's owner. However, now in addition to fines, a new Ecuadorian law calls for

removal of a seized boat's catch as well, which could take up to 40 days or more.

The five other seized U.S. tuna boats were released near the end of last month with a combined loss from fines and catch removals of well over \$1 million. One of the vessels seized was manned by members of the SIUNA-affiliated Fishermen's Union of America, Pacific and Caribbean Area.

The "tuna war" with Ecuador has been going on unchecked for 23 years. And lately, with the increase in seizures, topped off by tougher Ecuadorian laws, it is becoming more and more difficult for American fishermen, as well as cannery workers who depend on their catches, to make a living.

Last month, members of two SIUNA-affiliated unions, the Fishermen's Union of America, Pacific and Caribbean Area, and the Cannery and Industrial Workers of the Pacific along with several deep-sea SIU members picketed

the Ecuadorian consul in Los Angeles to protest the seizures and call attention to the worsening situation. The SIU is giving its full support to the union affiliates in this fight.

Earlier this month, eight U.S. Sena-



Members of the Fishermen's Union of America, Pacific and Caribbean Areas, and the Cannery and Industrial Workers of the Pacific, along with several SIU members, picket the Ecuadorian consul in Los Angeles protesting the seizure of U.S. fishing boats.

tors introduced a resolution calling for sterner U.S. actions in the Ecuador situation. Hopefully, these pressures will lead to meaningful discussions between the U.S. and Ecuador to negotiate a solution to the dispute.

## Under Larger Maritime Body

# Four Subcommittees Set Up On Maritime Issues

The AFL-CIO Ad Hoc Committee on Maritime Industry Problems, which was established last year to provide a forum for all maritime unions to meet on a regular basis and discuss their mutual problems, has created four special subcommittees to deal with specific maritime issues.

The Ad Hoc Committee was established in April, 1974 by AFL-CIO President George Meany. Its representation is comprised of the following AFL-CIO member unions: SIUNA; International Longshoremen's Association/Master, Mates and Pilots Association; Oil, Chemical and Atomic Workers International Union; National Marine Engineers Beneficial Association; National Maritime Union; American Radio Association, and United Steelworkers of America.

The four subcommittees created will deal with: The Coast Guard; The Jones Act; Training, and Maritime Policy. All four subcommittees met early this month and submitted position papers to the full Ad Hoc Committee when it met on Mar. 13 in New York. The SIU is represented on all four subcommittees.

### Coast Guard

The report from the subcommittee on the Coast Guard, which reviewed that agency and its jurisdiction, centered on four major areas: Examination and Licensing; Manning Scales; Safety Standards, and IMCO (Intergovernmental Maritime Consultative Organization).

Some of the subcommittee's recommendations were: formation of a permanent committee on Licensing and Certification consisting of Seafarers or

representatives to confer with the Coast Guard; statements to a representative of the Coast Guard establishing a minimum standard for each vessel or a basic manning scale; a study and evaluation of existing rules and regulations affecting maintenance and safety requirements should be made upon U.S.-flag vessels.

### Jones Act

The subcommittee on the Jones Act made the following recommendations: the 1950 law passed to meet emergency wartime needs which has been used as an excuse to waive the Jones Act should be repealed; the exclusion of the Virgin Islands from the Jones Act should be ended; the coverage of the Jones Act should be extended to include offshore mining sites, and the protection provided under the Act to seamen, fishermen and other maritime workers who are injured on the job must be maintained intact. Any change or weakening of the Jones Act would only be detrimental to the maritime industry and its workers, the subcommittee concluded.

### Training

The subcommittee on Training submitted a position paper with the following recommendations: investigating the activities of state and management-run maritime training schools to determine the type of state and federal support they receive and how their curriculum or programs differ from Union schools; new curriculums could be planned that would meet the demands of advanced technology; develop use of new technology in training to provide for practical knowledge testing; develop new training for industries not yet organized,

such as offshore oil and supply industries, and develop programs to deal with emotional and social problems of seamen.

### Maritime Policy

The subcommittee on Maritime Policy decided upon a number of programs which would help revive the U.S. mer-

chant marine. Some of its recommendations deal with: development of a National Cargo Policy; combatting runaway flag shipping; retaliating against discriminatory shipping arrangements; establishment of a single, unified and independent U.S. Maritime Agency, and continued expansion of domestic shipping.

# Dunlop Named As Sec. of Labor



John T. Dunlop

Harvard University Economics Professor John T. Dunlop has been confirmed by the Senate as Secretary of Labor to succeed Peter A. Brennan who resigned last month.

Brennan, whose resignation was effective in mid-March, has declined an offer to be Ambassador to Ireland. He plans to return to New York where he had been head of the city and state Building and Construction Trades Councils before being named to the Cabinet two years ago.

Dunlop served as director of the Cost of Living Council during the final period of wage-price controls and as chairman of the Construction Industry Stabilization Committee where he was praised by both labor and management for his practical approach to the industry problems.

In the fall of 1974 he was appointed as chairman of the Labor-Management Committee set up by President Ford to help solve the country's economic troubles.

Professor Dunlop, at the time of his nomination by President Ford, was arbitrating jurisdictional disputes that had arisen in the construction of the Alaska pipeline. In the past, he has arbitrated disputes in the coal, railroad, airline, atomic energy, missile and steel industry.

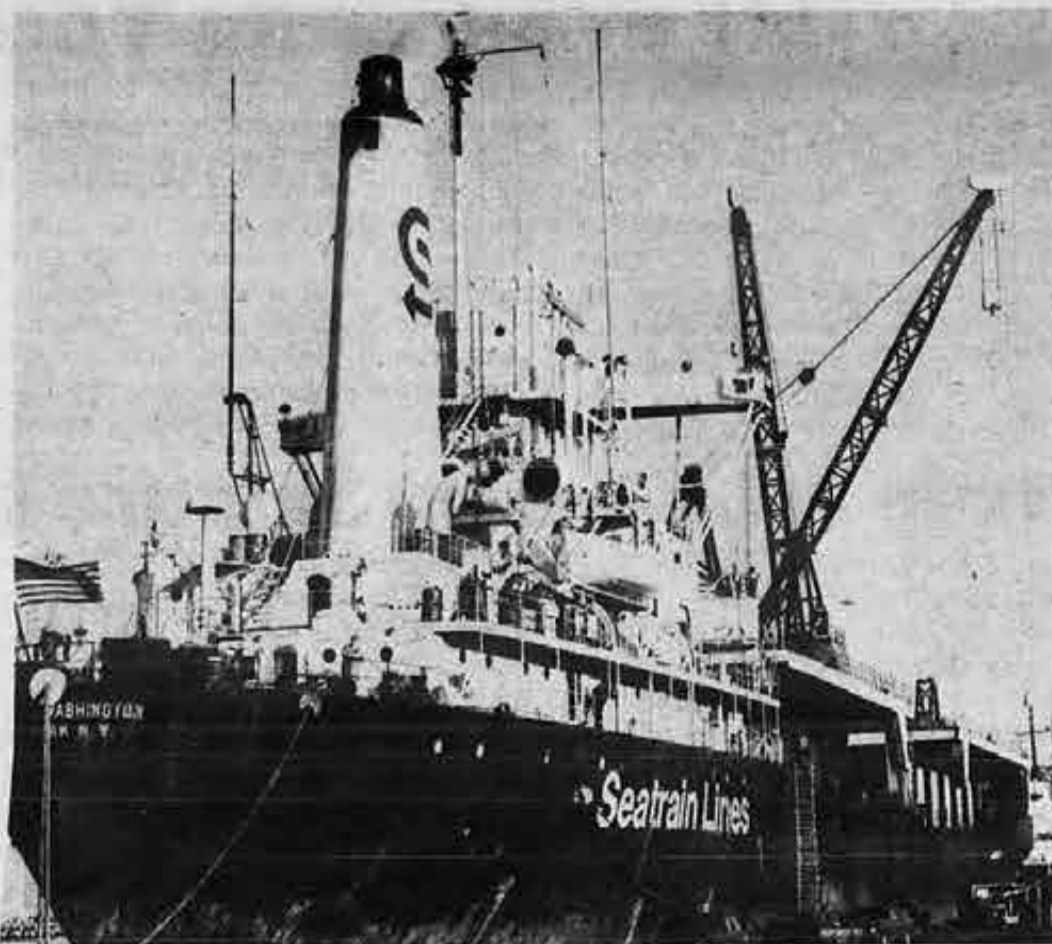
Professor Dunlop, in the Spring of last year, was appointed chairman of a special Ad Hoc Committee on Maritime Industry Problems of which the SIU is a member.

Sixty-years old, Dunlop has been on the Harvard faculty since 1938 and has served as chairman of the Department of Economics and Dean of the Faculty of Arts and Sciences.

# Seatrain Washington Pays Off; Lays Up in NY



Having a cup of Java is OS John O. Pennington just before the payoff.



The SS Seatrain Washington ties up at the dock while the crew gets paid off.

**F**OLLOWING a four-month payoff early last month in the port of Bayonne, N. J., the containership, the SS *Seatrain Washington* (Hudson Waterways) steamed eastward through the Arthur Kill off Staten Island across New York Harbor's Upper Bay into the East River to a layup berth in the former Brooklyn (N.Y.) Navy Yard alongside Hudson Waterways' other laid-up vessels, the SS *Seatrain Florida*, the supertanker the SS *Manhattan* and the SS *Transindiana*. The *Seatrain Washington* sailed from the ports of San Francisco to Honolulu, Hawaii and on to San Diego. She then passed through the Panama Canal at the beginning of the year, traversing the Gulf for calls at Charleston, S.C. and Norfolk, Va. At the Feb. 2 payoff, N.Y. Port Agent Leon Hall, SIU Patrolman Jack Caffey and two recently recertified bosuns engaged the crew in a discussion of the effects of President Ford's pocket veto of the Oil Bill.



Saloon Messman Federico P. Delos Reyes straightens out a table in the messroom.



Recertified Bosun Andrew Boney (center) ship's chairman, signs SIU Patrolman Jack Caffey's report (right) as Saloon Messman Federico P. Delos Reyes (left) looks on at the proceedings.



In the ship's galley are (l. to r.): Saloon Messman W. C. Daniels; Chief Cook Maurice Culp, steward delegate, and 3rd Cook Rudolph Winfield. They all signed on Oct. 1 in the port of New Orleans.



Happy doing his chore of inserting a burner rod, Fireman-Watertender Henry S. Chemel flashes a smile.



Some of the crew of the *Seatrain Washington* in the vessel's messroom waiting for the start of the shipboard meeting.

## Last of Three 90,000-ton tankers

# Golden Monarch Launched on West Coast



The 90,000-ton tanker *Golden Monarch* (Aeron Marine Shipping) at its launching last month at the National Steel and Shipbuilding Co. in San Diego, Calif.

The SIU-contracted *Golden Monarch*, last of three 90,000-ton tankers built for Aeron Marine Shipping Co., was launched last month at the National Steel and Shipbuilding Co. in San Diego, Calif. The *Golden Monarch* joins her sisterships the *Golden Dolphin* and *Golden Endeavor* on the waterways; both of those ships were launched in San Diego last year.

All three vessels are 894 feet long, and are capable of carrying 25 million gallons of crude oil (500,000 barrels). They are the first double-bottom ships (to protect against oil spillage in collisions) of their size ever constructed, and the largest vessels ever built on the West Coast.

Among those attending the launching ceremonies were, SIU Vice-President Frank Drozak; President of the

NASSCO shipyard John Murphy; President of American Ultramar Ltd. Lloyd Bensen, and Chairman of the Federal Maritime Commission Helen Bentley.

The three ships are of the so-called San Clemente class, and they contain some of the most modern technological innovations, including provision for segregated clean ballast which will cut down significantly on pollution. The ships are not required to ballast fuel or cargo tanks, and the oily source of contamination of the waterways is avoided.

All three of the Golden ships can carry enough fuel for a voyage of 12,000 miles; their shaft horsepower is 24,500 and their speed is 16.5 knots. The ships' cargo system is capable of totally unloading in 18 hours.

These three vessels are the tanker version of two ore/bulk/oil (OBO)



Among those who attended the launching were, from the left: John Murphy, president of the shipyard; Lloyd Bensen, president of American Ultramar Ltd., Helen Bentley, chairman of the Federal Maritime Commission, and Frank Drozak, SIU vice-president.

carriers which are also manned by the SIU, the *Ultramar* and *Ultrasea*. All of the ships were constructed at National Steel and Shipbuilding, and while the OBO's have a dwt of 80,500, they have the same hull and engine as the tankers, and are less than two feet shorter.

Funds for construction of all five vessels were obtained under the construction differential subsidy program of the Merchant Marine Act of 1970, which since its enactment has provided many jobs in U.S. shipyards and on U.S. ships for Americans.

It was voluntary donations to SPAD that helped secure passage of this Act in Congress.

In order to construct the giant Golden ships—beautiful, sleek black and red vessels—NASSCO had to lengthen its building ways by 400 feet and construct a coffer dam to build and launch them.

Both the *Golden Dolphin* and *Golden Endeavor* have already been delivered and are sailing the high seas with their SIU crews. The *Golden Monarch* is scheduled to be delivered this July.

## How the U.S. Maritime Administration Works for You, the Seafarer

The Maritime Administration of the Department of Commerce, headquartered in Washington, D.C., is the agency of the U.S. Government primarily responsible for planning and implementing all parts of U.S. maritime policy.

With regional offices throughout the nation, MARAD's importance to American seamen stems from the fact that not only does it closely monitor and supervise the day-to-day operations of the U.S. merchant fleet—including education, manning and safety—but it also plays a leading role in efforts by the fleet to revitalize itself, to build new and more competitive vessels, and to find assured sources of cargo for these vessels.

Mandated under the 1936 Merchant Marine Act and subsequent maritime laws to strive to maintain a strong, competitive U.S. merchant marine, MARAD and its staff, using their expertise in maritime matters and in the operations of the shipping industry, provide guidance and leadership to the U.S. Government and to the U.S. merchant fleet in their mutual efforts to strengthen and preserve a national merchant marine that can contribute to the country's economy and national defense.

One of MARAD's most important duties is the administration of the operating and construction subsidy programs that allow a large number of U.S. vessels to be built and operated on an equal competitive footing with comparable foreign-flag vessels.

Since the Merchant Marine Act of 1970 was passed, significantly broadening the construction subsidy program,

\$3.1 billion in new shipbuilding orders have resulted in 59 new ships being built. The operating subsidy program was also amended by the 1970 Act and today MARAD is subsidizing the operating costs of 187 U.S.-flag vessels.

Coupled with these two subsidy programs, MARAD administers a mortgage guarantee program that allows U.S. ship operators to obtain mortgages at lower interest rates and reduces their operating cost.

The Maritime Administration is also involved in a wide range of activities designed to provide cargo to U.S.-flag vessels and has the overall responsibility for the supervision of various cargo preference programs. The increased activities of MARAD in insuring compliance with U.S. cargo preference laws, such as the requirement that 50 percent of U.S. Government cargoes move on U.S. ships, has greatly eased the problems of the U.S. merchant fleet in obtaining preference cargoes.

At the same time, through the help of MARAD, the U.S. merchant fleet has gained important new sources of cargo. One of the most important of these was the U.S.-USSR shipping agreement which was signed in 1972. Through this agreement, MARAD assured the U.S. merchant fleet one-third of cargoes moving between the U.S. and Russia.

Through these programs and others, MARAD works towards its primary goal of maintaining a strong, competitive U.S. merchant fleet that can contribute to the nation's economy and security, aided by a strong shipbuilding and marine industry.

## Rehabilitation Center Opens For Seafarers at Piney Point

A pioneering rehabilitation center for Seafarers was opened this month in Piney Point, Md. The new facility—located on the 900-acre farm of the Lundeberg School—has been established to meet the needs of Seafarers who want help with social or emotional problems.

The program is a part of the SIU's overall concern for each member's welfare—his health and social needs as well as his job security.

The rehabilitation center is staffed by three full-time professional counselors, and a comprehensive program has been developed to provide help for those who have drinking problems or related emotional and social difficulties.

The program—which is entirely voluntary—is designed to deal with the individual problems and concerns of each Seafarer. Those in the program will share the facilities of the center with

the counseling staff and live together as a community for the four to six weeks they will spend in the program. Housing and meals are provided.

In announcing this new program for Seafarers, SIU President Hall said:

"In the past we have helped each other gain secure jobs, health care for ourselves and our families, and a decent standard of living. In the same tradition, this rehabilitation center—with professional guidance—will have Seafarers helping Seafarers to overcome their problems by understanding themselves."

Seafarers who are interested in this program may get further information by writing to Richard L. Shinkle, Director of Counseling, Harry Lundeberg School, Piney Point, Md. 20674—or by calling him at (301) 994-0010. Arrangements for participating in this program may also be made through any SIU port agent.



## Headquarters Notes

by SIU Vice President Frank Drozak

### 'A' SENIORITY UPGRADING

The six Seafarers who this month graduated from the Union's 'A' Seniority Upgrading Program are helping to build a stronger SIU and a more secure future in the merchant marine for themselves. It gives me great pleasure to wish these new full 'A' book members a long and smooth life with the SIU. They are: David Carhart; George Silfast; Pete Stanfield; Clarence McMullin; Laszio Petrick, and Allan Ames.

Also, I strongly urge those eligible brothers who have not already done so, to apply for this program. By earning an 'A' book in this Union, you improve your job possibilities immediately, and obtain better job security for the future.

### SEAFARERS CONFERENCE

Next month the SIU will be holding a Seafarers Conference at Piney Point to discuss the state of the maritime industry and our new contract which is due for renewal this June. Each member has been sent a letter with full information on the Conference, which will be held from Apr. 14 to 26.

All Seafarers who are able, should attend the Special Meeting to be held on Apr. 10 at 2:30 p.m. in deep sea ports to elect delegates to the Conference. I urge all SIU members who are eligible to run for a delegate's post. (For further details on the Conference, see Page 3 of this issue of the LOG).

### FIREFIGHTING

The U.S. Maritime Administration's new facility in Earle, N.J. opened last month and the one-day firefighting courses have already begun. Since the installation is not yet fully completed, the school is limiting applicants for each available class. However, this is only a temporary situation.

The dates for April classes are: Apr. 3, 11, 17, and 25.

I strongly advise all SIU members who do not already have this endorsement to sign up for the course as soon as possible. Time is getting very near when the firefighting endorsement will be a prerequisite to sailing aboard an SIU-contracted vessel. Furthermore, knowing how to properly combat a fire aboard ship may one day mean the difference between life and death.

### BOSUNS RECERTIFICATION PROGRAM

With this month's group of bosuns, the Bosuns Recertification Program has graduated 20 classes. Two-hundred-and-twelve Seafarers have now gone through one of the most successful and important programs ever conducted by our Union. They are sailing on board our contracted ships and leading SIU crews more effectively than ever before.

The ships with Recertified bosuns on them are running smoothly with few contractual and overtime beefs. This is due to the knowledge these Seafarers have obtained while participating in the two-month course, not only knowledge concerning the modern vessels being built, but a greater understanding of the entire maritime industry, including the problems we face and how best to solve them.

I know you all join me in congratulating the bosuns who graduated this month and wishing them good luck and smooth sailing in the future. They are: Tom Martineau; Salvador Rallo; John Carey; Bill Mitchell; Jim Shortell; John McCollom; Manuel Sanchez; Leo Paradise; William Valazquez; George Finklea, and Richard Chiasson.

### ORGANIZING ACTIVITIES

The National Labor Relations Board's investigation into Sabine Tankers alleged illegal conduct during last year's certification election has been reopened once more at the company's insistence. New hearings are scheduled to resume in Houston this month.

In a separate legal action, the SIU has filed charges against the company for its recent dismissal of an unlicensed seaman who supported the SIU during the drive. No exact date has been set for presentation of evidence in this termination, but the Union will continue to press for prompt action.

### NEW VESSELS

The largest vessel the SIU has ever crewed is scheduled to be launched sometime in early spring. The ship, the 265,000 dwt *Massachusetts* is being completed at the Bethlehem Steel yard in Sparrows Point, Md. and will be operated by SIU-contracted Interstate Ocean Transport Corp.

Up until now, the largest ships manned by SIU crews have been the 225,000 deadweight ton supertankers, *TT Brooklyn* and *TT Williamsburgh* which were both constructed at the Seatrain Shipbuilding facilities in Brooklyn, N.Y. by our brothers in the United Industrial Workers union.



Brother John Barber, who received his high school diploma through the Lundeberg School, takes a moment during his studies to look up a word in the dictionary.

### Seafarer John Barber

## Gets High School Diploma

Seafarer John Barber, whose home port is Baltimore, Md., recently earned his high school diploma through the Lundeberg School's GED program. Brother Barber is 22-years old, and he graduated from HLSS as a Trainee in 1969. He returned to the school to upgrade and earned his AB endorsement in 1971.

Seafarer Barber dropped out of school in the 8th grade. He said that he feels his seafaring career was a help to him in getting his high school diploma. According to Brother Barber, "When you're on a ship, you have plenty of time to read and study. No one demands that you study and you're under no pressure. You can really make your free time count for something if you want to." During his travels as a Seafarer, Brother Barber has been to

the Far East, the Mediterranean, and South America.

The GED program at the Lundeberg School was very worthwhile, Brother Barber noted, and added that, "The teachers here actually care about you. They're very easy to work with and will give you all the time you need to learn something."

Brother Barber reminisced about his days as a trainee, stating that, "The Lundeberg School has really changed. I was here when all you got was a lifeboat ticket. Now it's a great place—a very good thing for someone just starting out. All Seafarers can be proud of it."

The Lundeberg School's GED program is open to all Seafarers who come to the school.

## 'Request for Statement of Earnings'

by A. A. Bernstein  
SIU Welfare Director

Seafarers can get, free of charge, a report of their lifetime earnings credited to their Social Security number by filling out the form below and mailing it to: Social Security Administration  
P.O. Box 57  
Baltimore, Md. 21203

This information is useful when estimating the amount of monthly Social Security retirement, disability or survivors benefits a worker might expect, as these payments are based on a person's average earnings over a period of years.

This "Request for Statement of Earnings" form is also available free at any Social Security office.

	<b>REQUEST FOR STATEMENT OF EARNINGS</b>	SOCIAL SECURITY NUMBER	<input type="text"/>
		DATE OF BIRTH	MONTH <input type="text"/> DAY <input type="text"/> YEAR <input type="text"/>
Please send a statement of my social security earnings to:			
NAME <input type="text"/>		Print Name and Address in Ink Or Use Typewriter	
STREET & NUMBER <input type="text"/>			
CITY & STATE <input type="text"/> ZIP CODE <input type="text"/>			
SIGN YOUR NAME HERE (DO NOT PRINT)			
Sign your own name only. Under the law, information in your social security record is confidential and anyone who signs another person's name can be prosecuted. If you have changed your name from that shown on your social security card, please copy your name below exactly as it appears on your card.			



# MARAD Proposes Plan For Chemical Carriers

The Maritime Administration has given the go ahead on a proposed plan to subsidize the construction of a fleet of American-flag bulk chemical carriers for employment in U.S. foreign trades.

Presently, there are 20 U.S.-flag ships classified as chemical carriers, yet they only transport a very small fraction of the inbound and outbound bulk chemical cargoes from this country. These cargoes for the most part are carried in foreign bottoms on an estimated 210 vessels.

The Maritime Subsidy Board is now waiting to receive subsidy applications from various American ship operators wishing to build one or more of these chemical bulk carriers.

The only company, though, that has taken any serious steps toward clearing an application with MARAD is Occidental Petroleum, which plans to operate a number of these chemical transports between the U.S. and Russia. The company would haul phosphates to the USSR and return to the U.S. with fertilizer.

MARAD has conducted an extensive environmental impact study on the dangers of hazardous chemical transportation and will impose tough pollution safeguards on the construction of the vessels. The Administration will also require builders and operators to comply with all state, local and federal environmental standards and pollution control features.

If MARAD's deep-sea chemical ship construction program gets off the ground, it will have beneficial effects on the American economy, such as the creation of thousands of jobs for American workers in shipyards, on ships, and in many related supply industries, as well as being a positive contribution to the country's balance of payments.

A majority of America's domestic hazardous liquid chemical trade is carried in technologically advanced chemical tank barges. A recent study determined that barges are much safer and cheaper to use in liquid chemical carriage than truck or rail.

## QMED Class Graduates Four



QMED Instructor Charlie Nalen (center) is with his latest class of four graduates this month at Piney Point. Proudly displaying their QMED diplomas are (l. to r.): Peter Shuffles; Gennarro Esposito; Nalen; Erik Fischer, and James Moore.

## Lifeboat Course



Lifeboat course Instructor Tom Doyle (left) on the dock at Piney Point, Md. with three graduates of his class this month. From (l. to r.) they are: Lee Simonen; William Foley, and Harry Springfield.

## Reduced Fares For Senior Citizens

Legislation which would have provided reduced transportation fares for U.S. senior citizens in both air and ground travel was introduced in Congress last year, but because of the present economic squeeze the legislation died in House and Senate committees.

A bill introduced in the Senate, S. 1739, had been favorably reported out of the Transportation and Aeronautics subcommittee, while corresponding legislation in the House, H.R. 8570 was being considered by the body's Inter-

state and Foreign Commerce Committee.

This legislation would have taken the form of an amendment to the Federal Aviation Act of 1958. It would have provided reduced transportation fares in air and ground travel (plane, bus, rail) for senior citizens during non-peak (non-rush) hours.

In all likelihood the prospective bills will be re-introduced during the current session of Congress.

# Washington Activities

By B. Rocker



### Cargo Preference

Four bills to guarantee a minimum of 20 percent of oil imports for American-flag ships (increasing to 30 percent by mid-1978) are still in the House Merchant Marine and Fisheries Committee. An identical bill has been introduced in the Senate and referred to the Commerce Committee.

No hearings have been announced by the committees, but we will be carefully watching for activity on these bills. Protection of our merchant fleet and job security for our members is a top priority. We are encouraged by the results we achieved in Congress with H.R. 8193 last year, and we are continuing to explore all legislative and executive possibilities to secure more cargo for U.S.-flag ships.

### Maritime Authorization

Both the House and Senate have passed bills authorizing Maritime Administration programs for fiscal year 1975 (July 1, 1974 to June 30, 1975). Bills passed late last year were killed by Presidential veto because of an amendment relating to fishermen.

New authorizations for Fiscal Years 1976 and 1977 have been introduced by Senator Magnuson (D-Wash.). The Magnuson bill provides \$245 million for 1976 and \$251 million for 1977 for construction differential subsidy, and \$315.9 million (1976) and \$334 million (1977) for operating differential subsidy.

The SIU submitted testimony to the Commerce Committee in favor of the authorization.

### Jones Act Waivers

Two new bills have been introduced in the Senate by James A. McClure (R-Idaho), which would be a real threat to the Act if they are passed. S. 787 would permit a waiver for other than reasons of national defense; S. 788 would permit foreign vessels to transport fertilizer from Alaska to the West Coast.

### Big Oil

The oil giants, our toughest opponent in the cargo preference battle, are being investigated by the Senate Judiciary Committee in relation to their ownership of production, distribution and marketing of products. The Committee will attempt to determine the effect of oil company monopoly on competition and pricing.

Because of the structure of the companies and the U.S. tax laws, oil companies take advantage of their foreign operations to avoid paying taxes to the U.S. government.

### Tuna Boat Seizures

Five of the seven tuna boats seized by the Ecuadorian government have been released, after being fined more than a million dollars and having their catch confiscated. One of the seven boats was manned by members of an SIUNA-affiliated fishermen's union.

SIU has sent protests to the President, Secretary Kissinger and is urging Congress to take some action for the protection and relief of fishermen in such circumstances.

Sen. Tunney has introduced S. Res. 99 which would require the Sec. of Commerce and Sec. of State to issue a report to Congress in case of seizure outlining what can be done to work toward a solution of the problem, such as sanctions against the other government, suspending trade agreement provisions, etc.

### Planning Session for IMCO

SIU and the Harry Lundeberg School representatives participated this month in a meeting of the Coast Guard Subcommittee of the Ad Hoc Committee on Maritime Industry Problems.

The purpose of the meeting was to draft positions on licensing of seamen, certification of officers, manning of vessels and maritime labor representation to be submitted to the Inter-Governmental Maritime Consultative Organization (IMCO).

## 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.

**William Mitchell**

Seafarer William Mitchell, 54, has been sailing with the SIU since 1944, and has been shipping as bosun for the past 20 years. Born in Massachusetts, he now makes his home in Punta Gorda, Fla. with his wife Beth. Brother Mitchell ships out of the port of Jacksonville.

**James Shortell**

Seafarer Jim Shortell, 53, has been shipping with the SIU since 1949, and began sailing as bosun 10 years ago. A native of New York, Brother Shortell now ships from the port of San Francisco where he makes his home with his wife Neillie and their two children.

**John McCollom**

Seafarer John McCollom, 48, has been with the SIU for 31 years, and started sailing as a bosun 10 years ago. A native of Winthrop, Mass., Brother McCollom continues to make his home there. He ships from the port of Boston.

**Bosuns Recertification Program****20th Class Graduates**

Another class of Seafarers graduated from the SIU's Bosuns Recertification Program this month at the general membership meeting at Headquarters and will rejoin our contracted ships better qualified to lead the SIU crews.

This class is the twentieth to complete the two-month program, and the total number of bosuns to become recertified has now reached 212. The program is one of the most successful ever undertaken by the SIU, and the knowledge these men have gained, about the technological innovations on new vessels, about the SIU and about the maritime industry as a whole, will prove invaluable to them in the years ahead.

These new graduates now join their brothers who have preceded them on our contracted vessels, and together they will help lead our Union to a more successful future.

**Manuel Sanchez**

Seafarer Manuel Sanchez, 52, has been a member of the SIU for 32 years, and he began sailing as a bosun in 1951. A native of Puerto Rico, Brother Sanchez now ships from the port of New York where he lives with his wife Anna Marie and their two children.

**Leo Paradise**

Seafarer Leo Paradise, 48, has been sailing with the SIU since 1947, and he started shipping as bosun in 1951. Born in Swansea, Mass., he still makes his home there with his wife Yahoko and their three children. Brother Paradise ships from the port of New York.

**Tom Martineau**

Seafarer Tom Martineau, 49, has been a member of the SIU since 1944, and he began sailing as bosun in 1955. A native of Minnesota, Brother Martineau now ships from the port of Seattle where he makes his home with his wife Setsuko and their son.

**Richard Chiasson**

Seafarer Richard Chiasson, 51, has been sailing with the SIU since 1948, and began shipping as bosun eight years ago. A native of Louisiana, Brother Chiasson makes his home in Gretna, La. with his wife Genevieve. He ships from the port of New Orleans.

**Salvador Rallo**

Seafarer Salvador Rallo, 41, has been sailing with the SIU since 1950, and started sailing as a bosun in 1960. A native of New Orleans, Brother Rallo ships from that port and continues to make his home there.

**John Carey**

Seafarer John Carey, 50, began sailing with the SIU in 1954, and has been sailing as a bosun for the past eight years. A native of New York, he ships from that port and continues to make his home there.

**William Velazquez**

Seafarer William Velazquez, 46 has been a member of the SIU since 1944, and started shipping out as bosun in 1954. A native of Brooklyn, N.Y., he ships from that port and makes his home in Central Islip, Long Island, N.Y.

**George Finklea**

Seafarer George Finklea, 56, has been a member of the SIU for 30 years, and has been sailing as bosun since 1948. Born in Aiken, S.C., he still makes his home there. Brother Finklea ships out of the port of Jacksonville.

**Recertification Honor Roll**

Following are the names and home ports of the 212 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

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

Christenberry, Richard, San Fran  
 Christensen, Christian San Fran  
 Cisiecki, John, San Francisco  
 Clegg, William, New York  
 Colson, James, Seattle  
 Cooper, Fred, Mobile  
 Craddock, Edwin, New Orleans  
 Dakin, Eugene, Boston  
 D'Amico, Charles, Houston  
 Dammeyer, Dan, New York  
 Darville, Richard, Houston  
 Delgado, Julio, New York  
 Dickinson, David, Mobile  
 Dixon, James, Mobile  
 Drake, Woodrow, Seattle  
 Drewes, Peter, New York  
 Duet, Maurice, Houston  
 Dunn, Beverly, Mobile  
 Eckert, Arne, Seattle  
 Eddins, John, Baltimore  
 Faircloth, Charles, Mobile  
 Ferrera, Raymond, New Orleans  
 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  
 Giangordano, Donato, Phila  
 Gillain, Robert, Jacksonville  
 Gillidin, Leo, San Francisco  
 Gonzalez, Jose, New York  
 Gorbea, Robert, New York  
 Gorman, James, New York  
 Greenwood, Perry, Seattle  
 Grims, Vincent, New York  
 Hager, Bertil, New York  
 Hanback, Burt, New York

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

Martineau, Tom, Seattle  
 Mattioli, Gaetano, New York  
 McCaskey, 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  
 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  
 Oromauer, 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, Viikko, New Orleans  
 Poulson, Verner, Seattle  
 Pressly, Donald, New York  
 Fryor, Clarence, Mobile  
 Puchalski, Kasimir, San Francisco  
 Pugh, Joseph, New York  
 Pulliam, James, San Francisco  
 Radich, Anthony, New Orleans

Raim, Horace, Houston  
 Rallo, Salvador, New Orleans  
 Reeves, William, Mobile  
 Richburg, Joseph, Mobile  
 Rihm, Ewing, New Orleans  
 Riley, William, San Francisco  
 Ringette, Albert, San Francisco  
 Rivera, Alfonso, San Juan  
 Rodrigues, Lancelot, San Juan  
 Rodriguez, Ovidio, New York  
 Rufe, 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  
 Spuron, John, San Francisco  
 Stockmar, Sven, New York  
 Swearingen, Barney, Jacksonville  
 Swiderski, John, New York  
 Tett, Frank, New York  
 Thompson, J. R., Houston  
 Ticer, Dan, San Francisco  
 Tillman, William, San Francisco  
 Tirelli, Enrico, New York  
 Todd, Raymond, New Orleans  
 Tolentino, Ted, San Francisco  
 Turner, Paul, New Orleans  
 Wallace, 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  
 Zelay, Joseph, New Orleans

## 'A' Seniority Upgrading Program

# Six New 'A' Book Members

David Carhart



Seafarer David Carhart, 23, graduated from the Harry Lundeberg School in 1971. Brother Carhart returned to Piney Point to study for his AB ticket before attending the 'A' Seniority Program. A native and resident of Glenside, Pa., Brother Carhart ships out of the port of Philadelphia.

Laszlo Petrick



Seafarer Laszlo Petrick has been sailing with the SIU since 1968. A chief electrician, Brother Petrick obtained his QMED rating at Piney Point before attending the 'A' Seniority Upgrading Program. Brother Petrick was born in Budapest, Hungary and now lives in California. He ships out of the port of New York.

George Silfast



Seafarer George Silfast, 34, has been sailing with the SIU since 1968. A Marine Corps veteran, Brother Silfast obtained his AB ticket at Piney Point in 1974. A native of California, Brother Silfast now lives in San Francisco and ships from that port.

Pete Stanfield



Seafarer Pete Stanfield, 22, graduated from the Harry Lundeberg School in New Orleans in 1970. Sailing as an AB, Brother Stanfield ships from the port of New Orleans. A native of New Orleans, Brother Stanfield now lives in Denham Springs, La.

Clarence McMullin



Seafarer Clarence McMullin sailed with the SIU-affiliated IBU for 13 years before shipping out with the SIU in 1969. Brother McMullin, who sails in the steward department, upgraded to Cook and Baker at Piney Point earlier this year. A native of New Orleans, he ships out of that port.

Allan Ames



Seafarer Allan Ames, 20, joined the SIU in 1971 when he graduated from the Harry Lundeberg School. Brother Ames returned to Piney Point to study for his AB ticket before attending the 'A' Seniority Program. A native of Maryland, Brother Ames ships out of the port of San Francisco.

## Upgrading Honor Roll

Following are the names and departments of 144 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck  
Allen, Lawrence, Engine  
Allison, Murphy, Engine  
Ahmad, Bin, Deck  
Ames, Allan, Deck  
Andrepoint, F. J., Engine  
Arnold, Mott, Deck  
Bartol, Thomas, Deck  
Baxter, Alan, Engine  
Bean, P. L., Deck  
Beauverd, Arthur, Engine  
Bellinger, William, Steward  
Bernis, William, Deck  
Blacklok, Richard, Engine  
Bolen, James, Deck  
Bolen, Timothy, 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  
Cunningham, Robert, Deck  
Daniel, Wadsworth, Engine  
Davis, William, Deck  
Day, John, Engine  
Derke, Michael, Engine  
Deskins, William, Steward  
Dising, Maximo, Engine  
Egeland, Ralph, Deck

Escudero, Tomas, 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  
Gotsy, 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, Leggett, 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  
Koneles, 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  
Painter, Philip, Engine  
Paloumbis, Nikolaos, Engine  
Papageorgiou, Dimitrios, Engine  
Parker, Jason, Deck  
Patrick, L., Engine  
Poletti, Pierangelo, Deck  
Reaney, 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  
Sick, 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  
Trainor, Robert, Deck  
Trott, Llewellyn, Engine  
Utterback, Larry, Deck  
Vain, Thomas, Deck  
Vafion, 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

## Shipboard Meeting on the Thomas Jefferson



The Ship's Committee of the C4 SS Thomas Jefferson (Waterman) sailed from Mobile to the Far East before payoff in the port of New York. The committee consists of, from left standing: Oiler Earl Adams, engine delegate; 2nd Cook and Baker Claude Hollings, steward delegate; Bosun A. J. Doti, ship's chairman. Sitting is AB Frank Russo, deck delegate.



Holding a shipboard meeting on the SS Thomas Jefferson (Waterman) is New York Port Agent Leon Hall (l. standing) telling his Brothers of the Sea the vital importance of voluntarily donating to SPAD so as to insure passage of the Oil Bill in Congress. The vessel, on the Far East run, paid off in the port of Brooklyn, N.Y. recently.

## AT SEA



### SS Carolina

Recertified Bosun Roberto Zaragoza and Seafarers aboard the *SS Carolina* (Puerto Rico Marine), nee *SS Transidaho*, gave the vessel's steward department a standing ovation of thanks for the "superb excellence of the Christmas and New Year's dinners" served. Chief steward aboard is Brother J. DeLise.

### SS Pennmar

"Nineteen women at Kings Point are being trained as merchant marine officers," noted the C4 *SS Pennmar's* (Calmar Line) Educational Director Frank Holland recently at a shipboard meeting chaired by Recertified Bosun William Morris.

The *Pennmar* was on a voyage to Richmond, Calif. from Baltimore and on to Portland, Ore.

### SS Ultramar

Recertified Bosun Lester R. Smith of the new OBO *SS Ultramar* (Westchester Marine) says the "morale of the crew was good after being at anchor in the Persian Gulf for 33 days."

The vessel docked in Jacksonville on Feb. 13 before layup.

### SS Newark

"The crew (on the *SS Newark*) was all prepared for the frigid weather of Alaska but instead there was a heat wave of 27 degrees and even above freezing at times," relates Bosun Claude R. Chandler. "But about a month ago (Jan. 2) it was in the minus 40s in Anchorage. We were all (fortunately) caught with our long johns on."

The *Newark* was taken out of a Richmond, Calif. shipyard for the 17-day trip to Seattle and Alaska. On Feb. 2 she was returned to the shipyard for a 30-day major overhaul.

### SS Monticello Victory

Carrying 49,000 tons of oil, the *SS Monticello Victory* traveled from the Persian Gulf to the United Kingdom last month.

### SS Sea-Land Finance

Burial services at sea for Seafarer William L. Wharton of the *SS Sea-Land Finance* were held as he was committed to the deep off the stern of the vessel. Recertified Bosun James Pulliam said OS Wharton died on Jan. 15.

Arriving from the Far East in Seattle on Feb. 2, the *Sea-Land Finance* paid off in Oakland on Feb. 7.

### SS Overseas Juneau

Recertified Bosun James C. Baudoin and Seafarers aboard the tanker *SS Overseas Juneau* (Maritime Overseas) spread the blanket recently to collect cash to buy the retiring ship's master, Capt. John P. Sterritt, a going-away gift. After a payoff in East Point, N.J., they "set sail" for a port of call last month in South Africa.

### SS Delta Paraguay

On the high seas bound for Africa last month, shipmates of the C3 *SS Delta Paraguay* (Delta Line) got the thanks of Recertified Bosun George A. Burch for donations on the death of the mother of crewmember Floyd J. Peavy, deck delegate.

### SS Long Beach

"Ah Sai Wong (steward delegate) is making his last trip to sea and will retire in April 1975. We will all miss Wong and his happy smile for everyone at all times. A better shipmate would be hard to find," writes ship's chairman Recertified Bosun Manuel Landron of the C4 *SS Long Beach* (Sea-Land).



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.

## Brother Tells About the Sea

### Puts It Down in Verse

"I've written verses about every ship I've ever served on and every crew I've ever served with," said Brother John McAvoy, who attended the Lundeberg School as an upgrader to earn his QMED and Lifeboatman endorsements. "The idea behind my writing is to make the men laugh or, maybe, to make them think."

Seafarer McAvoy, who is one of 13 children and was orphaned at the age of eight, has spent most of his life sailing. He dropped out of high school during World War II to join the Navy. He remained in the Navy during the Korean conflict and then became a Seafarer in the merchant marine. It was during his time in the Navy that McAvoy acquired what has become his trademark to those who know him—a diamond earring which he wears in his left ear.

Brother McAvoy and several of his friends had shore leave in San Francisco during World War II, and they were all reminiscing about friends who had died in combat. "The waitress asked us why we didn't do something that would insure those guys were never forgotten," he explained, "So we all took up a collection and bought these earrings; one for each of us. And everyone of us wears one in his left ear to this very day in memory of our friends."

In his travels as a Seafarer, Brother McAvoy has visited almost every port in the world and he has a special memory of each ship on which he's served. "My first trip was on the *Nankato Victory*—she was scrapped just a year ago. Then there was my first voyage on the



Seafarer John McAvoy

*Jeff Davis*. I wrote "Raven" after that trip. My second time out on the *Jeff Davis* they scrapped her too; and I wrote "Death of a Lady" for her. I guess my favorite ship is the *Asbury Victory*. After all, I made three trips to Viet Nam on her; one during the Tet Offensive. We were on the Saigon River right in the middle of that. So I came through a lot with the *Asbury Victory*. I fell overboard off the *Del Alba* in 1969 and floated for two hours until I was rescued. That's the loneliest I've ever been. I was terrified. I guess I'll always remember the *Del Alba* too."

Seafarer McAvoy wrote "Raven" after the captain of the *Jeff Davis* drove the bird off of the ship. Immediately a gale blew up, damaging the ship. She had to put into Capetown, South Africa for repairs. "Oh, I believe that captain caused that gale by driving that bird off," said John. "Yes, I'm just superstitious enough to believe that."

(Following is Brother McAvoy's poem about a ship on which he sailed.)

### Death of a Lady

Throughout the Gulf Ports she was trying to say,  
That her intentions were not to get underway.  
It seemed almost that she was aware,  
That the people who owned her just didn't care.

The Black Gang in Tampa, after hours of heaving,  
Brought life to her belly and got her to breathing.  
They loaded her down so her figure untrim,  
Deck cargo galore, her hold to the brim.

How could they do this to a Lady like she,  
She's got life and power and made for the sea.  
True, she's not young but her body is tough,  
Thirty years at sea is not nearly enough.

To sit and listen to her turbines sing,  
This thirty year lady easily doing her thing,  
And with each revolution of her powerful wheel,  
Brings her even closer to that Kachsiung Deal.

With her cargo gone and little or no fuel,  
Up that river she'll go and it seem so cruel.  
To leave her alone in that graveyard of ships,  
Her crew then departing and continue their chips.

The death of our Gal shouldn't be this way,  
Tugs should be out with their hoses in play,  
And when her anchor's payed out and the whistle blared,  
She should be given that feeling that somebody cared.

Take one look at her White Diamond Stack,  
She and some sisters won't be coming back.  
And remember the jobs that she so willfully gave us,  
One minute of Silence, The End of Jeff Davis.

Politics Is Porkchops  
Donate to SPAD



This youngster executes a perfect two-fisted attack on the Thanksgiving turkey. He was one of 50 orphans from the Holt Children's Service in Vietnam who were invited to spend Thanksgiving with the crews of the *Seatrains* *Washington* and *Louisiana*.

## Orphans, Seatrains Crews Enjoy a 'Family Dinner'

(The following story was written and sent to the LOG by Seafarer Roy R. Thomas, chief steward aboard the *SS Seatrains Louisiana*. The accompanying photos were taken by Andrew Z. Stec, third mate aboard the *Louisiana*.)

"Thanksgiving Day 1974 found the *SS Seatrains Louisiana* and the *SS Seatrains Washington* moored one ahead of the other and working cargo in Saigon, the Republic of Viet Nam.

"Captain Gene Laski of the *SS Seatrains Louisiana* decided we needed a 'family dinner' on this particular holiday. A 'family dinner' to Capt. Laski, being a family man, is 'with children' and he decided to contact the American Embassy to see if he could arrange to 'borrow' some children for this occasion.

"The embassy put Capt. Laski in touch with the Holt Children's Service of Saigon and the result was 50 abandoned and orphaned children from that organization as guests for dinner.

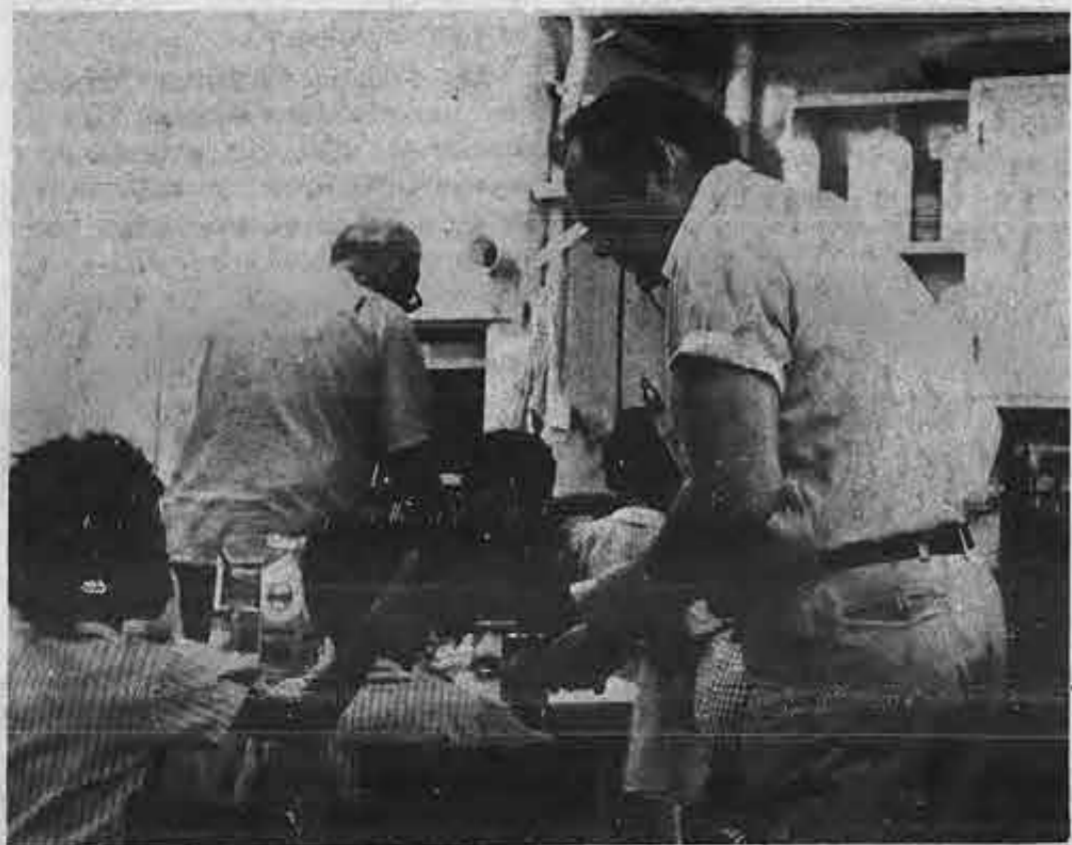
"But Capt. Laski is not just a 'family

man,' he is also a 'practical family man' and so he appealed to Capt. George Walker of the *SS Seatrains Washington* to help him entertain his guests. Also a family man, Capt. Walker gladly invited 25 of the children to dinner on his ship and the party was on!

"The 50 children, aged 6 to 10 years, had a great time on the ships. Even though their knowledge of English was limited, affection and compassion knew no language barriers.

"First, the children were hosted to Cokes and 7-Up on the bridge where they used the ship's whistle and binoculars. Then they were given a tour of the ship which ended in the Crew's and Saloon Messrooms where the steward department gave their all-out effort, and a good time (and dinner) was had by all. After dinner, each child was given a small bag of candy, nuts and fresh fruit.

"So Capt. Laski had his dinner and the children found men who indeed 'spoke their language' in the crews of these two ships."



"Garçon, another plate of that delicious turkey please!" Chief Steward Roy Thomas takes orders from a few of his 25 tiny Thanksgiving guests aboard the *Seatrains Louisiana*.

## ASHORE



### Cape Hatteras, N.C.

Recertified Bosun Leyal Joseph, AB Leonard Grove, deck delegate, and other Seafarers aboard the *SS Boston* (Sea-Land) helped to save the 300-foot Panamanian-registered *SS Marthos* from sinking here recently when the flooded merchant vessel radioed an SOS to the U.S. Coast Guard as she took on gale-force 20-foot waves.

Just as it was getting dark, a Coast Guard chopper lowered emergency pumps to the stricken ship with her 25 passengers. Then the *Boston* crew assisted in controlling the flooding in a few minutes.

The *Marthos* put in to the port of Philadelphia and the *Boston* paid off later in New York.

### Washington, D.C.

U.S. Coast Guard Commandant Adm. Owen W. Siler declared last month that there will be "more and varied problems in the future with the safe handling, transportation and stowage of vast quantities of hazardous cargo."

In a speech here before the directors of the National Cargo Bureau, Inc., Adm. Siler cited as potential problem areas, cargoes which can endanger personnel, vessels, the environment and the economy.

### Raleigh, N.C.

The *USS Monitor* has been named America's first "Marine Sanctuary." The sunken hulk of the historic Civil War ironclad gunboat, was popularly known in her time as "the cheesebox-on-a-raft."

The celebrated warship, in history's initial naval battle between armored battleships on Mar. 9, 1862, encountered the Confederate ironclad ram, the *CSS Merrimac* near Hampton Roads, Va., and in a five-hour epic engagement, drove her off.

U.S. Secretary of the Interior Rogers C. B. Morton designated the 172-foot, 900-ton *Monitor* and the ocean area where she rests 220 feet down, 16 miles south-southeast of Cape Hatteras, N.C., a "Unique Marine Sanctuary."

"Marine Sanctuary" means that the U.S. National Oceanographic and Atmospheric Administration will safeguard the wreck site and control archaeological exploration.

In the summer of 1973, a Duke University team aboard the research vessel, the *SS Eastward*, using sonar, a magnetometer, underwater TV photos and mechanical scoops—which brought up bits of coal and pine—unearthed the wreck. Early last year a team aboard the *SS Alcoa Seaprobe* confirmed the find with hundreds of photos.

On the night of Dec. 31, 1862 in a gale, the *Monitor* lost her rudder, was swamped and foundered with 16 crewmembers into Diamond Shoals, N.C.

The U.S. Navy carried the *Monitor*—which sounded the death knell for wooden, warships under sail—on its Roll of Ships until Sept. 30, 1953 when she was declared "Out of Commission."

### Lorain, Ohio

The American Shipbuilding Co. called back to work 200 shipbuilders for winter repair jobs on 14 Great Lakes vessels recently. Also, construction is moving on the first of three 1,000-foot self-unloading ore ships. More than a dozen freighters are wintering here.

### Nigeria

Carrying concrete-coated steel pipe for use in the oil fields here, is the 15,019 dwt *SS Marymar* (Delta Line) at 17 knots.

### Boston, England

English historian Martin Middlebrook author of the recent books "The First Day of the Somme", and "The Nuremberg Raid" and now in the process of researching the World War II story of Allied Convoys Sc. 122 and HX. 229 in the Battle of the North Atlantic in early March 1943, is again asking Seafarers for help in his research.

The 104-ship convoys sailed from New York and lost 22 merchant ships between them to Nazi U-boats before reaching England.

Since 25 of the merchant vessels and three of the naval escorts in the convoys were American, Middlebrook writes to the LOG, "I'm anxious to describe fully this American participation and I'm appealing to readers of the Seafarers LOG who took part to help me by giving their personal experiences."

"In particular, I'm hoping to trace men who served on the destroyers, the *USS Babbitt* and *USS Upshur* and the U.S. Coast Guard cutter the *USS Ingham*, or any of the U.S. merchant ships involved, especially from the *SS Harry Luckenbach*, *SS Matthew Luckenbach*, *SS Irene Du Pont*, *SS Granville*, *SS James Oglethorpe*, *SS Walter Q. Gresham* and *SS William Eustis*, all of which were sunk.

Also other U.S. and Panamanian ships in the two convoys were the *SS Daniel Webster*, the *SS Eastern Guide*, *SS Gulf Disc*, *SS Hugh Williamson*, *SS Jean*, *SS Kofresi*, *SS McKeesport*, *SS Margaret Lykes*, *SS Pan Rhode Island*, *SS Permian*, *SS Robert Howe*, *SS Stephen C. Foster*, *SS Vistula*, *SS Alcedo*, *SS Bonita*, *SS Cartago* and the *SS El Mundo*.

He concludes: "If any of your members are able to help, could they please write to me giving, initially just their name and address and their ship or position in March 1943. I will then give them more details of the information I am seeking."

His address is: Martin Middlebrook, 48 Linden Way, Boston, Lincolnshire PE 21, 9DS, England. His phone number is: Boston STD Code 0205-4555.

The new book entitled "Convoy" is set for publication here in 1977.

# Action Now for Healthy Merchant Marine

In recent weeks an already slumping tanker market has gotten increasingly worse. Obviously there are many contributing factors to this problem, both of a national and international nature; however the SIU feels that actions by the present Administration in certain areas, and a lack of action in others, have now caused the situation to reach a crisis stage.

Perhaps the single most damaging action affecting the tanker industry has been President Ford's veto, last Dec. 30, of the Energy Transportation Security Act of 1974. This piece of legislation, which had widespread support in both Houses of Congress, would have given a much needed boost not only to the American tanker fleet itself, but to the shipbuilding industry as well, which had many tanker orders ready to fill.

The effects of this veto, coupled with a worldwide tanker market slump, have been devastating. It was a major cause for the shutdown of the Seatrain Shipbuilding facilities in Brooklyn, N.Y., and the furloughing of 1,800 SIU-affiliated UIW members. It has been a significant cause for the large layoffs at other shipyards throughout the country, most notably the Newport News Shipbuilding Co. in Newport News, Va. and the Todd Shipyards in San Pedro, Calif. These facilities had been counting on the oil bill to bring about an increased demand for the tankers they were building.

Of course the veto also assured that many laid-up American tankers would remain at their docks instead of carrying some of the oil cargo the bill would have provided for American-flag ships. This has combined with an overall drop-off in oil consumption, to create a crisis within the industry of very large proportions.

The problems within the tanker field, however serious, pose just one threat to the stability and future of the American maritime industry. The continuing rise in the use of foreign-flag and third-flag carriers to transport U.S. cargo, in many instances undercutting conference rates, if left unchecked, may ultimately destroy the U.S. merchant marine.

Over the past few years many foreign countries have begun to strengthen their merchant fleets. This has been manifested in various ways, but probably the two most important areas have been in increased subsidies by the governments, and the requirement that a certain percentage of a country's water-borne imports and exports be reserved for ships sailing under that country's flag.

A recent study done for the Maritime Administration has shown that both Great Britain and Japan have supported their merchant marines with over \$500 million in assistance annually, while countries such as Spain and France have given \$200 million and \$400 million per-year respectively. This is in addition to other aids such as tax exemptions and subsidized credit for the construction of ships.

And, at present 20 countries have imposed some sort of cargo preference requirement for their merchant fleets.

Had President Ford not vetoed the oil bill the U.S. would now have cargo preference legislation on the books. And, although the SIU is im-

mediately entering round three in this fight, and will not stop until cargo preference becomes law, valuable time has been lost by the veto.

Add this to the fact that the Jones Act, one of the most important protectorates of the U.S. merchant marine is constantly being threatened, it is easy to see why the maritime industry is beset with problems.

To further complicate the difficulties, many foreign countries, especially communist-controlled nations such as the Soviet Union and Poland, have been increasing their cargo-carrying operations on the high seas, and they have done so by engaging in non-national trade; that is, carrying cargo between two other countries and not calling at any of their own ports.

For example the Far Eastern Steamship Co. (FESCO), one of 16 Soviet state-owned shipping companies, in the U.S. Pacific trades alone has increased its container capacity from none in 1970 to nearly 20,000 twenty-foot equivalents on seven different service routes in 1974. These routes run between various U.S. Pacific ports and Japan, Hong Kong, Taiwan, Malaysia, Singapore, Thailand and Indonesia—not one Russian port being serviced in either direction.

In the U.S. East Coast-European trade from 1970 to 1974, container capacity of the Polish Ocean Lines has risen from none to over 10,000 twenty-foot equivalents and its fleet in this route is comprised of 18 different vessels. Similarly, in the U.S. East Coast-European trade, Baltatlantic Line, another Russian state-owned carrier, has increased in just one year, 1973-1974, its number of sailings by 200 percent and its trailer capacity by 300 percent to 12,000 twenty-foot equivalents annually.

The reason for this sharp rise in trade by these non-national carriers is obvious, undercutting rates. In 1973 in the Japanese/U.S. trade, FESCO undercut the U.S. and Japanese rates from 13 to 21 percent. And, in the U.S./West German trade, the Russians, Polish and other non-national carriers undercut the U.S. and West German rates by from 20 to as high as 33 percent.

The Federal Maritime Commission must look into the situation as well as the U.S. Congress. Senator Inouye (D-Hawaii) recently introduced a bill which would deal with the problem. And a bill which was not acted on in the last Congress should be again introduced, prohibiting non-nationals from charging any rate lower than the lowest corresponding rate of the national-flag fleets in a given trade with the U.S., unless they first justified that lower rate.

Aside from this, the Congress must again pass some form of cargo preference legislation, and President Ford must sign it this time. And, the Government has to continue to refuse to grant waivers to the Jones Act which is vital to the protection of all domestic shipping.

Action must be taken in these areas to insure a healthy future for the American maritime industry.



## Letters to the Editor Retiree Says 'Hello'

I am a recently retired Seafarer and I am receiving my SIU pension regularly for which I am very grateful. It would be very hard to get along on our Social Security alone. As it is, though, with my monthly pension check from the Union, we are enjoying my retirement very much.

I wish to thank everyone in the SIU, and say hello to my old shipmates and brother Seafarers.

Fraternally,  
Howard Barsen  
Posen, Mich.

## Seafarer Commends HLSS

By participating in the programs at the Harry Lundeberg School, I, as a Seafarer, have been able to advance myself both vocationally and academically. On the vocational level, I have gotten my OMED rating through the School, and as a result now have better employment opportunities at a higher wage. And, the School has also enabled me to improve my academic skills.

I hold the Harry Lundeberg School in the highest regards and feel indebted to its faculty for their assistance.

The School's administration and vocational and academic staff is also to be commended for the School's success and its many achievements, past, present and, I am sure, in the future.

Sincerely,  
Bob Goodrum  
Eufaula, Ala.

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# Foreign Maritime Subsidy Study Finds \$2-Billion Given 7 Nations

Direct and indirect subsidies amounting to more than \$2-billion are provided by certain major foreign maritime countries annually for their shipping and shipbuilding industries, according to a recent study conducted for the U.S. Maritime Administration.

The countries named in the study were Japan, Spain, Sweden, West Germany, Norway, France and Great Bri-

tain. And, the study concluded that the \$2-billion plus amount provided by these countries "tend, if anything, to understate the value of government assistance to their maritime industries."

The study reports that Japan provided \$778-million in direct and indirect subsidies for its maritime industry in the 12-month period ending March 1973. For the same period, Great Bri-

tain provided \$587-million; France, nearly \$500-million; Norway, \$218-million; Spain, \$200-million; West Germany, \$150-million, and Sweden, \$107-million.

According to the study, subsidies are paid by these countries through various means, such as:

- Cargo preference rules with respect to crude oil.

- Fixed percentage construction subsidy for all types of ocean-going vessels.
- Interest rate subsidies to ship-owners.
- Special depreciation and tax free proceeds of ship sales.
- Tax incentives to sell a ship within 10 years of its purchase.
- Exemption of ship sales from capital gains if reinvested in new ships.

Commenting on subsidy programs, Edwin M. Hood, president of the Shipbuilders Council of America, affirmed that governments only provide subsidies to support activities "deemed advantageous to the public good," and that maritime subsidies in industrialized countries around the world "serve well national interest."

In addition to the thousands of jobs, a strong national maritime industry can generate on ships, in shipyards, and in many support industries, Hood pointed out that a nation's maritime industry makes "a positive contribution to the balance of international payments—a major consideration in these times of international monetary disturbances."

Critics of the U.S. merchant marine who often cite its "prohibitive" cost to the U.S. Government, which provides about \$500 million for yearly maritime subsidies, should take note of the recent MARAD study and Hood's remarks.

## MV Sam Laud to Join Lakes Fleet

American Steamship Company, an SIU-contracted ship operator on the Great Lakes, is preparing to christen a \$12 million, 634-foot self-unloading vessel this spring.

Named the *M/V Sam Laud*, this diesel powered vessel will be able to carry 24,000 tons of iron ore pellets or 17,500 tons of coal which it can self-unload at the rate of 6,600 tons an hour. The hull for the new vessel was launched last November at the Sturgeon Bay, Wisc. yard of the Bay Shipbuilding Corp.

American Steamship of Chicago, a subsidiary of General American Transportation Corp. (GATX), operates 17 SIU-contracted vessels on the Lakes, including the 704-foot *H. Lee White* which was just launched last June.



*M/V Sam Laud* is side launched in Sturgeon Bay, Wisc.

## Report Discusses Health Consequences of Alcohol Use

The article reproduced below deals with some of the health consequences of alcohol use. Periodically the *Seafarers Log* will run similar articles as a service to SIU members who may be interested in the effects of alcohol and the problems of alcohol abuse.

There have been a number of advances in knowledge concerning the health consequences of alcohol use since publication in 1971 of the *First Special Report to the U.S. Congress on Alcohol and Health from the Secretary of Health, Education, and Welfare*. Some of these include:

**Alcohol and cancer.** Studies have implicated the excessive use of alcohol, especially when combined with smoking, in the development of certain cancers. Cancers of the mouth, pharynx, larynx, and esophagus, and primary cancer of the liver appear to be related to heavy alcohol intake. Since so many heavy drinkers are also heavy smokers, it is hard to identify the influence of each habit independently in relation to cancer. Several means by which alcohol may exert a carcinogenic effect have been suggested and are being studied.

**Alcohol and the heart.** There is evidence that alcohol is not a significant risk factor associated with heart attack, which is more accurately termed coronary heart disease. On the other hand, clinical studies and experimental work on cardiomyopathy, a disease of the heart muscle, indicate that even moderate amounts of alcohol can stress tissue of the main heart muscle.

In coronary heart disease studies, it was reported that persons who never drank have the same rates of heart attack as those who drink at either lighter or heavier levels. However, former drinkers were more than three times likely to experience a heart attack as the other three groups. Possibly the former drinkers are in poorer health and therefore more susceptible to coronary disease.

**Alcohol and liver disorders.** Generally it has been held that excessive intake of alcohol by itself is not sufficient to produce cirrhosis and that other factors, particularly dietary deficiency, play a key role. However, a recent demonstration of an animal model of alcohol-induced cirrhosis suggests that alcohol intake can produce cirrhosis even without malnutrition. Whatever the relation of malnutrition to alcoholic cirrhosis, it is now clear that persons without obvious signs of nutritional deficiency or other disease may have alcoholic hepatitis and are at risk of developing cirrhosis if they continue to drink; however, they can fully recover if they stop drinking.

**Alcohol and mortality.** Studies of two general-population samples suggest that a substantial excess in early mortality exists among frequent heavy drinkers and persons with serious drinking-related problems—a group comprising 2 or 3 percent of the total adult population. For reasons as yet unexplained, abstainers also seem to have a higher early mortality rate than moderate drinkers.

## \$1,000 Scholarships Available to Students

Two \$1,000 Russell Bull College Scholarships will be awarded in May by the Amalgamated Meat Cutters International Union (AFL-CIO).

The annual scholarship awards are granted to undergraduate or graduate students, regardless of union affiliation, who have made an outstanding contribution in the areas of civil rights and liberties. They must show financial need.

All scholarship applications must be sent in by Apr. 15 to be considered by the union's Scholarship Program Committee.

For further information and application forms, contact the Amalgamated Meat Cutters International Union, Education Department, 2800 N. Sheridan Rd., Chicago, Ill. 60657.

**\$20.00 SEAFARERS POLITICAL ACTIVITY DONATION \$20.00**  
 675 FOURTH AVENUE BROOKLYN, N. Y. 11222

Date \_\_\_\_\_

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

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

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

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

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

**\$20.00** Signature of Solicitor **1975** Port **\$20.00**

## SPAD—For Job Security



Brother Richard Hutchinson, engine delegate aboard the *SS Warrior*, standing, gets ready to make a voluntary donation to SPAD in order to help his Union fight for favorable maritime legislation in the U.S. Congress.

# NY Meeting: Seafarers Listen to Bosuns,



Seafarer George Silfast, who participated in the 'A' Seniority Upgrading Program, walks to the front of the Union Hall to receive his full 'A' Union Book during March membership meeting.

Every month, on the first Monday after the first Sunday, the port of New York holds its general membership meeting. As is the case with membership meetings in other ports, the New York meeting provides a forum for a discussion of problems concerning the Union and the maritime industry, and gives members the right to voice their opinions on Union policies, and to make motions subject to approval of the membership.

However, much more takes place at the monthly New York meeting. Seafarers who have gone through the Bosuns Recertification Program receive their Recertification cards, and have an opportunity to speak to the membership and voice their feelings about the two-month program in which they participated.

Each month another group of Seafarers receives their full 'A' Union



Pensioner Rupert Jackson speaks to the membership after receiving his first pension check.



Seniority Upgrader Clarence McMullin (left) receives firefighting certificate from Union Representative George McCartney.



'A' Seniority Upgrader Allan Ames speaks to the membership after receiving his full 'A' Book.



Seafarer Pete Stanfield tells fellow brothers what 'A' Seniority Program meant to him after he received his full 'A' Book at March meeting.

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

### 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.



# Seniority Graduates and Elect Committees

Books after going through the one-month 'A' Seniority Upgrading Program. This group is also given the opportunity to address the membership and describe their feelings and what they have learned by participating in the program.

At the March meeting, those attending elected fellow Seafarers to the Quarterly Financial Committee. The Financial Committees, which review the Union's finances for previous months, are elected at New York meetings four times a year. Also, at the conclusion of each membership meeting bosuns who are present hold a special meeting to elect a three-man committee which chooses the next group of Seafarers to go through the Bosuns Recertification Program. These are just two more ways in which all members participate in Union democracy.



Seafarers attending March New York meeting exercise their role in Union democracy by electing members to the Quarterly Financial Committee.



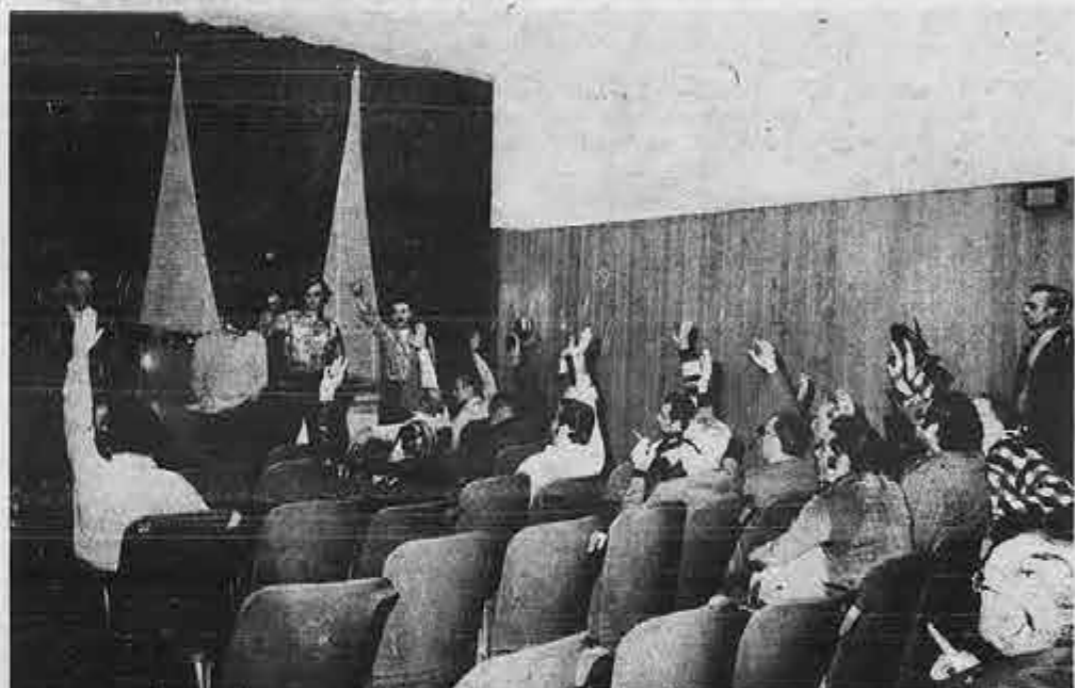
SIU President Paul Hall tells membership that while the maritime industry is currently going through some hard times, it is very important that we remain united and buckle down to solve our problems.



Port Agent Leon Hall (top left) delivers shipping and registration report. Recertified Bosuns Richard Chiasson, John McCollom and William Mitchell (left to right) address the membership and describe to their fellow brothers what the two month Recertification Program meant to them.



At left, members select seven men out of those who threw in for job of working on the Quarterly Financial Committee. At right, committee prepares to review Union's finances for previous months. They are (seated clockwise, from the front, left) Robert Gorbea; Herwood B. Walters; William Koflowitch; Jose Aguiar; Ivan Buckley, and Walter Gustavson. Standing are Anthony Goncalves (right) chairman, talking with Jim Maribo, from the Secretary-Treasurer's office about some details of the work.



Following conclusion of general meeting the bosuns in attendance met to elect special three-man committee to choose the next class to participate in the Recertification Program. They are (from left to right) Recertified Bosun Al Whitmer; Frank Rodriguez, and Recertified Bosun Bo Karlsson.



## Lundeberg Graduates ABs

Grouching (far right) Paul Allman, instructor of the AB course at the HLSS, poses with his current class this month of (sitting l. to r.): Stephen Parr; Cy Perkins; Pedro Sanchez; Neftali Santana; Ronald Smith; Mark Foxrog; and Allman. In the middle row (l. to r.) are: Duane Ostrander; James Braddy; James Zeigenhagen; Edward Tylutki; Ralph Smith, and Michael Tuttle. Taking up the rear are (l. to r.): David Barber; David Burgess; Daniel Marcus, and Ronald Gillette.

## Liberty Ship Models Are Now Up for Sale

Three types of five-inch Liberty ship models are now available to those who make a donation to the Propeller Club of the Port of New York.

As part of the U.S. Bicentennial Celebration in 1976, the club will use the donations to help sponsor the Hall of American Maritime Enterprise Exhibition set for the Smithsonian Institution, Washington, D.C.

The permanent exhibit at the museum will cover U.S. maritime history from colonial days to the present.

More than 2,700 of the 18,865 dwt "ugly ducklings," as the Liberty ships were called, were built between 1941 and 1945. They carried troops, tanks,

planes and arms from the North African Invasion and Murmansk run to the taking of Okinawa in the Pacific. Some Libertys even served in the Korean War and were pressed into use when the Suez Canal was closed in 1956.

Today 41 of the 10-11 knot vessels ply the world's oceans, mostly under the flags of Russia, China and Poland. Laid up are 118 Libertys in the U.S. National Defense Reserve Fleet.

Seafarers who sailed on them may recall the full-scantling ships with their raked stem and cruiser stern, deck house, seven watertight bulkheads, 2,500 hp, single stack, cargo booms and fore and aft guns.

## Sam Houston Committee



Recertified Bosun Otto Pederson (left) ship's chairman of the LASH SS *Sam Houston* (Waterman) with the Ship's Committee. From left are: OS Thomas Baker, deck delegate; Chief Steward Thomas Liles, secretary-reporter; Utility Messman Ambrosio Fachini, steward delegate, and Chief Electrician Phillip Painter, educational director. The ship paid off Jan. 14 in the port of Brooklyn, N.Y.

## UIW Layoff at Seatrain

Continued from Page 5

erick B. Dent, Federal Energy chief Frank Zarb, Economic Adviser L. William Seidman, U.S. Office of Management and Budget Director James Lynn and MARAD Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell were among those also present at the meeting.

With 1.2-million dwt or 42 U.S. tankers laid up and UIW shipbuilders waiting to complete the *Stuyvesant*, the SIU presented President Ford with proposals (see story on Page 2) asking that a percentage of the country's oil imports be carried in American-flagship bottoms and that a rebate of the oil import tariff be given to shippers who use these tankers.

On Feb. 7 testifying in hearings in

Washington, D.C. before Sen. Warren G. Magnuson's (D-Wash.) Senate Commerce Committee probing the "depressed condition of the U.S. tanker industry and the impact of President Ford's energy proposals on that industry", was Rep. Shirley Chisholm—whose district flanks the shut shipyard and who deplored the shipyard's closing.

Previously on Jan. 23 immediately after the layoffs in the shipyard, a meeting was held on Capitol Hill among officials of the SIU-UIW, Seatrain, Congressional representatives of Brooklyn's Williamsburgh section, and the U.S. Government. From it a Federal task force was sent to the shipyard to investigate the situation there and report to the government.

## 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 #	UNION
Negron, M.	583-46-9964	UIW
Busciglio, G.T.	262-24-4439	A&G
Balog, R.	300-30-5462	A&G
Miles, W.	264-48-7570	IBU
Haskinson, H.	235-52-6861	UIW
Frazier, T.E.	226-18-2628	A&G
Milburn, G.	219-12-3298	IBU
Defreitas, E.	071-48-6517	UIW
Allers, P.	379-34-0945	A&G
Caylor, Jr. T.	425-20-1925	A&G
Desinor, R.	116-46-3030	UIW
Cunningham, J.	488-50-4591	IBU
Coats, B.	466-48-8224	IBU
Doherty, A.	462-26-3580	IBU
Goodwin, T.	460-40-0991	IBU
Sprout, A.	371-16-1264	A&G
Segrest, H.	453-86-2427	IBU
Parker, J.	263-64-5291	A&G
Lynn, A.	248-14-1333	A&G
Wilson, D.	054-40-2859	UIW
Lane, R. L.	223-60-2852	A&G
Eustache, F.	068-48-0874	UIW
Thomas, E.	232-30-1704	IBU
Holcomb, J.	271-48-0442	UIW

## Maritime Overseas Wages

Unclaimed wages are being held by Maritime Overseas Corporation for the Seafarers listed below. Anyone appearing on this list is asked to contact: Paymaster, Maritime Overseas Corp., 511 Fifth Ave., New York, N.Y. 10017. Seafarers should supply the following information to the Paymaster: the vessel/vessels upon which employed; ratings and dates, and social security number.

M. Aguirre	O. H. Dowd	E. Hall	L. Reinchuck
B. Ayala	J. J. Doyle	D. L. Handley	J. Reyes
I. Bailey	C. Duncan	T. Harada	L. W. Rhew
D. Balerio	B. Elfstrom III	A. Henderson	L. M. Richardson
T. Ballard	S. D. Erlich	R. Hood	J. Robichaud
N. L. Bergeron	H. Evans	W. Hudson	M. Rodriguez
J. Brady	D. E. Fant	G. James	J. Ruiz
H. L. Brass	L. S. Faunce	T. C. Johnson	A. S. Rushing
J. Brewer	F. Ferron	K. L. Key	S. Ryan
L. O. Bumatay	T. Flynn	Y. Kusomoto	L. N. Scott
J. A. Burkette	D. W. Foley	J. G. Leech	H. L. Scypps
H. Butts	A. E. Foster	A. Lindsey	J. Smith
F. Catalan	B. Fowler	B. Loane	J. W. Smith
C. Chatelain	D. Green	F. J. Manchak	W. K. Stone
H. B. Cooper	G. J. Gonzalez	E. Maxwell	T. Thomas
R. Cunningham	O. Gonzalez	F. Mayer	W. Thomas
I. Diaz	H. Goto	S. Mc Gowan	K. Treinman
V. C. Dowd	J. Haeuptle	J. McLain	R. Valley
		E. S. Molten	W. R. Vanluytyn
		M. Nash	O. R. Vasquez
		R. E. Ohler	C. Veazie
		M. Omura	H. Warham
		R. O'Neal	W. A. Walker
		S. Orwieszewski	H. G. Weeks
		R. Pacheco	S. Whistler
		J. W. Parsons	C. C. Williams
		E. Pence	G. Williams
		R. A. Peveto	J. Williams
		L. Pickhart	L. C. Winfield
		C. Pierce	E. Winslow
		K. Rankonen	G. Woods

## Welding Upgraders Graduate



Five more welding upgraders graduated this month from the Harry Lundeberg School of Seamanship at Piney Point, Md. They are (l. to r.) with their instructor, Lee De Masters (extreme left): Tom Curtis; Donald Cox; Jay Campbell; Ernie Moneymaker, and Edmund Soihet.

# Digest of SIU



# Ships' Meetings

**ULTRAMAR** (Westchester Marine), January 26—Chairman, Recertified Bosun L. R. Smith; Secretary J. Pitetta; Educational Director S. K. Zemel. Chairman suggested that all crewmembers donate to SPAD as the money is needed to continue our fight in Washington to pass the oil bill. Some disputed OT in deck department. Everything running smoothly.

**SEA-LAND ECONOMY** (Sea-Land Service), January 12—Chairman, Recertified Bosun A. E. Bourgot; Secretary L. Nicholas; Educational Director J. C. Speers; Deck Delegate J. H. Fullford; Engine Delegate J. Sanders; Steward Delegate J. W. Watkins. Chairman held a discussion on the veto of the oil bill by President Ford. This news was received by the crewmembers with great disappointment. Chairman noted that the veto of the oil bill should make everyone realize the need for SPAD. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND CONSUMER** (Sea-Land Service), January 12—Chairman, Recertified Bosun F. E. Pehler; Secretary Charles J. Mitchell; Educational Director Ronald Voss; Deck Delegate R. Dougherty; Engine Delegate Robert Kelly; Steward Delegate Thomas Ventura. No disputed OT. Received a telegram from Headquarters on the veto of the oil bill by President Ford. Held a discussion on the gifts that were given to all crewmembers through the International Seamen's Center in Houston, Tex. Will send the various clubs, churches and all who made it possible, thank-you cards. A vote of thanks to the steward department and to all delegates for a job well done. Observed one minute of silence in memory of our departed brothers.

**PHILADELPHIA** (Sea-Land Service), January 5—Chairman, Recertified Bosun J. W. Allen; Secretary Paul Lopez; Educational Director Kasimirs Abaron; Deck Delegate Adrian J. Janacek; Engine Delegate James W. Duffy; Steward Delegate Ah You Soon. No disputed OT. Chairman reported for the Seafarers Log, "If the Congress thinks that the oil bill is for the country's interest, we think that it is worth fighting till the oil bill is completely approved." Next port Anchorage.

**THOMAS JEFFERSON** (Waterman Steamship), January 25—Chairman A. J. Doty; Secretary Floyd Mitchell, Jr.; Educational Director J. Brock; Deck Delegate F. Russo; Engine Delegate Earl Adams. Chairman reported that the Captain had to be put off in Wake Island due to a stroke and at last report had been flown to Hawaii and had taken a turn for the better. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Charleston.

**OGDEN WILLAMETTE** (Ogden Marine), January 2—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director Wilkerson; Deck Delegate Martia Hammond; Engine Delegate A. J. Vogel; Steward Delegate S. A. Smith. No disputed OT. Crewmembers were sorry to hear that President Ford vetoed the oil bill. All crewmembers are voluntarily donating to SPAD and are concerned about the Union's future. Wish to thank President Paul Hall for his cablegram.

**DEL SOL** (Delta Steamship), January 19—Chairman, Recertified Bosun Ray Todd; Secretary Alton Booth; Educational Director Randall E. Lawson. \$275 in movie fund. Some disputed OT in deck and steward departments. Chairman held a discussion about the veto of the oil bill by President Ford. Everything running smoothly.

**GEORGE WALTON** (Waterman Steamship), January 22—Chairman, Recertified Bosun George E. Annis; Secretary John H. Ratliff; Educational Director Ross F. Lyle; Deck Delegate Larry Kunc; Engine Delegate R. Cefaratti; Steward Delegate Earl Gray, Sr. Chairman suggested that while in New York those members with dependents stop at the Union Hall and fill out enrollment beneficiary cards. Suggested that crewmembers give to SPAD at pay-off to help fight for a new oil bill. No disputed OT. Next port Baltimore.

**INGER** (Reynolds Metal), January 19—Chairman, Recertified Bosun Woodrow Drake; Secretary Duke Hall; Educational Director John Manen; Steward Delegate Joseph Simpson. Chairman read telegrams received from President Paul Hall on the passage in Congress of the oil bill and the veto by President Ford. Reviewed last Seafarers Log and urged all hands to read the Seafarers Log as this is the way to keep up with what is going on in the Union. Suggested that all donate to SPAD to keep up our fight for our future and our jobs. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Corpus Christi.

**SEA-LAND FINANCE** (Sea-Land Service), January 26—Chairman, Recertified Bosun J. W. Pulliam; Secretary Herb Knowles; Educational Director Jim Smitko; Deck Delegate J. Long; Engine Delegate D. Compeat; Steward Delegate A. P. Lopez. Some disputed OT in engine department. Burial Services were held for Brother Bill Wharton on the stern of the ship. Next port Seattle.

**TAMARA GULDEN** (Transport Commercial), January 4—Chairman R. Christensen; Secretary N. Hatgimisios; Educational Director F. Rizzo. Chairman reported that two telegrams were received from President Paul Hall about the oil bill which was vetoed by President Ford. \$10 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department for excellent Thanksgiving and Christmas dinners.

**TRANSHAWAII** (Sea-Land Service), January 12—Chairman, Recertified Bosun Victor Carbone; Secretary O. Vola; Educational Director W. Walla; Engine Delegate Herman Bergeron, Jr. A safety meeting was held on Saturday January 11, 1975 at 1515. Captain J. H. Morin, Chief Mate D. C. Goff and Bosun Victor Carbone met in the Captain's office. The following items were brought up and discussed: 1) Persons opening and closing water tight doors. 2) Some of the wires on deck, etc. Some disputed OT in deck and engine departments. A vote of thanks to the steward department for a job well done. Next port Baltimore.

**LONG BEACH** (Sea-Land Service), January 12—Chairman, Recertified Bosun M. Landron; Secretary J. E. Higgins; Engine Delegate M. Hall. \$33.92 in ship's fund. No disputed OT. Chairman held a discussion on the Pension bill as reported in the Seafarers Log. Ah Sai Wong is making his last trip to sea and the crewmembers will miss his happy smile that he had for everyone at all times. A better shipmate would be hard to find. Next port Oakland.

**SEA-LAND McLEAN** (Sea-Land Service), January 12—Chairman, Recertified Bosun David H. Berger; Secretary T. R. Goodman; Educational Director W. J. Dunnigan. Chairman discussed telegram received from President Paul Hall on Energy Transportation Security Act, H.R. 8193 and posted same. It was suggested that all members donate to SPAD. Some disputed OT in deck department. A vote of thanks to the steward department.

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

GALVESTON  
SEA-LAND VENTURE  
DELTA SUD  
ELIZABETHPORT  
COLUMBIA  
SEA-LAND GALLOWAY  
TRANSCOLUMBIA  
JOHN PENN  
DELTA MEXICO  
JACKSONVILLE  
CONNECTICUT  
BALTIMORE  
MISSION SANTA INEZ  
DELTA MAR  
LONG BEACH  
GOLDEN DOLPHIN  
CITRUS PACKER  
EAGLE TRAVELER  
SEA-LAND MARKET  
COUNCIL GROVE  
RAPHAEL SEMMES  
ROBERT TOOMBS  
DELTA NORTE  
ULTRASEA  
SEA-LAND TRADE

SEA-LAND EXCHANGE  
TRANSIDAHO  
BETHFLOR  
NEW ORLEANS  
PENNMAR  
LONG LINES  
WALTER RICE  
SCHUYLKILL  
SEA-LAND RESOURCE  
IBERVILLE  
ARECIBO  
BROOKLYN  
SUMMIT  
SEA-LAND PRODUCER  
ROBERT E. LEE  
ST. LOUIS  
CHARLESTON  
WILLIAMSBURGH  
TAMPA  
LYMAN HALL  
SHOSHONE  
AMERICAN EXPLORER  
BOSTON  
LOS ANGELES  
OVERSEAS JUNEAU

**DELTA PARAGUAY** (Delta Steamship), January 5—Chairman, Recertified Bosun George Burch; Secretary W. J. Miles; Educational Director Frank W. Chavers; Steward Delegate B. A. Wright. \$6.50 in ship's fund. No disputed OT. Secretary read a telegram that was received from Headquarters pertaining to the oil bill. A vote of thanks to the crewmembers for their donations for Floyd Peavy whose mother passed away. Observed one minute of silence in memory of our departed brothers.

**ANCHORAGE** (Sea-Land Service), January 30—Chairman, Recertified Bosun Sven Jansson; Secretary A. Seda; Educational Director A. Moore; Deck Delegate Richard Mason. Chairman suggested that all crewmembers donate to SPAD to help secure their future. \$5 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Five minutes of silence was observed in memory of our departed brothers. Next port Elizabeth.

**SAM HOUSTON** (Waterman Steamship), January 11—Chairman, Recertified Bosun Otto Pederson; Secretary Thomas Liles, Jr.; Educational Director Phillip Painter; Engine Delegate Gary J. Bryant; Steward Delegate Ambrosio Fachini. Some disputed OT in deck and engine departments. Held a discussion on the veto of the oil bill by President Ford. Everything running smoothly. Next port Baltimore.

**VANTAGE DEFENDER** (National Transport), January 3—Chairman, Recertified Bosun M. E. Beeching; Secretary R. Allen; Educational Director R. B. Honeycutt. No disputed OT. A vote of thanks to the steward department for a job well done. Everything running smoothly.

**SAN FRANCISCO** (Sea-Land Service), January 5—Chairman, Recertified Bosun Frank Teti; Secretary O. Smith; Educational Director R. Matthews; Deck Delegate M. Carlisle. \$7 in ship's fund. Some disputed OT in deck department. Chairman spoke on the communications received from President Paul Hall on the passage in the Congress of the oil bill and the veto by President Ford. He pointed out the need to support SPAD so we can carry on our fight to have this and other legislation of interest to the seamen brought to a successful conclusion. A vote of thanks to the steward department for a job well done.

**PENNMAR** (Calmar Steamship), January 12—Chairman, Recertified Bosun William Morris; Secretary B. J. McNally; Educational Director Frank Holland. Read about women being trained at Kings Point to be officers. No disputed OT. Everything running smoothly.

**DELTA MAR** (Delta Steamship), January 12—Chairman, Recertified Bosun R. Lambert; Secretary D. Collins; Educational Director E. Synan; Engine Delegate M. Morris; Steward Delegate Peter Hammel. \$6 in ship's fund. No disputed OT. Held a discussion on a telegram received from headquarters on the oil bill and on a later one received stating that President Ford would not sign the bill. A vote of thanks to the steward department for a fine Christmas dinner which was served by candle light. Next port, Nola.

# New SIU Pensioners



**Joseph J. "Tiger" Harrison, 75**, joined the SIU in 1938 in the port of Baltimore sailing as a bosun. He had sailed for 37 years. Brother Harrison also sailed with the International Seamens' Union in 1937 from the port of Tampa. During World War II, he was on the Murmansk run to Russia in January 1943 sailing on the *SS Yorkmar*. Seafarer Harrison walked the picket line on beefs in New York, Houston and Baltimore. Born in Midland City, Ala., he is a resident of Ariton, Ala. About the nickname, "Tiger", at 74 he was on the *SS Walter Rice* (Reynolds Metals) where he was noted as the "most aggressive man on the ship", according to a feature story in the July 1973 issue of the LOG. A bachelor, he's looking forward to retirement in Hawaii "because of the beautiful girls there."



**Emil J. Glaser, 52**, joined the Union in the port of New York in 1953 sailing as a fireman-watertender. He had sailed for 25 years. In 1966 Brother Glaser graduated as a 2nd assistant engineer from the HLSS-MEBA District 2 Training School in Brooklyn, N.Y. Born in Virginia, he is presently a resident of Los Angeles.



**Ernest C. De Baulte, 55**, joined the SIU in the port of New Orleans in 1952 sailing as an AB. He had sailed for 26 years. Brother De Baulte ran for Union office in 1968 and walked the picket line in the Greater N.Y. Harbor strike in 1961. Seafarer De Baulte also was a ship's delegate and won a personal safety award in 1960 for being on an accident-free vessel. Born in Louisiana, he is now a resident of Sao Paulo, Brazil.



**Warren Richley, 59**, joined the Union in Elberta, Mich. in 1954 sailing as a fireman-watertender. He had sailed for 24 years. Brother Richley is a World War II veteran of the U.S. Army Medical Corps. A native of Arcadia, Mich., he is now a resident of Elberta.



**Thomas J. McGurn, 61**, joined the SIU in the port of New York in 1963 sailing as an AB. He had sailed for 32 years. Brother McGurn was born in Rochester, N.Y. and is now a resident of Seattle.



**John G. Dellinger, 62**, joined the Union in 1943 in the port of Savannah sailing as a fireman-watertender. Born in North Carolina, he is now a resident of Mooresville, N.C.



**Daniel W. Lippy, 66**, joined the Union in 1943 in the port of New York sailing as a chief steward. He had sailed for 35 years. Brother Lippy was born in Baltimore and is now a resident of Glen Burnie, Md.



**Joseph A. Walsh, 65**, joined the SIU in the port of New York in 1963 sailing as an AB. He had sailed for 30 years. Brother Walsh was an organizer in the 1954 New York ILA beef and walked the picket line in the N.Y. Harbor strike in 1961. A native of Newfoundland, Canada, he is now a resident of New York City.



**Wilbur W. Newson, 61**, joined the SIU in the port of New York in 1951 sailing as a bosun. Brother Newson also sailed for the Sailors Union of the Pacific from 1934 to 1938. He had applied for the Bosuns Recertification Program in November 1973. He is a U.S. Army veteran of World War II. Born in Jacksonville, he is now a resident of Brooklyn, N.Y.



**Dioscoro B. Militar, 74**, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Militar had sailed for 46 years. He was born in the Philippine Islands and became a naturalized American citizen. Seafarer Militar is now a resident of San Francisco.



**James McCoy, 59**, joined the SIU in 1940 in the port of Norfolk sailing as a cook. He had sailed for 34 years. Brother McCoy is a native of North Carolina and is now a resident of Baltimore.



**As F. Morris, 65**, joined the Union in the port of Norfolk in 1958 sailing as a fireman-watertender. He had sailed for 33 years. Brother Morris was born in Buoy County, Tex., and is now a resident of Chesapeake, Va.



**Thomas E. Smith, 65**, joined the Union in the port of Houston in 1962 sailing as an oiler. He had sailed for 31 years. A native of Ohio, he is currently a resident of Summer-ville, Ore.



**James F. Lee Jr., 55**, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Lee had sailed for 35 years. He is a veteran of the U.S. Navy from 1927 to 1931. Seafarer Lee was born in Tennessee and is presently a resident of San Francisco.



**Vernon F. Martin, 63**, joined the Union in the port of Alpena, Mich. in 1954 sailing as a porter. Brother Martin was born in Detroit and is now a resident of Alpena with his wife, Dortha.



**Aeshad B. Ismail, 58**, joined the SIU in 1947 in the port of San Francisco sailing as an oiler. Brother Ismail had sailed for 28 years. He is a U.S. Army veteran of World War II. Seafarer Ismail was born in Malaya and is now a resident of San Francisco.



**Rupert E. Jackson, 68**, joined the SIU in 1945 in the port of New York sailing as a chief cook. He had sailed for 31 years. Brother Jackson was on the picket line for a strike rally in 1965. A native of St. Croix, the Virgin Islands, he is now a resident of Brooklyn, N.Y.

## He Gets His 1st Pension Check



SIU pensioner Warren Richley (left) 59, accepts his first disability pension check last month from Frankfort (Mich.) Port Agent Harold Rathbun with his best wishes. Brother Richley, who began sailing in 1948, worked as a fireman for the Ann Arbor Railroad Carferrys. He joined the Union in 1954. Seafarer Richley is a resident of nearby Elberta, Mich.

## MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Apr. 7	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Apr. 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Apr. 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Apr. 10	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Apr. 10	2:00 p.m.	—	—
Detroit	Apr. 11	2:30 p.m.	—	—
	Apr. 14	—	5:00 p.m.	—
Houston	Apr. 14	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Apr. 15	2:30 p.m.	5:00 p.m.	—
Mobile	Apr. 16	2:30 p.m.	5:00 p.m.	—
San Francisco	Apr. 17	2:30 p.m.	—	—
Wilmington	Apr. 21	2:30 p.m.	—	—
Seattle	Apr. 25	2:30 p.m.	—	—
Columbus	Apr. 19	—	—	1:00 p.m.
Chicago	Apr. 15	—	5:00 p.m.	—
Port Arthur	Apr. 15	—	5:00 p.m.	—
Buffalo	Apr. 16	—	5:00 p.m.	—
St. Louis	Apr. 17	—	5:00 p.m.	—
Cleveland	Apr. 17	—	5:00 p.m.	—
Jersey City	Apr. 14	—	5:00 p.m.	—

# Before Layup, the SS Thomas Lynch Pays Off in Philly

PRIOR to laying up in Port Newark, N.J. last month, the C4, the SS Thomas Lynch (Waterman Steamship Co.) paid off in the port of Philadelphia. Purchased from the Far East Line last September, the former SS Korea Bear signed on most of her crew on Nov. 5 in the port of New Orleans sailing on the Far East run to the ports of call of Hong Kong and Yokohama. She also called at the port of New London, Conn. and a port in Canada. Two bosuns were at the payoff as part of the Bosuns Recertification Program being conducted by the Union.



Crew Messman Alton Hickman awaits his turn to pay his Union dues while his shipmates queue up for the payoff recently aboard the SS Thomas Lynch.



From (l. to r.) enjoying a cup of the Old Joe are Fireman-Watertender Ismal Ramos, who signed on Nov. 5 in the port of New Orleans; Bedroom Utility P. G. Ordansa, and Wiper Donald Rico. They're seated in the ship's recreation room.



Recertified Bosun Raymond W. Hodges (left), in his role as the ship's chairman, goes over Union business with SIU Patrolman Jack Caffey (right) as 3rd Cook G. Grajeles, steward delegate, inspects his book.



Checking the oil gauges and other instruments of the ship's engine is Oiler David Timmons as the vessel docked in the port of Philadelphia.

## Personals

### Larry E. Artrip

Please contact Mrs. Fred Artrip as soon as possible at 5313 Cape Henry Ave., Norfolk, Va. 23513.

### Antonio Escoto

Please contact your brother Scott as soon as possible at 225 Douglas Dr., River Ridge, La. 70123.

### Charles Daniel Norris

Please contact Mrs. Dorothy Seaman at 5222 South Campbell Ave., Chicago, Ill. 60632, or call her at 778-8476.

### Raymond Michael McGee

Please contact Margaret D. DeMarco as soon as possible at 9 Brainard Rd., Wilbraham, Mass. 01095.

### Harold Wallace, Sr.

Please contact your son and daughter, Harold and Joy, as soon as possible at 760 Ruth Dr., Avondale, La. 70094, or call 776-7471.

### Richard Harvey Hufford and J. Panserella

Arthur Hufford asks that you call him immediately at his home number, (904) 684-2092, or his office number, (904) 684-4472.

### All Seafarers

Albert Raymond Randall, or anyone knowing his whereabouts, please call Eevie Randall collect as soon as possible at (415) 992-2502.

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

Jan. 23 - Feb 19, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	11	25	\$ 38,500.00	\$ 76,110.00
In Hospital Daily @ \$1.00 .....	353	2,383	353.00	2,383.00
In Hospital Daily @ \$3.00 .....	204	344	612.00	1,032.00
Hospital & Hospital Extras .....	6	20	216.75	1,119.02
Surgical .....	—	2	—	269.00
Sickness & Accident @ \$8.00 .....	6,991	13,893	55,928.00	111,144.00
Special Equipment .....	6	8	1,015.83	1,261.46
Optical .....	194	353	5,533.59	9,352.98
Supplemental Medicare Premiums .....	13	25	768.40	2,013.50
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	243	603	48,064.84	115,075.64
Doctors' Visits In Hospital .....	63	112	2,030.01	4,269.20
Surgical .....	81	184	9,049.00	23,344.60
Maternity .....	8	25	2,400.00	7,500.00
Blood Transfusions .....	2	5	280.00	479.00
Optical .....	123	279	3,287.66	6,749.20
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	17	29	51,000.00	87,000.00
Hospital & Hospital Extras .....	134	250	41,732.20	58,996.99
Doctors' Visits & Other Medical Expenses ..	89	196	2,627.61	6,326.71
Surgical .....	11	26	1,555.00	4,158.25
Optical .....	69	156	1,412.03	3,167.23
Blood Transfusions .....	—	1	—	72.00
Special Equipment .....	1	3	315.00	1,069.55
Dental .....	2	3	16.00	1,216.00
Supplemental Medicare Premiums .....	1,936	1,950	13,178.90	13,711.80
<b>SCHOLARSHIP PROGRAM</b>				
	9	14	5,539.15	7,656.35
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	10,566	20,889	285,414.97	545,477.48
Total Seafarers Pension Plan .....	2,327	2,345	572,273.49	606,740.29
Total Seafarers Vacation Plan .....	917	2,240	521,320.64	1,332,950.68
Total Seafarers Welfare, Pension & Vacation	13,810	25,474	\$1,379,009.10	\$ 2,485,168.45

### Richard James Kahllo

Please contact Ms. Mary Lue Bruce as soon as possible at 852 Don Cubero Ave., Santa Fe, New Mexico 87501.

### Walter M. Horwath

Please contact Delbert Horwath as soon as possible at 510 Academy St., Cambridge, Md. 21613.

### Albert B. Peterson

Please contact George W. Peterson as soon as possible at 154 Canal St., San Rafael, Calif. 94901.





## Final Departures



SIU pensioner **Delphis J. Caron**, 56, died on Oct. 18. Brother Caron joined the SIU in 1947 in the port of New York sailing as a pumpman. He was an Army veteran of World War II. Born in Worcester, Mass., he was a resident of San Francisco at the time of his death. Surviving is a sister, Mrs. Doris Loiselle of Southbridge, Mass.



SIU pensioner **Henry C. Gerdes**, 72, passed away on Jan. 29. Brother Gerdes joined the Union in 1942 in the port of New Orleans sailing as a chief steward. He had sailed for 45 years. A native of New Jersey, he was a resident of New Orleans at the time of his death. Surviving is his widow, Hazel.



SIU pensioner **James D. Vetra**, 77, died of cancer of the lung in De Paul Hospital, Norfolk, on Jan. 16. Brother Vetra joined the SIU-affiliated IBU in the port of Norfolk in 1964 sailing as a barge captain for the Sheridan Transportation Co. from 1951 to 1966 and for the Eastern Transportation Co. from 1918 to 1950. Born in Maryland; he was a resident of Norfolk when he passed away. Burial was in Princess Anne Cemetery, Virginia Beach, Va. Surviving are his widow, Vivian and a daughter, Krista.



**John O. Bouyea**, 62, died of natural causes in the USPHS Hospital, Staten Island, N. Y. on Oct. 28. Brother Bouyea joined the SIU in the port of New York in 1952 sailing as a chief cook. He had sailed for 35 years. Born in British Guiana, he was a resident of the Bronx, N.Y. when he passed away. Interment was in George Washington Memorial Park Cemetery, Paramus, N.J. Surviving is his widow, Effie.



**Heinrich Wilhelm Schnoor**, 77, passed away on Feb. 1. Brother Schnoor joined the SIU in the port of New Orleans in 1957 sailing as a chief steward. He had sailed for 21 years. Seafarer Schnoor was a veteran of the U.S. Navy in World War I. A native of New York City, he was a resident of New Orleans when he died. Surviving are his widow, Olivia and a son, Harry.



SIU pensioner **Harry W. Greiner**, 67, died on Dec. 27. Brother Greiner joined the SIU-affiliated IBU in the port of Houston in 1960 working as a clerk-weigher for Galveston Wharves from 1947 to 1965 and for the Southern Pacific Railroad from 1922 to 1932 and from 1941 to 1946. Born in Beaumont, Tex., he was a resident of La Marque, Tex. at his death. Surviving are his widow, Pearl and a daughter, Mary.



**Charles P. Weems**, 45, died aboard the *SS Del Rio* (Delta Line) on Dec. 29. Brother Weems joined the SIU in the port of New Orleans in 1958 sailing as an AB. He was a post-war veteran of the Navy. Born in Ludlow, Miss., he was a resident of Lena, Miss. when he passed away. Surviving are his widow, Emily Ruth; a daughter, Charlotte and his mother, Emma of Lena.



SIU pensioner **Nils E. Hard**, 76, passed away on Dec. 28. Brother Hard joined the Union in the port of Philadelphia in 1961 sailing as a fireman for the Curtis Bay Towing Co. from 1936 to 1963 and for the Reading Co. from 1923 to 1936. A native of Sweden, he was a resident of Philadelphia when he died. Surviving is his widow, Laura.



SIU pensioner **Dee W. Kimbrell**, 59, succumbed to cancer in the USPHS Hospital, Staten Island, N.Y., on Sept. 23. Brother Kimbrell joined the SIU in 1947 in the port of New York sailing as a chief electrician. A native of Alabama, he was a resident of Staten Island when he passed away. Burial was in Silver Memorial Cemetery, Staten Island. Surviving are a son, Elmer; two daughters, Dee Marie of Anniston, Ala. and Betty, and a sister, Mrs. Carrie Melton of Decatur, Ala.



**Nicholas M. Korsak**, 61, died on Dec. 29. Brother Korsak joined the SIU in 1947 in the port of New York sailing as a messman. He had sailed for 27 years and was an Army veteran of World War II. Seafarer Korsak was born in New Jersey and was a resident of Houston at the time of his death. Surviving is a brother, Alexander of South River, N.J.

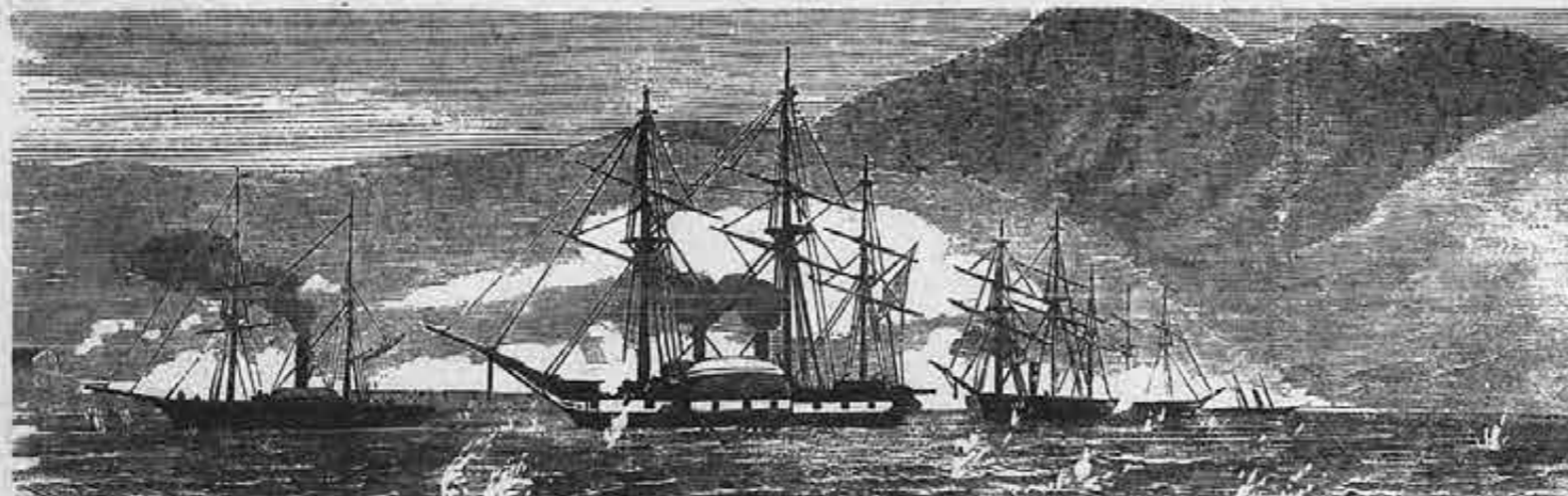


SIU pensioner **Walter P. Adlam**, 72, passed away on Jan. 23 of a hemorrhage in Provident Hospital, Baltimore. Brother Adlam joined the SIU in 1939 in the port of Baltimore sailing as a chief steward. He had sailed for 43 years and had attended a conference at Piney Point in 1970. Born in Jamaica, British West Indies, he was a resident of Baltimore at his death. Burial was in Carver Memorial Park, Baltimore. Surviving are his widow, Elizabeth and two daughters, Theresa and Charlotte.



SIU pensioner **Algot Bogren**, 71, succumbed to cancer on Jan. 13. Brother Bogren joined the Union in 1941 in the port of Baltimore sailing as a bosun. He had sailed for 44 years. Brother Bogren was born in Sweden and became a naturalized American citizen. At his death he was a resident of Baltimore. Interment was in Baltimore. Surviving is a brother, Bernard of Worcester, Mass.

## 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.



# Final Departures



**Recertified Bosun William C. Riley, 54,** died of an acute myocardial infarction in the St. John's Hospital, Pt. Townsend, Wash. after suffering a heart seizure on the *Sea-Land Galloway*

on Jan. 18 while anchored in Seattle Harbor. Brother Riley joined the SIU in the port of New Orleans in 1964 sailing as a bosun since 1970. He had graduated from the Bosuns Recertification Program in April 1974 and had made the SPAD Honor Roll last year by voluntarily donating \$100 or more to the fund. Seafarer Riley was a pre-war veteran of the U.S. Navy and a member of the Sailors Union of the Pacific from 1942 to 1962. He was one of the first graduates of the LNG/LPG course given at Piney Point and was a graduate of the firefighting course in Bayonne, N.J., in 1948. Born in Coventry, R.I., he was a resident of San Francisco when he passed away. Burial was in San Francisco. Surviving are his wife of 32 years, Isabelle; his mother, Ada of Falls Church, Va., three married daughters and seven grandchildren.



**SIU pensioner Brice E. Ruggie, 60,** died of heart failure in Lower Bucks County Hospital, Bristol Twp., Pa., on Jan. 1. Brother Ruggie joined the Union in 1946 in the

port of Baltimore sailing as an AB. He had sailed for 34 years. A native of Philadelphia, he was a resident of Cornwells Heights, Pa. when he passed away. Interment was in the Whitmarsh Memorial Park, Pennsylvania. Surviving are two sons, Brice, Jr. of Gibbstown, N.J. and William; and a brother, William of Cornwell Heights, and a sister, Mrs. Eleanor R. Callahan of Bala-Cynwyd, Pa.



**Alexander Janes, 55,** expired on Feb. 6. Brother Janes joined the SIU in 1947 in the port of New York sailing in the steward department. He had sailed for 34 years and attended a Crews Conference at Piney Point. Seafarer Janes was born in Newfoundland, Canada, and was a resident of Brooklyn, N.Y. when he passed away. Surviving are his mother, Mrs. Beatrice Maud Janes of Brooklyn; a sister, Mrs. Clara Cole of Meriden, Conn. and a nephew, Seafarer Robert L. Lane, who sails in the steward department.

**SIU pensioner Francis J. Smith, 55,** succumbed to cardiac respiratory failure in Pennsylvania Hospital, Philadelphia, on Jan. 5. Brother Smith joined the SIU-affiliated IBU in the port of Philadelphia in 1961 sailing as a deckhand for the Taylor and Anderson Towing and Lighterage Co. from 1958 to 1974 and for the Warner Brothers Co. from 1947 to 1958. He was born in Philadelphia and resided there at the time of his death. Burial was in Palmer Cemetery, Philadelphia. Surviving are his widow, Edith; four sons, George, Francis, Jr., Richard and John, and a daughter, Carolyn Barbara.



**SIU pensioner John A. Wiley, 76,** succumbed to acute colitis in Cooper Hospital, Camden, N.J. on Jan. 10. Brother Wiley joined the SIU-affiliated IBU in the port of Philadelphia in 1961 sailing as an oiler for the Taylor and Anderson Towing Co. of Philadelphia from 1927 to 1932 and from 1952 to 1963. A native of Norway, he was a resident of Camden when he died. Cremation took place at the Wooster Crematory, Atco, N.J. Surviving is his widow, Rose of Wildwood, N.J.



**Julio C. Zamora, 53,** died in January. Brother Zamora joined the SIU in the port of Baltimore in 1958 sailing as an AB. He had sailed for 25 years. Born in Calarca, Colombia, he was a resident of Baltimore when he passed away. Surviving are his widow, Johanna; a son, Martin, and his mother, Maria of Calarca.



**SIU pensioner Ulpiano A. Enriquez, 78,** succumbed to natural causes in Metropolitan Hospital, Philadelphia, on Jan. 28. Brother Enriquez joined the SIU in the port of New

York in 1958 sailing as a chief steward. He had sailed for 55 years. Seafarer Enriquez walked the picket line in the Greater N.Y. Harbor strike in 1961 and received a personal safety award in 1961 for sailing aboard an accident-free ship, the *SS Steel Architect*. He was also a veteran of the U.S. Navy in World War I. Born in Taal Batanguez, the Philippines, he was a resident of Philadelphia when he passed away. Burial was in Eden Cemetery, Collingdale, Pa. Surviving are his widow, Mary and his son, Francisco.



**SIU pensioner Otis J. Harden, Jr., 60,** died of natural causes in Tampa General Hospital on Oct. 12. Brother Harden joined the Union in the port of New York in 1952 sailing as a fireman-watertender. He was a veteran of one of the Navy's Seabee battalions in World War II. A native of Tampa, he was a resident of Lutz, Fla. at the time of his death. Interment was in Myrtle Hill Cemetery, Hillsborough County, Fla. Surviving are his widow, Rosemary; a son, James and a sister, Flossie of Tampa.

**James L. Houston, 55,** died on Jan. 19 in St. Louis. Brother Houston joined the SIU-affiliated IBU in the port of St. Louis in 1970 sailing for National Marine Service, Inc. on the tug, the *Eagle Marine* from 1969 to 1972. Seafarer Houston was a Navy veteran of WW II. A native of Steelville, Mo., he was a resident of Dupon, Ill. when he passed away. Surviving are his widow, Florence of Houston; a son, David, two daughters, Cheryl Ann of Houston and Cindy Lynn, and a brother, William of Hillsboro, Ill.



**Horst N. Knapp, 28,** was lost at sea off the tug, *Etiennette Bollinger* (B & B Towing) on July 5. Brother Knapp joined the SIU in the port of Baltimore in 1964 sailing as an AB. He attended the Andrew Furuseth Training School in Baltimore in 1964 and was a veteran of the U.S. Army's 93rd Signal Corps Battalion from 1964 to 1966, when he was awarded a Rifle Sharpshooter Badge. Born in Germany, he was a resident of Joppa, Md. when he died. Surviving are his widow, Barbara; his mother, Mrs. Katharine Prieto of Baltimore; two sons, James and Jony, and two daughters, Lisa and Mary.



**Robert F. Stewart, 68,** passed away on Aug. 20, 1971. Brother Stewart joined the SIU in 1948 in the port of New York sailing as a chief electrician. He had sailed for 26 years and walked the picket line in the Robin Line strike in 1962. Born in Brooklyn, N.Y., he was a resident of Rockaway Park, Queens, when he died. Surviving are two sons, Robert of Long Island, N.Y. and Joseph; a daughter, Joan and a sister, Mrs. Helen Coryat, both of New York City.



**Kenneth E. Workman, 34,** died in Cleveland Metropolitan General Hospital on Jan. 19. Brother Workman joined the SIU in the port of Cleveland in 1964 sailing as an OS for the Erie Sand Steamship Co. He was born in Holden, W. Va. and was a resident of Cleveland and Harts, W. Va. Interment was in Manns Knobb Cemetery, Lincoln County, W. Va. Surviving are a son, Scotty; a daughter, Patricia, and his parents, Mr. and Mrs. James P. Workman of Harts.



**SIU pensioner Jean L. Monnier, 67,** expired on Feb. 9. Brother Monnier joined the Union in the port of New Orleans in 1955 sailing as a wiper. He had sailed for 25 years.

Seafarer Monnier was a veteran of the U.S. Army in World War II. Born in Raceland, La., he was a resident of New Orleans when he died. Surviving are his son, Perry of Marrero, La., and a sister, Octavie of New Orleans.

**SIU pensioner Alister W. Forsyth, 66,** died of cancer in Miami (Fla.) Hospital on Jan. 21. Brother Forsyth joined the SIU-affiliated IBU in the port of Norfolk in 1960 sailing as a cook for the Allied Towing Co. from 1960 to 1972 and for the Gulf Atlantic Towing Corp. from 1958 to 1960. Seafarer Forsyth was a U.S. Army veteran of World War II. He was born in Glasgow, Scotland, and was a resident of Lantana, Fla. Interment was in Tampa. Surviving are his widow, Susan, and four sisters, Nancy Lee of Tampa, Suzette of Norfolk, Mrs. Marjorie F. Brewer and Agnes of Tampa.



**Louis W. Peeper, 60,** died on the *Sea-Land Commerce* on Jan. 28 while docked in Hong Kong Harbor. Brother Peeper joined the SIU in 1944 in the port of New Orleans 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, Louis; two daughters, Sharon and Judith, and his mother-in-law, Mrs. Donna Markoff.



**SIU pensioner Edward L. Poe, 65,** died of a hemorrhage in the New Orleans USPHS Hospital on Dec. 13. Brother Poe joined the Union in 1945 in the port of Mobile sailing as a chief steward. He had sailed for 28 years. Seafarer Poe was born in Mobile and was a resident of New Orleans when he passed away. Interment was in the Hillcrest Cemetery, Cincinnati. Surviving are his widow, Tormmie Lee of Washington, D.C.; his mother, Mrs. Erella Sullivan of Cincinnati; a son, Edward, and two daughters, Mary Lee and Sarah.



**Rosendo Soto, 64,** passed away on Dec. 8. Brother Soto joined the SIU in the port of New York in 1958 sailing as a cook. He had sailed for 29 years. Born in Ponce, Puerto Rico, he was a resident of New York City when he died. Burial was in Ponce. Surviving are his widow, Julia, and his son, Juan both of Ponce Playa, Puerto Rico.



**Joseph Mickalowski, 52,** succumbed to a heart attack in Mueller, Mich. on Nov. 25. Brother Mickalowski joined the SIU in the port of Detroit in 1960 sailing as a fireman-watertender. He was a U.S. Army veteran of World War II. Seafarer Mickalowski was born in Amsterdam, N.Y., and was a resident of Toledo, Ohio when he died. Interment was in St. Casimir Cemetery, Amsterdam. Surviving are his father, George and two brothers, Joseph and Stanley, both of Amsterdam.

**SIU pensioner Carl F. Riehl, 69,** passed away on Feb. 4. Brother Riehl joined the SIU-affiliated IBU in the port of Baltimore in 1956 sailing as a deckhand. A native of Maryland, he was a resident of Baltimore at the time of his death. Surviving is his widow, Joanna.

**Henry K. Smith, 63,** died on Jan. 9. Brother Smith joined the SIU in 1942 in the port of New York sailing as a bosun. He had sailed for 33 years. Seafarer Smith was a pre-war U.S. Coast Guard veteran. A native of Praco, Ala., he was a resident of Covington, La. when he passed away. Surviving are his widow, Annabelle; a son, Philip of Covington; his mother, Clara of West Birmingham, Ala., and a sister, Mrs. Inez Allen of Birmingham, Ala.





# Final Departures



SIU pensioner **Oliver Lewis**, 70, passed away on Jan. 28. Brother Lewis joined the Union in 1944 in the port of Boston sailing as a cook and baker. He had sailed for 32

years and he walked the picket line in the Greater N.Y. Harbor strike in 1961. A native of Baltimore, he was a resident of Cambridge, Md. when he died. Surviving are his widow, Mary of New Orleans; a niece, Nettie M. Bailey of Philadelphia, and a cousin, Mrs. Addie M. Clash Travers of Baltimore.



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 **Joseph Hall**, 51, died of lung cancer in the Mobile General Hospital on Jan. 24. Brother Hall joined the Union in 1947 in the port of Mobile sailing as a chief

cook. He was a U.S. Navy veteran of World War II. A native of Alabama, he was a resident of Mobile when he passed away. Interment was in Lawn Haven Cemetery, Mobile. Surviving are his widow, Ruby Lee; a son, Joseph, and two daughters, Linda and Dominique.



SIU pensioner **Albert L. Bagley**, 66, passed away on Oct. 30. Brother Bagley joined the Union in 1946 in the port of New York sailing as an oiler. A native of Maspeth, L.I., N.Y., he was a resident of Narrowsburg, N.Y. when he died. Surviving are his widow, Elizabeth; two sons, Albert and William; a daughter, Mrs. Joan Arzberger; six grandsons and six granddaughters.



**James J. Macunchuck**, 58, died on Jan. 16, 1974. Brother Macunchuck joined the SIU in the port of Philadelphia in 1967 sailing as an OS. He attended a Crews Conference at

Piney Point. Seafarer Macunchuck was born in Philadelphia and was a resident there when he passed away. Surviving are his widow, Mary Anja; his mother, Mrs. Julia Mokryczuk of Philadelphia; a brother, Michael of Primos, Pa.; a sister, Mrs. Mary Worobetz of Philadelphia; a stepson, Leo Jancia, and five stepdaughters, Kathleen Jancia, Dolores Jancia, Frances Jancia, Loretta Jancia and Barbara Jancia.



**Thomas D. Dailey**, 77, passed away on Feb. 3. Brother Dailey joined the SIU in 1941 in the port of Baltimore sailing as a fireman-watertender. He had sailed for 30 years. Born in Edwardsville, Ill., he was a resident of Mobile when he died. Surviving is a son, Thomas of Edwardsville.



SIU pensioner **Oliver Hodge**, 69, expired from a hemorrhage in the De Kalb General Hospital in Decatur, Ga. on Dec. 20. Brother Hodge joined the Union in 1942 in the port of New York sailing as a cook. He had sailed for 46 years and was an Armed Services veteran of World War II. Born in Georgia, he was a resident of Gainesville, Ga. when he died. Burial was in Alta Vista Cemetery, Gainesville. Surviving are a daughter, Mrs. Cora H. Montz of Gainesville; his mother, Mrs. Pearl Pouch of Atlanta, and a sister, Mrs. Thelma Holloman of the Bronx, N.Y.



**Ralph E. Foster**, 59, died of respiratory failure in the USPHS Hospital in Norfolk on Dec. 12. Brother Foster joined the SIU in the port of Jacksonville in 1968 sailing as an AB. He was a U.S. Navy veteran of World War II. A native of Ironton, Ohio, he was a resident of Roanoke, Va. when he passed away. Burial was in Princess Anne Memorial Park, Virginia Beach, Va. Surviving are his widow, Marjorie; a son, David, and a stepdaughter, Amanda Jane Angell Foster.



**Richard W. Hunt**, 53, died of a coronary thrombosis in the Brookside Hospital, San Pablo, Calif., on Jan. 15. Brother Hunt joined the SIU in the port of San Francisco in 1959 sailing as a chief cook. He was a veteran of the U.S. Marine Corp. A native of Virginia, he was a resident of Richmond, Calif. when he passed away. Interment was in St. Joseph Cemetery, San Pablo. Surviving are his widow, Cecelia; a son, William; three daughters, Elizabeth, Mary and Cecelia, and a sister, Mrs. Rosa Sharp of Portsmouth, Va.



SIU pensioner **Thomas C. Ballard**, 67, succumbed to cardiovascular disease on Jan. 20 in Houston. Brother Ballard joined the Union in 1947 in the port of New York sailing as a cook and baker. He had sailed since 1926 and was a U.S. Navy veteran of World War II. A native of Clay County, Ala., he was a resident of Houston when he died. Cremation took place at the Brookside Crematory, Houston. Surviving is his widow, Ruth Pearl.



**Edward F. Gibbs**, 64, passed away on Feb. 4. Brother Gibbs joined the Union in 1941 in the port of New York sailing as a chief electrician. He had sailed for 33 years.

Seafarer Gibbs also sailed as a 2nd mate in World War II and was a veteran of the U.S. Marine Corps from 1934 to 1936. A native of Arcadia, La., he was a resident of Hasbrouck Heights, N.J. when he passed away. Surviving are his widow, Billy Ann, and his mother, Gussie of Louisiana State University, La.



**Lee R. Frazier**, 57, expired on Feb. 2. Brother Frazier joined the SIU in the port of New York in 1953 sailing as a chief electrician. He had sailed for more than 27 years and was a graduate of the HLSS-MEBA District 2 Upgrading Program in Brooklyn, N.Y. in 1967. Seafarer Frazier was a veteran of the postwar U.S. Army. Born in Fredericktown, Mo., he was a resident there when he died. Surviving are his widow, Mildred; his mother, Oma of Houston; a daughter, Georgia Darlene, and a brother, Ellwood of Wood River, Ill.



**John F. Indorf**, 74, passed away on Oct. 15. Brother Indorf joined the SIU in the port of New York in 1956 sailing as a cook and baker. He had sailed for 30 years. Born in Hannibal, Mo., he was a resident of Seattle when he died. Surviving is a brother, Robert of Santa Barbara, Calif.



**Ellis H. Beauchamp**, 64, died of acute cardiac insufficiency in Los Angeles on Feb. 3. Brother Beauchamp sailed as a fireman-watertender. He was born in Maypearl, Tex., and was a resident of Los Angeles when he passed away. As he wished, his ashes from the Rosedale Crematory "were committed to the elements of the eternal Seven Seas" from the air off Point Dume. Surviving is his widow, Grace of Highland Park, Calif.



SIU pensioner **Max E. Greenwald**, 63, succumbed to lung cancer on Nov. 26. Brother Greenwald joined the SIU in 1947 in the port of Baltimore sailing as a chief steward. He was an applicant for the Stewards Recertification Program in 1964. Seafarer Greenwald was born in Michigan and was a resident of Carpinteria, Calif. when he passed away. Burial was in Santa Barbara (Calif.) Cemetery. Surviving is his widow, Anna.



SIU pensioner **Samuel H. Manning**, 59, died of respiratory arrest in the Alachua General Hospital, Gainesville, Fla. on Dec. 18. He joined the Union in 1942 in the port of Baltimore sailing as a bosun. Brother Manning had sailed for 32 years and walked the picket line in the Greater N.Y. Harbor strike in 1961. Born in Florida, he was a resident of Melrose, Fla. Burial was in Evergreen Cemetery, Gainesville. Surviving are his mother, Essie of Gainesville; a son, Terry of Calloway, Ky.; a daughter, Margaret and a sister, Mrs. Sadie Porazzo of Brooklyn, N.Y.



SIU pensioner **George E. Kitchens**, 65, died of respiratory distress in the St. Joseph Hospital, Savannah, Ga. on Jan. 22. Brother Kitchens joined the Union in 1947 in the port of Jacksonville sailing as a fireman-watertender. He was born in Cobbtown, Ga., and was a resident of Savannah. Burial was in the Hillcrest Abbey Cemetery, Savannah. Surviving are his widow, Helen of Chatham, Ga.; his mother, Mattie also of Chatham and two daughters, Helen of Savannah and Mrs. Mertie Faye Brand Eyliders of Jacksonville.



SIU pensioner **Richard J. Brown Sr.**, 47, succumbed to a pulmonary edema in the University of Maryland Hospital, Baltimore, on Jan. 9. Brother Brown joined the SIU in 1944 in the port of New York sailing as an AB. He had sailed for more than 28 years. Born in New Jersey, he was a resident of Baltimore when he died. Interment was in Holy Cross Cemetery, Brooklyn Park, Md. Surviving are his widow, Vencentia, and two sons, Michael and Richard, Jr.



SIU pensioner **Oskar Osmundsen**, 83, expired on Jan. 4. Brother Osmundsen joined the Union in 1947 in the port of New Orleans sailing as a fireman-watertender. Born in Norway, he was a resident of Wilmington, Calif. when he passed away. Surviving are two brothers, Carl and Isak of Stavanger, Norway, and two sisters, Mrs. Jenny Lunde of Stavanger and Clara of Brooklyn, 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: April 17, 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: March 20, 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: March 20, April 3, 17, May 1, 15 and 29, June 12, 26, July 10, 24, and 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: March 31, 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.

Starting date: March 10.

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

Starting dates: March 20, April 3, 17, 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: March 20, April 17, 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.

Starting date: April 21.

**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.

Starting date: June 2.

**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: March 20, April 17, 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: March 20, April 17, 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: March 20, April 17, 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: March 20, April 17, May 1, 15, 29, June 12, 26, July 10, 24, and August 7, 21.

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

## 6 Graduate in FOWT Class



Six more candidates in the Harry Lundeberg School fireman-watertender class graduated late last month. They, with their hatted instructor, Jack Parcel (2nd left rear row) are, from left in rear: Nathaniel Harris; Parcel; Thomas Harnes, and Paul Owen. In the front row, from left are: Angel Rodriguez; Thomas Burke, and Carl Boroleano.



# 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 seatime as an Ordinary Seaman or
4. Be a graduate of HLS at Piney Point and have eight months seatime as Ordinary Seaman. (Those who have less than the 12 months seatime 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 seatime as Ordinary Seaman or AB—12 months.

### Lifeboatman

1. Must have 90 days seatime 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 seatime as wiper or be a graduate of HLS at Piney Point and have three months seatime as wiper. (Those who have less than the six months seatime 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 seatime 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 seatime 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 seatime 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 seatime.

### Cook and Baker

1. Twelve months seatime as Third Cook or;
2. Twenty four months seatime 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 seatime as Cook and Baker or;
2. Three years seatime 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 seatime as Third Cook or Assistant Cook and six months seatime 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 seatime as Third Cook or Assistant Cook and six months seatime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

### Chief Steward

1. Three years seatime in ratings above that of Third Cook and hold an "A" seniority in the Union or;
2. Six months seatime as Third Cook or Assistant Cook, six months as Cook and Baker, six months seatime 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 seatime as Third Cook or Assistant Cook, six months seatime as Cook and Baker, six months seatime 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 seatime as Third Cook or Assistant Cook, twelve months seatime as Cook and Baker and six months seatime 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:

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

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

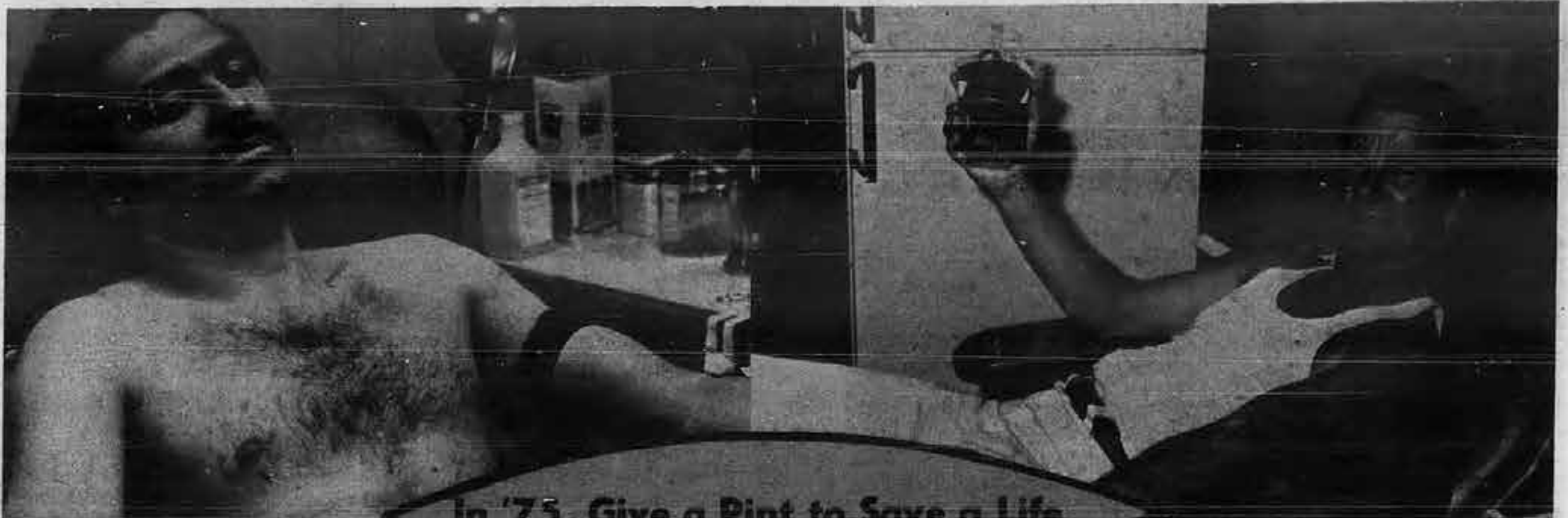
PORT \_\_\_\_\_ DATE \_\_\_\_\_

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



**In '75, Give a Pint to Save a Life.**

One of the most important ways in which Seafarers can show their concern for the well-being of their brothers, and at the same time help themselves and their dependents, is to donate a pint of blood to the SIU Blood Bank. It is a deeply gratifying feeling to know that you have done something which may one day save another human being's life.

In order to safely protect the health and security of all SIU brothers and their dependents, it is imperative that there always be an ample supply in the Blood Bank. If each member, who is able, would donate a pint each year, there would never be a danger of the supply running critically low. It's safe, painless and takes about 20 minutes.

The SIU Blood Bank was started in 1959, and since then Seafarers have donated over 10,000 pints of blood. They realize that it is one of the best ways to insure that in a time of need either they or their dependents may draw upon the supply of blood in the Blood Bank. It is a wall of protection for all Seafarers and their families.

This protection does not change. It is available wherever a seaman may be—ashore or at sea—anywhere he and his family may live. But this protection must be maintained by the donations of all Seafarers.

Today, as always, there is an ever present need for donations. So, whenever you are at the clinic at Headquarters in New York, or near an SIU hall in any port, find the time to donate a pint of blood. You will be making the best type of "investment;" one for the health and welfare of you, your family and your brothers of the sea.

**Perhaps  
Your Own**

**SIU Blood Bank:  
Security for Seafarers and their Families**

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

**At Quarterly Meeting of MTD****Deal With Economic and Energy Problems**

The AFL-CIO Maritime Trades Department Executive Board has taken a hard look at this nation's energy and economic programs and come up with a number of resolutions and proposals designed to help bring relief to Seafarers and other hard-pressed workers.

At its quarterly meeting held in Bal Harbour, Fla. on Feb. 13 and 14, the MTD Executive Board resolved to oppose President Ford's proposed economic and energy programs, pointing out that "the Ford proposals on energy and taxes will actually require sacrifices only from lower and moderate income families. For corporations, particularly the oil companies, it will provide bonanzas of profits. Worse yet, the energy proposals will sharply increase joblessness and inflation."

A recommendation was also passed by the Executive Board authorizing the president of the MTD to make whatever "determinations" are necessary toward setting up a special section in the Department to deal with the particular problems of the maritime unions. The section would include representatives from longshoremen, seagoing unions and shipyard workers.

The board meetings were chaired by SIUNA President Paul Hall who serves as president of the department. The MTD is composed of 44 national and international AFL-CIO unions, including the SIUNA. The department represents 8-million workers.

Realizing that criticism of present policies will not solve the nation's economic and energy problems, the MTD board resolved to strongly support the energy and economic proposals of the AFL-CIO General Board, and issued their own proposals for setting up a national policy to deal with America's energy crisis.

**Energy Program**

Charging that the lack of a comprehensive national energy policy has led to "outrageously high oil company profits at the expense of growing unemployment, runaway inflation and huge balance of payments and trade deficits", the executive board recommended:

- Immediate elimination of the oil depletion allowance and intangible drilling deduction tax breaks given to the oil companies.
- Abolishment of the foreign tax credit which permits multinational companies to deduct from



As president of the AFL-CIO Maritime Trades Department, SIUNA President Paul Hall chairs their Executive Board meeting held in Bal Harbour, Fla. last month. Seated to the left is Pete McGavin, MTD executive secretary-treasurer.

U.S. taxes royalty payments disguised as taxes paid to foreign governments.

- Break up, through legislation, the stranglehold the multinational oil companies hold over every aspect of our nation's energy industry.

- Discourage the exportation of America's refining capacity at a time when this country desperately needs its own secure source of refined products.

- Repeal of the tax advantage which encourages the use of foreign-flag tankers.

- Imposition of an excess profit tax that would prevent the oil companies from reaping large profits at the expense of the American consumer.

- A review of America's oil industry to determine whether this industry is not in fact a public utility which should be subject to regulation by the Federal Government.

The MTD's energy program was incorporated into the energy policy statement of the AFL-CIO at its mid-winter meeting. (See story on page 3 of this LOG).

**Decry Veto of Oil Import Bill**

The MTD board also decried President Ford's veto of the Energy Transportation Security Act and issued a resolution charging that President Ford "has disregarded the need for jobs in the American maritime industry. He has disregarded the need for tankers with double bottoms to avoid oil spills. He has paid attention only to the cries of the oil executives."

The only real fault of this bill which would have aided consumers and the environment was, the department said, that "its Congressional approval marked the first legislative defeat of the oil companies."

The MTD renewed its pledge to immediately begin efforts in Congress to pass this legislation again.

In a separate resolution, the MTD board pointed out that during 1974 and early 1975 the "volume of cargo available to U.S. ships declined" with many ships laid up and "thousands

*Continued on back page of supplement*



Addressing the assembled members of the MTD Executive Board is O. William Moody, MTD administrator.



Roman Gralawicz (right), Eastern Area MTD Executive Board member and President of the SIU of Canada, discusses an MTD resolution with Morris Weisberger (left), Western Area MTD Executive Board member and executive vice president of the SIUNA, and Roger Desjardin, secretary-treasurer of the SIU of Canada.



Guest speaker Jesse Calhoun, president of the Marine Engineers Beneficial Association, outlines the industry's need to work for oil legislation.



Executive Board member Anthony Sabatine, vice president of the Oil, Chemical and Atomic Workers, delivers a report on the oil industry.



Assistant to the International President of the Int'l. Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers Page Groton reads a statement on maritime policy.



Congressman Fred Richmond (D-N.Y.) told MTD Executive Board members of the Congress's vigorous action in moving to freeze food stamp prices and oil import taxes.



Richard Dachbach, the council to the Merchant Marine Subcommittee of the Senate Commerce Committee, stressed the need for U.S. cargo preference laws in his speech to MTD members.



Economist Stanley Rutenberg reads from "The Energy Cartel, Big Oil vs. The Public Interest", a book he prepared for the MEBA.



MTD President Paul Hall speaks with Ted Gleason, president of the International Longshoremen's Association, and Max Greenberg, president of the Retail, Wholesale and Department Store Union.



From left to right, General Secretary-Treasurer of the International Union of Operating Engineers J. C. Turner, MTD Vice President Jack McDonald and Operating Engineer's Vice President Stephen J. Leslie, an Executive Board member, discuss "The Energy Cartel," a book prepared for the MEBA.



Representing the Delaware Valley and Vicinity Port Maritime Council, SIU Port Agent John Fay (left), who serves as the council's secretary-treasurer, and Louis Vignola, the Delaware Valley port council's president, listen to an Executive Board resolution.



Executive Board members Vernie Reed (left), 1st vice president of the Laborers' International Union of North America, and George Knaly, international representative of the International Brotherhood of Electrical Workers, hear a resolution on maritime goals.



MTD Executive Board members met in Bal Harbour, Fla. on Feb. 13 and 14 for their quarterly meeting and acted on a number of important issues.

## Highlights of Maritime Trades Department



## Quarterly Meeting in Bal Harbour, Fla.



SIUNA and MTD President Paul Hall and Ben Puchalski, president of the Greater Chicago and Vicinity Port Maritime Council, get together at the MTD Executive Board meeting.



George Barbaree (left), secretary-treasurer of the International Brotherhood of Pottery and Allied Workers, and Eddie Dominick (center), a representative of that union, sit with Thomas Miechur, the president of the United Cement, Lime and Gypsum Workers International Union.



Executive Board members Frank Palumbo (left), secretary-treasurer of the International Association of Fire Fighters, and Dominick Carnevale (center), administrative assistant to the president of the United Assn. of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the U.S. and Canada, join John McNamara, the president of the International Brotherhood of Firemen and Oilers, at the MTD meeting.



Lester Null, Sr. (left), president of the International Brotherhood of Pottery and Allied Workers, and William MacLuskie, vice president of the Glass Bottle Blowers' Association of the United States and Canada, are both Executive Board members of the MTD.



Peter Ryka (left), vice president of the American Federation of Grain Millers, and Executive Board member George Oneto, president of the Distillery, Rectifying, Wine and Allied Workers' International Union of America, hear a report on formulating a national nutrition policy.



Merle Adlum, President of the Inland Boatmen's Union of the Pacific, attended the quarterly meeting.



Ben Feldman, president of the International Leather Goods, Plastics and Novelty Workers Union, and MTD Executive Board member, introduces a resolution condemning the Trade Reform Act of 1974.



Executive Board Member C. L. Dennis, president of the Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees, looks through a number of statements adopted by the Board at their quarterly meeting.



Al Heaps, secretary-treasurer of the Retail, Wholesale and Department Store Union, and Executive Board member listens to a report on the oil companies and the energy cartel.



Executive Board member Leon Schachter, vice president of the Amalgamated Meat Cutters and Butcher Workmen of North America, introduces a resolution to oppose cuts in the Federal school lunch program.

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of shipyard and shipboard workers laid off from their jobs."

President Ford's failure to sign the Oil Bill, which would have required that 30 percent of U.S. oil imports be carried on American-flag tankers, deprived these tankers "of a source of cargo and by the end of January 1975 more than 1.5 million tons of tankers were laid up. Work on ships under construction was interrupted."

Thousands of seamen, shipyard workers and workers in support industries joined the growing numbers of unemployed the statement said, as the multinational oil companies, in the absence of a law requiring them to use American ships, continue to use foreign-flag ships.

### Merchant Marine Goals

In light of these conditions, the board resolved that there must be an updating of the U.S. merchant marine's objectives and it called for:

- Development of new sources of cargo, through legislation if necessary, including dry bulk cargoes and liquid bulk cargoes such as chemicals and petroleum.
- Enlargement of the role of the U.S. merchant fleet in the operations of the Military Sealift Command. The U.S. Navy, the Board stated, "must employ the U.S. merchant marine for its peacetime requirements" in order to keep it properly trained and prepared for any emergency.
- Creation of a single, independent federal maritime agency to consolidate the activities and services now performed by a variety of agencies.
- Continued expansion of America's inland waterways transportation network.
- Establishment of U.S.-flag control of marine services to American outer continental shelf development and ocean mining activities.
- The development, particularly on the Northeast coast, of water transportation as a major mass transit mode.

### Jones Act

Calling for a repeal of the authority to waive the Jones Act by executive decree, the MTD announced its commitment "to help maintain and strengthen the act." Now that the Jones Act "is being subjected to ever increasing attacks by certain special interests which choose to ignore the adverse economic and national security consequences of erosion of the safeguards provided by the act," the executive board called for a Congressional survey of oil company plans to meet the shipping requirements of the Alaskan pipeline. They charged that oil companies were involved in "merchant marine brinkmanship" in preparing for the shipment of this oil.

As part of the department's current legislative campaign, the board has prepared and distributed a report entitled "The Jones Act: Security for the United States and Americans."

### Navy Vessels

A resolution strongly opposing the Navy's budget appropriations of \$300-million to build several non-combat support and supply vessels was drafted by the MTD's Executive Board at this meeting.

Stating their opposition to "the waste of scarce Navy budget funds for support vessels which are readily available in the U.S. private merchant fleet," the board urged that there should be "a greater use of private U.S.-flag vessels for the Navy's sealift and supply missions." This, they said, would allow the Navy to concentrate their budget funds on building warships, build up the U.S. merchant marine while allowing it to gain greater peacetime experience as an auxiliary to

the Navy, and be less costly in the long run as the operating costs of private merchant vessels are far below those of Navy ships.

### Raise Minimum Wage

Congress enacted new amendments to the Fair Labor Standards Act last year, and while this was an important step forward for poverty-stricken workers, inflation has already wiped out the gains made in this 1974 legislation.

To increase the real income of the poorest workers in our economy and to bring their living standards to even a minimal level of decency, the MTD has resolved to work for legislation which will raise the minimum wage to at least \$3 an hour over the next two years.

### Food and Nutrition Policy

Hunger, malnutrition and skyrocketing food prices are critical problems that need immediate attention and the MTD Executive Board has announced its support of a program designed to use America's immense ability to produce food to alleviate these problems.

Formulated by the Amalgamated Meat Cutters and Butcher Workmen Union, the program calls for a Congressional review of the nation's fragmented nutrition programs and the establishment of a National Food and Nutrition Policy which will encourage the maximum production of food.

This program, the board said, "would foster the establishment of rational food production policies so as to halt the inflation in food prices, do away with outmoded and contradictory food policies, protect consumers from unwholesome products, assist farm workers to gain decent wages and working conditions, and help feed the starving and hungry both in the U.S. and abroad, while assuring the American farmers of an adequate return for their efforts."

### School Lunch Program

Calling it "another example of misplaced budgetary priorities," the MTD denounced attempts to increase the cost of lunches provided under the Federal School Lunch Program.

Because any increase in the cost of this program, which provides millions of children from poverty-level families with a healthy, nutritious and balanced meal each day, would place a further burden on those who can least afford to pay, the MTD will oppose any attempt to reduce the program and support Congressional efforts to extend it to more American children.

### Apprenticeship and Training

The Labor Department's Bureau of Apprenticeship and Training, established under the National Apprenticeship Act of 1937, has over the years become subordinate to the U.S. Manpower Administration.

In this subordinate position, the bureau's effectiveness has become severely restricted as the Manpower Administration's priorities assigned to apprenticeship have declined to an alltime low.

Because the vast majority of all registered apprentices in the U.S. belong to MTD affiliates, the executive board has recommended that the bureau be severed from the Manpower Administration and set up as an independent agency within the U.S. Labor Department so that it may again serve its original purpose of safeguarding the welfare of these apprentices.

### Trades Reform Act

In a resolution to work for the repeal of the Trades Reform Act of 1974, the MTD Board charged that "in the hands of an administration which is willing to sacrifice American jobs on the altar of free trade, this new legislation can serve as the final nail in the coffin for workers in labor-intensive industries who cannot compete with the abysmally low conditions" and wages endured by many foreign work forces.

This bill, also condemned by the AFL-CIO at its 10th Constitutional Convention, does nothing to stem the export of American technology and capital to areas of the world where multinational corporations can maximize profits and minimize costs at the expense of workers in this country, while sanctioning the lucrative tax loopholes that make these exported factories so profitable.

### Memorials

Acknowledging their dynamic and respected leadership in the labor movement, their valued and active membership on the MTD Executive Board, and their strong and progressive participation in the trade union movement, the Maritime Trades Department expressed its profound grief and deep sorrow at the deaths of William E. Fredenberger, president of the International Brotherhood of Firemen and Oilers; Joseph Beirne, president of the Communications Workers of America and Louis Isaacson, president of the International Union of Dolls, Toys, Playthings, Novelties and Allied Products of the United States and Canada.



Seated, left to right, are MTD Vice President Jack McDonald, Executive Secretary-Treasurer Pete McGavin, MTD President Paul Hall, MTD Administrator O. William Moody, and John Yarmola, a representative of the SIUNA.