



# SEAFARERS LOG

Vol. XXXVI, No. 2

February 1974

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## Hearings Resume

# Use of U.S. Ships For Oil Imports Vital To Nation

WASHINGTON — Congress was urged to adopt legislation which would require that a percentage of American oil imports be carried on U.S.-flag tankers.

The U.S.-flag tanker requirement legislation was urged by Herbert Brand, President of the Transportation Institute, a maritime research organization, before a House Merchant Marine and Fisheries Subcommittee as hearings resumed Feb. 5 on H.R. 8193 that calls for 20 percent of the nation's oil imports to be carried on American-flag vessels. The percentage would go to 25 in 1975 and to 30 in 1977.

In calling for the legislation, the Transportation Institute's spokesman said that passage of the bill would provide jobs for American seafaring and shipbuilding workers, improve the country's balance of payments position, strengthen the national security and enable the U.S. government to initiate a "much-needed" oil transportation cost monitoring system.

### Attacks Oil Companies

Brand sharply attacked the big oil companies which, he said, are the major opponents of the legislation and which operate large fleets of foreign-flag tankers.

He accused the major oil companies of "shrouding their operations in secrecy. Most relevant to this Committee's hearings is that nobody knows what the industry transportation costs are. We are at the oil companies' mercy, forced to pay the price of whatever they wish to charge."

"H.R. 8193 would remove this danger with respect to transportation and may even prove to cost Americans less than what they are now paying," Brand said.

He told the Committee that use of American-flag tankers would afford consumer protection because all the information relevant to the cost of shipping on U.S.-flag bottoms is available to the government.

Brand stressed that the U.S. government, through the Maritime Administration, is able to determine if the rates being charged for the transportation of oil are fair and reasonable.

Brand slapped the oil companies for supporting the "fake theory" that American-owned foreign-flag tankers are "effectively" controlled and available in emergency situations, and rebuked the oil companies for having withheld oil from U.S. military forces in Europe during the Mideast military alert last October on the orders of King Faisal of Saudi Arabia.

Noting that "if we can't depend on the major international oil companies to show more national allegiance . . .", Brand stated, "how can we allow them to maintain complete and absolute control over our tanker transportation agencies?" He said the oil companies' "allegiance to this country stops at the border."

Brand said that the U.S. would also gain from the legislation because it will initiate a "much-needed transportation cost monitoring system."

### A Most Critical Time

He said that the Merchant Marine Committee hearings came at a most critical time in our nation's history. The "oil embargo and other developments," Brand said, have put into "clear focus" the extreme importance of enacting legislation such as H.R. 8193.

He pointed out that America faces danger in her position of dual depend-

ency, not only on other nations for oil, but also on foreign ships to transport that oil to her shores.

"Under the conditions existing in the world today, it is clear that it is not in our national interest to formulate policies which perpetuate this dual dependency situation," Brand stated. He added that Congress must move ahead in terms of America's national interest and that the "principal obligation of our government is to promote the well-being of our nation and its people."

### Rejects Reprisal Argument

The industry spokesman told the Committee that he vigorously rejected the argument of reprisals and retaliation by other nations if the U.S. were

to adopt the requirement that her vessels carry 20 percent of her oil imports. He said that "this country finds itself in a position where we must pay more attention to protecting and strengthening ourselves."

Adding that "other nations of the world are not inhibited by feelings of guilt in setting up requirements for the use of their own flag ships," Brand cited the list of nations which have adopted cargo preference requirements for their own vessels.

Brand called the Committee's attention to the "neutral" stand on the legislation taken last year by the American Institute of Merchant Shipping, a man-

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## MTD, AFL-CIO Meetings Being Held This Month

The Executive Board of the Maritime Trades Department, and the Executive Council of the AFL-CIO will hold their mid-winter meetings this month at the Americana Hotel in Bal Harbour, Fla.

The Executive Board of the MTD, which will meet Feb. 14-15, is expected to consider a wide-range of subjects affecting its 44 unions and eight million members.

The energy crisis, the oil imports bill, the construction of deepwater ports, pension legislation and the dissolution of the House Merchant Marine and Fisheries Committee, both of which are pending in the U.S. Congress are just some of the issues the Executive Board will take up.

The AFL-CIO Executive Council will meet starting Feb. 18, and conclude no later than Feb. 26. A variety of issues of great concern to the entire American labor movement will be discussed by the Council.

SIU President Paul Hall, who is also president of the MTD, is an AFL-CIO vice president and a member of its Executive Council.

## the PRESIDENT'S REPORT:



Paul Hall

**T**HE SIU SHIPS' COMMITTEES are providing leadership aboard our contracted vessels to encourage our membership at sea to participate more directly in the affairs and programs of our Union.

We have said many times that if we can understand our problems we can deal effectively to resolve them. The Ships' Committees through their initiative in leading discussions at the weekly meetings aboard ship on the many issues and problems that face our Union and our industry can do much to provide our membership throughout the world with a better understanding of both our problems and our goals.

Our membership—whether ashore or at sea—has always been encouraged to express their views and ideas on the programs and issues which affect the strength of our Union, the continued expansion of our industry, and the job security of all our members.

The Ships' Committees, besides encouraging membership participation at sea in the developing programs of our Union, also play an important role as the link between the SIU at sea and the SIU ashore.

## Leadership for Continued Progress

All members of the Ships' Committees have important roles and they should take their responsibilities seriously. The bosun, as ship's chairman, has a particularly vital responsibility in asserting leadership. He must assure that the meetings aboard ship give the crew a better understanding of our problems through discussion of our programs to provide more ships, more cargo and better job security.

Our Bosuns Recertification Program is giving our ships' chairmen the insight and understanding of our Union and industry and is equipping them with the background and information to lead meaningful discussions in the meetings at sea.

The other members of the Ship's Committee have an equal responsibility to encourage participation at the meetings by all of the unlicensed crewmembers aboard their ships, and to make themselves aware of the problems that confront us so that they too can discuss these problems with understanding.

We are now developing educational programs for stewards and electricians similar to the Bosuns Recertification Program so that these key members who act

as ship's secretary-reporter and educational director will have the opportunity to learn more about our Union and the maritime industry. A better understanding and a broader knowledge of these areas will help them function more effectively as members of the Ship's Committee.

Our Seniority Upgraders, who have had the benefit of participating in an educational program which has given them a deeper understanding of the many problems we face, are encouraged to seek election as delegates in their departments and to actively participate in shipboard meetings.

Again, what we are talking about is education to understand our problems so that we can face them intelligently and work together to solve them. It has been our unity, participation, and understanding which has enabled us to weather the storms of our earlier years and to build the strength and job security we have today.

Our Ships' Committees are playing an essential role in encouraging the closer unity, better participation, and deeper understanding which will insure the future of our Union and our industry.

## Under Contract to SIU

# LNG Carrier Kentown— First to Fly the U.S. Flag

This April, Seafarers will crew up the SIU-contracted liquid natural gas carrier *Kentown* in Tulon, France — making it the first time that SIU members will be manning one of these high technology vessels.

The *Kentown* is the first of two SIU-contracted LNG's being built in France to be operated by Interstate Bulk, a subsidiary of the Interstate Oil Co. They will also be the first LNG's to operate under the American flag.

Due to the rapidly increasing worldwide need for new liquid natural and petroleum gas carriers, ships like the *Kentown* will be playing a very important role in the years ahead.

The United States alone, which yearly comprises 60 percent of the world's natural gas market — almost all of which are imports — will need an estimated 30 to 90 new LNG/LPG carriers by the mid 1980's to meet the nation's increasing demand.

Presently, U.S.-flag operators have contracts out for 13 LNG's and according to Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, orders for an additional 20 LNG's will be placed within the next five years alone.

With continued hard work on the part of the SIU's dedicated organizing apparatus these new ships will translate into hundreds of additional jobs for Seafarers in the near future.

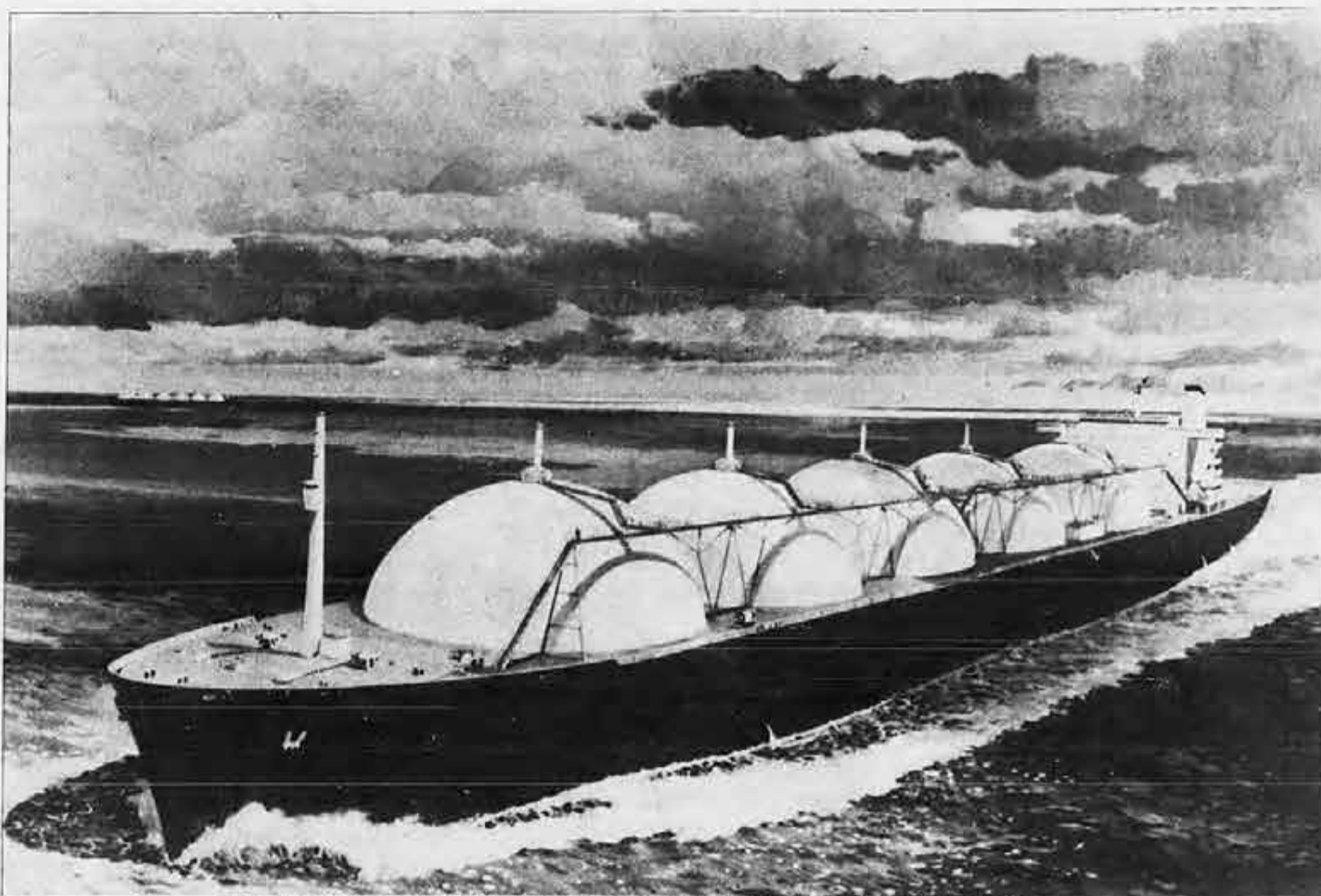
To provide the SIU crewmembers who will be manning these ships with the technical knowledge necessary to operate the vessels at maximum safety and efficiency levels, the vocational staff at the Harry Lundberg School in Piney Point has developed a comprehensive LNG/LPG course of study.

The course will be four weeks in length and upon completion graduates will receive a certificate qualifying them to sail on any LNG vessel.

The first course begins Feb. 19 with two additional courses scheduled for March 25 and May 6.

The course will include an introduction into the chemical properties of liquefied natural gas and liquefied petroleum gases as well as detailed studies on the new type cargo tanks and pumps, loading and unloading procedures and tank cleaning.

The course will also include an important section on the new LNG shipboard firefighting equipment and fire emergency procedures.



The above is an artist's rendition of one type of liquid natural gas carrier.

The 630-foot long *Kentown* is capable of transporting 35,500 cubic meters of liquid natural gas and petroleum gases, such as butane, propane, butadiene, ethylene, propylene and methane.

The liquefied gases are carried in five leak-proof insulated cargo tanks at a temperature of minus 265 degrees Fahrenheit.

The ship can be fully unloaded in 10 hours with the use of two submerged pumps in each cargo tank.

All loading and discharge operations will be by remote control from a Cargo Handling Control Room from which necessary pressure levels for pumps and valves are maintained.

However, before any loading takes place the tanks and cargo piping must be purged with inert gases to rid the cargo spaces of oxygen. This is accomplished by vaporizing liquid nitrogen or by burning fuel in the ship's inert gas generator. This important procedure eliminates all chances of a potentially explosive mixture of the gases accumulating in the tanks.

The *Kentown*, equipped with a single

propeller, will be powered by a 23,000 hp steam turbine engine, with steam supplied by two boilers.

Crew accommodations feature private air conditioned forecabin located in the ship's aft deckhouse.

The *Kentown* will join less than a score of LNG/LPG vessels presently plying worldwide shipping lanes.

Studies into the relatively new art of liquefied natural gas carriage was initiated only 22 years ago by a U.S. oil company.

The firm experimented with the use of LNG barges but prohibitive economic costs torpedoed the project.

Five years later, studies were reinstated by the United Kingdom but it was not until 1963 that a practical competitive LNG ship was completed and put into service.

Today, triggered by the worldwide energy shortage and the ever increasing demand for clean burning fuel, 11 nations are either building or planning construction of LNG tankers.

These are the U.S., Japan, France, Algeria, Norway, the Soviet Union, Spain, West Germany, England, Sweden and Italy.

Natural gas is a by-product of petroleum drilling operations, and is used as fuel in homes and in many industrial chemical syntheses.

In addition, the heavy petroleum gas, butadiene, is used in synthetic rubber production.

In many cases, even today, when no economically feasible means of transportation exists at a petroleum drilling site, the natural gas is burned immediately as a means of disposal.

The U.S. imports natural gas to our East and Gulf Coasts from Algeria, Libya, Trinidad, Nigeria, Venezuela, Iran and the USSR.

The U.S. West Coast receives natural gas imports from Australia, Ecuador, Indonesia, Iran, Malaysia and East Africa.

The West Coast also gets domestic natural gas from Alaska.

The U.S. shipbuilding industry is already benefiting from the need of LNG tankers, and in the future, American yards may get foreign orders due to the U.S. supremacy in refrigeration technology.

## SIU Fights Plan To Abolish Merchant Marine Body

WASHINGTON—A plan to abolish the vital House Merchant Marine and Fisheries Committee is being strongly opposed by the SIU.

A preliminary report by the Select Committee on Committees of the House of Representatives calls for a restructuring of the various Committees of the legislative body. The Select Committee's plan would wipe out the House Merchant Marine and Fisheries Committee and spread its many functions and areas of jurisdiction among seven other Committees.

In the SIU's view, this would have a devastating impact on the maritime industry and could seriously jeopardize the revitalization of American shipping just as the maritime program is showing

signs of successful implementation.

Under the proposal being considered, there would be no Merchant Marine and Fisheries Committee, as such. The Committees which would deal with merchant marine and other maritime-related matters such as environmental policy, offshore ports, fisheries, and Coast Guard, would be committees on Public Works and Transportation, Agricultural and Natural Resources, Energy and Environment, Foreign Affairs, and Science and Technology.

In informing the Committee of the Union's position, SIU President Paul Hall said that "dissolving this Committee and spreading its various areas of responsibility over a number of House Committees will be extremely harmful . . ."

Hall told Members of Congress that fragmenting and dispersing the present jurisdiction of the House Merchant Marine and Fisheries Committee would "destroy the effective interrelationship between the various Subcommittees of the House Merchant Marine and Fisheries Committee." Hall also said that the plan would "hinder efforts to achieve a national ocean policy for the United States."

Through the years, Hall noted, the House Merchant Marine and Fisheries Committee has "taken a leading role in the development of a strong U.S. merchant marine," and has been "deeply concerned with the need to develop a balanced approach to the environment."

In the Union's view, the SIU

President noted, scattering the jurisdiction of the House Merchant Marine and Fisheries Committee would not only work against, but could also reverse, the strides that have been made to regain U.S. maritime prominence, and to strengthen the nation's security and economy.

In the effort to preserve the House Merchant Marine and Fisheries Committee as it is presently constituted, the SIU is working with all segments of the maritime industry—labor and management—and the nation's environmental and conservation groups whose areas of interest and concern also come under the jurisdiction of the present House Committee.

# 12 Bosuns, 5 Upgraders Graduate at Meeting

Seafarer Perry Greenwood said it for the 12 veteran bosuns who had just completed the Bosuns Recertification Program when he spoke during graduation ceremonies at the headquarters membership meeting Feb. 4. He stated:

"I don't know of any union that gives its members the kind of opportunity we have had to learn everything we wanted to know about our Union and our industry. Everyone, both in Piney Point and at headquarters, went out of their way to show us everything, and make certain that all of our questions were answered."

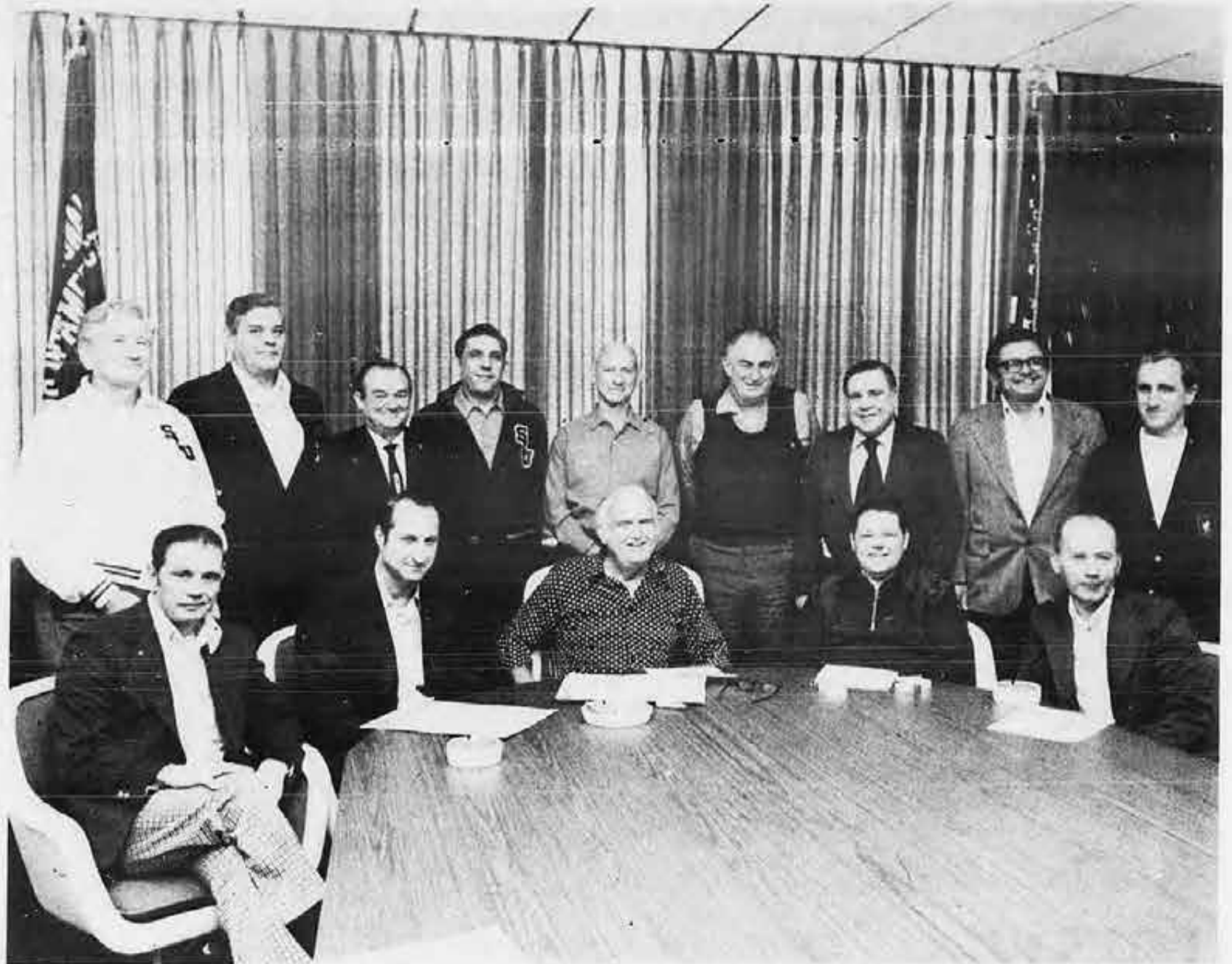
And Seafarer Fred Cooper also summed it up by saying:

"I've learned more about our Union through this program than I would ever have been able to learn in any other way. I only wish every member could have this opportunity."

The 12 graduating recertified bosuns were Edgar Anderson, New York; Elmer Barnhill, Houston; Vernon Bryant, Tampa; Fred Cooper, Mobile; Charles D'Amico, Houston; Perry Greenwood, Seattle; Karl Hellman, Seattle; Raymond Lavoine, Baltimore; Donald Pressly, New York; Albert Oromaner, San Francisco; Frank Teti, New York, and George Libby, New Orleans. (Brother Libby passed away Feb. 6 in Norfolk following a heart attack. See page 6.)

Also graduating at the Feb. 4 meeting were five more Seafarers who received their full books after completing the "A" Seniority Upgrading Program. They were Timothy Burke, William Davis and Thomas Vain, all in the deck department; David Gower, engine department, and Joseph Kundrat, steward department.

In congratulating both the recertified bosuns and new full book members, SIU Vice President Frank Drozak said that "the strength and future of our Union and the health of our industry depends on these and our other training and upgrading programs." He urged all



Bosuns who were graduating later in the day met with SIU President Paul Hall and Vice President Frank Drozak Feb. 4 to discuss the program and make recommendations for further improvements. Standing from left are Vernon Bryant, Elmer Barnhill, Fred Cooper, Frank Teti, Al Oromaner, George Libby, Karl Hellman, Charles D'Amico and Raymond Lavoine. Seated from left are Perry Greenwood, Vice President Drozak, President Hall, "Tiny" Anderson and Donald Pressly. Brother George Libby passed away only two days after this photo was taken.

Seafarers to take advantage of the training and upgrading programs available to them.

SIU President Paul Hall stressed the importance of the Union's training and upgrading programs as being the key

to the future of the Union and the maritime industry. He said:

"We are facing many problems that will have to be tackled in the weeks and months ahead. But if we can understand our problems, together we can solve

them. The Bosuns Recertification Program, the Seniority Upgrading Program, our training at Piney Point and our Ships' Committees are meeting this need to understand and face up to our problems."



Fifteen bosuns elected a three-man committee to select 12 Seafarers for the March class of the Bosuns Recertification Program. The election took place following the membership meeting in New York Feb. 4.



The Bosuns Selection Committee, elected this month at the general membership meeting at headquarters, examines the qualifications of bosuns who have applied for the Bosuns Recertification Program. From left are Bosuns Donato Giangiordano, who completed the program in December, Jose Gonzalez and John Sweeney.

## Bosuns Committee Selects 12 More for March Class

A three-man bosuns committee, elected at a special meeting following the general membership meeting at headquarters Feb. 4, selected 12 more bosuns and 12 alternates for the March class of the Bosuns Recertification Program.

Elected to make the selections for the March class were Donato Giangiordano, Jose Gonzalez and John Sweeney.

**Nominated to attend the next class**

are **Floyd Selix, San Francisco; Reidus Lambert, New Orleans; Lester Smith, Norfolk; John Eddins, Baltimore; Andrew Boney, Norfolk; Allan Whitmer, New York; Lancelot Rodrigues, Puerto Rico; Frederick Goose, San Francisco; Ernest Bryan, Houston; Arthur McGinnis, New Orleans; William O'Connor, Seattle, and Ramon Ferrera, New Orleans.**

Selected as alternates if any of the

nominees cannot attend the program are Pete Drews, New York; Ray Todd, New Orleans; Barney Swearingen, Jacksonville; Harold Weaver, Houston; Bobby Gillain, Jacksonville; John Cisiecki, San Francisco; Roberto Zaragoza, New York; Ronald Burton, Norfolk; Kasimir Puchalski, New York; Manuel Landron, Puerto Rico; Jimmie Garner, Mobile, and Christian Christensen, San Francisco.

A bosuns selection committee is elected following each monthly membership meeting in New York by all bosuns attending that meeting. To date a total of 58 bosuns have completed the Recertification Program, and currently 12 are in the first phase of the program in Piney Point while 12 more are completing their training at Headquarters.

## SIU Supports Fair Pension Law

Two committees of the House of Representatives, the Ways and Means Committee and the Education and Labor Committee, are preparing "final drafts" of bills to regulate pension plans.

The bills are designed to provide minimum standards for vesting and funding as well as prescribing standards for reporting procedures and other administrative details.

The SIU has long been in favor of legislation designed to protect workers against inadequately funded and poorly administered pension plans. SIU representatives have been working closely with committee Congressmen and staffs to ensure that pension legislation does not result in penalizing plans, such as the SIU's, which are based on sound administration and financing and which provide decent and well protected benefits.

If such legislation requires unworkable, complicated, unnecessary administrative procedures and unreasonable cost increases, the result will be weakening of presently secure pension plans. Every cost increase must result in lowering present or future benefits.

It has also been necessary to insure

that legislated standards are flexible enough to meet the needs of the wide variety of unions and industries whose members and workers are now covered by pension plans.

To accomplish this, SIU representatives have been working closely with AFL-CIO pension experts and with a group of unions whose members, like SIU members, are covered by plans which involve many employers. These multi-employer plans are typical in the building trades, garment industry, retail trades and others, in addition to maritime.

Multi-employer plans must be treated differently, in many aspects of pension legislation, from plans such as those in most factories where only one employer is involved.

The work of the SIU and these other unions have resulted in making certain that any legislation passed in the House will be superior to last year's hastily passed Senate pension bill.

The SIU objected to a number of points which might be damaging to its members. SIU representatives therefore made sure that these problems were solved in order to insure that the SIU

plan—which is so well managed would not be harmed.

The soundness of the SIU pension plan has once again been proven. The SIU plan meets all proposed requirements for funding and other financial considerations. It is likely, however, that some changes in the SIU plan will have to be made in order to meet administrative procedures that will be required when the Act is finally passed.



Raymond J. Herold

## Raymond Herold, Dead at 55

Raymond J. Herold, a member of the SIU-affiliated IBU since its inception and an official of the Union since 1961, passed away Jan. 4 of a heart attack at his home in Baltimore, Md. He was 55.

Brother Herold had served as Assistant Regional Director of the IBU since 1961.

At the IBU's fourth Quadrennial Convention last November, he was unanimously elected by the Convention to the newly formed post of Assistant

Gulf Coast Area Director.

Brother Herold's death is a great loss to the Union and to the entire maritime towing industry.

He first entered the industry in 1942 and sailed as a deckhand for the Curtis Bay Towing Co. for 14 years.

He is survived by his wife, Mary; four sons, Raymond, Jr., Robert, Ralph and Russell, all of Baltimore; two daughters, Mrs. Linda Prevas and Connie Herold, and eight grandchildren.

### 1974 Outlook Is Bright

## U.S. Shipyards Hit a Peacetime Peak Last Year

A boost by the Merchant Marine Act of 1970 and the energy crisis brought U.S. shipbuilding to a record peacetime high in 1973 and the mini-boom is expected to continue this year.

Much of the industry's resurgence last year stemmed from the 1970 Act which for the first time provided financial assistance to build tankers and bulk carriers. (It was contributions to SPAD that helped the SIU fight for passage of this Act in Congress.)

In 1973 American shipbuilders were snowed under by a deluge of orders for new ships. Behind the soaring demand is the need for new-type vessels to carry crude oil and natural gas in the battle to beat the energy crunch. Other key demand factors are the knowhow edge U.S. shipbuilders have in constructing these new ships and the closing of the cost gap between American and foreign yards.

As of Aug. 1, 1973, there were 95 merchant ships totaling 5,704,271 dwt worth \$2.9 billion on order or under construction in U.S. shipyards. Of these, 52 ships resulted primarily from the stimulus of the 1970 Act.

The 1970 maritime Act was responsible in large part for the revival of shipbuilding in Brooklyn, N.Y. by the Seatrain Shipbuilding Corp. at the former U.S. Navy Yard there.

Seatrain's first 225,000 dwt super-tanker *TT Brooklyn*, is on her maiden voyage to the Persian Gulf. The largest

### Reunion Since 1918!

The crew of the *U.S.S. Mount Vernon*, a U.S. Army transport which sailed in World War II, have held their reunion in Boston, Mass., every year since 1918!

ship built in this country, she carries 1.5-million barrels of oil—enough to keep all New York City dwellers warm for a week. Currently being built at the yard are the *Brooklyn's* sisterships, the *TT Williamsburg* and the *TT Stuyvesant*—all at a cost of \$171.9 million.

This year, the effects of the war in the Mideast and the Arab embargo on oil to the U.S. are being weighed. Many in the shipbuilding industry believe that their future here lies in the building of much-needed, huge tankers to bring in more oil and gas from Alaska and elsewhere for America's energy requirements.

A substantial expansion of tanker building capacity in the United States is anticipated. It is forecasted that American shipyards each year, will eventually be able to produce eight to 10 Liquid Natural Gas (LNG) vessels and six or seven Very Large Crude Carriers (VLCC) in excess of 200,000 dwt.

A spur to tanker construction is the strong chance that Congress will soon pass a law requiring that 20 percent of American oil imports be carried on U.S.-flagships. (See story in this issue of the LOG.)

As an example, the SIU-contracted Ogden Marine Corp. operates a fleet of 25 merchant vessels exceeding one-million dwt. By 1977 this fleet will more than double, at which time about 70 percent of its capacity will be engaged in the carriage of energy products.

For 1974 the Merchant Marine Act of 1970 authorizes the building of four ordinary tankers, four VLCCs and four LNGs.

From this, shipbuilders see the 1973 impetus carrying over into this year with greater accomplishments for the industry.

## Blackwell—Conserve Energy

Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs, has written a letter to SIU President Paul Hall asking the entire maritime industry "to implement and initiate energy conservation measures" during the current energy crisis.

Stating that the "maritime industry has a large stake in the outcome of our energy conservation program," Blackwell stressed the need for cooperation between maritime labor and management.

"Management in all sectors of the maritime industry have already instituted fuel conservation programs," Blackwell said. However, "the success of these efforts will in large measure be determined by their workforces."

In order to compensate for the energy shortages during the current crisis

Blackwell said the industry must "institute stringent conservation measures." In asking maritime labor to do its part, Blackwell pointed out that shipping, shipbuilding and port operations require extensive uses of energy. He stated that "the level of these operations will be determined by how well and efficiently they utilize available fuel supplies."

In his communication, Blackwell stated the need for the same cooperation between labor-management to conserve energy that has brought about the "resurgence of the American merchant marine under the Merchant Marine Act of 1970."

The cooperation of all SIU members in this effort, said Blackwell, will mean that the operations of the maritime industry will not be disrupted during the current crisis.

## Seamar Ship's Committee



The ship's committee on the *Seamar* (Calmar) gathered below deck Feb. 11 for a sign-on in the port of Baltimore. They are from left A. Aze, steward delegate; R. Kelly, deck delegate; W. Wells, engine delegate; B. Browning, chairman.

## Bosuns Recertification Program:

# For Effective Leadership

**L**EADERSHIP in the SIU was both broadened and strengthened this month as 12 more veteran Seafarers completed the Bosuns Recertification Program. This seventh class of bosuns who received their Recertification Credentials at the general membership meeting at headquarters in New York Feb. 4 brings to 58 the total number of bosuns who have completed the program and are now better equipped to assume their roles as leaders aboard ship.

On these pages the bosuns tell in their own words what the program has meant to them. But the real story is being told aboard the ships of our contracted companies. There the recertified bosun is asserting leadership not only as the key unlicensed seaman on their ship but also as the leading representative of the SIU at sea.

The success of the Bosuns Recertification Program is reflected in a number of ways. More than 350 bosuns have been encouraged to apply to participate in the program. Fifty-eight have completed the program, 12 are now in training at Union headquarters, 12 are beginning training in Piney Point and 12 more were selected by the Bosuns Committee to begin training Mar. 1.

The recertified bosuns who are now aboard our ships in all parts of the world are better able to act as leaders in handling the new equipment of the modern and radically new ships of today.

More than this, the recertified bosuns have a deeper insight into the problems that confront the maritime industry, a better knowledge of our Union and how—through understanding our problems and remaining united—we can meet these problems, resolve them and move forward to greater job security for all of our members.

Effective leadership aboard ship is the key to the continued growth of our industry, the strength of our Union and the job security of our membership. Our recertified bosuns are providing that leadership.



**Elmer C. Barnhill**

Seafarer Elmer "Barney" Barnhill joined the SIU in the port of New York in 1943 and has been shipping as bosun for the past 25 years. Seafarer Barnhill lives with his wife Catherine in Houston.

Like the rest of the bosuns who went to Piney Point for the first time, I was surprised at what I saw. We could not believe we have a school like this where we can come and upgrade.

While I was at headquarters in New York I had a chance to learn every operation of our Union. Everyone there had the patience and took the time to make sure that each of us understood everything that was going on.

I also want to say I was proud to be with this group of bosuns. We all came from different backgrounds and different parts of the country but everyone acted like gentlemen.

I guess I am a lucky lad to belong to a Union like this. Maybe I can pass on some of what I learned to others. I will do my best, anyway. I want to thank the SIU for the chance I got to take part in this program. It has been an education for me and given me a better understanding of my Union and the industry.



**Karl A. Hellman**

Seafarer Karl Hellman was born in Stockholm, Sweden and is now a U.S. citizen living in Renton, Wash. with his wife Vera. He joined the SIU in New York in 1955 and now ships out of the port of Seattle. Seafarer Hellman has been sailing as bosun for more than 20 years.

I am an old-time bosun and I can remember many distinguishing things that made our Union as strong as it is today. I have seen with my own eyes the changes in our ships, our benefits and the overall industry.

I am getting older but I am not quite ready for retirement, and it gives me great satisfaction to know that our Union has the Harry Lundeberg School which is doing a great job in educating young men to the special life of the Seafarer. I say special because that's exactly what it is.



**Donald J. Pressly**

Seafarer Donald Pressly joined the SIU in the port of New York in 1951 and has been sailing as bosun for the past six years. Seafarer Pressly lives with his wife Margaret in New York.

Let me tell you one story that made me understand what Piney Point is all about. While I was there I met a 57-year old seaman named Dan Fegan who ships from San Francisco and came to Piney Point to get his QMED.

He had been out of school for 43 years and he was scared. It takes a lot of guts for a guy like Fegan to sit in a classroom and study. But he had the determination and he stayed with it even though he believed he couldn't pass any of the tests. But pass them he did, one after another.

The night before his last tests, I was in the Anchor Room with him and let me say this, he was scared. He was betting he would never make it. The next day I met Fegan just after he finished his last test. I didn't have to ask him if he passed because he walked at least a foot off the deck.

All I can say is this, when a guy like Fegan can come to Piney Point and get the help he got from those teachers to pass his tests and leave there feeling that the greatest thing in the world had just happened to him, then I stand 100 percent behind the Harry Lundeberg School and everything it stands for.



**Raymond T. Lavoine, Jr.**

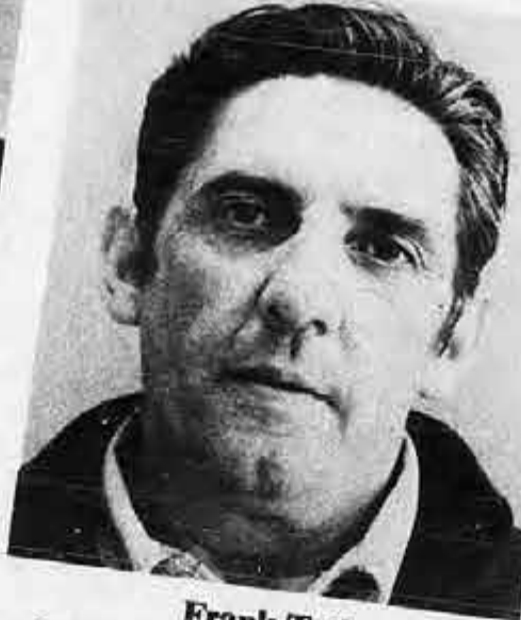
Seafarer Raymond Lavoine has been sailing with the SIU for more than 25 years. He joined the Union in the port of Baltimore where he lives with his wife Nina. Seafarer Lavoine served with the U.S. Navy from 1939 through 1945 and received an honorable discharge. He attended the SIU Educational Conference in Piney Point and also served picket duty in 1961.

I thought I really knew a lot about this Union until I attended the Bosuns Recertification Program in Piney Point and at headquarters in New York. There I was shown the facts and figures.

All of my questions were answered, and I had an opportunity to see every operation of our Union. Besides this, the Recertification Program is very good for each bosun because it prepares him to be a real SIU representative and to be better qualified to handle Union business aboard ship.

Also, during the program we had the opportunity to learn about the new types of ships and their equipment so that we will have a better understanding of our responsibilities and jobs aboard the new ships of today and the future.

I believe that all of the educational programs we have—recertification, upgrading, high school—are important to the future of our Union and I would strongly urge all of my Brothers to take advantage of every program available to them.



**Frank Teti**

Seafarer Frank Teti has been sailing with the SIU for nearly 25 years and has been sailing as bosun for the past ten years. He served with the U.S. Army in 1942 and 1943. Seafarer Teti lives with his wife Eleanore and his two children in New York.

The educational programs at Piney Point, upgrading, union education and academic, are the future of our Union. I've been to our school in Piney Point three times and I am continually impressed with the progress that is being made there in the programs for training the young guys who are just beginning and in the other training programs which are preparing our members for the new ships that are the future of our industry and the job security of our members.

I also came to understand that SPAD is very important to our future and that without SPAD and our work in Washington it's a losing game. This program has been very important to me because I have a better understanding of the problems we face.



## Libby Dies From Heart Attack

Seafarer George Libby suffered a fatal heart attack in Norfolk, Va. Feb. 6 two days after he had completed the Bosuns Recertification Program and graduated Feb. 4 at the membership meeting at Union headquarters.

Brother Libby, who would have been 56 on Mar. 17, was stricken while he was staying with his wife's relatives. His wife Anna Mae is confined in a hospital in Norfolk.

Born in Canada, he had made his home in New Orleans for more than 20 years but frequently shipped out of the ports of Norfolk and Baltimore.

Seafarer Libby joined the SIU in December, 1938 in Philadelphia. He had been sailing as bosun since 1966 and his last ship was the USNS Pecos, one of the 13 Navy tankers under charter to Hudson Waterways.

In an interview with the program, Brother Libby commented on what it had meant to him. He said: "Some say we get brain-washed in Piney Point. Well if I did, it washed all the ignorance out of my head and put a lot in that I needed to know about the SIU and every phase of its operation. I personally have gained a better understanding of every operation of the Union."



**Charles D'Amico, Jr.**

Seafarer Chuck D'Amico has been sailing with the SIU since 1944 and has been shipping as bosun for the past five years. He attended the SIU Education Conference in Piney Point in 1970. Seafarer D'Amico now ships out of the port of Houston.

I have seen many changes in the U.S. Merchant Marine since I stepped aboard my first ship in Sept., 1944. At that time we had the largest merchant fleet afloat, and I stayed on to watch it steadily decline and deteriorate to the oldest and one of the smallest in the world. This decline was not an accident. It was brought about by the neglect of our government and a conspiracy by big business to destroy the American-flag ship.

We almost didn't survive. Had it not been for the SIU, its members and its leadership, which had the foresight to build a political program to fight back, we would never have what we have today.

Through our political efforts we were able to get the Merchant Marine Act of 1970, and we moved from intensive care out into the recovery room.

But, we all know that a war is not won by one battle alone. We have to and we will continue to fight. Our fight is in Congress and it is supported by our contributions to SPAD.



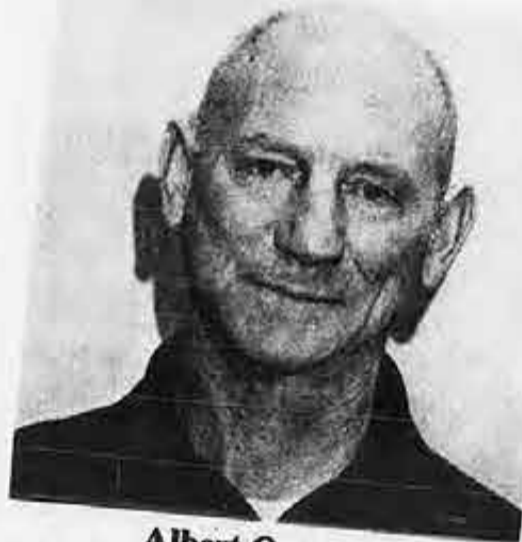
**Perry H. Greenwood**

Seafarer Perry Greenwood joined the SIU in the port of Seattle and has been a member of the Union for more than 28 years. He sails as bosun and carpenter and ships out of the port of Seattle. Seafarer Greenwood lives with his wife Margaret in Terrace, Wash.

I am glad that I was able to attend the Bosuns Recertification Program because I learned not only how we have had to fight to get where we are today, but I have a better understanding of the problems that are ahead of us.

The morning meetings we took part in every day at headquarters were especially helpful in getting a better understanding of our Union. At these meetings we talked about the daily problems of the Union and it gave the bosuns, upgraders and headquarters staff a chance to get to know each other better.

I also got the chance to see all of the complex operations of our Union, and working with the officials I got a taste of what the other side of the counter is like.



**Albert Oromaner**

Seafarer Albert Oromaner has been a member of the SIU for more than 27 years and has been sailing as bosun for 30 years. He has been going to sea for the past 45 years. Seafarer Oromaner attended the SIU Education Conference in Piney Point in 1971. He joined the Union in New York and now ships out of the port of San Francisco.

I said to myself, what can they teach me after sailing bosun for 30 years and being a book member for 27 years. But, I saw things that opened my eyes.

At Piney Point, our lectures and films on first-aid, firefighting, seamanship, lifeboat instruction, and the knowledge we gained about SL-7's, LNG carriers, LASH barge carriers, Falcon tankers and roll-on-roll-off vessels was very helpful.

This information that we received will enable all bosuns who attend the recertification program to operate these new vessels efficiently and safely.



**Vernon W. Bryant**

Seafarer Vernon Bryant joined the SIU in January, 1938 in the port of Tampa and has been sailing as bosun since 1968. Seafarer Bryant ships out of Tampa where he lives with his wife Juanita.

I started going to sea in 1937 on an old Waterman ship. I came in on the tail-end of the old ISU and when the SIU came in 1938 I joined and grew up with some good and hard times. I thought I knew about the Union, but I find that I have been enlightened by a lot of new things and I have a better understanding of what we have done and are doing to be where we are today.

I have gotten some good information on the new ships such as the new LNG's and LPG's, SL-7's, the new LASH barge ships and the new tankers.

I also learned much more about SPAD and how it is the only way we can continue to have job security because SPAD gets the laws passed that mean ships and cargo.



**Fred C. Cooper**

Seafarer Fred Cooper joined the SIU in the port of Mobile in 1956. He served with the Air Force from 1947 to 1950 and received an honorable discharge. Seafarer Cooper now makes his home in Lynnhaven, Fla. and ships out of Mobile. He has been shipping as bosun for the past seven years.

Going through the Bosuns Recertification Program has taught me a lot about the inner workings of our Union. I have worked on the waterfront with the patrolmen in New York and I have seen that when a bosun really understands the Union his ship will come in without beefs and have a smooth payoff.

All of my questions were answered and I have a much better understanding now of how our Union works. I learned a great deal at the meetings we had every morning where we talked about the problems of our Union and the maritime industry, and also discussed how to solve the problems.

I attended a meeting of the National Maritime Council and I saw how ship-owners, government and labor, especially the SIU, are working to get more cargo for American ships. And I attended a meeting at Transportation Institute in Washington where I learned first-hand how we are working in Congress to get more ships, more cargo, protection for the Jones Act and other things that spell job security for all of us.

# Honor Roll

Following are names and home ports of the 58 Seafarers who have successfully completed the Bosuns Recertification Program.

- Hurmon B. Butts, Houston
- James B. Dixoa, Mobile
- Sven E. Jansson, New York
- Jacob J. Levin, Baltimore
- Ewing A. Rihn, New Orleans
- Alfonso Armada, Baltimore
- Jan J. Beye, New York
- William J. Clegg, New York
- Burt T. Hanback, New York
- Robert J. Lasso, Puerto Rico
- Robert F. Mackert, Baltimore
- James Gorman, New York
- Jean Latapie, New Orleans
- Dennis Manning, Seattle
- Walter Nash, New York
- Veikko Pollanen, New Orleans
- Malcolm B. Woods, San Francisco
- David L. Dickinson, Mobile
- Calvain A. James, New York
- Stanley J. Jandora, New York
- James W. Parker, Houston
- James W. Pulliam, San Francisco
- Sven Stockmarr, New York
- David B. Atkinson, Seattle
- Edgar Anderson, New York
- Donald J. Pressly, New York
- Frank Teti, New York
- Raymond T. Lavoine, Baltimore
- Karl Hellman, Seattle
- Vernon Bryant, Tampa
- Richard A. Christenberry, San Francisco
- Eugene B. Flowers, New York
- Elbert Hogge, Baltimore
- William R. Kleimola, New York
- Alfonso Rivera, Puerto Rico
- James C. Baudoin, Houston
- Donato Giangiordano, Philadelphia
- Stephen Homka, New York
- Raymond J. Knoles, San Francisco
- Fred Olson, San Francisco
- Thomas L. Self, Baltimore
- Marion E. Beeching, Houston
- Walter G. Butterson, Norfolk
- Donald Hicks, New York
- Morton J. Kerngood, Baltimore
- Gaetano Mattioli, New York
- Clyde E. Miller, Seattle
- Edward Morris, Jr., Mobile
- Ervin D. Moyd, Mobile
- Ovidio R. Rodriguez, New York
- Richard K. Wardlaw, Houston
- Homer O. Workman, New Orleans
- Charles D'Amico, Houston
- Frank Libby, New Orleans
- Albert Oromaner, San Francisco
- Elmer Barnhill, Houston
- Fred Cooper, Mobile
- Perry Greenwood, Seattle



**Edgar C. Anderson**

Seafarer Edgar "Tiny" Anderson has been sailing with the SIU for nearly 30 years and has been shipping steadily as bosun for the past six years. Seafarer Anderson has participated in many SIU beefs, including the 1945-46 Isthmian strike, the 1949 "Battle of Wall Street" supporting the United Financial Employees strike, the 1951 Cities Service organizing campaign, the 1952-53 Longshoreman strike, and the 1971 United Farm Workers beef in California. He lives in Brockton, Mass. and ships out of Boston and New York.

It has been written that the stars and planets are the prime factors that rule the destiny of man. They propel him to greatness and wealth or doom him to poverty and oblivion. There are still those who believe this to be true and accept what celestial fate has to offer them.

In the past two months I have learned quite the contrary. Men—collective, dedicated and organized—can cause their own future and insure their own tomorrows.

I really believe that man influences his fate and not the stars. And I'm betting every SPAD Certificate I buy that I am right.



## Headquarters Notes

by SIU Vice President Frank Drozak

### LNG VESSELS

All of our various upgrading programs are moving ahead to keep pace with our changing industry and to anticipate the advanced skills that will be needed to man the radically new ships that will be put into service by our contracted companies in the months ahead.

The first of two American-flag LNG/LPG carriers—the *Kentown*—will be crewing in April and this month we will begin our first class to train crews for these highly-specialized ships. The staff at the Harry Lundeberg School in Piney Point has developed a comprehensive four-week program which will provide Seafarers in all departments with the technical knowledge they will need to man these vessels safely and efficiently.

The curriculum we have developed will include a complete study of loading and discharging procedures, the new types of tanks and pumps, tank cleaning procedures and safety precautions.

### QMED TRAINING

In line with our training program for the new LNG's, we are also stepping up our QMED training to insure that we will have the sufficient number of qualified men in the engine department to meet our commitment to our contracted companies and to insure the continued job security of our membership. I want to congratulate five of our recent graduates of the QMED program. They are Seafarers Peter Hove, James Brack, Mortimore Morris, Robert Goodrum and Philip Pinter.

### BOSUNS AND SENIORITY UPGRADERS

Our Bosuns Recertification Program and "A" Seniority Upgrading Program are integral parts of our overall career advancement programs to continue our tradition of providing the American merchant fleet with the best seamen in the world as well as providing our Union with a knowledgeable and understanding leadership aboard our contracted vessels.

This month, 12 more bosuns completed the Recertification Program and will be better equipped as ships' chairmen to provide leadership and pass on the knowledge they have gained to our membership at sea.

I would like to congratulate our newly-recertified bosuns and urge them to accept their responsibilities as ships' chairmen by discussing the issues and problems that face our Union and our industry at the weekly shipboard meetings. I want to congratulate Bosuns Perry Greenwood, "Tiny" Anderson, Chuck D'Amico, Donald Pressly, Frank Teti, Al Oromaner, Ray Lavoine, "Barney" Barnhill, Karl Hellman, Fred Cooper and Vernon Bryant. I am sorry to report that Brother George Libby passed away only two days after graduation.

I also want to congratulate the five Seafarers who completed the "A" Seniority Upgrading Program and received their books as full members of our Union. They are Timothy Burke, William Davis, David Gower, Joseph Kundrat and Thomas Vain.

### THE BEST SEAMEN

I cannot stress the importance of these upgrading programs too strongly. We are in a changing industry. Advances in ship design and technology require new knowledge and new skills. All of the new ships that are coming off the ways today require QMED's. New developments in the deck and steward departments make it necessary that our members in these departments advance their seafaring skills also.

The SIU has a proud tradition of providing our nation's merchant marine with the best sailors—and this has been one of the keys to the job security our membership enjoys today.

Our upgrading programs at Piney Point and our commitment to a continuing training program in all departments is our guarantee that the job security of this membership will remain intact.

## Attention All Seafarers

A number of official SIU dues receipt books have been reported missing or stolen from the warehouse in Brooklyn, N.Y. following delivery by the printer.

All members are cautioned not to pay any Union obligations to anyone other than a patrolman or other Union representative carrying the proper credentials.

Missing receipts can be identified as being in the following series of numbers: J-21,001 to J-24,000 and J-108,001 to J-110,000.

A Seafarer approached by anyone with these receipt numbers should immediately report the incident to the nearest SIU port agent.

## Chief Steward's Position



One of the chief steward's many essential duties is the preparation of well-balanced daily menus for the crew. Here Chief Steward Ed Kelly, aboard the *Ogden Williamette*, checks over a completed agenda.

If there is one man aboard a ship who can probably make the difference between a satisfied crew and a good trip, and an unsatisfied crew and a bad trip, it is the chief steward.

A good chief steward can keep the crew happy because he has a key responsibility: to see that the meals are properly prepared and properly served.

In addition to this, the chief steward has one more important job. He is a member of the Permanent Ship's Committee, and holds the job of Reporter-Secretary. As Reporter-Secretary he handles all paper work involved in documenting matters brought to the attention of the superior officers, and he also prepares the minutes of the unlicensed crew meetings.

Aside from supervising all the work of the steward department, the chief steward is personally responsible for the receiving and issuance of all stores, the inspection of stores for quality and quantity, preparing requisitions, taking inventory of stock and authorizing, checking and recording overtime.

He is also responsible for the issuance of linen and soaps to the crew and officers.

The chief steward must see to it that all the men under him perform their assigned duties. He must check the mess halls, as the meals are being served, to

make sure that they are clean, and that the service is good. He should also make sure that there is adequate food for the night lunch.

He may also assist when there is a shortage of help in the department, and do any work he thinks is necessary for the efficient operation of the department.

The chief steward can help make a good feedin' ship, and a good clean ship—and that makes for a happy ship.

## Protect Valuables Aboard Vessel

Loss of money and other valuables aboard ship have been reported to Union headquarters. The problem has been especially serious while the ships are in port.

Seafarers are advised that they should not keep any large amounts of cash or other valuables in their lockers even though they have locks on their doors and lockers.

Money and other valuables can be stored in the master's safe with a receipt given by the master. If money is not stored in the ship's safe, it should be converted to Traveler's Checks and record of the serial numbers of the checks should be kept.

## Seattle Ship's Committee



The ship's committee on the *Seattle* (Sea Land) gathered below deck during a payoff at Port Elizabeth, N.J. after an intercoastal run. They are, left to right: C. Ponce, engine delegate; A. Tselentis, educational director; G. Triplett, deck delegate; W. Hand, secretary-reporter; V. Poulsen, chairman.



# Use of U.S. Ships Vital

Continued from Page 2

agement association of American ship-owners.

He said that all of the American-flag shipping companies favored the legislation under consideration and that the position of the American Institute of Merchant Shipping was "dictated by the major American oil companies who are members of that association by virtue of their ownership of domestic U.S.-flag vessels."

These oil companies include some of the "same companies who also hold membership in the Federation of American Controlled Shipping," formerly known as the American Committee for Flags of Necessity, and which is made up of U.S. major oil companies with large fleets of foreign-flag tankers, noted Brand.

The industry spokesman said that of the 95-97 percent of U.S. oil imports brought in by foreign-flag tankers, approximately 40 percent is carried by Liberian-flag ships, most of which are owned by American oil companies. He pointed out that the oil companies contend that these American-owned, Liberian-flag ships are under the "effective control" of the United States. Brand said that the events of the past few months "have certainly put to rest this lie."

He showed the members of the Congressional Committee a copy of an Executive Order issued and signed by the President of Liberia barring any "vessel with a Liberian registry . . . to carry . . . implements of war to countries in the Middle East . . ."

He stressed that the Liberian action "serves as a warning of what could happen to the United States if this country is involved in a conflict, or pursues a foreign policy which does not meet with the approval of a foreign government." He added that "conceivably Liberia could prohibit Liberian-flag vessels," although American-owned, from carrying fuel or other supplies to the United States.

Subcommittee Chairman, Represent-

tative Frank Clark (D-Pa.) agreed with Brand and said that it has become "increasingly clear that the U.S. can no longer be dependent on foreign-flag tankers for oil imported by sea."

Other Subcommittee members at the hearing expressed sympathy with the purposes of the legislation.

Congresswoman Leonor K. Sullivan (D-Mo.), Chairman of the full Merchant Marine Committee, said that she thought "interesting" Brand's theory of the preference plan providing the government with its first "yardstick" of oil shipping costs.

The Transportation Institute spokesman pointed out during his testimony that the Maritime Administration knows the cost of building and operating U.S. vessels, and under the proposed legislation the Commerce Secretary would be required to determine if a vessel is charging a fair and reasonable rate. It would give the government more precise cost data than it has heretofore had, he added.

Brand was the lead-off witness at the resumption of the hearings and other witnesses are scheduled to follow. The SIU will be heard at a later date in the hearings.

## Passports

All Seafarers are advised that they should have United States passport books and should carry them with them at all times.

Seafarers have encountered problems in some areas of the world because they did not have passports, and the problem seems to be increasing.

In addition, many Seafarers have not been able to make fly-out jobs to foreign countries because they lacked passports.

A U.S. passport can be secured in any major city in the country. If you need assistance in getting a passport, contact your SIU port agent.

## Transidaho Committee



Everything seems to be looking up on the *Transidaho* (Hudson Waterways) as a smiling ship's committee gathered during a payoff after a run from Puerto Rico. From top to bottom are: V. Alvaro, educational director; B. Woturski, chairman; F. Rakas, steward delegate; S. Katchis, deck delegate; A. Derosier, engine delegate.

# LEGISLATIVE REPORT



By B. Rocker

Members of Congress had an opportunity during the holiday recess to go back to their districts, meet with their constituents, and find out how the voters stand on issues before the Second Session of the 93rd Congress.

Some of the most pressing issues facing Seafarers are possible abolition of the Merchant Marine and Fisheries Committee, pension plan regulation, and oil import quotas.

### Oil Import

H.R. 8193, to guarantee that a minimum of our oil imports be carried in U.S.-flag ships, is still under consideration in the House Merchant Marine and Fisheries Committee.

Edwin M. Hood, president of the Shipbuilders Council of America, and Adm. Albert G. Mumma, chairman of the Commission on American Shipbuilding, testified in favor of the bill in hearings last year.

We are encouraged by the support we have gained in Congress. Two hundred twenty five members have co-sponsored the bill.

We know that we face powerful and determined opposition from the oil companies, since they operate ships under foreign flags. But it is interesting and timely that the oil giants are coming under attack in the Senate, where the Investigations Subcommittee is questioning their tax preferences, profits, and the oil companies' role in the energy crisis.

Senator Henry M. Jackson (D-Wash), chairman of the subcommittee, has charged that he has evidence that American companies cut off oil to the U.S. military during the Mid-East alert in October, at the request of Saudi Arabia. He has asked the oil executives to respond to the charges.

SIU is continuing to support H.R. 8193, and is testifying in support of the bill as hearings resumed in the Merchant Marine and Fisheries Committee.

### Reorganization of the House of Representatives

The first attempt since 1946 to realign the committee structure of the House of Representatives is being considered in the Select Committee on Committees. Their recommendations were published and released before the Christmas recess.

From the SIU point of view, the threat is to the Merchant Marine and Fisheries Committee, which handles most of the bills vital to our members. The Committee would be dissolved and its functions given to other committees. Such a change, particularly at this time when the U.S. merchant marine is beginning to grow, would deprive us of the expertise developed over many years by members who understand the unique problems of the industry, the impact on our economy, and the role of the merchant marine in national security.

We believe there is a great need to retain the Merchant Marine and Fisheries Committee intact, and will urge the Select Committee to recommend doing so.

### Pension Plan Regulation

Staff members of the House Ways and Means Committee and the House Labor Committee are continuing to work toward a compromise pension bill. The purpose of pension plan regulation is to establish minimum federal standards for private pension plans. About 35 million people are now covered by such plans in the United States.

The SIU plan has been carefully constructed and negotiated to assure that money is available for Seafarers' retirement. The Union wants to be sure that the complicated language of the bills will provide the safeguards needed to protect financially sound plans like that of the SIU.

### U.S. Public Health Service Hospitals

As we reported last month, \$18 million was appropriated to be used for repairs to the remaining eight Public Health Service hospitals.

A study is now being made in each of the hospitals to determine what repairs need to be made and to set priorities.

Saving the hospitals was a great victory; now we would like to see that they are maintained at a level to provide maximum care for seamen.



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.

## Senate to Consider Ocean Study Proposal

The U.S. Senate will next month consider a proposal for an ocean study which includes recommendations for a "large, modern merchant marine."

The study's sponsor, Sen. Ernest F. Hollings (D-S.C.) says he thinks that despite Congress' efforts in the field during the last 15 years, notably creation of the National Oceanic and Atmospheric Administration, "our posture as a sea power and our economic position in the world do not reflect the concerted effort and the national impetus we had hoped for nationally or internationally."

Before Congress went home for the holidays last year, 52 U.S. senators supported Sen. Hollings' resolution to begin a "Senate oceans' study policy."

Under the proposal the Senate Commerce Committee would study:

- A large, modern merchant marine.
- Ocean policy positions which represent national self-interest in international negotiations.
- Leadership in ocean technology.

- A dynamic ocean research program.

- Progressive, intelligent coastal zone management.

- A healthy, growing fishing industry.

- An ocean business climate which encourages industry to tap all the potential resources of the sea.

It is expected that progress reports from time to time, with legislative recommendations, would come from the panel's conferees.

The special study panel would consist of members of the Senate Commerce Committee, six senators of coastal and Great Lakes' states and two representatives each from the Senate Committees on Armed Services, Appropriations, Government Operations, Interior, Public Works, Foreign Relations, Labor and Welfare.

Sen. Hollings is of the opinion that the oceans may help to solve some of the U.S.'s pressing problems today, such as the energy crisis, shrinking job market, inflation and raw material shortages.

## First Pension Check



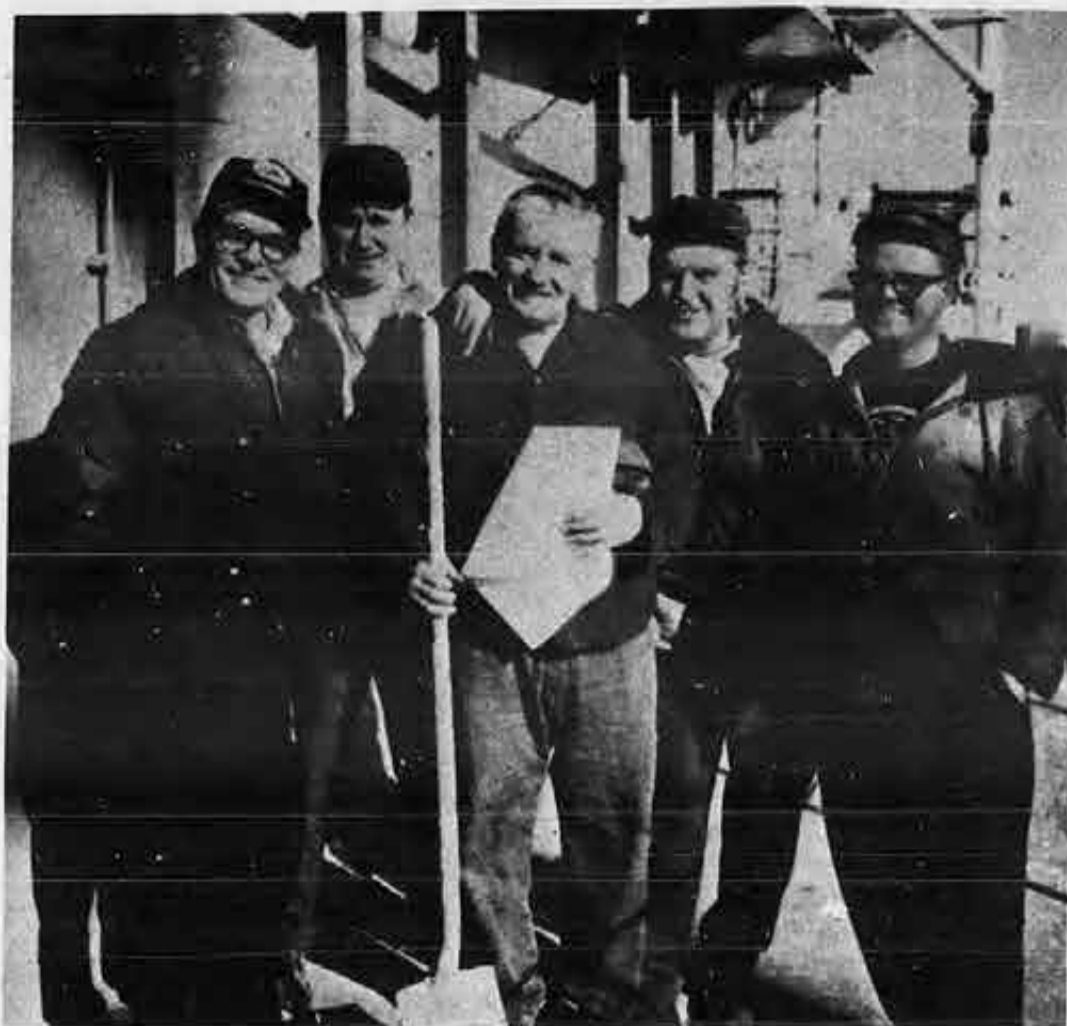
Overjoyed at getting his first SIU pension check is Jose Ortiguerra (left) from San Francisco Port Agent Steve Troy at the membership meeting last month.

## Newark Ship's Committee



The ship's committee on the Newark (Sea Land) gathers below deck for a payoff at Port Elizabeth, N.J. From left are: C. Dammeyer, chairman; N. Reitti, educational director; A. Balkman, deck delegate; A. Silva, steward delegate; P. McAneney, engine delegate.

## For the Very Last Time



SIU Great Lakes members gather for a very special ceremony after winter lay-up aboard the SS Nicolet (Gartland Steamship) in Bay City, Mich. From the left are: Capt. Werner Buller, Daniel Meyers, Andrew Aspsetter with shovel, Donald Mullins and Duane Witt. Aspsetter got the shovel wrapped in dollar bills from his shipmates as a very special going-away present Dec. 1. After 46 years sailing on the Lakes—29 with the company—he retired Nov. 30. Andy's home is in Exeland, Wisc. where he plans to spend his retirement doing what he loves best—hunting and fishing.

## Baltimore Ship's Committee



The Ship's Committee on the Baltimore (Sea Land) assembled on deck when the ship docked in Port Elizabeth, N.J. for a payoff after an intercoastal run. From left to right are: E. Conrad, deck delegate; F. DiCarlo, secretary-reporter; J. Datino, engine delegate; L. McGlone, chairman; R. Rivera, Jr., steward delegate.

## Attention All Seafarers

A number of official SIU dues receipt books have been reported missing or stolen from the warehouse in Brooklyn, N.Y. following delivery by the printer.

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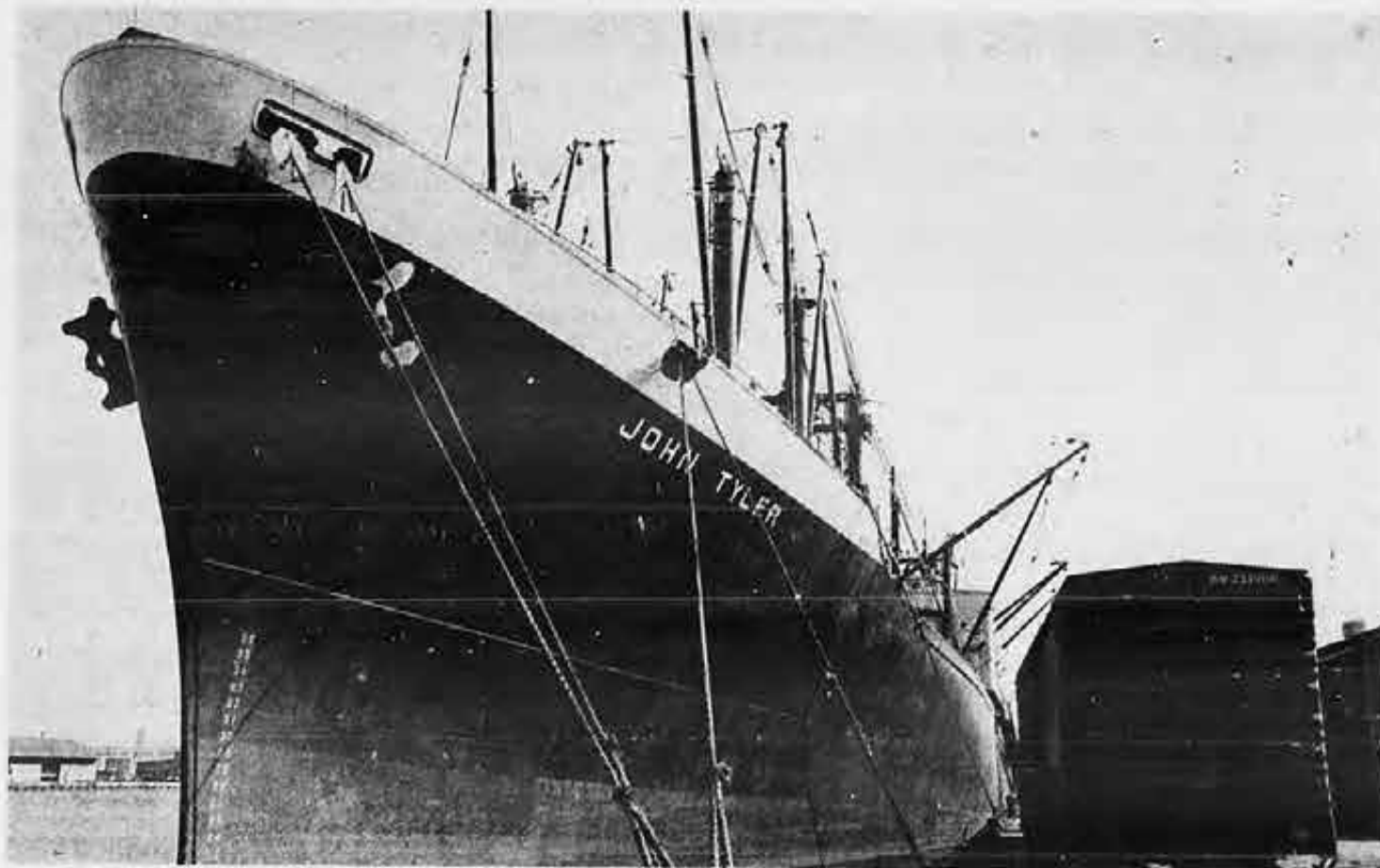
Chief Electrician H. H. Patterson cleans up his work bench after the *John Tyler* tied up at Port Newark following a long three-month voyage to the Far East.



Chief Cook Walter Makin slices some freshly-baked bread as he prepares lunch for a hungry crew during the pay-off.



While awaiting payoff, Seafarer Marcos Hurr, who sails as fireman-watertender, catches up on developments affecting his Union and the maritime industry as reported in the LOG.



## John Tyler Comes Home

**T**HE S.S. JOHN TYLER (Waterman Steamship Co.) returned to U.S. after a three-month voyage to the Far East. The 15,000 dwt mariner-type ship crewed up in Mobile for a trip to ports in Manila, Saigon, Taiwan, Pusan, Okinawa, Hong Kong and Japan.

The ship, which was built in 1952 and originally christened the *Colony Mariner*, was later re-named the *Ogden Bear* when she sailed under the flag of the Pacific Far East fleet before being purchased by Waterman.

After discharging general cargo at Port Newark, N.J., the *John Tyler* was scheduled to stop at Philadelphia, Baltimore and the Gulf before making a return run to the Far East. Bosun Lee J. Harvey said everything went smoothly during the voyage and added that "we had one hell of a good crew."



In the town of Robertsdale, Ala. (pop. 1,500) there are some 70 Seafarers who make their homes there and three of them were aboard the *Tyler*. They are (l.-r.) H. H. Patterson, chief electrician; Walter Makin, chief cook, and George Allen, able-seaman. Seafarer Allen has two brothers who also sail with the SIU, James and Philip.



Part of the reason the *John Tyler* is known as a "good-feeder" are these members of the steward department. From left are Jimmie Jones, crew pantry; Albert Coala, Jr., crew mess; Robert Gregory, saloon mess, and Jack Pankin, cook and baker.



Seafarer Bobby Brown, a March 1973 graduate of the Lundeberg School, takes another turn on the bits after the ship tied up. Brown, who comes from Mobile, said: "This was my first long voyage and it was interesting and exciting. I like sailing and feel I fit right in."

The following letter is from a member of the National Maritime Union addressed to NMU President Shannon Wall. It appeared in the November, 1973 issue of the NMU Pilot, and describes rather clearly the concern among NMU members about their job security. Also reprinted here are some excerpts from the NMU's Executive Board's actions over the past year, showing the NMU's agreement to a reduction in manning scales on their ships.

To President Wall, Sept. 22—Our membership at the present time is gripped by fear. The members on the ships are in fear of losing their jobs and the ones on the beach are in fear of not getting one. We all know that fear is a terrible thing to experience, especially if you don't know what to do about it.

It has reached a point where sides have begun to form and emotion is mounting. Our membership is split into two factions, the "haves" and the "have nots", when it comes to jobs. Each faction has valid reasons for their passionate and emotional outbursts of hate for each other. Tell me, how can we survive as a progressive organization when there is so much hate within us?

It is a traumatic and a depressing experience to sit in the hall sweating out each job call and knowing that with each tick of the clock one's family finances are going deeper in the red and in some cases being humiliated because of forced acceptance of welfare or the charity of friends. I know this because I have been in this predicament.

Now, the man on the ship is sweating out his pension quarters. He sees all hope of a planned retirement dwindle, with the specter of losing his job security at the same time, and sees it perhaps disappear completely after years of constant affirmation of it by our Union's officialdom. You see, I know because I'm here at this crossroad.

I say we can solve this delicate and important problem with an approach which I feel will be fair as is humanly possible to all concerned.

In order to speed up shipping and job opportunities where everyone will get his fair share of work without destroying the mental composure of anyone through fear I propose the following:

NATIONAL HEADQUARTERS  
346 W. 17th St.,  
New York, N.Y. 10011  
Phone: (212) 924-3900  
Offices in major port cities



**NMU Pilot**

The official organ of the National Maritime Union of America AFL-CIO

VOLUME XXXVIII

NUMBER 8

NOVEMBER, 1973

## Voice of the membership

- That when a crew member accumulates 90 days of service aboard a LASH, container or tanker vessel, he shall take his vacation plus a compulsory 30 days additional to his vacation.

- On freighters, after he accumulates 120 days of service, he shall take his vacation plus a compulsory 30 days additional to his vacation.

(Definitions: Short trip ships—less than 3 months duration. Intermediate trip ships—more than 3 months but less than 6 months. Long trip ships—6 months or more. The 3-month basis would be used for calculating vacation and compulsory time off for the intermediate or long trip ships.)

- Initiate a procedure where the men in the hall must take relief jobs in that port. There is no excuse, when ratings are available, to have to request another port to fill these jobs or to allow Group 2s to take them.

A job is a job, whether it is permanent or relief. It provides the money needed for today's economic existence. When times are tough and the wolf is at the door one cannot be choosy.

- Group 2s would have to put in 1,000 days before becoming eligible for Group 1 status. A sliding scale would be worked out for eligibility as the present Group 1s are depleted through attrition such as retirement,

disability, death and for other reasons.

I call this the "share-a-job-plan" because it would preserve some semblance of job security and be almost like the two-crew proposal, which I feel is much better than the seven-month concept because the employment and unemployment gap is too far apart. It would be a nerve-wracking feast and famine structure and I

strongly believe that the short term approach will give the majority a sense of needed security.

We all know that nothing is absolutely perfect, also that nothing is static and all things do change. Change has to come about within our job structure to match the times. This can be accomplished by amending the national shipping rules, thus eliminating a hate-inciting and costly referendum.

I firmly believe that we can meet this challenge and unify our membership where it will be fair and amenable to all concerned. It will provide a feeling of security and a feeling of personal worth. It will afford a peace of mind to all—the men on the beach, the men on the ships, the harassed port officials and a concerned National Office.—*Chester E. Sliwa, Bk. 37921, SS Gulfdeer*

Excerpts from the NMU's National Office Minutes over the last six months.

### National Office Minutes

#### NATIONAL OFFICE MEETING January 26, 1973

4] MSC to accept the report of Vice President Barisic regarding the combining of the ratings of Chief Cook and Chief Steward on deep-sea vessels. This is presently being done on certain coastwise vessels.

#### NATIONAL OFFICE MEETING May 10, 1973

11] MSC to accept report of Vice President Strassman on the situation with Cleveland Tankers Co. pertaining to the new chemical tanker 10-man manning scale.

#### NATIONAL OFFICE MEETING May 29, 1973

15] MSC to approve request for manning scale reduction of the SS Valley Forge, 6-man Steward Department with Steward/Cook combination.

16] Vice President Bocker reported for the record the manning scale reduction previously approved for the SS Barbara Jane and the SS Fort Worth.

#### NATIONAL OFFICE MEETING August 1, 1973

10] MSC to accept report of Vice President Bocker regarding two letters received from Keystone Shipping Company: 1) The Company's intention to purchase the SS Sister Katingo, provided agreement is reached on reducing the manning scale. The National Office reviewed this request and unanimously agreed to the proposed manning scale. 2) The Company's request to reduce the manning scale in the Steward's Department on the following vessels: SS Mill Spring, SS Monmouth, SS Ft. Fetterman, and SS Chancellorville. The National Office reviewed the request and unanimously agreed to the proposed manning scales.

#### NATIONAL OFFICE MEETING September 5, 1973

4] MSC to accept report of Vice President Bocker regarding request from Keystone Shipping Co. to reduce

the manning scale in the Steward's Department on the SS Gaines Mill. The National Office reviewed this request and unanimously agreed to the reduction.

Vice President Bocker reported on letter received from U.S. Lines, Inc. requesting reduction in manning scale on Challenger I Type Vessels. The National Office reviewed their request and unanimously agreed to the reduction.

#### NATIONAL OFFICE MEETING September 11, 1973

11] MSC to accept report of Vice President Bocker regarding request from Texaco Inc. to reduce the manning scale in the Steward's Dept. The National Office reviewed their request and unanimously agreed to the reduction.

12] MSC to accept report of Vice President Bocker on letters received from Keystone Shipping Co. to reduce the manning scale in the Deck & Engine Department and Steward's Department. The National Office reviewed their request and unanimously agreed to the reduction.

#### NATIONAL OFFICE MEETING October 1, 1973

10] MSC to accept report of Vice President Bocker on Union Oil Company's plan to automate boilers on the SS David Irwin. The National Office reviewed their request and unanimously agreed to the requested reduction in the Engine Department.

Vice President Bocker reported on the request from Lykes Bros. for reduction in manning scale on Gulf Andes vessels. The National Office agreed that Vice President Bocker meet with Lykes Bros. to work out necessary details.

#### NATIONAL OFFICE MEETING December 4, 1973

7] MSC to accept report of Vice President Bocker on letter received from Marine Transport Lines requesting the reduction of the 2nd Pumpman on the Marine Floridian. This brings it in line with the two other vessels, Marine Duval and Marine Texan. The National Office agreed to the reduction.

## SIU Shipping Is Good—



With plenty of jobs on the board in all departments, Seafarers line up at the shipping counter to throw in for work. Making the hourly call at the New York hall is SIU Patrolman Jack Caffey. Shipping remains good in all ports.

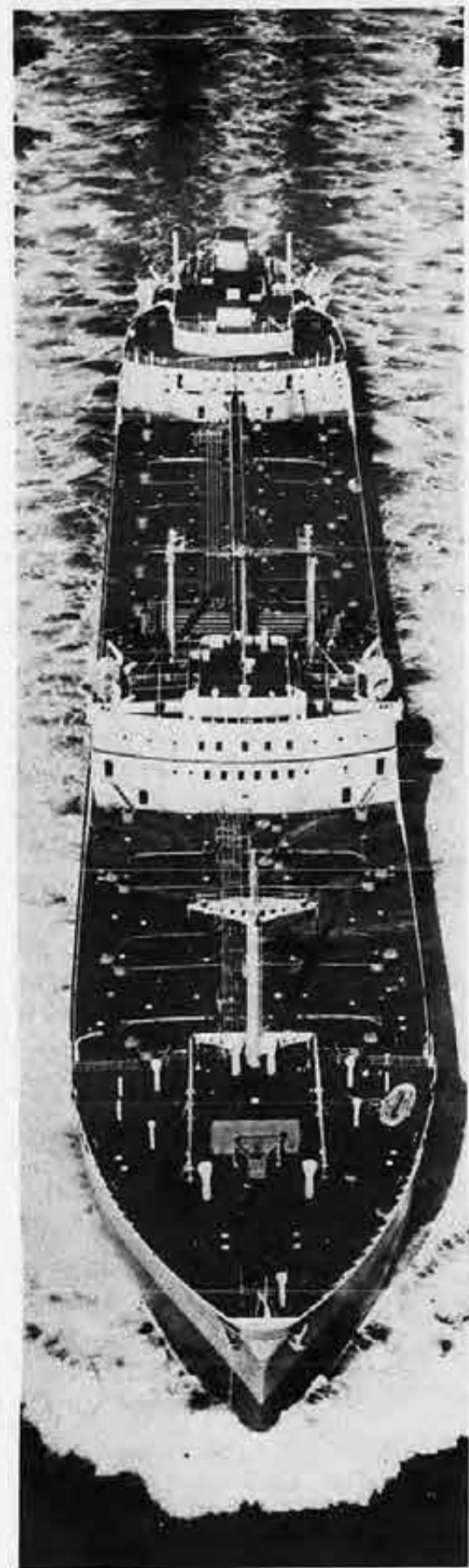
## Let's Keep It That Way— Support SPAD

# DISPATCHERS REPORT

JANUARY 1-31, 1973

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	5	0	0	4	3	0	7	1	2
New York	90	14	7	72	28	5	157	28	4
Philadelphia	9	4	0	17	5	0	14	6	0
Baltimore	26	4	0	18	8	0	57	6	0
Norfolk	16	6	0	8	4	0	24	9	1
Tampa	7	1	0	5	2	0	10	3	0
Mobile	26	8	0	16	4	0	57	13	0
New Orleans	64	10	1	64	12	1	120	29	2
Jacksonville	31	11	0	11	6	0	61	13	0
San Francisco	73	15	0	42	35	0	143	30	0
Wilmington	12	2	0	10	10	0	26	13	1
Seattle	25	8	0	14	10	1	44	11	1
Puerto Rico	12	2	0	8	3	1	24	4	0
Houston	87	16	2	74	33	3	144	31	5
Piney Point	0	0	0	0	9	0	0	0	0
Yokohama	4	0	2	4	1	4	4	2	2
Alpena	2	0	1	—	—	—	4	0	2
Buffalo	0	0	0	—	—	—	3	0	0
Cleveland	5	0	1	2	0	0	19	0	4
Detroit	15	0	1	8	4	10	20	2	1
Frankfort	6	2	0	13	1	0	4	1	0
Chicago	1	0	0	1	2	0	3	0	2
<b>Totals</b>	<b>516</b>	<b>103</b>	<b>15</b>	<b>391</b>	<b>180</b>	<b>25</b>	<b>941</b>	<b>202</b>	<b>30</b>
<b>ENGINE DEPARTMENT</b>									
Boston	3	3	0	0	1	0	2	4	2
New York	57	33	6	55	53	5	104	56	9
Philadelphia	6	8	0	7	11	0	12	7	1
Baltimore	34	14	0	25	7	0	47	20	0
Norfolk	19	4	0	8	3	0	22	11	2
Tampa	3	0	0	1	1	0	6	1	1
Mobile	23	10	0	9	3	0	49	19	0
New Orleans	44	13	6	52	15	4	99	31	12
Jacksonville	21	7	4	17	9	2	28	13	4
San Francisco	55	46	2	22	45	3	97	54	2
Wilmington	12	7	0	4	7	0	12	8	0
Seattle	30	16	0	14	10	0	32	19	0
Puerto Rico	9	6	0	7	2	0	27	6	0
Houston	53	21	3	57	42	1	89	41	10
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	1	3	2	2	2	6	0	2	0
Alpena	0	0	0	—	—	—	2	0	1
Buffalo	1	0	0	—	—	—	3	0	1
Cleveland	7	0	0	—	—	—	9	0	3
Detroit	17	3	0	3	1	1	19	4	0
Frankfort	1	0	1	1	0	0	1	1	2
Chicago	1	0	1	0	0	1	2	1	1
<b>Totals</b>	<b>395</b>	<b>194</b>	<b>25</b>	<b>284</b>	<b>216</b>	<b>24</b>	<b>665</b>	<b>299</b>	<b>53</b>
<b>STEWARD DEPARTMENT</b>									
Boston	1	1	0	0	1	0	1	2	0
New York	31	13	0	36	39	8	59	12	1
Philadelphia	8	0	0	4	1	0	11	2	1
Baltimore	17	1	0	13	3	0	28	2	0
Norfolk	7	3	0	3	3	0	15	7	0
Tampa	4	0	0	3	0	0	3	0	0
Mobile	25	6	0	0	2	0	56	2	0
New Orleans	27	5	2	33	17	1	72	9	2
Jacksonville	9	4	0	3	4	0	23	9	2
San Francisco	34	8	0	32	34	3	73	24	0
Wilmington	6	2	0	4	1	0	10	4	0
Seattle	14	2	0	13	8	0	12	5	0
Puerto Rico	10	0	0	14	5	0	16	1	0
Houston	30	7	0	35	19	4	71	16	1
Piney Point	0	5	0	0	38	0	0	0	0
Yokohama	0	0	1	0	1	3	2	1	0
Alpena	0	0	0	—	—	—	0	0	0
Buffalo	1	0	0	—	—	—	1	0	0
Cleveland	0	0	0	—	—	—	1	0	0
Detroit	4	0	0	—	—	—	5	0	0
Frankfort	1	0	0	7	0	0	1	0	0
Chicago	0	0	0	1	0	0	0	0	0
<b>Totals</b>	<b>229</b>	<b>53</b>	<b>3</b>	<b>201</b>	<b>176</b>	<b>19</b>	<b>467</b>	<b>97</b>	<b>7</b>
<b>ENTRY DEPARTMENT</b>									
Boston	2	3	5				4	3	11
New York	30	88	36				46	111	59
Philadelphia	3	8	0				12	26	0
Baltimore	13	27	7				30	38	20
Norfolk	8	10	3				12	28	12
Tampa	1	2	1				3	4	1
Mobile	8	8	0				18	50	1
New Orleans	37	43	10				58	89	38
Jacksonville	5	24	3				10	39	6
San Francisco	30	70	5				42	92	8
Wilmington	4	15	1				12	18	2
Seattle	10	12	3				17	21	2
Puerto Rico	3	17	3				17	33	4
Houston	21	60	29				34	74	88
Piney Point	0	46	0				0	0	0
Yokohama	0	2	10				0	9	2
Alpena	0	1	1				1	2	7
Buffalo	2	1	1				2	3	3
Cleveland	3	0	3				12	1	15
Detroit	21	11	17				28	9	28
Frankfort	10	1	0				11	2	2
Chicago	1	0	1				3	1	6
<b>Totals</b>	<b>212</b>	<b>449</b>	<b>139</b>				<b>376</b>	<b>658</b>	<b>319</b>
<b>Totals All Depts.</b>	<b>1,352</b>	<b>799</b>	<b>182</b>	<b>876</b>	<b>572</b>	<b>68</b>	<b>2,449</b>	<b>1,256</b>	<b>409</b>

## Manhattan— 1 of 51 Ships On Grain Run



The SIU-manned crude carrier Manhattan is just one of 51 SIU-contracted vessels presently plying international waters on the Russian grain/oil run. The SIU's Washington staff was instrumental in mustering Congressional support to insure a third of the ships carrying grain to Russia would be American-flag vessels. Continued donations to SPAD make legislation like this possible, thereby insuring long-term job security for entire SIU membership. The Manhattan, operated by Hudson Waterways, made a historic crossing of the Northwest Passage to Alaska nearly three years ago.

**Politics  
Is  
Porkchops  
Donate  
to  
SPAD**

By looking at the above shipping figures, Seafarers can clearly see the true strength of their job security. These numbers show that SIU members can feel confident that jobs will be available for them to fill. During the period of Jan. 1-31, 1974, of the 1,516 jobs shipped, 876 were filled by Class "A" Seniority full book members. Therefore, there were 640 permanent jobs available to Class "A" Seniority full book members not taken by them.

# ASHORE



## Port Elizabeth, N.J.

A new service by Sea-Land's SL-7 containerships and relay vessels is now in operation between the ports of Jacksonville, Fla., and Charleston, S.C., and the ports of North Europe. Also Sea-Land Service has reported expansion of its intermodal container cargo fleet to several inland ports in Mexico with containerships to and from the port of Houston, Tex.

## Washington, D.C.

The National Maritime Council, which operates under the auspices of the Federal Maritime Administration, sponsored a Shipper Forum in Phoenix, Ariz. on Jan. 30. On Feb. 13 a NMC Unity Dinner was given in San Antonio, Tex., and a Shipper Adviser Award Luncheon was given in Chicago, Ill. on Feb. 14.

## San Francisco

Deputy Assistant Secretary of Commerce for Maritime Affairs Howard Casey addressed the port's U.S. Propeller Club luncheon Jan. 23 and spoke on "The Maritime Industry and Energy."

## Detroit

Newly launched, SIU-contracted *Charles E. Wilson* and *Roger M. Kyes* (both American Steamship) and the *William R. Roesch* and *Paul Thayer* (Kinsman Marine) were hit last month by the "critical" fuel shortage on the Great Lakes. On the average a Lakes vessel can carry 495 tons of cargo one mile for each gallon of fuel consumed which is considerably much less fuel than trucks and aircraft use.

## Superior-Duluth

Construction of a \$25-million loading facility for low sulphur coal at Superior, Wisc. is scheduled for an April or May start. The pier will be built on 225 acres bounded by the waterfront and Winter St. between Corning Ave. and the old East Dock.

## Baltimore

This port handled an all time record of 36 million tons of foreign cargo last year. It's an increase of almost 4.5 million tons over the 31.5 million tons handled here in 1972. The previous high was set in 1957 when 32 million tons were handled. Imports in 1973 amounted to 26 million tons and exports were 10 million tons.

## New York

Ships on the high seas carrying cargo in and out of this port accounted for a record first six months last year with a total of 38,889,079 tons.

## St. Louis

Port Agent Leroy Jones is at home on crutches after leaving the hospital last month. He was injured November when a car crashed through the front window of the Union hall. The wife of an IBU member hurt in the same crash, Mrs. Ronald Hicks, also left the hospital.

\* \* \*

Completion and ratification of a contract with the Notre Dame Fleeting Service here was reported late last month.

## Boston

Seafarer Walter Schlecht has been released from the Brighton Marine USPHS hospital here following recovery from a heart attack.

## New Orleans

Greater New Orleans' AFL-CIO has unanimously reelected to its Executive Board for another year Lindsey J. Williams, who is an SIU vice president and C. J. "Buck" Stephens, who is SIU port agent in New Orleans.

## Port Newark-Elizabeth, N.J.

Port Authority of New York and New Jersey has budgeted \$28 million this year for the completion of container berths, wharf construction and upland area development at the complex here.

## Mobile

This port moved over 2.5 million tons of waterborne cargo during October of 1973, making a 10-month total last year of almost 24.3 million tons.



Bill Seidenstricker on duty in the galley aboard the freightship *Penn Mar*.

## Seafarer Bill Seidenstricker:

# An Expert Baker at Sea— A Horseman Ashore

Besides being an expert baker, and an ex-steward department instructor at the Harry Lundeberg School, Seafarer Bill Seidenstricker is also a very good horseman.

Bill is the proud owner of two impressive thoroughbred show horses, a flaxen maned palomino and a 1,500-pound Vermont-bred Morgan.

Along with his 13-year old son Jimmy, the Baltimore-born Seafarer competes in local Maryland rodeos in show-riding events.

Bill reluctantly admits, though, that his young teenage son, who has already won several first place rodeo ribbons—Bill is still looking for his first—is a much better rider than he—but offers the excuse that his son gets in a lot more practice hours.

Bill's eight-year old daughter Tammy is also very interested in horseback riding and is presently taking jumping lessons.

Oddly enough, his seven-year old daughter Vicki finds little interest in horses—but in the athletic tradition of the Seidenstricker family, young Vicki wants to be a dancer.

Not to be denied, Bill's wife Cecelia is also very athletically inclined but prefers to keep her two feet on the ground in such sports as bowling and tennis.

During his nearly three years, 1970-73, as instructor at Piney Point, the 36-year old Seafarer found more than just a job—he found a home.

Bill moved his family to Piney Point shortly after taking the steward department position at the Lundeberg School, and now makes his permanent home there.

His skills as a baker are extensive. Captain C. W. Spear remarked that while Bill was in his employ aboard the *Robin Trent* in 1967, "he displayed a high degree of professional ability in food planning and preparation, and has been graded excellent in galley management and sanitation."

Captain Dennis Mitchell of the

*American Victory* said that Bill "kept all of us, officers and crew, happy with the variety of his delicious cakes and pastry, the taste and appearance of which were reflecting his pleasure and effort to perform his duties to the satisfaction of all."

Bill is presently sailing as baker aboard the *Penn Mar*.

The 10-year SIU veteran says that he misses the Lundeberg School very much and enjoyed working with his fellow staff members.

He found that instructing the HLS trainees was most rewarding.

"I learned a lot about the younger generation from my experiences at the School," recalls Bill, "and I'm sure it will be an important aid in my relationship with my own son when he is a little older."

Bill stresses the need for education and upgrading for all Seafarers. "The facilities at the Point are outstanding," he said.

Bill's plans for the future include purchasing a sizable piece of property in Piney Point and—what else—raising horses.

## Texas City Tankers Pay Due

Listed below are Seafarers having unclaimed wages from Texas City Tankers as of Jan. 1, 1974.

Name	SS No.
Fanoli, J.	056-18-5415
Williams, J.	563-10-8472

For the back pay due, write to Frank Greathouse, chief marine accountant, Texas City Tankers Corp., P.O. Box 1271, Texas City, Tex. 77590 or call 713-945-4451.

# Seafarer Prince Baker— 'Pa(i)ge' One Story

Literally thousands of people can probably recall that they personally sat in the grandstands and witnessed the great Satchel Paige put down batter after batter on the way to another of his scores of victories in the old Negro leagues.

But only a relative few can say they actually played against him—and even fewer can brag they beat him in a pitching duel.

Prince Baker, an SIU member for nearly 30 years, has done all three.

Prince was born in 1917 in Little Rock, Ark. but as a very young lad his family moved to Chattanooga, Tenn. where he spent his boyhood days—and where he learned to play baseball, "the hard way."

There were no organized Little Leagues in those days and the baseball "fields" the kids played on were nothing more than empty, sandy lots heavily sprinkled with various sized pebbles and rocks.

Baseball gloves, for those who owned one, were the three-fingered kind with no webbing or padding, and if you caught a hard shot "it hurt."

Bases were usually either large stones or paper bags held in place by just about any heavy object—and the most feared hit ball was not a screaming line drive up the alley in left or right, but a hard hit ground ball that might skip off a rock in any number of directions and go for a home run.

Of course the scores of these games could go "pretty high", and it was not unusual for each team to cross home plate 20 or 30 times.

Prince moved to Baltimore, Md. at the age of 17 where he first saw Satchel Paige pitch.

He remembers paying 15 cents for a grandstand seat.

He won a starting pitcher's berth with the Baltimore Giants, an industrial company-sponsored team.

"I got no pay for playing baseball, but I did have a job with the company," recalls Prince.

He pitched against Paige on three different occasions, losing the first two times and finally winning the third.

When asked how he managed to beat



Seafarer Prince Baker.

the great Satchel Paige, Brother Baker jokingly replied, "that day I threw in-shoots and outshoots up and down—gliders and sliders all around."

Prince played for several years but retired at an early age for a sailing career because "there was no future in baseball for me then, and very little pay."

Seafarer Baker began sailing with the SIU as a messman in 1945, and since then has worked his way up to chief steward. "Old timers" will remember Prince as a Union organizer during the early struggles of the SIU.

The 56-year old Seafarer has accumulated over 20 years seetime in his career and has sailed through three wars—World War II with the Navy, and the Korean and Vietnam Wars with the merchant marine.

Brother Baker's most recent ship is the *Bethflor*, but for the past few weeks he has been sidelined with minor ailments. When asked if he planned to retire he answered with a definite "No—I'm gonna stay in there pitching."



## SS Delta Sud

With the completion of the *SS Delta Sud's* (Delta Steamship) maiden voyage to Rio de Janeiro, Brazil last month, Delta has rounded out its LASH fleet. The company's other LASH vessels are the *Delta Norte*, which has completed her third voyage to South America, and the *Delta Mar*, which finished her fourth trip in New Orleans.

## SS Bethtex

Seafarer Carl Moore aboard this ship wants to thank his old shipmates on the *Arizpa* for the "tarpaulin muster" collected for his hospitalized wife in October. Also he extends special thanks to L. N. Lanier of the *Arizpa* for gathering up his things and to Capt. Robert Harvy and the other officers. Brother Moore wrote further, "It is a wonderful feeling to know your brother members are standing by you in time of need." He wishes good sailing in the future to his brothers of the sea.

## SS Overseas Valdez

On her way from Ceylon to a payoff in Norfolk recently, the ship's crew spent \$40 from the ship's fund to buy the captain a going-away gift. The skipper thanked the Seafarers saying he'd like to have the chance to sail with them again.

## SS Tampa

Two graduates of the Harry Lundeberg School are on the *Tampa* which paid off Jan. 29 at Port Elizabeth, N.J. after a month-long coastwise run. Oiler Robert M. Diaz and OS Larry Utterback both had high praise for their fellow crewmembers aboard the *Tampa*.

## M/V Falcon Duchess

Bosun Fred Olsen, who recently completed the Bosuns Recertification Program, reports that the *Falcon* tanker was enroute to Subic Bay on New Year's Eve and all was going well. He reported that Seafarer Ed LaRoda, ship's educational director, led a good discussion on the SIU Pension Plan at the last ship's meeting. He compared it with other maritime unions and explained why ours is sound and up-to-date.

## SS Portland

Seafarer Vagn Nielsen, bosun on the *Portland* (Sea-Land), got off the ship in Baltimore to attend the February Bosuns Recertification Program in Piney Point.

Christmas and New Year's at sea were made a little merrier thanks to Chief Steward William Underwood and his crew who prepared special menus for the holidays. Helping out was Seafarer Steve Bigelow who graduated from the Harry Lundeberg School in Nov., 1973 and is sailing as crew mess.

## SS Columbia

Sailing through the Panama Canal last month, the freightship *Columbia* (United States Steel) completed a coastwise run from the company's Pittsburgh, Calif. steel mill dock carrying steel to its plant at Morrisville, Pa.

## SS Transsuperior

The tanker *Transsuperior* (Hudson Waterways) had a 49-day payoff when it docked at Carteret, N.J. on Jan. 31. The ship encountered very bad weather on the trip back from Rotterdam. During one storm, the crew reported, there were 40-50 foot seas. There were no accidents however, and Acting Bosun Vasco Tobey said that the crew handled the ship very well during the storms.

## SS Ultramar

The recently launched oil, ore, bulk carrier, the *Ultramar* (Aries Marine) left the Gulf late last month carrying 63,500 tons of grain to Europe.

## SS Delta Uruguay

On a recent voyage to South America, the *Delta Uruguay* departed from her usual run there to dock at Puerto Madryn, Argentina, 800 miles south of Buenos Aires. She discharged the antenna for an Omega Navigation System, a 700-ton structure to be installed 30 kilometres south of the deepwater port along National Highway 3. While the vessel was in port the local Radio Puerto Madryn station gave a live broadcast with interviews about the ship and Seafarers right on the ship's gangway.

## SS Brooklyn

The *Brooklyn* (Sea-Land) had a 28 day-payoff when it docked at Port Elizabeth, N.J., on Feb. 7 after a coastwise run. The SIU crew reported a very good trip, with beautiful, warm weather along the Gulf which abruptly changed as they approached the Eastern Seaboard.

### Change of Address Or New Subscriber

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SEAFARERS LOG,  
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## Politics Is Porkchops Donate to SPAD

# SIU Ships' Committees for Membership Participation at Sea

## Houston



The ship's committee aboard the 504-foot long containership *Houston* (Sea-Land) gather for a photo at a recent payoff at the Sea-Land docks in Port Elizabeth, N.J. They are, from the left: Julio Figueroa, steward delegate; Anderson Johns, deck delegate; Recertified Bosun Don Hicks, ship's chairman; Robert Scotti, engine delegate, and Thomas Williams, secretary-reporter. The *Houston* is capable of carrying 332 containers with additional capacity for 63 temperature controlled containers.

## Columbia



The freightship *Columbia*, operated by Ogden Sea Transport, paid off Jan. 16 at Stapleton Anchorage off Staten Island, N.Y. The ship's committee are, from left: Ed Williams, engine delegate; Clyde Lanier, secretary-reporter; Ski Gribben, ship's chairman; Robert Adams, steward delegate, and Clem Barstow, deck delegate. The *Columbia* had just returned from a grain run to India and Capetown, South Africa.

## Arizpa



The 449-foot long containership *Arizpa* visited the port of Boston on Feb. 4 as part of her usual coastwise run. The ship's committee aboard the *Arizpa* are, seated front; Ronald Hoffman, (left) engine delegate, and Daniel Gatewood, ship's chairman. Seated rear, from the left are: Ed Haber, steward delegate; William Seltzer, secretary-reporter, and Walter Gustavson, deck delegate. The *Arizpa* was converted for container carriage in 1965 at Todd Shipyards in Galveston, Tex.

## American Victory



The SIU-manned C-2 tanker *American Victory*, after another Far Eastern run, paid off in Wilmington, Calif. on Feb. 4. The ship's committee noted that "it was a good voyage," and that the crew was looking forward to the next. The committee members are from the left: C. L. Owens, engine delegate, L. J. McCuen, steward delegate; M. West, deck delegate, and H. Lancaster, educational director.

## Tampa



Participants in the January class of the Bosuns Recertification Program and the A-Seniority Program accompanied SIU patrolmen on a trip to the waterfront and joined the ship's committee aboard the *Tampa* (Sea-Land) for a photo at the *Tampa*'s most recent payoff in Port Elizabeth, N.J. The Recertified Bosuns are Al Oramaner, far left, and Frank Teti, second from right. The *Tampa*'s committee are, from the left: Bill Butts, ship's chairman; Boland Hoffman, deck delegate; Armando Ortega, steward delegate, and Esteban Cruz, secretary-reporter. David Gower, A-Seniority upgrader, is standing far right.

## Thetis



At a Feb. 2 payoff in the West Coast port of Wilmington, Calif., the ship's committee aboard the SIU-contracted tanker *Thetis* took time out for a photo before embarking on another voyage. Standing from the left are: W. Trawick, deck delegate; J. Tucker, educational director, and C. C. Williams, steward delegate. Seated from the left are: G. Durham, ship's chairman; M. Longfellow, secretary-reporter, and E. Cox, engine delegate. Usual run for the *Thetis* is Russia.

**M**EMBERSHIP PARTICIPATION and understanding the problems we face—these are the key reasons for the importance of SIU Ships' Committees. Through the committees and by attendance at weekly meetings at sea aboard all SIU ships, members can participate in the affairs of their Union as meaningfully as they can ashore.

The SIU Ships' Committees were established by membership action in July, 1969 to meet the need of keeping our membership fully informed. They were developed to provide our members at sea with an insight and understanding of the problems confronting both our Union and the maritime industry, and to inform them of the programs being developed to solve these problems.

Each Ship's Committee aboard every SIU vessel consists of six members—the ship's chairman who is the bosun; secretary-reporter who is the steward; the education director who is either the chief electrician or chief pumpman; and elected delegates from each of the three shipboard departments.

It is the responsibility of the ship's chairman to call meetings every Sunday while the ship is at sea and to encourage all unlicensed crewmembers to attend the meetings. It is also his responsibility to lead discussions concerning Union programs, policies and problems.

Articles in the Sealers Log are a rich source to serve as springboards for these discussions. The President's Report, Headquarters Notes, Legislative Report and articles relating to legislation in Washington affecting our Union and our job security can be found in the LOG.

The ship's secretary-reporter has the responsibility of keeping in touch with headquarters by mail and passing on to the crew any information received from headquarters.

The education director is charged with the responsibility of maintaining a library of Union informational material, including LOGs, fact sheets, brochures, contracts, the SIU constitution and other Union material.

The department delegates have the responsibility of handling members' beefs in their departments and of working with the ship's chairman in settling the beefs before pay-off whenever possible.

Crewmembers have the responsibility of bringing their beefs to the attention of their department delegate and ship's chairman. Boarding SIU patrolmen will only discuss beefs which have been taken to the delegate or ship's chairman.

During the shipboard meeting, every member has both the right and responsibility to participate in the discussions and to become better informed about our Union and our industry. An informed membership is the strength of our Union—and the Ships' Committees and shipboard meetings play an important role in keeping our membership informed.

## Columbia



The committee aboard the U.S. Steel operated bulk carrier *Columbia* gather topside for a photo at the ship's most recent payoff in Morrisville, Pa. They are, from the left: William Slayton, engine delegate; Melano Sarsona, secretary-reporter; James Rogers, deck delegate; Joe Puglisi, ship's chairman, and Frank Nestor, educational director. The *Columbia* is on an intercoastal run.

## Seatrain Carolina



The SIU-manned *Seatrain Carolina* paid off in the port of Norfolk on Feb. 8. The ship's committee unanimously agreed that the *Seatrain Carolina* had an "excellent crew." The committee members are, from the left: Orvillia Payne, secretary-reporter; Enos E. Allen, ship's chairman; Harold Ungliert, educational director; Jack Wong, steward delegate; Richard Mason, deck delegate, and Oswald Gallop, engine delegate.

## Sea-Land Resource



The ship's committee aboard the containership *Sea-Land Resource* take a break in the ship's air conditioned messroom at a Jan. 29 payoff in the port of San Francisco. They are from the left: James Lomax, secretary-reporter; Philip Pron, steward delegate; Ronnie Lanier, engine delegate; Ronald Craine, deck delegate, and Recertified Bosun Richard Christenberry, ship's chairman. The *Sea-Land Resource* is on the Far East run with several of her sisterships from the SL-7 fleet.

## Transoneida



The committee aboard the U.S. Steel operated bulk carrier *Transoneida* gather topside for a photo at the ship's most recent payoff in Morrisville, Pa. They are, from the left: William Slayton, engine delegate; Melano Sarsona, secretary-reporter; James Rogers, deck delegate; Joe Puglisi, ship's chairman, and Frank Nestor, educational director. The *Transoneida* is on an intercoastal run.

## Transsuperior



Committee members aboard the tanker *Transsuperior* take care of some union matters at the ship's last payoff at the Gatex Oil docks in Carteret, N.J. They are, from the left: Arthur Witherington, engine delegate; Vasco Tobey, ship's chairman; William Costa, steward delegate; Henry Durham, secretary-reporter, along with SIU Patrolman Ted Babkowski. The *Transsuperior* is on the North European run.

## Portland



The ship's committee aboard the 497-foot long containership *Portland* conduct business with SIU Patrolman Ted Babkowski at the ship's most recent payoff at the Sea-Land docks in Port Elizabeth, N.J. The committee members are, clockwise, from the left: George Doest, engine delegate; Juan Ayella, deck delegate; Alan Lewis, ship's chairman; Bernard Shapiro, steward delegate, and William Underwood, secretary-reporter.





## House Committee Must Stay

The House of Representatives Select Committee on Committees, chaired by Congressman Richard Bolling of Kansas City, Mo., recently released a report recommending tentative changes in the committee system of the House.

Implementation of these proposals would eliminate the Merchant Marine and Fisheries Committee along with two other House committees.

The many important duties of the 36-man Merchant Marine and Fisheries Committee, which meets once each week to discuss problems facing the maritime industry, would be dispersed among seven other House committees concerned with a variety of matters, such as, trucking, rails, mass transit and highways.

The SIU is convinced that such a move could have serious effects on the progress presently being made in the U.S. maritime industry.

The SIU will fight such a House reorganization with all available resources.

Joining our fight for preservation of the Committee are many of the nation's environmental and conservation groups

whose interests are also well served by the Committee.

Rep. Leonor K. Sullivan, chairman of the Merchant Marine and Fisheries Committee, said, after hearing the Select Committee's proposals, "I'll fight it to the death."

SIU President Paul Hall, on informing the Select Committee of the Union's position, stated that dissolution of the Merchant Marine and Fisheries Committee "and spreading its various areas of responsibility over a number of House Committees will be extremely harmful . . ."

Over the years, the veteran members of this Committee have acquired a unique knowledge and insight into the specific problems facing the maritime industry, and the importance of a strong merchant marine for economic and national security reasons.

To spread the Committee's work among other committees, would force maritime interests into a back seat in vital legislative areas.

## QMED—An Essential Rating

More and more, the key to job success and security in our nation's industries is vocational training and education—and the maritime industry is no exception.

Since the Merchant Marine Act of 1970, American shipyards have received contracts for upwards of 90 ships—and the majority of these are vessels of the highly technical automated type, equipped with vastly different machinery.

To safely and efficiently man these modern vessels, new skills are required on the part of our members—and in view of this—the black gang rating of QMED is becoming more and more essential every day.

To insure that we will always have a

sufficient number of qualified QMED's to meet commitments to our contracted companies, the SIU instituted a QMED upgrading program at the Lundeberg School in Piney Point.

Since the inception of the program in June, 1972, 175 Seafarers have received their QMED ratings—151 of these in 1973 alone.

So far this year, 14 Seafarers have received the rating and 35 additional Seafarers are presently enrolled in the program.

We must continue to increase our participation in this program—and all eligible black gang members are strongly urged to take part in the course.

## Letters to the Editor



HISTORIC PRESERVATION

## Thanks for Support

For several years now, the Department of Health, Education and Welfare has been trying to close all USPHS hospitals. During that time our friends and beneficiaries have been supporting us in our efforts to remain open. Your Union has been tireless in the U.S. Congress for our cause.

As a direct result of this active support, we will remain open by virtue of Congressional mandate—and in addition, plans are underway to upgrade our facilities. All our specialty clinics are being strengthened and we will shortly be able to provide a Pediatric Clinic.

We feel confident that we can again provide our patients with the best in modern medical care.

I am delighted with this change in our situation, and may I take this opportunity to thank you for your help and support through a difficult time.

Sincerely,

Milo O. Blade, M.D.  
USPHS Medical Director  
Boston, Mass.

## Taking Care of Members

I am very grateful for being a member of such a fine union with a Welfare Plan that can't be beat for taking care of its members. I want every member to know how great it is to be taken care of when you become disabled or retire. My very best regards to the union.

Respectfully yours,  
George K. Marianneaux  
Plaquemine, La.

## Back in Touch

About three months ago, I wrote a letter to the Union requesting assistance in locating my brother, Seafarer Roger P. Coleman. Thanks to the ad run in the Personals section of the LOG, we are back in touch after six years. It was a wonderful Christmas present.

Sincerely,  
Jame. G. Coleman  
Annandale, Va.

February 1974 Volume XXXVI, No. 2

**SEAFARERS LOG**

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

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11211. Tel. 499-6500. Second class postage paid at Brooklyn, N.Y.

## Brooklyn Ship's Committee



Committee members of the containership *Brooklyn* gather for a photo in the crew messroom at the ship's last payoff in Port Elizabeth, N.J. They are, from the left; F. Carmichael, steward delegate; Nicholas Bechlivamis, ship's chairman; Andy Pickur, deck delegate, and Ola Stornes, educational director. The *Brooklyn* carries 360 containers.

## Lack of Vital Information Delays Welfare Payments

There is nothing more discouraging to the members or frustrating to the SIU Welfare and Pension Department when welfare, pension or death benefit payments are not processed and paid promptly. In many cases this causes hardships not only to the member, but to his family when he is at sea.

Last month, there were 291 SIU welfare and pension claims received at Union headquarters which could not be processed because they lacked some information necessary for trustee approval.

In most cases, either doctor or hospital bills were not included with the claim forms. Other documents which are frequently missing are: notarized death certificates, birth certificates, marriage licenses, Medicare statements, certified funeral bills, discharges, and income tax returns when proof of support of adopted or step-children is required.

Other information which is often not included and which delays processing of claims are the doctor's social security number or the hospital's identification number.

When a welfare, pension or death benefit claim is received without all necessary documents and information, the Welfare and Pension Department will write to the member or his dependent three times requesting the document or information. If the information is not supplied after the third letter, the claim

is filed pending further communication from the member.

One way that members can help to speed up the processing of dependent claims while they are at sea is to leave a claim form—with the front page filled out with all necessary information—at home together with copies of all discharges for the previous and current year, and the name of the ship they are currently aboard.

The member should also instruct his wife or other eligible dependent on the necessary documents, such as bills, and other information they must have when sending the claim into the SIU Welfare Department. The member should also show his dependents how to fill out the claim form completely.

The SIU Welfare and Pension Department makes every effort to process all claims promptly and urges Seafarers to cooperate by taking the time to make certain that their claim forms are filled out properly and that all necessary documents are included.

Members or their dependents who require assistance in filling out claim forms should go to the nearest Union hall.

Seafarers can also obtain a copy of "SIU Surgical, Pension and Welfare Benefits for Seafarers" from any Union hall or by writing to: Seafarers Welfare & Pension Department, 275 20th St., Brooklyn, N.Y. 11215.

## Delayed Benefits

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

Name	Soc. Sec. No.	District
R. Sherman	504-24-7800	A&G
R. Bray	229-62-7351	UIW
J. Rose	018-22-0353	A&G
C. Williams	274-32-1039	UIW
E. Mann	231-01-3903	IBU
W. Antry	416-30-0527	A&G
J. Raymond (Pensioner)	065-05-9500	A&G
H. Lindsey	567-64-0366	IBU
J. Ward	431-50-6368	IBU
B. Gardoza	094-12-8394	A&G
J. Moran	428-24-8508	A&G
J. Moore	437-60-2868	A&G
E. Reid	086-50-8629	UIW
E. Ervin	212-46-1398	UIW
S. H. An	220-72-3794	UIW

## 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.

## McLean Committee



The *Sea-Land McLean*, following another smooth European run, paid off in Port Elizabeth, N.J. on Feb. 4. Committee members aboard the *McLean* are, standing from the left; C. Ayala, steward delegate; Luis Perez, deck delegate, and R. Sadowski, secretary-reporter. Seated is John Hunter, ship's chairman.

# Seafarer Engelund Knew The Sea Would Be His Life

Looking back, Seafarer Clayton Engelund believes that it was inevitable that he would make the sea his life and career. As he reminisced about his boyhood, growing up on a farm in rural Wisconsin and later working as a lumberjack in the hardwood forests of Wisconsin and Minnesota, he said, "I guess I always had it in the back of my mind that one day I would go to sea."

Seafarer Engelund, who now sails as bosun and able-seaman, was born in Phelps, Wisc. after his parents migrated to this Scandinavian farming community from Norway.

At the age of 17, shortly after the attack on Pearl Harbor, he enlisted in

the Navy and saw action in both the Atlantic and Pacific war areas. During the Normandy invasion, Seafarer Engelund was aboard the destroyer *USS Manley* when she was hit by shore batteries and sunk.

He was among only 15 who survived and were picked up by a nearby escort vessel.

For 11 years after receiving an honorable discharge from the Navy, he worked as a laborer and truck driver, but in 1956, as he put it, "I finally made up my mind to go to sea."

He joined the SIU that year in the port of Wilmington and has been an

active Union member even since, serving many times as ship's chairman and deck delegate.

In 1965 he took part in the SIU's support of the New York City welfare workers strike.

Seafarer Engelund is a professional seaman who spends eight to ten months at sea and then visits his father, Clarence, who is now living in Reno, Nev.

He says he plans to continue sailing as long as he is able, and he has now applied for the Bosuns Recertification Program.

Seafarer Engelund recently completed a three-month trip aboard the *National Defender* (Vantage Shipping) sailing as AB. The ship paid off in Paulsboro, N.J. after a voyage to Russia and Libya.



Seafarer Clayton Engelund, right, talks about the Bosun Recertification Program with 'Chris' Christenberry, who graduated from the program, during a payoff of the *National Defender*. Seafarer Engelund sails as bosun and AB and has also applied for the Recertification Program.

## Personals

### Daniel O'Rourke

Please contact your father as soon as possible at 29 Firsraig, Cantril Farm, Liverpool 28, England.

### Kenneth C. Adams

Please contact your wife, Mary, as soon as possible at 15101 Old Columbia Pike, Burtonville, Md. 20730.

### William B. Scott, Jr.

Contact your father as soon as possible at 5917 Cable Ave., Camp Springs, Md. 20023.

### William R. Dawson

Please contact Marvin Dawson, Jr. as soon as possible at P.O. Box 322, Mayo, Md. 21106.

### R. Groben, Jr.

Your father wishes that you contact him as soon as possible at 521 Sunset Way, Juno Beach, Fla. 33408.

### William Sidney Brown

Please contact Mrs. Helen Cooper at P.O. Box 323, Abita Springs, La. 70720.

### Charles Klawitter

Contact the Veterans Administration Regional Office as soon as possible at Sixth & Lenora Building, Seattle, Wash. 98121.

### Kenneth Nelson Davis

Please contact your brother-in-law, Wilbur M. Shavender as soon as possible at 5416 Brinkwood Ct., Richmond, Va. 23224.

### Vincent Vanzenella

Please contact Mrs. T. Vanzenella as soon as possible at 156 Somers St., Brooklyn, N.Y. 11233.

### Arnold Purgyee

Please contact your wife at Box 14, Beatty, Nev. 89003.

### Cecil Osborne

Please contact your wife, Constance, as soon as possible at 4371 6th St., Egoise, Mich. 48229.

### Lionel Duncan

Please contact your mother as soon as possible by calling 366-4484.

### Mack Bolan

Your friend, Dan Gifford, wishes you to contact him whenever possible c/o 2011 Dauphine #3, New Orleans, La. 70116.

### Howard Crenshaw

Please contact Ms. D. Sanchez as soon as possible at 18th St. #1348, Puerto Nuevo, Puerto Rico 00920.

### Jack Kingsley

Please contact W. M. Wallace concerning your tape equipment at 112 Simpson Ave., Daytona Beach, Fla. 32018, or call 904-767-1940.

### Luis Lopez Cruz

It is very important that you contact your sister Rosa immediately. Her phone number is: 492-5724.

### Tony Escoto

Contact your brother, Salvador, as soon as possible at 225 Douglas Dr., Harahan, La. 70123, or call 737-0910.

## SL-7s Smash Speed Records

The SIU-manned ships of Sea-Land's SL-7 fleet have broken all existing transatlantic and transpacific speed records for cargo ships since they came into service a year ago.

These ships are now the fastest cargo vessels afloat.

Below is a chart outlining dates, times and speeds of these new records.

Vessel	Arrival Date	From	To	Time	Average (Knots) Speed	Distance (Nautical Miles)
SEA-LAND GALLOWAY	Oct. 6, 1972	Bishop Rock	Ambrose Light	4 days, 17 hrs, 17 min.	31.07	3,210
SEA-LAND GALLOWAY	Oct. 14, 1972	Ambrose Light	Bishop Rock	4 days, 13 hrs, 17 min.	26.37	2,879
SEA-LAND McLEAN	May 4, 1973	Bishop Rock	Ambrose Light	3 days, 21 hrs, 5 min. (20 hrs, 12 min. off GALLOWAY'S record)	32.71	3,045
SEA-LAND McLEAN	May 8, 1973	Ambrose Light	Bishop Rock	3 days, 20 hrs, 30 min.	33.005	3,053
SEA-LAND COMMERCE	May 27, 1973	Seattle (Race Rock, B.C.)	Kobe (Shionomisaki)	5 days, 23 hrs, 30 min. (36 hrs. off previous record)	30.82	4,424
SEA-LAND COMMERCE	June 10, 1973	Yokohama (Nojima-zaki)	Seattle (Race Rock, B.C.)	5 days, 9 hrs. (2 days, 1 hr, 54 min. off previous record)	32.62	4,208
SEA-LAND COMMERCE	July 6, 1973	Yokohama (Nojima-zaki)	Long Beach (Pt. Fermin)	6 days, 1 hr, 30 min. (1 day, 11 hrs, 12 min. off previous record)	33.26	4,840
SEA-LAND GALLOWAY	July 11, 1973	Oakland (San Francisco Pilot Station)	Yokohama	6 days, 37 min. (1 day, 23 hrs, 23 min. off previous record)	31.16	4,507
SEA-LAND GALLOWAY	July 20, 1973	Yokohama (Nojima-zaki)	Oakland (San Francisco Pilot Station)	5 days, 20 hrs, 34 min. (1 day, 18 hrs, 36 min. off previous record)	32.34	4,546
SEA-LAND EXCHANGE	July 29, 1973	Ambrose Light	Bishop Rock	3 days, 18 hrs, 2 min.	33.21	2,952
SEA-LAND EXCHANGE	Aug. 20, 1973	Bishop Rock	Ambrose Light	3 days, 14 hrs, 54 min.	33.54	2,912
SEA-LAND TRADE	Aug. 24, 1973	Yokohama	Seattle	5 days, 6 hrs.	32.75	4,126

## Tallulah Ship's Committee



The Ship's Committee of the *USNS Tallulah* assembled Feb. 8 below deck at Sun Oil Dock, Marcus Hook, Penn. In the back row from left are: C. Rich, ship's secretary-reporter; K. Gahagan, ship's chairman; R. Carter, deck delegate; T. Jones, educational director. In front is R. Mahlich, engine delegate. The *Tallulah* is one of 13 tankers under charter from the Navy to SIU-contracted Hudson Waterways.

## Attention All Seafarers

A number of official SIU dues receipt books have been reported missing or stolen from the warehouse in Brooklyn, N.Y. following delivery by the printer.

All members are cautioned not to pay any Union obligations to anyone other than a patrolman or other Union representative carrying the proper credentials.

Missing receipts can be identified as being in the following series of numbers: J-21,001 to J-24,000 and J-108,001 to J-110,000.

A Seafarer approached by anyone with these receipt numbers should immediately report the incident to the nearest SIU port agent.

## Ancient Deep Sea Fishermen

# World's Earliest Seafarers Are Found in a Greek Cave

American archeologists digging in a cave near Koilada, Greece, have unearthed signs that the world's earliest seafarers sailed the surrounding seas from around 7,500-7,000 B.C., almost 1,000 years before ocean voyages by man were previously believed to have taken place.

Clues to the existence of seafaring navigation from the cave, inhabited by humans continuously from 20,000 B.C. to 3,000 B.C., were dug up by scientists, who regard this unique underground home in southern Greece as the major Stone Age find in the Old World.

For the last six years 30 archeologists from Indiana University led by Dr. Thomas W. Jacobsen have dug pits in the floor of the cave revealing layers of human habitation during different ages. Ages are determined by radiocarbon count.

The clues to the early seafarers were the discovery of large fish bones and the finding of obsidian, a glassy volcanic stone, under the 7,000 B.C. layer. Obsi-

dian stone was used to make Stone Age tools as it can be chipped into a fine cutting edge.

Since the only local supply of obsidian in the area then came from the uninhabited Aegean Sea island of Melos, an extinct volcano 75 miles southeast of the cave, the scientists put two and two together coming up with the theory that the cave dwellers had boats.

The large fish bones found in the cave clinched the argument. Before 7,500-7,000 B.C. the cavemen fished offshore because only small fish bones were found in the older layers of the diggings. Then in the 7,500-7,000 B.C. layer large fish bones were dug up giving the archeologists the evidence that the seafarers went deep sea fishing for tuna in the Aegean Sea.

The cave where humans lived 22,000 years ago is at the end of the northern arm of the Gulf of Argolis, southeast of Nauplia. Archeologists have set up their base in the fishing village of Koilada across a shallow bay from the cave.

## Missouri Ship's Committee



The ship's committee on the *Missouri* (Meadow) gathers below deck during a payoff. They are, from left: L. Burnett, steward delegate; Hulon Ware, engine delegate; D. Penton, deck delegate; W. J. Miles, secretary-reporter; V. Burnell, educational director, Sylvester Manardo, chairman.

## Trans Columbia Committee



The ship's committee on the *Transcolumbia* (Hudson-Waterways) gathered below deck after a run to the Far East, Vietnam and Japan. From left to right seated are: W. Holland, educational director; A. Otremba, chairman; E. Anderson, deck delegate; H. Fielder, secretary-reporter. From left to right standing are: S. Torres, steward delegate; J. Forque, engine delegate.

## Fort Hoskins Committee



The ship's committee on the *Fort Hoskins* (Cities Services) below deck for a payoff after an East Coast and Texas run. From left to right, back to front are: T. Gutierrez, steward delegate; J. Recile, secretary-reporter; L. Almodovar, engine delegate; N. Kouloumoundras, educational director; S. Krawczynski, deck delegate.

## Jacksonville Ship's Committee



The ship's committee on the *Jacksonville* (Sea Land) assembled below deck during a payoff when the ship docked at Port Elizabeth, N.J. after a run from Puerto Rico. They are from left: A. Seda, secretary-reporter; I. Garcia, steward delegate; P. Konis, chairman, W. R. King, engine delegate.

## The Seafarer's Bookshelf

**"Shipping Out" by Mariam G. Sherar, published by Cornell Maritime Press, Inc., Cambridge, Md., 1973, 84 pages.**

A sociological and psychological study of American merchant seamen, this short book was written by a professor of sociology at Long Island University in Brooklyn, N.Y. Besides being a sociologist—who ever since childhood has been interested in the sea—Mariam G. Sherar is also the wife of a merchant seaman.

Her husband William D. Sherar is an SIU member who sails in the engine department. Brother Sherar joined the union in 1946 in the Port of Baltimore and sails as a fireman-oiler. Born in Paul's Valley, Okla., he and his wife make their permanent home in Cherryfield, Me.

"Shipping Out" is an interesting and enjoyable book in which Mrs. Sherar discusses such topics as "Why Men Go to Sea", "To Marry or Not", "Woman, Female, Wife."

She also deals with the problem of alcoholism among seamen and the role that "The Bar" plays in his life.

Some of the other chapters discuss "The Ship" itself while there are separate chapter on tankers and containerships.

Mrs. Sherar has researched such areas as "Seamen and Health" and "Social Service and the Seaman."

Because of the dangers that seamen face in their line of work, Mrs. Sherar has also included a chapter on "Folkways, Myths, Superstitions" which discusses the superstitions and other notions in which sailors have come to believe.

Often recurring in Mrs. Sherar's study is the theme of loneliness. "A seaman's life is a lonely one," she says in the Preface to "Shipping Out." "In a world where alienation and anomie are becoming commonplace words, the seaman's life has always been one of loneliness and alienation."

She also adds, however, that "... the very factors that make it lonely also contribute to making it dynamic and eventful." All the factors "that prevent permanency," also "create change, and this is the life-giving force for the seaman. His job carries him over the world, and to all of its ports. Upon his shoulders rests the responsibility of ship, cargo, passengers and fellow-shipmates."

Seafarers should find "Shipping Out" absorbing reading since it deals directly with them—their lifestyle and their work. Whether or not Seafarers agree with everything in the book, it may help to give them some further insight into their lives.

# New 'A' Book Members

## 'A' Seniority Upgrading Program

### Full Book Upgrading Insures SIU's Future

The SIU's "A" Seniority Upgrading Program is insuring the future of our Union by providing our new full-book members with a solid understanding of the maritime industry, a better appreciation of their responsibilities aboard ship and a deeper insight into our Union.

This month, five more Seafarers achieved their full books and took the oath of obligation at the general membership meeting at Union headquarters. They are Seafarers Timothy Burke, William Davis, Joseph Kundrat, Thomas Vain and David Gower. This brings to 72 the number of members who have

attained full-book status since the program was initiated last year.

The program was developed with two objectives in mind: to continue the SIU's tradition of providing its contracted companies with the best-trained and most-qualified seamen in the nation, and to give those who participate in the program a better understanding of the problems we face and the need for their involvement in meeting those problems.

On this page, the new full-book members tell in their own words what the "A" Seniority Program has meant to them.



**Timothy H. Burke**

Seafarer Timothy Burke joined the SIU in 1968 after completing training at the Harry Lundeberg School. He served two years in the Navy where he rose to the rank of quartermaster. After his discharge, he returned to Piney Point where he upgraded to able-seaman. Seafarer Burke ships out of the port of New York.

I have had the opportunity to ride both Great Lakes and deep-sea ships and I have learned through experience that the merchant marine is a vital asset to the United States.

The SIU operates the Harry Lundeberg School. This school is—through its educational and upgrading programs—the ladder to success, not only for the young trainees, but for all Seafarers who have the desire to better themselves.



**Thomas J. Vain**

Seafarer Thomas Vain joined the SIU in Baltimore after graduation from the Andrew Furuseth Training School in 1963. He sails as able-seaman and ships out of the port of Baltimore. He lives in Fayetteville, N.C. with his wife Patsy.

Since I arrived at headquarters, I have been continually enlightened about our Union's goals and ambitions. I have been amazed to see how efficiently every operation of our Union is coordinated. We seem to have the highly-trained personnel and the sophisticated machinery it takes to make things run smoothly.

The more I see and hear, the more I know our Union is on the right course. It is easy to see why we are number one among the maritime unions in the country.



**Joseph J. Kundrat**

Seafarer Joseph Kundrat has been sailing with the SIU since 1966 and ships as chief cook and chief steward. He was certified to ship as chief steward in 1971. Seafarer Kundrat lives in Westminster, Md. with his wife Ann and sails out of the port of Baltimore.

I waited a long time for this opportunity to upgrade to "A" seniority. I learned a lot at my stay in Piney Point, and I learned still more at headquarters. In both places, all my questions were answered.

Before this, the officials of the Union were only names I had heard, but after meeting and talking with them I know the leadership of my Union is in good hands. They never hesitated to answer any questions asked of them.

Politics is very important to the maritime industry and our friends in Congress need our support. We do that with SPAD. The Maritime Defense League is also important to protect the rights of our members and defend them when they are in trouble because of helping our Union.

I would use any educational program offered by the Union, and right now I am waiting for the Stewards Recertification Program.



**David J. Gower**

Seafarer David Gower joined the Union in 1967 and sails as chief electrician. He retired from the U.S. Navy after serving a 20-year hitch from 1942 to 1962. He also served in the U.S. Air Force. Seafarer Gower now lives in Oklahoma City, Okla.

The past month has really been an experience for me and I just hope all the other Brothers gained as much as I have.

I learned a great deal both in Piney Point and at headquarters. In Piney Point I could hardly believe what I saw. I saw training programs there that I never knew we had. When people realize that the future of our Union is coming out of Piney Point they will have a different point of view.

In New York, I saw all of our operations and things I never realized we had, including a data processing center where all of the records of our Union and the members are kept.

I can really say that I am proud to have had the chance to go through this program and be upgraded to a full book member. I have not only gained better job security, but I gained a better understanding of our Union.



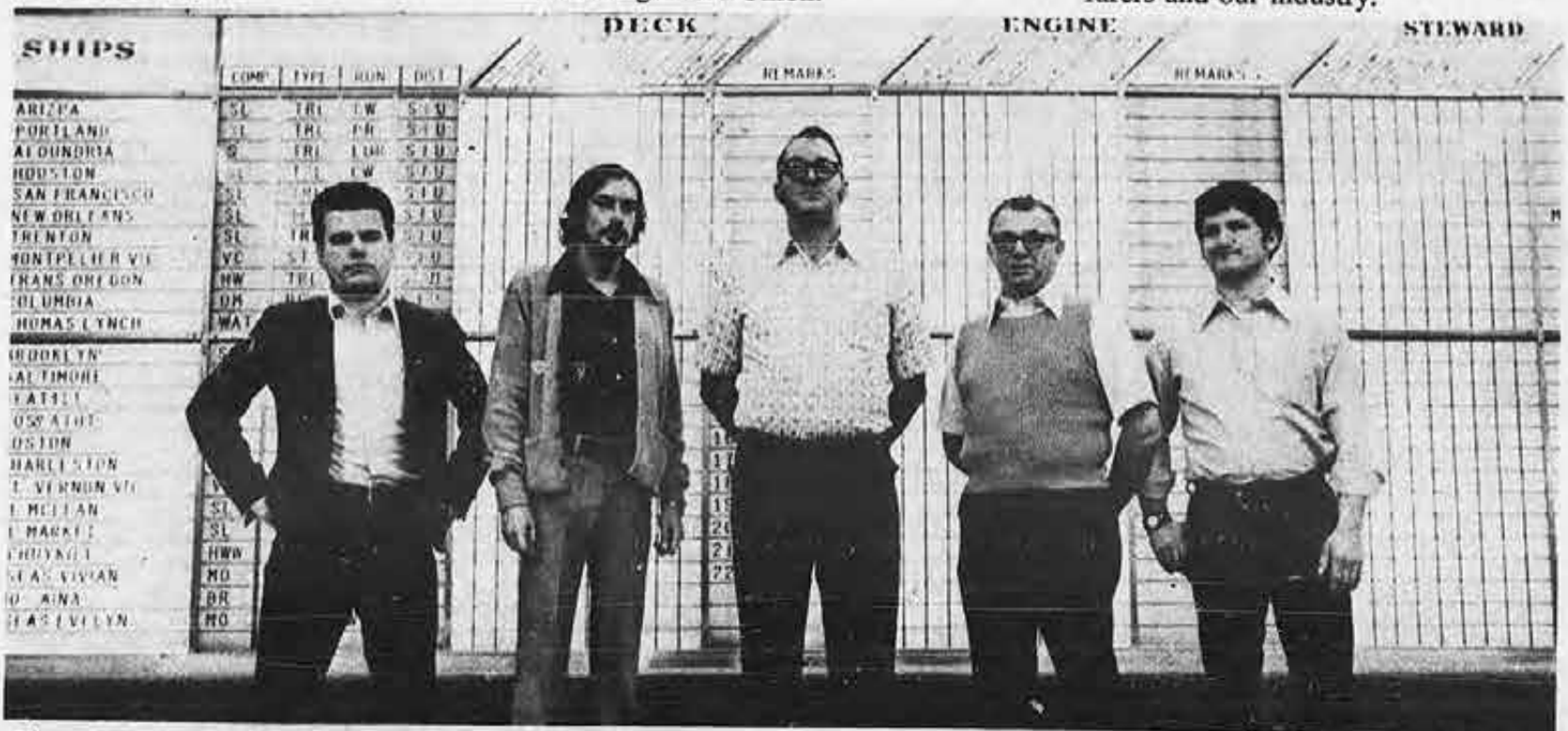
**William L. Davis**

Seafarer William Davis is a graduate of the Harry Lundeberg School and joined the Union after graduation in 1971. Seafarer Davis had more than three years seetime with the Navy before attending the school, and achieved his able-seaman endorsement while he was in training. Seafarer Davis, whose last ship was the Falcon Duchess (Falcon Carriers), sails out of New York.

I have learned a great deal since I had the opportunity to go through this upgrading program. Attaining my full book is a goal I wanted to achieve because being a member of the SIU is a very important part of my life. I am very proud to be a part of an organization that is prepared for a changing and challenging industry.

I have acquired some real knowledge of our Union. In Washington, I saw our Union's political power and I understand better the importance of SPAD. In New York, I got a better understanding of the operation of our Union by actually seeing it in operation.

I feel now that I can do more on my part to help my Brothers better understand the problems that face the Seafarers and our industry.



Five more Seafarers achieved full-book status this month after completing the SIU "A" Seniority Program and graduating at the membership meeting at headquarters Feb. 4. From left are Seafarers Thomas Vain, William Davis, David Gower, Joseph Kundrat and Timothy Burke.

# New SIU Pensioners



**William A. Durapau, Jr.**, 46, joined the SIU in the port of Houston in 1959 sailing in the deck department. Brother Durapau was born in Arabi, La., and is now a resident of New Orleans with his wife, Camille. He's a Navy veteran of World War II and pilots a plane as a hobby.



**Ralph Hernandez**, 66, joined the SIU in 1944 in the port of San Juan, Puerto Rico, sailing in the steward department as a chief steward last on the *Overseas Carrier* (Maritime Overseas). Born in Ponce, Puerto Rico, he now lives in Queens, N.Y. with his wife, Carmen. Brother Hernandez walked the picket line in 1962 in the Robin Line strike. He also won a safety award in 1960 aboard the *SS Elizabeth*.



**Harold P. Ducloux**, 57, retired to his native Mobile with his wife Estella after a long career with the SIU. Brother Ducloux who was certified to sail as chief steward joined the SIU in the port of Mobile in 1938. Brother Ducloux took an active part in an SIU organizational drive in 1961.



**George Kalimitridis**, 65, joined the SIU in 1955 in the port of New York sailing in the engine department. Born in Greece, Brother Kalimitridis is a resident there with his wife, Ouraina and sister, Marika.



**Samuel G. White**, 61, joined the SIU in the port of New York in 1952 sailing in the steward department. Born in South Carolina, Brother White resides in New York City. He was a Safety Award winner in 1960 for an accident-free six months aboard the *Steel Architect* (Isthmian). He also walked the picket line in the 1961 strike.



**Charles N. Bailey**, 62, joined the SIU in 1946 in the port of New York sailing in the deck department as an AB. Born in Barbados, the British West Indies, Brother Bailey resides in Mobile with his wife, Olinell; daughter, Linda and son, Ollie.



**John L. Gibbons**, 58, joined the Union in 1939 in the port of New York sailing in the steward department as a cook last on the *Sea-Land Commerce*. Brother Gibbons has sailed since 1932. Born in Virginia, he now lives in Brooklyn, N.Y. with his daughter, Julia. He walked the picket line in the N.Y. Harbor strike in 1961.



**James W. Williams**, 64, joined the SIU-affiliated IBU in the port of Norfolk in 1962 sailing in the deck department as a captain for the Stone Towing Line for 43 years. Brother Williams also worked for the Wilmington, N.C. Shipyard from 1944 to 1946. Born in Georgia, he is now a resident of Wilmington with his wife, Lillian.



**Gordon Chambers**, 52, joined the SIU in 1943 in the port of New York sailing in the engine department. Brother Chambers was born in the Bronx, N.Y. and now lives in San Francisco.



**Joseph V. Perry**, 63, joined the SIU in the port of Elberta, Mich., in 1954 sailing in the deck department for 38 years. Brother Perry sailed for the Ann Arbor Railroad Co. in 1964-5. Born in Maywood, Mich., Brother Perry now resides in Frankfort, Mich., with his wife, Evelyn and his son, Fred.



**Elwood M. Orcutt**, 62, joined the IBU in the port of Houston in 1957 sailing in the steward department as a cook for the G & H Towing Co. from 1953 to 1973. Born in West Virginia, Brother Orcutt lives in Kingsville, Tex., with his wife, Delphine; five daughters, Shirley, Pamela, Tina, Sheree and Ruth and two sons, Wilber and Donald. He is an Army veteran of World War II.



**Earl R. Harrison**, 61, joined the Union in the port of New York in 1957 sailing in the steward department as a chief cook. Brother Harrison was born in Mansfield, Mass., and now resides in Sebring, Fla. with his wife, Dorothy.



**Jesus G. Fernandez**, 65, joined the Union in 1940 in the port of Tampa sailing in the steward department. Brother Fernandez is a native of Spain. He resides in Tampa with his wife, Isabel.



**Heinrich Viik**, 63, joined the Union in 1943 in the port of New York sailing in the engine department. Born in Estonia, Brother Viik lives in Baltimore with his wife, Lucille. He walked the picket line in the 1961 N.Y. Harbor strike.



**Pastor Delgado**, 65, joined the SIU in 1945 in the port of New York sailing in the engine department. Brother Delgado was born in Puerto Rico. He lives in Brooklyn, N.Y. with his wife, Aurelia.



**Wesley P. Jackson**, 64, joined the Union in the port of Baltimore in 1955 sailing in the deck department. Brother Jackson was born in Louisiana and is a resident of New Orleans. He is a pre-war Navy veteran.



**Lester C. Clark**, 60, joined the Union in 1941 in the port of Norfolk sailing in the deck department. Brother Clark is a native of Pennsylvania. He now resides in Morristown, N.J. with his wife, Frances.



**George S. Chance**, 65, sailed as carpenter and joined the SIU in the port of Savannah in 1951. Seafarer Chance now resides in Augusta, Ga.



**James C. Flanagan**, 63 joined the SIU in 1946 in the port of New York sailing in the deck department. Brother Flanagan is a native of New York City and now lives in Houston with his wife, Gertrude. He's an Army veteran of World War II.

## Last Trip Home



Retiring Able-seaman Jesse D. Wiggins (seated left) puts his oar into the fight by picking up his new \$20 SPAD certificate from SIU Patrolman Teddy Babkowski (right) at payoff time aboard the *Columbia* (Ogden Marine) Jan. 16 in Stapleton, S.I., N.Y. Seafarer Wiggins joined the Union in 1944 in the port of New Orleans and now resides in Andalusia, Ala. The trip from India and South Africa was the last one for Brother Wiggins before he retired on SIU pension.

## MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	March 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	March 5	2:30 p.m.	7:00 p.m.	7:00 p.m.
Baltimore	March 6	2:30 p.m.	7:00 p.m.	7:00 p.m.
Norfolk	March 7	—	7:00 p.m.	7:00 p.m.
Detroit	March 8	2:30 p.m.	—	—
	March 11	—	5:00 p.m.	—
Houston	March 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	March 12	2:30 p.m.	5:00 p.m.	—
Mobile	March 13	2:30 p.m.	5:00 p.m.	—
San Francisco	March 14	2:30 p.m.	—	—
Columbus	March 16	—	—	1:00 p.m.
Chicago	March 12	—	5:00 p.m.	—
Port Arthur	March 12	—	6:00 p.m.	—
Buffalo	March 13	—	5:00 p.m.	—
St. Louis	March 14	—	5:00 p.m.	—
Cleveland	March 14	—	5:00 p.m.	—
Jersey City	March 11	—	5:00 p.m.	—

**Politics is Porkchops  
Donate to SPAD**

**Second of Three New LASH Vessels**

# SS Stonewall Jackson Is Launched

Launching of a new LASH vessel, the *SS Stonewall Jackson* (Waterman) Dec. 15 into the Mississippi River at Avondale Shipyards in New Orleans, shows the impact of SPAD (Seafarers Political Activities Donation) and the Merchant Marine Act of 1970.

Donations to SPAD enabled the SIU to gain support in Washington, D.C., for passage of the 1970 Merchant Marine Act. It was through this Act that the Waterman Steamship Corp. built the *Robert E. Lee* in 1973, the first ship the company has had constructed since World War II and the first in a series of three LASH vessels being built. The SIU-contracted *Stonewall Jackson* is the second in the series.

In a telephone interview in New York City last November, Waterman's president, Edward P. Walsh, told the LOG:

"The Merchant Marine Act of 1970 was the key to our rebuilding program. We could not have gone ahead without it."

Another 893-foot LASH sistership for the company, the *Sam Houston*, is set to come off the Avondale ways sometime early this year, perhaps in February, meaning more jobs for Seafarers.

The *Stonewall Jackson* was completed four months ahead of schedule as launching was originally set for April 15, 1974.

In approximately one year, these three new ships will replace six World War II-built conventional freighters now on the run from the Gulf and East Coast to the Indian Ocean, Red Sea,



The *SS Stonewall Jackson* (Waterman) is launched sideways.

Persian Gulf, Arabian Sea and Bay of Bengal, says the company.

Capable of carrying 89 LASH barges, 18,500 miles at 22 knots, the new ships will have the largest barge capacity of any LASH vessel launched so far.

According to the designer of the LASH ships, the *Stonewall Jackson* is the 20th such vessel launched to date out of 24 LASH ships ordered by seven U.S. shipping companies.

Principal speaker at the *Stonewall Jackson* christening ceremony was the U.S. Department of Commerce's Maritime Administration deputy assistant

for maritime affairs, Howard F. Casey, who marked the launching as a "milestone" in the development of the American merchant marine.

He pointed out that U.S.-flag operators lead the world in the utilization of this new type of ocean cargo carrier.

Casey said the ability of the steam turbine-powered *Stonewall Jackson* to load and unload 2,000 tons of cargo an hour as contrasted with conventional break-bulk freighters of today which handle only 75 tons an hour, would enable U.S.-flag operators of LASH ships "to compete more effectively against their foreign-flag counterparts."

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& Inland Waters  
Inland Boatmen's Union  
United Industrial Workers

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

Dec. 27, 1973-Jan. 23, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death . . . . .	15	15	\$ 41,888.20	\$ 41,888.20
In Hospital Daily @ \$1.00 . . . . .	2,316	2,316	2,316.00	2,316.00
In Hospital Daily @ \$3.00 . . . . .	335	335	1,005.00	1,005.00
Hospital & Hospital Extras . . . . .	6	6	134.55	134.55
Surgical . . . . .	2	2	232.40	232.40
Sickness & Accident @ \$8.00 . . . . .	7,226	7,226	57,808.00	57,808.00
Special Equipment . . . . .	1	1	110.00	110.00
Optical . . . . .	193	193	4,315.55	4,315.55
Supplemental Medicare Premiums . . . . .	12	12	638.10	638.10
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras . . . . .	301	301	55,660.06	55,660.06
Doctors' Visits In Hospital . . . . .	47	47	1,543.20	1,543.20
Surgical . . . . .	99	99	11,597.30	11,597.30
Maternity . . . . .	23	23	6,300.00	6,300.00
Blood Transfusions . . . . .	6	6	281.00	281.00
Optical . . . . .	110	110	2,324.11	2,324.11
Special Equipment . . . . .	—	—	—	—
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death . . . . .	12	12	36,000.00	36,000.00
Hospital & Hospital Extras . . . . .	118	118	18,192.01	18,192.01
Doctors' Visits & Other Medical Exp. . . . .	115	115	3,807.98	3,807.98
Surgical . . . . .	8	8	1,130.00	1,130.00
Optical . . . . .	73	73	1,110.58	1,110.58
Blood Transfusions . . . . .	2	2	150.00	150.00
Special Equipment . . . . .	1	1	179.01	179.01
Meal Books . . . . .	—	—	—	—
Dental . . . . .	1	1	311.20	311.20
Supplemental Medicare Premiums . . . . .	12	12	418.90	418.90
<b>SCHOLARSHIP PROGRAM</b>				
	7	7	2,610.00	2,610.00
<b>TOTALS</b>				
Total Seafarers Welfare Plan . . . . .	11,041	11,041	250,063.15	250,063.15
Total Seafarers Pension Plan . . . . .	16	16	16,273.90	16,273.90
Total Seafarers Vacation Plan . . . . .	1,540	1,540	907,689.56	907,689.56
Total Welfare, Pension & Vacation . . . . .	12,597	12,597	\$1,174,026.61	\$1,174,026.61

Politics  
Is  
Porkchops  
Donate  
to  
SPAD

# DRUGS

## CANCEL



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

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

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

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

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

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

# SEAMEN'S

# PAPERS





**DELTA PARAGUAY** (Delta Steamship Co.), December 2—Chairman Recertified Bosun D. L. Dickinson; Secretary W. J. Miles; Educational Director H. P. Calloe. Some disputed OT in engine department. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

**OGDEN WILLAMETTE** (Ogden Marine), December 9—Chairman R. Schwarz; Secretary E. Kelly; Educational Director Mereoth; Deck Delegate L. Dueitt; Engine Delegate L. P. Wright; Steward Delegate C. Aaron. \$22 in ship's fund. No disputed OT. A vote of thanks to the steward department for the nice Thanksgiving dinner.

**TRANSONEIDA** (Hudson Waterways), December 16—Chairman J. Boland; Secretary T. Ulisse; Education Director D. L. Smith; Deck Delegate K. Puchalski; Engine Delegate F. Conway; Steward Delegate J. Silva. No disputed OT. Everything running smoothly. Next port Oakland.

**JACKSONVILLE** (Sea-Land), December 16—Chairman B. E. Swearingen; Secretary A. Seda; Educational Director W. Bland; Deck Delegate L. Rodriguez; Engine Delegate Curtis Ducote; Steward Delegate Juan Hernandez. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Jacksonville.

**IBERVILLE** (Waterman Steamship Corp.), December 30—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director Frank H. Post; Engine Delegate Joseph J. Logan, Jr.; Steward Delegate Eddie Bowers. Some disputed OT in deck department. Vote of thanks to the steward department for a fine Christmas dinner. All three departments were very cooperative in keeping the crew laundry room clean.

**TRANSOREGON** (Hudson Waterways), December 30—Chairman Recertified Bosun A. Rivera; Secretary J. DeLise; Educational Director D. Able. Told all members they should take the time and go to Piney Point and take advantage of the opportunity to upgrade themselves. A vote of thanks to the steward department for a job well done in making the Christmas preparations.

**DELTA URUGUAY** (Delta Steamship), December 23—Chairman Richard J. Blake; Secretary W. P. Kaiser; Educational Director Hugh F. Wells, Jr.; Deck Delegate G. J. Maloney; Engine Delegate Lloyd E. Schenk; Steward Delegate Francis Howard. Biaggio Famiglio hospitalized and given \$50 from ship's fund. Also paid \$5 for radiogram to inform headquarters about Biaggio Famiglio. Total in ship's fund to date \$62.93; in movie fund \$424.68. Vote of thanks to the steward department for a wonderful Thanksgiving dinner. Observed one minute of silence in memory of our departed brothers. Next port Houston.

**TRANSINDIANA** (Seatrains), December 23—Chairman A. Hanstvedt; Secretary Caudill; Deck Delegate Frank Camara; Engine Delegate Jose Guzman. No disputed OT. Observed one minute of silence in memory of our departed brothers.

**VANTAGE DEFENDER** (Vantage Steamship Corp.), December 2—Chairman Recertified Bosun Wm. R. Kleimola; Secretary J. D. Pennell. No disputed OT. Chairman stressed the importance of contributions to the Maritime Defense League. Also, he stressed the importance of filling out the welfare forms correctly and in their entirety. A vote of thanks to the steward department for an excellent job.

**SEA-LAND COMMERCE** (Sea-Land), December 1—Chairman M. Woods; Secretary R. B. Barnes. \$27 in ship's fund. Posted all communications received. Vote of thanks to the steward department for a job well done. Next port Yokohama.

**COLUMBIA** (United States Steel), December 2—Chairman John Eddins; Secretary M. S. Sospina; Deck Delegate James Rogers; Steward Delegate Jerome Prodey. Some disputed OT in engine department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

**YELLOWSTONE** (Ogden Marine), December 9—Chairman Recertified Bosun James B. Dixon; Secretary C. E. Turner; Educational Director L. Morin. \$12 in ship's fund. Some disputed OT in deck, engine and steward departments. Discussion was held on giving contributions to SPAD and how it helps everyone. A vote of thanks to the steward department for a job well done. Next port Trinidad.

**DEL ORO** (Delta Steamship), December 9—Chairman G. A. Burch; Secretary C. Shirah; Educational Director P. Thomas; Deck Delegate G. Saddy; Engine Delegate Bryden Dhlke; Steward Delegate Clarence Bewerres. \$55 in ship's fund and \$397 in movie fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Houston, Tex.

**LA SALLE** (Waterman Steamship), December 2—Chairman D. L. Parker; Secretary R. W. Elliott; Educational Director James W. Demouty. Some disputed OT in engine department. Everything running smoothly.

**ANCHORAGE** (Sea-Land), December 9—Chairman M. Sanchez; Secretary O. Smith; Educational Director W. Kaweck. No disputed OT. A special vote of thanks to brothers who operated movie projector. Everything running smoothly.

**MOBILE** (Sea-Land), December 11—Chairman A. Ahin; Secretary W. Sink; Educational Director B. Reamey; Engine Delegate Arthur Andersen. \$34.49 in ship's fund. No disputed OT. Everything running smoothly. Next port Seattle.

**THETIS** (Admanthos Shipping), December 2—Chairman Garth Durham; Secretary M. Deloatch; Educational Director R. Caldwell; Deck Delegate Frederick E. Walker; Engine Delegate Eddie Washington; Steward Delegate Charles Ussin. Some disputed OT in engine department. A vote of thanks to the steward department for an excellent Thanksgiving dinner. Next port New Orleans.

**MANHATTAN** (Hudson Waterways), December 16—Chairman R. Johnson; Secretary K. Lynch; Educational Director Dryden. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done and to the deck department for keeping the pantry clean.

**GALVESTON** (Sea-Land), December 9—Chairman Recertified Bosun Denis Manning; Secretary Gus Skendelas; Educational Director M. Stover; Deck Delegate Walter Rogers; Engine Delegate John Sullivan; Steward Delegate William Davey. \$26.65 in ship's fund. No disputed OT. Everything running smoothly. Next port Seattle.

**DELTA MAR** (Delta Steamship), December 2—Chairman J. Collins; Educational Director E. Synan; Deck Delegate I. Glass; Steward Delegate Peter Hammel. \$6.30 in ship's fund. No disputed OT. Had a discussion on a letter received from Frank Drozak, vice president regarding the manning scale. A vote of thanks to the steward department for the variety of meals served.

**SEATRAN MARYLAND** (Hudson Waterways), December 9—Chairman J. M. Ruhburg; Secretary W. J. Fitch; Deck Delegate G. Scott; Steward Delegate Albert Hendrick. Some disputed OT in deck and engine departments. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

**CITIES SERVICE MIAMI** (City Service), December 16—Chairman C. J. Frey; Steward Delegate W. G. Trice. \$2 in ship's fund. No disputed OT. Discussion was held on the opportunity members have to upgrade themselves and improve their ratings at Piney Point which would eventually aid them financially. Next port Port Arthur.

**BROOKLYN** (Sea-Land Service), December 30—Chairman N. Bechli-vanis; Secretary F. Carmichael; Educational Director O. Stornes; Deck Delegate George Alexander; Engine Delegate Leonard Bailey; Steward Delegate Alfred Allen. No disputed OT. A vote of thanks to the steward department for an excellent Christmas dinner. There was a large variety of food and everything was decorated to give a real holiday spirit.

**OVERSEAS ULLA** (Maritime Overseas), December 9—Chairman John Leskun; Secretary John S. Burke, Sr.; Educational Director Franklin Miller; Deck Delegate M. C. Cooper; Engine Delegate Joseph Collins; Steward Delegate H. Holling. \$9.50 in ship's fund. No disputed OT. All members voted to turn heat off and on as needed in view of the energy crisis. Vote of thanks to the steward department for a job well done.

**FALCON DUCHESS** (Falcon Tankers), December 31—Chairman Recertified Bosun Fred A. Olson; Secretary S. Sek; Educational Director La Roda; Engine Delegate James L. McBride. Brother LaRoda gave a thorough report and discussion on the pension plan, comparing it with other maritime unions, and explained why ours is sound and up-to-date. No disputed OT.

**ROBERT TOOMBS** (Waterman Steamship), December 9—Chairman Roy Evans; Secretary J. Prestwood; Educational Director G. Ray; Deck Delegate Joseph D. Blanchard; Steward Delegate Derrell Reynolds. \$45.90 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done on the Christmas dinner. Received Seafarers Logs in Djibouti. Observed one minute of silence in memory of our departed brothers.

## Overseas Joyce Committee



The Overseas Joyce (Overseas Oil Carriers) came in to Carteret, N.J. for pay-off after a coastwise run and was scheduled to head for Africa on her next trip. Four members of the ship's committee were on hand for a picture while the ship's chairman and education director went topside to settle beefs. From left are Robert Outlaw, secretary-reporter; Tony Nerosa, steward delegate; Rudolph Odom, engine delegate, and Richard Scherm, deck delegate.

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

**ALEX STEPHENS**  
**OGDEN YUKON**  
**MONTICELLO VICTORY**  
**BOSTON**  
**LONG BEACH**  
**PANAMA**  
**BETHTEX**  
**AMERICAN EXPLORER**  
**OVERSEAS EVELYN**  
**AMERICAN VICTORY**  
**OVERSEAS JOYCE**



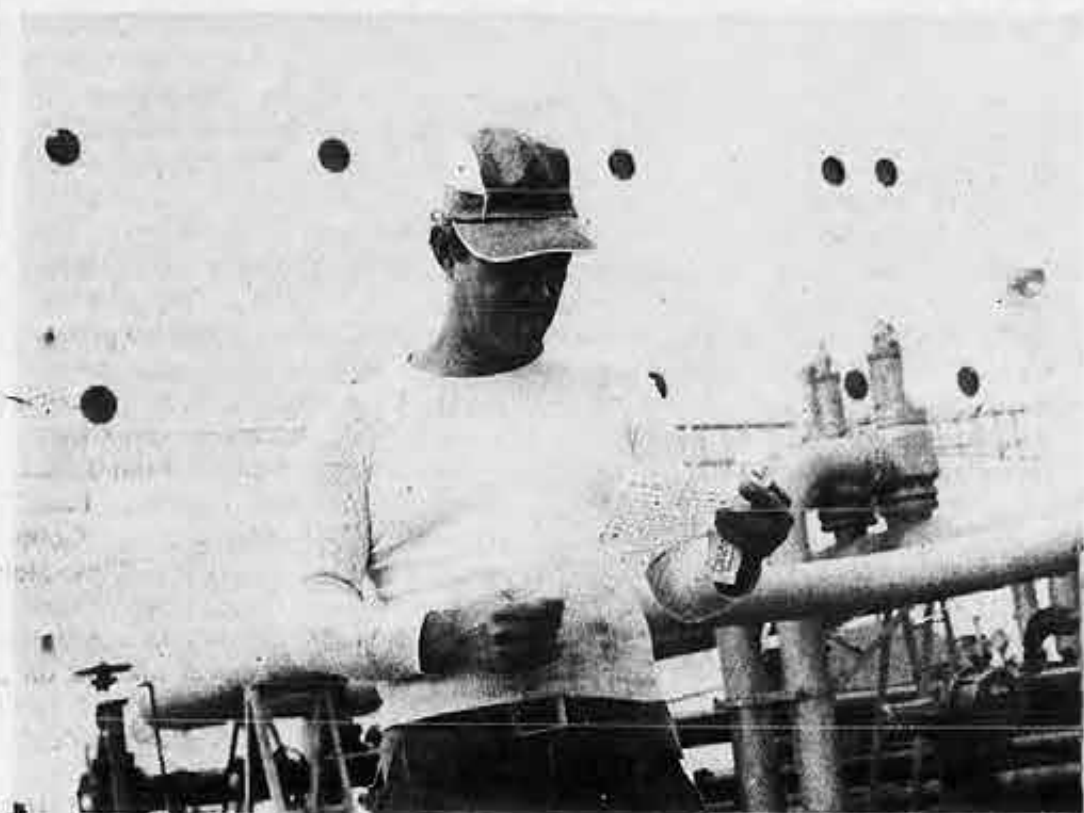
## Falcon Lady Delivers The Goods for the Navy

**B**ACK from a three-month voyage from Port Neches, Tex. to the Far East and to Bahrein in the Persian Gulf, the 37,400 dwt tanker *Falcon Lady* (Falcon Carriers) arrived for pay-off at Cartaret, N.J. with 300,000 barrels of JP-4 jet aircraft fuel.

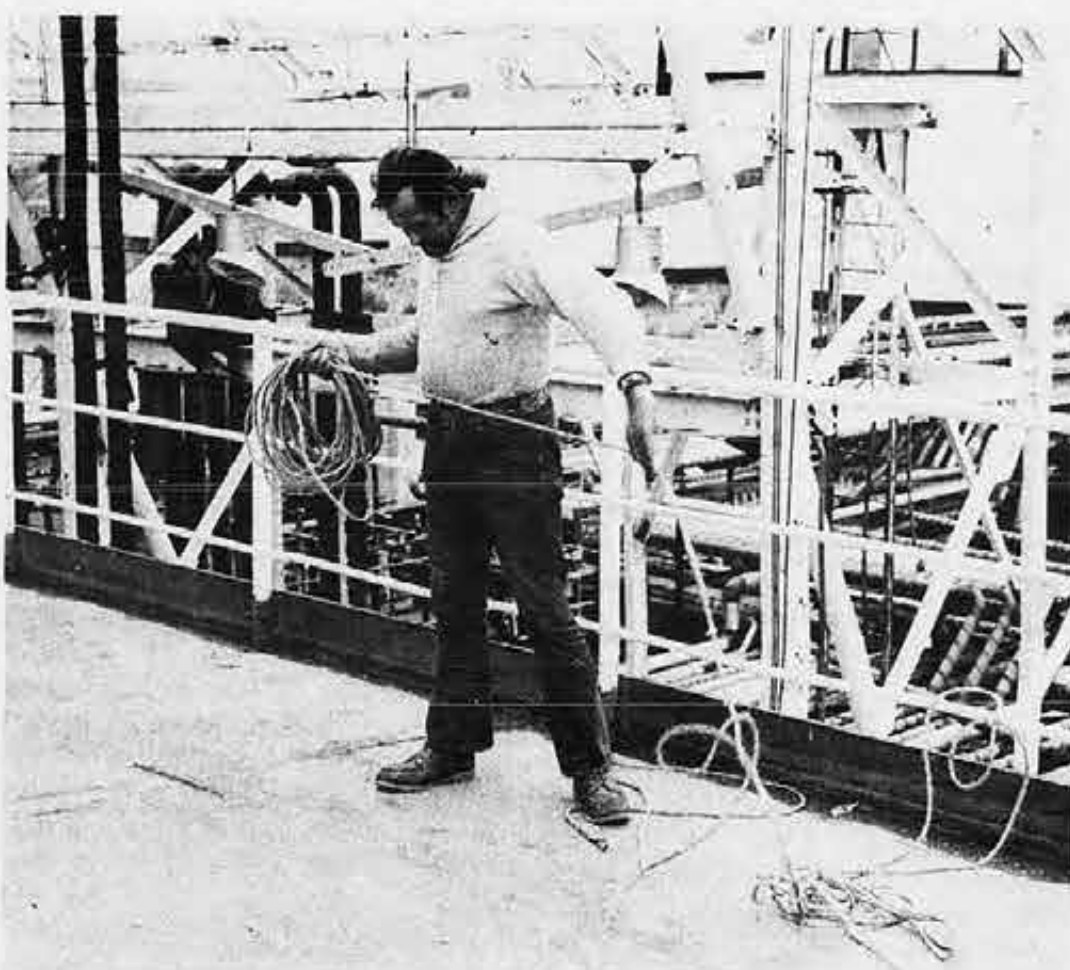
The 672-foot vessel, which is under charter to the Navy, stopped at Port Everglades and the port of Piney Point before her arrival at Cartaret.

The *Falcon Lady*, which is powered by two diesel engines, is three-years old and was the first of the four new Falcon-class tankers currently in service. She is now on her way back to Bahrein.

Utility Cook Terry Smith, who has been on board the *Falcon Lady* for six months and who was elected Ship's Chairman when Bosun Eddie "Tiny" Anderson had to get off in Yokosuka, Japan for medical reasons, reported a smooth trip back from the Middle and Far East.



Ordinary Seaman Juan Leon catches up on news from home when the mail came aboard after the ship tied up following a long voyage to the Far East.



Able-Seaman Vincent Frisinga coils up a heaving line after the ship is safely moored at the GATX Terminal in Carteret, N.J.



It was a happy reunion when Seafarer Gene Flowers, right, who was at the pay-off of the *Falcon Lady* as part of the Bosuns Recertification Program, met Chief Mate Nick Gullo. Seafarer Flowers got a third mate's license after studying at the SIU-MEBA-District 2 school in Brooklyn and Gullo was his "very helpful" instructor.



Lundeberg School graduate Mike Ingram, making his first trip as ordinary seaman since his graduation late last year, gets a demonstration on the art of tying-off a West Coast stopper hitch from veteran Seafarer John Kane who is sailing as AB as Dave Atkinson, who recently completed the Bosuns Recertification Program, looks on.



# Final Departures



**Harry D. Holdsworth**, 63, died of heart disease July 18. Born in Brimley, Mich., he resided there at the time of his death. Brother Holdsworth joined the SIU in the port of Saulte Ste. Marie, Mich. in 1961 sailing as a deck dredgeman on the Great Lakes since 1933 for the Great Lakes Dredge & Dock Co., Peter Kewitt Sons, Dunbar & Sullivan, Marine Construction Co. and Merritt, Chapman & Scott until 1963. Surviving are his widow, Genevieve; two sons, Fred and Dennis and three daughters, Mrs. Bonita Mullin, Carol and Coleen, all of Brimley.



**Charles Kodanko**, 75, succumbed to emphysema Aug. 10 after 72 days in the hospital. Brother Kodanko resided in Sister Bay, Wisc. at his death. He joined the SIU in the port of New York in 1960 after sailing on the Great Lakes since 1919 as a watchman for the Reiss Bros. Steamship Co. from 1948 to 1964. He was a U.S. Marine veteran from 1920 to 1922. Surviving are his widow, Bertha and a son, Paul.



SIU pensioner **Paul T. Gazic**, 50, died Dec. 5. Brother Gazic was born in Youngstown, Ohio, and was a resident of Houston, Tex. when he died. He joined the Union in the port of New York in 1956 after transfer from the Sailors Union of the Pacific that year. He sailed in the engine department. Surviving are a son, James and three daughters, Jeanette, Jacqueline and Suzanne of Houston.



**Leander P. Grankvist**, 69, died Feb. 13, 1973. Born in Norway, he became a naturalized U.S. citizen in 1932. He was a resident of Oelwein, Iowa at the time of his death. Brother Grankvist sailed on the Great Lakes for the Great Lakes Dock & Dredge Co. in 1969 and for Peter Kewitt Sons; Merritt, Chapman & Scott and Hannah International. Surviving is his widow, Vivian of Wadena, Iowa.



**Marvin J. Lohr, Jr.**, 45, expired Sept. 21 from a cerebral hemorrhage after he collapsed on the deck of the *Transeastern* (Hudson Waterways) while at sea. Born in Hickory, N.C., he resided in Lake Charles, La., at the time of his demise. Brother Lohr joined the Union in 1947 in the port of Norfolk sailing in the deck department. Burial was at sea. Surviving are his widow, Hildegard, and his father, Marvin J. Lohr, Sr., both of Salisbury, N.C.



SIU pensioner **Emil Herek**, 67, died of a hemorrhage in Community Hospital, Santa Rosa, Calif., Nov. 2. Born in Omaha, Neb., Brother Herek was a resident of Santa Rosa at the time of his death. He joined the Union in 1948 in the port of New Orleans sailing in the steward department for the Mississippi Steamship Co. from 1947 to 1963 and on the *Delta Sud* (Delta Lines). He had been sailing since 1937. Cremation was in Santa Rosa Memorial Park with his ashes being scattered at sea. Surviving are his widow, Louise and a son, Paul of Alhambra, Calif.



**Donald J. French**, 47, died Dec. 5. Born in Hackensack, N.J., he resided in Houston, Tex. at his death. Brother French joined the SIU in the port of New York in 1967 sailing in the engine department last on the *USNS Pecos* (Hudson Waterways) and the *SS Yellowstone* (Rio Grande Transport). He was an Army veteran of World War II. Surviving are his widow, Christine; a son, Robert, and a daughter, Catherine.



SIU pensioner **Harry J. Cronin**, 70, passed away Dec. 11 of cancer in Long Beach (Calif.) Memorial Hospital. A native of New York City, he was a resident of the Wilmington Rest Home in Wilmington, Calif. at the time of his death. Brother Cronin joined the SIU in 1941 in the port of New York sailing in the steward department. He had been sailing since 1919. He was on picket duty in Baltimore in 1961. Interment was in All Souls Cemetery, Wilmington. Surviving are his brother, Edward; a sister, Mrs. Kathleen F. Konko of New York City; a stepsister, Mrs. Patricia Allen of San Pedro, Calif., and a nephew, William E. Hart of Wilmington.



SIU pensioner **Clyde F. Culpepper**, 73, died Nov. 13 of cardiac arrest in the USPHS hospital in New Orleans. Born in Birmingham, Ala., he was a resident of New Orleans when he passed away. Brother Culpepper joined the SIU in 1954 in the port of New York and last sailed aboard the *Steel Voyager* as a chief electrician. He was on the picket line in the Wall Street strike in New York City. Seafarer Culpepper also won a personal safety award aboard ship. Surviving is his widow, Ida.



SIU Pensioner **James A. Johnson**, 61, died of pneumonia Nov. 9 in the USPHS hospital in Norfolk. Born in Southmount, N.C., he resided in Lexington, N.C., at his death. Brother Johnson joined the SIU in the port of Baltimore in 1960 sailing in the steward department last on the *SS Bethtex*. Surviving are his widow, Eula and two daughters, Jana and Rebecca.



**Joseph A. Kozyra**, 57, died of a coronary occlusion in Erie, Pa. Sept. 29. Born in Wilkes-Barre, Pa., he resided there at the time of his death. Brother Kozyra joined the Union in the port of Detroit in 1960 sailing in the deck department as a bosun on the *Joseph S. Young* (American Steamship Co.) on the Great Lakes. Burial was in St. Stanislaus Cemetery, Luzerne, Pa. Surviving is his mother, Anna of Wilkes-Barre.



**Francisco Fernandez**, 58, succumbed to heart failure in Tampa, Fla., Nov. 23. Brother Fernandez was a native of Tampa and made his home there. He joined the SIU in the port of Tampa in 1955 sailing in the steward department. Interment was in Myrtle Hill Memorial Cemetery, Tampa. Surviving are his widow, Herminia; three sons, Joseph, Frederick and Francis; a daughter, Herminia and a grandchild.



**James F. Slayton**, 23, died Nov. 2. Born in Arborvale, W. Va., Brother Slayton was a resident there when he passed away. He joined the SIU in the port of New York in 1970 sailing in the engine department. He was a 1968 graduate of the Harry Lundeberg School of Seamanship, a QMED upgrader there and attended the 1971 educational conference at Piney Point, Md. Seafarer Slayton also passed the pumpman course at the MEBA school, Brooklyn, N.Y. Surviving are his parents, Mr. and Mrs. Robert S. Slayton.



**Ewald Horst**, 20, died of shipboard injuries Nov. 14. Born in Roedenbach, Germany, Brother Horst was a resident of Maple, Wisc. when he passed away. He joined the SIU in the port of Duluth in 1971 sailing in the engine department for the Kinsman Marine Co. from 1970 to 1973. Surviving is his mother, Rosa.



**Warren Lewis**, 68, died Nov. 7. Born in Baltimore, Md., he was a resident of Baltimore at the time of his death. Brother Lewis joined the SIU in 1947 in the port of Baltimore last sailing in the steward department on the *W. T. Steele*. Surviving are his widow, Rose and a daughter, Joyce.



IBU pensioner **Samuel D. Brooks**, 52, died of pulmonary complications in the PHS hospital in Norfolk on Sept. 23. Born in Gloucester City, Va., he was a resident of Hayes, Va., at his demise. Brother Brooks joined the former Railroad Marine Region in the port of Norfolk in 1960 sailing in the deck department for the Pennsylvania Railroad. He was an Army veteran of World War II. Burial was in Providence Baptist Church Cemetery, Gloucester. Surviving are his widow, Margaret of Hayes; a stepdaughter, Lou Ann White; his parents, Mr. and Mrs. Thomas Brooks and a grandson, Charles.



**Robert M. McDonald**, 17, died in the Patuxent (Md.) Naval Air Station Hospital of neck and spine injuries sustained in a Rt. 5 motorcycle-car crash Oct. 8. Brother McDonald was a native of Jacksonville, Fla., and was a resident of Ridge, Md. when he passed away. He joined the SIU following graduation from the Harry Lundeberg School of Seamanship, Piney Point, Md., in 1972. Brother McDonald sailed in the steward department. Burial was in St. Michael's Cemetery, Ridge. Surviving is his father, Robert L. McDonald of St. Mary's, Md.

## Politics Is Porkchops

Donate to SPAD



# Wandering the seas



## Whenever You Called

The following poem is dedicated to all those merchant seamen who have used the facilities of the United States Public Health Service because of injuries sustained on board merchant ships during war.

Whenever you called we were there  
Through war and peace we did not care  
We sailed your ships through every sea  
To make the world strong and free

We are not heroes nor proclaim to be  
We had no parades nor many cared  
Our fate was our own with no one we shared  
Only us the ones who were there

As the last boom was lowered  
And the last line was free  
We drifted away slowly  
All alone were we

And as we drifted slowly away from the shore  
There were no bands there was no roar  
There were no crowds to say goodbye  
Hardly was there anyone that cried

If you think that we were happy and wanted to go  
Many seamen you do not know  
For there on the shores we left behind  
Some who did care some who did mind

But they stayed at home to suffer alone  
Both wives and children who we loved so  
They could not be there  
To see us go

Remember this to many that say  
There go bums on their way  
Yes we are bums as many proclaim  
We have never asked for fame

The world has proclaimed heroes untold  
Have honored them with medals made of gold  
Have set them on pedestals to see  
But not people such as we

Yet when wars are over and we're needed no more  
They ban us again to the shore  
They take from us the things that we need  
They think that we want nothing but greed

But again someday they will put out the call  
Come back merchant seaman we need you all  
Take our ships back to the seas  
And help us make the world be free

David John Barry

## Call O' The Sea

When I was nine an' risin ten,  
I longed to follow the ways o' men,  
To pull an oar an' sail a boat,  
For I'd never a fear of ought afloat;  
I knowed a cleat from a hawser hole,  
An' the mast to me was a monkey's pole.  
But all my elders said to me:  
"There's time to think on't bide a wee!"  
When I was a lad an' gone fifteen,  
I thought on all the things I'd seen,  
An' the only life I cared to know  
Was a sail above and a keel below;  
For the call o' the sea it turned my brain,  
An' my blood ran salt in ev'ry vein.  
But all my elders said to me:  
"There's time to think on't. Wait an' see!"

When I was nigh to a man full grown,  
Hard o' muscle firm o' bone,  
I'd a-shipped, I would, as a foc's'le hand  
On the dirtiest tramp that put from land;  
I'd a-given aught to ha' been away,  
With the decks awash, in the thick o' the bay'  
To ha' felt the lash of the salt, wet wind,  
With the sea befor an' the shore behind!  
An I watch the ships drop down the stream,  
Drop slowly down in the sunsets gleam,  
And the old, old longing, 'tis like a dream  
For me and my elders we couldnt' agree,  
With their "Time to think on't. Bide a wee!"  
An' so they fashioned a tradesman me—  
They fashioned a tradesman out o' me!

Harold Lockhart

## Country Trip

Goodbye, my old city,  
Goodbye, city brute—  
Close your red eyes.  
I fly along the green  
From my sixty-seater  
I wave farewell to granite columns.

Spinning over the web of asphalt belts,  
Amid the circling trees  
Manure-whipped hay  
Combed amber fields  
And golden fringed vine  
Drugged my city memories.

The luring silent village,  
The little colonial church  
Antique shops  
And the scattered leaves  
Strewn between glass-walled cottages  
Rouse envy for this hushed haven.

The wheels spin,  
While the moon showers  
White magic  
Upon mountain and land  
As I succumb  
To the spell of space.

Henri Percikow

## The End of the Rainbow

They're times I've often wondered  
While sailing across the sea,  
Where is the end of the rainbow,  
And that pot of gold for me.

I've often been told, there's pots of gold,  
Just waiting for someone to find,  
I've searched high and low, wherever I go,  
Expecting the "Gods" to be kind.

Some think their rainbows mean drinking,  
By drowning their sorrows in gin,  
While others think betting the races,  
On horses that never come in.

Some find their rainbow with cards all night long,  
While others shoot dice for their thrill,  
Some chase the girls in port after port,  
All colors and shapes fill the bill.

I'm still sailing the seas with that rainbow in mind,  
Hoping and praying that someday I'll find,  
That elusive rainbow with its pot of gold,  
Like the end of a story that's never been told.

Harry Wolowitz

## Cracks In The Concrete

Incredibly against all the odds you're there  
From a single blade then two then three and more  
And now a clump of some four inches in diameter  
And your loving ever searching roots  
In this desert of concrete has somehow found food  
God knows what the accumulated rubbish of man  
Trapped in the crevice, where the concrete ends and the bricks begin  
And you somehow have established yourself where previously there  
Was no vegetation

There was life always here  
The hard working ants, scurrying across acres of concrete searching  
For food

Spiders making and repairing their nets like diligent fishermen  
Sharp eyed sparrows unconcerned at their lack of grace,  
Chasing the flights of flies

But you without their skills have done the same  
Searched for food as industriously as ants  
Thrown Woven spider like the web of your roots  
Sharp bladed like sparrows you follow the flight of the wind  
Crack in the concrete one seed of faith of love can destroy  
The forces pitted against it and flourish in this concrete waste.

Tony S. D. Finley

Attention Seafarers: Please send your poems to Editor, Seafarers Log, 675 Fourth Ave., Brooklyn, N.Y. 11232.

## "Adult Education Works!"

# Lundeberg Sponsors National Education Conference

More than 200 educators from throughout the United States, Canada and Guam participated in a two-day conference sponsored by the Harry Lundeberg School entitled "Adult Education Works!"

Sparked by the Lundeberg School's interest in learning more about what other educators are doing in the adult basic education and high school equivalency areas, the conference brought together educators in these fields to exchange ideas, teaching methods and means of approaching problems encountered in teaching the under-educated adult.

Keynote speaker for this significant educational event was Joseph Mangano, Chief of Adult Continuing Education for the New York State Department of Education. He opened the conference by saying that the "Carnegie Study has indicated that adult education is prob-

ably the largest facet in the whole universe of education."

Telling the conference that adult basic educators carry a grave responsibility, Mr. Mangano said that educators in this field also "have the opportunity to innovate because they are not bound by the kindergarten to 12th grade system."

"We're on the brink of a whole new concept in education," he added. "Many of the things we in adult basic education take as truisms are being taken as innovation in the public school system. Here at the Harry Lundeberg School we see what is possible."

Dr. Edgar Boone, past president of the Adult Education Association and now with North Carolina State University, told his workshop that under-educated Americans are "creating a strain on the economics of our society and these personal tragedies are creating a loss in human resources."

In all there were some 20 speakers at the conference who explored various aspects of adult basic education and how educators in different areas are attempting to reach the under-educated adult.

Dr. Boone pointed out that there are some 24 million under-educated adults in America—persons who have not gone beyond the eighth grade in formal education. He emphasized that "until we develop the means to reach these people, it won't matter how much money is put into these programs.

We must break through and provide motivation."

Lundeberg School President Hazel Brown told the educators that "whatever is motivational to a student is motivational to the teacher."

Miss Brown, in explaining the unique

academic-vocational training program at the Lundeberg School, said the key to the school's successful program "is the enthusiasm of both students and teachers, and the school's willingness to innovate and develop new programs to meet changing needs."

## Seafarer Earns College Credits

Seafarer Robert Goodrum participated in a five-day seminar on "Labor and the Legislative Process" last month at the Harry Lundeberg School in Piney Point and earned three credits toward an associate degree in Trade Union Administration. The course is being offered by the Dundalk (Md.) Community College.

The seminar was attended by some 40 members affiliated with a number of trade unions. Speakers included Stuart Brock from the AFL-CIO's Department of Education and Paul Wagner, Director of the United Auto Workers Education Department.

Seafarer Goodrum, who ships out of the port of Baltimore and has been going to sea for 28 years, said he plans to

complete the associate degree program later this year after he finishes a course in public speaking at Dundalk College.

He is presently attending the SIU-



IBU Upgrading Center at the Lundeberg School preparing for examinations for QMED—any rating. A native of Efaula, Ala., Seafarer Goodrum spends most of his time ashore participating in community affairs.

## Where to Write

Anyone wishing further information about the programs at the Harry Lundeberg School of Seamanship, should write to:

Director of Admissions  
Harry Lundeberg School of  
Seamanship  
St. Mary's County  
Piney Point, Md. 20674.

## LNG/LPG Course

The first training course for those men who will be manning the LNG/LPG vessels will commence on February 19. Each course will be four weeks in length and upon completion a certificate will be issued qualifying the holder to sail on any of the LNG/LPG vessels.

Below is a complete description of the course.

### Introduction

An introduction into the chemical and physical properties of liquefied natural gas and liquefied petroleum gas will be given.

**Tanks**—Cargo tanks are of the membrane type and will be discussed in detail as to their construction, design, expansion, and characteristics.

**Pumps**—Specially built liquid cargo pumps will be treated individually and all operational and maintenance dealing with the pump will be examined.

**Boiloff Compressor**—A detailed study of the compressor used to feed the boil-off gases to the boilers will be made.

**Gasifier**—Theory and operations of the gasifier will be fully presented and discussed.

**Reliquefaction**—The principles used in liquefying gases with extremely low boiling points will be discussed in detail as well as by the use of pictures and blueprints of the actual equipment as found on board these vessels.

**Inert Gas Plant**—This system will be analyzed fully so that the new principle of cleaning tanks will make the individual completely familiar with the system before boarding the vessel.

**Nitrogen Plant**—The system used for making nitrogen and its function as applied to serving as an insulation in the cargo tank void spaces and as a protection against cargo leakage will be discussed in detail.

**Instrumentation**—A complete up-to-date instruction booklet and manual as well as the principles of electronic instrumentation will be carefully studied throughout the course.

**Special Fire Fighting Procedures**—A detailed study will be made on the hazards of LNG/LPG and the special procedures to be followed in an emergency.

**Loading and Unloading Procedures**—Will be examined carefully so that the student will have a complete knowledge of what is expected of him upon boarding these vessels.

As these are the first such vessels that will be operating under the American flag and the first to be under contract to the SIU, it is extremely important that each man receive the proper training before being placed on these vessels.

Classes will be limited so it is important that every man get his application in as soon as possible.

## FOWT Course

Beginning April 1, 1974  
the FOWT course at the  
Harry Lundeberg School will  
become a three-week course.

## Five More QMED Graduates



Five more Seafarers achieved QMED-any rating endorsements at the Harry Lundeberg School in Piney Point recently. The new graduates are, from left, Peter Hove, James Brack, Mortimore Morris, Robert Goodrum and Philip Pinter. At right is Engine Instructor Charlie Nalen.

## Upgrading Class Schedule

- February 21 — Lifeboat, QMED, Able Seaman, Welding and all Steward Dept. Ratings
- March 7 — Lifeboat, QMED, FOWT, and all Steward Dept. Ratings
- March 21 — Lifeboat, QMED, Quartermaster, Welding and all Steward Dept. Ratings
- March 25 — LNG
- April 1 — FOWT
- April 4 — Lifeboat, QMED, and all Steward Dept. Ratings



# Lundeborg School



## Deck Department Upgrading

### Quartermaster

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

### Able-Seaman

#### Able-Seaman—12 months—any waters

1. Must be at least 19 years of age.
2. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/40—20/20, and have normal color vision).
3. Have 12 months seetime as an Ordinary Seaman or
4. Be a graduate of HLS at Piney Point and have 8 months seetime as Ordinary Seaman. (Those who have less than the 12 months seetime will be required to take the four week course.)

#### Able-Seaman—unlimited—any waters

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

### Lifeboatman

1. Must have 90 days seetime in any department.

## Engine Upgrading

### FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

### QMED—any rating

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

### Welding

1. Must hold endorsement as QMED—any rating.

## Steward Upgrading

### Assistant Cook

1. 12 months seetime in any Steward Department Entry Rating.
2. Entry Ratings who have been accepted into the Harry Lundeborg School and show a desire to advance in the Steward Department must have a minimum of three months seetime.

### Cook and Baker

1. 12 months seetime as Third Cook or;

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

### Chief Cook

1. 12 months seetime as Cook and Baker or;
2. Three years seetime in Steward Department, six months of which must be as Third Cook or Assistant Cook and six months as Cook and Baker or;
3. Six months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
4. Twelve months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

### Chief Steward

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

### HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Name \_\_\_\_\_ Age \_\_\_\_\_  
 (Last) (First) (Middle)

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

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

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

Port and Date Issued \_\_\_\_\_

Social Security # \_\_\_\_\_ Ratings Now Held \_\_\_\_\_

HLS Graduate: Yes  No  Lifeboat Endorsement: Yes  No

Dates Available For Training \_\_\_\_\_

### I Am Interested In:

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

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

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

SIGNATURE \_\_\_\_\_

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

# Increase Your Earnings—Upgrade



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



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Date \_\_\_\_\_

Contributor's Name \_\_\_\_\_ **B 10001**

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

S.S. No. \_\_\_\_\_

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

**\$20<sup>00</sup> 1974 \$20<sup>00</sup>**

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



## FOR YOUR JOB SECURITY



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