



# SEAFARERS LOG

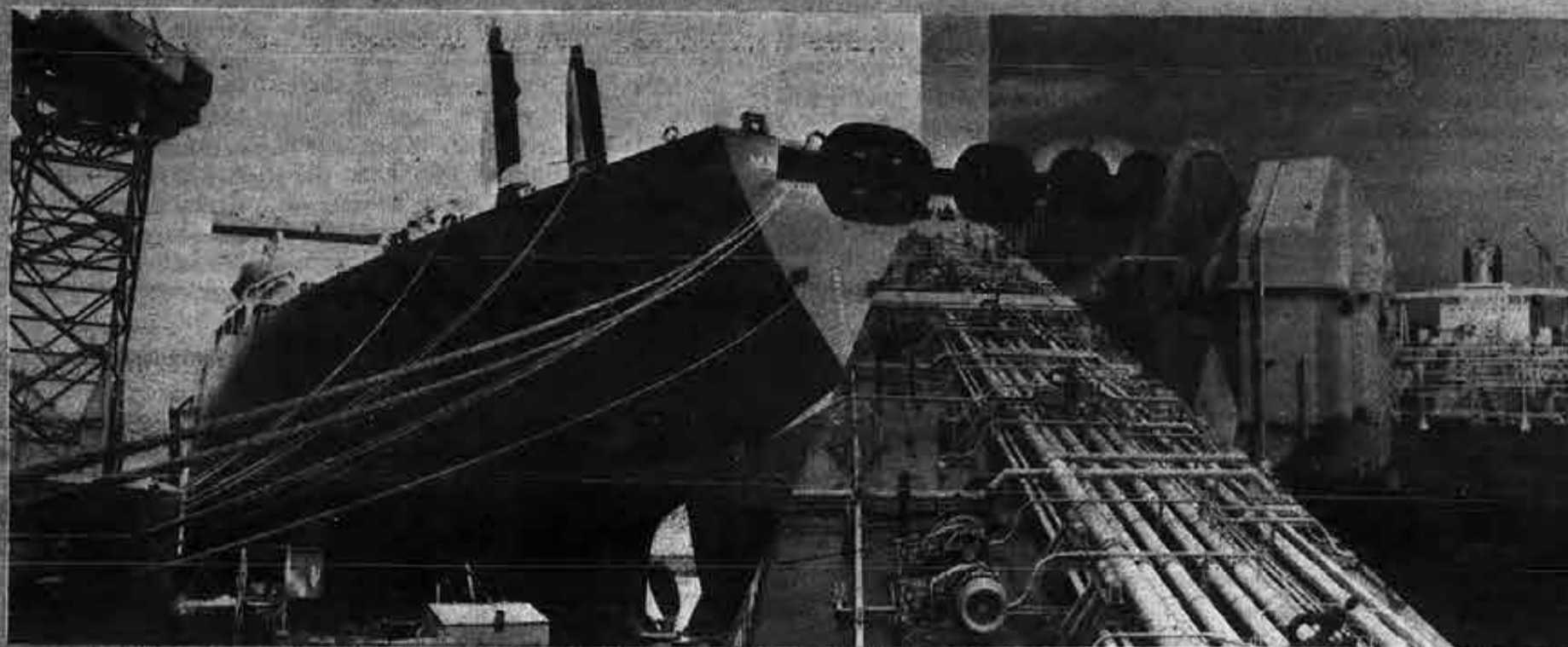
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June, 1976

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## New SIU-Contracted Supertanker Maryland to Be Launched

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## Seven Win Union Scholarships

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Seafarer  
Pierangelo Paletti

Seafarer  
William Lopez

Seafarer  
Michael Derke



Shella Skinner

Pat Monardo

Sean Carlin

Nicholas Livanos

**Democratic Platform Committee  
Adopts Maritime Plank**

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**Carter Makes  
Maritime Pledge**

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# Resolution to Merge SIU, IBU Is Introduced

At the general membership meeting in New York held June 7, 1976, SIU Secretary-Treasurer Joe DiGiorgio introduced a resolution on behalf of the Executive Board to merge the Inland Boatmen's Union into the Atlantic and Gulf District.

Talks of merger had been going on for some time between the Executive Boards of both unions.

The merger was recommended for many reasons. Most important was the fact that joining together into one unit would result in a stronger trade union that would be better able not only to protect the rights of both memberships, but would have greater ability to provide all of the membership services that are required.

The merger would also eliminate duplication and bring about a decrease in rapidly rising costs of administration. These economies would make it possible for the new unit to vigorously engage in activities to promote the best interest of all of its members.

The merger Resolution and Constitutional Amendments were unanimously accepted at the New York membership meeting and they were referred for membership action at the monthly meetings in other ports.

### Job Rights Guaranteed

If the merger plan is accepted by the membership, the long established job

rights of the membership of the IBU, as well as the A&G, would be guaranteed. The seniority and Shipping Rules of both unions would also be maintained.

According to the Agreement, the members of both unions would have equal voting rights on virtually all issues, but when contracts are voted upon, only those members who are affected by the contract would be permitted to vote.

Since the proposed Resolution has been approved at the membership meetings of the A&G District around the country by a vote of 1,355 to 4 (1,359 members were present), the next step, as provided in the SIU Constitution, is the election of a Constitutional Committee at a special meeting to be held at Headquarters on June 21, 1976.

This Committee will consider the proposed amendments and will present their recommendations at the July, 1976 A&G membership meetings.

If the Committee recommends the adoption of the amendments and their report is accepted by the membership of the A&G District at the July meetings, the members of both unions will then vote on the merger by secret ballot.

### Voting Starts Aug. 16

The vote will begin on Aug. 16, 1976 and will end on Sept. 15, 1976. The

secret ballot vote will be conducted by mail and all ballots must be postmarked no later than Sept. 15, 1976.

In order that all members may have an opportunity to review the terms of the merger, copies of the proposed Merger Agreement and the amendments to the A&G Constitution will be available at A&G and IBU Head-

quarters, as well as in all ports, no later than Aug. 6, 1976.

Also, the *Log* will continue to publish complete details concerning the merger.

The members of both unions must vote in favor of the merger and the proposed Constitutional Amendments for the plan to be put in effect.

## National Jobless Rate of Over 10 Percent Proves Slump

WASHINGTON—AFL-CIO President George Meany has again declared that the "true" national unemployment rate is still above 10.1 percent as contrasted with the Administration's claims of an economic recovery upturn and the Government's report of the U.S. jobless figures falling two-tenths of 1 percent last month to 7.3 percent.

"While the unemployment rate reported by the Government has improved somewhat from the dismal levels of a year ago, it still remains higher than at any time from 1958 to 1975," the labor leader pointed out.

The AFL-CIO estimates that there are 9.6 million persons without jobs today figured on a formula which counts as unemployed those who have despaired of looking for work because of disappointing searches for positions and those who have to work part-time be-

cause they can't get full time jobs.

"Despite the Administration's official optimism, the nation must not be misled into believing that the economy is in good shape," Meany admonished.

The U.S. Labor Department's Bureau of Statistics also reported that again 130 out of 150 key working areas in this country that it checks out monthly still had "substantial" unemployment last month meaning a jobless rate of six percent or more that is projected to last for at least two more months.

The Bureau also reported that 23 non-major work areas were added to the substantial joblessness category in May, bringing a total of such smaller areas to 1,275.

The AFL-CIO also said that construction jobs still were at 700,000 under the pre-recession peak while manu-

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## the PRESIDENT'S REPORT:



Paul Hall

## SIU-IBU Merger for More Clout

Right now the SIU and our affiliated Inland Boatmen's Union are just about as closely linked in essence as two organizations can be without actually being one.

We are linked from the grassroots of our organizations—our members who sail on the seas and rivers—right up through our structures, organizational operations, and political and philosophical beliefs.

But most importantly, the SIU and IBU, two unions representing workers in the American merchant marine, share the same long-term goals for our members—a secure future for them and their families in a secure and viable U.S. maritime industry.

However, long-term security for ourselves and our industry is not something that will be handed to us on a silver platter. Security must be achieved and then protected on a day-to-day basis. Just talk to any one of the eight-million Americans walking the unemployment lines and he or she will probably tell you the same thing—that a few years ago they felt secure in their jobs and didn't have a worry in the world. It's unfortunate, but times change quickly, economies change and industries change. And the ones that are usually hurt most by these unforeseen changes are those who can least afford it—the workers.

Right now the SIU is the strongest trade union for unlicensed deep-sea sailors in the U.S. And our affiliated IBU is the strongest American trade union representing inland boatmen.

For many years the SIU and IBU have worked closely together on many issues involving maritime, which in turn has benefited both organizations and both memberships. Today, as a result of these close relations, both the SIU and IBU memberships enjoy good shipping; share the same Union halls;

benefit from the same Pension and Welfare Plans, and share the same facilities for training and upgrading at the Lundeberg School in Piney Point.

However, the SIU and IBU, as separate organizations, still do not share total unity—and it is only a high degree of unity on a continuous basis that will enable us to achieve our goal of long-term security for all our members. That is why I believe that the time has come for the SIU and IBU to become totally united through a merger.

The proposal for such a merger has already been introduced to the deep sea member at the general June membership meetings in each port. The reaction to such a merger so far has been overwhelmingly in favor. But, of course, no merger will take place unless a majority of both the SIU and IBU membership vote for it in a secret ballot.

Merger for strength and unity is nothing new to the SIU. In 1972, the membership voted to merge the Great Lakes district into the A&G. This merger did not change the Union's job structure. Great Lakes Seafarers still maintained their own jobs and seniority system, as did A&G members.

However, the Great Lakes merger made the SIU a much stronger Union by placing it in a stronger position with respect to politics, collective bargaining and organizing.

A merger of the SIU and IBU would create much the same effect. IBU members would maintain their own job structure and seniority system as would SIU members. But a unified SIU—a merged SIU—would enable the Union to work from a position of increased strength on the kinds of maritime programs pertaining to both deep sea and inland waters, that will enable us to achieve our goals of long-term job and financial security for our members.

Looking at it from a historical point of view, a merger between the SIU and IBU is a replay of one of the most basic concepts of the American labor movement—strength through unification.

The early unions found it difficult to maintain a base of strength against the powerful companies. As a result, they merged into a federation, the old AFL. Another group of unions found strength by merging into a different federation, the old CIO. And in 1955, the AFL and CIO merged into one huge federation, the AFL-CIO, which today represents over 13-million American workers. The concept of merger in the labor movement is not new, but it has proven effective.

We must face the fact that there are many problems confronting our industry, both in the deep-sea area and the inland waters. And we must face the fact that it is the SIU—a unified SIU—that must face the challenge these problems create.

A merger will not guarantee that we will win all our fights for a better life and a better industry. But a merger will make us a stronger organization better able to cope with the problems of a changing, complex industry.

# Dependents, Seafarers Win Scholarships

The SIU's Annual Scholarship Program has this year awarded five \$10,000 grants, four to dependents of eligible members and one to an active Seafarer, and, for the first time, two additional \$5,000 two-year scholarships to two active Seafarers.

This brings to 117 the number of four-year scholarships awarded by the SIU's program since its inception in 1953, with 29 received by Seafarers and 88 by dependents of Seafarers. Currently 34 Seafarers and dependents are receiving money from the scholarship program.

This year's winners of the four-year scholarships are: Seafarer William Lopez, 23, of Mehlville, Mo. and a graduate of the Lundeberg School's GED Program; Sean Carlin, 17, son of Seafarer Michael Carlin of Surf City, N.J.; Nicholas Livanos, 18, son of Seafarer John Livanos of Brooklyn, N.Y.; Pat Monardo, 18, son of Seafarer Sylvester Monardo of New Orleans, La., and Sheila Skinner, 18, daughter of Seafarer Russell Skinner of Pasadena, Tex.

Three alternates for the \$10,000 award—Maren Dwyer, 18, daughter of Inland Boatman Robert Dwyer of Homewood, Ill.; Elizabeth Harrington, 17, daughter of Seafarer Recertified Bosun Arthur Harrington of Charlestown, Mass., and Seafarer Michael Derke, winner of a two-year scholarship—were also chosen and will receive the four-year scholarships if one or

more of the winners are unable to accept.

### First Two-Year Awards

The two-year scholarships were awarded for the first time this year. The award, limited to active Seafarers who wish to pursue two-year programs of advanced technical or academic training, was set up in 1975 but there were no applicants in its first year.

This year's winners are 22-year-old Seafarer Michael Derke who submitted separate applications for both scholarship awards, and 34-year-old Seafarer Pierangelo Poletti who received his high school diploma through the Lundeberg School's GED Program.

Seafarers Derke and Poletti will receive their \$5,000 grants over two years and can use the money to study at any accredited junior college, community college, or post-secondary trade or vocational training school.

The five winners of the four-year

awards will receive their \$10,000 grants over four years and can use the money to participate in any course of study at any accredited college or university in the United States or its territories.

### Chosen by Committee

The winners of all seven grants were, as in the past, chosen by the SIU Scholarship Selection Committee, an impartial panel of reputable educators.

This year the committee met at the Transportation Institute in Washington, D.C. and, as specified in the guidelines for the awards, based their selections on the individual's scholastic ability as shown by high school grades and College Boards or American College Test scores, and the individual's character as reflected by letters of recommendation and participation in extracurricular activities.

This year's Selection Committee members were: Dr. Charles Lyons, retired dean of admissions at Fayetteville

State University, Fayetteville, S.C.; Miss Edna Newby, retired officer of Douglass College, New Brunswick, N.J.; Charles D. O'Donnell, director of admissions at the University of Chicago, Chicago, Ill.; Dr. Bernard Ireland, a retired official of the College Boards; Dr. Elwood Kastner, dean of registration at New York University, N.Y., N.Y.; Professor R. M. Keefe, Lewis and Clark Community College, Godfrey, Ill., and Professor Donald Maley, University of Maryland, College Park, Md.

### Seafarer Lopez

Seafarer William Lopez, winner of a \$10,000 scholarship, graduated from the Harry Lundeberg School's General Educational Development Program last November, achieving exceptionally high scores on the high school equivalency tests.

He dropped out of school in 1968 "because family needs were pressing," and within months had begun sailing with the SIU.

Now, after spending seven years sailing, Brother Lopez says that during this time he has "learned about the world, people and their customs, seafaring and much about myself."

Feeling that through the SIU he has "evolved from an irresponsible adolescent to a purposeful adult," Brother Lopez will use his scholarship to study political science with an eye towards

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Seafarer  
John Livanos



Seafarer  
Russell Skinner



Seafarer  
Sylvester Monardo



Seafarer  
Michael Carlin

# Win Case Against Mobil's Anti-Union Tactic

A monumental five-year case involving the application of controversial right-to-work laws ended this month when the U.S. Supreme Court overturned the decisions of two lower courts which would have allowed a transportation division of Mobil Oil to bust a labor agreement it held with a Texas-based local union.

The Maritime Trades Department and the AFL-CIO, both of which came into the case at the Supreme Court level, played significant roles in helping to win the court fight.

The events surrounding the case date back to 1969 when Mobil and Local 8-801 of the Oil Chemical and Atomic Workers International Union, representing 289 unlicensed seamen on eight Mobil tankers running between Texas

and the Atlantic Coast, entered into a collective bargaining agreement containing an "agency shop" clause.

This kind of clause, common to many collective bargaining agreements in right-to-work law states, provides that all workers in a union-protected shop pay the equivalent of union dues to the union whether they belong to the union or not. This clause protects dues paying union members in the shop, and the union itself, from being ripped-off by workers taking a "free-ride," or benefiting from union-gained wages and benefits without paying union dues.

The collective bargaining agreement between Mobil and Local 8-801 stood for two years. But in 1971, Mobil filed charges in the U.S. District Court for the Eastern District of Texas claiming

that the "agency shop" clause was illegal under Texas' right-to-work laws, which provide that "no one can be denied employment because of failure to pay any fee, assessment or sum of money whatsoever" to a union.

Mobil argued that since its transportation division was located in Beaumont, Tex., the majority of the seamen lived in Texas, and the paychecks were sent from Beaumont, that Texas' right-to-work laws should apply and the "agency shop" clause be nullified.

### Union's Position

The Union's position, on the other hand, was that since the vast majority of the seamen's work time was spent at sea and not in Texas, the state's right-to-work laws should not apply. In fact, it was determined by the court that "no more than 10 to 20 percent of the seamen's work time is spent within the territorial bounds of Texas."

The Eastern District Court, however, ruled in favor of Mobil and stated that "the agency shop provision is therefore void and unenforceable."

The Union appealed the decision, and in a dramatic reversal, a three-member division of the U.S. Court of Appeals for the Fifth District overruled the decision, ruling in favor of the Union. However, the full Court of Appeals by an 8-6 vote vacated the division opinion and reaffirmed the judgment of the District Court.

The Union then took the case to the U.S. Supreme Court which overturned the decision of both lower courts. With only two members dissenting, the Supreme Court ruled: "Having concluded that predominant job situs is the controlling factor in determining whether, under Section 14(b), (Taft-Hartley Act), a State can apply its right to work

laws to a given employment relationship, the disposition of this case is clear. Because most of the employees' work is done on the high seas, outside the territorial bounds of the State of Texas, Texas' right-to-work laws cannot govern the validity of the 'agency shop' provision at issue here. It is immaterial that Texas may have more contacts than any other State with the employment relationship in this case, since there is no reason to conclude under 14(b) that in every employment situation some State or Territory's law, with respect to union security agreements, must be applicable. Federal policy favors permitting such agreements unless a State or Territory with a sufficient interest in the relationship expresses a contrary policy via right-to-work laws. It is therefore fully consistent with national labor policy to conclude, if the predominant job situs is outside the boundary of any State, that no State has a sufficient interest in the employment relationship and that no State's right-to-work laws can apply."

**The Supreme Court's decision in this matter was a critical one since it seems that Mobil's true purpose for filing the suit was to break the Union outright, because whether or not a worker pays dues to a union could not possibly affect the company. Mobil apparently felt that breaking the "agency shop" clause would eventually cut the Union's revenues along with its ability to represent the workers from a position of strength.**

The Supreme Court decision, then, is an important one not only for Local 8-801 and its members, but for all maritime unions holding collective bargaining agreements with companies in right-to-work law states.

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# The Committee Page

## Arecibo Committee



Late last month at a payoff in Port Elizabeth, N.J. are veteran SIU Patrolman Teddy Babkowski (seated right) checking a Seafarers book and the Ship's Committee of the *SS Arecibo* (Puerto Rico Marine) of (seated left) Deck Delegate M. Sanchez signing the Patrolman's Report and (standing l. to r.): Cook and Baker Jose Colls; Engine Delegate Raoul M. Aguilar; Steward Delegate E. Albarran, and Recertified Bosun Herminio Pacheco, ship's chairman.

## Transindiana Committee



In the port of Weehawken, N.J., Recertified Bosun Herwood B. Walters (2nd right), ship's chairman of the *SS Transindiana* (Seatrain), poses with the Ship's Committee as they collect their mail. On the committee at a payoff last month are (l. to r.): Deck Delegate Jose Cortez; Engine Delegate Jose Rivera; Chief Electrician Joey Shuler, educational director; Chief Steward W. J. Fitch, secretary-reporter; Walters, and Steward Delegate Jose Cubano.

## John Penn Committee



Recertified Bosun Sylvester Monardo (seated left rear), ship's chairman of the *SS John Penn* (Waterman), leads a happy Ship's Committee at a payoff last month at Pier 7 in Brooklyn, N.Y. The committee consists of (seated l. to r.): Baker Charles Ussin, steward delegate; Monardo; Engine Delegate W. York, and Chief Electrician Victor Brunell, educational director. Standing (l. to r.) are in the snazzy chapeau, Chief Steward R. P. Marion, secretary-reporter, and Pantryman William Gonzalez.

## Eric K. Holzer Committee



Recertified Bosun Dimas Mendoza (left) poses for photo last month with members of the Ship's Committee of the *SS Eric K. Holzer* (Puerto Rico Marine) of (standing l. to r.): Chief Steward Harold Strauss, secretary-reporter; Educational Director Stanley Gondzar; Deck Delegate Frank Buhl, and Steward Delegate John Nienera. Seated (l. to r.) at the payoff of the roll-on roll-off vessel in Puerto Rico are SIU San Juan Port Agent Juan Reinos and Engine Delegate Joe Vasquez.

## Mayaguez Committee



At a payoff in the port of Baltimore recently is the Ship's Committee of the *SS Mayaguez* (Puerto Rico Marine) of (seated l. to r.): Recertified Bosun Manuel Landron, ship's chairman; Steward Delegate S. A. Simsuangco, and Engine Delegate Luis Santiago Medina. Standing (l. to r.) are: Chief Electrician Richard Hannon, educational director; Chief Steward B. J. McNally, secretary-reporter, and Deck Delegate N. Bryant.

## Boston Committee



At the table at a payoff aboard the *SS Boston* (Sea-Land) last month are (l. to r.): SIU Representative George Ripoll making out his report and SIU Patrolman Teddy Babkowski giving out a SPAD receipt to one of the Ship's Committeemen (seated right), Chief Cook Stan Bell, steward delegate. The rest of the Ship's Committee in Port Elizabeth, N.J. are (standing l. to r.): Chief Steward Jim Keno, secretary-reporter; smilin' Deck Maintenance Man Rich Everhart, deck delegate; Crew Messman Steve Cracco in the dark glasses, and last but not least, Rectified Bosun Leyal Joseph.

# Democrats Make Maritime Bid

## Carter Pledges Shipping Aid Democratic Platform Committee Adopts Maritime Plank

Jimmy Carter, who is likely to be the Democratic candidate for President, has come out in favor of a revitalized U.S. merchant marine and has also called for a fair deal for American ships carrying international cargo.

Carter's position was outlined in a letter to Jesse M. Calhoun, president of the National Marine Engineers' Beneficial Association which has endorsed the candidate.

In the letter dated May 25, the former governor of Georgia expressed concern over America's loss of seapower status since the end of World War II.

"Our merchant marine declined from first to eighth place since the end of World War II," Carter noted. "During this same period, the Soviet merchant marine has risen from 23rd to sixth place. The Soviets have made clear their expectation to become the number one merchant marine by 1980."

Despite this trend, Carter pointed out that funds slotted for ship construction are sitting idle. "In 1970, the U.S. Congress enacted a 10-year program to construct for U.S. flag operation a total of 300 merchant ships," he said.

"I regret to note that now, just six years later, only 58 ships have been contracted for construction. For the first time in recent history, the present Administration has not requested any funds for merchant ship construction, and funds which have been approved

by Congress and approved by the President remain unspent."

### 4-Point Program

He outlined his approach for rebuilding the U.S. merchant fleet.

- Assure continuing presidential attention to the objective of having our nation achieve and maintain the desired U.S.-flag merchant marine.

- Dedicate ourselves to a program which would result in a U.S.-flag merchant marine with ships that are competitive with foreign-flag ships in original cost, operating cost and productivity.

- Enact and develop a national cargo policy which would assure our U.S.-flag merchant marine a fair share of all types of cargo.

- Continue to enforce our American cabotage laws, such as the Jones Act, which require that U.S.-flag ships trade between our U.S. domestic ports.

"... This program to achieve and maintain an adequate U.S.-flag merchant marine would provide a great number of productive jobs, increase our economic base which would return many tax benefits to all levels of government, result in stimulating private capital investment and improve our nation's balance of payments," Carter noted. "We must attain the seapower status we need in order to meet our commitments to domestic and international security."

The Democratic Party has incorporated a three-point plank calling for a national maritime policy in its 1976 presidential election platform. This plank, committing the Democrats to building a strong and competitive U.S. merchant fleet, was developed and proposed by the Committee for a New Maritime Program, a unified industry organization composed of over sixty maritime unions, companies and associations.

The joint Committee's three-point proposal was presented to the Democratic Platform Committee on May 20 by SIU President Paul Hall and James R. Barker, chairman and chief executive officer of Moore-McCormack Resources.

The plank proposals called for:

1. A commitment to higher level coordination of the diverse sub-cabinet activities involved in maritime policy through appointment of a Maritime Affairs Advisor to the President.

2. Continued commitment to the program set forth by the Merchant Marine Acts of 1936 and 1970 and to their objectives.

3. A commitment to develop a national cargo policy to assure the American-flag fleet access to a fair share of all types of cargo in the American trades.

As we go to press, the same platform proposals are being submitted by Hall and Barker to the Republican Party's Platform Committee.

### Incorporates Each Point

Incorporating each of the New Maritime Program Committee's three carefully developed proposals in their

maritime plank, the Democratic Party's 153-member Platform Committee released their entire platform on June 14.

The unanimously approved maritime plank, which was included in the international relations segment of the Democratic Platform, reads:

*"The Democratic Party is committed to a strong and competitive merchant fleet, built in the United States and manned by American seamen, as an instrument of international relations and national security. In order to revitalize our merchant fleet, the party pledges itself to a higher level of coordination of maritime policy, reaffirmation of the objectives of the Merchant Marine Acts of 1936 and 1970, and the development of a national cargo policy which assures the U.S. fleet a fair participation in all U.S. trade."*

### Democratic Convention

Over 3,000 Democratic Convention delegates from around the country will meet in New York City from July 12 to 15 to nominate the party's presidential and vice-presidential candidates.

Several hundred of these delegates are affiliated with organized labor, including SIU Special Counsel Carolyn Gentile, who also served on the Democratic Platform Committee; Ralph Quinonez, Atlantic Coast Area Director of the SIU-affiliated United Industrial Workers; SIU Philadelphia Port Agent John Fay, and Dave Dolgen, executive director of the Maritime Trades Department's Port Council of New York.

Forty-three of organized labor's delegates to the Convention were elected through the Labor Committee for Political Action in New York.

## Politics Is Porkchops

## Donate to SPAD

### More Jobs for Seafarers

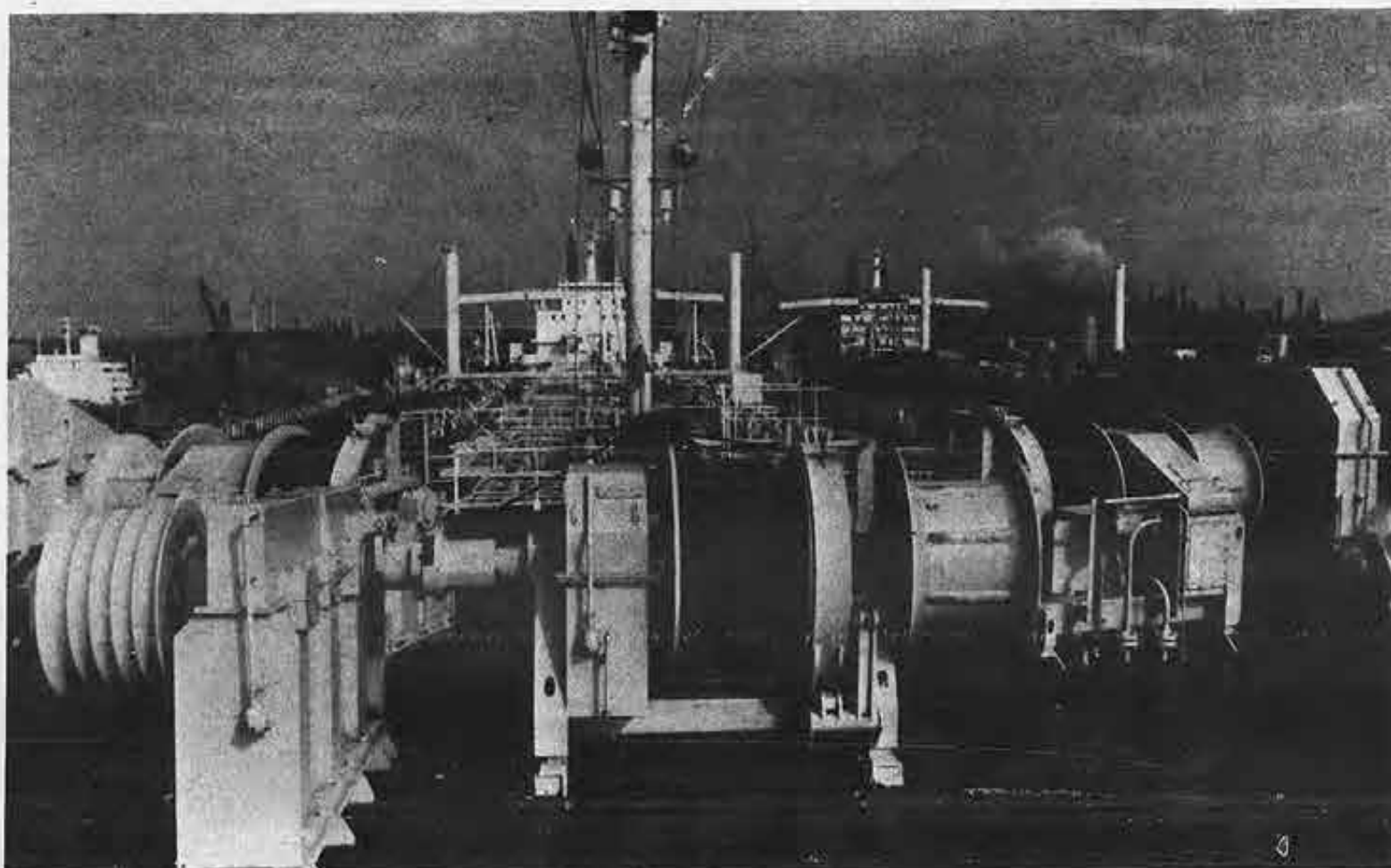
## The SS Maryland Is Set to Be Launched in July

Another new SIU-contracted VLCC, the 265,000 dwt *SS Maryland* (International Ocean Transport) which is a sistership of the SIU-manned *SS Massachusetts* and the *SS New York*, is now under construction at Bethlehem Steel's Shipyard in Sparrow's Point, Md. and is tentatively scheduled to be launched around July 30.

The 2-million barrel modern super-tanker—which, with her sisterships, are the largest tankers built in the Western Hemisphere—will be crewed by Seafarers giving the rank and file more jobs and job security.

She will be 1,100-feet long, have a 178-foot beam, 35,000 hp, single turbine-screw, and a speed of 15¼ knots. She will also have 19 cargo tanks and two clean ballast tanks.

The *Maryland* will have a sophisticated system of preventing oil and other pollutant spillage into the seas. A load-on-top principle halts oil from spilling. And cargo ballast tanks to be discharged in or near a cargo loading port are cleaned first of all oil via the high-pressure, high-velocity sea water jets from fixed tank cleaning machines.



# The Responsibility of Union Halls to SIU Members

It's a nice place to go to meet old shipmates and shoot the breeze. It's the right place to go if you need help in any area involving the SIU. And it's the only place to go for a Seafarer to secure employment on SIU—contracted ships.

The "place" is any one of the SIU's Union halls within the Union's network of hiring hall facilities located in major port-cities on the East, Gulf and West Coasts, the Great Lakes, Puerto Rico and Yokohama.

Through these Union halls and the SIU port agents and Union representatives who man them, Seafarers are provided with a wide range of important services from help in filing welfare claims to getting a job or settling shipboard beefs.

The main function of the local Union hall is to see that jobs are dispatched promptly and fairly to SIU members registered on the beach in that port.

**To insure the most democratic means of filling jobs, it is the duty of the port agent, or whoever is dispatching jobs, to see that the SIU's Shipping Rules are strictly enforced.**

To help the agent in this area, a Seafarer, when registering, should be sure to have on hand his Union book or membership certificate, clinic card, and seaman's papers. A Seafarer cannot be registered without these documents.

Similarly, when throwing in for a job, a Seafarer must produce these same documents along with his registration card.

Seafarers should also be aware of the following provisions, as quoted in the Shipping Rules, for preferential shipping:

- "Within each class of seniority rating in every department, priority for Entry Rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. . . ."

- "Within each class of seniority rating in the Deck Department, priority for the job of bosun shall be given to those seamen possessing a certificate of recertification as bosun from the Deck Department Recertification Program. . . ."

- "Within each class of seniority rating in the Deck Department, priority for the job of quartermaster shall be given to those seamen possessing a certificate of satisfactory completion of the advanced course of training by the Lundeberg School for the rating of quartermaster. . . ."

- "Within each class of seniority rating in the Engine Department, priority for the job of QMED shall be given to those seamen possessing a certificate of satisfactory completion of the advanced course of training by the Lundeberg School for the rating of QMED. . . ."

## Union Services

In addition to the job aspect of the Union hall, SIU representatives use the facility as a base of operation for providing many other Union services for the membership.

Union officials are present at virtually every payoff of an SIU ship, where any and all beefs, no matter



SIU members can get help in filling out claim forms from SIU representatives. Above, Baltimore Patrolman Ed Smith helps Seafarer Frank Allen fill out vacation application.

what the issue, can be discussed.

To assist the SIU patrolman in making payoffs a quick procedure, delegates are asked to submit any disputed overtime on separate sheets along with the crewmember's name, rating and whether or not he is a watchstander.

Local SIU officials are also sent to

a ship, whether it is a payoff or not, if the ship's chairman wires ahead to the port office that there is a problem, such as a contested firing. In a case like this, the chairman is requested to wire ahead that a man is contesting the firing so that a replacement is not sent out until the beef is settled.

**In addition, if you are quitting,**



In the port of Seattle, Port Agent Harvey Mesford, right, registers Seafarer John Skoglund for shipping.



Handling shipboard beefs is another of the SIU official's duties. Here, aboard the Great Lakes vessel, *Paul Townsend*, SIU Patrolman John McClinton of Alpena, talks it over with crewmembers Gene Nokland, Joe Baker, and Ed Kihn.

you should give proper notice, especially on a weekend, of your intentions to quit so that the SIU agent can arrange for your replacement and the ship will not sail short.

In the Union hall itself, Union officials are available to help members fill out welfare, vacation or dependent claims. The member himself should request this help so that his claim is not delayed at the Plans' offices in New York because of lack of information. The assisting Union official will see that all pertinent information and documents, such as a member's Social Security number, and doctor's and hospital bills are included in your correspondence. This will ensure prompt payment of all claims.

## Many Functions

Union officials routinely visit Seafarers confined in the marine hospitals, first to deliver by hand the member's in-patient benefits, and secondly just to check if the member is receiving proper and courteous care.

Union officials also get involved in local organizing campaigns to bring the benefits of the SIU to workers with unorganized companies.

SIU officials prepare the agenda for, and conduct a monthly membership meeting at which Seafarers are brought up-to-date on the Union's activities on both a national and local level. An SIU representative will also spend a good deal of time talking on a one-to-one basis with various members to encourage them to take advantage of the upgrading opportunities at the Lundeberg School.

In addition to servicing the membership on ships, in the Union hall and at the hospital, SIU officials in the ports are intimately involved in the port's political activities. They work with the Maritime Trades Department's local Port Maritime Council. They also work with the AFL-CIO state and county federations in their area. And they work to convince local congressmen and their state's senators of the value of a strong merchant marine to the economy and security of the United States.

Often times, an SIU official's political activities has made the difference between a legislator voting for or against an important piece of maritime legislation.

Many SIU officials are also involved in community action groups and services for the general betterment of the communities surrounding the Union hall.

**The SIU's network of port Union halls is the basis of the SIU's strength as an international Union representing seamen. The strategic positioning of halls enables all members to easily and conveniently take advantage of all services provided by the Union. And through these halls, the membership is kept aware of all the Union's activities on their behalf. In other words, the local Union hall is a vital and indispensable link in communication between the Union and its membership.**



## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

If you are ready to ship out, need help applying for benefits, are interested in attending a membership meeting or just want to meet old shipmates, you'll head for your local Union hall.

These halls, maintained in major ports throughout the country, are essential to the excellent job security and services SIU members enjoy.

They are the key to the SIU's rotary shipping system which gives the SIU control over its own jobs and is one of the most democratic methods of filling jobs, making allowances for how long a man has been on the beach, his training and his standing as a Union member.

Local halls and rotary shipping also help guarantee that all jobs aboard SIU-contracted vessels belong to all Seafarers, and it is every member and official's responsibility to protect each of these jobs.

This means that a Seafarer quitting without giving the local Union hall sufficient notice and causing a ship to sail short is not just depriving one man of that job. He is jeopardizing a shipboard position that belongs to and benefits every Seafarer.

Many welfare or vacation claims are delayed because of incorrectly filed applications which lack either supporting documents or important information, causing unnecessary hardships for some members.

At your local hall, Union officials are always available to explain the proper procedures for filing a claim and to make sure you've included all the necessary documents and information needed to insure prompt payment.

Union halls are also a place to get information about training and upgrading at the Harry Lundeberg School, as well as about the activities of your Union in national, local and internal affairs.

And they are a pleasant place to play a friendly game of cards or dominos, talk with old friends, or just sit and read a paper while waiting for a job call.

The SIU Union hall system was established for the benefit of all Seafarers. Take advantage of the important services offered you at your local hall and

do your part by informing the hall when you want to leave a ship, by bringing the proper documents when you want to register or throw in for a job, and by attending your port's monthly membership meeting. (For more details, see Page 6.)

Seafarers are also participating in other important SIU programs and activities that contribute to the welfare and job security of the entire membership.

The 34th class of the **Bosuns Recertification Program** graduated this month, bringing to 391 the number of Seafarers who have completed this important course.

The 35th class which will graduate at the July membership meeting in N.Y. represents the final class in this phase of the Bosuns Recertification Program.

This program has helped greatly to reduce shipboard beefs which arise due to misunderstanding and to improve communication between members aboard our ships and Headquarters.

The Lundeberg School is still working on establishing a curriculum for the **Steward Department Recertification Program** which will begin later this year.

The **'A' Seniority Upgrading Program** has also been progressing well, with six more Seafarers receiving their full Union books through the program this month.

The 233 Seafarers who have earned their full books through this program are helping to fill the manpower gap left by the many members either going out on pension or passing on every month.

If you are eligible for the program and have not already applied, I urge you to do so immediately.

**Firefighting** training is becoming more and more important in today's maritime industry. And sooner or later, the Coast Guard will require that all seamen possess a firefighting certificate as a prerequisite to employment on U.S. flag ships.

Seafarers can get their certificate by attending the Firefighting Course offered at the Lundeberg School and at the MSC-MARAD Firefighting School in Earle, N.J.

If you would like to attend the Firefighting Course, see your port agent.

**LNG/LPG** tankers will soon be an important part of the U.S.-flag merchant fleet. To get a job on one of these ships, a Seafarer will be required to have special training.

A Seafarer can get this training through the Lundeberg School's LNG/LPG Upgrading Program.

I urge interested members in all departments to contact the Lundeberg School and to arrange to attend the next LNG class on Sept. 20. (See Lundeberg School application on page 31.)

## NLRB Judge Rules for SIU in Manning of All PRMMI Ships

An administrative law judge for the National Labor Relations Board ruled last month that the SIU represents the unlicensed crews aboard all Puerto

Rico Marine Management, Inc. (PRMMI) ships including their three Ro-Ro ships, the *SS Eric Holzer*, *Ponce de Leon* and *Puerto Rico*.

The judge found the NMU guilty of conducting a recognitional strike in their picketing of PRMMI terminals last year, that is, trying to force an employer to recognize the NMU as a bargaining agent when the employer already has a valid contract with another union, in this case the SIU.

It is expected that the NMU will appeal the judge's decision to the NLRB in Washington, D.C.

from the NMU-contracted Transamerican Trailer Transport to PRMMI.

PRMMI, which already operated eight SIU-manned ships, had a fleet-wide contract with the SIU and manned the three ships with Seafarers.

When the NMU struck PRMMI and PRMSA, the NLRB in San Juan moved for and obtained an injunction against the NMU's picketing from the U.S. District Court in San Juan which also ordered SIU crews off the three ships and NMU crews aboard the vessels until the NLRB could settle the issue.

From the U.S. Court of Appeals

First Circuit in Boston, the SIU applied for a stay of the judge's ruling ordering the SIU off the vessels until a full three-man Court of Appeals could hear an appeal on the issue. Chief Circuit Judge Coffin granted the stay pending the full appeal.

In April the United States Court of Appeals First Circuit affirmed the District Court's injunction against the NMU but it reversed the San Juan U.S. District Court's ruling ordering SIU crews off the ships, thereby effectively leaving SIU members aboard the ships until final disposition of this matter.

### 2 Falcon Countess Paychecks Held

Two paychecks for work performed aboard the *SS Falcon Countess* (Falcon Tankers) are being held at Union Headquarters for Seafarers Enrique Castro and Edward L. Bishop.

To pick up the checks they should call SIU Representative Angus "Red" Campbell at 212-499-6600, Extension 213 or write him at Union Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

### History of Dispute

The dispute began last October when the Puerto Rico Maritime Shipping Authority (PRMSA) transferred management of the three Ro-Ro vessels

## Financial Committee Meets



SIU Quarterly Finance Committee Chairman Frank Teti, recertified bosun, (4th right) explains a point on how to check out the Union's records and bills to a member of the elected committee, Oscar B. Smith (standing) of the steward department. Other members of the committee which met this month at Headquarters are (l. to r.): Carroll Dwyer, engine department; Recertified Bosun John Hale; Recertified Bosun Frank Rodriguez; and John Sweeney, deck department, watching Warren Cassidy of the steward department doing some figuring.

## Ross Named Chief Of N.Y. Labor Unit

Philip Ross has been appointed by Gov. Hugh L. Carey of New York as state industrial commissioner and head of the State Labor Department.

Ross succeeds Louis L. Levine who resigned to join the Group Health Insurance Co. of New York City. He had been state industrial commissioner since 1971.

Levine is now chairman of a U.S. Mediation and Conciliation Service board of inquiry panel set up May 31 in New York City to assist in the contract negotiation impasses between the League of Voluntary Hospitals and Homes and District 1199, National Union of Hospital and Health Care Employees, which has a membership of 40,000 hospital workers. Their contract expires the end of this month.

Commissioner Ross was recently professor of industrial relations at Cornell University, Ithaca, N.Y. and was re-



Philip Ross

gional director and international representative for the United Hatters, Cap and Millinery Workers International Union, AFL-CIO from 1955 to 1958.

# Coast Guard May Have Outlived its Usefulness

With the vast changes in maritime technology and with the changing attitudes toward the human factor in work situations, the U.S. Coast Guard may have outlived its usefulness.

This issue has come into sharp focus over the past year because of the Occupational Safety and Health Act which has given the U.S. Department of Labor jurisdiction over safety in maritime matters including safety aboard ship.

The Coast Guard is contesting this situation and is seeking to retain its jurisdiction over maritime safety. There are some who support the Coast Guard and feel that their traditional role should be maintained. There are others, both among labor and management, who feel that OSHA could do a better job.

## Long Time Problem

The Coast Guard problem has been cumulative. Its roots go back 20 years or more during which time the Guard has failed to upgrade its organization or adapt properly to the human factors.

Fundamentally a police organization, the Coast Guard has not taken an appropriate sociological view to the workers over which it has jurisdiction.

Its police force thinking can be seen in a mid-1950s Coast Guard proposal which became known as the "profile" system. The purpose of the system was to draw a "profile" on each seaman as a means of eliminating those who the Coast Guard felt shouldn't go to sea.

Among the areas to be examined were: home upbringing; speech or smell defects; attitudes toward sex; religious and ethical attitudes; work history, including any record as a "beef" or "complainer" aboard ship; lack of educational advantages.

Many people felt that it was extremely dangerous for a police enforcement agency to have control over the employment of a seaman.

The SIU was among those who vigorously opposed this extension of the Coast Guard's authority and the "profile" plan was eventually scuttled.

## Not Properly Equipped

The problem is that the Coast Guard is not equipped, in terms of personnel or experience, to deal with the many complex social and psychological problems resulting from the impact on the individual worker of faster and larger ships, increased overtime, loss of adequate port time, and the resulting feeling of isolation and alienation that grow from these new experiences.

The Coast Guard has not become aware that while the development of sophisticated electronic tools provide the seafarer with more control over his shipboard environment, they sometimes leave him feeling powerless over his own life.

In other areas, the Coast Guard is rooted in the past. Today a merchant seaman can be permanently deprived of his right to a livelihood for various drug violations which have been substantially modified in our society. Again, the Coast Guard's approach is that of a policing agency, out of touch with changing social and legal concepts, enforcing its own out-dated rules on workers whose rights are already severely restricted.

Another critical argument on the part of both management and labor is that the Coast Guard does not consult with those in the maritime industry.

The Guard's proposed rules and regulations are printed in the Federal

Register but there is no effort on the part of the Guard to maintain a continuous dialogue with those who are affected by those rules.

In promulgating these directives—which directly affect the safety of crewmembers—the Coast Guard will, at times, consult only with management without seeking the advice and guidance of maritime unions which represent the workers involved.

Two recent examples illustrate this point. In setting manning scales for Chevron tankers on the West Coast, the Coast Guard has decided that unlicensed crewmembers are not needed in the engine rooms of these vessels despite experience which has shown that continued maintenance is necessary to the safe operation of this type of ship.

Another example is the Coast Guard's proposal to eliminate the use of tankermen aboard barges on the inland waterways. Again, this proposal flies in the face of experience which has demonstrated the need for riding tankermen to promote the safety of the vessels and their crews.

This brings up another problem—the workers' situation cannot be enhanced by the fact that many Coast Guard officers go into industry when they retire from the Guard.

In attempting to assess why the Coast Guard cannot cope with the many complex problems of today's rapidly expanding industry, we can infer that one reason is its military-oriented structure and another is that the Guard is an extension of the Department of Transportation which has shown a consistent hostility to the maritime industry. Whatever the reasons, however, the fact is that the Coast Guard has demonstrated an unwillingness to deal with these problems realistically.

New standards have to be set which take into account the real problems of the health, safety and welfare of maritime workers. There is a widespread feeling that OSHA can play an effective role in this area. Certainly, the problems cannot be left to the unilateral decision-making of the Coast Guard which has a lack of experience and facilities to deal with them.

## Notice to Members On Shipping Procedures

When showing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card
- clinic card
- seaman's papers

In addition, when assigning a job the dispatcher will comply with the following Section 3, Sub-

section 7 of the SIU Shipping Rules:

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

## Pension Reform Act of 1974

# Some Points Clarified on ERISA Requirements

On May 26, the Seafarers' Pension Plan, Welfare Plan, Vacation Plan and Harry Lundeberg School of Seamanship, as well as the UIW Welfare Plan and Pension Plan, and the Great Lakes Tug and Dredge Pension Plan notified all participants that, under the Employee Retirement Income Security Act of 1974, the various plans' documents would be available for examination and, in some cases, for sale to their participants.

Plan participants include active employees, pensioners and any person who has vesting credit of 10 years service without a break.

Unfortunately these letters have caused some misunderstandings among members. In order to clear up these misunderstandings and to update the information contained in those letters, the *Seafarers Log* will present and answer some of the most frequently asked questions about the notices.

• **Will those already on pension be affected by this law?**

No—pensioners will continue receiving the same benefits. If you are already on pension, the law will not decrease or change your benefits in any way. All pensioners were sent notices because under ERISA they are considered participants and must be notified about changes in the Plans.

Once again, pensioners already receiving benefits need not worry about changes in their retirement benefits.

• **What Plan documents are available to participants and what will they**

cost?

All participants will automatically be mailed, free of charge, a summary description of each Plan and a summary of each Plan's financial report.

The Plan descriptions will be ready by the summer of 1977 and the financial reports by early 1977. There will be a charge of approximately \$.10 per page for additional copies of either summary.

The following documents will be available for inspection at every Union hall and for sale from Union Headquarters for approximately \$.10 per page:

1. Each Plan's ESB-1 form. This is an official form which each Plan must file with the Department of Labor describing the Plan. It runs about 15 pages and will be available sometime this summer.

2. The full annual report for each Plan. This is the entire financial report which each participant will receive in summary form free of charge. The full report will run about 20 pages and will be available at the end of each year.

3. Collective bargaining agreements under which each Plan is established. These agreements, or contracts, include the provisions for funding the Plans. Since these documents are usually quite long and since the contract provisions regulating wages and working conditions are already available, participants will be able to purchase the one or two pages which specifically deal with the Plans. These pages are available now.

4. Trust documents and regulations for each Plan. A Trust Document describes how a Plan is administered. They will be available by the end of July, 1976 and will run approximately 25 pages.

Trust regulations list all the rules concerning eligibility for, and the amounts of, benefits under a Plan and contain the information which each participant receives in a shorter form in his summary Plan description.

The trust regulations are about 50 pages long and will be available by the end of July, 1976.

You may inspect any of these above documents at a Union hall. You will not be able to photocopy documents at the Union hall.

To purchase any of the documents, contact the Welfare Plan office, 275 20th St., Brooklyn, N.Y. 11215 and you will be told exactly how much the desired documents will cost. Upon receipt of your payment, you will be sent the requested document. When requesting a document please include your Social Security number and your present or latest employer.

• **Is seetime accumulated before ERISA went into effect counted towards vesting?**

The best way to answer this question is to review the new vesting and break-in-service provisions.

Remember these provisions only apply to the normal pension.

For every year you work 125 days or more, you receive one year of vesting

credit. When you have accumulated 10 years of credit you are vested, that is you have a legal right to receive the portion of the normal pension you have earned when you turn 65 and can no longer have a break-in-service in regard to your pension.

If you work less than 125 days in any year but more than 62½ days, you do not get credit for a year's service but you do not have a break-in-service.

If you work less than 62½ days in a year, you have a break-in-service. If you have a number of consecutive breaks that equal the total number of years of credit you have earned, you lose all of that credit.

The 125-day requirement only applies to earning vesting credit for a normal pension. Each and every day worked for a company signatory to our Plan will count towards the total number of days needed to qualify for a pension even if they were accumulated in a year for which you did not receive vesting credit.

## Old Break Rules

Seetime compiled before Dec. 31, 1975 can be counted towards vesting credit. You will receive one year's vesting credit for each year you worked 125 days or more provided you did not have a break-in-service under the old break rules.

Under the old break rules, you lost credit for all previous seetime if you sailed less than 90 days in each of three consecutive years.



# Washington Activities

By B. Rucker



## ALASKA NATURAL GAS PIPELINE

Hearings on proposals to transport Alaskan natural gas to the lower 48 states are continuing in Washington. The House Interstate and Foreign Commerce Committee heard testimony earlier this month from the Federal Power Commission's environmental task force. This group singled out two proposals which they say would have less impact on the environment than other proposed routes.

One proposal is to pipe the gas through Canada to northwestern Minnesota. The other—developed by El Paso—would string a pipeline through Alaska, paralleling the oil pipeline, to an LNG terminal at Starichof. The gas would then be carried by American-flag LNG vessels to Oxnard, Calif.

We have a real stake in the final selection of this pipeline, and our staff in Washington is putting a lot of effort into convincing Congress and the Federal Power Commission that the all-Alaska route—with the use of U.S.-flag LNG tankers—is the soundest proposal in terms of natural defense, economy and preservation of the environment.

## WAR RISK INSURANCE

The Senate Commerce Committee will hold further hearings on War Risk Insurance. Transportation Institute, a Washington-based research and educational organization, has prepared background materials for our staff at the AFL-CIO Maritime Trades Department to oppose insurance protection for foreign-flag vessels which are owned or under charter to American operators.

## OUTER CONTINENTAL SHELF

Our representatives at the Maritime Trades Department met with legislative representatives from the AFL-CIO and a number of national and international labor organizations this month to get their support for our position on protecting the job rights of American workers on the rigs and supply vessels working the outer continental shelf.

This is another important area that we have to keep our eyes on if we are going to protect these jobs for Americans. Congressman John Murphy (D-N.Y.), who is chairman of the select House Committee on the Outer Continental Shelf, has introduced legislation which would require that all rigs and vessels used in exploration and mining on the shelf off U.S. coastlines be American built—and that all rigs and vessels be manned by American crews.

We have already held meetings with all unions involved in this industry, and we have come up with an agreement that would protect this industry for American workers. Meanwhile, our Washington office sent a staff representative to San Francisco to attend the National Offshore Advisory Committee meeting there which was held by the Coast Guard. And we are also inviting oil companies and other industry representatives to a meeting in Washington later this month to get them to approve the agreement we have worked out with labor organizations.

## PUBLIC HEALTH SERVICE HOSPITALS

The House Committee on Merchant Marine and Fisheries has begun hearings on the status of Public Health Service Hospitals. The SIU and the Maritime Trades Department will attend the hearings to present testimony in support of adequate funding for the maintenance of existing hospitals and for improving the quality of care at these hospitals. Our Washington representatives have been working with the U.S. Maritime Administration—which supports our position on the hospitals—and with Rep. Leonor Sullivan (D-Mo.), chairwoman of the House Committee on Merchant Marine who is a strong supporter of the Public Health Service Hospitals.

## OTHER HEARINGS

In addition to hearings on War Risk Insurance, Public Health Hospitals and the Outer Continental Shelf, Congress will also be holding hearings in a number of other areas important to us—including law of the sea; common carriers; water resources developments; pension plans; oil spills; and ocean mining.

The staff at Transportation Institute and our representatives at the Maritime Trades Department are working with our friends in Congress in all of these areas to make sure that the jobs and job security of this membership are protected. It is important that we continue a maximum effort in Washington to protect our jobs. We not only have to fight the powerful oil lobby, but we also have to fight the Administration in Washington—and that means the State Department, Treasury, the Department of Transportation, and—not least of all—the Coast Guard. It's a big job, and we have to be on our toes every single day. Our Washington staff has to know what is going on—not only in Congress—but also what is developing in all of the many Federal agencies that affect our industry. It's a never-ending job but one that is essential to your continued job security.

## Seafarers Plans Must Have Member's Latest Address

Because of the Employee Retirement Income Security Act of 1974 (often referred to as the Pension Reform Act) it is extremely important that the latest correct address of each member be on file. If the Seafarers Plans have your latest address, you will be able to receive all the necessary and vital material which is required to be sent to you under the new law.

It is also very important that the Plans be aware of your marital status. Therefore, you are strongly urged to fill in the form below and send it to: Claims Department, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

### Seafarers Welfare and Pension Plans

SIU  ISU

Sec. Sec. #

check one

Name: \_\_\_\_\_  
 Print Last Name First Name Middle Initial

Present Address: \_\_\_\_\_  
 Print Number and Street City State Zip Code

Date of Birth: \_\_\_\_\_  
 Mo / Day / Year

First Year of SIU, ISU Employment: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_  
 Print Last Name First Name Middle Initial

Spouse's Address: \_\_\_\_\_  
 Print Number and Street City State Zip Code

Date of Birth: \_\_\_\_\_  
 Mo / Day / Year

## Support SPAD

To Protect Your  
 Job Security in  
 the Fight for  
 Favorable Legislation



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

## Top Lakes Pension Check



After logging over 10,000 days of seetime, 64-year-old ex-Oiler John Kroski (left) gets congratulatory handshake from SIU Cleveland Port Agent George Telegadas last month for receiving the biggest pension check benefit—\$395 a month—ever paid on the Great Lakes to date. Seafarer Kroski's last ship was the *M/V Diamond Alkali* (American Steamship). He sailed 43 years.

# How MTD Membership Affects You, the Seafarer



The MTD holds biennial conventions to map out two-year programs of action. In above photo, Paul Hall, MTD president, addresses the 1975 Biennial Convention held last September in San Francisco.

Passage of the Merchant Marine Act of 1970 marked one of the most important legislative victories ever won for the U.S. maritime industry because it formed the base of a long-term program for the revitalization of the U.S. merchant marine. The AFL-CIO Maritime Trades Department was instrumental in achieving this victory.

In December 1974, the U.S. Senate gave final Congressional approval to the Energy Transportation Security Act, which brought to a successful close one of the most ambitious legislative fights in the history of the American labor movement. Again, it was the AFL-CIO Maritime Trades Department which proved to be one of the major forces in fostering this victory.

The fights for the 1970 Merchant Marine Act and the 1974 Oil Cargo Preference Bill (later vetoed) are just two instances in a long line of legislative struggles in which the AFL-CIO Maritime Trades Department has demonstrated its indispensable value to Seafarers and the maritime industry as a whole.

Much of the MTD's effectiveness as a Constitutional Department of the AFL-CIO can be attributed to a number of important factors, such as its size and working structure; the diversity of the member unions it represents, and the way in which its policies are carried out on both the national and local levels.

The main function of the MTD, founded 30 years ago and in the establishment of which the SIU played a primary leadership role, has always been to give maritime labor a greater say in Washington on issues that would have an impact on the U.S. maritime and related industries, and the men and women that work in them.

Presently, the MTD is comprised of 43 national and international AFL-CIO unions, including the SIUNA, representing nearly eight million American workers. Not all of the MTD's affiliated unions are of a maritime nature nor are they all located in major port-cities. But the affiliation of these diverse unions gives the MTD political strength in all regional areas of the U.S.

## MTD Executive Board

The policies and programs of the MTD are formulated by the organization's executive board, which includes a top ranking representative from each of the MTD's 43 affiliated unions. The three top officers of the MTD are, Paul Hall, who serves as MTD president; Jack McDonald, vice president, and O. William Moody, administrator.

The MTD executive board meets regularly to discuss contemporary issues affecting the maritime industry and the steps that must be taken to deal properly and swiftly with them.

Every two years, the Department holds a con-

vention immediately preceding the AFL-CIO convention, at which time the affiliates review the progress of the maritime industry in the previous two years and map out a chart of action for the next two years.

At the MTD's 1975 Biennial Convention, held last September, the Department resolved to work, among many others things, for:

- A bill that would close the loophole in the



Jones Act which exempts the Virgin Islands from the provisions of the law. This bill will be marked up in the Senate this month.

- A bill to extend U.S. control of fishing rights to 200 miles offshore. (This bill was passed in both Houses of Congress and signed into law in April of this year. The law becomes effective Mar. 1, 1977.)

- A bill to curb and then cut back the incursion of third-flag fleets into the U.S. foreign trades. The call for this bill was prompted by the fact that the Russian fleet, operating as a third-flag carrier, along with other third-flag fleets, now control more than half of the carriage of all waterborne trade between the U.S. West Coast and the Far East. (This bill is now under consideration by the House Merchant Marine and Fisheries Committee.)

- A program first to end the U.S. Government's wasteful policy of running in competition with the private shipping industry and then return the U.S. merchant marine to its proper role as an auxiliary of the U.S. Navy.

In addition to these and other maritime issues, the 1975 MTD Convention also vowed to fight for bills and programs for all American workers, such as: an increased minimum wage; organizing unorganized workers; import quotas; a national energy policy; unemployment insurance extensions, and trade reform.

Success of the MTD's policies and programs, established by the executive board and at MTD

conventions, depends heavily on the actions of the MTD's network of 27 Port Maritime Councils. These Councils, located in strategic port-cities throughout the U.S., in Canada and Puerto Rico, work politically on the local levels, and have been instrumental in enabling the MTD to achieve its national goals.

An example of the Port Council's effectiveness can be seen in the 1974 fight for the Energy Transportation Security Act. Members of the Councils worked tirelessly to convince Congressmen and Senators from their districts and states to vote for the bill. The result was an overwhelming vote for the bill in the House of Representatives, and a closer—but still—a majority vote in the Senate.

In addition to their work on the political front, the MTD's Port Maritime Councils have also been instrumental in increasing the awareness of citizens throughout the country to the importance of a strong U.S. merchant marine to the general welfare of the nation.

On the national level, MTD headquarters, which is located in the AFL-CIO building in Washington, D.C., works closely with the national AFL-CIO and its affiliates to gain further support for its programs. The national office of the MTD also works closely with representatives of AFL-CIO state federations and local central bodies of the AFL-CIO.

In brief, then, the AFL-CIO Maritime Trades Department has been and will continue to be an effective organization for its member unions, especially with regard to the SIU and Seafarers.

In future issues of the Log we will continue to outline other organizations with which the SIU is connected and describe how these groups affect Seafarers' welfare and livelihoods.

## 43 MTD Affiliates

Below is a list of the 43 affiliates of the Maritime Trades Department.

1. The Journeymen Barbers, Hairdressers and Cosmetologists' International Union of America
2. International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
3. Boot and Shoe Workers' Union
4. International Union of Bricklayers and Allied Craftsmen
5. United Brotherhood of Carpenters and Joiners of America
6. United Cement, Lime and Gypsum Workers International Union
7. Communications Workers of America
8. Distillery, Rectifying, Wine and Allied Workers' International Union of America
9. International Union of Dolls, Toys, Playthings, Novelties and Allied Products of the United States and Canada, AFL-CIO
10. International Brotherhood of Electrical Workers
11. International Union of Elevator Constructors
12. International Union of Operating Engineers
13. International Association of Fire Fighters
14. International Brotherhood of Firemen and Oilers
15. Glass Bottle Blowers' Association of the United States and Canada
16. American Federation of Grain Millers
17. Graphics Arts International Union
18. Hotel and Restaurant Employees' and Bartenders' International Union
19. International Association of Bridge, Structural and Ornamental Iron Workers
20. Laborers' International Union of North America
21. AFL-CIO Laundry and Dry Cleaning International Union
22. International Leather Goods, Plastics and Novelty Workers Union
23. International Association of Machinists and Aerospace Workers
24. Industrial Union of Marine and Shipbuilding Workers of America

Continued on Page 11

- |                                                                   |                                                                                                                                |                                                                  |
|-------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| 25. National Marine Engineers' Beneficial Association             | 31. Operative Plasterers' and Cement Masons' International Association of the United States and Canada                         | 35. Retail Clerks International Association                      |
| 26. Amalgamated Meat Cutters and Butcher Workmen of North America | 32. United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada | 36. Retail, Wholesale and Department Store Union                 |
| 27. Office and Professional Employees International Union         | 33. International Brotherhood of Pottery and Allied Workers                                                                    | 37. United Rubber, Cork, Linoleum and Plastic Workers of America |
| 28. Oil, Chemical and Atomic Workers International Union          | 34. Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees                      | 38. Seafarers International Union of North America               |
| 29. International Brotherhood of Painters and Allied Trades       |                                                                                                                                | 39. Sheet Metal Workers International Association                |
| 30. United Paperworkers International Union                       |                                                                                                                                | 40. American Federation of State, County and Municipal Employees |
|                                                                   |                                                                                                                                | 41. United Telegraph Workers                                     |
|                                                                   |                                                                                                                                | 42. United Textile Workers of America                            |
|                                                                   |                                                                                                                                | 43. American Guild of Variety Artists                            |

## Marine Skills Needed on Mobile Oil Rigs for Safety

Safety on the mobile drill rigs, which operate offshore exploring for oil and natural gas, is a prime concern of the SIU. The Union is urging the Coast Guard to adopt stricter regulations over these units which navigate in our harbors and coastal waters.

On May 25, at a hearing in San Francisco held by the National Offshore Operations Industry Advisory Committee, Lindsey Williams, SIU vice-president in charge of the Gulf Coast, outlined the Union's views on mobile drill unit licensing regulations.

While speaking before the gathered industry and Coast Guard representatives, he stressed the need for marine skills aboard the mobile rigs which "are vessels that must operate in a hazardous industry and environment."

During his testimony, Williams

pointed out that even the contractors involved in exploring for offshore resources defined the rigs as ships. He quoted John Drewry, counsel to the National Ocean Industries Association, who has stated, "these rigs are not, as many people think, fixed structures built offshore in the form of an oil derrick. But rather, they are indeed vessels and are recognized as such and documented under the laws of the United States..."

However, Williams objected, "the majority of mobile rigs are currently not regulated, or their crews licensed to the same full standards as U.S. ocean-going ships and their crews. The Seafarers Union is convinced this is neither a safe nor an acceptable standard for the U.S. rigs to be allowed to maintain.

He then sharply criticized the off-

shore exploration industry's draft proposals for new Coast Guard regulations that were being discussed at the hearing.

"We strongly disagree with the concept inherent in the draft proposal that industrial employees can perform marine skills without the proper experience and education required of ocean going seamen," the SIU vice-president declared. "Such shortcuts to creating seamen in the longrun jeopardize the safety of everyone involved in rig operations."

He continued, "Based on our observations of offshore activities, it appears to us that the offshore industry is intent upon obtaining for itself a special set of operating and safety rules that would not be acceptable in other U.S. marine industries."

After carefully studying the situation, the SIU developed its own proposed

regulations that would cover those members of the mobile rig crew working on marine related tasks.

At the hearing, Williams outlined the Union's major points, while noting "our standards would not apply to the industrial skills aboard the rig, primarily the drilling crew, because these matters should be decided by the contractor."

First, he stated, "A minimum manning level must be set for each type of U.S. drilling rig that will assure the safe operation of the rig in all conditions and which will provide an adequate marine crew to maintain the rig in a safe and sanitary condition.

While the minimum crew standard would take into account the size of the rig and its equipment, it would estab-

*Continued on Page 27*

## Foreign Countries Mean Business In Dealing With Drug Violators

Drug laws in the U.S. can be tough for sale or trafficking of large amounts of drugs, but for simple possession and use they're not so hard. Some states' laws for possession and use could even be considered lenient.

However, this is by no means the case in foreign countries.

It is important that a seaman, who would be visiting a lot of foreign countries, at least be aware of what these drug laws are, because if you get caught "over there" for possession or sale of even small amounts of drugs, you could be staying "over there" for quite awhile.

As a matter of fact, there are approximately 700 Americans in foreign jails right now for various drug offenses, and there's really very little anyone stateside can do for them but wait patiently for their return.

Below are some of the drug laws in various countries that a Seafarer might visit:

- **Mexico**—Possession, 2 to 9 years in jail plus fine. Trafficking, 3 to 10 years plus fine. Illegal import or export of drugs, 6 to 15 years plus fine. Persons arrested on drug charge can expect a minimum of 6 to 12 months pre-trial confinement.

- **Greece**—Possession, minimum of 2 years in jail. Trafficking, 5 to 20 years plus fine.

- **England**—Possessions of heroin or LSD, 7 years or a fine of \$1,000 or both. Possession of codein or cannabis, 5 years in jail.

- **Germany**—Possession, 3 years. Germany is expected to change this law making jail terms stiffer.

- **Japan**—Sentences are based on the amount of drugs found. A recent case involved 600 grams of hashish and the person was sentenced to 2 years in jail.

- **Italy**—Possession or attempted sale, 3 years. Trafficking, 3 to 8 years.

Persons arrested on drug charges are not eligible for bail.

- **France**—Possession, sentences vary, but are less than for trafficking. Minimum of 3 to 4 months pre-trial confinement. Trafficking, 1 to 5 years.



- **Canada**—Possession of narcotics (including marijuana) up to 7 years in jail at the discretion of the court. Up to life imprisonment, but not less than 7 years for importation of drugs into the country.

- **Turkey**—possession, 3 to 15 years. Trafficking, 10 years to life.

**It's no fun being stuck in a jail cell, but even less fun if that jail cell is in a foreign country. Be smart! Don't use drugs.**

## Warning to Seafarers Young and Old: Drug Possession Means Loss of Seaman's Papers

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

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

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

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

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

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

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

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

**Stay drug free and steer a clear course.**

## AT SEA



### SS Cove Communicator

The operators of the SIU-manned *SS Cove Communicator* (Cove Tankers) early last month applied to the U.S. Maritime Subsidy Board in Washington, D.C. for an operating subsidy to run the 31,900-dwt tanker on the Russian grain run.

### SS Transindiana

Shipboard services were conducted aboard this SIU-contracted ship for our departed brother, Seafarer Herbert M. "Frenchy" De Boissiere, 46, who died in the USPHS Hospital in Staten Island, N.Y. on Apr. 2. He had sailed 30 years.

Ship Chairman, Recertified Bosun Herwood B. Walters and Chief Steward W. J. Fitch, secretary-reporter paid high tribute in turn to the departed seaman:

"As Herbert De Boissiere, better known as 'Frenchy', was a personal friend of mine, it was his desire to sail with me aboard this ship. Although 'Frenchy' did not make it, in his physical being, his wish and desire were fulfilled, for I shall always remember, 'He did make his last voyage with me.'"

"I have sailed with Brother Herbert De Boissiere many times. His happy ways and outlook on life will be missed by all who knew him."

The bosun and the rest of the crew said:

"We wish to give an overextended vote of thanks to Capt. Gene Laski (master of the *Transindiana*) for the most proficient and descriptive eulogy he gave, so befitting to our departed Brother Herbert De Boissiere."

Capt. Laski's ceremonial eulogy at the services included these hallowed words:

"We are gathered here this day, the 17th of May 1976, on the deck of the *SS Transindiana*, to pay our respects to our departed brother, Herbert Michael De Boissiere, who passed away on the 2nd day of April 1976... He was 46 years of age.

"At a time when it seemed that Herbert was conquering his illness, he was making plans to return to sea on this vessel... This was not to be, and when he realized that he would not be standing any more watches, he requested that his final journey be made with us..."

"In making this request, Herbert is reminding us of the unique and special family relationship that we share with one another... We are many races and we are many religions—yet we are brothers—and the sea is our home—and the sea is our blood..."

"Herbert, thank you for the message... We understand it... In your memory, I now recite a poem that reflects the ideology of men who follow the sea...":

### INVICTUS

"Out of the night that covers me,  
Black as the Pit from pole to pole,  
I thank whatever gods may be  
For my unconquerable soul.  
In the fell clutch of circumstance  
I have not winced nor cried aloud.  
Under the bludgeonings of chance  
My head is bloody, but unbowed.  
Beyond this place of w.ath and tears  
Looms but the horror of the shade,  
And yet the menace of the years,  
Finds, and shall find me unafraid.  
It matters not how strait the gate  
How charged with punishments the scroll,  
I am the Master of my fate  
I am the captain of my soul."

"There is one among us who knew Herbert better than I... It is only fitting that Herwood Walters, our bosun, stand by my side and assist me in seeing Herbert on his final and everlasting journey..."

"Brother Herbert Michael De Boissiere—you have returned home—at 10:40 a.m. this 17th of May 1976—in the latitude of 27 degrees and 24 minutes North and longitude 74 degrees and 34 minutes West... you are now and forever returned to the sea—you cannot be forgotten for you shall forever be with us... We pay our respects to you, each in his own manner, with our thoughts and prayers and with the vessel's engines stopped and with a moment of silence."

### SS Mohawk

The SIU-contracted *SS Mohawk* (Ogden Marine) which went aground off the coast of California on the morning of May 20, was refloated the next day with tug assistance. The ship went on with her cargo of 9,500-tons of rice to an unloading in Stockton.

### SS Robert E. Lee

On July 4, the *SS Robert E. Lee* (Waterman) will sail from the Gulf to Karachi, Pakistan with 6,340-metric tons of bagged phosphate for overland transshipment to Afghanistan.

### SS Potomac

On July 15, the *SS Potomac* (Hudson Waterways) will sail from the Gulf of Indonesia with 21,500-tons of wheat.

## 8 Finish Welding Course



Instructor Bill Eglinton of Piney Point's Welding Course (2nd left rear) is in a happy mood with his latest class of graduates, proudly displaying their diplomas, of (l. to r. front): Robert Wilson Albert Schwartz; William Joslin, and David Daily. In the rear (l. to r.) are: LeRoy Cope; Eglinton; James Darden; Robert Zientak, and Robert Smith.

## Rubber Workers Boycott Firestone Tire

A nationwide consumers boycott and letter writing campaign aimed at Firestone tires has been called for by the 70,000 United Rubber, Cork, Linoleum and Plastic Workers of America Union (URW), an AFL-CIO Maritime Trades Department affiliate which has been on strike since Apr. 21 at 47 plants of the Big Four tire makers, Firestone, Goodyear, Goodrich and Uniroyal. The boycott has the support of both the SIU and the AFL-CIO.

URW President Peter Bommarito has asked the public and union members not to buy the following 37 brand-name tires: Firestone, Atlas, Caravelle, CBI, Coast-to-Coast, Cordovan, Falcon, Fruehauf, Getty, Lancer, Multi-Mile, O.K. Tires, Shell, Triumph, Union 76, J.C. Penney and Montgomery Ward.

Other Firestone subsidiary-made tires consumers are asked not to purchase are these by Seiberling: Award, Holiday, Buck Monroe, Portage, Roger Ward, Sterling and Zenith. And those made by Dayton: Argyle, Carnegie, Co-op, Cornell, Dean, Duralon, Road King, Schenuit, Super Traction (trucks) Western Auto and White.

Bommarito also called for a letter-writing campaign by union members and the general public directed to Firestone's president, Richard D. Riley, 1200 Firestone Pky., Akron, Ohio 44301 asking for a reasonable approach at the bargaining table with the United Rubber Workers negotiators.

To implement the boycott, a "Don't Buy Firestone" campaign via picketing and handbilling at high volume Fire-

stone retail outlets and independent stores is contemplated.

In the middle of this month, URW and Firestone negotiators resumed their contract talks in Cleveland after two days of federally-mediated discussions with the head of the U.S. Mediation and Conciliation Service James F. Scarce in Washington failed to make any headway in their dispute.

### Model for Others

The union is seeking a contract with Firestone that could serve as a model for an agreement with the other three of the Big Four.

At issue is a strong cost-of-living allowance asked for by the union. Since Firestone tire prices have soared to 35 percent more in just two years, the union asked the company for a first-year catch-up wage hike of \$1.65 an hour, substantial pension improvements and a cost-of-living allowance (COLA) that would add a penny to wages for every 0.3 point increase in the Consumer Price Index (CPI) projected to rise 7 percent a year.

Firestone offered \$1.10 an hour over three years—5 cents less than its previous offer—a three-year pension boost of \$1.50 for future service, and a cost-of-living formula geared to the CPI but offset in part by wage increases in the second and third years of the contract.

Bommarito rejected the offer because he said the company's COLA Program would net the worker only 25 cents in three years at projected rates of inflation while the URW's formula would net 95 cents. This is the union's key issue,

Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.



Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

## New Appreciation of Life

# Seafarer Tells How He Dealt With Alcoholism Problem

For the best part of his adult life, his shipmates called him "old heave-a-head Harry," because Harry Dengate, a 56-year-old Seafarer from Charleston, S.C., could drink with the best of them, and then some.

Harry Dengate is not afraid or ashamed to admit that he was an alcoholic for many years—and he shouldn't be—because this remarkable Seafarer did what so many millions of people in this country can't do, and that is kick the alcohol habit completely. But what's more remarkable is the way he kicked the habit. You might say he wheeled himself back to the mainstream of society because he did it with a bicycle.

Brother Dengate had his first drink when he was 17-years-old after finishing basic training in the Navy. He continued to drink steadily throughout his four-year hitch in the Navy, which ended in 1941. He entered the merchant marine the next year shipping in the black gang.

He recalls with amusement that back then the motto in some of the ports he visited was, "dogs and sailors keep off the grass."

Seafarer Dengate's drinking problems continued throughout the early 40's, and in 1943 he spent time drying out at the U.S. Seamen's Service Center in Bayridge, Md. He tried Alcoholics Anonymous in 1950 but he kept right on drinking "simply because I didn't want to stop."

Brother Dengate lived and shipped out of Yokohama for 16 years. He met a girl there and married, but after 12 years his wife divorced him because of his drinking. About the divorce, Harry said: "I guess I don't really blame her."

During his years of sailing and drinking Dengate recalls the terrible days when he secluded himself in the engine room shaft alley so his shipmates wouldn't see him doubled over from stomach cramps and a sickness that prompted him to say in retrospect, "I really felt like dying."

For many years Seafarer Dengate pretty much followed the same pattern. Outside of shoreside expenses he worked and spent what he made on alcohol. He recalls being on the Persian Gulf run for eight years "and never saving a penny."

### Turnabout Came Suddenly

The turnabout in his life came suddenly three years ago this month. He got off a ship in San Francisco and went on a four-day binge, waking up sick in a hotel in Atlanta, Ga. From there he went back to his hometown of Charleston, S.C., for the first time in 32 years. It hit him like a ton of bricks when he realized that for him nothing had changed in all that time. He was drinking heavy when he left, and he was still drinking.

He decided it was time to quit.

The next day he found an apartment, and recalling the advice of an old shipmate of his, he bought a 10-speed bike and started riding. "I was a bit shaky at first, but it felt good. I found that the more I rode, the less I thought about alcohol. Every day, I would get up early and bike out to the suburbs. I believe the physical strain and freedom of



Harry Dengate

movement I felt cleared my mind and I began seeing things, beautiful things, like trees, grass, flowers, kids playing and so many of the simple things in life, really for the first time. As I cleared my mind, I also cleared my body and I felt like a new man. I'll never be rich as far as money is concerned because I never saved anything when I was drinking. But I feel very rich in another way—rich in a new appreciation for life and living."

After several months in Charleston, he went back to the West Coast and stayed with his brother in Pasadena for a while. There he continued his bicycle trips traveling as much as 30 miles a day. His body became stronger, and the grip the alcohol once had on him was gone. He had won.

Today, Seafarer Dengate usually ships seven months a year and when he is on the beach, he bikes at least 20 miles a day. He has biked in the Far East and in New Zealand and Australia. Now he is looking to catch a ship for the Med so he can do some biking in Europe. "Biking is a beautiful way to see a country," he says.

His shipmates have long since stopped calling him "heave-a-head," but Dengate notes with a laugh: "You know how seamen are. They have a nickname for everything. Now they call me '10-speed Harry' and I don't mind a bit."

Brother Dengate went to Piney Point last year and is very proud of the QMED endorsement he received there. He didn't get a chance to see the SIU's Alcohol Rehabilitation Center since it was only in the planning stages at that time. But he believes "the Alcohol Center down there is truly a wonderful thing. There has never been such a program for seamen before, and believe me, it was needed. I think the program will be a great help to a lot of guys, because there are a lot of guys out there with drinking problems like I used to have."

Seafarer Dengate said he hoped his story would encourage others to seek help to kick the alcohol habit. He says, "I hesitated at first to have the story printed, but I believe that if only one guy who reads it, seeks and gets help, then I will have accomplished something important."

## ASHORE



Washington, D.C.

Out of the 17 U.S. high school students who won voyages on American ships and cash in the Propeller Club's 1976 Harold Harding Memorial National Maritime Essay Contest, three winners received their prizes from SIU-contracted companies on Maritime Day, May 22.

Grand national winner in the 40-year-old contest, Taimi Louise Heikken of Bogalusa, La. received a \$100 cash prize from the Maritime Overseas Corp. at the New Orleans Propeller Club. She also won a cruise to the Med and back from another company.

National winner Lisa Morrison of Le Grand, Calif. was awarded a voyage by Sea-Land Service from Seattle to Oakland at The Golden Gate Propeller Club in California.

And national winner Glenn Wright of Miami, Fla. won a trip from the Gulf to a north Brazil port and a return trip from Delta Line at the Miami club.

The contest is sponsored by the club's 14,000 members in 60 U.S. ports, 15 foreign ports and at 15 colleges to broaden the education of teenagers and to stress the need for a strong American merchant marine for national security and economic prosperity.

It is named for Harold J. Harding, national secretary-treasurer of the club from 1931 to 1952.

The club's U.S. president, Capt. C. Ray North said, "The many companies that have made these prize voyages available are to be commended for their public spirited generosity as are the Propeller Clubs that worked so hard to sponsor the contest locally, the many teachers who supervised the preparation of essays and the students who participated."

### Saugerties, N.Y.

A widow, Mrs. Edith C. Anderson, of an old sea captain here, who "passed the bar" writes: "I am sorry to inform you that my husband retired Capt. Hilimar G. Anderson died in St. Peter's Hospital, Albany, N.Y. the 21st of April and was buried in Woodstock Cemetery the 23rd of April.

"My husband always enjoyed reading the *Seafarers LOG* and read about the men and ships he had known in his many years on the sea."

### Old Bridge, N.J.

Ever hear of someone making ships models out of bones? Chief Steward Jacinto G. Guiles, 53, who last shipped out on the containership *SS Arcibo* (Puerto Rican Marine) in March does. He has no bone of contention with his hobby of carving model schooners out of bones of turkeys, ducks and chickens.

Seafarer Guiles, who was born in Manila and makes his home in Old Bridge, joined the SIU in 1956.

He explains that it takes him two or three months aboard ship in his offtime hours on the run from Port Elizabeth, N.J. to the port of San Juan to carve a scale model of a clipper ship, with penknife and glue, using backbones, breastbones and wing bones of the roasted birds.

Brother Guiles follows no set plan. His latest creation, a model of a three-masted schooner which he first saw on a matchbook cover, was made as a wedding anniversary gift for his wife, Lillian.

It all started—carving bones into ships models—in 1963 in the port of Long Beach when a brother aboard ship with the chief steward told him that he knew of someone who carved turkey bones into ship models. It was a challenge, Guiles said, he couldn't ignore.

## SIU Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the SIU Alcoholic Rehabilitation Center. I understand that this will be kept strictly confidential, and that no records or information about me will be kept anywhere except at The Center.

Name ..... Book No. ....

Address .....  
(Street or RFD) (City) (State) (Zip)

Telephone No. ....

Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Md. 20692  
or call, 24 hours-a-day, (301) 994-0010

# Overweight, Obesity Can Mean a Shorter Life

By Dr. Joseph P. Logue  
SIU Medical Director

Duane S. ships with the SIU. Every year he must have a physical before he is issued a shipping card from the medical department. Two years ago, after an eight-year steady climb of 10 to 15 pounds a year he took heed. That physical showed that his blood pressure was 190 systolic, 110 diastolic; he had a four-plus rating on sugar in his urine, an indication of diabetes; and he weighed 268.

At 47-years-of-age, supposedly in the prime of life, he felt dreadful. Going up and down stairs, or any exertion, left him out of breath. For his 5 feet 9 inches, he was quite overweight. His normal weight for age, height and structure was approximately 175 pounds.

Last year's full physical showed Duane down 46 pounds. The other day when Duane came to the clinic for his annual physical he had lost an additional 40 pounds. Due to his 86 pound loss, his other physical findings were really good. Blood pressure readings revealed 150 systolic, 80 diastolic; his diabetes had been controlled by diet alone —no need for injections or pills; and he stated he had not felt so great in years.

If Duane had shipped in the bygone, so-called romantic age of tall sailing ships, there would have been no union clinic or ship company that cared about his health and well-being. Instead of learning about a diet, and being medically directed, he would have had the allowed quota according to "The Rules for the Regulation of the Navy of the United Colonies".

*There shall be allowed to each man serving on board the ships in the service of the thirteen United Colonies, a daily proportion of provisions, according as is expressed in the following table, viz.*

*Sunday, 1 lb. bread, 1 lb. beef, 1 lb. potatoes or turnips.*

*Monday, 1 lb. bread, 1 lb. beef, 1 lb. potatoes or turnips, and pudding.*

*Tuesday, 1 lb. bread, 1 lb. beef, 1 lb. potatoes or turnips, and pudding.*

*Wednesday, 1 lb. bread, two oz. butter, four oz. cheese, and 1/2 pint of rice.*

*Thursday, 1 lb. bread, 1 lb. pork, and 1/2 pint of peas.*

*Friday, 1 lb. bread, 1 lb. beef, 1 lb. potatoes or turnips, and pudding.*

*Saturday, 1 lb. bread, 1 lb. pork, 1/2 pint peas and four oz. cheese.*

*Half a pint of rum per man per day, and discretionary allowance on extra duty and in time of engagement.*

*A pint and a half of vinegar for six men per week.*

### Better Food Today

However, due to the efforts of your Union, great achievements were made back in the 1950s to place items such as fresh fruit, fresh frozen vege-

tables, fresh milk and other dairy products, and a variety of better quality meats and poultry as standard on SIU contracted ships.

By improving your diet, you and your shipmates no longer need suffer scurvy, beriberi and other vitamin deficiencies; and Duane S. and many of your other shipmates would not be alive today. The diabetic complication, and the hypertension would have taken their lives on such a poor diet as recounted above.

Unfortunately obesity is usually not the only problem to worry about. More often than not, following the obesity are diabetes, hypertension, various cardiac conditions, varicosities and many other major and minor maladies that can be avoided.

Duane S. did nicely on his diet. Some weeks he lost a pound, other weeks 3/4 or 1/2 a pound. Following is a selection he chose from a ship's menu. Anyone can see he did not starve; he learned to watch what he ate.

#### Breakfast

orange juice  
assorted dry cereal with milk  
cornbeef hash  
coffee

#### Lunch

vegetable soup  
pot roast  
boiled potato  
string beans  
small roll or slice of bread with butter  
tea or coffee  
cling peaches

#### Dinner

grilled pork chop  
steamed rice  
carrots  
cauliflower  
slice of bread with butter  
applesauce  
iced tea  
Nighttime snack  
apple  
glass of milk

In a 1976 medical survey of several hundred men, overweight and/or obesity was the most prevalent single health problem in the SIU membership. Overweight (exceeding one's normal weight by 10 percent to 15 percent) or obesity (exceeding one's normal weight by more than 15 percent) can pose serious complications and impairments on an individual.

Of those surveyed, all cases of obesity were exogenous in nature. Exogenous obesity is caused by excessive food intake. Endogenous obesity, or overweight is caused by some abnormality within the body, such as an endocrine imbalance, a faulty salt and water metabolism or such things as a central nervous lesion.

Exogenous obesity is our prime concern. Fad and crash diets fill books and volumes of maga-

zines. They are not the answer; neither are pills. They only provide for a quick weight loss, which is almost never a permanent weight loss. Education about the four basic food groups is imperative.

The four basic food groups are:

- a) milk and milk products
- b) meat, fish and poultry
- c) fruits and vegetables
- d) breads and cereals

Selection from these food groups and adjusting the total food intake to the number of calories to reduce weight is the only sane way to diet. In addition to dieting, some form of exercise must also be instituted, the kind and amount dependent on your physical condition.

If you have a problem with overweight or obesity your SIU Clinic or the U.S. Public Health Service can give you a diet you can live with, and the kind of exercise regime you can safely employ, dependent on your present physical condition. Ultimately you will feel better physically than you have in a long time, and you will be prolonging your life.

Statistically it has been proven that the greater the weight excess your heart and other organs must carry around, the greater the death rate proportion is. In summary, the greater the obesity, the higher the death rate.

Pick up something as heavy as you are overweight. This is the added burden your heart, an organ the size of your clenched fist, has to deal with 24 hours everyday. If you hope to live a long productive life, you can help yourself. Only you can do it, no one can do it for you. Medically you can be helped, but only if and when you decide you want to live and enjoy life can you do something positive.

*"There are no pockets in a shroud, but you can take it with you, and at an earlier date if you are overweight."*



Let's Face It, Quigley, Ya Gotta Lose Weight!

## MEMBERSHIP MEETINGS SCHEDULE



| Port         | Date    | Deep Sea  | IBU       | UIW       |
|--------------|---------|-----------|-----------|-----------|
| New York     | July 6  | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Philadelphia | July 6  | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Baltimore    | July 7  | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Norfolk      | July 8  | 9:30 a.m. | 5:00 p.m. | 7:00 p.m. |
| Jacksonville | July 8  | 2:00 p.m. | —         | —         |
| Detroit      | July 9  | 2:30 p.m. | —         | —         |
|              | July 12 | —         | 5:00 p.m. | —         |
| Houston      | July 12 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| New Orleans  | July 13 | 2:30 p.m. | 5:00 p.m. | —         |

| Port          | Date    | Deep Sea   | IBU        | UIW       |
|---------------|---------|------------|------------|-----------|
| Mobile        | July 14 | 2:30 p.m.  | 5:00 p.m.  | —         |
| San Francisco | July 15 | 2:30 p.m.  | —          | —         |
| Wilmington    | July 19 | 2:30 p.m.  | —          | —         |
| Seattle       | July 23 | 2:30 p.m.  | —          | —         |
| Piney Point   | July 10 | 10:30 a.m. | 10:30 a.m. | —         |
| San Juan      | July 8  | 2:30 p.m.  | —          | —         |
| Columbus      | July 17 | —          | —          | 1:00 p.m. |
| Chicago       | July 13 | —          | 5:00 p.m.  | —         |
| Port Arthur   | July 13 | —          | 5:00 p.m.  | —         |
| Buffalo       | July 14 | —          | 5:00 p.m.  | —         |
| St. Louis     | July 15 | —          | 5:00 p.m.  | —         |
| Cleveland     | July 15 | —          | 5:00 p.m.  | —         |
| Jersey City   | July 12 | —          | 5:00 p.m.  | —         |

# Seafarers Meet in Puerto Rico Union Hall

WITH the island of Puerto Rico dependent on waterborne transportation for much of its cargo carriage, Seafarers play an important part in the commonwealth's economy.

Sailing aboard more than a dozen Sea-Land and Puerto Rican Marine ships like the *Eric K. Holzer*, *Mayaguez*, *Ponce de Leon*, *Humacao*, *Tampa* and *Jacksonville*, SIU members carry containerized general cargo from Charleston, Baltimore, New York and other East Coast ports to San Juan. (See photos on following two pages).

From San Juan, with its efficient, modern cargo-handling facilities, the cargo is trucked to its various destinations or put aboard feeder ships like the SIU-manned *Panama* or *Oakland* and shipped to the Virgin Islands or Dominican Republic.

SIU-affiliated IBU members also

move much of the containerized cargo brought into San Juan and operate most of the harbor's docking boats.

Although the SIU ships usually pay-off in their East Coast ports, the SIU maintains a hall in Santurce, near San Juan.

From this hall, Puerto Rico Port Agent Juan Reinoso regularly visits all of the ships calling on San Juan, settling beefs, holding shipboard meetings and generally seeing that Seafarers get the Union services to which they are entitled.

Seafarers who live in Puerto Rico can also register in Santurce and, as in all other Union halls, they hold membership or informational meetings every month, as shown in the photos on this page.

With IBU activity rapidly expanding in Puerto Rico, the Santurce Hall also provides the same services for area Boatmen aboard *Caribe* of Puerto Rico boats operating in San Juan and aboard the seven *Caribe* tugs regularly delivering tows from the U.S. Gulf Coast.



San Juan Port Agent Juan Reinoso (center) chairs the May membership meeting in that port while Seafarer Bill Doak (l.) serves as reading clerk and Seafarer Alphonso Rivera acts as recording secretary.



SIU Representative Ed Morris talks to Santurce SIU members about the extension of the Jones Act to cover the Virgin Islands.



Seafarers A. Santiago (l.) and Diego Hatch get in a quick game of eight ball in the San Juan hall before the membership meeting begins.



At the May meeting, San Juan area Seafarers heard reports from SIU Headquarters, acted on Union business and expressed their views on Union activities.



Seafarer Pablo Pacheco, an AB, waits for a job call after the San Juan meeting.

More photos on following two pages

The SS *Mayaguez* (Puerto Rican Marine) unloads containerized cargo from Baltimore in San Juan's Harbor. Formerly owned by Hudson Waterways, she was obtained by PRM last year.

From left to right in the *Mayaguez* engine room are Second Engineer John Skuba, Chief Engineer Richard Hannon and SIU member Jack Benford who sails as oiler/maintenance. Brother Skuba sailed with the SIU for 20 years before upgrading at the joint SIU-MEBA District 2 School in 1966.

Pictured left is Piney Point graduate Alvin Robinson who is making his first trip as assistant cook aboard the *Mayaguez*. On the right is the *Mayaguez*'s chief steward, B. J. McNally.



**Modern San Juan Harbor—A Major Port for Seafarers and Inland Boatmen as They Play Important Role in Puerto Rico Economy**

AB Charles Fox chips paint while his ship, the *Humacao* (PRM), unloads containers in San Juan.



Above, OS Gary Mathews looks for returning *Humacao* crewmembers while, below, ABs Carl Moore (l.) and Teddy Ruiz prepare to cast off stern lines. The *Humacao* is on her way from San Juan to Charleston.



Chief Steward Harold Strauss (l.) watches Cook and Baker Abbu Azez prepare dinner for hungry *Eric Holzer* crew.

**CLINIC** Dr. Cesar W. Carrasquillo gives three-year old Rolando Diaz a physical in the Santurce SIU Clinic on Family Day. Reassuring young Roland is his aunt, Teresa Garcia.



A trailer is driven off the SIU-contracted ro-ro *Eric K. Holzer* (PRM) in San Juan. The *Holzer* runs regularly between Port Elizabeth, N.J. and San Juan.



# Pages from the History of the American Seamen's Labor Movement

The Seafarers Historical Research Department is compiling a history of the American seamen's labor movement from files of newspapers, magazines, libraries and other sources all over the country, the first such attempt made to gather a complete history of the maritime unions.

This is the first of a series in the Seafarers Log in which will be chronicled the story of the seamen's movement in articles contemporary with the seaman's struggle for better wages, better living conditions and, strange as it may seem today, for basic human rights.

This article reviews the early maritime labor movement, pioneered by a number of unions which had very brief histories. Probably the first of any real impact was the Lake Seamen's Union, founded in 1878.

The "Alta California", a daily newspaper published in San Francisco, tells about another seamen's union in its issue of Feb. 1, 1878.

## SEAMENS PROTECTIVE UNION

"Pursuant to a call made by J. F. Harrison, a large number of seamen assembled at Number 132 Steuart Street for the purpose of organizing a Protective Union for the better protection of the seamen of this Coast. The meeting was called to order by J. F. Harrison, who stated briefly the objects and introduced Col. Heath as the first speaker, who made a stirring appeal to the audience on the necessity of thorough organization with a determination to work for the common good of all members. The frequent applause during the speaking indicated that the hearts of the audience were a unit to carry out the design of the meeting. Short addresses were also made by Mr. Harrison, J. J. Merritt and others, after which the roll was presented for signatures, which was signed by over 90 names. The Union then proceeded to elect temporary officers, as follows: George Ball, President; O. Svenkeson, Secretary. After some promiscuous speaking for the good of the Order, the meeting adjourned to meet next Monday night at the same place at half-past seven o'clock. A vote of thanks to the proprietors of the hall for its use free was responded to by three rousing cheers, and after three more for the future success of the Union, the crowd dispersed."

The shipping news in the "Alta California" for Feb. 1 of 1878 showed the American ship *Western Shore* and the French bark *Nemeris* all loaded and waiting for a tug to tow them out to sea "if weather permits." The full-rigged ships *Amana* and *Continental* were topping off loads of grain for England, along with the ships *Agenor*, *Argomenon*, *Centaur*, *Woosung* and *Pilgrim*.

Perhaps half a hundred other ves-



sels, ranging from full rigged ships, barks and schooners to coastwise steamers and trans-Pacific liners, were loading or unloading on coastal and foreign voyages.

### Life Ashore

The gin mills, the cribs and the "parlor houses" of the Barbary Coast were busy raking in every dollar, penny and pound that they could from sailors just ashore from inbound ships and eager to quench their thirst and to romance the girls after months of cramped-up, monotonous and dangerous life aboard a windjammer. If they had any money left after a night on the Barbary Coast, it would soon be siphoned off by the boarding house runners and the crimps who preyed on sailors looking for a ship.

To get a job in those days, the sailor almost always had to apply through a boarding house keeper, who was in no big hurry to ship him out because the longer he stayed ashore and the more he ate and drank the bigger advance the boarding house could demand, by law, against the seaman's pay when he was finally dumped aboard an outward-bounder.

In addition to fleecing the sailor for board, room and drink, the boarding house owner and his runners also demanded so much a head (often \$50 or more) from the ship captain for each body they furnished to a vessel needing a crew. The captain who didn't cooperate didn't get a crew, or at best would get only the dregs of the waterfront, shanghai'd off the streets and out of the dives.

And so it was with these and other problems in mind that the Seamen's Protective Union held its second meeting on Feb. 8, 1878.

The "Alta California" recorded the meeting in this historic account: "A meeting of the Seamen's Protective Union was held at the Western House on Steuart Street, Thursday evening. The meeting was called to order by the President, George Ball, who delivered an address and in conclusion stated that he hoped to see the Union one of the most successful of the kind ever organized.

"J. F. Harrison addressed the meeting at length upon the advisability of every member of the Union exerting himself to his utmost in trying to make this long-looked-for movement, composed of

the hardest-worked, poorest paid, most-abused class of men on the face of the earth, the grandest achievement that has ever been attempted for the elevation of the seamen, hoping yet to see the day when, in cooperation with other unions of a like nature, they will be able to raise themselves to such a standing as to receive that respect due them, which they are not permitted to receive at present.

"They were looked upon by others as tools in the hands of a master to do his bidding at once under such arbitrary rulings as their dictators may suggest. He hoped that some of these bloodhounds in human shape would soon be compelled to listen to the demands of the seamen, and respect them the more for their bold stand in defense of their rights, which every other working man will hail with delight, and welcome them with brotherly greeting to the front ranks, as they have always been the leaders in the march of civilization throughout the Christian world, more especially of the Western hemisphere, now known as America. Loud and hearty applause followed these remarks.

"The Committee appointed at a previous meeting to wait on boarding house keepers, and request their attendance, was given until the next meeting to bring in a report.

"The Committee on Constitution and bylaws reported the same, which were adopted after a few amendments.

"Fred Clarke submitted an anti-Chinese resolution, setting forth that no seamen ship on a vessel where such a vessel had a Chinese cook or steward. The gentleman followed with a few remarks, stating that he had men stopping in his house who were good cooks, and he could not get them a chance on account of the pestilential horde who by degrees were eating us out of house and home.

"Prolonged applause followed, but as the gentleman was not a member, the matter was laid over until the next meeting.

"The President then appointed a committee of three on halls; also a committee of three on printing, both to report at the next meeting.

"The Chair then asked all those here to attend the next meeting as the election of permanent officers would take place and business of great importance to the welfare of this body would have to be done.

"The meeting then adjourned, amid three cheers to meet at the same next Thursday evening at 8 p.m."

More stories detailing the origin and development of the sailors' movement, as chronicled in newspaper articles of the time, will follow in future issues.

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

# Unified Stand Sets '76 Political Wheels in Motion

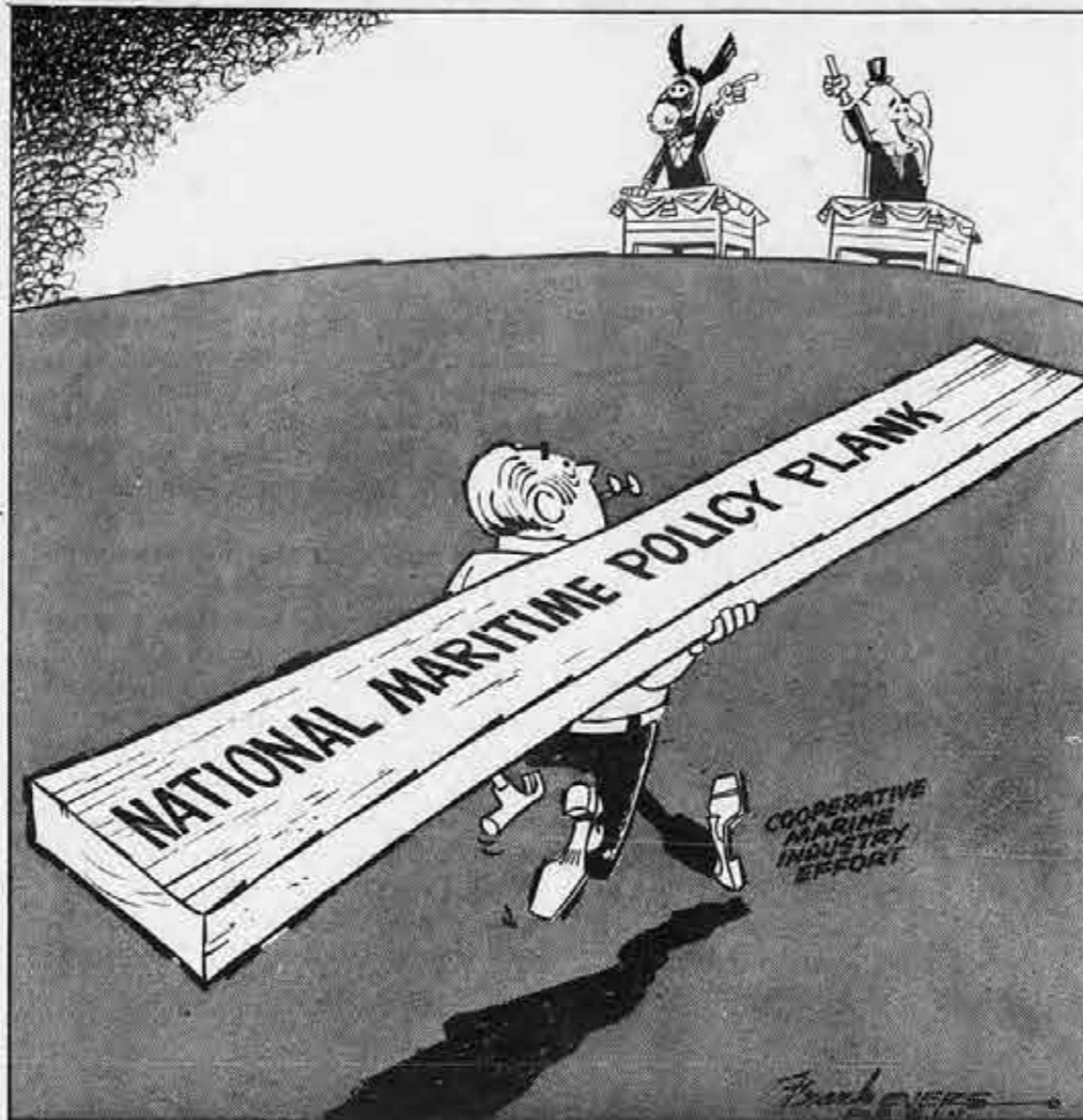
As part of its platform for the 1976 presidential elections, the Democratic Party has adopted a plank calling for a national maritime policy which would revitalize the U.S. merchant marine. In the near future, the same plank will be presented to the Republican platform committee.

Calling for a higher level of coordination of maritime policy, reaffirmation of the objectives of the Merchant Marine Acts of 1936 and 1970, and development of a national cargo policy, this plank is a solid, positive step towards realizing the SIU's goals of unity and renewed strength for the U.S. maritime industry. (See story on Page 5.)

It means that the objectives the SIU has long held to be the keys to revitalizing our merchant fleet will now become the objectives of at least one of America's major political parties.

And, if adopted by the Republicans, it will mean that both major political parties have renewed their interest in our industry and are again beginning to realize the importance of the U.S. merchant marine to our national security, our national unemployment problems and our international trade.

But perhaps the most important thing about the proposals contained in this plank is that they were jointly developed by over 60 maritime unions, companies and associations, and pre-



sented as a unified maritime industry proposal.

For the first time all segments of the maritime industry have worked

together to prepare a solution to the problems. The result is a comprehensive merchant marine program which has broad-based industry support and which has now become part of the Democratic Party's plans for this country's future.

The separate segments of the industry, which so often have been at odds with one another, have finally realized the importance of putting personal and historical differences aside in order to work together to combat the problems which threaten us all in the maritime industry—both worker and management, shipper and manufacturer, merchant and consumer.

Now that the Democratic Party has adopted this maritime plank, we must not lose sight of the fact that a platform is a campaign promise and that without our continued support, these programs stand little chance of implementation.

The maritime industry has learned a valuable lesson in the past few months by participating in the joint maritime committee that helped produce this plank. Let us hope that every member of the entire maritime industry has continued to heed this lesson and that the issues of personality are finally behind us.

If they are, we will be free to fight for the revitalization of our industry and, in our unified stance, will stand an excellent chance of seeing our joint maritime proposals implemented.

June, 1976 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 38, No. 6

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THE CHARLES W. MORGAN

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**LETTERS TO THE EDITOR**

HISTORIC PRESERVATION

## Thanks SIU Plans

No words can ever express my gratitude to the Seafarers Welfare and Pension Plans for their help in the 13 years since my retirement. I am grateful not only for my pension benefits, but for the Plans' payments of all my excess medical bills.

The SIU's Plans have made my retirement years a pleasant period of my life.

Fraternally,

William Minkler  
Edgewater, N.J.

## Gratitude to SS Columbia Crew

I wish to express my thanks to everyone on the SS Columbia. Our youngest son passed away recently, and Captain Scott made all the arrangements for my husband to get back home for the funeral. I also wish to thank the crewmembers for their kind donations.

Respectfully,

Alida Backrack  
Arlington, Calif.

## Scholarship Winner Doing Well

Our son, Danny McDonald, just completed his junior year at the University of Iowa. It was his first year at Iowa and his first year under the SIU scholarship program.

Last month, we attended an Honors Convocation at the college where Danny was one of those honored. It was a happy day for his dad and myself.

We are very grateful to the SIU for selecting Danny for the Scholarship.

Dan's greatest desire is to continue his education and to obtain a law degree. Without your help it would be almost impossible.

I hope you will accept a very simple thank you as words can never express our gratitude.

Sincerely,

Mrs. Dale McDonald

## Personals



### Thomas Thlu

Your son David P. Thlu asks that you contact him as soon as possible at 937 Louisa St., New Orleans, La. 70117.

### Calvin "Hut" Raulerson

John Wagnitz asks that you contact him as soon as possible at P.O. Box 1268, Sonoma, Calif. 95476, or call him collect at (707) 996-8458.

### William Andersson

Jack Otte asks that you contact him as soon as possible at 4700 Ocean Beach Blvd., Cocoa Beach, Fla. 32931, or call him at (305) 784-2648.

### Sam E. Richardson

James W. Richardson asks that you contact him as soon as possible at 515 A Street S.E., Washington, D.C. 20003.

### Richard Daly

Hope Daly asks that you call her as soon as possible at (713) 926-5792.

### Douglas Heller

Mary Heller asks that you contact her as soon as possible at 13942 Montrose, Detroit, Mich. 48227.

### William Knuckey

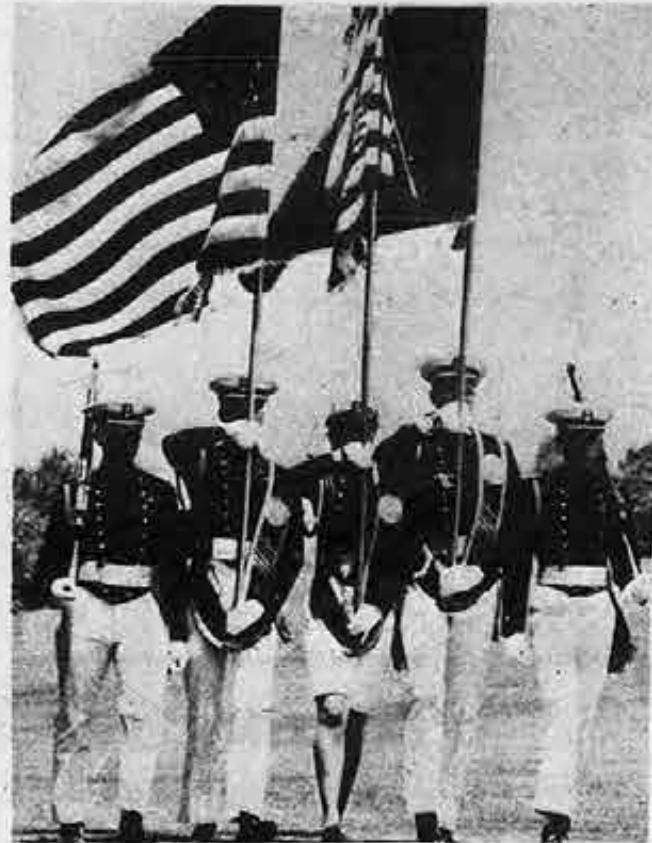
Bud Knuckey asks that you contact him as soon as possible at Knuckey Road, Brooksville, Fla. 33512.

### Elbert Williams

Mrs. Mack Williams asks that you call her as soon as possible at (615) 623-5830.



SIU Executive Vice President Frank Drozak (left) with NMU Secretary-Treasurer Mel Barisic (center) and ILA President Teddy Gleason prepare to cast a memorial floral wreath honoring U.S. maritime dead onto the waters of N.Y. Harbor on National Maritime Day off the Coast Guard vessel *Sauk*.



Rep. Mario Biaggi (D-NY) speaks at Maritime Day ceremonies (left) at Coast Guard Headquarters on Governor's Is., N.Y. At center, the U.S. Merchant Marine Academy, Kings Point, L.I., N.Y., cadet color guard in the Bicentennial year 1976 leads a full-dress parade, and the regimental band on the island's parade ground. And at right, Coast Guard bugler blows taps as three memorial wreaths are cast onto the harbor's waters.



# U.S. Celebrates

As President Gerald R. Ford proclaimed National Maritime Day to be marked on May 22, noting that "... Americans should be aware of our proud maritime heritage...", memorial service ceremonies to honor those thousands of U.S. mariners who lost their lives at sea during the last 200 years were held by the SIU, other maritime unions, shipping companies and Government agencies on Governor's Is., N.Y., in Washington, D.C. and in the ports of Boston, Chicago, San Francisco, and many others around the nation.

In a tribute to the American merchant marine, Congress in 1933 commemorated the first transatlantic crossing by a U.S. steamship, the *Savannah* on May 22, 1819 with the anniversary designated National Maritime Day.

On May 19 in our nation's capital on the west side of the Capitol steps at a noontime merchant marine memorial service, SIU Executive Vice President Frank Drozak in a speech to an audience of politicians, businessmen, military and the latest class of the Union's

recertified bosuns declared:

"On behalf of the Seafarers International Union and all of its members, I want to express our appreciation to the National Maritime Council and the Maritime Administration for conducting this memorial to the men who have lost their lives at sea.

"This is the first time that recognition of this kind has been given to the men who crew American-flag ships in war and in peace. Nothing can be said that could be more impressive than the actual event that is taking place here today. This tribute from people with responsibility for the American merchant marine is heartwarming.

"Perhaps the best way to keep faith with those who have given their lives at sea, is to make sure that we preserve their memory by keeping America's flag on the high seas. Today is a good day to recommit ourselves to that goal."

Other tributes to the American merchant marine on Maritime Day there were given by Sen. Warren G. Magnuson (D-Wash.) of the Commerce Com-

## 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.

# National Maritime Day

mittee; Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell; Rep. Leonor K. Sullivan (D-Mo.), chairwoman of the Merchant Marine and Fisheries Committee, and Rep. Philip E. Ruppe (R-Mich.) of the same committee.

Also participating in the ceremonies were NMEBA President Jesse Calhoun and NMU VP Peter Bocker. NMC Executive Committee Chairman James Barker and board chairman of Moore-McCormack Resources, Inc. gave the introduction.

On May 21 before rites at the Coast Guard's 3rd District Atlantic Area Headquarters on Governor's Is. in N.Y. Harbor, Drozak, NMU Secretary-Treasurer Mel Barisic, ILA's President Teddy Gleason, James P. McAllister, chairman of McAllister Bros. tugs, the Coast Guard's local commander, Vice Adm. William F. Rea III, U.S. Merchant Marine Academy head, Adm. William Engel, and U.S. Navy chaplain Cmdr. Eli Takesian aboard the Coast Guard tug *Sauk* cast three floral wreaths onto harbor waters in memory of the dead seamen as taps blew.

Following an ecumenical church service, Rep. Mario Biaggi (D-NY) of the Merchant Marine and Fisheries Committee in a main speech in ceremonies on the island's parade ground warned that "... failure to reach agreement in the next two negotiating sessions (of the International Law of the Sea Conference on undersea resources development) could mean that the oceans—the world's last frontier—will be the new battleground of national sovereignty."

A high point of the ceremonies was a full-dress Bicentennial parade of the Kings Point Merchant Marine Academy midshipmen and regimental band depicting maritime history for the past 250 years.

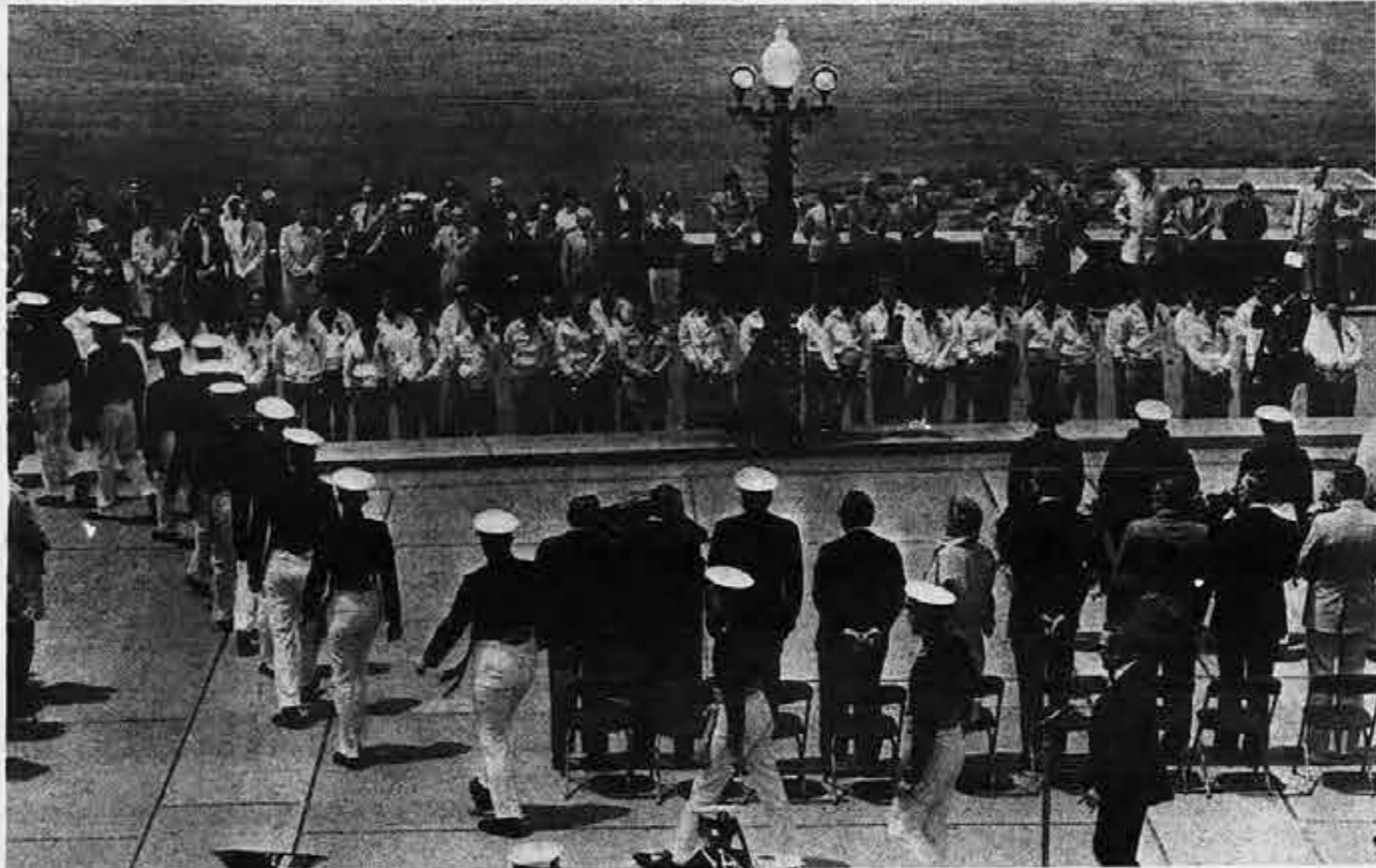
Again on May 19 in the port of San Francisco, a morning memorial service was held aboard the schooner *C. A. Thayer* berthed at the foot of Hyde St. in Maritime State Park as SIU Port Agent Steve Troy cast a floral wreath onto the bay for departed seafarers. Federal Maritime Commission head Karl Bakke was principal speaker there on Maritime Day.



SIU Executive Vice-President Frank Drozak at the speaker's rostrum on the steps of the Capitol in Washington, D.C. on National Maritime Day.



Speaking out in favor of a strong maritime industry is Sen. Warren G. Magnuson (D-Wash.) at the ceremonies in the nation's capital.



Kings Point cadets of the Merchant Marine Academy march off while dignitaries, Piney Point upgraders and entry trainees and the latest class of Recertified Bosuns look on.



San Francisco Port Agent Steve Troy (left) with the floral wreath he cast into the bay for departed sailors. Center is the schooner *C.A. Thayer* on which the memorial services were held. On the right is the day's principal speaker, Federal Maritime Commissioner Karl Bakke.



# Dependents, Seafarers Win Scholarships

Continued from Page 3

obtaining a degree in law "so that I may contribute to the welfare of Seafarers and the Chicano community."

This scholarship, Seafarer Lopez says, will "provide the financial base I need to achieve these educational and personal goals."

## Seafarer Derke

Seafarer Michael Derke, a graduate of the SIU's training program at Piney Point, plans to use his two-year scholarship to begin studying at Lawrence College in Appleton, Wisc. where he hopes to eventually major in economics or business administration.

Graduating from the Lundeberg School in 1972, Brother Derke said he found himself "with both an immediate job skill and an agreeable outlook for future vocational advancement." Finding seafaring much to his liking, he repeatedly returned to the school to upgrade until he held a QMED rating and full 'A' Seniority in the SIU.

Given great satisfaction and a sense of accomplishment by this new career and rapid advancement, Brother Derke said he developed the ability "to stretch towards realization of potentials within myself, to demand of myself concrete achievement, and was provided with the stimulus to consider continuing his formal education."

## Seafarer Poletti

Seafarer Pierangelo Poletti, who is planning to use his two-year scholarship to study industrial electronics at Delgado Junior College in New Orleans, is another graduate of the Lundeberg School's GED Program.

He had dropped out of school at the age of 13 in his native Italy to begin

sailing, and in 1967 began shipping out with the SIU.

After attending a quartermasters course and the 'A' Seniority Upgrading Program at the Lundeberg School, Brother Poletti received the encouragement he needed to return and enroll in the GED Program.

Scoring exceptionally high marks on his GED tests, he then began considering junior college and advanced technical training in electronics, a long-time interest.

Now, through the SIU's new two-year scholarship Program, Seafarer Poletti will be able to continue his education and his vocational training.

## Sean Carlin

Four-year scholarship winner Sean Carlin is the son of a former SIU scholarship winner, Seafarer Michael Carlin.

Sean is graduating from Regis High School in New York this month and plans to attend the Wharton School of Business of the University of Pennsylvania where he will major in business administration.

Ranked in the top 20 percent of his graduating class and in the top 1 percent of all students taking the College Entrance Examination Boards tests, Sean was also praised by his teachers for his extracurricular activities which included volunteer work at Bellevue Hospital, New York City.

Sean's father Michael Carlin, sailing with the SIU since 1949, also won the scholarship award in 1958 and used the money to earn a B.A. cum laude from New York University and to attend NYU's Graduate School where he studied economics.

Brother Carlin has also sailed with the IBU aboard Interstate Oil Transport boats.

## Nicholas Livanos

Nicholas Livanos, who will graduate from Fort Hamilton High School this month, is ranked 13th out of a class of 867 and has been praised by his school's National Honor Society director as "one of the best scholars in our school."

Nicholas' brother Vassilios won an SIU scholarship in 1973, and like his brother, Nicholas will use the \$10,000 award to study engineering at either Columbia University or the Polytechnic Institute of Brooklyn in New York.

Active as news editor of his school's paper and an officer of the National Honor Society, Nicholas also found time to participate in the Greek Orthodox Youth of America.

Nicholas' father, Seafarer John Livanos, was born in Greece and began sailing in 1930. He has been shipping with the SIU in the deck department since 1947.

## Pat Monardo

Although he chose an accelerated program of studies at Jesuit High School in New Orleans, scholarship winner Pat Monardo is a straight 'A' student and achieved excellent scores on the College Boards tests.

"Having a strong interest in applied mathematics, calculus and physics," Pat said he wants to eventually earn a doctorate and will use the \$10,000 to study at Tulane University, New Orleans.

The senior counselor at Pat's high school said "all of Pat's time is not spent on his academics however. During his five years at Jesuit . . . he has been a member of the Chess Club, the Christian Life Community, the Math League, the On-Sets Team and Mu Alpha Theta."

Pat's father, 51-year-old Sylvester

Monardo, has been a member of the SIU since 1943, sailing in the deck department. He has recently completed the Bosun's Recertification Program.

## Sheila Skinner

Ranked first in her class of 586 at Milby Senior High School in Houston, Sheila Skinner will use her \$10,000 award to study psychology at Texas A & M University, College Station.

Sheila says she wants to study psychology because, "I want to accept its challenge. I want to explore the depths and dimensions of the human mind."

A member of the National Honor Society, the Spanish Honor Society, Mu Alpha Theta and the Student Council, Sheila was highly commended by her principal who said, "Not only has Sheila proved capable in her leadership qualities, but she has maintained a high degree of academic excellence with a straight 'A' average."

Russell Skinner, Sheila's father, joined the SIU in the port of New York in 1944 and sails in the deck department. Seafarer Skinner was born in South America 53 years ago.

The SIU Scholarship Program has been called one of the best "no strings attached" programs in the country. Always recognizing the importance of education, the SIU was the first maritime union to begin a scholarship program and it has reaffirmed that commitment by setting up the new two-year awards for active members.

The SIU extends congratulations from all its members to the 1976 scholarship winners and their families, and hopes that they will be successful in pursuing their educational goals.

## He Sailed Thirty Years

# Former SIU Scholarship Winner Is to Practice Law

After 30 years on the sea, SIU member Edward Skorupski passed the California Bar exam and will settle down to practice law starting June 24. The 47-year-old former wiper, electrician, third assistant engineer and chief engineer, who studied at the Hastings School of Law in San Francisco, Calif., has accepted the offer of a full partnership with the firm of Smith and Kurlander, also in San Francisco.

When Skorupski first shipped out, he did not even have a high school diploma. He advanced his education through the years with help and encouragement from the SIU leadership. In 1957, he won the SIU four-year scholarship which enabled him to attend New York University while shipping out in the summer and working at Union Headquarters part-time.

In June 1976 he wrote SIU President Hall to thank him for his help and enclosed a \$100 contribution to SPAD. "The SIU under your leadership, has been a front runner in furthering American trade union concepts, and in helping the American seaman, collectively and individually," he noted.

Today, Seafarers have even more educational opportunities than when Brother Skorupski first sailed. In the 1950s there was no Lundeberg School High School Equivalency Program and he had to plan his shipping schedule



Edward Skorupski

around the exam given once a year in Connecticut, where he lived.

"I asked the editor of the *Log* whether an equivalency diploma was good enough to apply for the SIU scholarship," Seafarer Skorupski remembered. "He told me it was. I didn't win in '56 when I first applied, but I did win in '57."

"It would not be impossible for a Seafarer to go through college on his own, but it would be highly improbable. You need someone to help you put things together. The SIU and the sea have been good to me."

After graduating NYU, Skorupski shipped out again, and gradually upgraded to chief engineer. Using his sav-

ings from seetime, he went to NYU Graduate School and later to law school. He shipped out as late as 1975 on the *Transoneida* while waiting for the results of his bar exam.

Brother Skorupski, who visited all the major ports of the world except those in Australia, intends to maintain his SIU membership. "I probably won't ship out again, but I wouldn't rule it out. I will always consider myself an SIU member," he said. "You get nostalgic for the men you sailed with as much as for the sea."

When the *Log* asked him about changes in shipping he had seen during the past 30 years, he noted, "I guess in the old days you got to know the guys

better. Now the guys have their own separate rooms and you don't have all the bull sessions anymore."

Eventually, he hopes to get into labor law, which is not surprising. "My first ship wasn't unionized and conditions were terrible," he remembered. Therefore, in 1947 he participated in an SIU organizing drive. He also belonged to MEBA District 2 and worked briefly for Local 1814 of the International Longshoremen's Association.

"I don't know how to say this," the soft-spoken Seafarer explained to the *Log*. "Law is a challenge, but I also chose to study law because I hoped I would partially be able to repay all the people who have helped me." Right now, however, he thinks learning the ropes around the California courts and beginning his actual practice of law will take most of his time.

Commenting that it is highly unusual for a new member of the Bar to be offered a full partnership in a law firm, Skorupski's partner, Robert E. Mann told the *Log* that "Ed will bring to our firm an in-depth knowledge of the whole maritime industry . . . His sincere and strong desire to help the members of his brotherhood by providing them with competent and reasonably priced legal services creates a great deal of admiration for this man. He clearly has not let success go to his head . . ."

# New SIU Pensioners



**William G. Dyal**, 58, joined the SIU in 1942 in the port of Mobile sailing as a fireman-watertender. Brother Dyal attended an SIU-MEBA District 2 Engineer Upgrading Program in Brooklyn, N.Y. in 1967. He was born in Lottie, Ala. and is a resident of Mobile.



**Charles B. Brady**, 68, joined the SIU in the port of Cleveland in 1966 sailing as a cook for 21 years. Brother Brady is a veteran of both the U.S. Army and the U.S. Navy in World War II. He was born in Statesboro, Pa. and is a resident of Ormond Beach, Fla.



**James P. Balderston**, 83, joined the SIU in 1946 in Port Arthur sailing 35 years as a cook, chief steward and the last 13 years as a baker. Brother Balderston's life was profiled in the *Log* in March 1973 in a story headlined, "Eighty Years Young and Still Sailing." One of the oldest Seafarers sailing today, he was "never logged or fired," attended the Union's Chief Steward Certification Program, sailed during the Vietnam War and was a ship's delegate. Seafarer Balderston quit Princeton University where he was an English major in 1917 at the start of World War I to join the U.S. Navy's Camouflage Squad "Circus Poster Boys" at the Philadelphia Navy Yard and became an ensign. At the start of World War II and at age 48, he joined the U.S. Military Sea Transport Service coming under Nazi U-Boat torpedo attack in 1943. He was born in Bucks County, Pa. and is a resident of San Francisco. Beside being an author, floral decorator (1920-40), and art designer, he's been an African big game hunter, saw Zulu encampments in the Valley of a Thousand Hills, played roulette at Monte Carlo, had tea in 1954 at Okinawa's Teahouse of the August Moon, dropped the anchor in Japan more than a hundred times and was on top of Table Mountain, Cape Town, South Africa when the first snowfall in 40 years fell there.



**William Gonzalez**, 55, joined the SIU in 1942 in the port of New York sailing as a fireman-watertender. Brother Gonzalez sailed 36 years and was on the picket line in the 1965 District Council 37 beef. He was born in Puerto Rico and is a resident of Camden, N.J.



**James M. Byers, Sr.**, 54, joined the SIU in 1947 in the port of Mobile sailing as a chief electrician. Brother Byers sailed 31 years and for the U.S. Navy in World War II. He was born in Philadelphia and is a resident of Seattle.



**William G. Heater**, 49, joined the SIU in 1945 in the port of Charleston, S.C. sailing last as a QMED. Brother Heater sailed 32 years in all departments and was a HLSS upgrader in 1972. He walked the picket lines in both the 1963 Rotobroil and 1965 District Council 37 strikes. Born in Oklahoma City, Okla., he is a resident of Miami, Fla.



**Anthony R. Brania**, 67, joined the SIU in the port of New York in 1962 sailing as a pumpman. Brother Brania sailed 30 years, walked the picket line in the 1962 Robin Line beef and served in the U.S. Army during World War II. He was born in Chicago and is a resident of New York City.



**Protasio Herrera**, 68, joined the SIU in the port of Philadelphia in 1961 sailing last as a chief cook. Brother Herrera sailed 40 years and served in the U.S. Navy from 1927 to 1947. He was born in Cavite, Philippine Islands and is a naturalized U.S. citizen. Seafarer Herrera is a resident of Philadelphia.



**August Charous**, 74, joined the SIU in the port of New York in 1957 sailing as a pumpman and machinist. Brother Charous sailed 34 years, was on the bricks in the 1961 Greater N.Y. Harbor and 1962 Robin Line strikes and in 1964 attended a Maritime Advancement Program. He is a veteran of the U.S. Navy in World War II. Born in the U.S.A., he is a resident of Brooklyn, N.Y.



**John F. Hester**, 65, joined the SIU in the port of Baltimore in 1955 sailing as a cook. Brother Hester sailed 29 years and attended the Piney Point Crews Conference No. 9 in 1970. He is a veteran of the U.S. Army in World War II. Born in Scranton, Pa., he is a resident of Baltimore.



**Antonio Ibarra**, 65, joined the SIU in 1944 in the port of New Orleans sailing in the engine department for 32 years. Brother Ibarra hit the bricks in the 1961 N.Y. Harbor, 1962 Robin Line and the 1965 District Council 37 beefs. He was born in Puerto Rico and is a resident of New York City.



**Gerald L. Kersey**, 65, joined the SIU in 1944 in the port of Tampa sailing last as a bosun. Brother Kersey sailed 44 years. He was born in Florida and is a resident of Orlando, Fla.



**Wong Kong** joined the SIU in the port of New York sailing last as a chief steward. Brother Kong attended a Piney Point Educational Conference in 1971. His son, Steven, was a 1972 Union Scholarship Program winner who graduated with a B.S. degree in Electrical Engineering from the Brooklyn (N.Y.) Polytechnic Institute this June.



**Stephen B. Kutzer**, 56, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Kutzer sailed 33 years and was awarded a 1960 Personal Safety prize by the Union for sailing aboard an accident-free vessel, the *SS Wacosta*. He was born in Excelsior, Pa. and is a resident of Shamokin, Pa.

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

Apr. 22 - May 26, 1976

| SEAFARERS WELFARE PLAN                      | Number        |              | Amount         |                |
|---------------------------------------------|---------------|--------------|----------------|----------------|
|                                             | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE  | YEAR TO DATE   |
| <b>ELIGIBLES</b>                            |               |              |                |                |
| Death .....                                 | 19            | 59           | \$ 57,500.00   | \$205,759.55   |
| In Hospital Daily @ \$1.00 .....            | 231           | 3,302        | 231.00         | 3,302.00       |
| In Hospital Daily @ \$3.00 .....            | 450           | 1,387        | 1,350.00       | 4,161.00       |
| Hospital & Hospital Extras .....            | 14            | 67           | 624.25         | 15,208.34      |
| Surgical .....                              | 4             | 11           | 279.00         | 760.00         |
| Sickness & Accident @ \$8.00 .....          | 4,903         | 26,604       | 39,224.00      | 212,832.00     |
| Special Equipment .....                     | —             | 5            | —              | 1,357.29       |
| Optical .....                               | 109           | 640          | 3,416.32       | 18,890.55      |
| Supplemental Medicare Premiums .....        | 59            | 161          | 1,731.70       | 7,279.80       |
| <b>DEPENDENTS OF ELIGIBLES</b>              |               |              |                |                |
| Hospital & Hospital Extras .....            | 479           | 1,959        | 141,419.79     | 553,451.81     |
| Doctors' Visits In Hospital .....           | 103           | 391          | 3,890.61       | 16,058.60      |
| Surgical .....                              | 123           | 510          | 21,574.98      | 80,408.01      |
| Maternity .....                             | 19            | 92           | 8,600.00       | 32,050.00      |
| Blood Transfusions .....                    | 5             | 6            | 346.50         | 372.00         |
| Optical .....                               | 121           | 551          | 3,538.70       | 15,574.44      |
| <b>PENSIONERS &amp; DEPENDENTS</b>          |               |              |                |                |
| Death .....                                 | 12            | 50           | 46,000.00      | 180,493.30     |
| Hospital & Hospital Extras .....            | 167           | 796          | 35,834.39      | 129,413.79     |
| Doctors' Visits & Other Medical Expenses .. | 112           | 498          | 4,694.27       | 21,010.81      |
| Surgical .....                              | 19            | 61           | 3,992.00       | 12,843.00      |
| Optical .....                               | 56            | 279          | 1,558.27       | 7,295.22       |
| Blood Transfusions .....                    | —             | 1            | —              | 258.00         |
| Special Equipment .....                     | —             | 8            | —              | 1,126.29       |
| Dental .....                                | 1             | 5            | 260.00         | 1,156.00       |
| Supplemental Medicare Premiums .....        | 2,055         | 8,283        | 14,193.50      | 59,453.10      |
| <b>SCHOLARSHIP PROGRAM</b>                  | 16            | 63           | 3,245.56       | 23,000.73      |
| <b>TOTALS</b>                               |               |              |                |                |
| Total Seafarers Welfare Plan .....          | 9,077         | 45,789       | 393,504.84     | 1,603,515.63   |
| Total Seafarers Pension Plan .....          | 2,509         | 9,939        | 631,430.38     | 2,510,788.59   |
| Total Seafarers Vacation Plan .....         | 1,618         | 6,338        | 740,666.91     | 3,206,949.48   |
| Total Seafarers Welfare, Pension & Vacation | 13,204        | 62,066       | \$1,765,602.13 | \$7,321,253.70 |



# Final Departures



**Josef Strecock**, 64, died of head injuries in a fall on Jan. 13. Brother Strecock joined the SIU in the port of Toledo in 1965 sailing as a fireman-watertender. When he passed away Brother Strecock had been sailing 30 years. He sailed on the *SS John A. Klin* from 1969 to 1975, the *SS Reiss* from 1965 to 1966 and on the *SS Gartland* from 1966 to 1969. Born in Milwaukee, he was a resident of Rockford, Ill. Interment was in Cherry Valley Cemetery, Cherry Valley, Ill. Surviving is a daughter, Mrs. Anna Jean McKinney of Cherry Valley.



**McAndrew Thomas**, 46, was found dead in his bunk on the supertanker *SS Massachusetts* on Apr. 30. Brother Thomas joined the SIU in the port of Baltimore in 1953 sailing as a QMED. He was a 1974 HLSS upgrader and was a veteran of the post-World War II U.S. Army. A native of Kentucky, he was a resident of Baltimore. Surviving are his son, McAndrew and his mother, Mrs. Elizabeth Chadwick both of Baltimore.



**Robert J. "Red" Morgan**, 51, was killed in a fall on the *SS Panama* in Balboa, Canal Zone on Apr. 28. Brother Morgan joined the SIU in 1943 in the port of Boston sailing as a bosun. He sailed 34 years. Born in New York, he was a resident of Largo, Fla. Surviving is his mother, Mrs. Beatrice Suthard of Largo.



**Thomas Williams Jr.**, 32 was lost overboard off the *SS Delta Sud* (Delta Line) while at sea on May 1. Brother Williams joined the SIU in the port of New Orleans in 1972 sailing as an OS and in the steward department. He was a veteran of the U.S. Army from 1963 to 1965. A native of New Orleans, he was a resident of Gretna, La. Surviving are his widow, Vera; a son, Tom; a daughter, Dana and an aunt, Mrs. Earline Johnson of Gretna.



**IBU pensioner Daniel McCollick**, 75, died of a heart attack in Philadelphia on Mar. 14. Brother McCollick joined the union in the port of Philadelphia in 1961 sailing as a captain for the Atlantic Reef Co. from 1920 to 1927 and for the P. F. Martin Co. as a mate from 1927 to 1972. He was born in New Jersey and was a resident of Philadelphia. Burial was in Cedar Hill Cemetery, Philadelphia. Surviving are two sons, Augustus and Albert of Philadelphia.



**SIU pensioner Norman La Plaunt**, 60, passed away on May 16. Brother La Plaunt joined the SIU in the port of Detroit in 1960 sailing as fireman-watertender for the Erie Sand and Gravel Co. He sailed 19 years and was a veteran of the U.S. Army in World War II. Born in Detour, Mich., he was a resident of Cheboygan, Mich. Surviving are his brother, Fred, and a sister, Mrs. Dorothy Carlson of Detroit.



**Jonh R. Lessnau**, 60, drowned accidentally in Lake Michigan's Little Bay de Noc off Gladstone, Mich. on Apr. 18. Brother Lessnau joined the SIU-affiliated IBU in the port of Detroit in 1961 sailing as a deckhand-lineman for the Hannah Inland Towing Co. from 1974-5 and for the Dunbar and Sullivan Dredging Co. from 1961 to 1976. A native of Detroit, he was a resident there. Burial was in Holy Cross Cemetery, Detroit. Surviving are his widow, Eleanor; three sons, Edward, Daniel and James and four daughters, Lois, Mary Jo, Nora and Ellen.



**SIU pensioner Leonard F. "Whitey" Lewis**, 67, died of heart failure in Merritt Hospital, Oakland, Calif. on Apr. 6. Brother Lewis joined the Union in 1938 in the port of New York sailing as a chief electrician. He sailed 42 years. Born in New York City, he was a resident of San Francisco. Cremation took place in the Skyview Crematory, Vallejo, Calif. Surviving are his widow, Adla and a daughter, Mrs. Shirley J. McAllister of Sequim, Wash.



**IBU pensioner Clarence A. Lott Sr.**, 84, passed away on May 15. Brother Lott joined the union in the port of Mobile in 1956 sailing as a chief steward. He sailed 32 years and was on the Alcoa Shoregang in Mobile from 1945 to 1960. A native of Mobile, he was a resident there. Surviving are his widow, Corrine; a son, Clarence of Prichard, Ala. and a daughter, Mrs. Lolette Russell of Mobile.



**Francis D. Hilliard**, 59, died on May 17. Brother Hilliard joined the SIU-affiliated IBU in the port of Frankfort, Mich. in 1955 sailing as an OS. He sailed 22 years and from 1964 to 1975 for the Ann Arbor (Mich.) Railroad Car Ferry Co. Seafarer Hilliard was born in Michigan and was a resident of Brethren, Mich. Surviving is his mother, Mrs. Hattie Larsen of Brethren.



**Luttrell W. Fender**, 56, died from chest injuries following a fall off a ladder onto a ship dock in Green Bay, Wisc. on Apr. 9. Brother Fender joined the SIU in the port of Frankfort, Mich. in 1963 sailing as a deckhand and in the steward department for the Huron Cement Co. He sailed 24 years. Born in Arkansas, he was a resident of Rogers City, Mich. Burial was in Memorial Park Cemetery, Rogers City. Surviving are his widow, Irma; a daughter, Deborah, and his father, Vernon of Rogers City.



**SIU pensioner James Francisco**, 60, died on May 17. Brother Francisco joined the Union in 1946 in the port of Boston sailing in the steward department. He sailed 28 years. A native of Massachusetts, he was a resident of Canton, Mass. Surviving are two sons, James and Vincent and his mother, Mrs. Catherine Parker of Canton.



**SIU pensioner John K. Glass Sr.**, 61, died of pneumonia on Apr. 23. Brother Glass joined the Union in 1938 in the port of New York sailing as a deck engineer and pumpman. He sailed 33 years and was a veteran of the U.S. Army in the pre-World War II period. Born in Uniontown, Pa., he was a resident of Dunbar, Pa. Surviving are his widow, Helen; four sons, John, George, Gary and Brian and a daughter, Denise.



**SIU pensioner William J. Blakeley**, 63, succumbed to pneumonia in the Boston USPHS Hospital on Jan. 29. Brother Blakeley joined the Union in 1939 in the port of New York sailing as a fireman-watertender. He sailed 26 years and walked the picket line in the 1965 District Council 37 beef. Seafarer Blakeley was born in Boston and was a resident of Allston, Mass. Burial was in Evergreen Cemetery, Boston. Surviving is his widow, Mary.



**SIU pensioner Arthur Botelho**, 53, died of a heart attack on Feb. 13. Brother Botelho joined the Union in 1943 in the port of Boston sailing as an OS. He attended the 1970 Piney Point Crews Conference No. 9. Born in Fall River, Mass., he was a resident of Boston. Internment was in St. Patrick's Cemetery, Fall River. Surviving are his parents, Mr. and Mrs. Manuel Botelho; a brother, Armand and two sisters, Mrs. Mary Pestana and Helen, all of Fall River.



**IBU pensioner Elmer P. Cleveland**, 75, died of cancer at St. Mary's Hospital, Port Arthur, Tex. on Apr. 6. Brother Cleveland joined the SIU-affiliated union in Port Arthur in 1963 sailing as a captain for the Sabine Towing and Transportation Co. from 1928 to 1968. He was a veteran of the U.S. Navy in World War II. Born in Rockport, Tex., he was a resident of Port Arthur. Burial was in Greenlawn Memorial Park Cemetery, Port Arthur. Surviving are his widow, Louise Gussie; a son, Sidney and a brother, S. P. Cleveland.



**Orville G. Collins**, 60, passed away on Apr. 21. Brother Collins joined the SIU in the port of New York in 1962 sailing as a bosun. He sailed 39 years. Seafarer Collins was born in West Virginia and was a resident of Houston. Surviving are his widow, Margie and a son, Charles.



**Herbert M. "Frenchy" De Boissiere**, 46, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Apr. 2. Brother De Boissiere joined the SIU in the port of Wilmington in 1967 sailing as deck maintenance. He sailed 30 years and during both the Korean and Vietnam Wars. Seafarer De Boissiere walked the picket line in the 1946 Baltimore strike and was a deck delegate. Born in New York City, he was a resident of Brooklyn, N.Y. His ashes were buried at sea. Surviving are his four brothers, Robert of Staten Island, N.Y., Charles of Florida, Falvain of Yonkers, N.Y. and his twin, SIU Chief Steward Rudy P. "Tony" De Boissiere of Brooklyn.



**SIU pensioner Dominick Di Giovanni**, 71, succumbed due to a collapsed lung in the New Orleans USPHS Hospital on Feb. 22. Brother Di Giovanni joined the Union in the port of New Orleans in 1955 as a chief steward. He was born in Diaball, Tex. and was a resident of Westwego, La. Internment was in Restlawn Cemetery, Avondale, La. Surviving is his widow, Katie.



**Arnold J. Evard**, 59, died on Dec. 19, 1975. Brother Evard joined the SIU-affiliated IBU in the port of Chicago in 1961 sailing as a fireman-watertender. He was a veteran of the U.S. Navy in pre-World War II. A native of Brooklyn, N.Y., he was a resident of Manitowoc, Wisc. Surviving are his widow, Angeline and a daughter, Mary Ann.







# Digest of SIU Ships' Meetings




**DELTA BRASIL** (Delta Steamship), April 4—Chairman, Recertified Bosun Luis Guadamud; Secretary B. Guarino; Educational Director Hugh Wells Jr.; Deck Delegate D. Ramirez; Engine Delegate Juan Cruz. \$95 in ship's fund. \$383.66 in movie fund. No disputed OT. Chairman advised everyone to take advantage of the upgrading school in Piney Point and to try and get the fire-fighting endorsement as soon as possible. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**OVERSEAS TRAVELER** (Maritime Overseas), April 18—Chairman Recertified Bosun Arne Hovde; Secretary S. Szeibert; Educational Director J. Sheaffer; Deck Delegate W. Gregory; Engine Delegate C. M. King. Some disputed OT in engine department. Chairman suggested that all crewmembers should read the *Seafarers Log*. He pointed out one article about the USPHS report. The HEW Department is trying again to close all USPHS Hospitals down and all seamen should write to their congressmen and urge them to veto the HEW Department's new attempts. A vote of thanks to the steward department for a job well done. Next port, Philadelphia.

**ELIZABETHPORT** (Sea-Land Service), April 10—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able; Steward Delegate Wong Kong. Ship's fund has \$117.00. \$260 in movie fund. Chairman discussed the importance of donating to SPAD. Some disputed OT in engine department. Next port, Algeciras.

**NEWARK** (Sea-Land Service), April 18—Chairman, Recertified Bosun E. D. Christiansen; Secretary L. Crane; Educational Director R. P. Coleman; Deck Delegate E. F. Klopp; Engine Delegate L. Craig; Steward Delegate P. Pederes. \$28.11 in ship's fund. This money will be used to buy extra pots for coffee machines. Chairman held a discussion on the importance of donating to SPAD and to keep better informed on what is going on by reading the *Seafarers Log*. Next port, Seattle.

**SEA-LAND PRODUCER** (Sea-Land Service), April 25—Chairman, Recertified Bosun William Bushong; Secretary Harvey M. Lee; Educational Director Victor A. Cover; Deck Delegate Ralph H. Dougherty. \$45 in ship's fund. \$50 in movie fund. A vote of thanks was extended to the delegates and the whole crew. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Port Everglades, Fla.

**FLOR** (Altair Steamship), April 25—Chairman, Recertified Bosun Dick Ware; Secretary D. E. Edwards; Educational Director William Bilger; Deck Delegate Gerald Edwards; Steward Delegate Joe Clark. \$21 in ship's fund. Some disputed OT in deck department. Educational director suggested that everyone should be careful and leave no doors swinging. Use caution in going up and down ladders and men working on open deck should be furnished hard hats. A vote of thanks to the steward department for a job well done.

**TAMARA GULDEN** (Transport Commercial), April 11—Chairman, Recertified Bosun Peter Sernyk; Secretary N. Hatgimisios; Educational Director R. Neilsen; Deck Delegate Romolo DeVirgileo; Engine Delegate Johnny Nettles; Steward Delegate John Hoggie. \$9.80 in ship's fund. Some disputed OT in engine department. A vote of thanks to the steward department for a job well done.

**SEA-LAND FINANCE** (Sea-Land Service), April 10—Chairman, Recertified Bosun J. Pulliam; Secretary O. Frezza; Educational Director D. Susbilla. No disputed OT. Fact sheet that was left by patrolman was read and discussed. Weather doors on all levels aft are not watertight and in any weather at all they leak water and it is doing damage to the inside passageways, decks and bulkheads. With this water all over the passageways and stairways it is causing a safety hazard to all. Next port, Yokohama.

**WALTER RICE** (Reynolds Metals), April 4—Chairman, Recertified Bosun F. Pence; Secretary C. M. Modellas; Educational Director B. Welhelmsen. No disputed OT. Chairman held a discussion on the Jones Act, Public Health Hospitals and on various issues that appeared in the *Seafarers Log*. Observed one minute of silence in memory of our departed brothers. Next port, Corpus Christi.

**LOS ANGELES** (Sea-Land Service), April 18—Chairman, Recertified Bosun A. Antoniou; Secretary R. Donnelly; Educational Director P. Shaughnessy. \$103.50 in ship's fund. Some disputed OT in deck and engine department. The *Seafarers Log* was received and passed around for all to read. Chairman to see about getting some new books for the ship. A vote of thanks to the steward department for a job well done.

**DELTA ARGENTINA** (Delta Steamship), April 11—Chairman, Recertified Bosun Arthur McGinnis; Secretary John H. Ratliff; Educational Director U. H. Sanders Jr.; Engine Delegate Paul Thomas Jr.; Steward Delegate J. E. Bill. Chairman discussed the benefit of supporting SPAD. Movies are being shown every trip thanks to donations from the crew and officers. Next port, Abidjan, Ivory Coast, West Africa.

**OVERSEAS ALASKA** (Maritime Overseas), April 25—Chairman, Recertified Bosun J. Colson; Secretary Thomas Bolton; Educational Director J. Rounds. No disputed OT. All communications received were read and then posted on the bulletin board. As reported on repair list, winch used for handling cargo lines and gangway is not for handling these loads. This winch will not shut off at times, also the brake does not hold at times, therefore resulting in a man running the winch and the man heaving on the runner on three different occasions. The gangway has been dropped when the winch failed to hold this weight. When this gangway is taken from rack men are around and under gangway. If the winch fails it could cause an accident. This situation was reported in the Seattle and Philadelphia Union Hall. A vote of thanks to the steward department for good food and service. Next port, Jacksonville.

**BORINQUEN** (Puerto Rico Marine Mgt.), April 4—Chairman, Recertified Bosun Calixto Gonzalez; Secretary J. A. Fernandez; Educational Director B. Waddell. No disputed OT. Chairman reported the following: "Held a discussion on the importance of donating to SPAD. Also, members should read the *Seafarers Log* for a better knowledge of our Union functions. We thank our President Paul Hall and other officials on the job well done concerning the public health facilities to keep these hospitals open for our needs. Also, there has been cooperation among the members of the crew to maintain a happy crew and a good name ship." Chief steward thanked the whole crew for their cooperation and in return the crew gave a vote of thanks to the steward department for a job well done. Next port, Port Elizabeth, N.J.

**INGER** (Reynolds Metal), April 11—Chairman, Recertified Bosun C. D'Amico, Jr.; Secretary Duke Hall; Educational Director R. D. Holmes; Steward Delegate Richard J. Sherman; Deck Delegate William Eckles. \$59.11 in ship's fund. Purchased a new basketball, net and playing cards. No disputed OT. Chairman urged all crewmembers to read the *Seafarers Log* and the pamphlets left on board by the previous Bosun from Piney Point recertification class as they contain matter that we all should know and understand. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Longview, Wash.

**TRANSINDIANA** (Hudson Waterways), April 25—Chairman, Recertified Bosun H. B. Walters; Secretary Walter J. Fitch; Deck Delegate J. Carter; Steward Delegate G. Rios. \$74.45 in ship's fund. Some disputed OT in engine department. Report to the *Seafarers Log*: "A commendation to the Log staff for doing such a good job in keeping us posted in all maritime news." Observed one minute of silence in memory of our departed brothers.

**RAPHAEL SEMMES** (Sea-Land Service), April 18—Chairman, Recertified Bosun Enos E. Allen; Secretary A. Deheza; Educational Director Robert A. Forslund; Engine Delegate R. Basa; Steward Delegate R. Singleton. \$18.50 in ship's fund. No disputed OT. Educational director distributed literature on alcoholism which will be reviewed and circulated among the crewmembers. Last month's *Seafarers Log* was received and read.

**SHOSHONE** (Hudson Waterways), April 18—Chairman, Recertified Bosun Joe I. Justus; Secretary M. Deloatch; Educational Director F. Jenkins; Steward Delegate Robert L. Scott. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. A vote of thanks from all to the master for running a smooth ship. Next port in Texas.

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

GEORGE WALTON  
TRANSCOLORADO  
NECHES  
ST. LOUIS  
SEATTLE  
GATEWAY CITY  
POTOMAC  
MAYAGUEZ  
BOSTON  
MOBILE  
OVERSEAS ULLA  
SUGAR ISLANDER  
WORTH  
JACKSONVILLE  
HUMACAO  
TRANSCOLUMBIA  
ROBERT E. LEE  
SEA-LAND TRADE  
OAKLAND  
PITTSBURGH  
OGDEN YUKON  
ERIC K. HOLZER  
BALTIMORE  
STONEWALL JACKSON  
MONTICELLO VICTORY  
SEA-LAND ECONOMY  
BRADFORD ISLAND  
NOTRE DAME VICTORY  
ARECIBO  
SEA-LAND McLEAN  
SEA-LAND COMMERCE  
PORTMAR  
AGUADILLA  
SEA-LAND GALLOWAY  
CHARLESTON  
OGDEN CHAMPION  
SEA-LAND RESOURCE  
GUAYAMA  
JOHN TYLER  
TAMPA  
CHARLESTON  
MERRIMAC  
TEX  
ALLEGIANCE  
JEFF DAVIS  
JOHN PENN  
EAGLE VOYAGER  
JOHN B. WATERMAN  
CAROLINA  
DELTA PARAGUAY  
DELTA NORTE  
FORT HOSKINS  
DEL SOL



**Alcoholism is a major problem.**  
**One out of every 10 Americans who drink has a serious drinking problem.**  
**Alcoholism is a disease. It can be treated.**

# Computerized Simulator Shows Direction of Future

A \$12 million computerized maritime simulator designed "to conduct navigational experiments to enhance the safety, productivity and competitiveness of the American merchant marine," was unveiled last month by the U.S. Maritime Administration. Robert J. Blackwell, assistant secretary of commerce for maritime affairs, dedicated the impressive facility, known as the Computer Aided Operations Research Facility (CAORF), located on the grounds of the U.S. Merchant Marine Academy in Kings Point, N.Y.

The CAORF simulator, which is considered the most sophisticated of its kind in the world, will be utilized primarily for research projects to improve vessel operation safety on the high seas

and in port situations.

Presently, the simulator is being programmed for a study of collision avoidance at sea. The facility also plans to conduct a study of port operations in Valdez, Alaska with the intention of developing a better traffic control system to handle the projected increase in vessel traffic for the port once the Alaska pipeline is finished.

At the request of the Japanese Government, CAORF may also conduct a study of the navigational problems in the Malacca Straits, which has been the site of several terrible tanker collisions in recent years, resulting in loss of life and heavy pollution. As a result of these collisions, the Malaysian Government has placed restrictions on the

movement of Japanese tankers through the straits.

## Simulate Traffic Situations

The CAORF simulator operates with a full scale bridge mock-up and a computer set-up that can simulate, through sight and sound, a wide range of navigational and vessel traffic situations; environmental conditions such as fog, wind, currents and water depth, and local landmarks such as the Verrazano Bridge or the downtown skyline in the port of New York. The computers can also simulate the ship handling characteristics of any type or size of vessel used in the U.S. merchant marine from small harbor craft to VLCC's, LASH ships or huge containerships.

At a demonstration during the dedication ceremonies, CAORF was programmed to simulate bridge conditions inside an 80,000-ton tanker entering the port of New York from Ambrose Light to the Verrazano Bridge. The tanker's bridge was manned by a Port of New

York licensed pilot, a Coast Guard captain and a helmsman. The simulated conditions of the harbor, complete with landmarks and simulated ship movements, could be seen in color in a very realistic 240 degree radius. The conditions were so realistic that a simulated collision occurred between the CAORF tanker and a containership which was programmed to lose its steering.

## Play Accident Back

The accident was only a demonstration to show the realism that could be achieved by the CAORF simulator. But according to Tom Mara, project manager for CAORF, if an accident occurs during actual research maneuvers, the computers could play the accident back on tape over and over again until a board of inquiry could determine the cause of the accident, whether it be due to natural causes or human error. Mara pointed out that nearly 85 percent of all marine accidents are due to human error.



SIU Vice-President Lindsey Williams emphasizes the need for stricter safety regulations over mobile drill rigs. He presented the Union's position at a meeting of the National Offshore Operations Industry Advisory Committee in San Francisco, May 25.

## Skills on Mobile Oil Rigs

Continued from Page 11

lish a floor on manpower requirements beyond which an operator could not go." A minimum of 43 crewmembers, including the master, mates, licensed engineers and unlicensed seamen was recommended.

Second, "That except for the purely industrial functions aboard the rig associated with drilling operations, the remainder of the crew, including the marine support and operating crew, should be experienced marine personnel licensed or certified by the Coast Guard to the same standards as are crews on U.S.-flag ocean ships."

Third, "A drilling rig should carry a full marine crew whenever it is in operation, whether anchored or underway, to ensure the safety of the crew, the rig and of navigation in the area adjacent to the rig. The fact that a mobile rig is

temporarily stationary does not reduce the need for a marine crew to maintain stability, perform maintenance on marine gear, to stand watch and to be available for emergencies."

### Lax on Safety

In addition, Williams criticized lax safety standards on board the rigs and mentioned the Union's proposal that all members of the steward department should have lifeboatman and firefighting certificates.

Referring to the recent tragic accident in the Gulf of Mexico, when 13 men lost their lives as an oil rig under tow capsized and sank during a storm, Williams noted that seamen on U.S. merchant marine ships are certified in safety skills needed to escape a ship or prevent a disaster.

## National Jobless Rate of Over 10 Percent Proves Slump

Continued from Page 2

facturing jobs were some 1.5 million below earlier levels.

### Students Graduating

"Moreover," Meany added, "four million students are now graduating from high school and college. The economy must provide job opportunities for young people entering the labor force,

as well as for the nearly 10 million already unemployed."

BLS noted that teenagers and blacks had the hardest time in locating jobs. The rate for teenagers without work last month was 18.5 percent; for blacks it was 12.2 percent.

Joblessness for adult men rose from 5.4 percent to 5.6 percent last month. For married men, it went from 3.9 percent to 4 percent in May.

## Scholarship Committee Meets



The SIU Scholarship Selection Committee, seated around the table, meet at the Transportation Institute in Washington, D.C. to go over applications for the \$10,000 and \$5,000 awards. They are, from the left: Professor R. M. Keefe; Dr. Elwood Kastner; Miss Edna Newby; Professor Donald Maley; Dr. Bernard Ireland, and Dr. Charles Lyons. Not shown is the seventh member of the committee, Charles D. O'Connell. Standing behind the committee is, from the left: Margaret Nalen, director of academic education at the Lundeborg School; Jack Sheehan, assistant SIU claims director; Al Jenson, assistant deputy administrator of the Union Plans, and Herb Brand, president of the Transportation Institute. (See story on Page 3)

### Change of Address Or New Subscriber

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

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### George King



Seafarer George King, 58, has been a member of the SIU since 1943 and he began shipping out as a bosun in 1944. A native of Memphis, Tenn., Brother King ships out of the port of Seattle. He makes his home in Portland, Ore. with his wife, Florence.

### Vincent Kuhl



Seafarer Vincent Kuhl, 50, has been a member of the SIU since 1945 and he began shipping out as a bosun in 1948. A native of Norfolk, Brother Kuhl ships out of the port of Norfolk. He makes his home in Norfolk with his wife, Margaret.

### Gene A. Weaver



Seafarer Gene A. Weaver, 46, has been a member of the SIU since 1965 and he began shipping out as a bosun in 1968. A native of Georgia, Brother Weaver ships out of the port of Jacksonville. He makes his home in Jacksonville.

### Claude Pickle



Seafarer Claude Pickle, 49, has been a member of the SIU since 1945 and he began shipping out as a bosun in 1955. A native of northeast Mississippi, Brother Pickle ships out of the port of Houston. He makes his home in Houston with his wife, Annal Marie.

### Steven Parr



Seafarer Steven Parr has been sailing with the SIU since his graduation from the Harry Lundeberg School in November of 1972. Shipping in the engine department, Brother Parr earned his QMED endorsement at Piney Point before attending the 'A' Seniority Upgrading Program. A native and resident of Carlinville, Ill., Brother Parr ships out of Houston.

### Donald Knoles



Seafarer Don Knoles started sailing with the SIU after his graduation from the Harry Lundeberg School in 1973. Before starting the 'A' Seniority Program, Brother Knoles upgraded to third cook at Piney Point. Brother Knoles lives in Inglewood, Calif. and ships from the port of Wilmington.

## 35th Bosuns' Class

Seafarers who graduated from the 35th class of the SIU Bosuns Recertification Program this month have now resumed shipping with a much better knowledge of their Union and the entire maritime industry. It is their responsibility to rejoin their vessels and inform the rest of the membership about the role all Seafarers must play if there is to be a future for the American merchant marine.

The recertified bosuns who have completed this very important two-month program are asserting their leadership aboard all our contracted vessels.

As the top licensed man on ship, and as the leading representative of the SIU at sea, it is the bosun's job to see that all voyages run as smoothly as possible, with of course full cooperation from the rest of the crew.

The recertified bosun is also better qualified to handle the new technologically-advanced equipment which is found on many of the modern ships being built today.

It is for this very reason that the Bosuns Recertification Program was established. The SIU must adapt to a constantly-changing industry if we wish to play a part in it in the years to come. With the battles now being fought in the Halls of Congress rather than on

the waterfront, and with radical changes in vessels and manning, our entire membership must be kept informed at all times in order to insure the job security of everyone in the years ahead.

This then, is the main objective of the bosuns program: better communication. And, it is the job of every member, not only the recertified bosun. The bosun is the leader of the crew, but only if his crew actively participates and takes an avid interest in the affairs of our Union, by attending shipboard and membership meetings, by asking questions and reading all pertinent information, will this objective be accomplished. And, with full membership cooperation, we will be a much stronger, secure Union for many years to come.

### Donald Fleming



Seafarer Donald Fleming, 51, has been a member of the SIU since 1967 and he began shipping out as a bosun in 1970. A native of Nebraska, Brother Fleming ships out of the port of Jacksonville. He makes his home in New Smyrna Beach, Fla. with his wife, Margie.

### Eual Granger



Seafarer Eual Granger, 61, has been a member of the SIU since 1953 and he began shipping out as a bosun in 1966. A native of Lake Charles, La., Brother Granger ships out of the port of Houston. He makes his home in Lake Charles with his wife, Sadie and he has 10 grandchildren.

### Joseph L. Bourgeois



Seafarer Joseph L. Bourgeois, 52, has been a member of the SIU since 1942 and he began shipping out as a bosun in 1948. A native of Salem, Mass., Brother Bourgeois ships out of the port of New York. He makes his home in Acton, Me. with his daughter, Michelle.

## 'A' Seniority Upgrading Program

## Six New 'A' Book Members

This month six more Seafarers joined the ranks of the SIU full 'A' book members by participating in and graduating from the 'A' Seniority Upgrading Program. This brings the number of Seafarers who have earned their 'A' books through this program to 233.

Before graduating from the program, these new 'A' book members were given the opportunity to sharpen their seafaring skills by learning about the latest innovations in the maritime industry.

The 'A' Seniority Program also provided these Seafarers with a thorough working knowledge of the SIU's history, functions, operations and goals.

This two-pronged approach used to upgrade these Seafarers into full 'A' book status insures that the SIU will always have a solid membership that can participate in Union activities with an understanding of the modern maritime industry and their Union's role in that industry.

### Roy McCauley



Seafarer Roy McCauley has been sailing with the SIU in the engine department for six-and-a-half years. Before attending the 'A' Seniority Upgrading Program, Brother McCauley earned his high school diploma at the Lundeberg School as well as his QMED endorsement. Brother McCauley lives in Selma, Ala. and ships out of the port of Baltimore.

### Albert Pickford



Seafarer Al Pickford began sailing with the SIU eight years ago. Brother Pickford, who sails in the deck department, studied for his AB's ticket at the Harry Lundeberg School in New York in 1971. A U.S. Navy veteran, Brother Pickford ships from the port of New York and lives in Patchogue, N.Y. with his wife Joyce and their four children.

### Lothar Reck



Seafarer Lothar Reck, 39, has been a member of the SIU since 1966 and he began shipping out as a bosun in 1972. A native of Germany, Brother Reck ships out of the port of Seattle. He makes his home in Seattle.

### Juan Vega



Seafarer Juan Vega, 50, has been a member of the SIU since 1946 and he began shipping out as a bosun in 1950. A native of Puerto Rico, Brother Vega ships out of the port of New York. He makes his home in Brooklyn, N.Y. with his wife, Sol Angel.

### Donald Rood



Seafarer Donald Rood, 56, has been a member of the SIU since 1945 and he began shipping out as a bosun in 1947. A native of Omaha, Neb., Brother Rood ships out of the port of New York. He makes his home in Elysburg, Pa. with his wife, June and his two children.

### George Tamlin



Seafarer George Tamlin, 40, has been a member of the SIU since 1961 and he began shipping out as a bosun in 1971. A native of Middleport, N.Y., Brother Tamlin ships out of the port of New York. He makes his home in Middleport.

### Emanuel Douroudous



Seafarer Emanuel Douroudous began sailing with the SIU in the steward department in 1970. Shipping as a cook and baker, Brother Douroudous obtained that rating at the Lundeberg School before attending the 'A' Seniority Upgrading Program. Brother Douroudous lives in New York and ships from that port. He is a native of Greece.

### J.C. Mahaffey



Seafarer J.C. Mahaffey has been sailing with the SIU since 1970. A member of the steward department, Brother Mahaffey completed the Third Cook's Program at the Lundeberg School before attending the 'A' Seniority Upgrading Program. A native of Chesnee, S.C., Brother Mahaffey now lives in Seattle and ships from that port.

## Politics Is Porkchops Donate to SPAD

For a  
Better Job  
Today



# The Harry Lundeborg

## Deck Department

### ABLE SEAMAN

The course of instruction is four weeks in length and leads to the Coast Guard endorsement of Able Seaman—12 Months—Any Waters or Able Seaman—Unlimited—Any Waters.

**Course Requirements:** Able Seaman 12 Months—Any Waters. You must:

- Be 19 years of age
- Have 12 months seetime as Ordinary Seaman, *OR*  
Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
- Be able to pass the prescribed physical, including eyesight requirements.

Able Seaman Unlimited—Any Waters. You must:

- Be 19 years of age
- Have 36 months seetime as Ordinary Seaman or Able Seaman 12 Months
- Be able to pass the prescribed physical, including eyesight requirements.

**Starting Dates:**  
May 27, September 2.

### QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and

also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

**Course Requirements:** Must hold endorsement as Able Seaman (Unlimited—Any Waters).

**Starting Dates:**  
April 29, August 2.

### LIFEBOATMAN

The course of instruction is two weeks in length and leads to the Coast Guard endorsement of Lifeboatman.

**Course Requirements:** Must have 90 days seetime in any department.

**Starting Dates:**  
April 29; May 13, 27; June 10, 24; July 8, 22; August 5, 19; September 2, 16, 30; October 14, 28.

## Engine Department

### QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating is eight weeks in length and includes instruction leading to the Coast Guard endorsements which comprise this rating.

**Course Requirements:** You must show



## QMED Hopeful Graduates

Piney Point QMED Instructor Charles Nalen (left) presents Certificate of Achievement and Coast Guard endorsement card to recent graduate Edward Jordan.

**These Courses Will Be Starting Soon:**

- Advanced Pumpman Procedures
- LNG/LPG

**Watch the Seafarers Log for Starting Dates**

evidence of six months seetime in at least one engine department rating.

**Starting Dates:**  
April 29; May 27; June 24; July 22.

### FOWT

The course is four weeks in length and leads to endorsement as Fireman, Water-tender, and/or Oiler.

**Course Requirements:** If you have a Wiper endorsement only, you must:

- Be able to pass the prescribed physical, including eyesight requirements
- Have six months seetime as Wiper, *OR*  
Be a graduate of HLS at Piney Point and have three months seetime as Wiper
- If you have an engine department rating there are no requirements.

**Starting Dates:**  
July 12.

### WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

**Course Requirements:**

- Engine department personnel must hold endorsement as QMED—Any Rating
- Deck and steward department personnel must hold a rating in their department.

**Starting Dates:**  
May 27, October 1.

### DIESELS

The four-week course covers: types, designs, construction and characteristics of various diesel engines; nomenclature and principal design features of all parts of diesel engines; formulas and hydraulic principles; introduction to fuel, air, lubrication and exhaust systems; use of various gauges, meters and instruments used on diesel engines; care, operations maintenance and recording of diesel engine performance; signals used between bridge and engine room; fundamentals of electricity and refrigeration; basic fire fighting, first aid and safety.

**Course Requirements:** No requirements for those who are not interested in receiving the Coast Guard license.

**Starting date:** August 9.



## 7 Complete Lifeboat Class

Here's seven new graduates of the HLSS Lifeboat Course with their diplomas and Instructor Tom Doyle (left). The grads are (l. to r.): Frederick Vogler; John Wolkoski; Jose Ferreira; Joseph Diosco; Benigno Santos; Elbert Polk, and Isidore Ostroff.

## A College Career Is Available to You

One college and two post secondary trade/vocational school scholarships are awarded to Seafarers each year. These scholarships have been specially designed to meet the educational needs of Seafarers.

Application requirements are geared for the man who has been out of school several years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April, but you should begin your application process now.

These are the scholarships offered:

1. Four-year college degree scholarship. This award is in the amount of \$10,000.

2. Two-year community or junior college or post secondary trade/vocational schools scholarships. These awards are in the amount of \$5000.

The trade/vocational awards offer various options if you wish to continue shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as help you obtain a better paying job when you are ashore.

Eligibility requirements are as follows:

1. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan.
2. Have one day of employment on a vessel in the sixth-month period

immediately preceding date of application.

3. Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available in the ports or you

may write to the following address and request a copy of the *Seafarers Application*:

Seafarers Welfare Plan  
College Scholarships  
275 20th Street  
Brooklyn, New York 11215

## A College Education For Your Children

Four scholarships are awarded to dependents of Seafarers. These four-year scholarships are for \$10,000 each at any accredited college or university. If you

have three years sea time, encourage your children to apply. They should request the *Dependents Application* from the above address.

# School Of Seamanship



For Job  
Security  
Tomorrow

## Steward Department

Steward Department  
All Steward Department Courses Lead  
To Certification By HLSS.

### CHIEF STEWARD

The course of instruction is six weeks long and covers all phases of Steward Department management and operation.

**Course Requirements:** All candidates must have seatime and/or training in compliance with one of the following:

- Three years seatime in a rating above 3rd cook or assistant cook OR
- Six months seatime as 3rd cook or assistant cook, six months seatime as cook and baker, six months seatime as chief cook and hold HLS certificates of completion for each program OR
- 12 months seatime as 3rd cook or assistant cook, six months seatime as cook and baker, six months seatime as chief cook and hold HLS certificates of completion for the cook and baker and chief cook programs OR
- 12 months seatime as 3rd cook or assistant cook, 12 months seatime as cook and baker, and six months seatime as chief cook and hold an HLS

certificate of completion for the chief cook program.

**Starting Dates:**  
April 29; June 10; July 22; September 2; October 14.

### CHIEF COOK

The course of instruction is six weeks in length and students specialize in the preparation of soups, sauces, meats, seafoods, and gravies.

**Course Requirements:** All candidates must have seatime and/or training in compliance with one of the following:

- 12 months seatime as cook and baker OR
- Three years seatime in the steward department, with six months as 3rd cook or assistant cook and six months as cook and baker OR
- Six months seatime as 3rd cook or assistant cook and six months as cook and baker OR
- 12 months seatime as 3rd cook or assistant cook and six months seatime as cook and baker and hold a certificate of completion for the HLS cook and baker training program.

**Starting Dates:**

May 13; June 24; August 5; September 16; October 28.

**Note:** Courses and starting dates are subject to change at any time. Any change will be noted in the LOG.

### COOK AND BAKER

The course of instruction is six weeks in length and students specialize in the selection and preparation of breakfast foods, breads, desserts, and pastries.

**Course Requirements:** All candidates must have seatime and/or training in compliance with one of the following:

- 12 months seatime as a 3rd cook or assistant cook OR
- 24 months in the steward department with six months as a 3rd cook or assistant cook OR
- Six months seatime as 3rd cook or assistant cook and hold a certificate of completion from the HLS assistant cook training program.

**Starting Dates:**

April 29; May 13, 27; June 10, 24; July 8, 22; August 5, 19; September 2, 16, 30; October 14, 28.

### ASSISTANT COOK

The course of instruction is six weeks in length and students specialize in the selection and preparation of vegetables and salads.

**Course Requirements:** All candidates must have twelve months seatime in the steward department, OR three months seatime in the steward department and be a graduate of the HLS entry rating program.

**Starting Dates:**

May 27; July 8; August 19; September 30.

#### Did You Know...

Last month 38 Seafarers upgraded their skills, earning power and job security through the vocational courses at HLSS. The Lundeberg School has an upgrading course to meet your career needs, too!

### UPGRADING APPLICATION

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) Mo./Day/Year

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

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

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

Date Book Was Issued \_\_\_\_\_ Port Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) Now Held \_\_\_\_\_

Piney Point Graduate:  Yes  No (if so, fill in below)

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Upgrading Program: From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Do you hold a letter of completion for Lifeboat:  Yes  No;

Fire Fighting:  Yes  No

Dates Available for Training \_\_\_\_\_

I Am Interested In:

- |                                        |                                    |                                       |
|----------------------------------------|------------------------------------|---------------------------------------|
| <b>DECK</b>                            | <b>ENGINE</b>                      | <b>STEWARD</b>                        |
| <input type="checkbox"/> AB-12 Months  | <input type="checkbox"/> QMED      | <input type="checkbox"/> Asst. Cook   |
| <input type="checkbox"/> AB Unlimited  | <input type="checkbox"/> FOWT      | <input type="checkbox"/> Cook & Baker |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Chief Cook   |
| <input type="checkbox"/> Lifeboatman   |                                    | <input type="checkbox"/> Steward      |

#### ADVANCED COURSES

- |                                  |                                                           |
|----------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> LNG/LPG | <input type="checkbox"/> Advanced Pumpman Procedures      |
| <input type="checkbox"/> Diesel  | <input type="checkbox"/> Advanced Electrical Procedures   |
| <input type="checkbox"/> Welder  | <input type="checkbox"/> Refrigeration Container Mechanic |

**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 |
|------|-------------|------------------|-------------------|
|      |             |                  |                   |
|      |             |                  |                   |
|      |             |                  |                   |
|      |             |                  |                   |

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

## High School Program Is Available to All Seafarers

Do What Over 750 Of Your Fellow Seafarers Have Done...



John Ruiz

"It's a very good program. I'm glad I went through it. The teachers give plenty of individual instruction, and they answer all questions you may have."



Horace Jones

"I felt limited without it [a high school diploma]. Among other things, it's a prerequisite for all college courses."

Get the reading, writing and math skills you need for job security and upgrading through the high school equivalency (GED) program at the Harry Lundeberg School. It only takes four to eight weeks, and your Brothers can tell you that it's really worth it!

Interested? Pick up a copy of the pre-test kit in your port or write to this address:

Margaret Nalen, Director  
Academic Education Department  
Harry Lundeberg School  
Piney Point, Maryland 20674

When you complete the test, return it to the Lundeberg School. HLS will tell you the results and give you an estimate of the length of time you'll need to complete the GED program.

**REMEMBER!** This test is not to see who scores high or low. It helps HLS design a study program just for you—a program that our teachers will help you, as an individual, to follow.

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May 1976  
Vol. 44, No. 5  
**SEA FAREERS UNION**  
Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Indian and Inland Waters Districts  
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