

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



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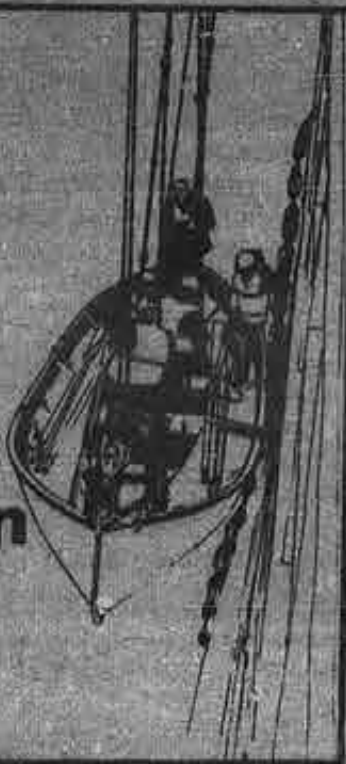
SEAFARERS LOG

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Jobless Benefits Run Out on 50,000 Each Week

The nation's economic recovery continues to be slow, leaving millions of workers stranded without jobs while their families cope with still rising prices. Each week, 50,000 more people

run out of unemployment benefits; most of them cannot find work and will not be able to find work in the near future.

The Administration's rhetoric about improvement in the economy does not

hide the fact that unemployment still is America's major economic problem.

Recently, the AFL-CIO Department of Research studied state employment figures. They found that right now, construction, manufacturing, public utilities and transportation were the industries most severely hit by the recession.

The study also revealed that certain states are worse off than others. In 21 states, unemployment is higher than it was two years ago. These 21 states are: Arizona, Connecticut, Illinois, Indiana, Kentucky, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Virginia, Delaware, Florida, Georgia and Wisconsin.

Because of the slow-down, the Amer-

ican people are losing more than \$200 billion in goods and services that would be produced if the economy was running full speed ahead. Instead, basic industries in the American economy are still operating far below capacity, the Federal Reserve reports. During the first quarter of 1976, basic industries used only 80 percent of their capacity, compared with 92.3 percent in the third quarter of 1973.

To make matters worse, most people were able to buy more in 1965 than now. Bureau of Labor Statistics show that in June, real spendable earnings—take home pay stripped of the effects of inflation—averaged \$91.15 a week for a worker with three dependents. That was 17 cents less than the average for 1965.

Union Label Week Set for Sept. 6-12

The Labor Day holiday week of Sept. 6-12 in the U.S. has been officially designated Union Label Week by the AFL-CIO and the Union Label and Services Trades Department.

During this week AFL-CIO state and local organizations and the Union Label and Service Trade Councils will appeal to the American consumer in Labor Day parades, rallies and in the media to buy U.S. union-made products and

services thus providing more jobs for the jobless here as a way of strengthening the nation's economy and avoiding the purchase of foreign-made imports.

Union-made goods and services will bear the union label, store card, shop card and service button.

During Union Label Week the motto of "Buy union products and use union services as you would have union wages paid unto you" will be stressed to the buying public.

Farmworkers Set for ALRB Elections This Year

Approximately 50,000 farmworkers will vote in union certification elections in California this coming year, once that state's Agricultural Labor Relations Board gears up again for action.

On July 1, in a major victory for the United Farmworkers Union, the California Legislature voted \$6.8 million to fund the Board. During the past six

months the Board has been inactive, ever since its money ran out early, spent on an avalanche of unfair labor practice hearings and challenges to elections. Pressure from the growers kept the California Legislature from refunding the Board.

The Board administers California's Agricultural Labor Relations Act,

passed in June 1975, which gave farmworkers the right to vote for the union of their choice for the first time in U.S. history.

The UFW, which has been organizing California farmworkers for years, pushed for the law when the Teamsters starting signing with growers to represent lettuce and grape pickers. These

contracts were signed without consulting the workers, often after a UFW contract on a ranch expired.

During the four months of elections held during the fall of 1975 and winter of 76, the United Farm Workers won 205 elections representing 30,804 workers at peak season to the Teamster's 102 elections representing 11,179 workers. "No union" won 22 elections. Out of those elections, 126 UFW victories were certified to 24 for the Teamsters.

As a result of these victories, the UFW signed contracts representing 11,500 new members on 41 ranches where broccolli, cauliflower, tomatoes, peppers, melons and apples are grown. This is the biggest growth in membership the union has seen since the grape ranch victories.

However, grape growers now are refusing to negotiate with the union.

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Construction Unions OK Pay Cut on Rehab Jobs

A 25 percent cut in wages and benefits for construction workers on N.Y.C. rehabilitation housing projects has been agreed upon by members of nine local building-trades unions represented by the N.Y.C. Building and Construction Trades Council, according to its president, Peter J. Brennan, on July 30.

In making the move forced by the lack of getting new construction under way, the building council prepared for a bonanza of some \$102-million in

funds to be spent for rehabilitation construction work in city poverty areas under the Community Development Block Grant Program of the U.S. Department of Housing and Urban Development (HUD).

Brennan, in a meeting at Niagara Falls, N.Y., said the voluntary pay cut goes against the grain of trade unionists but the local construction unions believe it's time they got their hard-pressed members (double-digit percent

jobless) back to work and help to rehabilitate much-needed ghetto housing.

Previously, housing rehabilitation work was done by non-union workers.

The 25 percent pay-cut plan was formulated in six months after the National Housing Rehabilitation Assn. and the international building unions concurred.

The management group and the union leaders left details of the pay cut up to the local organizations.

the PRESIDENT'S REPORT:



Paul Hall

'Know the Candidate'

The SIU has always made it a practice to fully engage in "bread and butter" political issues and we have made it a practice to get involved in political elections when seafaring jobs are ultimately at stake. However, our basis for support of a candidate is not tied to any affiliation or philosophy, but to simply whether the candidate will help or hurt the jobs and job security of Seafarers.

The SIU contributes the money and support Seafarers have voluntarily donated to SPAD to the campaign funds of pro-maritime and pro-labor candidates.

Therefore, before casting our votes on November 2, I believe we must all consider how each candidate stands on maritime issues, how each congressman or senator up for reelection has voted on maritime legislation in the past and how their opponents feel about our industry.

I say this because we will have to live with the President and legislators elected this November for the next few years and that the fate of all maritime legislation will rest in the hands of these elected Government officials.

And what happens in these next few years will prove crucial to our efforts to rebuild this industry.

With a Congress and President concerned about reestablishing a strong U.S. flag merchant marine, and a Congress willing to work with the SIU on maritime issues we could see the passage of legislation, as well as the enactment of new programs and policies which would foster a newer, more efficient, larger and stronger U.S. fleet capable of meeting this country's needs.

We could also see a national cargo policy in the U.S. bulk trades that would give us a fair share of this important trade. Right now a large percentage of all U.S. cargo is bulk and U.S. flag ships move only 1 percent of this cargo.

In addition, a pro-maritime Government would be inclined to negotiate new bilateral shipping agreements with our trading partners throughout the world which would reserve a share of cargo for U.S. ships.

Other goals we consider necessary to develop a strong and stable maritime industry, such as a White House level maritime affairs coordinator and greater cooperation between the Navy and merchant marine, will also be within our reach if we can mobilize the support needed in the next three months to elect those who will consider the welfare of America's seamen.

For this reason we must all consider each candidate carefully before voting. We must look beyond his political affiliations, his public image, his philosophical beliefs and ask, "How does this candidate feel about maritime?"

Going to sea is, after all, the career you have chosen. In this modern maritime industry your job security, your future ability to earn a living and all the benefits that this career has brought, depend on our winning the legislation and support needed to bring our merchant fleet back into world prominence.

As you look over the candidates and their qualifications think back to the passage of the Merchant Marine Act of 1970 and consider the new ships we have manned as a result of that bill.

Consider the jobs shipped when SIU-contracted vessels were taken out of lay-up to carry grain to Russia after a bilateral trade agreement guaranteed our fleet a percentage of that cargo and all the trades where new bilateral agreements could reserve a portion of cargo for U.S. flag ships.

And let the veto of the oil preference bill in 1974 and the disastrous slump in the tanker market that followed serve as an example of how tightly our ability to earn a living is tied to Federal legislation and regulation. It's something to think about as the elections get nearer.

Hall Urges 4-Point Plan to Boost Maritime

WASHINGTON — SIU President Paul Hall wrapped up a year-long Congressional study of the Merchant Marine Act of 1970 by proposing a broad four-point program to pump new energy into America's maritime industry.

Hall presented summation testimony on behalf of the maritime industry at the closing session of oversight hearings which have been conducted by the House Merchant Marine and Fisheries Committee. In his remarks, Hall outlined four areas which he said needed immediate and forthright action to develop America's merchant marine so that it can effectively compete in world commerce and perform as a viable auxiliary to the nation's Armed Forces. He urged Congress and the Administration to:

- Adopt a national cargo policy which would assure a fair and reasonable distribution of freight for U.S. flag ships;
- Establish a White House level maritime affairs coordinator who would advise the President on maritime matters;
- Promote incentives for shippers and operators to increase the nation's bulk shipping capabilities; and
- Encourage greater cooperation between the Navy and the merchant marine in the interest of national defense.

In his testimony, Hall said the major problems confronting the U.S. maritime industry stem from official policies and



Paul Hall wraps up year-long oversight hearings conducted by the House Merchant Marine and Fisheries Committee.

attitudes within our own country. He said:

"The emergence of state-owned fleets and the proliferation of cargo reservation measures [of other nations] have contributed greatly to keeping United States flag participation at a low level. But, the problem goes beyond these international circumstances to another major roadblock within our own country. It is the lack of a national recognition of, and commitment to the need for a strong United States flag merchant marine."

Unaware of Needs

Hall said that the Executive Branch of our Government is "unaware of the nation's maritime needs, and the actions of many Federal agencies—notably the State Department, Agriculture and Treasury—are openly hostile to the aspirations of the nation's maritime industry, and have eroded many of the promises of the Merchant Marine Act of 1970. He said:

"The State Department, for example,

vigorously opposed legislation, passed by the House and Senate (last year but pocket-vetoed by President Ford), which would have reserved a portion of the carriage of America's oil imports for United States flag vessels. The State Department consistently alleged that this legislation would have an adverse impact on U.S. foreign relations by touching off reprisals and retaliations by other nations. Completely ignored was the fact that this legislation is vital to the viability of our merchant marine precisely because other nations have already mandated a percentage of their foreign trade to their vessels."

In his remarks to the Congressional Committee, Hall again urged the need for greater cooperative effort between the Navy and the merchant marine to secure the nation's defense. He said this relationship should have as its cornerstone the utilization of the privately-owned fleet for those support, sealift and auxiliary duties now performed by the military's own support fleet. He said:

"The use of the merchant marine to perform these functions not only serves the important purpose of maintaining

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Merger Vote Aug. 16—Sept. 15

The membership vote concerning the proposed merger of the IBU into the SIU A&G District begins Aug. 16, 1976 and runs through Sept. 15, 1976. The voting will be conducted by secret mail ballot.

Ballots can be picked up at any SIU hiring hall. Seafarers are reminded that all ballots must be postmarked no later than Sept. 15, 1976. Voting among IBU members will take place during the same time period.

The complete text of the Agreement of Merger, as amended, the Report of the Constitutional Committee, and the proposed Constitution for the merged Union was carried in the July 1976 edition of the Log.

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Maritime Industry Leaders Ask New U.S. Cargo Policy

WASHINGTON — Leaders of the United States-flag shipping industry called for adoption of an across-the-board cargo policy for all U.S.-flag ships as the most effective means of revitalizing the nation's merchant marine, and as a quick shot in the arm for the ailing bulk carriers.

Testifying at a hearing of the House Merchant Marine Subcommittee, officers of the Transportation Institute and the National Maritime Council called for legislation which would assure U.S. carriers a fair share of the nation's import cargo.

The industry spokesmen said that while preference for oil and dry bulk cargoes would have to have a different legislative approach, a resolution approving bilateral cargo sharing agreements with the carriers of other countries and certain pooling arrangements would be enough to revive the sagging bulk carrier segment of the industry.

Appearing before the committee which this month ended a year-long examination of the nation's maritime industry problems were Paul F. Richardson, chairman of the National Maritime Council and V.P. of Sea-Land Services; James R. Barker, chairman of

the NMC Executive Committee and president of Moore-McCormack; and Herbert Brand, president of Transportation Institute and chairman of the NMC Planning Committee.

In addition to a national commitment to the maritime industry through a cargo preference policy, the industry spokesmen also called for high level coordination of Federal maritime policies and programs through the establishment of a White House level maritime affairs coordinator.

In his testimony, Richardson stressed the stability within the maritime industry which he said is the result of joint efforts of labor and management function within the National Maritime Council.

Barker, who stressed the need for a greater national commitment to the strategic importance of bulk carriers as an integral part of our national defense capability, warned of the growing threat of the state-owned fleets of Russia and other Communist-bloc countries. He pointed out that less than 2 percent of American foreign commerce is coming into this country on U.S.-flagships.

All of the industry spokesmen summed up the problems of the U.S. shipping industry in one word: "Cargo"

Grain Trips to Russia Spur Philly Shipping

Because shipping was so good, there weren't enough Seafarers for a quorum at the Philadelphia membership meeting July 6. There was, of course, an informational meeting but some men on the beach who couldn't make it after the July 4 weekend, were excused in the Bicentennial spirit.

Normally during the summer about 65 Seafarers are registered in Philadelphia. But early in July, there were only 43. The rest were working grain runs to Russia on one of the six ships that loaded up in Philly harbor during the previous weeks. The grain shipments also helped out the longshoremen and other harbor workers in this inland port where deep sea shipping can be slow.

SIU members heard Port Agent John Fay go over the latest report on the SIU-IBU merger proposal

and other Union affairs. Brother Fay, who was voted in as a delegate to the Democratic Convention from South Philly, told the men he was looking forward to the New York City meeting where the outlook on maritime and labor affairs would be among his first considerations.



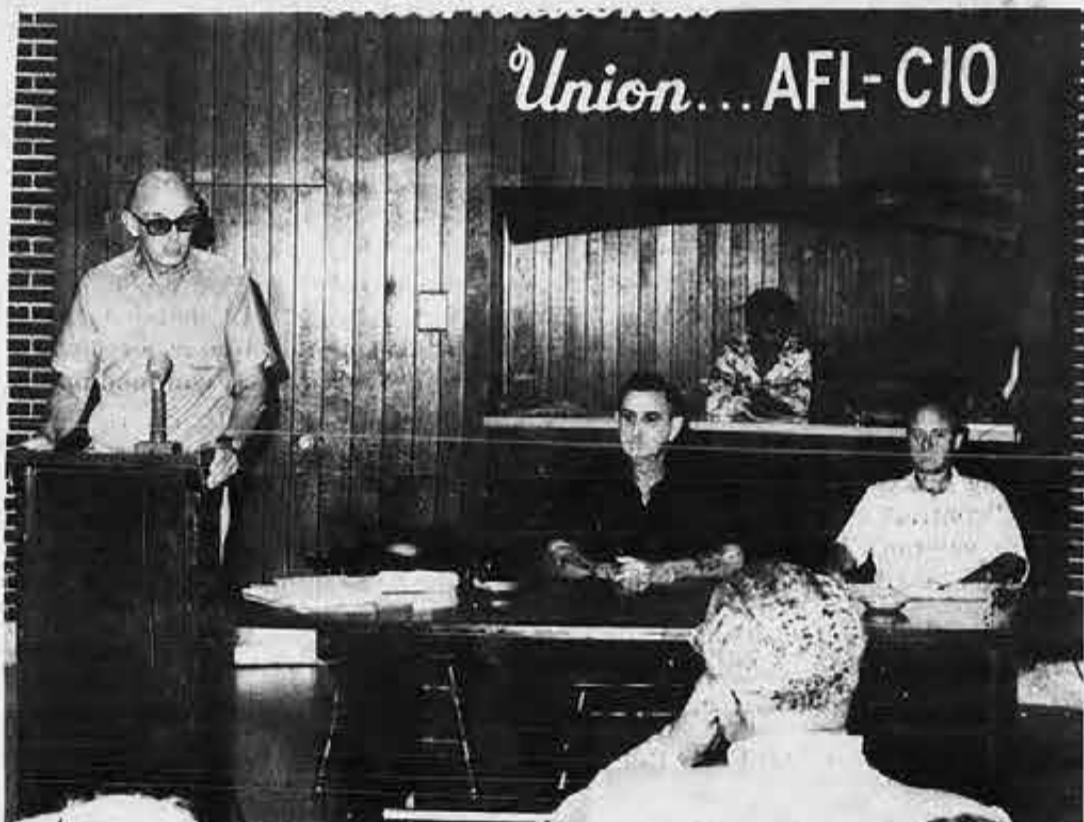
SIU members keep up to date on Union affairs at the Philadelphia meeting, July 6.



Felipe Serrano (r.) relaxes before the Philadelphia meeting begins while John Schaller reads the Log. Both men sail in the steward department.



A hand of cards passes the time before the meeting begins. Planning their next move are (clockwise from left) Harry McCullough, steward department; Steve Vincovitch, SIU pensioner; Vincent Motzel, member of Local 25—Operating Engineers; and Manuel Madarang, SIU pensioner.



Port Agent John Fay, chairman of the Philadelphia meeting, goes over the July reports while reading clerk Joe Air (center), and recording secretary George Brennan (right) look on.



Expecting a vacation check, Brother John Stiles, A.B., waits patiently as SIU Patrolman Joe Walsh looks through the mail that was delivered to the Philadelphia Hall over the weekend.

In 19 Page Document:

SIU Rips Coast Guard Failures

Calling for a Congressional investigation into the U.S. Coast Guard's capricious and arbitrary manner of carrying out its duties, SIU President Paul Hall documented the Coast Guard's failure "to administer laws and to promulgate and enforce regulations for the promotion of safety of life and property" in a 19 page letter to Mario Biaggi (D., N.Y.), chairman of the House Subcommittee on the Coast Guard.

This request for hearings has been granted and, though originally set to begin in September, they are now tentatively scheduled to be held early next year.

"Enforcing some regulations haphazardly and others not at all," Hall charged that "the Coast Guard has acted arbitrarily" in the areas of vessel manning, watchstanding, training and certification of ABs and apprentice mates, tankermen, the Occupational Safety and Health Act, and riding crews.

"The area in which one of the most serious problems has arisen is that of vessel manning," Hall's letter said.

By allowing minimum manning decisions to be made on a vessel-to-vessel basis in each port, Hall pointed out that, "manning may vary from vessel to vessel even within the same class."

"For example the Coast Guard has issued Inspection Certificates for three Falcon class tankers allowing them to be manned by different combinations of ratings even though these vessels are all of similar construction," Hall said.

Charging also that the Coast Guard is jeopardizing crew safety by setting unrealistically low manning scales on new ships, Hall pointed to its decision to eliminate the engine room ratings for Chevron and other class tankers as "an example which epitomizes Coast Guard disregard for life and property."

"The decision to eliminate the engine room ratings on various classes of vessels; to fail to develop enforcement pro-

cedures to insure that vessels do in fact employ a three-watch system; to promulgate regulations which would combine the responsibilities of a tankerman with those of a licensed officer; and to otherwise act to reduce the number of certified personnel employed on a vessel all serve to greatly increase the physical and mental burdens imposed on those few remaining shipboard employees," he said.

By the Coast Guard's own admission, Hall told Rep. Biaggi, the fatigue caused by undermanning jeopardizes "the health of the individual worker and the safety of the vessel and crew."

His letter went on to cite Coast Guard policies which allow the use of riding crews, the operation of drilling rigs without ABs aboard, and the creation of an apprentice mate rating as further examples of the Coast Guard's disregard for established safety standards, both those stipulated by their own regulations and by Congressional mandate.

"The Coast Guard has failed to observe the law and carry out its mandate," Hall told Rep. Biaggi. "Its actions have been arbitrary and capricious, exhibiting a flagrant disregard for the commitments made to you and to maritime labor."

Concluding his letter to the chairman of the House Subcommittee on the Coast Guard, Hall wrote, "we strongly urge that the Coast Guard establish specific, objective and definitive procedures to be followed by all Coast Guard personnel and to be applied uniformly to all vessels in all ports. And, to that end, we ask that you investigate the Coast Guard's practices and consider corrective legislation."

"The Coast Guard persists in its arbitrary and capricious manner contrary to Congressional mandates. We therefore request, and sincerely believe, it is in the public interest that your Subcommittee undertake an investigation of the Coast Guard's administration of applicable laws relative to our merchant vessels, crews and other related areas, as well as practices and procedures utilized by the Coast Guard, with the object of public hearings for necessary legislative enactment."

Administration Rebuffed

Congress' Committees OK \$128 Million for USPHS

The Health, Education and Welfare Appropriations Committees in both the House of Representatives and Senate have agreed to allocate the \$128 million needed to insure continued operation of the U.S. Public Health Service Hospitals, rebuffing the Ford Administration's latest attempt to close down the PHS hospital system.

The Administration had asked for only \$90 million in its HEW budget request for the PHS hospitals, calling for the phasing out of the PHS system in favor of "contract care" for seamen in private or veteran's hospitals.

The Administration submitted this

\$90 million budget request even though last spring, local health planning agencies in the eight areas having PHS hospitals unanimously rejected an earlier HEW proposal to close the PHS facilities.

The \$128 million appropriation allocated by Congress will assure that all eight PHS hospitals, as well as all other PHS facilities and clinics, continue operating at 1973 levels.

The Administration is, however, persisting in its efforts to close the PHS facilities and has introduced a bill in the House of Representatives which would give it the authority to shut down

the entire PHS system.

This new closure bill has been referred to the House Committee on Interstate and Foreign Commerce whose chairman, Rep. Paul Rogers (D. Fla.) has indicated he will not act on the legislation, and it once again appears that the Administration's efforts to close the PHS hospitals will fail.

The \$128 million PHS budget, insuring full operation of the hospitals in

1977, is mandated by the HEW Appropriations Bill which is also expected to require HEW to report to Congress on the need for renovation at the eight PHS hospitals.

It is hoped that this report will lead to the allocation of funds for the transfer of the Galveston PHS hospital to a newer nearby hospital building which is now empty, a move already approved by HEW's assistant secretary for health.

Seafarers Can Submit Absentee Ballots

On next Nov. 2, Election Day you may be on board a tanker docked off the coast of Indonesia, or on an ore carrier headed for Duluth. But you can still vote by using an absentee ballot if you are a citizen and if you are registered to vote.

If you are not registered to vote and are shipped out far from home, most states will send you an absentee registration form as well.

According to the League of Women Voters, a non-partisan organization which has years of experience dealing with voter registration, the requirements for absentee voting and registration vary from state to state, although there are some common procedures.

To request an absentee ballot, write or go in person to your local board of elections (or county clerk—depending on the state) in the city or county where you are registered to vote, and explain that you are in the merchant marine and will be away on Election Day. You will receive an official form to fill out. After this is done, the ballot will be sent to you hopefully in time to vote.

Deadlines for applying for and returning the ballot vary, but to be sure, apply at least 30 days before Election Day and send the ballot back in the mail so that it arrives by the Friday before elections take place (Oct. 29).

If you need to register to vote and cannot go to your board of elections in person, write them explaining that you are in the merchant marine, but that

your official residence is in their area and they will send you the proper forms. When you write, tell them if you will be needing an absentee ballot as well. Registration should be done as soon as possible.

If you have any difficulties, you can call or write your local League of Women Voters or city hall for help.

Chemical Workers End Lever Brothers Strike on July 7

Twenty-six hundred members of the International Chemical Workers Union (ICWU) at four Lever Brothers Co. U.S. plants voted July 7 to end their strike and boycott against the soap company which began on Apr. 10.

The ICWU Lever Brothers Council representing the chemical workers accepted the company's new offers which included a \$1.86 an hour wage hike in a three-year contract—the first in 30 years—a modified cost of living allowance, a \$12 a month per year of service minimum pension, increased termination pay and senior employees retirement options with incentives so junior workers would not be laid off because of job eliminations and consolidations.

Workers threatened with future layoffs at the Edgewater, N.J., Baltimore, St. Louis and Los Angeles plants will also get company insurance and other benefits.

Shepard in Labor Delegation to Tunisia

During the last week in May, SIU Atlantic Coast Vice President Earl "Bull" Shepard, visited Tunisia as part of an AFL-CIO delegation. The Americans were invited by the Secretary-General of the Tunisian General Union of Labor and they traveled to union centers around the country, meeting with the Tunisian Prime Minister and the American Ambassador.

The object of the mission was to pro-

vide Americans with first hand knowledge of the role and purpose of the Tunisian labor movement, its problems and its needs.

Also in the delegation were Melvin H. Roots, executive vice president of the Operative Plasterers' and Cement Masons' International Association; Patrick J. O'Farrell, executive director of the African-American Labor Center, and his assistant, Ron Ciccone.



AFL-CIO delegation to Tunisia discusses labor problems with the Tunisian Prime Minister, Hédi Noura (far right). Other participants were (from right to left) Earl Shepard, SIU Atlantic Coast vice president; Ron Ciccone, aide to the African-American Labor Center (AALC); Mel Roots, executive vice president of the Plasterers' Union; Patrick O'Farrell, executive director of the AALC; Habib Achour, secretary general of the Tunisian General Union of Labor, and the prime minister's aide.

SIU Alcohol Rehabilitation Program

A Chance for a Fresh Start in Life

Brother Seafarers:

The SIU's Alcohol Rehabilitation Program is proving a very successful one. Since its establishment in early 1976, many of our members have been given the chance for a fresh start in life—a start that we all hope will lead to the road of complete recovery.

However, for this vital program to continue its successful track record on a long term basis, two very important ingredients must be supplied.

First, the program must receive the cooperation and support of every SIU member. We all must be willing to lend a helping hand to those who are suffering from alcoholism by encouraging them to participate in the program and to come to grips with their problem.

Secondly, and just as important, the program itself must be well organized and geared toward the special problems of Seafarers. I believe we have this kind of program right now, and I believe that SIU members should know about it. That is, all Seafarers should know the Program's policy for treatment; eligibility requirements and other important aspects of the program. All of this information is carried below.

I encourage all SIU members to become familiar with it, because the success or failure of this program will always depend on you, the individual Seafarer.

Policy

- Alcoholism is a disease and can be treated! The Seafarers International Union will make every effort to remove the stigma associated with alcoholism. The SIU will also intensify its efforts to eliminate alcoholism within its membership, and see that appropriate assistance, treatment, and follow up are available to each eligible member.

Eligibility

- Employees should have a minimum of 360 days seetime within two years and 90 days within the last calendar year and one day seetime within the last six months to be considered eligible for treatment at the Alcoholic Rehabilitation Center.
- Retirees are eligible for treatment.

Referrals

- The port agent or his designate should be responsible for referrals.
- A call to the Center prior to sending the man should be made to determine space availability.
- If a seaman's condition is in doubt, a check-up by the clinic or USPHS physician is a must.
- Seamen should not be allowed to enter transportation while carrying alcoholic beverages.

Detoxification

- The USPHS should take full responsibility for this phase of the treatment.

Loans

- A petty cash fund in the amount of \$750.00 shall be available at the Alcoholic Rehabilitation Center. The director will be the custodian of the fund.
- The fund will be for granting interest bearing loans to the residents in such categories as personal needs, clothing, support, prescriptions, miscellaneous (this includes items which the custodian deems of therapeutic value). An explanation for all loans will be recorded.
- Transportation: Eligible members who are approved to attend the program will be given a ticket for travel from the port to Piney Point. The ticket will be purchased through the travel agent utilized by each port. The member will sign a loan form indicating the amount of the ticket. The ticket is considered a loan and is repayable with interest to the Seafarers Welfare Plan. All travel arrangements will be made by the port agent or his designate in coordination with the staff at the Center.
- A signed loan form indicating the amount of monies in each transaction will be sent to the plans office. In addition, a signed and notarized confession of judgment form indicating the interest rate, the total amount of monies borrowed from the welfare plan and the terms of the loan will be sent from the Center to the plans office.

Shipping

- A resident at the Alcoholic Rehabilitation Center who is not already registered shall be registered upon arrival at the Center at the port of his choice.
- Upon faithful completion of the prescribed treatment at the Center, the director or one of his staff, shall call the port agent where the resident is registered and the port agent shall make the necessary arrangement for employment subject to the shipping rules.
- The resident shall stay at the Center until there is a job for him, at which time, the port agent and the staff at the Center will arrange transportation for the resident to his job assignment.

Fraternally,



Paul Hall

The Road Back Can Be a Difficult One

By Dr. Joseph Logue
SIU Medical Director

A couple of weeks ago I had a conversation with an S.I.U. member. His outlook on life and mental well-being have vastly improved since I last saw him six months ago. I asked him what had happened to change his previous state, and I believe his story can be of value to others.

Marshall W. just turned 40. He is a Seafarer who works in the engine room, but in the past five years he had not upgraded himself in the engine room. His wife was seriously thinking of leaving him, taking along their two children. It was at this point she learned through an organization called Al-Anon that her husband really didn't hate her. Marshall was a sick man. He had a disease called **ALCOHOLISM**.

Marshall could not control his drinking problem by sheer will-power alone. His irrational and irresponsible behavior stemmed from the fact that he had a disease. It could happen to anyone—a rich individual with all that money had to offer, or a poor individual trying to survive in the inner city. It had happened to Marshall.

As defined by the World Health Organization, an "alcoholic is a person, whose chronic use of alcohol causes any trouble in any major area of life—his job, his homelife, or his health".

Alcoholism is an evasive and eluding entity to define simply. It is three-fold, in that it affects the body, mind and spirit.

The alcoholic suffers from a real illness which he has no control over. It is not caused by a desire to hurt others, a weakness of will or immorality. We live in an age where ignorance and prejudice are being overthrown by knowledge and understanding. Society is rapidly accepting the fact that alcoholism is very much a real disease. The alcoholic cannot have that one drink, or a whole cycle of dependence is set up. Alcoholism is when you can't stop after one drink. It is a progressive disease, and

when not treated can be fatal.

Although alcoholism is a disease, it is much like an addiction to any other drug. Someone addicted to heroine though can withdraw from the drug, without the withdrawal being fatal. However, if one withdraws from severe chronic alcoholism without proper medical supervision, one can die. Alcohol withdrawal can be just as fatal as chronic progressive alcoholism.

An alcoholic does not want to hear that he is one. He will do everything to convince everyone, himself included, that he is not an alcoholic; that he has his problem under control. He needs help. Sometimes treatment in a Detoxification Unit is necessary. Follow-up therapy, which is basically re-education, is imperative. An alcoholic must learn all he can about his disease, and after a long hard struggle, when he can reach beyond himself and help another alcoholic, he has come a long way.

In treating the alcoholic, cessation of alcohol intake is the first step in rehabilitation. Education is essential.

Simple compassion and understanding is most important. It acts as a bridge to the alcoholic's isolation. There can be no recourse to sedation. It is a disease that requires day-to-day treatment.

It is only when the alcoholic, in this case Marshall, decides he has a problem, a serious progressive disease, can treatment be started. The individual must want help. No one can force it upon him. Once Marshall faced his problem, he sought out treatment. He found that he was not alone.

Discussing his problem with an old drinking buddy, he found his friend totally different. He was sober and happy, actually excited about living. His old drinking buddy had learned that the alcoholic must learn to live today. Yesterday is over, and tomorrow's anticipated problems may never materialize. He must face today, and work on the present 24 hours. It is only today that he decides to drink or not to drink.

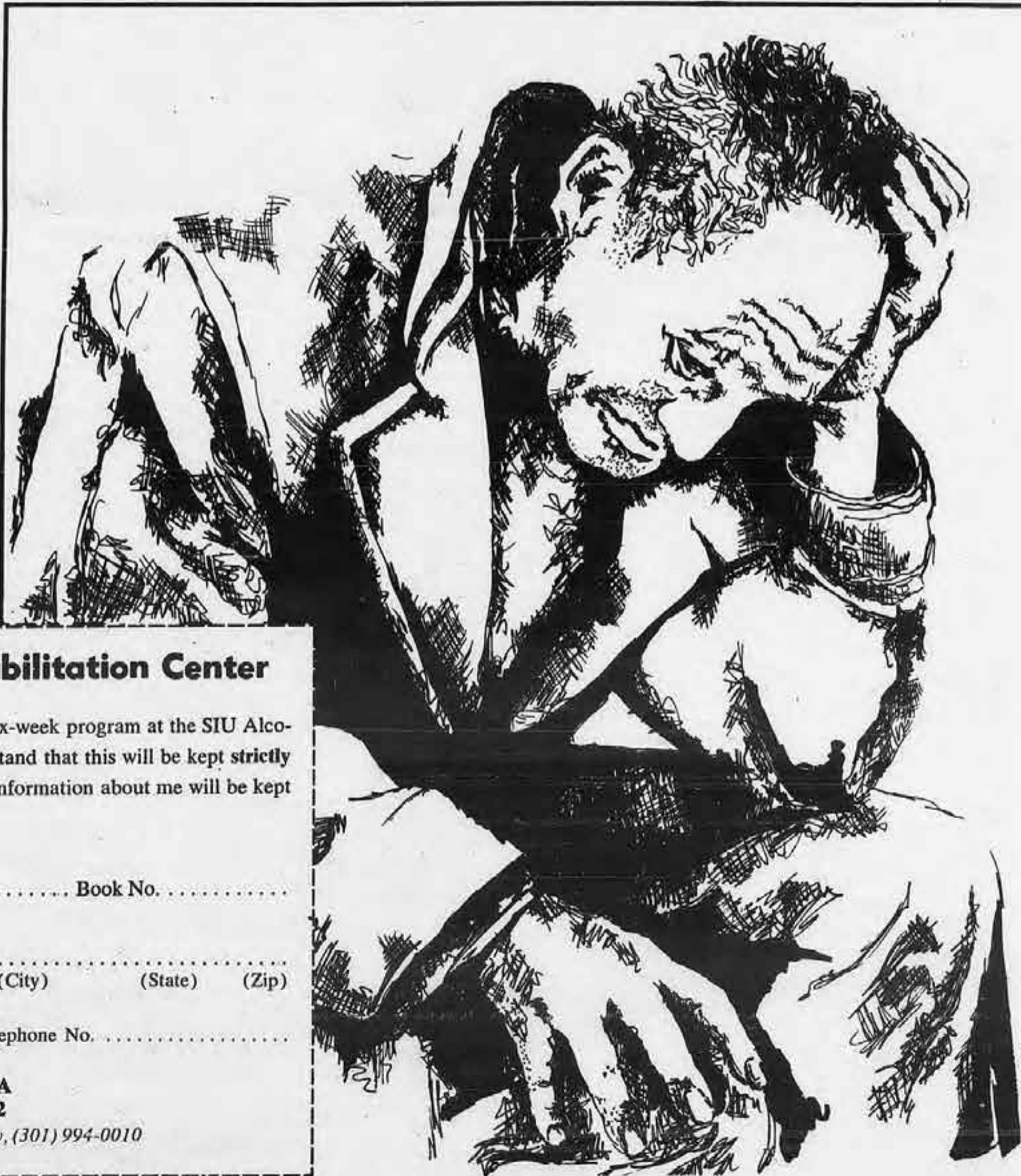
Marshall decided to give this new

idea a try. He had read about the Alcoholic Rehab Center in Piney Point through the Log. He called the Rehab Center, and immediately went into the program.

When I spoke with Marshall, he had just paid off after a four month run. He had paid some of his family's back bills. He was no longer considered a "troublemaker" on board ship. He was in short, a changed man. He was a responsible and conscientious individual.

Marshall was going through the clinic for his yearly physical. He planned on throwing in for another job to pay off other back debts. Then he planned to go back to Piney Point for upgrading. He has a new lease on life. As long as Marshall W. takes his sobriety as a vital course in life he will live his life in the manner of dignity and respect that every human is entitled to.

A sentence that he used: "Today is the first day of the rest of my life", is truly an appropriate way of looking at life.



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



Headquarters Notes

by SIU Vice President Frank Drozak

The vocational programs at the Harry Lundeberg School were created both for the benefit of the individual Seafarer and for the overall good of the entire membership.

As a seafarer you can take advantage of the various training programs to learn the skills which lead to new endorsements, higher pay, more responsibility on the job and greater job security.

And as more members upgrade, the SIU increases its strength as a union of skilled workers able to man any ship and move any cargo, whether it be grain on T-2 tankers or LNG on the most sophisticated energy carriers in the world.

This well-trained membership insures that we can meet our present contractual commitments to operators while also insuring we will be able to keep up with the rapid changes in this highly technical industry.

While the ships we have been manning in the past may become obsolete, Seafarers will always be an integral part of America's modern merchant marine because of our training programs at the Lundeberg School.

So for your own good and for the good of the Union, I urge all of you who meet the requirements to look into the SIU's many upgrading programs and to get down to the Lundeberg School.

One of those important programs, vital to both the Union and the individual member, is the "A" Seniority Upgrading Program.

In an effort to help fill that gap left by our older brothers now retiring or who have passed away, last month the Seafarers Appeals Board okayed an increase in the number of Seafarers who could take the "A" Seniority Program each month to 12.

This month the first of those increased classes graduated, bringing to 251 the number of Union members who have passed through this program.

These men have also guaranteed their own job security by earning an "A" book while helping guarantee that the Union will have enough qualified men to fulfill our shipping commitments.

A curriculum for the Steward Department Recertification Program, which is designed to help the SIU meet its future steward department manning needs, is now being carefully worked out. Plans for this program should be submitted for final approval by the membership within the next few months.

In addition to these programs and others which lead to specific rating endorsements two important upgrading courses offered to all Seafarers are the **Firefighting and LNG/LPG training programs.**

All U.S. seamen will be required to have firefighting certificates in the near future and it is relatively simple to get that certificate. Just speak to your port agent and he will help arrange for you to attend the two-day firefighting course offered jointly by the Lundeberg School and the MSC-MARAD Firefighting School in Earle, N.J.

LNG/LPG tankers will soon make up a significant portion of the U.S. flag merchant fleet. To get a job aboard one of these new fuel carriers Seafarers in all departments will be required to have special training. You can get this training at the Lundeberg School by attending their LNG/LPG course. The next class is scheduled to begin on Sept. 20.

I would also like to take this opportunity to remind you that it is your responsibility and duty to make sure you are properly relieved before leaving a ship especially those ships which are shuttling.

It took a great deal of hard bargaining to get these shorter articles which allow a crew to be repatriated after six months and I ask you not to take a job on one of these shuttles unless you intend to stay the entire six months.

SIU Efforts Led to Maritime Plank in Dem Platform

The three-point maritime plank adopted by the Democratic Party as part of their 1976 campaign platform came about as the result of the successful efforts of the SIU to get all segments of the maritime industry to develop and support a joint platform proposal geared towards meeting the problems of the U.S. merchant fleet.

Called the Committee for a New Maritime Program, this joint labor-industry committee formed through the SIU's initiative, included over 60 maritime unions, companies and associations.

This committee drew up a proposal which called for the appointment of a maritime affairs advisor to the Presi-

dent, continued commitment to the objectives of the Merchant Marine Acts of 1936 and 1970, and development of a national cargo policy.

When the Democratic Party's Platform Committee held hearings on platform proposals in May, SIU President Paul Hall and James Barker, chairman and chief executive officer of Moore-McCormack Resources, presented this joint maritime program.

Drawing on their testimony, the Drafting Sub-Committee of the Platform Committee wrote a comprehensive maritime platform proposal which read: "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."

This plank was presented to the entire Platform Committee which voted unanimously to include it in the 1976 Democratic platform.

When the delegates to the Democratic Convention met in New York

City in early July they overwhelmingly approved the entire program submitted by the Platform Committee.

After ratification of the platform by the Democratic Convention, SIU officials met with Platform Drafting Sub-Committee members and other Democratic Party members at a luncheon in the Waldorf-Astoria to discuss implementation of the comprehensive maritime plank they had drawn up, the first substantial maritime plank ever adopted by the Democratic Party.

Earlier Democratic platforms contained only a few general words about maritime and the 1972 platform did not even mention our nation's merchant marine.



Seated with SIU Vice President Frank Drozak (second from right) at a luncheon during the Democratic National Convention in New York City last month are members of the Drafting Sub-Committee which drew up the maritime plank included in the Democratic Party's 1976 campaign platform. Shown here after

the convention delegates had overwhelmingly approved the platform are, from the left, Nicholas Carbone, Marian Humes, David McClung, Drozak and Barbara Easterling.

Nat Goldfinger, 59, Dies; AFL-CIO Research Chief

Nat Goldfinger, 59, AFL-CIO research director since 1963 and "labor's No. 1 economist," succumbed to cancer on July 22 at his home in Silver Spring, Md. He had been in ill health the past year.

Previously, he was named assistant director of research for the AFL-CIO in 1958.

A native of the Bronx, New York, he was a 1938 graduate of City College there. Thereafter, he toiled for organized labor in the world of working people the rest of his life.

In an eulogy to Brother Goldfinger a long-time friend of the SIU and maritime workers, AFL-CIO Secretary-Treasurer Lane Kirkland said in part "... he was the chief economist of, to and for the people ... the fire was in him when it was needed. He was a fierce and stubborn fighter for the interests of working people against those who would sacrifice their welfare to some high policy or grand design."

UAW President Leonard Woodcock said that for 30 years Goldfinger had "worked tirelessly, with exceptional dedication and deep commitment to improve the lives of working people throughout the nation and the world."

Only last February, Goldfinger, an outstanding foe of multinational corporations, told the AFL-CIO Maritime Trades Department (MTD) Executive Board meeting that the U.S. Trade Act of 1974 fails to help the unemployed American workers hurt by imports as their jobs were exported overseas. He said multinationals should be controlled by a UN-like body.

As chairman of the AFL-CIO Research and Economics Policy Committees, he was well known to Congressional committees the last 10 years testifying for full employment against inflation in order not to let the low wage earner suffer the slings and arrows of economic recession.

In the '60s and '70s, he attacked Government policy on wage-price guideposts and controls.



Nat Goldfinger

From 1964 to 1969, he was on the Advisory Committee on the U.S. Import-Export Bank and in 1965 was on President Johnson's Special Committee on East-West Trade.

Following graduate school, Goldfinger in 1944 joined the United Paperworkers of America as director of research and education. In 1950, he was CIO associate director of research and secretary of the committee on economic policy. In 1955, he became assistant research director for the merged AFL-CIO. He became director when Stanley Ruttenberg quit to join the Government.

In 1974, he was head of the National Bureau of Economic Research Inc. and of the Industrial Relations Research Assn. He also was a member of the executive committee of the Joint Council on Economic Education and American Economics Assn.

On July 23, the AFL-CIO established the Goldfinger Memorial Fund for Labor Research at the George

Meany Center for Labor Studies, Silver Spring, Md.

Surviving are his widow, Betty; two daughters, Judith and Ruth; his mother, Lena, and a sister, Mrs. Anne Rosenberg, both of Los Angeles.

Burial was in Falls Church, Va.

HLSS President Reappointed to Federal Post

Hazel Brown, president of the Harry Lundeberg School, was recently reappointed to the Federal Committee on Apprenticeship for a second two-year term by Secretary of Labor William J. Usery.

The committee advises the Department of Labor on ways to expand apprenticeship programs around the country. Safeguarding the welfare of apprentices, setting up new experimental programs, and including members of minority groups and women in apprentice training are some of the committee's concerns.

Members of the committee include representatives of labor, management, and the public. Miss Brown was appointed as a public representative because of her experience as an educator at the Lundeberg School.

In a letter to Secretary of Labor W. J. Usery, Miss Brown accepted the reappointment and said, "... some positive changes are beginning to surface which make the efforts worthwhile."

Her term will end June 6, 1978.

Washington Activities

By B. Rocker



Congress is on a limited time schedule because of the number of appropriations still to be passed and the recesses scheduled during this session. The appropriations must be passed to pay for programs already implemented. Congress recently returned from a recess for the Democratic Convention and will leave again for the Republican Convention Aug. 12.

Floor debates sometimes last late into the evening, and the Senate has extended its hours by meeting each day at 9 a.m.

Some of our major issues for the month are:

PUBLIC HEALTH SERVICE HOSPITALS

The Labor-HEW Appropriation Bill for Fiscal Year 1977, which contains funds for PHS hospitals, has gone to a House-Senate Conference Committee. Conferees agreed on July 28 to appropriate \$128 million for continued operation of the hospitals.

Rep. John Murphy is chairing hearings in the Merchant Marine and Fisheries Committee on H.R. 14499, a bill that would remove the hospitals from the authority and control of Congress, and would ultimately allow the Administration to close them.

There have been repeated attempts by the Administration to close the eight remaining hospitals, but the SIU is constantly on guard against loss of the facilities for Seafarers and continues to push for improvements in both the facilities and the quality of care provided for U.S. seamen.

ALASKA PIPELINE

The Public Lands Subcommittee of the Committee on Interior and Insular Affairs is holding hearings on the transport of oil from Alaska to the lower 48 states.

They are also holding hearings on proposals regarding speedy delivery of natural gas from Alaska.

JONES ACT

Bills to extend the provisions of the Jones Act to the Virgin Islands are in both the House Merchant Marine and Senate Commerce Committees, but have

not yet been reported out. If passed, crude oil and petroleum products carried between the U.S. and the Virgin Islands would have to be transported in U.S.-flag ships, manned by U.S. seamen. The exemption was originally on a year-to-year basis, but for 40 years has been unlimited and continuing.

NEGOTIATED PROCUREMENT

The President signed a bill this month to raise the limit on Federal ship construction subsidies from the present 35 to 50 percent. The legislation is designed to bring our shipbuilding construction costs more nearly in line with the below-cost bids by foreign shipyards.

The law will still require the shipbuilder to justify the need for subsidy and the amount required.

OFFICE OF MARITIME AFFAIRS COORDINATOR

Rep. Thomas Downing of Virginia has introduced a bill to establish an Office of Maritime Affairs Coordinator in the Executive Office of the President. A similar bill had already been introduced in the Senate by Robert Taft (R-Ohio).

Establishment of such an office could provide information and input to policy at the White House level, and could coordinate maritime policies which are now fragmented in a number of Government agencies. We believe the result would be more effective use of the merchant marine and growth of the U.S.-flag merchant fleet.

Rep. Downing's bill has been referred to the Merchant Marine and Fisheries Committee.



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.

SIU President Paul Hall Charges:

Corporations Undercutting U.S. Security

SIU President Paul Hall has charged that the big U.S. corporations are "undercutting national security" through their persistent long-term policy of using foreign-flag ships instead of American-flag vessels in the import of millions of tons of vital dry bulk cargoes each year.

Speaking last month before the MARAD-industry sponsored National Assessment Planning Conference on U.S.-Flag Bulk Shipping, Hall flatly affirmed "this nation's dry bulk fleet is practically non-existent . . . and despite widespread and growing concern about the decline of U.S. seapower, the large corporations have failed to acknowledge their own responsibility, individually or collectively."

Hall pointed out that "America is an island nation . . . reliant on imports by ship of 72 vital raw materials," and he quoted statistics of the Department of the Interior which show that the U.S. must import at least half of its requirements of 13 basic materials, including aluminum, chromium, manganese, nickel, tin and zinc, vital to any industrialized nation. These statistics also show that by 1985, the U.S. will import more than half of its iron, lead and tungsten, and by the year 2000, the

nation will be importing more than half of its copper, potassium and sulphur needs.

1970 Act Has Failed

Hall also noted that with passage of the Merchant Marine Act of 1970, "the President and Congress emphatically stated that the national security required the construction of 300 new merchant ships . . . And no feature of the Act received more attention or had more unanimous support than the attempt to strengthen our dangerously deficient U.S.-flag bulk shipping capability."

President Hall then affirmed, "Unfortunately, the 1970 Act has failed with respect to dry bulk ships because in six years, only two OBO's have been constructed under the program."

The entire U.S.-flag fleet contains less than 20 dry bulk vessels, which are mostly converted and elongated C-3's and C-4's built during World War II. Only five of these are employed in the nation's foreign trades.

Hall affirmed, however, that "despite the availability of Federal assistance intended to equalize costs, it is a matter of record that most American corporations have chosen not to employ U.S.-flag ships, whether it be their propriety

fleets or independently owned vessels, to import bulk commodities."

Last year, only 2.4 percent of the 131 million long tons of the dry bulk cargoes imported to the U.S. was carried on American-flag ships, and a major portion of this was grain to Russia under bilateral shipping agreements.

Hall declared, "The vital importance of the U.S.-flag merchant marine to the national security has been demonstrated by experience, reaffirmed by every serious study and reasserted countless times by every President and by Congress. Yet the large American corporations have failed to recognize that an adequate U.S. merchant fleet is an indispensable component of our seapower . . . and they have failed to recognize the vital necessity of accomplishing our nation's maritime objectives or their own responsibilities in that regard."

President Hall warned these corporations to stop living in the past and called on them to recognize "that there is a new world order in which we can no longer afford to cede our merchant shipping capability to foreigners; nor can we allow any American to imperil his country's national security posture for narrow personal interests."

National Cargo Policy

Hall then affirmed that "the time has come for Government and industry, working cooperatively, to formulate and develop a national cargo policy for these imports." He noted that such a policy should provide that a minimum percentage of energy and essential raw material imports be carried on U.S.-flag vessels "in order to ensure that a defense and commercial transport capability is available at all times." Hall also noted that this policy should include bilateral trade agreements between the U.S. and its major trading partners.

President Hall suggested the establishment of a task force, composed of representatives from the shipping industry and labor, to meet on a regular basis to bring the goals of the maritime industry to fruition.

He concluded, "The future of the merchant marine and the bulk fleet lies in the hands of our major industries and it is up to us to make them understand how essential their cooperation is. Our responsibility to the nation requires no less."

In addition to President Hall, other speakers at the conference included Robert Blackwell, assistant secretary of commerce for maritime affairs.

Labor's Role Is Necessary in Development of the Oceans

Labor's role in the commercial development of the oceans "is no less essential than that of the scientists, the specialized technicians, the financial resources and the government direction and motivation that must go into accomplishment of even a fraction of the development opportunities available in the oceans," according to O. William Moody, administrator of the AFL-CIO Maritime Trades Department.

Speaking recently at the National Planning Conference on the Commercial Development of the Oceans, Moody criticized the fact that in the Conference's discussions of program elements of the various envisioned uses of the ocean, which include oil and gas exploration; mining of hard minerals; utilization of the living resources; ocean siting for cities, energy facilities and airports and many others, "little mention appeared of labor as a resource or as a problem—as it seems to be looked upon by a good many people even in this enlightened age."

Moody bluntly stated that "such an approach will not get the job done," and reaffirmed that "labor must be made a full, active and contributing partner along with capital, science,

management and government if we are to achieve quickly and efficiently the necessary goals in the commercial development of the oceans."

Moody also affirmed that American labor was ready and able to accept the challenges of the new industrial thrust expected in commercial ocean development, and he cited labor's contributions and impressive record in development of America's space program as an example of what can be accomplished by the American worker.

As another example of how a well trained labor force can benefit industry, Moody cited a significant 24 percent productivity gain in the U.S. maritime industry from 1969 to 1974 even though manning scales on the newer U.S. vessels had dropped.

Moody pointed out, though, that "labor stands for much more in this grand scheme for ocean development than simply the means of putting together the nuts and bolts and keeping the wheels turning in the fundamental stages of construction and in the operating process. It will be working men and women who will have to deal in the most elementary sense with an environment,

often benign, but often hostile in the extreme."

Moody then affirmed that "organized labor and its leadership is best equipped to deal with the political and social consequences that certainly will result from the dislocation and relocation of work forces in the achievement of the goals that will be considered in this Conference."

Could Form Cornerstone

In closing remarks, Moody stated that industry, in partnership with labor,

could form the cornerstone of a total oceans development policy that "can achieve great benefits in terms of production."

He concluded, "If we are to achieve the kind of commercial development of the oceans that many see as necessary to our survival, then we must address ourselves as a people to the involvement of all elements of our society in the determination and implementation of deserving and attainable goals. Labor stands ready to serve as an active partner in the planning for and achievement of those objectives."

Leslie Elected to New IUOE Job

Stephan J. Leslie, general vice president of the International Union of Operating Engineers and president and business manager of Dredgemen's Local 25, was unanimously elected president of the Northeast Conference of Operating Engineers on Aug. 4. The conference represents 80,000 engineers from Pennsylvania through the New England states.

Members of the IUOE operate cranes and bulldozers in road and building construction. Dredgemen's Local 25, which Leslie organized, is the marine division of the union. Its offices are located in the SIU building in Brooklyn, N.Y.

Leslie, a long-time friend of the SIU, is one of the original board members of the AFL-CIO Maritime Trades Department. He has worked closely with SIU and MTD President Paul Hall on many issues of concern to the maritime industry.

Back in the 40's, working out of Local 825-D of the IUOE in New Jersey, Leslie began to organize dredgemen on the East Coast. In 1959, the dredgemen's union got its own IUOE charter. Now, Dredgemen's Local 25 represents employees of all major dredging companies from the Canadian border to Florida.

US, Japanese Unionists Meet



Representatives of the SIU and the AFL-CIO met in Washington this month with representatives of the All Japan Seamen's Union. The meeting was held at the Maritime Trades Department at the request of the Japanese maritime labor organization to discuss fraternal ties and cooperation on mutual maritime problems. From left are U.S. union officials John Yarmola, SIU Washington representative; Ernest Lee, director of the AFL-CIO International Affairs Department; Earl Shepard, SIU vice president; Jack Tarantino, president of the Fishermen's Union of America, and James Ellenberg, assistant to Lee. The Japanese maritime union representatives are T. Futami, K. Doi, S. Osawa, and translator S. Nakamura.

Nationwide Demonstrations

Protest Russian Balk on Grain Agreement

Hundreds of U.S. maritime workers and representatives of American-flag shipping companies carried out a nationwide series of demonstrations Aug. 17, 1976 to protest Russia's refusal to live up to terms of its bilateral shipping agreement with the United States. Two-hour demonstrations took place at Federal buildings in the ports of Norfolk, Baltimore, San Francisco, Seattle, Mobile, Philadelphia, New Orleans, New York, Chicago, Detroit, Houston and Galveston.

The protestors, scores of them SIU members, carried picket signs and passed out leaflets proclaiming a "Soviet double-cross," and charging that the U.S. State Department was a "contributing factor" in the situation because of its "long standing unwillingness to support an American-flag shipping capability and its failure to insist on the Russian's strict observance of the terms of the bilateral shipping agreement."

The demonstrations were called by the Committee of U.S.-Flag Shipping Companies and AFL-CIO Maritime Workers when the USSR set up conditions that virtually eliminated U.S.-flag ships from participating in the carriage of approximately 360,000 tons of American grain to Russian ports for the month of August.

Among the "conditions" was the Russian's refusal to accept any more grain deliveries in tankers, insisting that the shipments be carried in dry bulk vessels. The U.S. fleet primarily utilizes tankers in this trade and has only one dry bulk vessel available at this time for the grain shipment. However, further "conditions" imposed by the Russians, such as draft requirements, have even eliminated



In the port of New York, demonstrators march outside the Federal Building in downtown Manhattan. Protestors carried signs and handed out leaflets to interested observers.

the use of this one U.S.-flag dry bulk vessel.

Predictably, though, for the month of August, Russian ships received bookings for their share of the grain cargo and the third-flag carriers got their share. But no U.S.-flag ships have been booked, which is a clear violation of the bilateral agreement.

Under the standing agreement, which dates back to 1972, all goods moving between the U.S. and Russia must be evenly divided, one-third on U.S. ships, one-third on Russian ships and one-third on ships of other nations.

The demonstrators pointed out that since the treaty was signed, "the Russians have tried to evade its terms," and they warned that "unless our government displays some firmness and insists on full observance of the letter of the agreement, the United

States stands to lose respect and prestige in the world community and we as Americans stand to lose our self respect."

The Russians' refusal to use U.S. ships in the grain trade is another indication of the Soviets' attempts to bolster their own massive seapower buildup, and seems to prove, as the demonstrators pointed out, that "their stepped up shipbuilding of both naval and commercial ships have as their objectives the elimination of American-flag shipping from the oceans of the world."

The demonstrators called on the American public to help the U.S. merchant marine by writing the White House and their Senators and Congressmen, demanding that the government enforce the terms of the bilateral shipping agreement.

Among the labor unions repre-

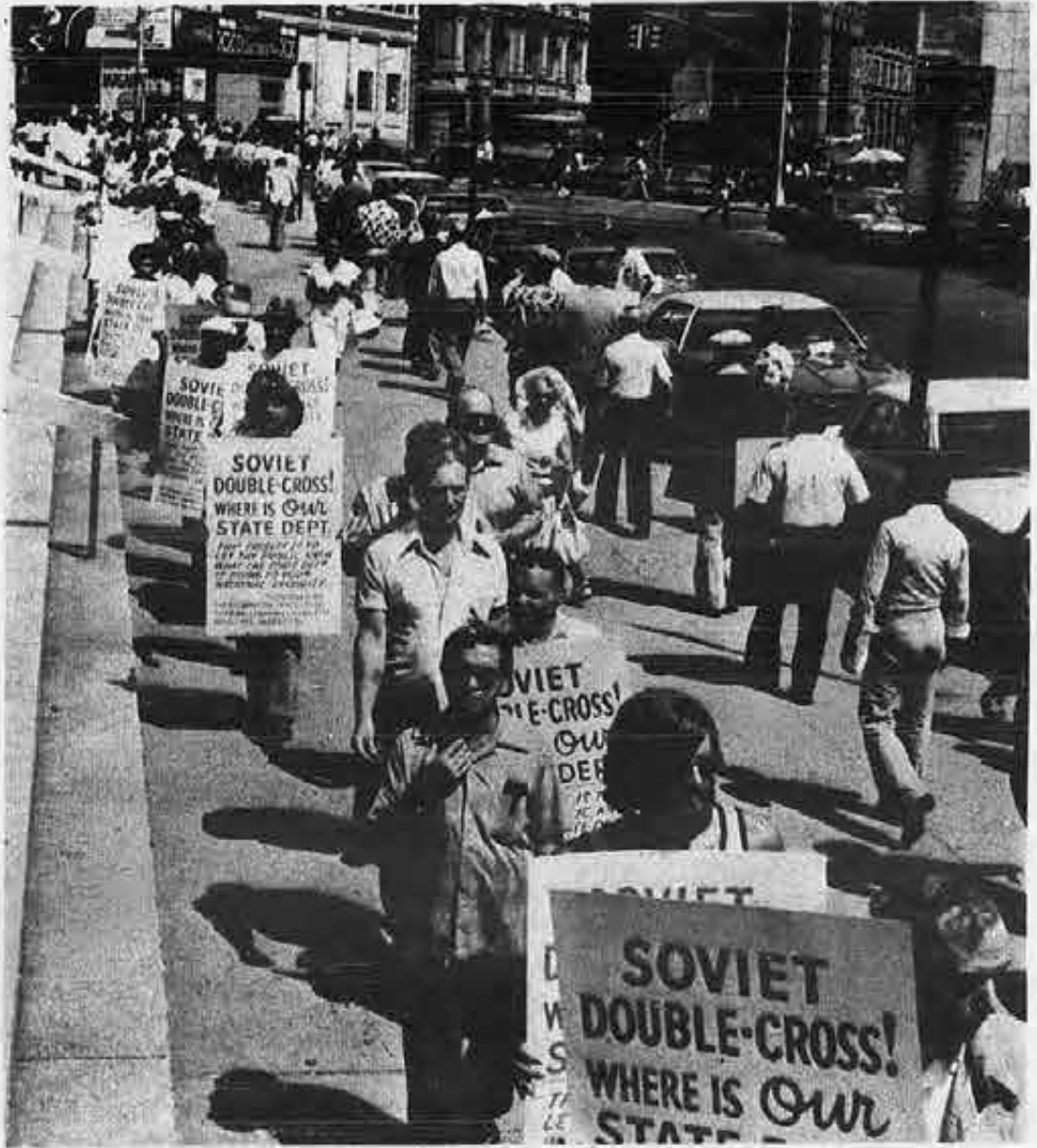
sented at the demonstrations were the SIU, the National Maritime Union, the Marine Engineers Beneficial Association, the International Longshoremen's Association and the Masters, Mates and Pilots.

At the demonstration in New York at 26 Federal Plaza in downtown Manhattan, more than 300 demonstrators picketed the Federal Building and handed out more than 3,000 leaflets explaining the situation to interested observers.

Back in September of 1975, the Russians tried to evade the use of American flag ships when they bought large quantities of grain from American grain dealers. At that time, maritime labor forced the Russians to live up to the 1972 bilateral agreement and U.S.-flag ships were guaranteed approximately eight sailings per month.



"Soviet Double-Cross," proclaims the signs of demonstrators in port of New York. Many of the protestors were SIU members.



Protestors march outside Federal Building in downtown Manhattan against Russian refusal to employ U.S. ships in grain trade.

The Committee Page

John B. Waterman Committee



In the middle of last month, the Ship's Committee of the SS *John B. Waterman* (Waterman) of (l. to r.): Bosun C. Smith, ship's chairman; Chief Cook A. Scaturro, steward delegate; Wiper Pete Moore, engine delegate; Chief Electrician Warren Kaweck, educational director, and AB Houston White, deck delegate were paid off in the Bethlehem Steel Shipyard, Hoboken, N.J.

Baltimore Committee



Recertified Bosun William O'Brien (2nd left) ship's chairman of the SS *Baltimore* (Sea-Land) gathers with the rest of the Ship's Committee at a payoff in Port Elizabeth, N.J. They are (l. to r.): Chief Steward Joe De Lise, secretary-reporter; Chief Electrician Don Farmer, educational director; AB Billy Morell, deck delegate, and Engine Delegate E. Ladimer.

Anchorage Committee



Recertified Bosun Esteban Morales (left) ship's chairman of the SS *Anchorage* (Sea-Land) is here with the Ship's Committee of (l. to r.): Chief Cook Frank Bradley, steward delegate; Engine Delegate Pete J. McAnaney, and AB Adolph Demarco, deck delegate on July 27 at a payoff in Port Elizabeth, N.J.

Achilles Committee



Coming back from a run to Leningrad, Russia, Recertified Bosun Jim M. Cheshire (2nd left), ship's chairman of the SS *Achilles* (Newport Tankers), said "It was a good trip with a perfect crew." With him are the Ship's Committee of (l. to r.): AB F. J. Mears, deck delegate; 2nd Pumpman R. B. Honeycutt, educational director; saluting BR Jerry Gant; Steward Delegate Lee Talley, and Chief Cook Willie A. Walker. Giving the double V-for-Victory sign in front is Deck Maintenceman Sweet Jones at a payoff in Hoboken, N.J.

Borinquen Committee



Chief Steward Jose Fernandez (left) secretary-reporter of the SS *Borinquen* (Puerto Rican Marine) stands next to Recertified Bosun Calixto Gonzalez, ship's chairman who posed recently with the rest of the Ship's Committee of (l. to r. standing): OS P. Passapera, deck delegate; Greg Johns, engine delegate, and Steward Delegate J. P. Speller. Seated at the payoff (l. to r.) are Chief Cook R. Leonard and Saloon Messman Clyde Cummins in Port Elizabeth, N.J.

Sea-Land Resource Committee



Recertified Bosun Pete Drewes (left), ship's chairman of the SS *Sea-Land Resource*, was at a payoff recently in Port Elizabeth, N.J. with the Ship's Committee of (l. to r.): Chief Electrician K. Katsalis, educational director; Steward Delegate Phil W. Pron, and Chief Steward James Lomax, secretary-reporter.

TI Works for Seafarers and the U.S. Flag

This is the third in a series of articles which the Seafarers Log is publishing to explain how various organizations affect the jobs and job security of Seafarers.

As most Seafarers have observed over the years, efforts are constantly under way to weaken the American maritime industry in both its deep-sea capability and in its domestic inland water operations.

In the case of deep-sea American-flagships, the anti-U.S. merchant marine actions come principally from three sources:

- Major multinational corporations including the giant oil companies who use foreign-flagships to avoid U.S. taxes, U.S. labor and other American standards;
- Various U.S. Government departments and agencies, such as State and Agriculture, which see their particular functions and their relations with foreign governments as being much simpler if there were no United States merchant marine; and
- Foreign-flag shipping associations which are continually seeking to take over the U.S. share of transporting foreign commerce.

In the case of the inland waters operations, opposition generally comes from the competing transportation modes, such as railroads and trucks, but principally railroads; and the various Government agencies which are predominantly land-oriented and thus favor land transportation systems over water operations.

Seafarers know of their Union's efforts to protect American shipping, but another organization which is exceptionally active in behalf of the American-flag shipping industry and, thus, the welfare of American seamen, is the Transportation Institute.

The Transportation Institute is a non-profit organization maintained in the nation's capital by member companies who are engaged in America's foreign and domestic shipping trades, and barge and tugboat operations on the Great Lakes and the inland waterways. Its offices are located at 923 15th Street, N.W. The Transportation Institute maintains a Pacific Coast office in Seattle, as well as a facility in St. Louis, generally regarded as the center of inland waterways operations.

150 Companies Make Up TI

The approximately 150 companies which make up the Transportation Institute are engaged in virtually every facet of marine transportation; deep-sea liner operations in the foreign trade, both subsidized and unsubsidized, bulk shipping operations, and tug and barge operations in the various harbors and inland waterway systems.

A Board of Trustees, which meets quarterly, guides the work of the Transportation Institute, whose president is Herbert Brand. The members of the Board of Trustees are:

Joseph Kahn
Chairman of the Board
Seatrains Lines, Inc.

David Ballash
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Foss Launch & Tug Co.

Captain J. W. Clark
President
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Michael Klebanoff
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David MacKenzie
Vice President
Victory Carriers, Inc.

Michael McEvoy
Chairman
Sea Land Service, Inc.

Edward P. Walsh
President
Waterman Steamship Corp.

Kahn serves as chairman of the Board of Trustees. The Transportation Institute directs its major efforts toward the development of a strong maritime



Richard Saul, left, who heads TI's domestic shipping research, discusses report in preparation with James Patti, counsel.

capability under the United States flag. It carries on research and educational projects designed to develop support for the American-flag deep-sea fleet and the inland waters transportation system. By means of the research and education functions, the Institute seeks to bring about a greater understanding of the importance of marine transportation to the national security and the overall economy.

The staff of the Institute perform studies pertinent to the welfare of American shipping. It monitors legislation and the various Government agency actions that have influence on the course of the United States marine transportation. It watches closely the effect of Government agencies and legislative actions which affect American seamen employed on the vessels of its member companies.

Monitors Third-Flag Doings

Another important function of the Transportation Institute's activities is the close surveillance of foreign-flag shipping activities, particularly the so-called flags of convenience operations of American corporations which are continually seeking to undermine American-flag interests, such as in the case of the recent cargo preference bill which would have required a percentage of American oil imports to be carried on U.S.-flagships. (While both Houses of Congress overwhelmingly enacted the legislation in 1974, President Ford pocket-vetoed it).

The Transportation Institute is deeply involved in the daily working activities of the American marine community. It works very closely with its member companies, both individually and collectively, in pursuit of those objectives which make for a stronger industry.

Over and beyond its own member companies, it also works with all of the components within the marine industry, as well as those outside the industry on maritime and related issues. For example, it works with trade unions on those issues on which there is a common objective, such as in the case of the fight against the so-called effective control theory which allows runaway foreign-flag shipping companies to enjoy Federal Government blessing.

The Transportation Institute is actively engaged in the efforts of the National Maritime Council, the national organization of American shipping and shipbuilding, labor and management, and the Maritime Administration in the promotion of the American-flag services.

Spokesmen for the Transportation Institute frequently testify before the various Congressional committees and Federal agencies when they are considering matters of concern to American maritime transportation.

As part of its educational functions, the Transportation Institute publishes a variety of informational material including regular publications dealing with legislative developments and issues of topical interest affecting the marine transportation industry to colleges, schools, members of the Congress, to the various Government agencies and to the general public.

TI Has Many Goals

In its publication describing its activities and goals, the Institute stresses the need for a comprehensive national maritime policy, one that would be carried out by a single Federal department responsible for all maritime affairs. As the Transportation Institute document points out, the Institute is working toward:

- Establishment of a national cargo policy which would include the increased utilization of U.S.-flag ships in carriage of the nation's foreign trade, by such means as the reservation of a portion of America's foreign cargo to American ships, and the extension of bilateral shipping agreements with our trading partners.

- Coordination of U.S. naval and merchant marine resources and activities as part of a cooperative effort to develop a combined seapower approach, characterized in part by allocating to the private fleet those military support, sealift and auxiliary functions which can be performed by private industry.

- Insuring full development of U.S. waterborne commerce on the Great Lakes, and the continued growth of the nation's inland waterways, including support for the replacement of Locks and Dam 26, which controls access from the upper Mississippi and Illinois Rivers to the lower Mississippi and Ohio Rivers.

- Preservation and expansion of the Jones Act, the body of law which reserves domestic trade for United States-flag vessels, thereby fostering the growth of an innovative and efficient domestic waterborne transportation network.

- A closer relationship between American-flag merchant shipping and the seagoing segment of our defense structure in order to enhance the defense posture of the nation and increase retaliation capability. A facet of such an improved relationship would include joint efforts to educate the American public as to the importance of the role of seapower in our daily lives.

- Putting an end to the present U.S. effective-control policy which relies on United States-owned but foreign-registered and manned ships in planning for emergency defense capabilities.

- Protecting American shipping from the unfair and disruptive practices of state-controlled foreign-flag shipping in the U.S. foreign trade.

- Revitalization and protection of the U.S. fishing industry and a halt to the incursion of foreign fishing fleets into United States spawning grounds.

- Support for efforts aimed at fostering the growth of an American ocean mining industry.

- Elimination of the use of Government-owned vessels to compete with shipping in the private sector.

From the standpoint of Seafarers, it is apparent that the Transportation Institute performs a very vital function. It is another effective instrument for protecting the American merchant marine and the American inland water transportation system against those who would weaken them in favor of other flag operations and the land modes of transportation.



AT SEA



SS Transindiana

Chief Steward Rudy "Tony" De Boissiere of the *SS Pittsburgh* (Sea-Land) wrote late last month from Leghorn, Italy: "At this time I wish to thank Capt. Gene Laski of the *SS Transindiana* and crew for the services at sea of my late twin brother, Herbert De Boissiere.

"It is wonderful to know that all his wishes were followed and he finally returned to the sea, the true home of every seaman.

"A special word of thanks to the bosun, Herwood Walters, who my brother knew very well. And most important of all to the SIU without whose help I could not have handled all of this."

SS Philadelphia

From Anchorage, Alaska, two days before the celebration of this nation's 200th birthday, Chief Steward Paul P. Lopez, secretary-reporter of the American containership, the *SS Philadelphia* (Sea-Land), the "proud spirit of '76," sent the *Log* the photo (below) of the decorated ship, her officers and crew as they neared the docks.

He says the photo was "sent to the office of the President of the United States



of America and office of the mayor of Philadelphia," adding "happy anniversary of our beloved United States of America, this Bicentennial Fourth of July."

Among those in the photo are Capt. James C. Waters; Recertified Bosun Tom A. Martineau; Lopez; Chief Electrician B. Stearman; ABs R. Wood, W. Mason, W. Rogers, R. Wagner, E. Pattee, J. Edwards and R. Meloy; OSs K. Olson and F. Airy; Chief Cook Jefferson Buchanan; Cook/Baker Vincent Chavez; 3rd Cook Charles Thrope; General Utility Carl Woodward, Pantry Utility C. Williamson, and BR S. Tihada.

M/V Zapata Patriot

Following are comments from the owners of the new tanker, the *M/V Zapata Patriot* (Zapata Bulk) concerning the maiden voyage of the ship this spring from the port of Wilmington, Calif. to the port of Baltimore.

"The crew of the vessel performed exceptionally well and contributed greatly to cause Capt. (T. W.) Wolfe (Coast Guard officer in charge of inspection at Terminal Is., Calif.) to comment 'From a regulatory standpoint, the delivery voyage was an unqualified success.'

"Continued cooperation in providing men of the caliber assigned to the *M/V Zapata Patriot* will be greatly appreciated," the owners said.

Capt. Wolfe also said "The ship ran well . . . The problems encountered were of a minor nature. The ship is well built. The crew is knowledgeable and interested . . ."

Coast Guard Cmdr. C. V. O'Neal, inspecting officer on the voyage, reported in part . . . "The overall operation of the vessel and equipment during this initial voyage is considered excellent . . . The attitude of the entire crew from master to OS/wiper was excellent. Each person exhibited a ready and willing attitude and a real desire to make the vessel work . . ."

The tanker is now on the Russian grain run.

SS Cove Communicator

An SIU company, Cove Tankers, has gotten the green light from the U.S. Maritime Subsidy Board on an operating subsidy for the 31,000 dwt tanker *SS Cove Communicator* to carry grain to Russia.

SS Eagle Traveler

Leaving a Russian Black Sea port on Aug 8 bound for a U.S. Atlantic Coast port was the tanker *SS Eagle Traveler* (United Maritime) with 33,000-tons of crude.

SS St. Louis

The containership *SS St. Louis* (Sea-Land) the first such ship to run on the company's shuttle run to the Mideast and Iran, notably the port of Dammam, Saudi Arabia, sailed from the ports of Rotterdam and Bremerhaven on July 19-20 with cargo transferred from Sea-Land SL 7 and SL 18 containerships from the States.

5 Get 1st Pension Checks



Five new pensioners in the port of San Francisco show their first pension checks in the hall recently at a monthly membership meeting. They are (l. to r.) Seafarers James Balderston, J. Bennett, SIU Patrolman Pat Marinelli—who handed out the checks, E. Pascua, C. Reyes and R. Pelaso.

Candy Workers Win NLRB Election as Boycott Continues

While a nationwide consumers boycott and picketing campaign of Russell Stover Candies Stores by the Bakery and Confectionery Workers International Union of America (BCWIUA) continues, candy workers at the Russell Stover plant in Marion, S.C. voted 410 to 177 (2 to 1) for union representation in a June 17-18 NLRB certification election.

Voting were 599 out of 639 workers eligible. The company challenged 10 union votes of members fired prior to the election and two ballots were thrown out.

On Apr. 29, Ward Paper Box Co.

workers at the Russell Stover facility in Marion had opted for the union in a 13 to 1 vote.

Lately, at the Russell Stover plant in Lincoln, Neb., where candy workers had voted for the union in 1974, the company, for the first time, made a wage proposal which the union labeled inadequate.

The BCWIUA is waiting for an NLRB election date to be set at a Russell Stover plant in Denver and for a second NLRB election at the firm's Montrose, Colo. plant, where the union lost a close vote, which was set aside because of unfair labor practices by Russell Stover.

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 IBU Soc. Sec. #

check one

Name

Print Last Name First Name Middle Initial

Permanent Address

Print Number and Street City State Zip Code

Date of Birth

Mo / Day / Year

First Year of SIU, IBU Employment

Spouse's Name

Print Last Name First Name Middle Initial

Permanent Address

Print Number and Street City State Zip Code

Date of Birth

Mo / Day / Year

Doctor 'Hit the Bricks' in '75

Scholarship Winner An Anesthesiologist

Don't ever think that brothers of the sea forget each other. The *Log* managed to learn the whereabouts of former Seafarer Seymour Wallace, SIU scholarship winner in 1954, through a series of coincidences and random conversations, but especially through the excellent memory of Recertified Bosun Tom Price.

Brother Price was visiting the *Log* office in June as part of the daily routine in the Bosun's Recertification Program. We mentioned to him our project of tracking down former scholarship winners to learn how this grant had affected their lives.

"Well," said Price, who ships out of Wilmington, Calif., "last year I picked up the *Los Angeles Times* one day, and right there on the front page was a picture of Seymour Wallace, now a doctor, with Governor Gerry Brown. It was during the doctors' strike against the medical malpractice insurance rates, and he was negotiating on behalf of the anesthesiologists. I said to myself, 'Why I stood watch with Wallace back in the 50s.' I remember he was going to Columbia at the time and shipping out in the summers. He may have had an SIU scholarship."

A check of the files showed that Wallace, sure enough, had won an SIU scholarship, and that before winning the scholarship he had shipped out with the Union for six years. A call to the California Board of Medical Examiners got us Wallace's current address. When we reached him, he did not even seem surprised.

"Believe it or not," Dr. Wallace told the *Log*, "I'm back right where I started—on the picket line." Back in 1948, when Wallace first joined the SIU, he worked on some of the organizing drives in New Jersey while shipping out as an AB and, later, as a bosun.

In other respects, also, his life remained the same. He is still married to Flora and their daughter is now finishing her masters in Business Administration.

Using the SIU scholarship, he attended the Columbia College of Physicians and Surgeons in New York City, while shipping out in the summer. He was awarded his degree of Doctor of Medicine in 1959 and then decided to specialize in anesthesiology. That decision led him indirectly back to the union beat.

"When I first started practicing anesthesiology in 1962, I was paying \$226.

a year in medical malpractice insurance. Last year I had to pay \$4,000, and this year I am paying \$22,000, although I am board certified and have administered 18 000 anesthetics without a single accident or law suit." The rising rates led to the anesthesiologists' strike in May 1975.

The *Log* asked if Wallace felt the patients were hurt by the strike. "We couldn't and wouldn't pass these rates on to our patients," he answered. "Just figure, you divide the \$22,000 by the number of patients you have each year and tack that onto their bill. It really raises the cost of medical care."



Dr. Seymour Wallace

As president of the California Society of Anesthesiologists, which is a professional society, Wallace negotiated an end to the strike. Then he organized and became president of the California Council of Anesthesiologists, which is a union.

Praises Programs

Dr. Wallace still reads the *Log* each month, cover-to-cover, and remembers his old book number, W-35. He noted, "The scholarship program, which helped make my career, is one of the most valuable projects the Union has, in addition to the Harry Lundeberg School, which I read about, but haven't seen."

Although his practice kept him land-bound, he dreamed about the sea, and recently renewed his Coast Guard seaman's card and received certification as a ship's surgeon.

"I am the only anesthesiologist to be certified as a ship's surgeon," Wallace said. I might end up shipping out if the malpractice rates keep going up. When we settled the strike, we were promised pie in the sky, but nothing has changed."

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.

ASHORE



Jerusalem, Israel

Pensioner, writer, and poet Max Katzoff here wrote on July 5 to the *LOG* of the American Bicentennial Celebration in Hebrew University Stadium: "When 'July 4th' comes all the way to Israel, it's well-nigh impossible *not* to celebrate. It was a great show! (parade and fireworks).

"I worked many years as a merchant seaman, and as do all Seafarers, I too, assessed my final port of call in many parts of the world, and many times over.

"Seven years ago I chose Israel as my own snug harbor. And yet, to call it no more than that would be to oversimplify, to understate. I've found Israel to be a return to the bosom, to ancestry, to heritage.

"I'm in volunteer work at the Jewish Institute for the Blind here in Jerusalem. I help the teenagers with their English schoolwork. And when time permits, I rough it up with the little guys.

"Some day I mean to thank the institute for the experience and the satisfaction I find in working with the blind children. And for the pleasure I find in telling them about my seagoing experience.

"To those who may now be assessing a final port of call, may I suggest, 'Come early. You need not wait until your youth and vigor join wings in flight.'

"In a short story I wrote three years ago, the narrator tells of his miserable childhood with ersatz grandparents in Europe:

"... every Thursday, Frieda Kahn brought news from the butcher about orphans being sent to Eretz Yisroel. Aach! What wouldn't I give to have been sent to Eretz Yisroel, as a boy, and to feel now that a part of me is in the foundation of Israel."

"It was a happy choice, indeed, I made these seven short years ago. And I would not now leave Israel for the elixir of life itself."

Chicago

On the morning of July 10, twisted steel is all that remained of the Rail to Water Transfer Corp. conveyor belt system a mile from the Union Hall at E. 100th St., used to load coal and bulk cargo onto and off SIU, IBU vessels and two American Steamship Co. ships simultaneously at a 40,000-ton clip from and to railroad freight cars.

Flames gutted the now shut down Calumet River facility which is expected to be rebuilt by late this month.

Until then, says SIU Secretary Geraldine Borozan, "... our ships must go to other ports for coal and our men on the beach have a longer waiting period for job replacement calls. ..."

Houston

"The salvation of the U.S. merchant marine tanker fleet, and also that of American shipyards, lies on a bill now before Congress," said Washington, D.C. lawyer Edward Aptanker, chairman of the Seminar on Financing Offshore Drilling and Shipping Under the Merchant Marine Acts of 1936 and 1970, in a speech here on July 1.

He said that the bill Congress is considering would request that a substantial percent of foreign oil shipped into the U.S. be shipped aboard American-built U.S. flag-ships. He also pointed out that there are now 42 American tankers idle.

If this bill were passed, he added, it would provide financing for ship construction and loans made by the Federal Government to companies to build ships and offshore drilling rigs.

Levittown, N.Y.

We had a letter recently from Retiree James M. Murphy who retired from the SIU in 1957. Seafarer Murphy was chief refrigeration engineer on the passenger ship *SS Puerto Rico* "back in the beautiful days of the early '50s'.

He is now vice president of the National Assn. of Power Engineers, N.Y. Chapter No. 6, Nassau County.

"For the past 17½ years I have been employed by the County of Nassau as an engineer. At present, I am assistant superintendent of HVAC, in charge of the Central Utilities Plant, Mitchel Field Complex, Uniondale, L.I., N.Y. I have 15 Local No. 30 engineers and firemen working for me, as well as five county shift supervisors.

"It has been a constant joy to me that I am still receiving the *Seafarers LOG*. Keeping up with what many of my old shipmates are doing and how the SIU has been prospering, has given me great pleasure over the years. I was a proud member from August 1942. ..."



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.

CG Imperiling Shipboard Safety

For a long time the SIU has been protesting while the Coast Guard has cut out ratings on board ship, using automation as an excuse. The lower manning scales often leave one person performing two important safety related tasks, increasing the number of accidents and pollution incidents.

Last May, the Coast Guard took a very small step in the right direction when it acknowledged that both a lookout and a helmsman were needed to stand watch while a vessel was underway, whether or not the vessel was fitted with an automatic pilot. At least in this instance, the Coast Guard recognized that an aid to navigation, such as an automatic pilot, does not replace the need for qualified personnel.

At the same time, the Coast Guard also acknowledged the need for a manned engine room while a vessel is navigating through confined or congested waters.

These two regulations were contained in proposed Coast Guard rules prescribing navigation practices, equipment and testing requirements for all vessels of at least 1600 tons operating on the navigable waters of the United States. They were printed in the Federal Register on May 6.

We hope that these proposals signify a recognition on the part of the Coast Guard that vessel and worker safety and the protection of the marine environment must be paramount considerations when determining vessel manning levels.

But we have our doubts. First of all, their proposals do not go far enough. The principle that two men are needed for two separate safety tasks should be applied across the board, not just to the case of the helmsman and lookout.

For example, the Coast Guard

continues to ignore the need for a certified tankerman on board tank barges and vessels, and has been trying to transfer the tankermen's duties to the mates. We also believe the requirement for a manned engine room should be applicable to vessels in all navigable waters, regardless of whether the waters are confined or congested, to best protect the safety of life and property.

Our second objection to the proposed rules is that they would allow the captain of the port and even the master of a ship to have the final say on manning levels and qualifications of seamen.

It is ridiculous and arbitrary to let a master determine the qualifications needed to serve as a lookout or helmsman, as the rules propose, or to let the captain of a port exempt a vessel from the regulations determining the number and qualifications of engine room personnel.

Even the Coast Guard admits this point and stated in the May 13, 1976 *Federal Register*, "... the determination as to who is qualified to perform the duties of a certificated crewmember cannot be delegated to the master or any other authority since it is statutorily vested in the Coast Guard." Furthermore, we believe all exemptions and changes in regulations should be cleared through Coast Guard headquarters after public hearings on the matter.

Through the Lundeborg School, the SIU is attempting to provide the U.S. merchant marine with well trained qualified seamen, capable of dealing with automated, modern equipment. If any master or port captain can change the certification requirements, it will be impossible to maintain a uniform productive train-



'Heads I win, tails you lose.'

ing program or to maintain standards of quality for personnel. Unsafe hazardous shipping conditions are sure to be a result.

The SIU has called for Congressional hearings into the Coast Guard's arbitrary and contradictory administration of its responsibilities in the vessel manning and licensing area.

Last month, Representative Mario Biaggi, chairman of the House Subcommittee on the Coast Guard and Navigation informed us that these hearings will take place.

Only by airing the matter of Coast Guard negligence in public will proper legislative measures be taken to correct the situation.



HISTORIC PRESERVATION

LETTERS TO THE EDITOR

Widow Thanks Plan

I would like to thank the Seafarers Welfare Plan for all the help and support rendered me and my late husband, Hurless Minkler, since his retirement in 1971.

Having been admitted to the hospital a number of times for both in and outpatient care, the Welfare Plan was always ready to help. I wrote to the Plan several times regarding hospital bills and always received a prompt reply.

In the last few months of his struggle for life, a great deal of pressure was relieved as the Plan paid most all his drug bills which were becoming increasingly higher.

Knowing he was a member of the SIU, where his Brother members cared, was a great relief to him.

He needed special equipment, and he would have had to go to a nursing home away from his own home and loved ones, had not Medicare and the Seafarers Welfare Plan made him comfortable with a positive pressure machine and a hospital bed.

I wish to extend my sincere thanks and appreciation to the New York and New Orleans offices for their promptness and concern.

Although I am no longer a part of the SIU, I shall always have a place in my heart for his Brothers that are sailing.

Sincerely, Inez Minkler

Biloxi, Miss

Looks Back With Pride

I wish to take this opportunity to thank the SIU and the SIU's Welfare Plan for the way in which my claims have always been handled. Now retired, I look back with pride at the years in which I was a member of this fine Union.

Fraternally, Evans J. Foret

Marrero, La.

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The Bosun Recertification Program: A Look at 3 Years of Success

This special eight page supplement attempts to give a brief history and highlights of this important and historic program.

The first phase of the Bosun Recertification Program, the most successful training and upgrading program the SIU has ever conducted, came to an end last month when the 36th class of SIU bosuns graduated at the July membership meeting in New York.

In all, 402 Seafarers participated in this important program over a three year period which began June 1, 1973. The program will be started up again as soon as the need arises.

The program's course of study spanned 60 days of intensive training with the participating bosuns spending 30 days at the Lundeberg School



and 30 days at Headquarters in New York.

While in Piney Point, the bosuns took part in a wide range of classroom and on-the-job training exercises which included courses on the SIU Constitution, the contract, trade Union history, political action, and legislation and its effects on the maritime industry, as well as deck department training covering operation of new types of equipment on automated vessels. The bosuns also had an opportunity to lend some of their deck expertise to the Lundeberg School's young trainees.

During their 30 days in Piney Point, the bosuns also took a first aid course and participated in a trip to



Washington, D.C. to visit the Transportation Institute, the AFL-CIO Maritime Trades Department and Capitol Hill.

When the class shifted to the 30-day stay at Headquarters, the bosuns had the opportunity to observe first hand all the Union's operations including the Welfare, Pension and Vacation Plans, records, the SIU Data Center and more. During the New York phase, the bosuns also accompanied SIU patrolmen to payoffs of SIU ships and visits of the USPHS Hospital on Staten Island, N.Y.

The New York stay also included a course in firefighting at the Earle, N.J. Firefighting School; a visit to a meeting of the New York City Central Labor Council, and some of the



bosun classes were able to sit in on meetings of the SIU Board of Trustees and the Seafarers Appeals Board.

Paying Off for SIU

The Bosun Recertification Program, almost since its outset, has been paying off for Seafarers and the SIU because the Recertified Bosun, the highest unlicensed rating aboard ship and chairman of the Ship's Committee, has passed on what he has learned in the program to hundreds of other Seafarers.

As a result, voyages and payoffs have been smoother because there have been increasingly fewer disputes aboard ship that arise from simple misunderstandings of the contract or Constitution. Our Recertified Bosuns

have also effected increased communications between the ships at sea and Union Headquarters, which in turn has enabled the Union to better fulfill contractual commitments to the companies (for instance sending out immediate replacements for men quitting in a port or getting off because of illness).

In all, the Bosun Recertification Program has given the SIU a much more informed membership, up-to-date on the problems and issues facing our industry and what the Union is doing to solve these programs.

The Program's History

The long history of the Bosun Recertification Program actually dates



back to 1971 when the delegates to the Seafarers Educational Conference recommended: "That a review be made of the recertification programs to meet the needs and preserve the rights of members who will be manning the more sophisticated ships that will come into service under the Merchant Marine Act of 1970."

About a year later in August 1972, when the first of the new ships were coming down the ways, a proposal urging the start of a Bosun Recertification Program was submitted and subsequently approved by the membership at meetings in all ports.

Following this approval, a letter announcing the program and requesting applications for it was sent to all eligible SIU bosuns. A complete list



of the eligible bosuns' names was also carried in the October 1972 issue of the Log.

After this, the membership elected a special Bosuns Credentials Committee to review the qualifications of Bosuns nominated to serve on the SIU Bosun Recertification Program Committee, which would develop the curriculum for the course.

Subsequently, an election was held and seven SIU bosuns were chosen out of a possible 60 to serve on the curriculum committee. This committee then worked for a full month at Headquarters and in Piney Point developing a well-rounded program of study. The results of this committee's achievements have been demonstrated over and over again with each



new class of SIU Bosuns who have benefited from the material in the course.

The program's class sizes started out with only six bosuns participating, but the number was raised to 12 shortly after by virtue of membership action.

The participants in the Bosun's Program were chosen by a three man Bosun Selection Committee, which was elected each month following the general membership meeting in the port of New York.

The SIU is proud of the 402 men that participated in the Bosun Recertification Program and the Union believes that this Program will continue to pay off for the SIU and Seafarers for years to come.

Trip to Washington, D.C....

During their 30 day stay at the Harry Lundeberg School, the Bosuns participating in the Program had the oppor-

tunity to visit Washington, D.C., 70 miles away, on one or more occasions. In the nation's capital, the Bosuns vis-

ited the Transportation Institute, the AFL-CIO Maritime Trades Department and Capitol Hill, where they often

met Congressmen or Senators considered friends of the labor movement. One of the Bosun classes had the opportunity of being observers at the 1975 SIU Biennial Convention and another class was in the gallery in the U.S. Senate during the vote for the oil bill in December of 1974.



The 11th Class of SIU Bosuns had their picture taken on the steps of the Capitol. First row from the left are Lundeberg School Vice President Mike Sacco, and Bosuns Manuel Landrom, Jim Garner and Harold Weaver. Second row, from left are Piney Point Port Agent Gerry Brown and Bosuns Raymond Ferreira, John Cisiecki, Albert Wrinquette and Verner Poulsen. Third row, from left are Bosuns Bob Gillain, Ravaughn Johnson, James Thompson and Robert Schwartz, Upgrader Oscar Johnson and Bosuns Arthur McGinnis and Reidus Lambert.



While visiting the AFL-CIO Maritime Trades Department, the Bosuns met such labor leaders as O. William Moody (speaking at dais) who gave them a run-down on America's labor movement today and the part maritime workers play in it.



One of the Bosun classes had the opportunity to observe a session of the SIU's 1975 Biennial Convention at the Shoreham Americana Hotel in Washington, D.C.



At the Maritime Trades Department in the AFL-CIO building in Washington, the Bosuns sometimes met with Lane Kirkland, secretary-treasurer of the AFL-CIO.



On the steps of the Capitol is the 16th class of Recertified Bosuns along with some 'A' Seniority Upgraders. With Mike Sacco, front far left, vice president of the Lundeberg School, they are from the left, front row: Upgraders William Farmer, Stephen Frost, Bosuns Jim Foster, Tony Palino, J. Allen, Mack Brendle, Jacksonville Patrolman Tony Aronica and Roy Meffert. Second row, Houston patrolman Sal Salazar, Bosuns Vincent Grima and Cyril Mize. Third, Bosun P. G. Wingfield, Upgraders Leroy Tanner, Robert Rodriguez and Bosun Nick Bechlivanis. Back row, Bosun Arne Eckert, New Orleans Patrolman Tom Gould, and Bosuns Ole Olson and Rich Newell.



On Capitol Hill, House Majority Leader Thomas "Tip" O'Neil of Massachusetts visits with one of the Bosun classes.



The 7th Class of the Bosun Recertification Program meets with SIU President Paul Hall and Vice President Frank Drozak during their 30 day stay at Headquarters. Standing from left are Bosuns Vernon Bryant, Elmer Barnhill, Fred Cooper, Frank Teti, Al Oromaner, the late George Libby, Karl Hellman, Charles D'Amico and Raymond Lavoine. Seated from left are Perry Greenwood, Vice President Drozak, President Hall, "Tiny" Anderson and Donald Pressly.

When the two month Bosun Recertification Program shifted from Piney Point to Headquarters in New York, the participating Bosuns had the opportunity to observe first-hand all the functions of the SIU, including the Welfare, Pension and Vacation Plans, the

At Headquarters...

SIU Data Center, Control Room, Log office and more. The Bosuns also accompanied SIU patrolmen on payoffs, trips to the USPHS hospital and the

former Brooklyn Navy Yard where SIU-affiliated United Industrial Workers built the 225,000-dwt *TT Brooklyn*, and *Williamsburg* and are now

working on two more 225 000 dwt tankers. Before graduating, the Bosuns also had the opportunity to meet with SIU President Paul Hall, who gave them a rundown on the state of the maritime industry and the part the SIU is playing in it.



While in New York, many of the Bosuns took the opportunity to renew their clinic card. Here Bosun Robert Butz checks in at the SIU New York Clinic.



At headquarters, Bosun Jim Foti is shown around Control Room by Marie Fundora. The Control Room enables the SIU to keep track of the whereabouts of every SIU contracted vessel and communications between the ships and the Union.



At the former Brooklyn Navy Yard, SIU Bosuns (l. to r.) Harold Weaver, Jimmy Garner and Bobby Gillain and SIU Patrolman Carl Peth talk with labor relations representatives at the yard.



Bosun Malcolm Woods, right, is shown around the SIU Data Center by the Center's top man Pete McDonald.



Bosun Roy Meffert supervises as young trainees manually lower lifeboat. During their stay at Piney Point, the Bosuns often had the chance to lend their deck expertise to the Lundeberg trainees.

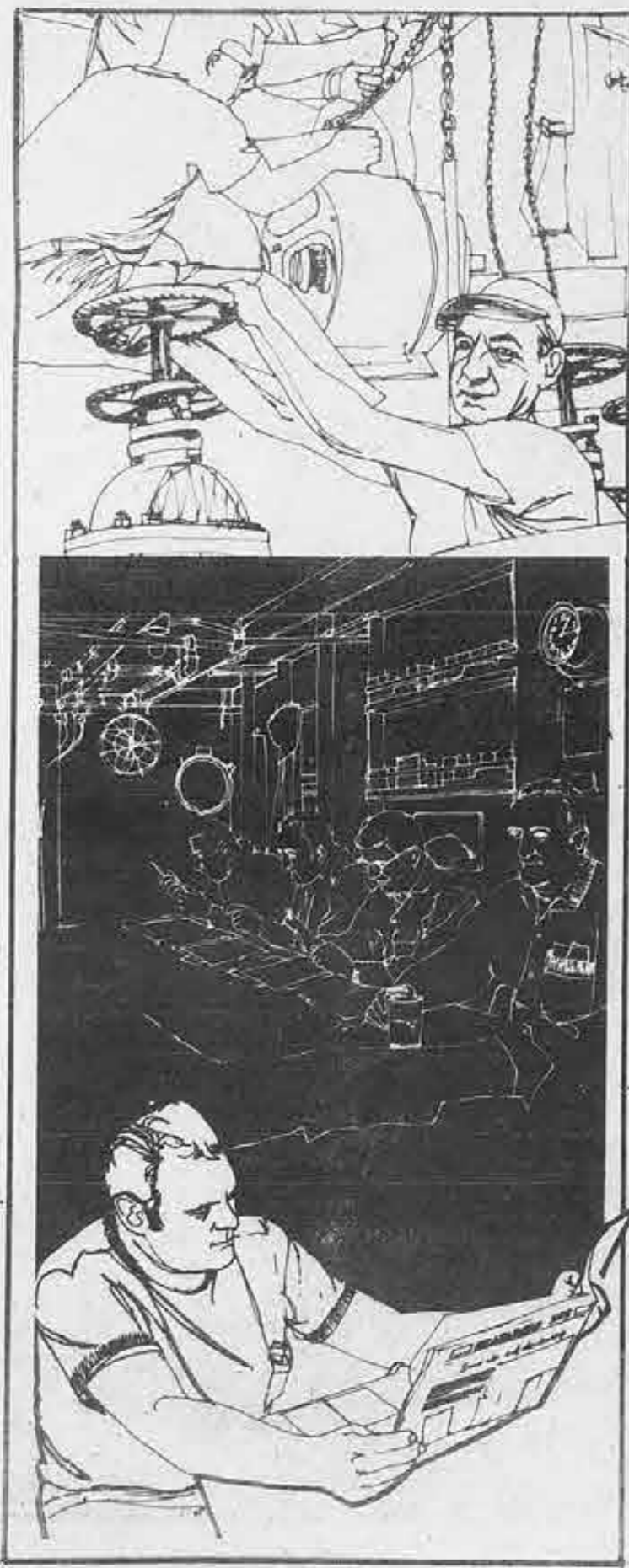


Part of the Bosun's training was firefighting at the Earle, N.J. school. Here a Recertified Bosun exits smoke filled room after dousing flames.

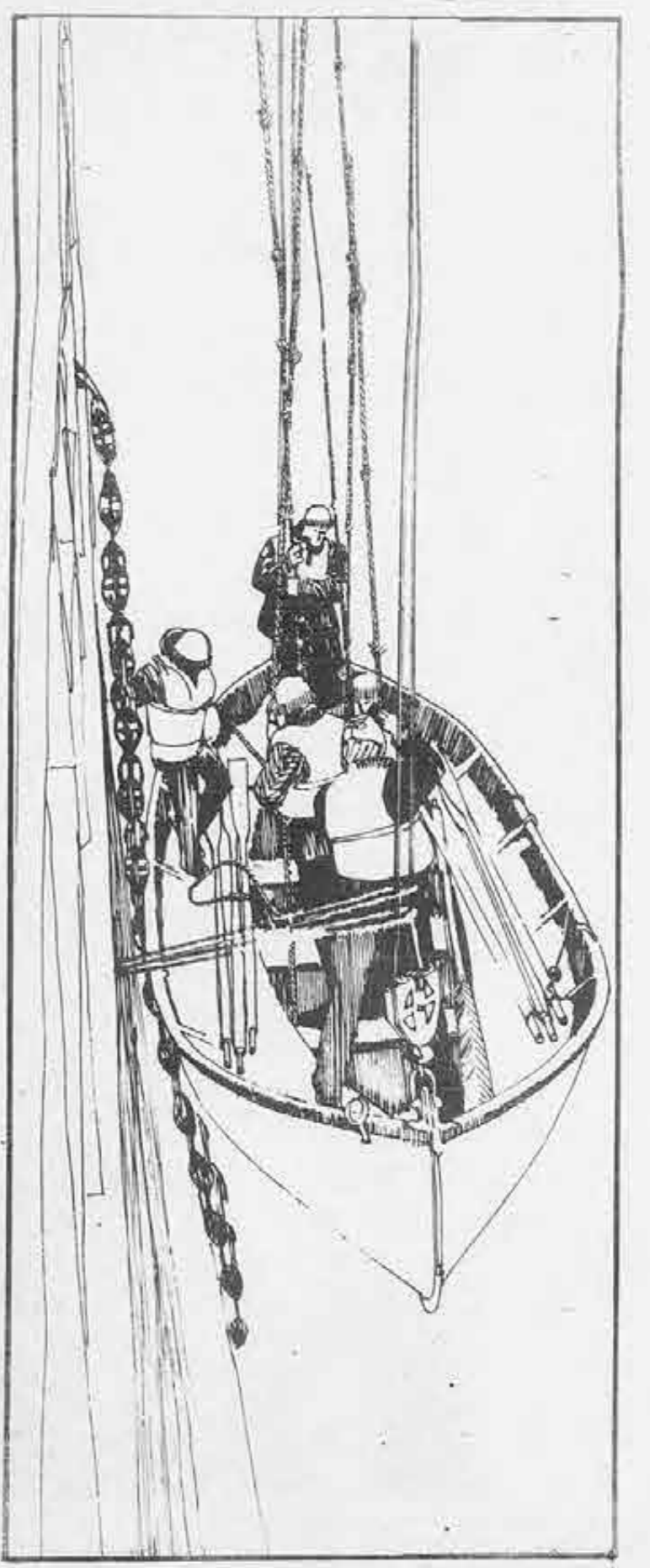
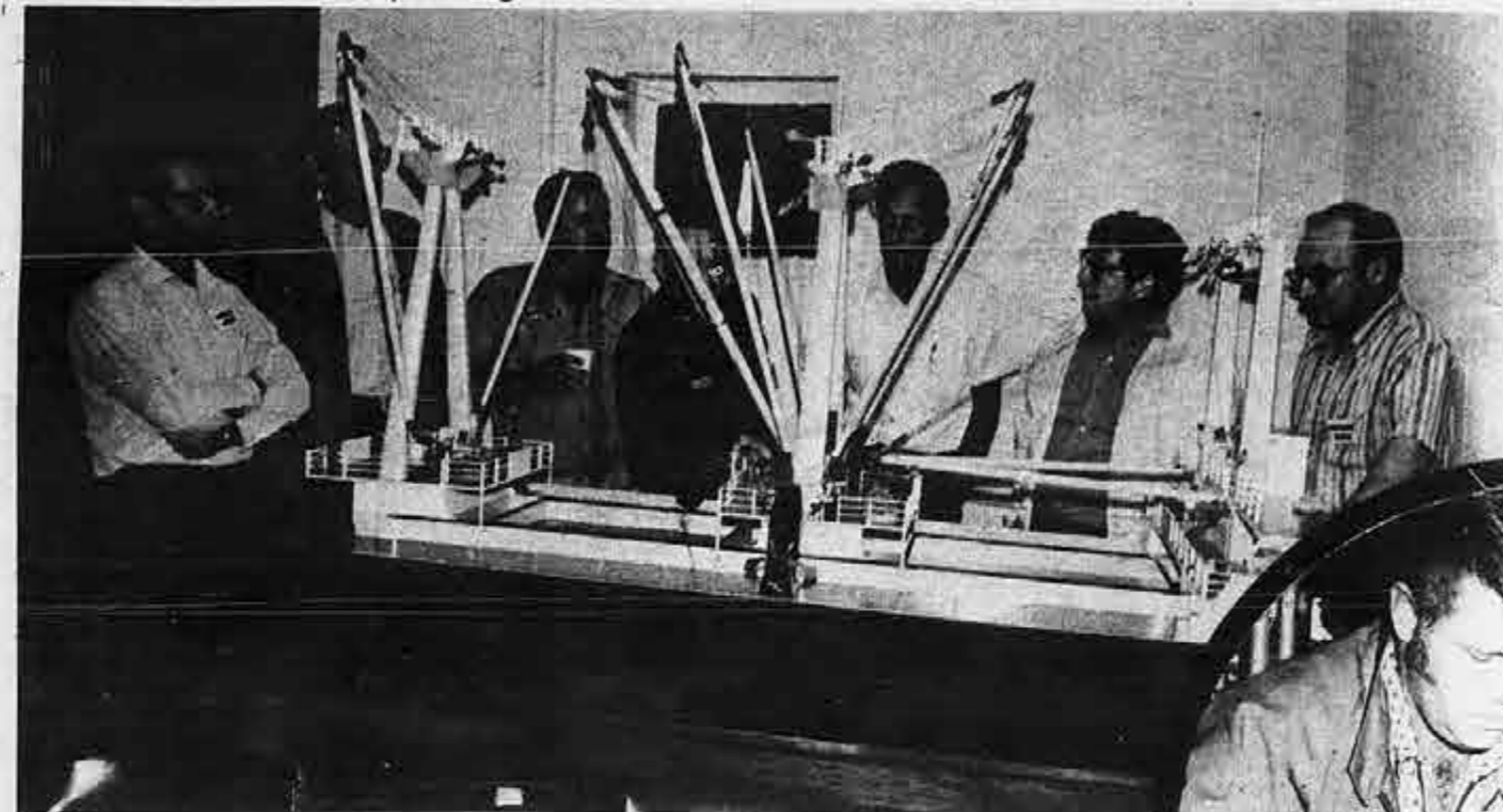


At Piney Point, Recertified Bosun Roy Theiss shows some AB upgraders the art of wire splicing in the School's machine shop. This is another demonstration of the fine interchange of seafaring knowledge that went on during the Recertification Program.

Firefighting, First Aid, Lifeboat, Classroom Training: All a Part of Bosun's Program



A group of bosuns, left, examine model of heavy lift ship. This is just one of the many scale models available for inspection and study at the Lundeberg School. A bosuns' class gathers in a Lundeberg School classroom for informal discussion in photo right.



During first aid training at the Lundeberg School, photo left, Recertified Bosun John Hazel learns the proper way to administer mouth to mouth resuscitation on specially designed mannequin. Photo inset shows Recertified Bosun Tom Brooks applying head dressing to Union Representative Mark Evans. And photo right, a group of recertified bosuns skillfully maneuver lifeboat during routine training at the Lundeberg School.

The first phase of the Bosun Recertification Program is over but the beneficial results of the program will continue to pay off for Seafarers and the SIU for years to come. On ships manned by a Recertified Bosun, voyages and

Back Out on the Ships...

payoffs have proven smoother because these men have a much deeper knowl-

edge of the SIU contract, constitution and work rules as a result of their train-

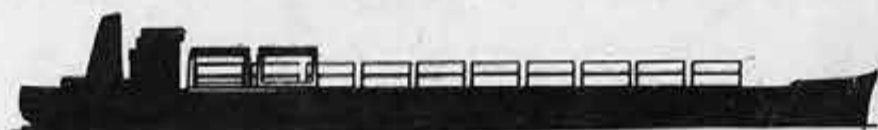
ing in the two-month Program. On this page are several photos of men who went through the Bosuns Program and are now back out on the ships serving as head of the deck department and chairmen of the ship's committees.



Aboard the containership *Arecibo*, Recertified Bosun Nicholas Bechlivanis, chairman of the ship's committee, left, is shown along with the rest of the ship's committee, including, from the left, J. Gollies, secretary reporter; Manule Sanchez, deck delegate; E. Albarran, steward delegate and Tom Conway, engine delegate.



Back out on his ship, Recertified Bosun Jim Foti displays SPAD receipts he purchased from SIU Patrolman Ted Babkowski at payoff.



On the SIU-contracted tanker *Golden Endeavor*, Recertified Bosun Jim Gorman supervises as AB's Ed Wilisch, left, and Frank Peskric blank off starboard deck pump.



In the deck locker aboard the tanker *Montpelier Victory*, Recertified Bosun Mack Brendle breaks out butterworthing machine in the port of Houston.



Recertified Bosun Ben Mignano is shown on his ship, the new *SS Beaver State*, which crewed up several months ago. Ben is just one of 402 SIU Bosuns who completed the first phase of the program.

From the Bosuns Themselves:

Some Views About the Program



Eugene Flowers

Although I have been a seaman and member of the SIU for 31 years, this Recertification Program has demonstrated to me that there was a lot I didn't know, and I appreciate the opportunity I got both in Piney Point and at Union Headquarters to learn some things that will be helpful to me both as a seaman and member of the SIU.

The discussions we had in Piney Point about our Constitution, contract, work rules, and shipboard life make me more secure in my understanding of these important matters, and I know I will be able to work more closely with my fellow Seafarers.

The materials and instruction on the new types of vessels being built, and the operation of these ships will be very helpful to all of us.

At Union Headquarters we had an opportunity to learn every operation of our Union, including the welfare department, claims, records the data control center, registration and shipping and the waterfront where we went with the patrolmen on pay-offs.



Thomas Self

In my 22 years with the SIU, I can remember the fights for better food, for inner-spring mattresses, for vacation pay, health and welfare and education. I can also remember the struggle for pensions and better working and living conditions.

We won those battles, but I learned a very important thing during this Recertification Program and that is that not only did we win our early fights but we also had the foresight to look to the future and prepare for it.

I saw our upgrading programs at Piney Point and I saw how we are getting the new ships that are being built. I was impressed with the experience and dedication of the entire staff there.

And at Headquarters too, I was impressed with all of the officials and the staff in the various depart-

ments. Everyone was helpful and answered all of my questions pertaining to the Union.

The morning meetings at Headquarters dealing with the many problems and programs of the Union were very informative and I learned how hard we are working to keep our job security by encouraging our membership to upgrade themselves.



Peter Drewes

Perhaps the most important part of this Program came during my visit to Washington where I received an in-depth briefing on our legislative efforts in Congress. Many of our members do not realize the importance of Federal legislation in securing more ships and more cargo for American-flag shipping. But the basic fact is that ships and cargo mean job security for all of us. We led the fight for the Merchant Marine Act of 1970 which has revitalized the American merchant marine and has provided all of us with better job security. We won this fight only because of the participation of our membership. The fight now is for cargo—and I for one understand fully that it will only be through full membership participation that we will be successful in this effort.



Vagn T. Nielsen

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

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

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



Malcolm B. Woods

The training available through the Bosun Program is a golden opportunity for any bosun who is unfamiliar with the latest techniques aboard the ultra-modern vessels now coming off the ways.

After training, he won't have the feeling of coming into a situation cold.

Even for those like myself who have had some experience on SL-7's and other new ships there's always room for improvement.

As far as the Headquarters part of the program; it was valuable in creating a well-rounded curriculum. The insight I gained into the day-to-day operation of the SIU was something that amazed me more and more as I saw department after department in action.



Fred C. Cooper

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

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

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



Hans S. Lee

This Recertification Program is of special interest to me because when I attended the SIU Educational Conference in August, 1971 I was one of the bosuns that recommended the program.

I can't think of any other Union that affords the opportunity to its members to delve into the innermost workings of their Union to such a degree as we have here at Union Headquarters. We observed how our funds are handled; we saw the tremendous workloads in all of the various departments like welfare and records, and we got willing answers to all our questions from officials and staff which helped to enlighten and educate us.

And last, but most important of all, I understand better why we must remain in Washington and fight the enemy in his own backyard to make sure that the Merchant Marine Act of 1970 continues to build ships, that we get more cargo for American ships and that our enemies don't scuttle the Jones Act.



James Pulliam

Each day of the Program I learned more and more about the SIU. While at Piney Point, we learned about heavy lift vessels, SL-7's and LNG ships—and about the great things our Union is doing at our upgrading center.

The films, slides, lectures and rap sessions were very educational and the instructors were knowledgeable and helpful.

Our month in Headquarters was also very enlightening. We've seen just how and what makes the SIU the great Union it is.

We accompany the patrolmen on payoffs, man the counter at Headquarters, attend the morning sessions, and get to see first hand how Welfare, Pension and Vacation records are kept and processed. We also had our day with the people who put out our Log each month.

I think that the Bosun Recertification Program will bring us all closer together. It will surely give us a better understanding of what the SIU is all about and what it is doing for our membership.

Bosun Recertification Program Honor Roll

402 SIU Bosuns successfully completed the first phase of the Bosun Recertification Program. The SIU is proud of these men and their achievements because the knowledge they gained while taking this important course will continue to pay off for themselves, their Union and their Brother Seafarers. Below is a complete list of the names and home ports of these 402 men.

Abulay, Edmund, Philadelphia
 Adams, John, New York
 Aguiar, Jose, New York
 Alexander, A. G., Houston
 Allen, Enos, San Francisco
 Allen, J. W., Seattle
 Altstatt, John, Houston
 Amat, Kasmoin, New York
 Anderson, Alfred, Norfolk
 Anderson, Chester, New York
 Anderson, Edgar, New York
 Annis, George, New Orleans
 Antoniou, Angelo, New York
 Aponte, Felix, New York
 Arena, Louis, New Orleans
 Armanda, Alfonso, Baltimore
 Atkinson, David, Seattle
 Backrak, Daniel, Wilmington
 Baker, Elmer, Houston
 Baker, William, Houston
 Bankston, Claude, New Orleans
 Barnes, Anthony, Norfolk
 Barnhill, Elmer, Houston
 Barrial, Pablo, New Orleans
 Baudoin, James, Houston
 Beavers, Norman, New Orleans
 Bechlivanis, Nicholas, New York
 Beck, Arthur, San Francisco
 Beeching, Marion, Houston
 Berger, David, Norfolk
 Beregria, John, Philadelphia
 Bergeria, Steve, Philadelphia
 Beye, Jan, New York
 Bobalek, William, Houston
 Bojko, Stanley, San Francisco*
 Boland, James, San Francisco
 Bonfont, Eduardo, San Juan
 Boney, Andrew, Norfolk
 Bourgeois, Joseph L., New York
 Bourgot, Albert, Mobile
 Bousson, Gene, New York
 Bowman, Jack, Seattle
 Boyle, Charles, New Orleans
 Braunstein, Herbert, Wilmington
 Brendle, Mack, Houston
 Broadus, Ray, Mobile
 Broadus, Robert, Mobile
 Brooks, Tom, New York
 Browning, Ballard, Baltimore
 Bryan, Ernest, Houston
 Bryant, Vernon, Tampa
 Burch, George, New Orleans
 Burgos, Juan, New York
 Burke, George, New York
 Burnette, Perry, Tampa
 Burton, Ronald, New York
 Busalacki, Joseph, Jacksonville
 Bushong, William, Seattle
 Butters, Walter, Norfolk
 Butts, Bobby, Mobile
 Butts, Hurmon, Houston
 Byrne, William, New York
 Cain, Hubert, Mobile
 Caldeira, Anthony, Houston
 Calogeros, Demetrios, Seattle
 Campbell, Arthur, New Orleans
 Carbone, Victor, San Juan
 Carey, John, New York
 Carr, Stephen, New York
 Casanueva, Michael, New Orleans
 Castro, Guillermo, San Juan
 Charneco, Frank, New Orleans
 Cheshire, James, Jacksonville
 Chestnut, Donald, Mobile
 Chaisson, Richard, New Orleans
 Chilinski, Tadeusz, Wilmington
 Christenberry, Richard, San Francisco
 Christensen, Christian, San Francisco
 Christiansen, Egon, San Francisco
 Cisiecki, John, San Francisco
 Clegg, William, New York*
 Cofone, William, Wilmington
 Cole, Lonnie, Norfolk
 Colson, James, Seattle
 Compton, Walter, Norfolk
 Cooper, Fred, Mobile
 Corder, James, Jacksonville
 Cousins, Walter, Wilmington
 Craddock, Edwin, New Orleans
 Crawford, William, Jacksonville
 Cross, Malcolm, Wilmington
 Curlew, Jack, Yokohama
 Curry, Leon, Jacksonville
 Dakin, Eugene, Boston
 Dalton, Jack M., Houston
 D'Amico, Charles, Houston
 Dammeyer, Dan, New York
 Darville, Richard, Houston
 Davies, John, New York
 Davis, James, Seattle

Dawson, Charles, Seattle
 Delgado, Julio, New York
 Dickinson, David, Mobile
 Dixon, James, Mobile**
 Donovan, Joseph, Boston
 Doty, Albert, New Orleans
 Drake, Woodrow, Seattle
 Drewes, Peter, New York
 Duet, Maurice, Houston
 Dunn, Beverly, Mobile
 Eckert, Arne, Seattle
 Eddins, John, Baltimore
 Edelman, Bill, Houston
 Engelund, Clayton, New York
 Faircloth, Charles, Mobile
 Farhi, Israel, Houston
 Feil, William, New York
 Ferrera, Raymond, New Orleans
 Finklea, George, Jacksonville
 Fleming, Don, Jacksonville
 Flowers, Eugene, New York
 Foster, Floron, New Orleans
 Foster, James, Mobile
 Foster, Tom, Norfolk
 Foti, Sebastian, Wilmington
 Francum, Carl, Baltimore
 Frazier, John, Houston
 Frey, Charles, Jacksonville
 Fritz, Floyd, Jacksonville
 Funk, William, New York
 Furr, John, Houston
 Gahagan, Kenneth, Houston
 Gallagher, John, Philadelphia
 Gallagher, Leo, Boston
 Garay, Rufino, New York
 Garner, James, New Orleans
 Garza, Peter, Houston
 Gavin, Joseph, Houston
 Giangordano, Donato, Philadelphia
 Gianniotis, John, New York
 Gillain, Ribert, Jacksonville
 Gillikin, Leo, San Francisco
 Gilmore, David, Houston
 Gomez, Jose, New York
 Gonzalez, Calixto, San Juan
 Gonzalez, Jose, New York
 Gorbea, Robert, New York
 Gorman, James, New York
 Gosse, Fred, San Francisco
 Granger, Eual, Houston
 Green, John, Baltimore
 Greenwood, Perry, Seattle
 Grima, Vincent, New York
 Guadamud, Luis, New Orleans
 Gustavson, Walter, New York
 Hager, Bertil, New York
 Hale, William, New Orleans
 Hanback, Burt, New York
 Hanna, Anthony, Baltimore
 Hansvedt, Alfred, New York
 Harrington, Arthur, Boston
 Harvey, Lee J., New Orleans
 Hawkins, Tom, Seattle
 Hazel, John, New Orleans
 Heggarty, Tom, New York
 Hellman, Karl, Seattle
 Hicks, Donald, New York
 Hilburn, Thomas, Mobile
 Hill, Charles, Houston
 Hirsh, Burton, Baltimore
 Hodges, Raymond, Mobile
 Hodges, Raymond W., Baltimore
 Hogge, Elbert, Baltimore
 Holt, Tom, New York
 Honka, Stephen, New York
 Hovde, Arne, Philadelphia
 Hunt, H. C. Houston
 Hunter, John, Mobile
 Ipsen, Orla, New York
 James, Calvin, New York
 Jandora, Stanley, New York
 Jansson, Sven, New York
 Japper, John, New York
 Jefferson, William, Houston
 Johannsson, Simon, Norfolk
 Johnson, Fred, Mobile
 Johnson, Ravaughn, Houston
 Jordan, Clifton, New Orleans
 Joseph, Leyal, Philadelphia
 Joyner, William, Houston
 Justus, Joe, Jacksonville
 Kadziola, Stefan, New York
 Karatzas, Tom, Baltimore
 Karlsson, Bo, New York
 Kelsey, Tom, San Francisco
 Kerageorgiou, Antoine, New Orleans
 Kerngood, Morton, Baltimore
 Kidd, Richard, Baltimore
 King, George, Seattle
 Kingsley, Jack, San Francisco

Kleimola, William, New York
 Knight, Bruce, Norfolk
 Knoles, Raymond, San Francisco
 Koen, John, Mobile
 Konis, Perry, New York
 Koza, Leo, Baltimore
 Krawczynski, Stanley, Jacksonville
 Kuhl, Vincent, Norfolk
 La France, Dave, New York
 Lambert, Reidus, New Orleans
 Landron, Manuel, San Juan
 Lasnansky, Andrew, San Francisco
 La Soya, Eligio, Houston
 Lasso, Robert, San Juan**
 Latapie, Jean, New Orleans
 Lavoine, Raymond, Baltimore
 Lawton, Woodrow, Baltimore
 Leake, Herbert, Baltimore
 LeClair, Walter W., New York
 Lee, Hans, Seattle
 Levin, Jacob, Baltimore**
 Lewis, Jesse, Seattle
 Libby, George, New Orleans**
 Libby, Herbert, New York
 Lineberry, Carl, Mobile
 Little, John, Houston
 Logan, John, Mobile**
 Loik, Peter, Baltimore
 MacArthur, William, Wilmington
 Mackert, Robert, Baltimore
 Magoulas, Gus, New York
 Maldonado, Basilo, Baltimore
 Manning, Denis, Seattle
 Martineau, Tom, Seattle
 Matthey, Neil, Yokohama
 Mattioli, Gaetano, New York
 McCaskey, Earl, New Orleans
 McCollom, John, Boston
 McCorvey, Durell, Jacksonville
 McDonald, John, New Orleans
 McGarry, Frank, Philadelphia*
 McGinnis, Arthur, New Orleans
 McHale, J. J., New York
 McKinney, Melville, Philadelphia
 Mears, Ferlton, New York
 Meehan, William, Norfolk
 Meffert, Roy, Jacksonville
 Meloy, Robert, Seattle
 Mendoza, Dimas, San Juan
 Merrill, Charles, Mobile*
 Michael, Joseph, Baltimore
 Mignano, Ben, Wilmington
 Miller, Clyde, Seattle
 Mitchell, William, Jacksonville
 Mize, Cyril, San Francisco
 Mladonich, Ernest, New Orleans
 Moen, Irwin, Baltimore
 Monardo, Sylvester, New Orleans
 Moore, Asa, New York
 Moore, John, Houston
 Morales, Esteban, New York
 Morris, Edward Jr., Mobile
 Morris, William, Baltimore
 Morris, William, Jacksonville
 Moss, John, New Orleans
 Moyd, Ervin, Mobile
 Mullis, James, Mobile
 Murry, Ralph, San Francisco
 Myrex, Luther, Mobile
 Nash, Walter, New York
 Nelson, Jack, Jacksonville
 Nicholson, Eugene, Baltimore
 Nielsen, Vagn, New York
 Northcutt, James, San Francisco
 Nuckols, Billy, New York
 O'Brien, William, New York
 O'Connor, William, Seattle
 Ohannasian, John, Jacksonville
 Olbrantz, Leonard, Jacksonville
 Olesen, Carl, San Francisco
 Olson, Fred, San Francisco
 Olson, Maurice, Boston
 Oromaner, Albert, San Francisco*
 O'Rourke, Robert, Houston
 Osborne, William, Houston
 Owen, Burton, Houston
 Owens, Clarence, New Orleans
 Pacheo, Herminio, New York
 Packet, Albert, New York
 Palino, Anthony, New York
 Palmer, Nick, San Francisco
 Paradise, Leo, New York
 Parker, James, Houston
 Parker, William, New Orleans
 Pate, Luther, New York
 Peavoy, Floyd, New Orleans
 Pedersen, Otto, New Orleans
 Pehler, Frederick, Mobile
 Pence, Floyd, Houston
 Perry, Wallace, Jr., San Francisco
 Pickle, Claude, Houston

Pierce John, Philadelphia
 Polanco, Luis, New York
 Pollanen, Viikko, New Orleans
 Pool, Donald, New Orleans
 Poulsen, Verner, Seattle
 Pressly, Donald, New York
 Price, Billie, Norfolk
 Price, Tom, Wilmington
 Pryor, Clarence, Mobile
 Puchalski, Kasimir, San Francisco
 Puglisi, Joseph, New York
 Pulliam, James, San Francisco
 Quinnt, Carrol, Seattle
 Radich, Anthony, New Orleans
 Rains, Horace, Houston
 Rallo, Salvador, New Orleans
 Reck, Lothar, Seattle
 Reeves, William, Mobile
 Richburg, Joseph, Mobile
 Rihn, Ewing, New Orleans
 Riley, William, San Francisco**
 Ringuette, Albert, San Francisco
 Rivera, Alfonso, San Juan
 Robinson, William, Seattle
 Rodrigues, Lancelot, San Juan
 Rodriguez, Frank, New York
 Rodriguez, Ovidio, New York
 Rood, Donald, New York
 Ruiz, Alejandro, San Juan
 Ruley, Edward, Baltimore
 Sanchez, Manuel, New York
 San Filippo, Joseph, San Francisco
 Sanford, Tommie, Houston
 Sawyer, Alfred, Norfolk
 Sbriglio, Sal, Wilmington
 Schrum, Ray, Houston
 Schwartz, Albert, Houston
 Schwarz, Robert, Mobile
 Scott, Billy, Wilmington
 Self, Thomas, Baltimore
 Selix, Floyd, San Francisco
 Sernyk, Peter, New York
 Sheets, James, Baltimore
 Sheldrake, Peter, Houston
 Shortell, James, San Francisco
 Showers, William, San Francisco
 Sierra, Emilio, San Francisco
 Sipsy, Robert, San Francisco
 Smith, Lester, Norfolk
 Smith, Vertis, Tampa
 Smith, William, Seattle
 Snyder, Joseph, Baltimore
 Sokol, Stanley, San Francisco*
 Sorel, Johannes, Jacksonville
 Spuron, John, San Francisco
 Stanford, Glen, New Orleans
 Stockmarr, Sven, New York
 Stout, John, New Orleans
 Suchocki, Leonard, San Francisco
 Swearingen, Barney, Jacksonville
 Swiderski, John, New York
 Tamlin, George, New York
 Teti, Frank, New York
 Theiss, Roy, Mobile
 Thoe, Richard, Mobile
 Thomas, Lloyd, San Francisco
 Thompson, Carl, Houston
 Thompson, Clayton, New Orleans
 Thompson, J. R., Houston
 Thrasher, Julius, New Orleans
 Ticer, Dan, San Francisco
 Tillman, William, San Francisco
 Tirelli, Enrico, New York
 Todd, Raymond, New Orleans
 Tolentino, Ted, San Francisco
 Troche, Gregory, Mobile
 Turner, Paul, New Orleans
 Ucci, Peter, San Francisco
 Vega, Juan, New York
 Velazquez, William, New York
 Walker, Fred, Baltimore
 Walker, Tom, Houston
 Wallace, Edward, New York
 Wallace, Ward, Jacksonville
 Wallace, William, Mobile**
 Walters, Herwood, New York
 Wardlaw, Richard, Houston
 Ware, Dick, Houston
 Waters, Aubrey, Seattle
 Weaver, Eugene A., Jacksonville
 Weaver, Harold, Houston
 Welch, Macon, Houston
 Whitmer, Alan, New York
 Wingfield, P. Q., Jacksonville
 Woods, Malcolm, San Francisco
 Workman, Homer, New Orleans
 Worley, John, San Francisco
 Wymbs, Luke, New York
 Zaragoza, Roberto, New York
 Zelay, Joseph, New Orleans

*Has gone on pension.

**Has passed away.

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

This article continues the story of American maritime unions as told in newspaper stories of the day, gathered by the Seafarers Historical Research Department.

The Sailors Union of the Pacific was founded in 1885. This story reports the 8th annual meeting of the robust young organization, a resumé of its reasons for being, and its hopes for the future.

This article appeared in the *San Francisco Call*, a daily newspaper, on March 7, 1893.

SAILOR ORATORS

Eighth Annual Meeting of Their Union.

Torchlight Procession on the Streets.
Plain Talk From Men Who Live Before the Mast.

The annual celebration of the Sailors' Union of the Pacific Coast was held in Metropolitan Temple last night.

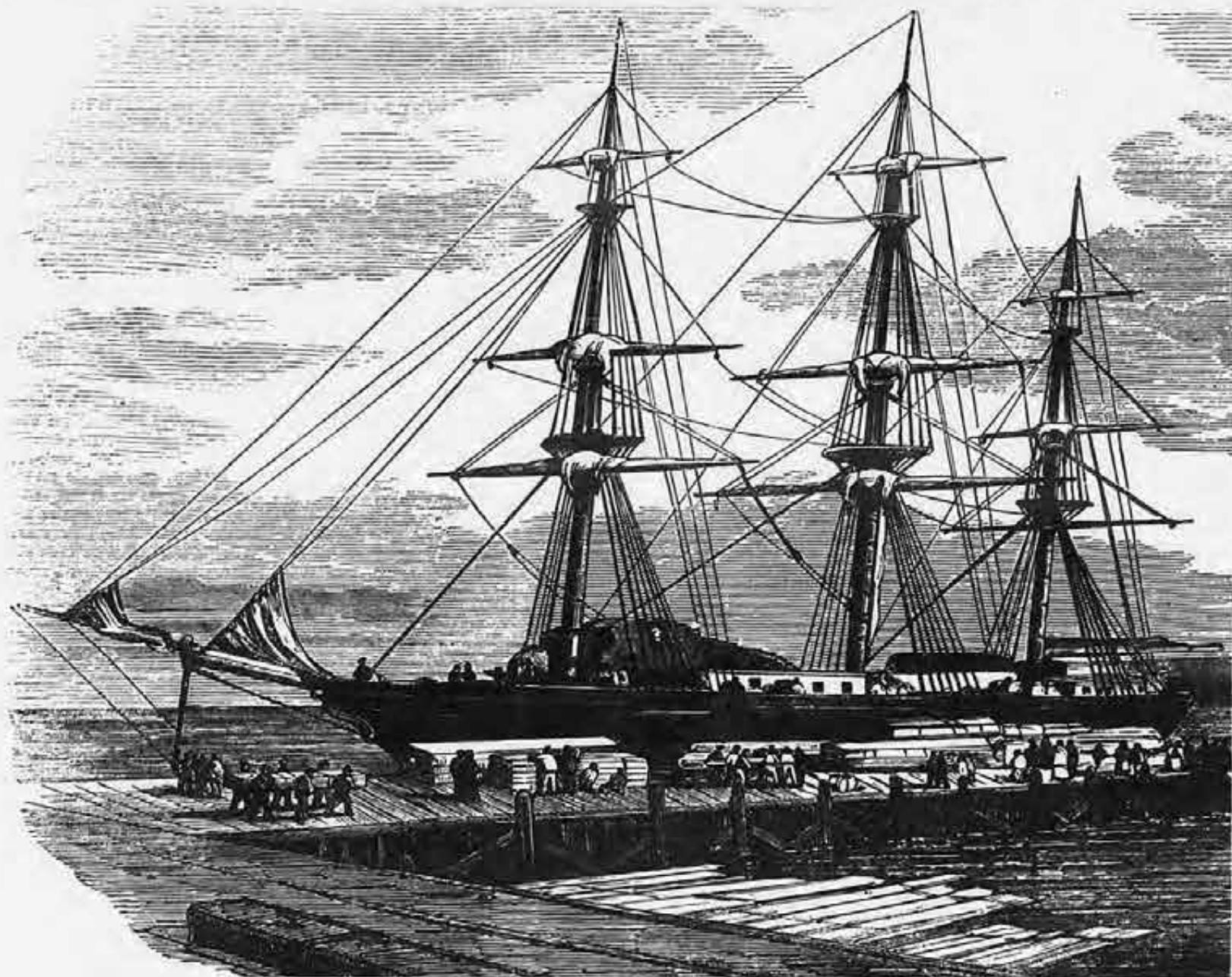
Previous to the meeting the members of the union, dressed in their neat uniforms of blue sailor pantaloons, white shirts with sailor collars of blue, and sailor caps, paraded the principal streets with torches, American flags and two brass bands. The line of march was along the water front to Folsom-street wharf, thence west on Bush to Kearny, thence to Market, up the latter thoroughfare to Fifth street, and then into the hall secured for the meeting.

In addition to the dozen or more silk flags carried in the line of march, there was one transparency, and a very suggestive one it was to those who understand the bitter warfare that has been waging for months between the Sailors' Union and the men recently identified under the name of the Ship-owners' Shipping Union. On one end of the transparency there was the significant inscription, "Down With the Crimps," and on the other end "The Union Forever," while on one side was written "Organization is labor's salvation—equal rights to all, special privileges to none."

When the hour for opening the meeting arrived there was not a vacant seat in the hall, while all the passageways in the rear of the building were crowded with enthusiastic laborers willing to stand in order to take part in the meeting.

The Birth of the Union

No time was lost in getting to work. After music James Barry, the editor of the *Coast Seamen's Journal*, opened the meeting. He began by telling how, on a rainy night just eight years ago, a crowd of seamen gathered on the Folsom-street wharf and listened to men who urged them to organize themselves into a union. On that night the *Coast Seamen's Union*, now the *Sailors' Union of the Pacific*, was formed. The principle upon which the union was organized was the brotherhood of man. Mr. Barry then explained why it was that the celebration this year was held in Metropolitan Temple instead of on the Folsom-street wharf, where the annual meetings have been heretofore held. He said that for once the union had agreed to neglect the celebration at the birthplace of the organization, paying it only a visit, and come uptown, where they could talk to the people about their troubles and tell them something of the



hardships the sailors have been compelled to undergo of late.

During Mr. Barry's speech there were constant interruptions from the audience and two men were ejected by the sailors, none too gently, it can be imagined. The men certainly deserved their punishment, as Mr. Barry said nothing that need offend any one.

After a poem read by Mr. MacArthur, Andrew Furuseth, the brainy secretary of the *Coast Seamen's Union*, was introduced. He said he was too ill to speak, but he wanted, even sick as he was, to say a few words. His speech was very moderate in tone and very impressive. He said he wanted to impress upon the minds of the people that the fight between the *Seamen's Union* and the ship-owners was because the latter claimed that \$40 a month was too much for a sailor, when the sailor only worked eight months in a year and was idle four months.

No More Boarding-Houses

"No matter what the result of the fight may be," said Furuseth, "let the ship-owners understand that the sailors of the Pacific will never go back to the old boarding-house system. The sailors have nothing to lose in this fight, not even a home; their homes are on the ocean, and some day they may be needed there. The spectacle of the Charleston manned by a crew of Japanese and facing a British warship in Hawaiian waters would be one no loyal American would want to see. What would be the result in such a case I would no dare to even foreshadow, but an admiral the other day called the attention of this Government to the fact that while Government is building a navy it is not building American seamen to man it.

"Why is it," said the speaker, "that American boys don't go to sea? I'll tell you. Because upon American ships there is too much 'belaying-pin soups'; there is more scurvy on American ships

than those of any other nation, and now they want to make the wages less than upon the ships of any other nation. I hope to God that the seamen of America will never be needed on the seas in defense of their country, but if they are, I hope and I believe that the same spirit that animated the men at Hampton Roads and who followed Farragut at New Orleans would animate them there. But will there be any of us left, or will we be starved out and driven away? Let the people remember that sailors have wings, and if driven to it, if there is no room here, they will find room under some other flag than that of the United States."

The cheers that greeted Furuseth's remarks lasted several minutes. Then there was music by the band and Charles Sumner made a speech that had no particular bearing on the subject under discussion, but was mainly a resumé of amusing incidents that happened to him when he was a sailor years and years and years ago. He commended the union and closed.

Will Surely Win

Alfred Fuhrman, the well-known labor agitator, was next introduced. He said that the history of the movement of labor on this coast was the history of the *Seamen's Union of the Pacific*; that the birthday of organized labor on this coast was March 6, 1885, the day called by the sailors of the Pacific "Independence Day," and on that day the real work of the organization of labor was commenced. Notwithstanding the many troubles and trials since endured the speaker insisted that the *Sailors' Union* had accomplished far more than they ever hoped to accomplish. The word defeat has no place in the sailor's dictionary, and no matter what comes, how hard or how long the fight they will yet win. The speaker paid a high tribute to the *Coast Seamen's Journal*, saying it was the first newspaper that

has ever been published by sailors, the first journal where every line was written by men who worked before the mast.

Passing a high compliment upon the men whom the speaker said had forgotten the meaning of the word fear, the speaker gave place to Thomas Naylor, who sang one of Dennis Kearney's old sandlot ballads concerning the employment of Chinese, modernized in the latter verses to suit the occasion. To an enthusiastic encore he sang a rollicking Irish song, and then H. Gustadt, a man who has spoken at every annual celebration of the union, made a speech addressed mainly to the citizens and reciting the sailors' side of the war now in progress on the water front between the *Sailors' Union* and the ship-owners.

Speeches by C. F. Bergman, M. McGlynn and others were made and the eighth anniversary was over.

CS Long Lines Unclaimed Wages

The following named ex-crew-members of the Cable Ship *Long Lines* should contact Red Campbell at Headquarters, 275 20th Street, Brooklyn, New York, 11215 relative to unclaimed wages. All requests should be in writing, specifying name, book number, and social security number.

Manuel S. Netto, Jr.
Richard Rodriguez
John Hoffman
Saif S. Ahmed
Anthony Jones
Mohamed A. Shaie
William Revels
Abdul R. Saleh
Tan Ah Joon
Mohamed A. Mozeb
Albert Ahin

Fifth Part of Series

Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein SIU Welfare Director

This is the fifth part in a series of articles which the Seafarers Log will be running, over the next few months, concerning Social Security, Medicare and Medicaid and how these Government programs affect you and your families. (This installment, as with the first four, deals with Social Security.

In the next installment we will begin discussing Medicare.)

Eventually the series will be compiled into a booklet so that Seafarers can have all the information on these programs in one place.

I hope this series will be an aid to you. Please let me know if you have any questions. Just write to me, care of Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232.

IF YOU WORK AFTER SOCIAL SECURITY PAYMENTS START

The explanation that follows is intended to give a general idea of the conditions under which benefits are paid to people who are still working.

Beginning with 1975, the following rules apply:

If you earn \$2,520 or less in a year, you get all the benefits.

If you earn more than \$2,520 in a year, the general rule is that \$1 in benefits to you (and your family) will be withheld for each \$2 you earn above \$2,520.

Exception to the general rule: Regardless of total earnings in a year, benefits are payable for any month in which you neither earn wages of more than \$210 nor perform substantial services in self-employment.

The decision as to whether you are performing substantial services in self-employment depends on the time you devote to your business, the kind of services you perform, how your services compare with those you performed in past years, and other circumstances of your particular case.

Benefits are also payable for all months in which you are 72 or older, regardless of the amount of your earnings in months after you reach 72.

Your earnings as a retired worker may affect your own and your dependents' right to benefits. If you get payments as a dependent or survivor, your earnings will affect only your benefit and not those other members of the family.

Earnings which must be counted: Earnings from work of any kind must be counted, whether or not the work is covered by social security. (There is one exception: Tips amounting to less than \$20 a month with any one employer are not counted.) Total wages (not just take-home pay) and all net earnings from self-employment must be added together in figuring your earnings for the year.

However, income from savings, investments, pensions, insurance, or royalties you receive after 65 because of copyright or patents you obtained before 65, does not affect your benefits and should not be counted in your earnings for this purpose.

In the year in which your benefits start and the year your benefits end, your earnings for the entire year are counted in determining the amount of benefits that can be paid.

Earnings after you reach 72 will not cause any deductions from your benefits for months in which you are 72 or over. However, earnings for the entire year in which you reach 72 count in figuring what benefits are due you for months before you are 72.

For more information about how working after you apply for benefits will affect your retirement or survivors payments, inquire at your social security office.

BENEFICIARIES OUTSIDE THE UNITED STATES

Special rules affect the payment of benefits to people outside the United States. If you intend to go outside the United States for 30 days or more while you are receiving benefits, ask your social security office for the leaflet "Your social security check while you're outside the United States."

If you are not a citizen of the United States, your absence from this country may affect your right to benefits. The people in your social security office will be glad to explain these provisions to you.

Maritime Labor Represented at Democratic Convention



Among the multitude of delegates to the Democratic National Convention last month were several hundred affiliated with various labor organizations, some being closely associated with the SIU or maritime labor. Among these maritime people, from left, are: John Fay, SIU port Agent in Philadelphia; Carolyn Gentile, SIU special counsel, who also served on the Democratic Platform Committee; Ralph Quinonez, Atlantic Coast area director of the SIU-affiliated United Industrial Workers, and Dave Dolgen, executive director of the Maritime Trades Department's Port Council of New York.

SIU Tells Lakes Hearing

Qualified Shipboard Personnel Essential for Safety

"We firmly believe that the development and expansion of any aid-to-navigation system — LORAN-C, Vessel Traffic System, or any other—should not be considered as a substitute for trained and qualified shipboard personnel," SIU Port Agent for Detroit Jack Bluit, announced at a Congressional field hearing in Michigan.

At the July 16 hearing, the House Subcommittee on the Coast Guard and Navigation heard testimony on the potential use of automated navigation and automated methods of ship traffic control on the Great Lakes. The SIU expressed its reservations on the basis of past experiences in which the Coast Guard lowered manning levels on automated ships to a point where the safety and health of the merchant seamen were threatened.

"The Seafarers International Union supports the realistic development and expansion of such aids-to-navigation as LORAN-C and Vessel Traffic Systems," Brother Bluit said. "Both have proven successful in other regions and, through consultation between the Guard and all segments of the maritime industry on the Great Lakes, they should prove equally helpful and successful in our region."

However, meaningful consultation



SIU Representative Jack Bluit testifies at Congressional field hearing last month in Michigan.

for setting manning levels rarely occurs, he explained at the session chaired by Rep. Eligio de la Garza (D-Tex.). "Each Coast Guard district, on its own, without consultation with maritime labor, without review by Coast Guard headquarters in Washington, D.C., without regard for consistency uni-

formity and objectivity, and without consideration for occupational safety and health, sets a vessel's manning.

"As a result, we are confronted with instances in which similar class ships have crews which vary significantly in number and ratings, and with vessels with such reduced manning that crew members work overtime in excess of 100 percent."

He cited the example of the Great Lakes vessels *MV Sam Loud*, *MV C. E. Wilson*, and *MV Roger M. Kyes*, owned by American Steamship Company. After only one full season of operation, the Coast Guard arbitrarily eliminated the three unlicensed engine

room ratings, adding one licensed engineer instead.

This left the ship without enough personnel for maintenance, thus violating the Coast Guard's own Navigation and Vessel Inspection Circular Number 1-69. The SIU has a collective bargaining agreement with American Steamship Company, Bluit noted, which the Coast Guard action bypassed, even though Federal policy supports collective bargaining agreements.

Lakes Search and Rescue

Coast Guard search and rescue operations on the Lakes also were discussed at the hearings. Bluit pointed out that search and rescue was meaningless compared to enforcing safety regulations so that accidents wouldn't happen in the first place.

He recalled the tragedy of the 729-foot ore carrier *Fitzgerald* which sank suddenly on Nov. 10, 1975 on Lake Superior.

No distress call was given; no bodies or survivors were found. Ore ships will sink in approximately 15 seconds once ruptured, he said, because they are little more than one large shell, with no watertight bulkheads. "We believe these vessels should no longer be allowed to be built in this manner, posing an enormous risk to the lives of the crewmembers," he declared.

Bluit ended his testimony by asking for an investigation into Coast Guard policies.

Rep. James Oberstar (D-Minn.) and Rep. Phillip Ruppee (R-Mich.) also attended the hearings.

Hall Stresses Cooperation At IBFO Convention

"Your support was crucial during the struggle to push the Energy Transportation Security Act through Congress," Paul Hall, president of the SIU, told the International Brotherhood of Firemen and Oilers at their convention in Miami, July 12.

Hall thanked that union and their president, John J. McNamara, for their efforts to insure that 30 percent of our nation's oil imports be carried on tankers sailing under the American flag.

The Firemen and Oilers Union is one of 43 national and international unions, making up the AFL-CIO's Maritime Trades Department, that gave their support to the SIU in the fight for the oil bill. They are one of the oldest affiliates of the MTD.

Hall also noted that, "although President Ford vetoed the bill, the fact that it passed through Congress in December 1974 was a victory for the labor movement, and this victory shows what

united labor action can accomplish."

In further remarks, Hall told the Convention, "This is an important election year in which the entire House of Representatives and one third of the Senate are up for reelection. At least 90 Representatives and 10 Senators are running in marginal races where a 3 percent shift in the vote will mean victory or defeat. Labor must take advantage of this situation because these past few years have been tough for the working people of this country. If labor works together, we can put our friends into office and defeat our enemies.

"All too often, various sectors of the labor movement do not work together because of personal differences," Hall pointed out. "We cannot afford this in the labor movement. Only by working together, can we guarantee the future economic security of the working people of this country."

Committee Meets on Minimum Wages in Puerto Rico

Minimum wage standards for most industries in Puerto Rico are quickly closing in on stateside levels as a result of work done by the Puerto Rico Minimum Wage Industry Committee. Edward X. Mooney, SIU headquarters representative, served as labor representative for Puerto Rico on this committee, which is comprised of spokesmen from labor, industry and government.

Along with Mooney, the two other representatives from labor are George E. Fairchild, international secretary-treasurer of the Service Employees International Union, and Russell G. Murray, economist for the American Federation of State, County and Municipal Employees.

During the latest meeting of the committee last month in San Juan, Mooney and his colleagues were successful in negotiating a graduated increase of up to 50 cents per hour for thousands of the island's workers.

Among those who will benefit from the increases are municipal employees, agricultural and industrial workers, sugar manufacturing workers, domestic workers and employees of the motion picture industry.

Mooney said that the committee was happy with the increases since they are "the highest that could be recommended under law."

Mooney was appointed to the committee by AFL-CIO President George Meany.

HLSS VP's Father Decorated



Antonio Sacco (center) father of Lundeberg School Vice President Mike Sacco (left) holds two Italian Army service medals awarded to him by the Italian Government for combat infantry action in World War I. A New York Italian Consulate official (right) displays certificate naming the veteran a Cavaliere of the Italian Republic. Another official is in the background at the consulate.

New SIU Pensioners



Bernard J. Krogman, 64, joined the SIU in the port of Detroit in 1960 sailing as an AB. Brother Krogman sailed 35 years. He was born in Ohio and is a resident of New York City.



Secundino Santorio, 65, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Santorio sailed 41 years, was on the picket line in the 1963 A & G strike and was on the Sea-Land shoregang in Port Elizabeth, N.J. in 1968. He was born in Spain and is a resident of Jersey City, N.J.



Joseph Scaramutz, 56, joined the SIU in the port of Savannah in 1950 sailing as a fireman-watertender. Brother Scaramutz sailed 36 years and was a ship delegate. He was born in New York City and is a resident of New Orleans.



Jesse T. Spivey, Jr., 68, joined the SIU in 1947 in the port of New Orleans sailing as a chief steward. Brother Spivey sailed 27 years and is a veteran of the U.S. Navy in World War II. He was born in Cussetta, Ga. and is a resident of Shreveport, La.



Dallas K. Williams, 69, joined the SIU in the port of New Orleans in 1959 sailing as an oiler and deck engineer. Brother Williams sailed 41 years. He was born in Wilson, La. and is a resident of New Orleans.



James J. Adams, 59, joined the SIU in 1938 in the port of New Orleans sailing as a fireman-watertender. Brother Adams sailed 37 years. He was born in Louisiana and is a resident of New Orleans.



Aristides Soriano, 62, joined the SIU in 1946 in the port of New York sailing in the steward department. Brother Soriano sailed 35 years. He was born in Cuba and is a resident of Kenner, La.



Leo A. Rice, 65, joined the SIU in the port of Boston sailing as a bosun. Brother Rice sailed 42 years and was on the picket line in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line strike. He was born in Amherst, Nova Scotia, Canada and is a resident of Newark, N.J.



Albert F. Knauff, 57, joined the SIU in 1948 in the port of Baltimore sailing last as a second cook. Brother Knauff sailed 34 years. He was born in Maryland and is a resident of League City, Tex.



William H. Lewis, 61, joined the SIU in the port of New Orleans in 1958 sailing last as a fireman-watertender. Brother Lewis sailed 20 years. He was born in Little Rock, Ark. and is a resident of Covington, La.



Carmelo Martinez, 65, joined the SIU in 1945 in the port of New York sailing in the steward department. Brother Martinez sailed 43 years and was on the picket line in the 1962 Robin Line strike. He was born in Puerto Rico and is a resident of Lindenhurst, L.I., N.Y.



Constantino Antoniou, 62, joined the SIU in 1942 in the port of New York sailing as a bosun. Brother Antoniou sailed 33 years. He was born in Antwerp, Belgium and is a resident of Brooklyn, N.Y.



Alfred J. Hamm, 64, joined the SIU in the port of New York in 1959 sailing last as a fireman-watertender. Brother Hamm sailed 26 years, walked on the picket line in the Greater N.Y. Harbor strike of 1961, attended the SIU-MEBA Engineering Training School in 1971 and is a veteran of the U.S. Army in World War II. He was born in Brooklyn, N.Y. and is a resident of Syracuse, N.Y.



Julius Fekete, 72, joined the SIU in the port of New York in 1954 sailing last as a fireman-watertender. Brother Fekete sailed 39 years and is a veteran of the U.S. Army in World War I. He was born in Hungary and is a resident of the port of Philadelphia.



Marshall W. Townsend, 62, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Townsend sailed 38 years. He is a native of Wyoming, N.Y. and is a resident of Marysville, Wash.



Glen H. "Whitie" Whitehead, 69, joined the SIU in the port of Toledo sailing for 19 years as a fireman-watertender. Brother Whitehead sailed 30 years. He was born in Raber, Mich. and is a resident of Toledo, Ohio.



Franklin F. Reid, Jr., 63, joined the SIU in 1943 in the port of Tampa sailing as a fireman-watertender and second assistant engineer. Brother Reid sailed 33 years and was a ship delegate. He was also a member of the old International Sailors Union and of District 2 Marine Engineers Beneficial Association. Born in Jacksonville, he is a resident of Tampa.



George W. McAlpine, 65, joined the SIU in 1943 in the port of New York sailing as bosun and last sailing as a chief electrician. Brother McAlpine sailed 33 years, walked the picket line in the 1962 Robin Line beef and attended a Piney Point Crews Conference. He was born in London, Ontario, Canada and is a resident of Andover, N.J.

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

June 24-July 21, 1976

| SEAFARERS WELFARE PLAN | Number | | Amount | |
|---|---------------|--------------|----------------|-----------------|
| | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE | YEAR TO DATE |
| ELIGIBLES | | | | |
| Death | 11 | 84 | \$ 36,482.50 | \$283,140.36 |
| In Hospital Daily @ \$1.00 | 304 | 3,918 | 304.00 | 3,918.00 |
| In Hospital Daily @ \$3.00 | 213 | 1,757 | 639.00 | 5,271.00 |
| Hospital & Hospital Extras | 11 | 85 | 602.69 | 16,017.03 |
| Surgical | 2 | 15 | 252.80 | 1,218.80 |
| Sickness & Accident @ \$8.00 | 4,294 | 35,674 | 34,352.00 | 285,392.00 |
| Special Equipment | — | 8 | — | 2,285.29 |
| Optical | 76 | 825 | 2,357.13 | 24,555.28 |
| Supplemental Medicare Premiums | 9 | 179 | 1,327.90 | 9,606.30 |
| DEPENDENTS OF ELIGIBLES | | | | |
| Hospital & Hospital Extras | 414 | 2,719 | 118,421.48 | 761,871.48 |
| Doctors' Visits In Hospital | 69 | 551 | 2,982.31 | 22,449.93 |
| Surgical | 134 | 747 | 22,472.66 | 119,392.58 |
| Maternity | 10 | 115 | 4,200.00 | 40,600.00 |
| Blood Transfusions | 6 | 12 | 376.50 | 748.50 |
| Optical | 77 | 734 | 2,265.00 | 20,966.34 |
| PENSIONERS & DEPENDENTS | | | | |
| Death | 12 | 77 | 46,000.00 | 285,493.30 |
| Hospital & Hospital Extras | 179 | 1,152 | 34,752.56 | 199,230.06 |
| Doctors' Visits & Other Medical Expenses .. | 78 | 690 | 5,962.24 | 31,926.29 |
| Surgical | 17 | 89 | 2,960.00 | 16,868.00 |
| Optical | 33 | 376 | 955.90 | 10,133.99 |
| Blood Transfusions | 2 | 3 | 372.79 | 630.79 |
| Special Equipment | 5 | 20 | 2,062.44 | 4,398.76 |
| Dental | — | 5 | — | 1,156.00 |
| Supplemental Medicare Premiums | 2,083 | 12,438 | 15,906.30 | 90,068.70 |
| SCHOLARSHIP PROGRAM | 2 | 65 | 451.00 | 23,451.73 |
| TOTALS | | | | |
| Total Seafarers Welfare Plan | 8,041 | 62,338 | 336,459.20 | 2,260,790.51 |
| Total Seafarers Pension Plan | 2,535 | 14,999 | 645,598.96 | 3,795,018.51 |
| Total Seafarers Vacation Plan | 1,492 | 9,283 | 690,131.85 | 4,553,217.17 |
| Total Seafarers Welfare, Pension & Vacation | 12,068 | 86,620 | \$1,672,190.01 | \$10,609,026.19 |

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.

Politics Is Porkchops Donate to SPAD

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.

New Tanker Zapata Ranger Is Manned by the SIU

Another new, modern tanker to join the SIU-contracted fleet, the *SS Zapata Ranger* (Zapata Bulk), was crewed by Seafarers on July 23 out of the port of Wilmington joining her sistership the *SS Zapata Patriot*, which was crewed by the SIU late in March.

These 35,000 dwt tankers will be joined by two more sisterships, the *SS Zapata Rover* and the *SS Zapata Courier* later this year. They will provide many more jobs and job security for the SIU membership.

The 711-foot long technologically-advanced vessels were built at the Todd Shipyards in San Pedro, Calif. for approximately \$16-million each. The ships have a beam of 84 feet, a draft of 34 feet, 5 inches, a brake hp of 14,000 and a cruising speed of 16.5 knots.

With this newest addition to the SIU fleet representing the latest in shipbuilding technology and comfort for the Seafarer crew, the SIU continues to contract for more ships with their resultant jobs for our members.

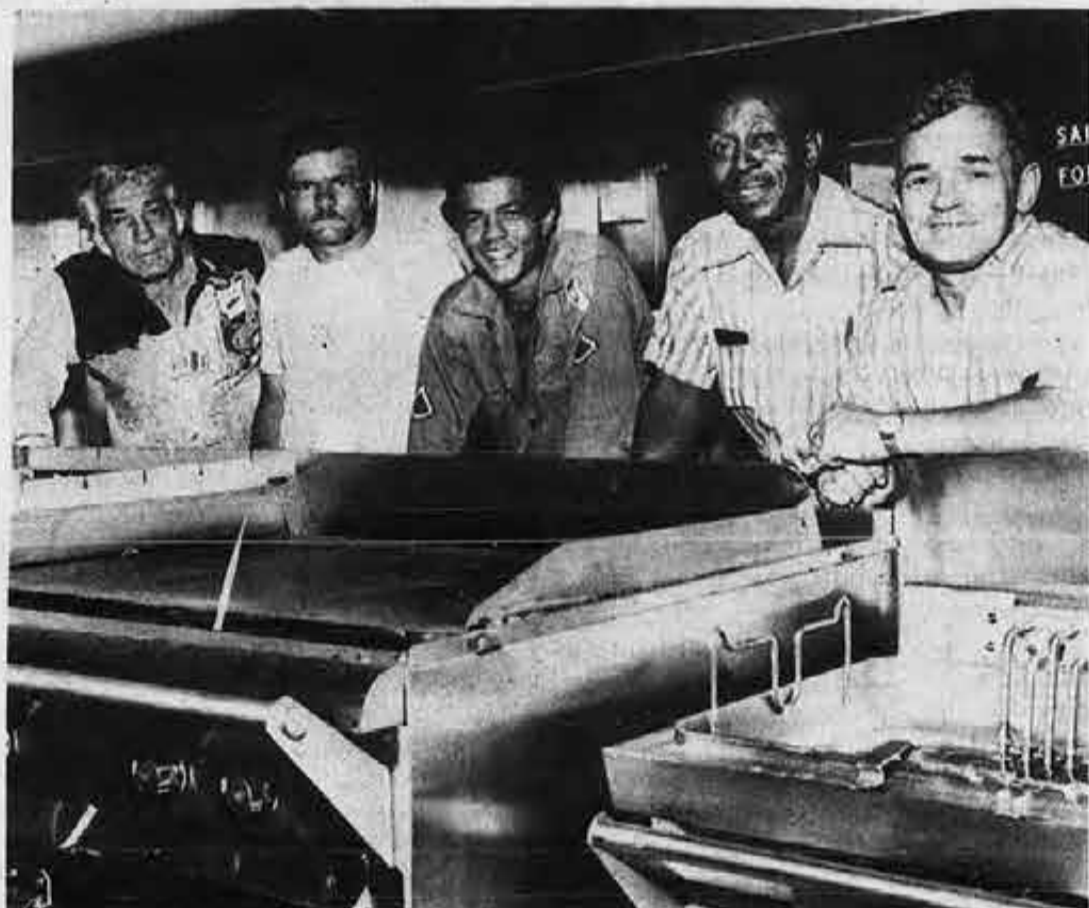
With the help and support of the full membership of the Union, we will continue to expand our fleet insuring job security for all in the future.



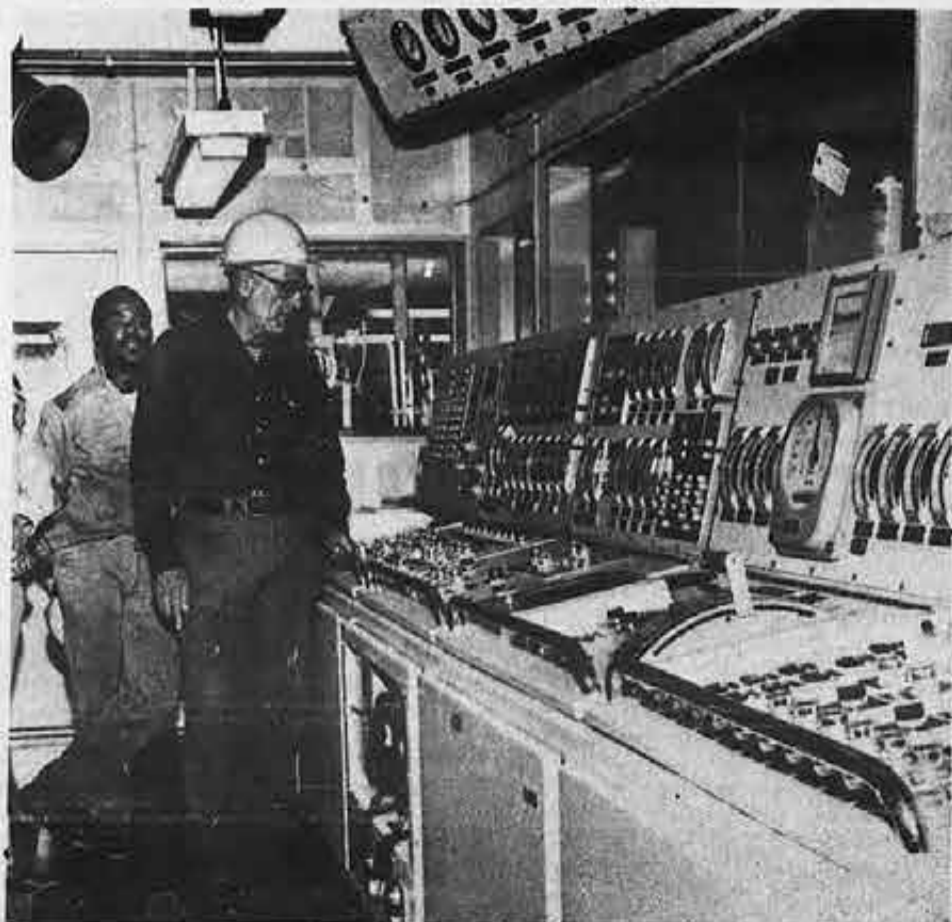
On the deck of the new tanker *Zapata Ranger*, the SIU crew poses for a quick photo with SIU representative Pat Marinelli, standing left. The SIU crew kneeling from the left, are Seafarers John Young, Recertified Bosun Tad Chilinski, Oswaldo Irizarry, Raleigh Minix, Louis Vidal and Bob Ladd. Standing left to right are: Pat Marinelli, Edwin Hermanso, Elmer Moran, James McBride, David Wilson, Leonard Viles, Kirk Piper, Thomas Pearce, Stanley Krieg and Marvin Kramer.



SIU representative Pat Marinelli holds shipboard meeting with the crew before the *Zapata Ranger* sailed on her maiden voyage.



In the ultra modern galley of the *Zapata Ranger* with SIU rep Pat Marinelli are left to right, Steward Utility Leonard Viles, Asst. Cook Oswaldo Irizarry, Steward Cook John Young and Cook and Baker Louis Vidal.



At the central control console is QMED Raleigh Minix, left, and Second Assistant Engineer Tom Golias.



Able-seaman Edwin Hermanso checks out wheelhouse of the new tanker *Zapata Ranger*.

Lundeberg Grad Returns To Get H. S. Diploma

Seafarer Robert Birdwell graduated from the Lundeberg School in 1974 as a trainee. He has now returned and has recently earned his high school equivalency diploma through the school's GED Program.

Brother Birdwell is 18-years-old and ships from New Orleans. He has been a Seafarer for two years and dropped out of high school in the 9th grade. He learned of the GED Program when he was a trainee at the school and decided to return to HLSS to get his high school diploma because at the school he could "get a living and set his goals".

Seafarer Birdwell believes that the "teachers teach well" and that at HLSS one can work at their own speed". He attributes his success in the program to "a lot of individualized help". Brother Birdwell feels that is "good for Seafarers to get their GED diploma because in later years it will be necessary", and he recommends the program to fellow Seafarers.



Seafarer Robert Birdwell, 18, gets some individual help from English teacher Kathy Brody.

Hall Urges 4-Point Plan to Boost Maritime

Continued from Page 3

an active fleet ready and able to respond to any defense emergency, it also enables the Navy to concentrate its scarce funds on combat-type vessels and operations."

Hall also stated that the growth and strength of the American merchant marine—and its viability in times of national emergency—depends on a national cargo policy, and the support and cooperation of America's shippers. He said:

"Above all else, the United States must establish a national cargo policy . . . to guarantee that a defense and commercial transport capability is available at all times."

He said this policy should also include bilateral trade agreements providing for the sharing of cargoes between the United States and its trading partners. "From an economic standpoint," he said, "the best interests of our nation demand that United States flag participation in the dry bulk and all other trades be substantially increased."

Hall also noted that the new ships envisioned in the Merchant Marine Act of 1970 would not become a reality un-

less the operator is assured of cargo and, he said, unless American ships are built and operated, none of the many associated economic benefits will develop. He said:

"Enacting legislation such as the 1970 Act to fashion all sorts of support programs, and conducting conferences and seminars on all kinds of maritime topics, are meaningless without a commitment from the nation's major industries to use United States flag ships."

Hall again called on the nation's leading corporations "to reinvest in America by using the United States merchant fleet."

Should Have M.M. Coordinator

He said, however, that the most important step that must be taken is to establish a national maritime coordinator to coordinate all United States maritime programs and policies, and, he stressed, this office should be established at the White House level so that the President will have a full understanding of the scope of the merchant marine as it affects our national security and our economy.

The coordinator, he said, "would among other things, have responsibility for introducing maritime alternatives in all applicable policy discussions con-

cerning national interest and national security, and for developing the merchant marine to compete in world commerce."

Wrapping up his testimony, Hall predicted that despite some reversals, the merchant marine will fare better in the future. He said that it was his feeling that the Congress and the general public are more aware today of the nation's maritime requirements.

"What it all boils down to," Hall said, "is not just jobs and business, but

a necessity as a way of life in this country."

More than 30 witnesses testified in the hearings since their beginning last year. Rep. Thomas Downing (D-VA), committee chairman, called this session of hearings "the most comprehensive look at the American maritime industry since the Merchant Marine Act of 1936."

A report on the hearings—with subsequent recommendations—will be issued by the Committee in the fall.

MEMBERSHIP MEETINGS SCHEDULE



| Port | Date | Deep Sea | IBU | UIW |
|---------------|----------|------------|------------|-----------|
| New York | Sept. 7 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Philadelphia | Sept. 7 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Baltimore | Sept. 8 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Norfolk | Sept. 9 | 9:30 a.m. | 5:00 p.m. | 7:00 p.m. |
| Jacksonville | Sept. 9 | 2:00 p.m. | — | — |
| Detroit | Sept. 10 | 2:30 p.m. | — | — |
| | Sept. 13 | — | 5:00 p.m. | — |
| Houston | Sept. 13 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| New Orleans | Sept. 14 | 2:30 p.m. | 5:00 p.m. | — |
| Mobile | Sept. 15 | 2:30 p.m. | 5:00 p.m. | — |
| San Francisco | Sept. 16 | 2:30 p.m. | — | — |
| Wilmington | Sept. 20 | 2:30 p.m. | — | — |
| Seattle | Sept. 24 | 2:30 p.m. | — | — |
| Piney Point | Sept. 11 | 10:30 a.m. | 10:30 a.m. | — |
| San Juan | Sept. 9 | 2:30 p.m. | — | — |
| Columbus | Sept. 18 | — | — | 1:00 p.m. |
| Chicago | Sept. 14 | — | 5:00 p.m. | — |
| Port Arthur | Sept. 14 | — | 5:00 p.m. | — |
| Buffalo | Sept. 15 | — | 5:00 p.m. | — |
| St. Louis | — | — | 5:00 p.m. | — |
| Cleveland | Sept. 16 | — | 5:00 p.m. | — |
| Jersey City | Sept. 13 | — | 5:00 p.m. | — |

Farmworkers Set for Elections

Continued from Page 2

Therefore, the Log was informed that the grape boycott continues, and is endorsed by the AFL-CIO.

A spokesman for the United Farm Workers said they hoped this new appropriation for the California Labor Relations Board would last a year, dur-

ing which they are looking forward to even more victories. A ruling by the California Supreme Court granting farm union organizers access to workers in the field will be a great help. When the certification elections first began in September and October of 1975, only the Teamsters had free access to the fields.

Continued from Page 29

| | | | | | | | | | |
|------------------|-------------|-------------------|-------------|-----------------------|-------------|-------------------|-------------|----------------|-------------|
| Vega, G. | 360-46-4152 | Waller, J. A. | 258-34-4820 | Welch, R. D. | 464-94-7857 | Widgeon, J. K. | 231-86-3436 | Yafala, J. A. | 125-40-4512 |
| Venezia, F. S. | 436-76-0638 | Walters, R. T. | 264-26-7130 | Weld, B. E. | 018-46-7591 | Will, H. C. | 094-14-6830 | Yahari, S. A. | 557-80-0158 |
| Verrét, A. R. | 433-08-1371 | Walton, E. B. | 463-44-9904 | Welsh, H. R. | 434-20-6350 | Williams, L. D. | 546-74-7291 | Yamazaki, M. | 217-56-7731 |
| Vest, B. R. | 235-76-4985 | Ward, J. P. | 336-12-3171 | Werda, J. | 363-36-4691 | Williams, O. C. | 428-50-2176 | Yates, E. H. | 424-28-8469 |
| Vieira, J. | 054-22-3985 | Warner, E. L. | 464-76-4375 | Werda, J. R. | 370-36-4223 | Williams, R. | 540-62-6078 | Yates, J. | 295-16-8168 |
| Vilanova, A. | 176-20-0693 | Washington, F. L. | 433-64-3801 | Werselovich, J. A. | 192-22-1242 | Williamson, D. J. | 092-18-5402 | Yazidi, A. H. | 557-80-0159 |
| Vintro, M. L. | 550-02-1571 | Waters, E. E. | 722-14-9398 | Westbrook, A. L., Sr. | 456-30-4035 | Wilson, J. W. | 420-58-4095 | Yearsin, W. | 296-30-9128 |
| Vistakis, G. | 529-26-7740 | Waters, R. R. | 264-20-0851 | Westbrook, A. L., Sr. | 536-30-4035 | Wilson, M. | 250-14-8959 | You, C. S. | 127-24-7073 |
| VonHolden, J. R. | 439-24-3914 | Watkins, R. L. | 425-44-6443 | Westerback, K. G. | 552-34-9254 | Wolverton, F. D. | 413-84-0370 | Young, A. | 454-32-8923 |
| Vullo, F. C. | 064-42-6791 | Watson, G. H. | 455-18-2961 | Welch, M. R. | 463-04-4793 | Wood, R. D. | 539-48-3275 | Young, R. J. | 269-20-4009 |
| | | Watson, W. D. | 461-28-5572 | Wheat, R. R. | 068-40-4354 | Woodard, C. D. | 450-90-5077 | | |
| | | Watters, G. M. | 367-30-5921 | Wheeler, J. M. | 139-38-6168 | Woodard, F. R. | 266-18-1472 | Zavadson, S. | 086-16-6402 |
| Wachowski, A. T. | 394-26-6899 | Webber, H. | 284-22-7104 | Wheeler, J. M. | 139-50-6940 | Wooster, R. | 455-08-2451 | Zawada, M. | 135-24-1489 |
| Wade, R. F. | 385-05-6315 | Weeks, A. B. | 267-26-2001 | White, T. J. | 010-22-7991 | Word, S. H. | 419-03-4720 | Zawkari, H. E. | 290-32-4974 |
| Wagner, R. T. | 575-03-9513 | Weinert, T. L. | 546-50-4897 | White, W. | 151-20-0948 | Wright, J. D. | 556-16-5358 | Zeloy, J. | 417-28-1573 |
| Walters, R. A. | 422-72-4189 | Welch, J. E. | 028-16-8846 | Whicklander, R. E. | 468-14-0186 | | | Zoldos, L. A. | 346-58-1582 |
| Walker, L., Jr. | 433-64-3610 | Welch, M. | 254-30-7019 | Wicks, P. | 123-20-0185 | Yafal, K. S. | 126-46-0314 | Zúniga, J. | 461-28-2666 |



Final Departures



SIU pensioner George C. Gierczic, 64, died on June 6. Brother Gierczic joined the Union in 1941 in the port of New York sailing as a bosun. He sailed 35 years. Seafarer Gierczic was born in Superior, Wisc. and was a resident of Washburn, Wisc. Surviving are his mother, Veronica of Washburn and two sisters, Mrs. Barbara Bellart of Milwaukee, Wisc. and Mrs. Clem (Florence) Bratkowski of Chicago, Ill.



IBU pensioner Henry "Harry" Glassco, 67, died of injuries when he was hit by a truck in New Orleans on Mar. 18. Brother Glassco joined the Union in the port of New Orleans in 1956 sailing as a tugboat deckhand for 23 years. He was born in Fullerton, La. and was a resident of New Orleans. Seafarer Glassco was a veteran of the U.S. Navy in World War II. Interment was in Greenwood Cemetery, New Orleans. Surviving are his widow, Patricia; a son, Ernie and two sisters, Mrs. Geraldine Vela of Olga, La. and Mrs. N. La France of Boothville, La.



IBU pensioner Daniel R. Hulsaver, 78, succumbed to uremia, in North Hudson Hospital, Weehawken, N.J. Brother Hulsaver joined the Union in the port of New York in 1960 sailing as a floatman and mate for the N.Y. Central Railroad aboard the *SS Shore Farce* from 1913 to 1963. He was born in New York and was a resident of West New York, N.J. Interment was in Weehawken Cemetery, North Bergen, N.J. Surviving are his widow, Alice; a daughter, Mrs. Muriel O'Connor, and a son-in-law, William O'Connor, both of Guttenberg, N.J.



SIU pensioner Oswald Seppet, 68, died of a heart attack in the Long Green Nursing Home, Baltimore, on Apr. 18. Brother Seppet joined the Union in 1942 in the port of New York sailing as an AB. He sailed 44 years. A native of Estonia, he was a resident of Baltimore. Seafarer Seppet was a U.S. naturalized citizen. Burial was in Oak Lawn Cemetery, Baltimore County.



Robert M. Boothe, 64, died on May 21. Brother Boothe joined the IBU in the port of Norfolk in 1972 sailing as an AB for the Allied Towing Co. from 1968 to 1972 and for the U. S. Line in 1967. He was born in Youngstown, Ohio and was a resident of Norfolk. Surviving is his widow, Celia.



Emery Gibbs, 40, died in Oak Knoll Hospital, Oakland, Calif. on May 26. Brother Gibbs joined the SIU in 1969 in the port of New York sailing as a chief steward and was a Piney Point upgrader in 1969. He sailed 10 years. Seafarer Gibbs was a mess sergeant veteran of the post-World War II U.S. Army. Born in St. Thomas, V.I., he was a resident of the Bronx, New York City. Surviving is his widow, Cynthia.



SIU pensioner Lawrence P. Hogan, 79, died in Methodist Hospital, Brooklyn, N.Y. on May 29. Brother Hogan joined the Union in 1941 in the port of New York sailing as a deck engineer and bridgeman for the American Coal Co. in 1957. He sailed 41 years, attended the Piney Point Pensioners Conference No. 1 in 1970, was on the picket line in the 1962 Robin Line beef and was on the Murmansk run to Russia aboard the *SS Beaugard* (Waterman) for 343 days from May 1, 1942 to Apr. 8, 1943. Seafarer Hogan was also a veteran of the U.S. Navy in World War II. Burial was in St. John's Cemetery, Brooklyn. Surviving is his widow, Ada.



IBU pensioner Charles M. Addison, 64, died on June 10. Brother Addison joined the SIU-affiliated Union in the port of Norfolk in 1960 sailing as a captain for the McAllister Brothers Towing Co. from 1961 to 1973 and for the Wood Towing Co. before that. Born in Surry, Va., he was a resident there at the time of his death. Surviving is his widow, Beulah and a brother, C. Herbert Addison of Surry.



Maurice N. "Whitely" Gendron, 49, died of lung cancer on Apr. 15. Brother Gendron joined the SIU in 1945 in the port of Boston sailing last as a bosun. He sailed 31 years. Born in New York, he was a resident of Manchester, N. H. Burial was in Mount Calvary Cemetery, Manchester. Surviving are his widow, Alma; a son, Ronald, who upgraded at the HLSS from 1966 to 1967, and two daughters, Judith and Debra.



SIU pensioner Arthur Graf, 65, died on Mar. 10. Brother Graf joined the Union in 1942 in the port of New York sailing in the steward department. He walked the picket line in the 1961 Greater N.Y. Harbor strike and attended SIU Pensioners Conference No. 7 in 1970. Seafarer Graf was born in New Jersey and was a resident of North Bergen, N.J. Surviving is his widow, Nancy.



Joe C. Revill, 62, died of brain damage in Metairie, La. on Apr. 19. Brother Revill joined the SIU in the port of New Orleans in 1955 sailing as a fireman-watertender. He sailed 28 years and was also an aircraft test mechanic. Born in Brantly, Ala., he was a resident of Metairie. Cremation took place in the St. John's Crematorium, New Orleans. Surviving are his widow, Helen and a sister, Mrs. Mary E. Tarkington of Bagdad, Fla.

Ernest E. Swain, 65, died of natural causes in Rockland, Tex. on Apr. 10. Brother Swain joined the SIU-affiliated IBU in Port Arthur, Tex. in 1968 sailing for Gulf Canal Lines. He was a veteran of the U.S. Armed Forces in World War II. Born in Louisiana, he was a resident of Rockland. Burial was in Colmesneil Cemetery, Rockland. Surviving is his widow, Jimmie Jo.

August A. "Gus" Wolf, 81, succumbed to a heart attack in the Manhattan Manor Nursing Home, Buffalo, N.Y. on Feb. 1. Brother Wolf joined the SIU-affiliated IBU in the port of Detroit in 1961 sailing as a tugboat fireman-watertender. He was born in New York and was a resident of Amherst, N.Y. Interment was in Ridgeway Cemetery, Buffalo. Surviving is his son, Robert of Eggertville, N.Y.

John A. Dunne, 50, died aboard the *SS Robert Toombs* (Waterman) on May 17. Brother Dunne joined the SIU in the port of Seattle in 1957 sailing as a bosun. He sailed 33 years and was a veteran of the U.S. Navy in World War II. Born in Louisiana, he was a resident of Lafayette, La. Surviving are two daughters, Linda and Eileen and two sisters, Mrs. Odile Bianchini of New Orleans and Mrs. Leona D. Gotheraux of Lafayette.

James Griffin died on Apr. 28. Brother Griffin sailed with the IBU for the George Whiteman Towing Co. of New Orleans in 1975.

IBU pensioner Jacob Medford Hall, 79, died of a hemorrhage in the North Arundel Hospital, Glen Burnie, Md. on Apr. 23. Brother Hall joined the union in the port of Baltimore in 1957 sailing as a captain for the Bay Towing Co. He was born in Frenchtown, Md. and was a resident of Baltimore. Burial was in Loudon Park Cemetery, Baltimore. Surviving are his widow, Eva and a nephew, Robert Link of Glen Burnie.

Bobby G. Hickman died on May 12. Brother Hickman joined the SIU-affiliated IBU in Mobile and sailed for Dixie Carriers this year.

Alfred E. Kaustinen, 74, died of a heart attack in Doctors Hospital, Lake Worth, Fla. on Feb. 7. Brother Kaustinen joined the SIU-affiliated IBU in the port of Detroit in 1960 sailing in the steward department. He was born in Finland and was a resident of Lake Worth. Cremation took place in the Necron Crematorium, West Palm Beach, Fla. Surviving is his widow, Esther.



Emile B. Bourgeois III, 27, died on Apr. 23. Brother Bourgeois joined the SIU in the port of New Orleans in 1968 sailing as a wiper. He attended the HLSS in the ports of New Orleans and New York. Born in Bay St. Louis, Miss., he was a resident of Gretna, La. Surviving is his father, Bernard of Waveland, Miss.



Alva R. Bailey, 55, died on May 10. Brother Bailey joined the SIU in the port of Mobile in 1967 sailing as a cook. He sailed 29 years and was a veteran of the U.S. Navy in World War II. Born in Georgia, he was a resident of Pritchard, Ala. Surviving are his widow, Mary and his mother, Ethel Mae of Griffin, Ga.



Ahmed Z. Amer, 43, died on Aug. 30, 1974. Brother Amer joined the SIU-affiliated IBU in the port of Detroit in 1971 sailing in the steward department. Brother Amer sailed 15 years. He was born in Yemen and was a resident of Dearborn, Mich. Surviving is a brother, Soleh Amer Zaid of Dearborn.



Ronald V. Browning, 38, died from a hemorrhage in Doctors Hospital, Mobile on Mar. 18. Brother Browning joined the SIU in the port of Mobile in 1966 sailing as an AB. He sailed 12 years and attended the Andrew Furuseth Training School in New Orleans in 1964. Seafarer Browning was a veteran of the post-World War II U.S. Air Force. Burial was in Mobile Memorial Gardens Cemetery. Surviving are his widow, Annie Laurie and his mother, Mrs. Daniel Browning of Mobile.

Thomas H. McFarlin, 50, died on Apr. 28. Brother McFarlin joined the SIU in 1947 in the port of Port Arthur, Tex. sailing as a wiper. He was born in Upson County, Ga. and was a resident of Mims, Fla. Surviving is his widow, Bernice.

John H. Burg died on Apr. 3. He joined the SIU-affiliated IBU in 1966. Brother Burg also sailed during World War II. Surviving is a sister, Mrs. Kathryn B. Feldheimer of Sewickley, Pa.

George W. Paige, Jr. was drowned trying to secure a barge on Apr. 26. Brother Paige joined the IBU in the port of New Orleans sailing for the Radcliff Materials Co. from 1975 to 1976. Boatman Paige also worked on the New Orleans Yard crew. He was a resident of New Orleans.

SEA-LAND ECONOMY (Sea-Land Service), June 27—Chairman, Recertified Bosun F. H. Johnson; Secretary L. Nicholas; Educational Director W. E. Fitzgerald; Deck Delegate B. Jarratt; Engine Delegate R. Kelly; Steward Delegate S. Morris. No disputed OT. A repair list was called for with special emphasis on kick-out panels on doors on main deck quarters and also noted was the unsafe working conditions on open weather deck reefer boxes which was brought up at a safety meeting. It was also mentioned that there is a library at the seamen's club with free brooks for all. Next port, Rotterdam.

INGER (Reynolds Metal), June 27—Chairman, Recertified Bosun C. D'Amico, Jr.; Secretary Duke Hall; Educational Director R. D. Holmes; Deck Delegate Jose P. Salino; Engine Delegate B. Hireen; Steward Delegate R. J. Shermesen. \$69.11 in ship's fund. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. The latest *Seafarers Log* was read and discussed and all were urged to read the *Log* all the way through. A vote of thanks to the steward department, especially for the coffee-time snacks. Observed one minute of silence in memory of our departed brothers. Next port, Galveston.

SEA-LAND McLEAN (Sea-Land Service), June 20—Chairman, Recertified Bosun R. Palmer; Secretary R. Buie; Educational Director P. Gallegos; Deck Delegate L. Abbott; Engine Delegate D. Laughlin; Steward Delegate J. Ortega. Some disputed OT in engine department. Chairman discussed the importance of SPAD. Advised that all members should read all of the important items in the *Seafarers Log* so they will be aware of what is going on in the Union. Next port, Long Beach.

TAMARA GUILDEN (Transport Commercial), June 13—Chairman Thomas Keys; Secretary N. Hatgimios; Educational Director R. Nielsen; Deck Delegate Romolo DeVirgileo; Engine Delegate Johnny Nettles; Steward Delegate John Hoggie. \$9.80 in ship's fund. Some disputed OT in engine department. Crew felt sorry that Recertified Bosun Peter Serynk, had to get off the ship because his wife had a heart attack. We all wish the best to his wife and hope she gets well soon. He is a great shipmate and the crew misses him.

SEA-LAND PRODUCER (Sea-Land Service) June 20—Chairman, Recertified Bosun M. B. Woods; Secretary Harvey M. Lee; Educational Director V. A. Cover; Deck Delegate Ralph Dougherty. \$45 in ship's fund. \$70 in movie fund. No disputed OT. Held a discussion about the showing of the movies and what is the best time to show them for all the crew to see a whole show at one time. 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.

JOSEPH HEWES (Waterman Steamship), June 6—Chairman, Recertified Bosun Ramon Ferrera; Secretary Albert Ayler; Educational Director Charles A. Henley; Deck Delegate Raymond D. Steel; Engine Delegate Bernard D. Burns; Steward Delegate Sherman Phillips. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Savannah.



BEAVER STATE (Westchester Marine Shipping), June 6—Chairman, Recertified Bosun B. Mignano; Secretary W. Battle; Educational Director M. Wilhelm. No disputed OT. Chairman advised all crewmembers to read the clipping from the *Seafarers Log* that are posted on the bulletin board. A vote of thanks to the steward department for a job well done.

PANAMA (Sea-Land Service), June 13—Chairman, Recertified Bosun C. Mize, Jr.; Secretary D. F. Kaziukewicz; Educational Director N. N. Bathia. \$20 in ship's fund. Some disputed OT in deck department. Educational director held a discussion on upgrading at Piney Point and the importance of donating to SPAD. Also requested that the magazines be kept aboard ship for all to read and enjoy.

MANHATTAN (Hudson Waterways), June 13—Chairman, Recertified Bosun Peter D. Sheldrake; Secretary Frank Radzivila; Educational Director W. L. Sutton. \$80 in ship's fund. Some disputed OT in deck and steward departments. Sent two communications to the Union and received a reply about the tank gear, butterwork and about cleaning dirty, smoggy tanks. A vote of thanks was given to the steward department for good food and fine service.

COLUMBIA (Ogden Transport), June 13—Chairman, Recertified Bosun Clarence E. Pryor; Secretary S. Hutcherson; Educational Director B. Hodges; Deck Delegate George Holland; Steward Delegate Louie Hudson. \$13.25 in ship's fund. Some disputed OT in deck, engine and steward departments. Some repairs have to be done on messrooms. Observed one minute of silence in memory of our departed brothers. Next port Houston, Tex.

TRANSINDIANA (Hudson Waterways) June 20—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch; Educational Director J. Shuler. \$25.09 in ship's fund. No disputed OT. All communications were received and posted for all to read. Chairman reports: "That some members feel as if they don't have to come to the meeting. The purpose of a ship's meeting is that everything is brought out concerning Union business and its problems; the meetings are held for the benefit of everyone, not just a select few. This is the only way we can have a better understanding of what is going on in the Union and on board ship." The crew messman and the pantryman have been doing a good job in keeping the place clean and all crewmembers should cooperate as this is part of our home. A special thank you to the *Seafarers Log* for keeping us abreast of all Union matters. Observed one minute of silence in memory of our departed brothers.

DEL ORO (Delta Steamship Lines), June 6—Chairman, Recertified Bosun Clifton Jordan; Secretary Paul L. Hunt; Deck Delegate Joseph Klondyke; Engine Delegate Herman Bergeron; Steward Delegate Stephen Dent. \$215.15 in ship's fund. No disputed OT. Chairman discussed the correct way to fill out welfare forms and the benefits of recertification at Piney Point. Also pointed out to the crew that everyone in Headquarters is working very hard for all of us. Chairman also gave a vote of thanks to the deck department and the steward department for a job well done. Next port, New Orleans.

SEA-LAND FINANCE (Sea-Land Service), June 20—Chairman, Recertified Bosun James Pulliam; Deck Delegate J. Long; Engine Delegate S. Rivers; Steward Delegate C. Carlson. No disputed OT. Chairman told the crewmembers to read the *Log* and keep up with Union affairs. Observed one minute of silence in memory of our departed brothers.

MOUNT EXPLORER (Mount Shipping) June 27—Chairman, Recertified Bosun M. Beeching; Secretary Michael Toth; Educational Director M. R. Williams; Deck Delegate Charles D. Howell; Engine Delegate W. Yudovshes; Steward Delegate Henry Koppersmith. Some disputed OT in deck department. A hearty vote of thanks was given to a very fine steward department for the planned menus and the cooking of all foods which was very good. Home cooking by Michael Toth and wonderful baking by Baker Young McMillan were above reproach. The salads were different and delicious each and every day. Bedroom Utilityman Henry Koppersmith still a No. 1 man when it comes to room service. Dining room service was very good and clean. Observed one minute of silence in memory of our departed brothers. Next port, Philadelphia.

ELIZABETHPORT (Sea-Land Service), June 20—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able; Deck Delegate Frank Balasia. \$117 in ship's fund. \$10 in movie fund. No disputed OT. Chairman discussed the importance of donating to SPAD. A vote of thanks to the deck department for keeping the messroom and pantry clean. Also a vote of thanks to the steward department for the good food they are putting out. Next port, Algieras.

JAMES (Ogden Marine) June 13—Chairman, Recertified Bosun Durell L. McCorvey; Secretary Mario Canalejo; Deck Delegate Frank White; Engine Delegate H. Smith. Some disputed OT in engine department. Seafarer Joseph Pagola is making his last voyage before retiring. Joe joined the Union in the port of Tampa and has sailed in the steward department, all ratings. A vote of thanks to the steward department for a job well done. Next port, Portugal.

RAPHAEL SEMMES (Sea-Land Service), June 6—Chairman, Recertified Bosun Enos E. Allen; Secretary Angeles Z. Deheza; Educational Director Robert A. Forslund. \$16 in ship's fund. Some disputed OT in steward department. Educational director held a lecture on alcoholism, its symptoms, detection, rehabilitation, etc. Observed one minute of silence in memory of our departed brothers.

BROOKLYN (Anndep Steamship), June 13—Chairman, Recertified Bosun F. R. Charneco; Secretary H. Galicki; Educational Director R. Smith; Deck Delegate M. Fay; Engine Delegate J. Tucker. Some disputed OT in deck department. Something has to be done about the inert gas system, which is not working, as it is unsafe and endangers the entire crew. Next port, Kuwait.

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

PITTSBURGH
NATHANIEL GREENE
MOBILE
TRANSCOLUMBIA
JEFF DAVIS
ULTRASEA
NECHES
YELLOWSTONE
DEL SOL
ANCHORAGE
BORINQUEN
SEA-LAND MARKET
OVERSEAS TRAVELER
SEA-LAND ECONOMY
OVERSEAS JUNEAU
GATEWAY CITY
DELTA MAR
SEA-LAND EXCHANGE
TAMPA
ACHILLES
OGDEN CHALLENGER
FORT HOSKINS
STONEWALL JACKSON
ST. LOUIS
JACKSONVILLE
POTOMAC
SEA-LAND RESOURCE
SUGAR ISLANDER
ROBERT TOOMBS
HUMACAO
SAN JUAN
SEA-LAND GALLOWAY
SEA-LAND CONSUMER
LONG BEACH
JOHN TYLER
GALVESTON
SAN PEDRO
CARTER BRAXTON
EAGLE TRAVELER
DELTA NORTE
ERNA ELIZABETH
CONNECTICUT
DELTA ARGENTINA
SAN FRANCISCO
WILLIAMSBURGH
NEWARK
OGDEN YUKON
VANTAGE HORIZON
LOS ANGELES
SEA-LAND COMMERCE
ALEX STEPHENS

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

This month marked the first time that a class of 12 Seafarers graduated from the 'A' Seniority Upgrading Program, bringing to 251 the total number of Seafarers who have completed this program. They are Dan Davis, Joe Townsend, George Smith, Mike Hunt, Barney Loane, Gary Westerholm,

12 'A' Seniority Upgraders

George Lusk, Joseph Grey, Alvin McCants, Floyd Bishop, Pat Pillsworth, and Pete J. Reed.

This important program has been expanded to 12 men because the Union has not been able to keep up with the

number of 'A' book members who are retiring or passing on.

Only by increasing the number of men in each 'A' seniority class will we be able to insure that there are enough qualified men to fill the jobs aboard SIU-contracted ships.

Gary Westerholm



Seafarer Gary Westerholm graduated from the trainee program at the Harry Lundeberg School in Feb. 1974 and began sailing in the black gang. Before starting the 'A' Seniority Upgrading Program, Brother Westerholm returned to Piney Point to earn his QMED endorsement. Brother Westerholm lives in Seattle and ships from that port. He is a native of Minnesota.

Pat Pillsworth



Seafarer Pat Pillsworth has been sailing with the SIU since graduating from the trainee program at the Harry Lundeberg School in 1972. Shipping in the deck department, Brother Pillsworth also upgraded to AB at the Piney Point school. A native and resident of Kingston, N. Y., Brother Pillsworth ships from the port of New York.

Joseph Grey



Seafarer Joseph Grey began sailing with the SIU as a chief cook in 1966 after serving for 20 years in the U. S. Navy. Before attending the 'A' Seniority Upgrading Program, Brother Grey upgraded to chief steward at the Harry Lundeberg School. Born and raised in Philadelphia, Brother Grey now lives in New York and ships from that port.

George Smith



Seafarer George Smith has been sailing with the SIU since graduating from the trainee program at the Harry Lundeberg School in 1973. Shipping as an AB, Brother Smith also earned his green ticket at the Piney Point school. A native of Jacksonville, Fla., Brother Smith now lives in New Orleans and ships from that port.

Dan Davis



Seafarer Dan Davis graduated from the Harry Lundeberg School in March 1973 and began sailing in the deck department. Brother Davis returned to Piney Point to upgrade to AB before attending the 'A' Seniority Program. A native of California, he now lives in Houston and ships from that port.

Barney Loane



Seafarer Barney Loane began sailing with the SIU in 1972 after graduating from the Harry Lundeberg School's trainee program. Brother Loane returned to Piney Point to earn his AB's ticket before attending the 'A' Seniority Upgrading Program. A native and resident of Hollandtown, Md., Brother Loane ships out of the port of Baltimore.

Floyd Bishop



Seafarer Floyd Bishop began sailing with the SIU six years ago after graduating from the Harry Lundeberg School. After finishing his trainee entry program Brother Bishop stayed on at Piney Point and upgraded through the third cooks program. Still sailing in the steward department, Brother Bishop ships from Mobile and is a native and resident of that port.

George Lusk



Seafarer George Lusk began sailing with the SIU in 1972 after graduating from the Andrew Furuseth Training School in New York. Sailing in the deck department, Brother Lusk obtained his AB endorsement at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. A native and resident of Tennessee, Brother Lusk ships from the port of New Orleans.

Joe Townsend



Seafarer Joe Townsend has been sailing with the SIU since graduating from the Harry Lundeberg School in 1969. A member of the steward department, Brother Townsend ships as a Cook & Baker, a rating he earned at the Piney Point school. A native and resident of Jacksonville, Brother Townsend ships from his home port.

Pete J. Reed



Seafarer Pete J. Reed graduated from the trainee program at the Harry Lundeberg School in 1973 and began sailing in the deck department. Before attending the 'A' Seniority Program, Brother Reed upgraded to AB at the Piney Point school. Brother Reed is a native and resident of Baltimore and ships from that port.

Mike Hunt



Seafarer Mike Hunt joined the SIU in 1968. Holding a chief electrician's endorsement, Brother Hunt earned his QMED rating at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. A native of South Dakota, Brother Hunt lives in Medford, Ore. with his wife Betty. He ships from the port of San Francisco.

Alvin McCants



Seafarer Alvin McCants has been sailing with the SIU for six years. A graduate of the New York Andrew Furuseth Training School, Brother McCants obtained his AB's ticket at the Harry Lundeberg School before starting the 'A' Seniority Program. Brother McCants is a native and resident of Mobile and ships from that port.

'A' Seniority Honor Roll Now Numbers 251

Following are the names and departments of the 251 Seafarers who have completed the 'A' Seniority Upgrading Program.

| | | | | | | |
|-------------------------------|------------------------------|----------------------------------|-----------------------------|---------------------------------|-----------------------------|----------------------------|
| Adams, Francis, Deck | Carhart, David, Deck | Fonville, James, Engine | Ivey, D. E., Engine | Manning, Henry, Steward | Prasinos, George, Deck | Stevens, Duane, Deck |
| Alfeo, Luciano, Engine | Carruthers, Francis, Engine | Frak, Stan, Deck | Joe, William, Engine | Maurstad, Mitchell, Steward | Reamey, Bert, Engine | Strauss, Gregory, Engine |
| Allen, Lawrence, Engine | Caruthers, Russell, Deck | Freeburn, Michael, Deck | Johnson, M., Deck | Marcus, M. A., Deck | Reed, Pete J., Deck | Svoboda, Kvetoslav, Engine |
| Allison, Murphy, Engine | Castle, Stephen, Deck | Fried, Peter, Engine | Johnson, Oscar, Steward | McAndrew, Martin, Engine | Restaino, John, Engine | Szeibert, Stephen, Steward |
| Ahmad, Bin, Deck | Cavanaugh, Jackson, Deck | Frost, Stephen, Deck | Jones, Leggette, Deck | McCabe, John, Engine | Ripley, William, Deck | Tanner, Leroy, Engine |
| Ames, Allan, Deck | Clark, Garrett, Deck | Fuentes, Luis, Steward | Jones, Nelson Cory, Steward | McCabe, T. J., Engine | Rivers, Sam, Engine | Taylor, Daniel, Steward |
| Andrepoint, P. J., Engine | Colangelo, Joseph, Deck | Galka, Thomas, Engine | Jordan, Carson, Deck | McCants, Alvin, Deck | Roback, James, Deck | Tell, George, Engine |
| Armitstead, Daniel, Engine | Conklin, Kevin, Engine | Gallagher, Patrick, Deck | Kanavos, Panagirtis, Engine | McCauley, Roy, Engine | Rodriguez, Charles, Engine | Thomas, Robert, Engine |
| Arnold, Mott, Deck | Correll, Paul, Engine | Galliano, Marco, Deck | Kegney, Thomas, Engine | McMullin, Clarence, Steward | Rodriguez, Hector, Engine | Thomas, Timothy, Deck |
| Barnett, Jay, Engine | Cosentino, Dominic, Deck | Garay, Stephen, Deck | Keith, Robert, Deck | McParland, James, Engine | Rodriguez, Robert, Engine | Townsend, Joe, Steward |
| Bartol, Thomas, Deck | Coyle, Michael, Engine | Garcia, Robert, Deck | Kelley, John, Deck | Milici, Robert, Deck | Rogers, George, Engine | Trainer, Robert, Deck |
| Baxter, Alan, Engine | Cunningham, Robert, Deck | Gilliam, Robert, Steward | Kelly, John, Deck | Minix, R. G., Jr., Engine | Ruiz, Steve, Engine | Trott, Llewellyn, Engine |
| Bean, P. L., Deck | Curran, John, Deck | Gotay, Raul, Steward | Kerny, Paul, Engine | Miranda, John, Engine | Sabb, Caldwell, Jr., Engine | Utterback, Larry, Deck |
| Beauverd, Arthur, Engine | Daniel, Wadsworth, Engine | Gower, David, Engine | Kirksey, Charles, Engine | Moneymaker, Ernest, Engine | Salley, Robert, Jr., Engine | Vain, Thomas, Deck |
| Belling, William, Steward | Davis, Dan, Deck | Graham, Patrick, Deck | Kittleson, L. Q., Deck | Moore, C. M., Deck | Sanders, Darry, Engine | Vaiton, Sidney, Engine |
| Berulis, William, Deck | Davis, William, Deck | Grey, Joseph, Steward | Knight, Donald, Engine | Moore, George, Deck | Sanger, Alfred, Deck | Vanyi, Thomas, Steward |
| Biletz, John, Engine | Day, John, Engine | Grimes, M. R., Deck | Knoles, Donald, Steward | Moore, James, Engine | Shaw, Lex, Deck | Vazquez, Jose, Engine |
| Bishop, Floyd, Steward | Derke, Michael, Engine | Grisham, Steve, Deck | Konetes, Johnnie, Deck | Moore, Peter, Engine | Shaw, Lucien, Deck | Venus, Guy, Engine |
| Blacklok, Richard, Engine | Deskins, William, Steward | Hagar, Ken, Deck | Kunc, Lawrence, Deck | Moore, William, Deck | Shaw, Ronald, Engine | Venus, Steve, Steward |
| Blasquez, Gregory, Engine | Dising, Maximo, Engine | Hale, Earnest, Deck | Kundrat, Joseph, Steward | Mortier, William, Deck | Silfast, George, Deck | Vukmir, George, Deck |
| Bligen, Archie, Engine | Dobloug, James, Engine | Haller, John, Engine | Lamphere, Thomas, Engine | Mouton, Terry, Engine | Simonetti, Joseph, Steward | Walker, Marvin, Engine |
| Bohannon, Christopher, Engine | Douroudous, Emanuel, Steward | Harris, Nathaniel, Engine | Laner, Ronnie, Engine | Noble, Mickey, Deck | Simpson, Spurgeon, Engine | Wambach, Albert, Deck |
| Bolen, James, Deck | Dukehart, David, Engine | Hanks, Fletcher, Engine | Lang, Gary, Deck | Nuotio, Ken, Deck | Sisk, Keith, Deck | Wass, Klaus, Steward |
| Bolen, Timothy, Deck | Echeverio, Ronald, Steward | Hart, Ray, Deck | Laughlin, Douglas, Engine | Ostrander, Duane, Deck | Smith, D. B., Steward | Waugaman, Jerry, Engine |
| Boles, John, Engine | Eddings, Otis, Jr., Engine | Hawker, Patrick, Deck | LeClair, Lester, Steward | Painter, Philip, Engine | Smith, George, Deck | Wayman, Lee, Deck |
| Brackbill, Russell, Deck | Edgell, Pat, Engine | Haynes, Blake, Engine | Lehmann, Arthur, Deck | Palombis, Nikolaos, Engine | Smith, Robert, Deck | Westerholm, Gary, Engine |
| Brooke, George, Engine | Egeland, Ralph, Deck | Heick, Carroll, Deck | Lentsch, Robert, Deck | Papageorgiou, Dimitrios, Engine | Snyder, John, Engine | Wilhelm, Mark, Engine |
| Bruschini, Mario, Steward | Elliott, Byron, Engine | Heller, Douglas, Steward | Lesko, Samuel, Deck | Parker, Jason, Deck | Spell, Gary, Engine | Willsch, Edward, Deck |
| Burgo, Bernard, Engine | Escudero, Tomas, Engine | Hooks, Bobby, Steward | Loane, Barney, Deck | Parr, Steven, Deck | Spell, Joseph, Deck | Wilson, Richard, Steward |
| Burke, Leo Roy, Engine | Esposito, Gennaro, Engine | Humason, Jon, Deck | Long, Alton, Engine | Perez, Jose, Engine | Spencer, Craig, Engine | Wilson, Robert, Engine |
| Burke, Timothy, Deck | Ewing, Larry, Steward | Hummerick, James, Jr., Steward | Lundeman, Louis, Deck | Perkins, Cy, Deck | Spencer, H. D., Engine | Wolfe, John, Deck |
| Burnette, Barney, Steward | Farmer, William, Deck | Hunt, Mike, Engine | Lusk, George, Deck | Petrick, L., Engine | Springfield, Harry, Steward | Woodcock, Wayne, Steward |
| Butch, Richard, Engine | Farragut, John, Deck | Hussain, Mohammed, Steward | Mahaffey, J.C., Steward | Pickford, Albert, Deck | Stanfield, Pete, Deck | Woodhouse, Ashton, Engine |
| Calo, Jose, Engine | Farrell, Gerald, Steward | Hutchinson, Richard, Jr., Engine | Makarewicz, Richard, Engine | Pillsworth, Pat, Deck | Stark, William, Deck | Wright, Charlie, Engine |
| Camuso, Frank, Deck | Fila, Marion, Deck | Illson, James, Engine | Mallory, Arthur, Deck | Poletti, Pierangelo, Deck | Stauter, David, Engine | Zukier, Hans, Engine |

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: September 2, November 11

QUARTERMASTER

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



Galley Endorsements for 2

Seafarers Joe Nathan Townsend, left and Leonard M. Lelonek, right, display steward department endorsements they received through the Lundeborg School upgrading program for that department. Townsend got his cook and baker endorsement while Lelonek upgraded to chief cook. Center is Laymon Tucker, course instructor. Photo was run in July Log, but caption incorrectly identified the two upgraders.

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: October 14

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: September 2, 16, 30, October 14, 28, November 11, 26

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



2 Complete Electrical Course

Seafarers Joaquin Miller (l.) and Blake Haynes (r.) upgraded their skills at the Lundeborg School last June by completing the course in advanced electrical procedures. Instructor Jack Parcell stands in the middle.

These Courses Will Be Starting Soon:

- **Advanced Pumpman Procedures**
- **Advanced Electrical Procedures**

Watch the Seafarers Log for Starting Dates

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

Starting dates:

September 8, October 6

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: October 14

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: October 1

LNG/LPG

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

Course Requirements: Engine room personnel must hold QMED—Any Rating. Others, Deck and Steward Department personnel must hold a rating in their department.

Length of Course: The normal length of the course is four (4) weeks.

Starting dates: September 20

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 seetime and/or training in compliance with one of the following:

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

certificate of completion for the chief cook program.

Starting dates: October 14, November 26

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 seetime and/or training in compliance with one of the following:

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

Starting dates: 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 seetime and/or training in compliance with one of the following:

- 12 months seetime 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 seetime as 3rd cook or assistant cook and hold a certificate of completion from the HLS assistant cook training program.

Starting dates: September 16, 30, October 14, 28, November 11, 26

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 seetime in the steward department, OR three months seetime in the steward department and be a graduate of the HLS entry rating program.

Starting dates: September 30, November 11

Did You Know . . .

Last month 57 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 Presently Registered In _____
Port Issued _____
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:

| | | |
|---|------------------------------------|---------------------------------------|
| DECK | ENGINE | STEWARD |
| <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 checked="" type="checkbox"/> Quartermaster | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Chief Cook |
| <input type="checkbox"/> Lifeboatman | | <input type="checkbox"/> Steward |

ADVANCED COURSES

LNG/LPG Advanced Pumpman Procedures
 Diesel Advanced Electrical Procedures
 Welder 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. 206 4

High School Program Is Available to All Seafarers

Do What Over 800 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."

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



Horace Jones

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.

So apply today. It's easy to qualify. Just make sure that you have:

1. One year of seetime.
2. Are a member of the Union in good standing.

Your classes will be small (usually just six to eight students). You'll get lots of individual help. And completing the GED program opens the door to the other educational opportunities that the SIU has for you. A high school diploma is the first step towards qualifying for one of the three scholarships for Seafarers that are offered each year.

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

\$20.00 SEAFARERS POLITICAL ACTIVITY DONATION 775 FOURTH AVENUE BROOKLYN, N. Y. 11232 \$20.00

Date _____ S.S. No. _____
Contributor's Name _____ Book No. _____
Address _____
City _____ State _____ Zip Code _____



SPAD is a separate segregated fund... including, but not limited to... the preservation and furthering of the American Merchant Marine... SPAD supports and contributes to political candidates for elective office... (A copy of our report is filed with the Federal Election Commission and is available from the Federal Election Commission, Washington, D.C.)

\$20.00 Signature of Solicitor _____ 1976 _____ Port _____ \$20.00

365 Have Donated \$100 or More To SPAD Since Beginning of '76

The following Seafarers and other concerned individuals, 365 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1976.

- Abrams, R. Acevedo, V. Aguilar, J. ... \$1,100 Honor Roll: Christenberry, R. A. \$600 Honor Roll: Pomerlane, R. \$400 Honor Roll: Fansler, L. Richoux, J. \$300 Honor Roll: Conley, M., Msgr. ... \$200 Honor Roll: Alpeda, J. Bergeria, S. Brand, H. ...

Have You Made Your SPAD Donation This Year?