



SEAFARERS LOG

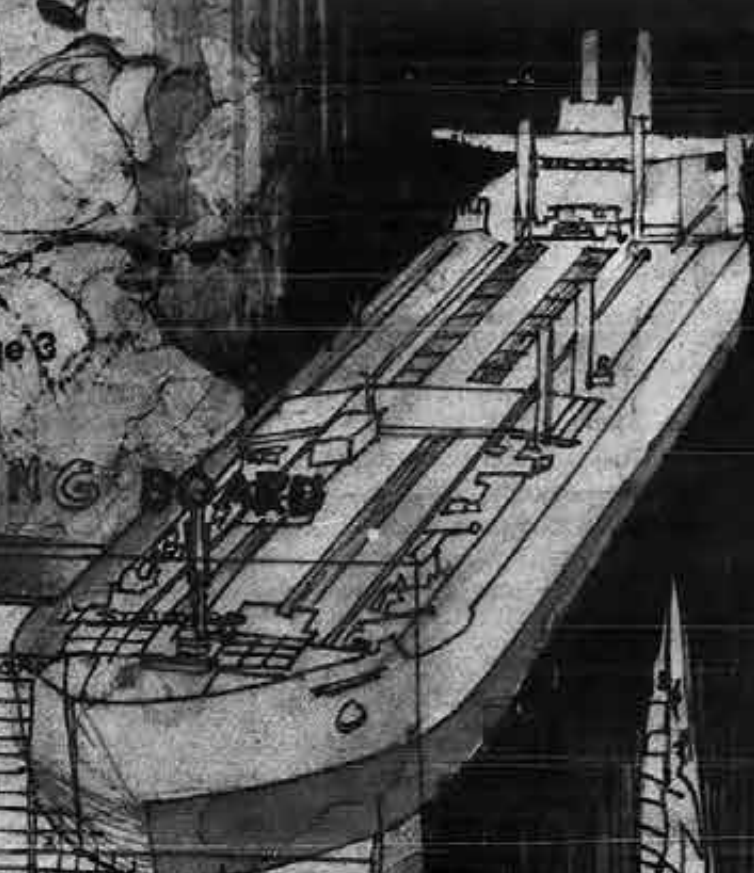
Vol. XXXVI, No. 9

September, 1974

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SEAFARERS ROTARY  SHIPPING



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ITF Conference Attended by Vice President Shepard

SIU Vice President Bull Shepard has just returned from the 31st Congress of the International Transport Workers Federation (ITF) held in Stockholm, Sweden.

Joining representatives from transportation unions of 80 nations, Vice President Shepard spent a week hearing reports on the ITF's past activities, formulating new international transportation labor policy and considering resolutions made by the various unions.

Among the resolutions heard by the Congress was a motion sponsored by the SIU and other U.S. trade unions calling for an investigation of multinational companies.

Accepted by the Congress, the motion provides for an ITF conference to formulate an international labor course of action to deal with these companies.

This ITF Congress also passed a resolution calling for more maritime union participation in the various national delegations sent to the United Nations' Intergovernmental Maritime Consultative Organization (IMCO) conferences.

Aside from ITF members who also belong to their national IMCO delegations, the ITF sends its own delegation to various IMCO meetings. This delegation, unlike the various governmental delegations, does not have a vote on

any of IMCO's committees, but it does act as an advisor representing international seafaring unions and as a watchdog for seafarers welfare.

At present, this ITF delegation to IMCO is watching with particular interest the Maritime Safety Committee, and its Sub-Committee on Standards of Training and Watchkeeping, as this committee formulates international standards for the training and qualifica-

tions of unlicensed watch standers in the engine and deck departments.

Realizing the importance of international regulations in protecting the welfare of Seafarers, the SIU has always taken an active role in the U.S. delegation attending the various IMCO meetings. This November, SIU Vice President Shepard will be an official member of the U.S. delegation sent to IMCO's Maritime Safety Committee

session, a meeting in which the U.S. delegation will suggest international minimum qualifications for unlicensed personnel, which has received the support of the ITF and many maritime unions.

Among other maritime issues considered were motions accepted by the 31st Congress dealing with manning scales, training standards, safety and the condemnation of runaway flag ships.

U.S. Pension Bill Is Signed Into Law

President Ford signed into law the Pension Reform Act of 1974, on Labor Day, Sept. 2.

The Law's provisions are most detailed and cover several hundred pages. A complex and intricate Law, it will be further expanded upon by regulations to be adopted by the Secretary of Labor and the Treasury Department after public hearings.

Upon adoption of regulations, governmental staff appointed to administer the Law will issue initial opinions and definitions. At that time the LOG will publish a detailed analysis of the material then available discussing and explaining the Law and how it applies to Seafarers.

Much of the Law's regulatory provi-

sions will have little impact upon Seafarer Plans because for years our Plans have been subject to regulation by the New York State Insurance Department. Very few states had such laws, so for their Plans—not headquartered in New York—the changes may be significant.

Pending detailed discussion of the Law in the LOG in the near future, the following are significant highlights:

1. All Plans are required to file on government forms, details of their operations and financial conditions with the Secretary of Labor, with copies to the members. This provision is effective Jan. 1, 1975. Seafarer Plans have for many years been essentially doing this according to New York State Insurance Law. Similarly, for Trustees acting as

fiduciaries in the administration of a Plan, the new Federal law also makes this procedure standard, starting Jan. 1, 1974. However, again, as to Seafarer Plans, this has been the standard for many years under New York law.

2. Vesting, which is crediting and assuring a person of certain years of service certain amounts of pension benefit, is required by the Law. There are three alternative formulas for achieving vested pension rights under the Law. Detailed comments concerning these formulas will shortly be published in the LOG.

The vesting provisions generally are effective Dec. 31, 1975 and under these vesting provisions all covered persons

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the PRESIDENT'S REPORT:



*Finally It Comes Down to
You, the Seafarer*

To All Brother Seafarers:

The United States maritime industry has come a long way in the past few years. We have achieved many significant victories in our nation's law-making body in Washington, D.C.—victories which have given the industry the long-needed spark to get the productive maritime machinery rolling again.

Our first major battle for a modern, revitalized, globally competitive U.S. merchant marine was brought to a successful conclusion four years ago with the passage of the Merchant Marine Act of 1970. The bill has already jolted our once sinking shipbuilding industry into its greatest construction boom in the history of peacetime America. And you, as Seafarers, are manning the majority of the new ships built under the Act.

As vastly important as the 1970 Act was—and continues to be today—the fight was just beginning.

Two years later, we took another significant step forward in achieving our goal for the U.S. merchant marine by promoting and winning support for a precedent setting bilateral shipping agreement with Russia for the grain/oil run. Dozens of ships under contract to the SIU are now plying this important trade route—dozens of ships which otherwise would be laid up. The agreement also provides a

pattern for future bilateral treaties with other nations with whom the U.S. trades.

No more than a year later, we again moved closer to our goal with final Congressional approval of the Trans-Alaska Pipeline. The full impact of the Pipeline bill will not be felt for several years; but there is no question that it will provide thousands of jobs for American maritime workers in our shipyards, the refineries and on board American-flag vessels for years to come.

Our victories have never come easily—we have always had to fight against tremendous opposition. Yet, this month, with the passage in the U.S. Senate of the Energy Transportation Security Act we have succeeded in overcoming the greatest odds we have ever faced. Although final victory will not be realized until the bill is signed and its provisions implemented, we have dealt the once invincible oil giants their first major defeat in their monopolistic history.

There is no question that we have many friends in both the labor movement and in Congress who support us in our fights. But, who is it that really deserves the true credit?

In the final analysis, it is you—and only you—the individual Seafarer through your donations to SPAD, and your strong backing of the Union's programs, who is now and always has been, the backbone of our legislative battles.

Through your unwavering support of SPAD, you have given this Union the necessary political punch to carry on a continuing fight to rebuild the neglected U.S. maritime industry, and thereby make a better life for all of us and our families.

And, it is through your continued support of SPAD that we will be able to bring the Oil Imports Quota Bill to its final fruition, and then move forward again in other vital areas.

I extend my profound and sincere thanks to each and every one of you, who has so undauntingly supported the SIU in achieving our common goals for a better life and a better industry.

Fraternally,

Paul Hall

Paul Hall

Oil Import Bill Passes Senate by Vote of 42-28

WASHINGTON — It was another major victory for the SIU — and all American seamen — when the Senate this month passed the Energy Transportation Security Act of 1974. The vote which came on Sept. 5 after two days of debate was 42-28. Earlier this year, the bill was passed by the House of Representatives by an overwhelming vote of 266-136.

The measure now goes to a House-Senate Conference Committee where differences between the two versions of

"The Seafarers Union supports this bill. I am glad the Seafarers Union supports this bill, because I think the bill is right and I think they are a good union. If I could have only one union supporting me in the State of Louisiana, I would pick the Seafarers Union. Let me state that these people have some influence. I am happy to say so."

Senator Russell B. Long (D-La.)



SIU President Paul Hall briefs representatives of shipping companies and shipyards at one of several meetings held in Washington, D.C. to generate organized support for the Energy Transportation Security Act of 1974. Meetings were also held with legislative representatives of AFL-CIO national and international unions.

the bill will be worked out. It is expected that the final bill will be ready for President Ford's signature within four weeks.

The bill provides that 20 percent of the nation's petroleum imports — including crude oil and residual fuel oil — will be carried on U.S.-flag ships. The import quota requirement will increase to 25 percent on July 1, 1975 and to 30 percent in 1977.

Solid support for the bill was main-

"Under the Merchant Marine Act of 1970, the U.S. fleet has been able to make significant strides through ship construction... However, the Merchant Marine Act of 1970 was not intended to be, and must not be considered as, the only solution to rebuilding our merchant marine. It has become all too apparent that the availability of cargo is essential to the survival and growth of the U.S. merchant marine fleet."

"... Passage of H.R. 8193 would produce over 5,000 new jobs aboard ship in the next decade. This would assure that valuable and trained American seamen, many of whom would have been lost to the industry, remain at sea and are available to aid the Nation in the event of national crisis."

Senator J. Glenn Beall Jr. (R-Md.)

tained in the Senate despite a massive last-minute assault in the editorial columns of newspapers across the nation which was inspired by the giant oil lobby. The editorial opposition — a blatant effort to coerce Senators who

"... American-flag vessels are manned by crews which are highly trained, and stringently and frequently tested by the Coast Guard. Adding to this, the already strict Coast Guard imposed construction standards, the provisions (of this bill) as amended make U.S.-flag tankers among the most environmentally safe vessels in the world."

Sen. Warren G. Magnuson (D-Wash.)

are facing reelection this year — was a hodgepodge of misstatements of facts and figures attempting to show that the use of American ships would cause a sharp rise in costs of fuel to the nation's consumers. This argument was effectively countered by Sen. Russell B. Long (D-La.) who said during debate on the floor of the Senate that waiver of import fees on crude and residual fuel oils would increase costs by no more than 12 cents a barrel. Under two Senate

amendments to the bill, the savings on the import fees which would be waived — 15 cents per barrel on crude and 42 cents on residual fuel oil — would be passed on to consumers and could, according to other estimates, actually lower the cost of petroleum products.

In addition to the import fee rebate, the Senate adopted another major amendment that 10 percent of maritime

subsidies be allocated for new ship construction on the East Coast, West Coast, Gulf — and the Great Lakes. The Senate version of the bill would also require that all new tankers be constructed with double bottoms.

Throughout the long fight through the House and Senate, the SIU has received solid support from virtually the

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Vote on the Oil Bill

Following is the breakdown on the 42-28 vote in the United States Senate on the Energy Transportation Security Act of 1974:

Voting for the Bill

James Abourezk (D-S.D.)
James B. Allen (D-Ala.)
Birch Bayh (D-Ind.)
J. Glenn Beall, Jr. (R-Md.)
Lloyd M. Bentsen, Jr. (D-Tex.)
Alan Bible (D-Nev.)
Joseph R. Biden, Jr. (D-Del.)
Robert C. Byrd (D-W.Va.)
Howard W. Cannon (D-Nev.)
Clifford P. Case (R-N.J.)
Alan Cranston (D-Calif.)
Bob Dole (R-Kans.)
Pete V. Domenici (R-N.Mex.)
Thomas F. Eagleton (D-Mo.)
Sam J. Ervin, Jr. (D-N.C.)
Mike Gravel (D-Alaska)
Philip A. Hart (D-Mich.)
Floyd K. Haskell (D-Colo.)
William D. Hathaway (D-Maine)
Ernest F. Hollings (D-S.C.)
Harold E. Hughes (D-Iowa)
Daniel K. Inouye (D-Hawaii)
Henry M. Jackson (D-Wash.)
J. Bennett Johnston, Jr. (D-La.)
Russell B. Long (D-La.)
Warren G. Magnuson (D-Wash.)
Charles McC. Mathias, Jr. (R-Md.)
George McGovern (D-S.Dak.)
Howard M. Metzenbaum (D-Ohio)
Joseph M. Montoya (D-N.Mex.)
Frank E. Moss (D-Utah)
Sam Nunn (D-Ga.)
Claiborne Pell (D-R.I.)
Jennings Randolph (D-W.Va.)
Richard S. Schweiker (R-Pa.)
Hugh Scott (R-Pa.)
William L. Scott (D-Va.)
John J. Sparkman (D-Ala.)
Ted Stevens (R-Alaska)
Stuart Symington (D-Mo.)
Herman E. Talmadge (D-Ga.)
Harrison A. Williams, Jr. (D-N.J.)

Voting Against the Bill

George D. Aiken (R-Vermont)
Wallace F. Bennett (R-Utah)
Edward W. Brooke (R-Mass.)
Harry F. Byrd, Jr. (Ind-Va.)
Lawton M. Chiles, Jr. (D-Fla.)
Richard C. Clark (R-Iowa)
Norris Cotton (R-N.H.)
James O. Eastland (D-Miss.)
Barry M. Goldwater (R-Ariz.)
Robert P. Griffin (R-Mich.)
Edward J. Gurney (R-Fla.)
Jesse A. Helms (R-N.C.)
Roman L. Hruska (R-Neb.)
Jacob K. Javits (R-N.Y.)
Edward M. Kennedy (D-Mass.)
John L. McClellan (D-Ark.)
Thomas J. McIntyre (D-N.H.)
Edmund S. Muskie (D-Maine)
Gaylord Nelson (D-Wisc.)
John O. Pastore (D-R.I.)
James B. Pearson (R-Kans.)
William Proxmire (D-Wisc.)
Abraham A. Ribicoff (D-Conn.)
William V. Roth, Jr. (R-Del.)
John C. Stennis (D-Miss.)
Robert Taft, Jr. (R-Ohio)
Strom Thurmond (R-S.C.)
Lowell P. Weiker, Jr. (R-Conn.)

Present and Giving Live Pair

Paired For the Bill

Mark O. Hatfield (R-Ore.)

Paired Against the Bill

Howard H. Baker, Jr. (R-Tenn.)
Walter D. Huddleston (D-Ky.)
Mike Mansfield (D-Mont.)
Robert T. Stafford (R-Vt.)

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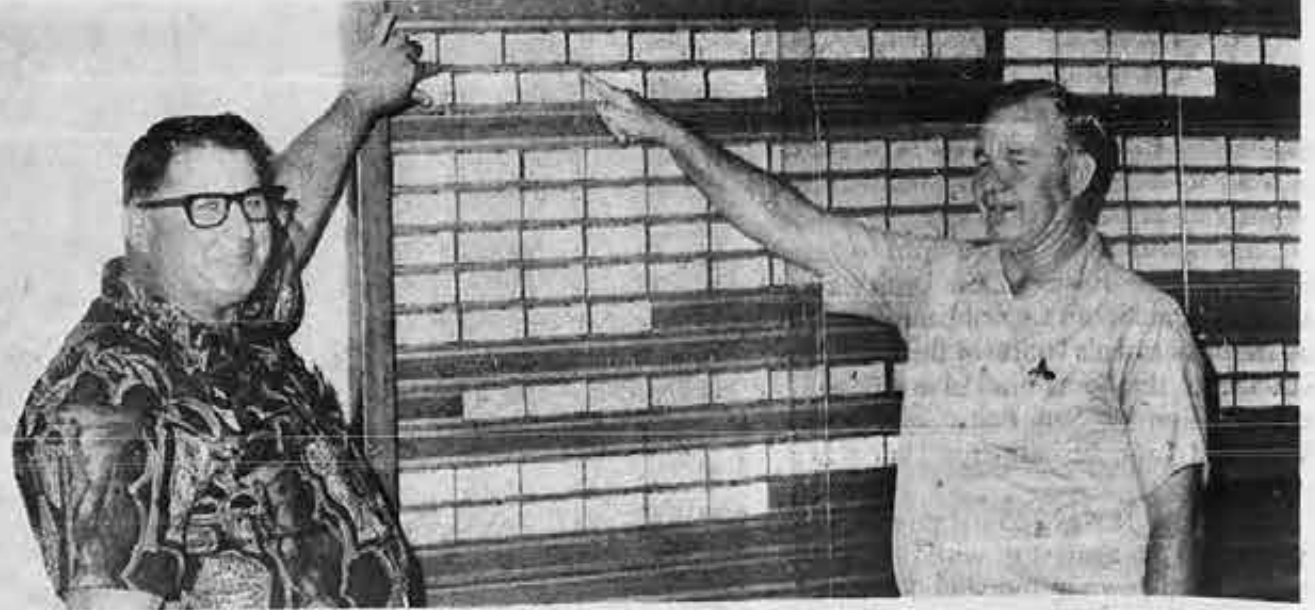
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Active Mobile Seafarers Turn-To for Meetings



QMED A. W. George (l.) discusses shipping in the Mobile hiring hall with FWT J. C. Burnett before that port's July membership meeting.



Recertified Bosun Ed Morris (l.) and Bosun Joe Richburg point out their adjoining registration cards in the Mobile hall. Both active SIU members, Brother Richburg will soon join Brother Morris on the Bosuns Recertification Honor Roll.

Mobile, one of the eight SIU Constitutional ports, holds a general membership meeting every month on the second Wednesday after the first Sunday.

The home port of many active Seafarers, membership meetings in Mobile always attract a large number of interested members. At the July meeting, over 100 SIU members took advantage of this forum to discuss Union business and operations.

These Seafarers realize that by attending these meetings and exercising their constitutional right to participate in the proceedings, they are taking a forceful role in determining the future well-being of their jobs and of the U.S. merchant marine.



Chairing the Mobile membership meeting, Port Agent Blackie Niera listens while Reading Clerk Bobby Jordan (left) reads the Vice President's Report for July. Recording Secretary D. L. Parker takes the minutes.



Seated (l. to r.) Seafarers R. F. Gorju, V. Clearmen, L. E. Hartley, Harvey Lee, W. Murphy, H. Green and John Cade wait for a job call in the Mobile hall before the membership meeting.



Seafarers in Mobile pack the hall for their monthly meetings and exercise their constitutional rights by participating in the proceedings.

West Coast Affiliate Fishermen's Unions Merge

Three SIUNA West Coast affiliate fishermen's unions have voted to merge in order to more effectively unite their efforts and protect job rights.

Consolidating into one union, to be known as the Fishermen's Union of America, Pacific and Caribbean Area, are the Fishermen's Union of the Pacific, San Diego, the Seine and Line Fishermen's Union of San Pedro, and the Seine and Line Fishermen's Union of Monterey.

The final vote was 225 in favor of the merger and 36 against it, with one vote void. Broken down by individual unions, the figures were: Fishermen's Union of the Pacific, San Diego: 103 in favor, 4 against; Seine and Line Fishermen's Union of San Pedro: 44 in favor, 32 against, one void; Seine and Line Fishermen's Union of Monterey, 78 in favor, 0 against.

Ballots and copies of a consolidation agreement and a proposed constitution had been printed and mailed out to all members in good standing of each union. The ballots and documents were printed in the four languages spoken by the members: English, Spanish, Italian and Portuguese. The members had a three-week period to respond by mail with their secret ballots.

In November, 1973 the delegates to the SIUNA convention, with the unanimous consent and approval of delegates from the fishermen's unions, passed a resolution for the adoption of a plan of consolidation and merger.

Over the past months numerous meetings have been held with representatives of the three unions, and at the end of July the drafts of an agreement for the merger and a proposed constitution were endorsed and the leadership of each union recommended the adoption to its membership.

Pensioners, Dependents Must Apply for Medicare

SIU pensioners are reminded that both they and their dependents must apply for Medicare as soon as they are eligible to insure adequate coverage for medical expenses.

Any Seafarer 65 or older, any Seafarer's dependent 65 or older, or any pensioner who has been receiving a disability award from Social Security for two years is eligible for Medicare.

To apply, you must bring proof of date of birth and your social security card to your local social security office three months before you turn 65, during the month you turn 65, or during the three months after your 65th birthday. If you do not register during this seven-month period, you may only apply for Medicare during the open enrollment period held each January, February and March. Those that enroll during this period are not covered by Medicare until the following July 1.

Pensioners should note that the Seafarers Welfare and Pension Plan requires that all eligible pensioners must submit medical bills to Medicare for payment before submitting the unpaid balance of these bills to our welfare and pension plan.



Representatives from three West Coast affiliate fishermen's unions review agreements for consolidation and merger of their unions with SIUNA Vice President Frank Drozak (seated, center) at meetings held in Wilmington, Calif. in late July.

There have been drastic changes in the industry and the economic opportunities of fishermen have been substantially reduced. This has necessitated the merger into one organization which will have greater strength in preserving job security at the collective bargaining table; obtaining the passage of important legislation and fighting the stiff foreign competition.

Highlights of the merger agreement are:

- All jobs of respective affiliates shall continue to remain the sole property of the membership of such affiliates. There shall be no mixing of such job rights.

- The present dues, initiation and other union monetary items shall continue unless otherwise changed in the future by applicable membership vote.

- The first nomination and election for officers shall begin Oct. 1, 1974 and conclude by the end of the year. Each affiliate will elect business agents and Executive Board members solely for the business of their unit, with the President and Secretary-Treasurer being elected by the membership of all units.

- The officers and Executive Board members set forth in the Consolidation Agreement are to serve only until the conclusion of nominations and elections by the end of 1974, at which time officers will have been elected.

Carl Marino, of the former Fishermen's Union of the Pacific, San Diego will serve as president of the new union until new officers are duly elected by the membership.

The Seine and Line Fishermen's Union of San Pedro and the Seine and

Line Fishermen's Union of Monterey have been affiliated with the Seafarers International Union of North America since its inception in 1938.

The labor movement has been encouraging some of its smaller unions to merge on an international basis, in order that their position at the bargaining table is strengthened.

This is similar to what occurs in industry, when corporations and businesses consolidate and merge to reduce competition, increase profits, and fight for (or against) federal, state and local legislation from a stronger position. As in industry, it is the overriding objective of the entire labor movement to always fight from its greatest position of strength, which in turn makes it possible to better confront all the problems facing labor today.

Bosuns Committee Picks Oct. Class



Bosuns (l. to r.) Jose Aguiar, John Japper and J. Mucia meet at SIU Headquarters to select members for the October class of the Bosuns Recertification Program. Elected by a special meeting of bosuns following the regular membership meeting in New York, these three bosuns review applications received for the program.

The Committee Page

Overseas Traveler



Recertified Bosun Fred Cooper, left, served as ship's chairman aboard the *Overseas Traveler* on the vessel's most recent run to Europe. She paid off at the Army Base in Bayonne, N.J. on Aug. 23. Other committee members are, from the left: J. Murphy, deck delegate; J. Thomas, secretary-reporter; F. Payton, steward delegate; S. W. Lewis, engine delegate, and F. R. Clarke, educational director. Speaking for the crew, the committee said it was a good trip with no disputes and they offered a special vote of thanks to the steward department. Usual run for the *Overseas Traveler* is Norfolk to Europe.

Transcolumbia Committee



With Recertified Bosun Ward Wallace aboard her (seated last on right), the SIU-manned *Transcolumbia*, operated by Hudson Waterways, paid off at the Marine Ocean Terminal in Bayonne, N.J. on July 31 after a Far East voyage. Committee members are, standing from the left: D. G. Chafin, secretary-reporter and Bruce Wright, engine delegate. Seated from the left are: D. Sumulong, steward delegate; A. Otremba, deck delegate; Bill Holland, educational delegate, and W. Wallace, ship's chairman. Speaking for the crew, Bosun Wallace extended thanks to the ship's two messmen, Fred Biegel, and Juan Toro for an especially good job in serving the crew.

Transsuperior Committee



The ship's committee aboard the SIU-manned *Transsuperior*, operated by Hudson Waterways, discusses some union business with Philadelphia Port Agent John Fay. The ship paid off in Philadelphia on Aug. 1. Committee members are, from the left: William Bowles, engine delegate; Cesar A. Gutierrez, deck delegate; Nelson O. Rojas, steward delegate; Port Agent Fay, and Leon Franklin, secretary-reporter. The committee reported no beefs at the payoff and gave special commendations to Messman John Bennet for an excellent job. The *Transsuperior* is temporarily laid up.

Shenandoah Committee



Chief Steward Thomas Bolton gets spruced up for some shore time after his ship, the T-5 Navy tanker *Shenandoah*, returned from a voyage to Greenland, paying off in Carteret, N.J. Committee members are, from the left: Fannie Rogers, steward delegate; Paul E. Hollaway, deck delegate; G. Torche, ship's chairman, and T. Bolton, secretary-reporter. At right is Louie the Barber who lives in the Carteret area. The *Shenandoah* delivered fuel to Thule Air Force Base on the East Coast of Greenland, north of Baffin Bay.

Stonewall Jackson



Recertified Bosun Ed Morris is heading the deck department on the new LASH containership/barge carrier *Stonewall Jackson*. Photo was taken at a recent payoff in the port of New York. The ship's entire committee is, seated from the left: H. Nixon, steward delegate; Morris, ship's chairman; John Cade, engine delegate; C. E. Smith, educational director, and Pete Peterson, deck delegate. Standing is Henry Donnelly, secretary-reporter. The ship, built under the Merchant Marine Act of 1970, will go on a Middle East run.

Panama Committee



After another good intercoastal run, the SIU-contracted containership *Panama*, operated by Sea-Land, recently paid off in the port of Oakland, Calif. Her ship's committee members are, from the left: R. Guerin, deck delegate; Eddie Hernandez, secretary-reporter; Cliff Perreira, ship's chairman, and Steve Knapp, steward delegate. Originally built in 1945 by Kaiser Co. in Vancouver, Wash., she was converted for container carriage in 1966 at Ingalls Shipbuilding Corp., Pascagoula, Miss. She is 662 feet in length and can carry 609 containers with capacity for 100 temperature controlled units.

Through HLSS Program

19-Year Old - 24th Seafarer to Get High School Diploma

Fireman - Oiler - Watertender John Ruiz has become the 24th Seafarer to obtain a high school diploma through the Harry Lundeberg's General Educational Development Program.

Brother Ruiz, a 19-year old native of Houston, graduated from Piney Point in October, 1971. At that time, while attending the trainee program, he began the GED course, but didn't complete it. So, when he returned to the school this past July to upgrade to FOWT he decided to stay for a few more weeks and try for his diploma.

Seafarer Ruiz, who hadn't any previous high school education, said he received some "gentle pushes" from Margaret Nalen, Director of Academic Education at Piney Point. He says that Mrs. Nalen encouraged him to complete the GED course since she knew he had started it three years ago and must have had some interest in getting a diploma.

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

"I had to concentrate on Literature and Social Studies," he continued. "I

didn't have time to attend all the classes, but I knew enough in the other subjects, Science, Math and Grammar, to pass the state tests."

All of the teachers who worked with

John had high praise for his efforts. They said he was a "very easy person to work with, and worked very hard." Mrs. Nalen added that he "worked diligently and enthusiastically."



Seafarer John Ruiz works with Margaret Nalen, Director of Academic Education at Piney Point, in preparation for taking the Maryland State high school equivalency tests.

Seafarer Ruiz became interested in the merchant marine through his step-father Luis Gracia, who also ships with the SIU.

Although he now has a high school diploma, Ruiz has no immediate plans to go on to college. "Right now, I'm going to try and ship out. Whether I go to college later on, well I just don't know."

The young Seafarer, whose last ship before going to Piney Point was the *Delta Uruguay* (Delta Steamship), has spent time in all three departments; but he definitely prefers the engine room.

"I shipped for over a year in deck, and for about seven months in the steward department. Now, I've been in the engine department for a little less than a year, and it's great."

Brother Ruiz, who prefers to ship to the Far East more than any other part of the world, plans to return to Piney Point in the future to get a QMED rating and his full 'A' Book.

Whatever his plans for the near future, in the long run he says "most likely I will make the merchant marine a career. I hope to be shipping out for a long time. I love it."

Grad of 1st HLS Class in Md. Now 3rd Engineer

Brother Pat Rogers, Jr., a member of the first class to graduate from the Harry Lundeberg School in Piney Point, Md., has taken advantage of the many educational opportunities offered by our Union.

Only 24-years-old, he has advanced from wiper to FOWT to Third Assistant Engineer since his graduation in 1967 by attending SIU's upgrading programs at Piney Point and the joint SIU/District 2 MEBA School of Marine Engineering and Navigation.

Pat's decision to go to sea was not a spur of the moment one. The son of 21-year SIU veteran Pat Rogers, Sr., Pat, Jr. was familiar with the sailor's life, and knew of the opportunities for advancement available to Union mem-

bers. So when SIU opened the Lundeberg School at Piney Point, Pat, Jr. decided that this was his chance to begin a career as a merchant seaman.

When he and his classmates arrived at Piney Point in August of 1967, Pat said "There wasn't much there, except mud." But the first group of trainees were put to work, and soon converted an abandoned barracks into the beautiful quarters that now house SIU upgraders, as well as vacationing SIU members and their families.

As one of the first trainees, Pat took great satisfaction in helping to build the new school, and now, having kept his SIU book, enjoys going back to Piney Point with his family and parents for vacations.

Shipping out as a wiper after graduating from Piney Point, and later as FOWT, Brother Rogers accumulated enough seetime to be eligible to attend the SIU/District 2 MEBA upgrading program at the School of Marine Engineering. Within four months after beginning classes, Brother Rogers received his Third Assistant Engineer license.

Now sailing aboard the SIU-con-

tracted *Columbia* (Ogden) as Third Assistant Engineer, Brother Rogers is eventually planning to take the Coast Guard test for a Second Assistant Engineer License.

Brother Rogers feels a debt of gratitude to the Seafarers that gave him, as a young man just beginning his adult life, the chance to start an exciting career, and for providing him with the opportunities to advance this career.



Pat Rogers, Jr., a member of the Lundeberg School's first class, now sails as Third Assistant Engineer.

Pensioner Gets First Check at S.F. Meeting



SIU Pensioner Stanley S. Torres receives his first pension check from Port Agent Steve Troy at the San Francisco August membership meeting, as Seattle Port Agent Harvey Mesford (rear) looks on.

Overseas Valdez Praised For Fuel Transfer at Sea

SIU crewmembers aboard the *ST Overseas Valdez* (Maritime Overseas), chartered to the Military Sealift Command, were praised by the vice president of Maritime Overseas Corp. and the Captain of the *USNS Passumpsic* for their skilled performance of duties while carrying out a fuel transfer of 2,400 bbls. of oil at sea:

In a letter to SIU Vice President

Frank Drozak, Maritime Overseas Vice President J. D. Hutchison, relayed the observation of the Captain of the *Passumpsic*, that "I have never seen a ship better prepared nor personnel more skilled than your ship and men." The message had been sent to the Master of the *Overseas Valdez*.

Vice President Hutchison and the Master of the *Valdez* also offered the

Seafarers "a 'well done' for their fine performance."

In the same letter, Hutchison also extended similar praise to the crew of the SIU-manned *Overseas Alice* for their performance during a complicated refueling-at-sea drill.

Despite moderately heavy seas, the SIU crew aboard the MSC-chartered *Overseas Alice* rigged two stations aboard the *USS Mispillion*, and then unrigged the aft station under a simulated emergency breakaway, without difficulty.

The Captain of the *Mispillion*, im-

pressed with the SIU crew's ability to carry out this difficult maneuver, reported to the crew, the MSC in Washington and Maritime Overseas that the "*Mispillion* has conducted fueling-at-sea operations with four MSC chartered vessels and *SS Overseas Alice* was the best to date."

Maritime Overseas V. P. Hutchison ended his letter commending the Seafarers aboard both ships by stating "we feel the forenoted excellent performances should be acknowledged and... we again voice our congratulations for jobs well done."

Financial Committee



Seafarer M. E. Reid, seated far right, chairs the SIU's Quarterly Financial Committee at Headquarters. This committee, made up of Seafarers elected four times a year at General Membership Meetings, reviews the SIU's financial records for the preceding three months. The SIU Committee members who were elected at the September Membership Meeting, are, seated clockwise from Chairman Reid's left: R. Gorbea, deck department; D. B. Sacher, steward department; William "Flat Top" Koflowitch, engine department; R. V. Harper, engine department; S. Wala, engine department, and J. Sweeney, deck department.

Investigation Called On Navy Tanker Award

The SIU, along with District 2 MEBA-AMO, is continuing to push for a full investigation of the Military Sealift Command for its controversial decision to award operation of its nine new 25,000 dwt tankers to Marine Transport Lines, an NMU company.

The MSC gave the contract award to Matson even though Iran Destiny Carriers, an SIU-contracted company, submitted the low bid. MSC claimed that Iran is not a responsible operator.

The unfair decision comes in the wake of the MSC's takeover of four Falcon tankers. Falcon is an affiliate of Iran Destiny.

Congressman Frank Clark (D-Pa.), after being informed of the situation by the SIU, voiced his opposition to the decision with Under Secretary of the Navy William Middendorf saying that the "Navy award should be set aside and renegotiated in fairness to all parties."

Senator Warren Magnuson (D-Wash.), chairman of the Commerce Committee, has also noted opposition to the contract award.

The SIU will continue to pursue this issue until a satisfactory decision has been rendered. The LOG will keep the membership informed on any new developments.



Headquarters Notes

by SIU Vice President Frank Drozak

Special Pumpman Course

The Lundeberg School is conducting a four week course for pumpmen which will begin Nov. 4. The course is geared toward the second pumpman who has not been able to get the necessary experience for a Chief Pumpman's job. Further details on this course are carried on page 30 and 31 of this LOG.

T-5 Navy Tankers

At this time, I would like to report to you that the five T-5 Navy Tankers, operated by Hudson Waterways Company, and the *Sugar Islander*, have been removed from organizational status as of Sept. 3.

Firefighting

The Maritime Administration is temporarily conducting firefighting classes at the Navy Damage Control School in Norfolk, Va. Two upcoming class dates for this facility are: Oct. 11 and Oct. 18.

MARAD will open its new firefighting school at Earle, N.J. on or around Nov. 6.

Firefighting is becoming an increasingly important endorsement. And, in just a few years, to get a job aboard an SIU-contracted ship, a firefighting endorsement will be a must.

So, don't put off taking the course for any length of time. If you are in port, apply and participate. It is only a one-day course, but it will mean a great deal of job security for you in the future.

Bosuns Recertification Program

Since the Bosuns Recertification Program began on June 1, 1973 a total of 142 Bosuns—including the twelve who graduated at the September membership meeting—have successfully completed the two-month course.

We have been getting a lot of favorable feedback from our members on the Union's contracted vessels concerning the excellent job our Recertified Bosuns are doing.

They are conducting well organized, informative Union meetings aboard

their ships. And, beefs and contractual disputes on these ships have been cut to a minimum.

Overall, our Recertified Bosuns are keeping the SIU membership better informed about the internal affairs of the Union and the many problems and new issues facing us and the maritime industry in general.

I know I join the entire SIU membership in congratulating our latest successful Bosuns, and those who have already completed the program and are doing such a fine job.

The 12 Bosuns who graduated this month are: Fred Pehler, Rocky Morris, Jimmy Foti, Ernie Tirelli, Bill Wallace, Arne Hovde, Otto Pedersen, Dan Ticer, Jose Gonzalez, John Spuron, Charles Merrill and Arthur Beck.

Sabine Tankers

The National Labor Relations Board is calling in witnesses in their investigation of our charges of illegal tactics in our organizing drive for Sabine Tankers. We should be getting a decision from the NLRB in the very near future. We are confident that they will rule in our favor. We will keep you posted on all developments.

'A' Seniority Upgrading

We have been conducting the 'A' Seniority Upgrading Program for over a year now, and including the five upgraders who graduated in September, 109 of our young members have completed the program.

I cannot emphasize enough the importance in terms of job security of getting your 'A' book.

According to our shipping rules, the 'A' man has preference in shipping over the 'B' man, and an 'A' book holder can remain on his ship for as long as he wishes, where the 'B' man must get off after six months.

This program will not run forever. So, if you are eligible for the program and have not applied, do so immediately.

An 'A' book is your most valuable possession in the SIU. It means job security and earning power.

I want to congratulate the five new 'A' Seniority Upgrading graduates. They are: Murphy Allison, Mike Derke, George Rogers, Steve Castle and Bob Smith.

LNG Training

The liquid natural gas carrier and the liquid petroleum gas carrier are the ships of the future. Conservative estimates say that by the 1980's, 30 LNG carriers will be flying the American flag.

If we are to get these ships under contract to the SIU, thereby creating more job opportunities for SIU members, we must be able to guarantee the shipowner that his vessel will be in good hands.

To supply this guarantee, the Lundeberg School has been conducting LNG training programs for engine, deck and steward. You will have to take this course if you wish to get a job on an LNG ship.

So, participate in this course for your own good and for the good of your fellow SIU members. The next LNG course will start Sept. 23. For details see pages 30 and 31 of this LOG.

Washington Activities

By B. Rocker



OIL IMPORT BILL

The Senate this month passed the Energy Transportation Security Act of 1974—the cargo preference bill—successfully ending a two and one-half year battle on Capitol Hill. (See page 3.)

The SIU worked closely with the labor movement to bring about this victory. Active support came from the AFL-CIO, the Maritime Trades Department, Port Maritime Councils, State Federations and Local Central Bodies.

The bill (H.R. 8193) is now in conference where the House and Senate versions of the bill will be worked out.

Deepwater Ports

On Aug. 14, the Senate Public Works Committee reported out its bill to establish a licensing and regulatory program to govern offshore deepwater port development beyond the territorial limits of the United States. Two other Senate committees, Commerce and Interior, have already taken similar action.

The House bill, H.R. 10701, passed on June 10. That bill differs from the Senate bill in the following ways:

- The House gives authority to license port operators to the Secretary of Interior; the Senate bill gives authority to the Secretary of Transportation.
- The House gives less control to the States than the Senate and it places the burden of environmental control on the States.
- The Senate bill requires that license application be reviewed for possible antitrust violations by the Federal Trade Commission and Department of Justice.

No date has been set for debate in the Senate.

Pension Plan Regulation

It seems right and fitting that the Employee Retirement Income Security Act was signed into law by President Ford on Labor Day.

This complex bill has been studied by committees in both houses of Congress for several months to provide safeguards for the retirement years of 30 million American workers who are covered under private pension plans.

The most dramatic pension plan failure occurred when the South Bend Studebaker plant closed in 1963, leaving 4500 workers under age 60 with only 15 percent of the benefits due them.

Pension funds will now be guaranteed under a Federal corporation, similar to the FDIC which protects bank depositors. The Act will promote minimum standards which all pension plans must adopt to be qualified under the law.

The SIU was determined to preserve and protect those benefits already negotiated for them from any loss due to weaknesses of other plans. To do so, we consulted with members of Congress and their staffs frequently, and kept a

watchful eye on the language of the 501-page bill throughout the many months it was being drafted.

All private pension plans must be rewritten to conform to the terms of the new Act; however, no Seafarer will lose benefits. (See story on page 2).

AFL-CIO Labor Studies Center Seminar

SIU representatives recently participated in a two-day seminar at the AFL-CIO Labor Studies Center on "The Salaried Woman."

The seminar, sponsored by the Council for Professional Employees, AFL-CIO, deals with many different aspects of the problems of women in the work force: the laws, attitude, health care, child care, change of attitudes of both men and women, the role of the union in best representing women members.

Thirty women trade unionists participated. One interesting fact that came out was that union women (20 percent of the AFL-CIO membership) have a 44 percent average earning advantage over non-union women.

The Council of Professional Employees, representing more than one million members—including SIU, teachers, actors, communication workers, service employees and others—plans to duplicate the seminar across the country.

House Committee Reorganization

The House Rules Committee will consider rules of debate for House Res. 988 from the Bolling Committee and an alternate proposal from the special committee of Chairman Julia Hansen. These are procedural rules which set the time limit for debate on a bill and provide for its handling on the floor.

We have opposed House Res. 988, which threatens to strip the Merchant Marine and Fisheries Committee of its functions and move them to other committees.

International Women's Year 1975

SIU participated this month in the meeting of Washington Union Women Leaders, sponsored by the U.S. Department of Labor.

Dr. Ruth Bacon, director of the U.S. Center for International Women's Year, discussed some of the goals of the Center and the initial plans to carry them out.

IWY was proclaimed by the United Nations and by the United States. Its goals are "equality, development and peace."



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.

Shipboard Meeting Held Aboard John Penn During Brooklyn Payoff



In a photo on left SIU Patrolman Jack Caffey (far left) conducts shipboard meeting aboard the *John Penn* last month and discusses some pertinent articles that appeared in the *SEAFARERS LOG*. Shipboard meetings give Seafarers the chance to learn about the issues vital to their livelihood and to express their feelings about their jobs and the industry. In photo at right is the *John Penn's* ship's committee which gathered in the crew's mess during her payoff in Brooklyn, N.Y. They are, clockwise, from left: Julius Kotev, steward delegate; Mike Kuithe, deck delegate; Red Braunstein, ship's chairman; A. S. Freeman, secretary-reporter; A. Rotundo, engine delegate, and Toma Escudero, educational director. The *John Penn* will change from its usual Far East run to a Middle East schedule.



Trainee Joins SIU Ranks

HLS Grad Finishes 1st Run

Seafarer Gary Dennison, a recent graduate of the Harry Lundeberg School at Piney Point, has found after his first voyage that sailing as a professional seaman is all he had hoped it would be.

Sailing as an Ordinary Seaman aboard the *Lyman Hall* (Waterman), Brother Dennison spent his maiden voyage in the Far East.

Seafarer Dennison is no stranger to foreign countries, having lived for five years in Metz, France as a child, but this was his first visit to the Far East and he found it quite different from his hometown of Tampa Bay, Fla.

Carrying steel, fertilizer, rice and other general cargo, the Mariner-type *Lyman Hall* and her SIU crew visited Korea, Saigon, Taiwan, and young Brother Dennison's favorite port, Manila, during the three-month voyage.

The new and exciting places he saw

were the highlights of his first three months before the mast, but the Lundeberg graduate also found life at sea much to his liking. And though the young OS spent most of his time chipping and painting while the *Lyman Hall* was under way, Brother Dennison is convinced that the career in the merchant marine he began preparing for while at the Lundeberg School is a career he will find enjoyable and rewarding. Now, with his maiden voyage behind him, Brother Dennison plans to keep shipping out until he has enough seetime to return to Piney Point and get his AB ticket.

SIU's Training Program, allowing trained young men like Gary Dennison to complete the education they began at Piney Point by shipping out with veteran crews, will help insure the perpetuation of the SIU as a forceful, growing Union that protects its members' job security and welfare.



His first voyage finished, OS Gary Dennison is glad he decided to ship out. Brother Dennison is a graduate of SIU's Trainee Program at Piney Point, Md.

\$20.00 SEAFARERS POLITICAL ACTIVITY DONATION **\$20.00**

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SPAD is a separate segregated fund. Its proceeds are used to further the 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 (SIU/NA, AGL/WD) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

(A copy of our report filed with the appropriate supervisory officer is (or will be) available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20401.)

\$20.00 Signature of Solicitor **1974** Port **\$20.00**

Understands SPAD's Role



Seafarer Louis Lopez (standing) graduated from the Harry Lundeberg School in 1973 and understands the importance of constant vigilance in Washington to protect and build the job security of all SIU members. "I give to SPAD as often as I can because we all have a responsibility to protect our jobs. Our future is at stake and so is the future of our older members who will be going on pension." Here, Brother Lopez receives a \$20 SPAD certificate aboard the *Overseas Arctic* from SIU Patrolman Carl Peth.

Bill Is Signed Into Law

Continued from Page 2

must be 100 percent vested when attaining normal or stated retirement age. The Law also provides pension benefits for a survivor at a member's option, which provides that under certain conditions upon a retired member's death, the surviving spouse is entitled to 50 percent of the pension.

3. Minimum eligibility requirements are provided for, although a Plan may provide more favorable provisions. In general then, a person 25 years or older, working for a company for one year, is eligible, but a person who starts his job within five years of normal retirement under a Plan, may be excluded.

4. Funding. This is a system by which Plan assets are set aside to cover the costs of benefits earned by members. The Seafarers Pension Plan has for years followed the principle of funding. Under the new Law, effective Dec. 31, 1975, mandatory formulas are to be

used by pension plans to fund, or in other words, put away monies for credits for past, present and future service earned by the man while employed.

These monies, however, cannot be withdrawn by a person but instead are used to provide the pension benefit upon his retirement. To assure that all covered people will receive their pension benefit when due, the Law sets up a government corporation which will collect insurance premium payments from all pension plans so that if a plan is insolvent, the government insurance corporation will pay the pension benefit. This is similar to government insurance for saving bank depositors.

The above material represents the new Law's highlights. When government regulations are adopted the Union and Plans, attorneys, accountants and actuaries will prepare an appropriate detailed analysis of the Law and its regulations, which will then be published in the LOG.

The Seafarer—A Man of Many Skills



Able-seaman/quartermaster Ed Kamm, practicing one of the traditional sailor's skills, sews a canvas windlass cover aboard his ship the *Sealand Exchange* (Sea-Land). Photo was submitted by Seafarer Bob Sickels, Jr.

Oil Import Bill Passes Senate 42-28

Continued from Page 3

entire American labor movement. Earlier this year, the AFL-CIO Executive Council and Convention gave their unanimous endorsement for the bill. The AFL-CIO Maritime Trades Department—and all of its 44 affiliates—went all-out in support of the bill. Port Maritime Councils, national and international unions, state federations and local central bodies—all actively supported the oil bill by contacting Senators in every state urging support for the legislation.

“... I know that we have got representatives of the maritime unions sitting up their looking at us, and I have seen the effect since I know they have got the power to pass this bill.”

**Senator Norris Cotton (R-N.H.)
Leader of the Opposition**

The MTD held a series of meetings to mobilize the legislative representatives of national and international un-

ions for the campaign to secure passage of the bill. Meetings were also held with shipping company officials and shipyard operators to generate their active support for the bill.

It is expected that the oil lobby will continue its assault on the bill through editorials in the Wall Street Journal and other anti-labor publications.

SIU President Paul Hall said that the SIU and the Maritime Trades Department would continue to furnish Congress and the Administration “with the documented facts on the necessity for this bill.” He said:

“Aside from the obvious fact that this bill will generate new job opportunities for seamen, shipyard workers and thousands of workers in related industries, it will also give this nation a measure of security by assuring that our energy needs are not interrupted—as they were in the past—by foreign policy conflicts with nations that register American-owned ships.”



Sailed on Lakes 45 Years

Seafarer Elmer Derby (r.) receives his first pension check from Frankfort Port Agent Harold Rathbun in the Great Lakes District. Brother Derby, shipping out since 1929, has been sailing as an oiler on the Ann Arbor Railroad Car Ferries.

Bosun Harvey Began Career in World War II

Bosun Lee J. Harvey is a professional Seafarer who began his career at the age of 18 when he went to the U.S. Maritime School in St. Petersburg, Fla. in 1943.

After a two-month training period, he went to sea aboard the salvage tug *Hillsboro Inlet*. Later that year he decided to go deep-sea and went to Baltimore where he signed on as able-seaman aboard the Victory ship *John Harlan* (Sea Shipping).

Seafarer Harvey, who joined the SIU in 1943, continued to sail during the years of World War II making more than 20 runs to the Mid-East and the Mediterranean.

“Many of the convoys I was in were under attack in the Atlantic and the Med,” he recalls, “but I guess I was just one of the lucky ones because none of the ships I was on got hit. A lot of good SIU guys were lost during some of those trips.”

Seafarer Harvey, who lives with his wife, Rita, in Thibadaux, La. usually stays aboard ship for nine months to a year before going home to spend time



Lee J. Harvey

with his family. He also has a daughter, Betty Jo, 22, and a son Craig who is 11.

Seafarer Harvey, who has been sailing as bosun for the past nine years, has been aboard the *John Tyler* (Waterman) for the past 10 months and is now making another trip to the Far East.

“After this trip,” he said, “I think I’ll take some time off and maybe take the family on a vacation.”

Delayed Benefits

SIU members are reminded that in filing a claim with the Seafarers Welfare and Pension Plans, your correspondence must include a properly filled out claim form as well as other pertinent documents or the claim cannot be processed and payment will be delayed.

Documents absolutely necessary for the prompt payment of various types of claims include: doctor or hospital bills; certified death certificates, birth certificates, marriage licenses, Medicare statements, funeral bills, discharges, and notarized tax returns from the previous year when proof of support of adopted or step-children is required. Your doctor's social security number or the hospital's identification number is also necessary for the processing of certain claims.

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

Aboard Fairland in Far East



Brother Bertil Hager took this photo of his fellow crewmen relaxing in the recreation room aboard the *Fairland* while the ship was in the Far East, visiting such ports as Yokohama and Hong Kong. Standing are Gregory Kelly, able-seaman, left, and Leroy Cope, able-seaman. Seated from left are: Leonard McCarthy, wiper; Kjeld Nielsen, able-seaman; George McAlpine, electrician, and Manuel Netto, chief cook.

Seafarers Log

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Crewmembers on the *Panama* gathered in the crew's mess for lunch. They are, seated (left to right): Steven J. Knapp, bedroom steward; Eddie Hernandez, chief steward; Cliff Perreira, bosun, and Wayne Evans, utility man. Standing at left is crew messman Palma Bonifacio. Seafarer Knapp, who has been sailing since the 1940's and makes his home in Vero Beach, Fla. was retiring after getting off the *Panama*.



Chief Cook Francis Davis (left) prepares food in galley as Chief Steward Eddie Hernandez looks on.

Containership Panama Visits Port of Long Beach, Calif. After Intercoastal Run

The containership *Panama* (Sea-Land) docked in the port of Long Beach, Calif. recently for a visit before heading up the coast of California for a payoff at the port of Oakland.

The 662-foot-long vessel has a dwt of 17,014. She has a gross tonnage of 17,193, a net tonnage of 13,055, with a horsepower of 9,000. The *Panama* was built in 1945 at the Kaiser Shipyard in Vancouver, Wash. She was previously named the *SS Marine Jumper*.

The vessel is a converted jumboized C-4; it was converted in 1966 at the Ingalls Shipyards in Pascagoula, Miss. For the past six months the *Panama* has been on an intercoastal run between New York and Oakland.



The *Panama* docked at the Sea-Land terminal in Long Beach, Calif.



Fireman-watertender John Petino changes tip of burner in the engine room.



Crewmember Horace Carmichael (standing) gets receipt for \$20 SPAD contribution from Patrolman Joey Sacco.



Oiler Ray Doody makes equipment check under shaft in *Panama's* engine room.

DISPATCHERS REPORT

AUGUST 1-31, 1974

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	7	4	2	1	2	2	13	5	4
New York	80	22	1	64	31	2	155	33	2
Philadelphia	10	3	0	6	2	0	30	7	1
Baltimore	20	3	0	28	3	1	75	10	1
Norfolk	13	2	0	15	5	1	26	4	0
Tampa	6	2	0	2	4	0	13	4	0
Mobile	19	4	0	12	1	0	48	8	0
New Orleans	78	14	0	63	22	0	115	19	0
Jacksonville	32	7	1	41	13	0	53	14	2
San Francisco	50	9	0	50	9	0	109	28	0
Wilmington	21	2	0	12	5	0	38	9	1
Seattle	38	11	1	34	17	0	37	14	1
Puerto Rico	7	1	0	5	3	0	20	1	0
Houston	88	17	0	77	31	0	152	33	2
Piney Point	0	0	0	0	8	0	0	0	0
Yokohama	6	1	2	4	2	3	4	3	4
Alpena	2	1	2	3	1	2	3	1	4
Buffalo	8	5	2	13	8	8	2	1	2
Cleveland	3	3	2	4	11	10	5	3	4
Detroit	28	6	3	47	5	21	8	4	1
Duluth	16	4	2	24	15	11	2	2	2
Frankfort	7	0	1	17	5	11	4	1	0
Chicago	9	1	3	18	3	6	3	0	4
Totals	548	122	22	550	210	78	916	204	35
ENGINE DEPARTMENT									
Boston	3	4	1	2	4	1	4	5	3
New York	67	44	3	65	61	1	107	57	3
Philadelphia	7	2	0	2	1	0	22	4	0
Baltimore	21	8	2	25	5	0	57	22	2
Norfolk	9	4	1	4	3	0	21	9	1
Tampa	3	0	1	2	0	1	6	2	0
Mobile	25	5	0	9	2	0	44	14	0
New Orleans	52	21	2	46	19	0	82	37	4
Jacksonville	34	16	0	22	23	0	33	11	2
San Francisco	53	23	0	50	18	0	84	45	0
Wilmington	10	6	0	8	5	0	20	10	0
Seattle	21	16	0	13	16	3	23	17	0
Puerto Rico	7	4	0	7	5	0	18	7	1
Houston	51	16	2	45	23	0	99	40	3
Piney Point	0	0	0	0	11	0	0	0	0
Yokohama	1	3	1	2	2	1	1	2	1
Alpena	3	1	0	2	2	2	5	2	3
Buffalo	9	0	0	11	0	1	1	0	1
Cleveland	4	3	2	7	3	7	1	1	1
Detroit	20	8	0	26	10	5	14	3	0
Duluth	14	5	1	21	8	12	2	3	1
Frankfort	4	3	0	6	4	0	2	1	1
Chicago	8	2	1	10	3	0	2	4	4
Totals	426	194	17	395	227	35	658	296	31
STEWARD DEPARTMENT									
Boston	0	1	1	3	2	0	3	1	1
New York	43	7	0	44	40	3	73	15	4
Philadelphia	5	0	0	3	5	0	12	0	0
Baltimore	19	1	0	19	8	0	30	3	0
Norfolk	6	2	0	10	9	0	18	2	0
Tampa	4	0	0	1	1	0	5	0	0
Mobile	21	0	0	5	7	0	32	3	0
New Orleans	29	3	0	41	28	0	51	6	0
Jacksonville	11	5	1	20	12	3	18	5	0
San Francisco	29	8	0	32	27	1	57	20	0
Wilmington	9	5	0	1	3	0	15	10	0
Seattle	6	3	0	10	8	0	11	2	0
Puerto Rico	6	1	0	8	8	0	18	2	0
Houston	51	7	0	36	21	0	89	12	1
Piney Point	0	2	0	0	28	0	0	0	0
Yokohama	2	1	0	0	1	3	3	0	0
Alpena	2	0	0	2	1	3	0	1	0
Buffalo	0	0	1	5	0	0	0	0	1
Cleveland	0	0	0	4	3	2	0	0	0
Detroit	3	0	0	10	3	4	3	0	0
Duluth	2	0	0	7	4	3	1	0	0
Frankfort	4	0	0	12	0	0	1	0	0
Chicago	2	1	0	2	3	2	1	0	2
Totals	254	47	3	276	222	25	441	82	10
ENTRY DEPARTMENT									
Boston	2	5	6				0	7	11
New York	39	88	24				50	136	71
Philadelphia	6	17	0				12	29	3
Baltimore	15	28	7				37	52	16
Norfolk	7	12	6				9	27	9
Tampa	1	4	0				3	4	2
Mobile	14	17	0				22	38	1
New Orleans	33	45	6				48	80	10
Jacksonville	14	31	3				7	46	12
San Francisco	33	54	0				42	101	13
Wilmington	5	20	1				8	33	1
Seattle	14	27	4				18	21	3
Puerto Rico	7	9	0				17	35	3
Houston	24	58	36				26	76	69
Piney Point	0	41	0				0	0	0
Yokohama	2	1	4				2	2	3
Alpena	0	0	24				0	1	65
Buffalo	8	6	18				2	5	27
Cleveland	0	10	20				2	7	22
Detroit	30	14	56				19	14	72
Duluth	9	14	15				6	8	21
Frankfort	14	3	13				6	1	25
Chicago	7	4	20				3	3	41
Totals	284	508	263				339	726	500
Totals All Depts.	1,512	871	305	1,221	659	138	2,354	1,308	576

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

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SPAD**

Shipping has been good to excellent in most ports as can be seen in the above shipping figures. In the month of August a total of 2,018 permanent jobs were shipped from SIU halls. Of these 1,221 jobs were taken by 'A' book men, leaving 797 jobs to be filled by 'B' and 'C' seniority men. The active SIU membership is made up of roughly 60 percent 'A' book men and 40 percent 'B'. The month's shipping figures show that about 60 percent of the jobs were taken by 'A' men and 40 percent by 'B'. This means there are plenty of jobs to be had for all SIU members.

ASHORE



Baltimore

Able-seaman Herman Whisnant has been in the USPHS hospital here since July 15 after undergoing an operation on his leg. Seafarers also at the USPHS hospital here are Arne Larsen, Ralph Nay and N. Wuchina, who was sailing as second pumpman on the *Overseas Arctic* and was re-admitted to the hospital on Aug. 12. Drop these men a line. They will appreciate hearing from you.

Boston

Three ships paid visits to this port last month. They are the *Eagle Voyager* (United Maritime), *Ogden Wabash* (Ogden Marine) and *Overseas Evelyn* (Maritime Overseas).

Houston

Recent SIU pensioner George B. Williams on receiving his first pension check here stated, "This reminds me of the time Joe Volpian shook my hand and gave me my Union book. The most important point in my life was then and now. The untiring efforts of the officials has made the SIU the greatest organization for people like me. Job security, equitable pay and benefits are most satisfying to us all. I consider all of them my friends and brothers."

New York

Planning has begun for the Atlantic International Air and Surface Search and Rescue Seminar to be held in April, 1975 at the Biltmore Hotel here. The four-day seminar, sponsored by the U.S. Coast Guard, with the cooperation of the U.S. Federal Aviation Administration, is a forum wherein representatives of government and industry from maritime nations can evaluate the state of high-seas lifesaving, using identification of persistent problem areas, critiques of existing national and international procedures, and discussions of newly developed technology.

The goal of the forum is greater precision and effectiveness in saving lives at sea through increased international cooperation, improved technique and full exploitation of the newest technology. Although discussion will focus on procedures in the Atlantic basin, representatives of all major maritime nations will be invited, since many SAR problems are common on a worldwide basis.

Piney Point

Mike Sacco, vice president of the Harry Lundeberg School of Seamanship here, and his wife, Sophie announced their sixth blessed event, Anne Marie, a 7-pound, 9-ounce infant on Aug. 8.

USPHS Hospital, Staten Island, N.Y.

SIU pensioner Art Lomas now a patient in the hospital here, writes to the Seafarers LOG that the facility is a "haven of unexcelled medical care."

Late last month Brother Lomas also wrote that he and other oldtime SIU brothers are "regaining our health through the combined efforts of the friendly and very professional ward doctors."

Writing on he declared, "the skills of specialized surgery all aided by the T.L.C. (Tender Loving Care) of those lovely, young ladies of the scrupulously-trained nursing staff and their aides who always added on a great psychological lift to cheer the stay of a seaman."

He added that "in those days (in the '40s, '50s and the '60s) the LOG would often contain many fine letters and often articles from grateful members wishing to acknowledge their appreciation in this manner."

Brother Lomas says he's aided at the hospital by "the added comforts of modern technology."

Confined to his home before for several years, he had been helped "with a hospital-type respiratory machine very generously supplied by our own Seafarers Union."

He said the hospital's co-director sent an ambulance all the way to his Yonkers, N.Y. home for prompt and needed treatment that has already brought great relief . . ."

Seafarer Lomas concludes "the ambience—the personal treatment is outstanding as always . . . everyone is so caring and so beautiful—doctors-nurses-everyone."

Shipmates can find the ailing Seafarer in Ward A-B 3, Room 242.



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.



SIU Pensioner Ignatz Decareaux proudly displays just a few of the over two hundred statues he has made since retirement in 1966. The sea, however, "will always be my first love," he says.

Pensioner Ignatz Decareaux

His Hobby Makes Him Michelangelo of SIU

Some of his friends kiddingly call him Michelangelo Decareaux, and they have good reason, because in the eight years since his retirement, SIU Pensioner Ignatz Decareaux of Arabi, La. has authored over two hundred statues of various sizes and subjects.

For the 71-year old Seafarer, statue-making began simply as a hobby, but since then has developed into a kind of second career.

He completed his first statue shortly after his retirement due to poor health in 1966. And, to a man like Brother Decareaux, who had actively sailed for over 30 years and who had circumnavigated the globe four times on SIU-contracted vessels, retirement from the sea was a very tough, reluctant, yet necessary decision.

The Louisiana artist begins the statue-making process with a mold which he lines with wire. He then pours in plaster of paris and leaves it to dry.

When dried, he removes the rough-surfaced statues from its mold and painstakingly polishes it to a smooth, shiny, porcelain-like finish. Depending on the subject matter of his statue, Brother Decareaux then meticulously paints his work with pastel greens, blues, reds, yellows and oranges as a finishing touch.

When he began, Decareaux used a small den for his workshop but since has completely taken over the garage and now has to park his car on the street.

He has made beautiful statues of Venus, the head of Christ, sailing ships, soldiers, bulls and matadors and many other subjects. Most of his finished products he gives to his old shipmates, and other friends and relatives. He has decorated his own home with some and has even sold a few.

Even though he has been retired for eight years and his time is well occupied, the sea "will never leave my veins," says Brother Decareaux.

Each morning to this day, he either walks, or rides his bicycle the five blocks from his home to the Mississippi and nostalgically watches the tug-berge traffic and the deep sea vessels plying her waters.

Occasionally, he visits his old shipmates aboard SIU-contracted ships when they come in for payoff in the port of New Orleans. On one of his most recent waterfront trips, to the *Sugar Islander*, the retired Seafarer had an interesting experience that he enjoys recounting.

The *Sugar Islander's* veteran Bosun, William Parker, years before made his first trip as an ordinary seaman on a ship with another veteran bosun, Ignatz Decareaux.

A native of Polina, La., Brother Decareaux joined the SIU at its inception in 1938 and sailed with the old International Seamen's Union before that.

A severe heart attack nearly ended his sailing career in 1964, but he continued shipping out until 1966 when his doctors advised that it would be best for him to retire.

Seafarer Decareaux looks back on his sailing career with fond memories, and even though he is happy with his new life and new work "the sea was always my first love."

Get Passports

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

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

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

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

Seafarers Aid Stricken Girl

She's only 11. But she's lying in a hospital bed fighting for her life.

Angelita Pimentel is a little angel stricken with leukemia—a cancer of the blood—and it is reported that she doesn't even know the Grim Reaper lurks near.

Nicknamed "Chinggay," the pretty girl, who her hematologist Dr. Concepcion Narcisco says "is dying a little every day" in Room 158 in the ABM Sison Hospital, Mandaluyong, Manila, the Philippines, was visited recently by three Seafarers from the SIU-crewed *SS Raphael Semmes* (Sea-Land) anchored in Subic Bay.

Giving the little miss \$300 donated by the crew, a radio, candy and chocolates, were Chief Steward Rafael Hernandez, deck delegate AB Lars Nielsen and OS Arnold Lopez. The child's aunt and guardian Mrs. Josefina Pimentel profusely thanked the Seafarers who are all from the West Coast.

Angelita entered the hospital July 23 where she has been losing about a pound a day. Her white corpuscle blood count is up to 73 million and her red corpuscle blood count is down to two million, according to reports in a Manila newspaper.

Physicians figured she had at the most four months to live. However, they haven't given up hope, yet.

Doctors are injecting the girl with the powerful, experimental drug, Oncovin.

Her doctor says "If Chinggay responds favorably to this drug in one or two months, then there is hope for her. Otherwise, only God can help the girl."

Oncovin costs 110 Philippine pesos a vial and Chinggay requires one a week for two injections. Without the drug she would wither away, says the specialist.

Her aunt, a destitute widow, said she spent 800 pesos in four days for the drug and blood transfusions for her ward. Senora Pimentel earns a mere 600 pesos a month as a Spanish teacher. Besides herself, she supports Chinggay, a daughter, her parents and other nieces and nephews. Now, she doesn't know where she is going to get the money needed to save the life of Chinggay, the newspaper report notes.

The waif of woe had been living with her aunt since her mother disappeared years ago. Last year her invalid father was crippled in a car crash.

Still today in her hospital bed, Angelita thinks she only has the flu.

Daily she frets over having to stay in bed. She's wan and very weak from fighting off continuous waves of dizziness. She lifts her thin arms with an effort, the Manila newspaper reports.

Notwithstanding all this, Chinggay tries to be a smart tyke in the fourth grade.

Chinggay's troubles all began when attacks of dizzy spells hit.

Finally, when the vertigo became more frequent, her worried aunt took her to the family physician, Dr. Jose Genato, who sent her to a hospital in Panaderos, Sta. Ana.

Their diagnosis had the finality of a death sentence: acute lymphoblastic leukemia.

Little Angelita is still fighting for her life.



SS Manhattan

The *SS Manhattan* (Hudson Waterways) is laid up at the Sun Shipyard on the Delaware River in Chester, Pa. after her last grain run to Russia. She's having her ice belt removed but her ice breaking bow will stay put. Her original bow goes to the scrappers.

SS Uruguay

Galveston's worst fire in a quarter of a century—a spectacular nighttime wharf blaze—triggered the SIU-crew of the *SS Uruguay* (Delta Line) into action to save their ship this summer.

The flames wiped out the wharf and caused \$6-million in damage to cotton, rice and equipment. Some vessels tied up to the dock were towed away when the fire alarm rang.

Seafarers got 10 fire hoses operating in eight minutes on deck. Seven minutes later the crew cast off all mooring lines as the ship maneuvered away from her burning wharf on her own power.

The conflagration of unknown origin broke out at 10:10 p.m. on Pier 37 across from the *SS Uruguay*. Despite the heat, only blistered paint was reported on the SIU-contracted vessel with no mishaps to the crew.

SS Overseas Rose

Oiler Robert G. Donahue, 43, of the *SS Overseas Rose* (Maritime Overseas) passed away on July 22. The SIU crew sent flowers to his mother, Mrs. Alice T. McCance of Bergenfield, N.J. The ship left Rotterdam to a payoff in Houston on Aug. 15.

SS Bethflor

On her way to the port of Palua, Venezuela, Seafarers aboard the SIU-contracted *SS Bethflor* (Bethlehem Steel) reported they tried to free the *SS Oswego Defender* (Bethlehem Steel) which had been aground since June 30 with no success.

SS American Victory

Crew pantryman Johnnie F. Ferguson took a tumble hurting his back recently aboard the *SS American Victory* (Victory Carriers) sailing in the Gulf. Seafarer Ferguson was lifted off the deck by a helicopter to the Bayside Medical Center in St. Petersburg, Fla.

SS Seatrain Maryland

An engine room flashback sent fireman-watertender O. Bogdin ashore when his arm and hand were burned.

The ship's chairman, Recertified Bosun John Eddins says: "Quite a few reports in the June issue of the LOG deal with vital interests to all Seafarers. I hope you read them for yourselves."

"Briefly, as you know, Falcon Tankers were taken over by the Navy. This same company was the low bidder on the nine new 25,000 ton tankers that are to replace the older ships operated by Hudson Waterways. Our Union is still fighting the Navy takeover of Falcon Co., and will challenge the award of this latest contract to an NMU company whose bid was higher . . ."

"The fight still goes on for the Oil Bill that when passed will guarantee more ships, more jobs. Paul Hall has addressed both Houses in this contest and many hours and dollars have been spent."

"This is how our investment in SPAD is used. When the job is done we'll have our dividends in jobs and security, or pork chops."

SS Thomas Lynch

This Waterman Steamship Co. vessel sailed out of Jacksonville Harbor on Sept. 15 on a voyage to Saigon with a cargo of 5,250 metric tons of diammonium phosphate. Expected time of arrival there is on Sept. 30.

SS John Penn

Another Waterman Steamship Co. vessel, the *SS John Penn* sailed from Tampa to Bangladesh early this month with a cargo of 7,500 tons of triple superphosphate.

SS Sea-Land Finance

The *Sea-Land Finance* left Hong Kong, Kobe and Yokohama to swallow the anchor in Seattle on Sept. 14 with ports of call in Long Beach on Sept. 18 and in Oakland on Sept. 20.

SS Columbia

Sailing from Donaldsville, La. to Saigon will be the *SS Columbia* (U.S. Steel) on Sept. 15 carrying a cargo of 10,500 metric tons of diammonium phosphate. Early next month she will carry 10,900 metric tons of phosphate to Saigon from Belledune, New Brunswick, Canada.

Bob Prentice Knows What Education Can Do For You

Bob Prentice is a man who practices what he preaches—and what he preaches is education.

The 55-year old salt never hesitates to advise a younger Seafarer of the importance of education and upgrading at the Lundeberg School to achieve higher ratings, better pay, and job security for the future.

A long-time black gang member, he tells his younger shipmates in the engine department that the School's career advancement programs will enable them to climb to the top unlicensed ratings, as well as lay the groundwork for more advanced courses eventually leading to a Chief Engineer's job.

Although sailing off and on since 1939, Prentice did not join the SIU until 1967. Over the years, he has sailed with other seamen's unions and feels that his widespread experience has given him an objective view of the recent history of the U.S. merchant marine.

He says that the SIU, because of its far-sighted educational programs, has been able to stay afloat in spite of a sinking maritime industry, and that now, in the wake of maritime revitalization, "the SIU is the best seagoing Union."

Bob first took advantage of the Lundeberg School in January of 1973, getting his QMED-any rating. At that time he said his visit was "an experience I shall never forget."

He returned to the HLSS in June of this year and participated in the School's relatively new LNG program, and is



Seafarer Bob Prentice

presently taking the Diesel Engine Course, first time offered at the School.

Mostly self-educated, the Colorado-born Seafarer also has keen interests in geology, archeology and photography.

He has taken many individual archeological field trips around the world, and has uncovered some undated pieces of pottery from the Citadel at Aquaba on the Jordan River.

Even at Piney Point during spare time, he takes an occasional field trip and has found arrowheads and other Indian artifacts.

The ex-cross country trucker, although a permanent resident of Tampa, Fla. will often return to his home state of Colorado for nature walks in the Rocky Mountains.

Brother Prentice hopes to ship on an LNG vessel when they soon come out under the American-flag.

And while aboard, you can be sure he'll be preaching what he practices so well.

Politics Is Porkchops
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To Advance Themselves, Seafarers Participate in Bosun's Recertification and 'A' Seniority Upgrading

142 Bosuns Have Graduated

Twelve more bosuns graduated from the SIU's Bosun Recertification Program this month and have gained a greater knowledge of their Union and the entire maritime industry. They will return to their ships and inform their brother members of our problems and how we are dealing with them.

Below are the 12 new graduates, who bring the total number of bosuns to go through the program to 142.



William Wallace

Seafarer Bill Wallace, 64, has been a member of the SIU since 1947, and started shipping as bosun that same year. A native of Alabama, brother Wallace ships out of the port of Mobile where he lives with his wife Rita and their three children.



Otto Pedersen

Seafarer Otto Pedersen, 51, has been a member of the SIU since 1941, and has been sailing as a bosun since 1944. A native of Gulfport, Miss., he makes his home there with his wife Ernie and their three children. Brother Pedersen ships out of the port of New Orleans.



Arne Hovde

Seafarer Arne Hovde, 55, has been a member of the SIU since 1942, and started sailing as bosun in 1943. A native of Norway, Brother Hovde now ships from the port of Philadelphia where he makes his home with his wife Lola.



Enrico Tirelli

Seafarer Ernie Tirelli, 53, has been sailing with the SIU since 1946, and as a bosun for the past 20 years. A native of Brooklyn, N.Y., Brother Tirelli now lives in Hackensack, N.J. He ships out of the port of New York.



Jose Gonzalez

Seafarer Jose Gonzalez, 48, has been sailing with the SIU since 1952, and has been shipping out as bosun since 1957. Born in Spain, he now makes his home in Brooklyn, N.Y. Brother Gonzalez ships from the port of New York.



Sebastian Foti

Seafarer Sebastian "Jimmy" Foti, 57, has been sailing with the SIU since 1941, and as bosun since 1954. Born in Boston, he now ships out of the port of Wilmington where he makes his home with his wife Irene.



William Morris

Seafarer William "Rocky" Morris, 48, has been a member of the SIU since 1950 and has been sailing as bosun since 1954. A native of New York, Brother Morris ships from the port of Baltimore, where he makes his home with his wife Mary and their child.



Arthur Beck

Seafarer Arthur Beck, 45, has been a member of the SIU since 1951, and has been sailing as a bosun since 1961. A native of New York, Brother Beck now makes his home in Newark, Calif. with his wife Young Mi and their two children. He ships from the port of San Francisco.



Daniel Ticer

Seafarer Dan Ticer, 56, has been a member of the SIU since 1944, and has been shipping as bosun since 1951. A native of Oklahoma, Brother Ticer now makes his home in Stockton, Calif. with his wife Alida and their three children. He ships from the port of San Francisco.



Charles Merrill

Seafarer Charles Merrill, 53, has been a member of the SIU since 1942, and has been sailing as bosun since 1945. A native of Mobile, Brother Merrill ships from that port city and makes his home there with his wife Mattie and their son.



John Spuron

Seafarer John Spuron, 48, has been a member of the SIU since 1942, and began sailing as bosun in 1946. A native of San Pedro, Calif., Brother Spuron now ships out from the port of San Francisco where he makes his home.



Frederick Pehler

Seafarer Fred Pehler, 47, has been sailing with the SIU since 1945, and as a bosun since 1950. A native of Iowa, Brother Pehler now ships from the port of Mobile, where he lives with his wife Margaret and their three children.

Bosuns Recertification Honor Roll

Following are the names and home ports of the 142 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

Altstatt, John, Houston
Anderson, Alfred, Norfolk
Anderson, Edgar, New York
Annis, George, New Orleans
Arriada, Alfonso, Baltimore
Atkinson, David, Seattle
Baker, Elmer, Houston
Barnhill, Elmer, Houston
Baudoin, James, Houston
Beavers, Norman, New Orleans
Beck, Arthur, San Francisco
Beeching, Marion, Houston
Berger, David, Norfolk
Beye, Jan, New York
Bojko, Stanley, San Francisco
Boney, Andrew, Norfolk
Bourgot, Albert, Mobile
Bryan, Ernest, Houston
Bryant, Vernon, Tampa
Burch, George, New Orleans
Burke, George, New York
Burton, Ronald, New York
Bushong, William, Seattle
Butterton, Walter, Norfolk
Butts, Hurmon, Houston
Caldeira, Anthony, Houston
Castro, Guillermo, San Juan
Christenberry, Richard, San Francisco
Cisicki, John, San Francisco
Clegg, William, New York
Colson, James, Seattle
Cooper, Fred, Mobile
D'Amico, Charles, Houston
Darville, Richard, Houston
Delgado, Julio, New York
Dickinson, David, Mobile
Dixon, James, Mobile
Drewes, Peter, New York
Eddins, John, Baltimore
Ferra, Raymond, New Orleans
Flowers, Eugene, New York
Foti, Sebastian, Wilmington
Gahagan, Kenneth, Houston
Garner, James, New Orleans
Giangiordano, Donato, Philadelphia
Gillain, Robert, Jacksonville
Gonzalez, Jose, New York
Gorbea, Robert, New York
Gorman, James, New York
Greewood, Perry, Seattle
Hamback, Bert, New York
Hamsvetd, Alfred, New York
Hollman, Karl, Seattle
Hicks, Donald, New York
Hodges, Raymond, Mobile
Hodges, Raymond W., Baltimore
Hogge, Elbert, Baltimore
Hornik, Stephen, New York
Hovde, Arne, Philadelphia
Janes, Calvina, New York
Jandora, Stanley, New York
Jansson, Sven, New York
Johnson, Raynugh, Houston
Keragood, Morton, Baltimore
Kleinola, William, New York
Knoles, Raymond, San Francisco
Koen, John, Mobile
Konis, Perry, New York
Kozz, Leo, Baltimore
Lambert, Raldis, New Orleans
Landon, Manuel, San Juan

Lasso, Robert, San Juan
Latapie, Jean, New Orleans
Lavoine, Raymond, Baltimore
Lee, Hans, Seattle
Levin, Jacob, Baltimore
Loyal, Joseph, Philadelphia
Libby, George, New Orleans
Mackert, Robert, Baltimore
Manning, Denis, Seattle
Mattioli, Gaetano, New York
McCasky, Earl, New Orleans
McGinnis, Arthur, New Orleans
Meehan, William, Norfolk
Merrill, Charles, Mobile
Miller, Clyde, Seattle
Monardo, Sylvester, New Orleans
Morris, Edward, Jr., Mobile
Morris, William, Baltimore
Ioss, John, New Orleans
Moyd, Ervin, Mobile
Mullis, James, Mobile
Murry, Ralph, San Francisco
Nash, Walter, New York
Nicholson, Eugene, Baltimore
Nielsen, Vagn, New York
O'Connor, William, Seattle
Olson, Fred, San Francisco
Oruwaner, Albert, San Francisco
Parker, James, Houston
Pedersen, Otto, New Orleans
Pehler, Frederick, Mobile
Pence, Floyd, Houston
Perry, Wallace, Jr., San Francisco
Pierce, John, Philadelphia
Pollanen, Viecko, New Orleans
Poulsen, Verier, Seattle
Presly, Donald, New York
Puchalski, Kasimir, San Francisco
Pulliam, James, San Francisco
Radich, Tony, New Orleans
Rihn, Ewing, New Orleans
Riley, William, San Francisco
Ringnette, Albert, San Francisco
Rivera, Alfonso, San Juan
Rodrigues, Lancelot, San Juan
Rodriguez, Ovidio, New York
Rueley, Edward, Baltimore
Schwarz, Robert, Mobile
Self, Thomas, Baltimore
Seltz, Floyd, San Francisco
Sheldrake, Peter, Houston
Smith, Lester, Norfolk
Sokol, Stanley, San Francisco
Spuron, John, San Francisco
Stackman, Sven, New York
Swearingen, Barney, Jacksonville
Ted, Frank, New York
Thompson, J. R., Houston
Ticer, Dan, San Francisco
Tilman, William, San Francisco
Troll, Enrico, New York
Toth, Raymond, New Orleans
Turner, Paul, New Orleans
Wallace, Wurd, Jacksonville
Wallace, William, Mobile
Wardlaw, Richard, Houston
Weaver, Harold, Houston
Whitmer, Alan, New York
Woods, Malcolm, San Francisco
Woodman, Homer, New Orleans
Zungano, Roberto, New York

Upgrading Honor Roll

Following are the names and departments of 109 Seafarers who have completed the 'A' Seniority Upgrading Program.

Allen, Lawrence, Engine
Allison, Morphy, Engine
Andrepout, P. J., Engine
Arnold, Mott, Deck
Bartol, Thomas, Deck
Baxter, Alan, Engine
Bean, F. L., Deck
Beauverd, Arthur, Engine
Bellinger, William, Steward
Blacklok, Richard, Engine
Bolen, Timothy, Deck
Burke, Lee Roy, Engine
Burke, Timothy, Deck
Castle, Stephen, Deck
Clark, Garrett, Deck
Conklin, Kevin, Engine
Cunningham, Robert, Deck
Daniel, Wadsworth, Engine
Davis, William, Deck
Day, John, Engine
Derke, Michael, Engine
Deskins, William, Steward
Dising, Maximo, Engine
Ewing, Larry, Steward
Fila, Mariou, Deck
Galka, Thomas, Engine
Garay, Stephen, Deck
Garcia, Robert, Deck
Gilliam, Robert, Steward
Gotay, Raul, Steward
Gower, David, Engine
Graham, Patrick, Deck
Grimes, M. R., Deck
Hart, Ray, Deck
Hawker, Patrick, Deck
Haynes, Blake, Engine

Heick, Carroll, Deck
Humason, Jon, Deck
Hummerick, James, Jr., Steward
Hutchinson, Richard, Jr., Engine
Ivey, D. E., Engine
Johnson, M., Deck
Jones, Leggette, Deck
Kegney, Thomas, Engine
Kelley, John, Deck
Kerney, Paul, Engine
Kirksey, Charles, Engine
Kittleson, L. Q., Deck
Knight, Donald, Engine
Konetes, Johnnie, Deck
Kunc, Lawrence, Deck
Kundrat, Joseph, Steward
Lehmann, Arthur, Deck
Lentsch, Robert, Deck
Lundeman, Louis, Deck
Makarewicz, Richard, Engine
Manning, Henry, Steward
Marcus, M. A., Deck
McAndrew, Martin, Engine
McCabe, John, Engine
McCabe, T. J., Engine
Minix, Jr., R. G., Engine
Miranda, John, Engine
Moore, C. M., Deck
Moore, George, Deck
Moore, William, Deck
Mortier, William, Deck
Painter, Phillip, Engine
Paloumbis, Nikolaos, Engine
Papageorgiou, Dimitrios, Engine
Farker, Jason, Deck
Poletti, Pierangelo, Deck
Reamey, Bert, Engine

Restaino, John, Engine
Ripley, William, Deck
Rivers, Sam, Engine
Roback, James, Deck
Rodriguez, Charles, Engine
Rogers, George, Engine
Sabb, Caldwell, Jr., Engine
Calley, Robert, Jr., Engine
Sanders, Darry, Engine
Sanger, Alfred, Deck
Shaw, Ronald, Engine
Simonetti, Joseph, Steward
Simpson, Spurgeon, Engine
Sisk, Keith, Deck
Smith, D. B., Steward
Smith, Robert, Deck
Spell, Gary, Engine
Spell, Joseph, Deck
Spencer, H. D., Engine
Stauter, David, Engine
Svoboda, Kvetoslav, Engine
Thomas, Robert, Engine
Thomas, Timothy, Deck
Trainer, Robert, Deck
Utterback, Larry, Deck
Vain, Thomas, Deck
Valton, Sidney, Engine
Vanyi, Thomas, Steward
Vukmir, George, Deck
Walker, Marvin, Engine
Wambach, Albert, Deck
Wilhelm, Mark, Engine
Wilson, Richard, Steward
Wolfe, John, Deck
Woodhouse, Ashton, Engine
Zukier, Hans, Engine

'A' Book Means Job Security

Five Upgraders Graduate

Every month the Seafarers International Union gives more Seafarers the opportunity to insure their job security for the future by putting them through a Seniority Upgrading Program in which they may learn the technology on newly-constructed vessels. Seamen of the future will have to know these latest advancements in order to properly man American merchant ships in the years ahead.

At the same time, those SIU members participating in the program

gain a better understanding of the industry they work in, and the Union they belong to. And, once they receive their full 'A' Books, their ship-

ping opportunities are much better. The total number of Seafarers who have gone through this Upgrading Program has now reached 109.

George Rogers



Seafarer George Rogers has been a member of the SIU since 1967. Brother Rogers received a QMED rating at the Harry Lundeberg School prior to completing the 'A' Seniority Upgrading Program. A native of Oakland, Calif., he now makes his home in Sacramento, Calif. Seafarer Rogers ships out of the port of San Francisco.

Michael Derke



Seafarer Mike Derke graduated from the Harry Lundeberg School in January, 1972. Prior to attending the 'A' Seniority Upgrading Program, Brother Derke received a QMED rating at Piney Point. A native of Milwaukee, he ships out of the port of Houston where he makes his home.

Murphy Allison



Seafarer Murphy Allison has been a member of the SIU since 1968. Prior to attending the Seniority Upgrading Program Brother Allison received a QMED rating at the Harry Lundeberg School. A native of Louisiana, he now makes his home in Oakland, Calif. with his wife Alma and their one child. Seafarer Allison ships out of the port of San Francisco.

Robert Smith



Seafarer Bob Smith graduated from the Harry Lundeberg School in December, 1971. Prior to attending the 'A' Seniority Upgrading Program, Brother Smith received his AB ticket at Piney Point. A native of Brooklyn, he now ships from the port of Houston where he makes his home.

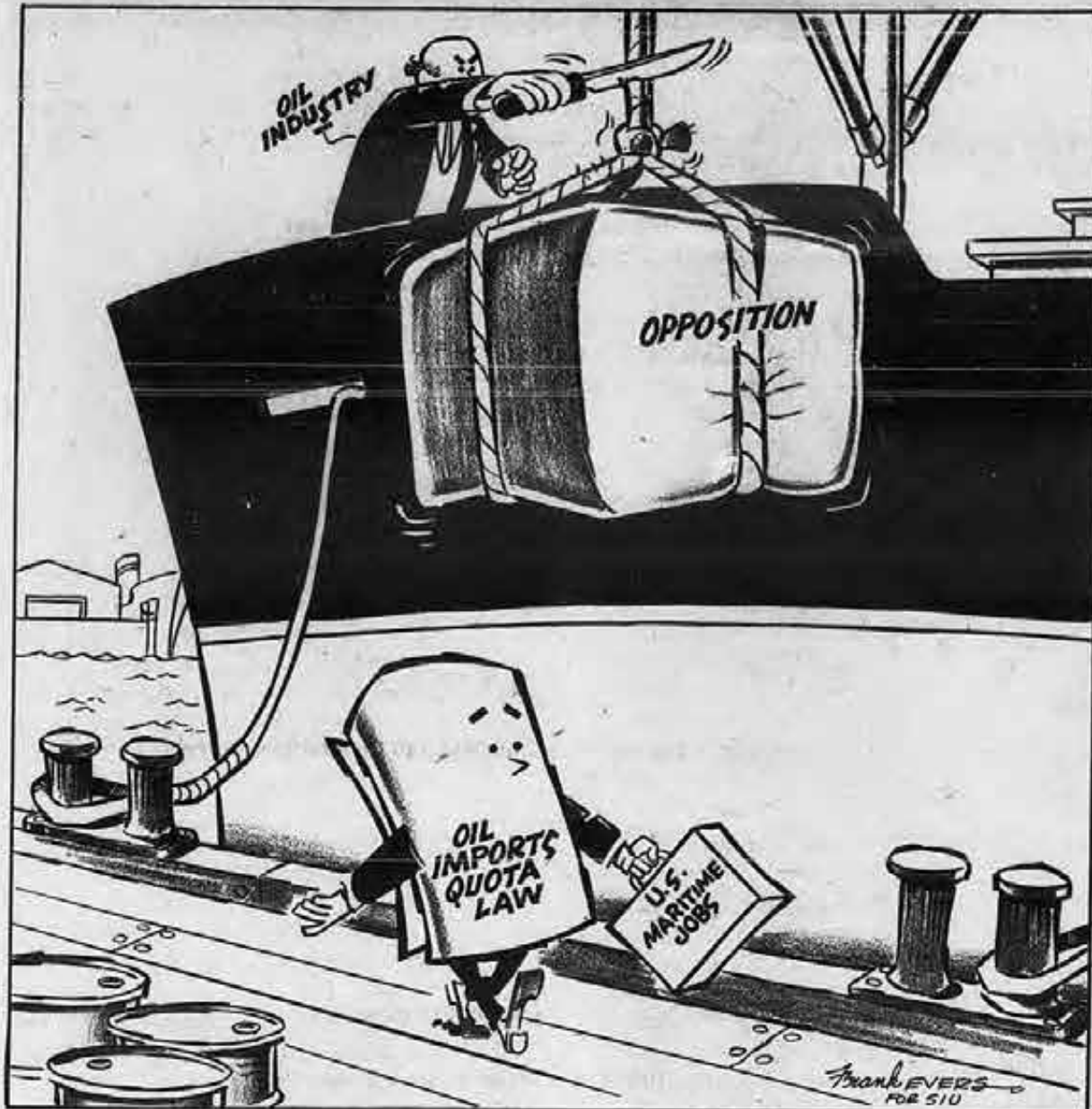
Stephen Castle



Seafarer Steve Castle has been a member of the SIU since 1967. Born in Los Angeles, Brother Castle now makes his home in San Diego. He ships out of San Francisco as an AB.

Politics Is Porkchops Donate to SPAD

Look Out, Below!



Let's Set the Record Straight

Final passage by the United States Senate of the oil imports quota bill (Energy Transportation Security Act of 1974) is a great victory which will benefit all segments of the American maritime industry.

The fight for implementation of the oil bill has been a long, tedious, uphill, all-the-way struggle. But by no means is this fight over.

Led by the multinational oil companies, the legislation's long-time opposition will continue in their campaign to pressure President Ford into vetoing the bill—and if and when the bill is signed they will pour their forces into blocking its complete implementation.

The opposition will continue to use the same old arguments that the bill is inflationary, and that it is not in the best interests of national security because it would violate existing treaties with foreign nations.

Let's straighten a few things out right now.

The oil companies claim that the bill would add anywhere from \$20 to \$60 billion to U.S. energy costs over the next decade.

This is a completely unfounded allegation.

First of all, what are the oil interests using for cost comparisons? Presently, because of the almost complete monopoly of oil transportation held by the multinationals, there are no tanker carriage rate structures available—therefore nothing with which to compare.

Secondly, expert, impartial, well-in-

vestigated testimony was entered at the Senate hearings on the bill which concluded that "there should not be any increase in the price of oil" to the consumer, and that charges for the transport of oil might actually be brought down.

The opposition's other favorite argument is that enactment of the bill will spark retaliatory legislative measures by foreign nations to implement their own cargo preference laws. This, they say, will cause international confrontation, and therefore the bill is not in the interest of national security.

Who's kidding who about national security and cargo preference?

Venezuela recently enacted legislation providing for eventual 50 percent carriage. The Arab exporting nations have formed the Arab Maritime Petroleum Transport Co. to develop an Arab tanker fleet "large enough to carry 40 percent of Arab crude exports." Japan mandates 50 percent of oil imports on its nation's flag vessels, and France reserves two thirds of its oil imports for her fleet.

Cargo preference is nothing new, and the United States is by no means setting an international precedent.

What the U.S. is doing, though, is creating an eventual 225,000 man years of employment for American workers, shoring up a deteriorating U.S. balance of payments, and writing a national insurance policy against oil transportation boycotts.

The oil imports quota bill means national security, and the SIU will not rest until the bill is finally enacted, and its provisions completely implemented.

Letters to the Editor



HISTORIC PRESERVATION

Scholarship Winner Succeeds

It's been a long time since you have heard from me, probably more than eight years. In 1962 the SIU awarded me an Andrew Furuseth Scholarship and in 1966 I graduated from Fairleigh Dickinson University, Teaneck, N.J.

Since that time, I have been working toward a goal that I laid before you as part of my scholarship application.

I am happy at this time to tell you that I have accomplished what I set out to do. On July 2, 1974 I received notice from the Casualty Actuarial Society that I had passed my last exam and would be admitted as a "Fellow" at their annual meeting in November in New Orleans, La. It will make me only the seventh woman to become a "Fellow" in the Society's 60-year history.

I thought you would be glad to hear of my success since it was the SIU that has done so much to get me started. I am sure most of your scholarship winners are outstanding individuals and it pleases me to let you know that I have succeeded in the opportunities your scholarship opened for me.

Sincerely,
Mrs. Carl S. Balko
(formerly Karen Anne Hoyer)

Outstanding Job

We arrived in Yokohama aboard the SS *Iberville* on Aug. 22 with several beefs that had to be cleared up. We also had several mechanical problems involving the air-conditioning system, the ice-making machine, and a cold water shortage.

Ed Morris, Yokohama patrolman, handled all of these cases promptly and efficiently. Therefore, in the name of the entire crew of the *Iberville*, I wish to commend and thank Ed for an outstanding job.

Fraternally
C. Tony Blake
Ship's Deck Delegate

September 1974 Volume XXVI, No. 9

SEAFARERS LOG

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

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Wandering the Seas

"The Voyage"

Alone . . . in an urban tower . . . high on a concrete floor . . . with cold winds howling around me . . .
 In the distance . . . the hazy form of a buccaneer . . . peering through the mist . . . luring my
 Imagination . . . conjuring up unfulfilled yearnings for a half remembered past . . .
 In some lost incarnation . . .
 A ship at the pier . . . temporarily tied . . . with the promise of adventure just ahead . . .
 While I . . . trapped in my urban cell . . . doomed to a concrete prison . . . a prisoner
 Of my imagination and longings . . .
 And then . . .

The telephone . . . jarring the night . . . emotions . . . tangling up the wires . . .
 Voices . . . rasping . . . fighting . . . fighting for life . . .
 Even anger is welcome . . . the dissonant voices . . . cutting the vacuum sucking me into
 The vortex . . .
 Willingly . . . willingly . . . until the purpose is lost . . . the meaning gone . . . the image
 Blurred . . . and confusion runs rampant . . .
 My nemesis . . . the silence or the voice . . . images running into images . . . like tears . . .
 On an ink filled sheet . . .
 Creating patterns where none exist . . . diffusing the content . . . imitation of art and
 Of life . . .
 The ship . . . sails from the pier . . . silently . . . suddenly it is gone . . . all is gone . . .
 And my voyage . . . from whimsy to anger subsides . . . on a wave of nostalgia . . . the silence
 Returns . . .
 Rapunzel cannot let down her golden hair . . .

And . . .
 There is . . .
 No ladder
 To the
 Stars!
 Anton Ratkovich

"Place In The Sea"

"The earth's nature out
 At sea is the
 Strangest force I have
 Ever felt or seen"

"The water in the current
 Thrashing against the steel ship
 And then the wind holds
 Hands and cracks like a whip"

"The force lifts it up and out
 And then the ship drops like
 Water dripping out of a spout."

"The clouds will cover the
 Sea with chill and rain
 that hits you with cold pain."

"But sometimes the heat will
 Flow hotter than hell and
 All of a sudden you'll feel ill."

"The roll of the swells
 Reminds you of an
 Endless roller coaster ride."

"You don't know when
 It will ever die."

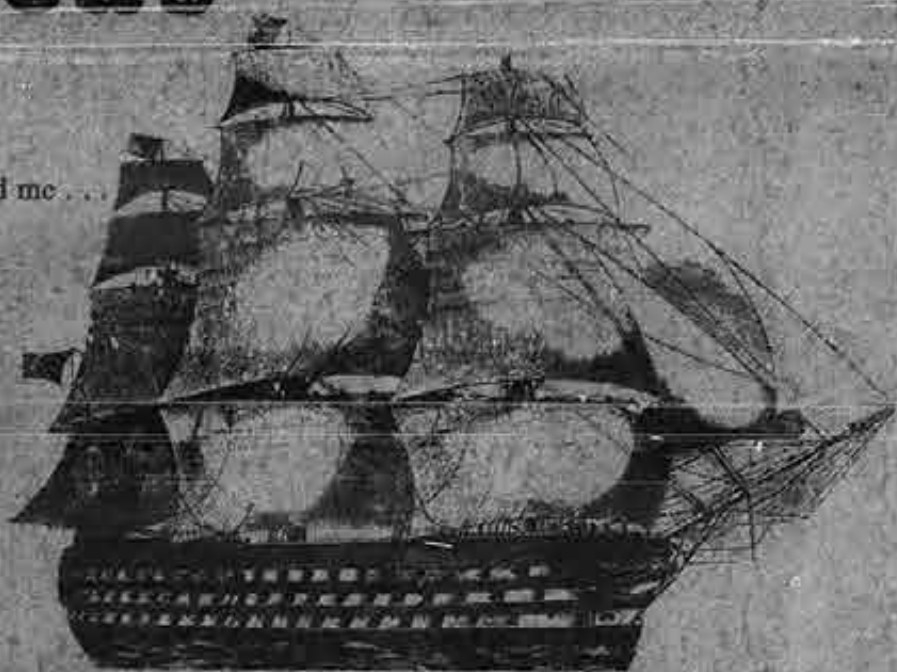
"The storms have come
 Passed and gone
 When it's over you
 Will sing a song."

"Time out here runs on
 In place just like
 Being in the outer space."

"So many days out at sea
 Makes you wonder if
 Someone can come
 Upon land you can
 Travel on, so free."

"Yes, only the seaman
 Like you and me
 Know why our
 Home is out at sea."

Paul Correll



The Cradle

In the days and the nights when in the cradle you creep
 Feeling the tenderness when mother puts you to sleep
 The sacrifice she has given you only nature can bear
 And only God and country and mother can bear.

The baby in the crib is happiness to keep
 The child with a toy is a given joy to see
 The mind to love is a course you need
 For the heart is all you want to give.

Whence from the birth to where the ages meet
 Along the line of words as the memory keeps
 Knowing the books the thoughts and the deeds
 The vicissitude of life where ends meet.

When time looks to the east and the sun looks to the west
 Bypasses the north and the south where frigid zones rest
 The wise man looks to the stars and leads the way to the goal
 Trials that bring content to work and happiness to the core.

As you walk alone the streets deep in the night
 Books you see to the left and the shows to the right
 Neither concerns you as to what directions you take
 Unaware of the thoughts you yourself could create.

William Nuttal

Anchored

I

I put my seabag up in the attic
 And I'm stay'n right here at home
 I guess you could say that I'm anchored
 For I know that I'll never more roam

II

My sea boots are still here in the closet
 For I use them on snowy days
 Or once in awhile when it's rainin'
 To keep your feet warm and dry it pays

III

My union book's in a drawer in the bedroom
 Keeping my passport company
 And my pocket knife just peels apples
 For now I'm retired you see

IV

I like it here in the mountains
 Near a stream that flows by my door
 With the birds and the bees
 The flowers and the trees
 But a sea gull, there is no more

V

I miss the shipboard noises
 And the motion at night in my bunk
 Or just shoot'n the breeze on #4 hatch
 Or sigh'n a Chinese junk

VI

No more drink'n and fight'n
 And I sure miss the girls on the block
 There's no more shoreside excitement
 Just the stevedores on the dock

VII

No more rattling of the winches
 Or the sounds of the anchor chains
 I can only hear the wind in the trees
 Or the patter of drops when it rains

VIII

I'd love to go back to sea again
 But the doctor won't let me go
 He says that my back won't take it

IX

So I'll just have to stay on the beach I guess
 And do the best I can
 For now I know I am anchored for good
 I'm just an old retired seaman

James C. Mitchell

Attention Seafarers:

Please send your poems to Editor, Seafarers Log, 672 Fourth Ave., Brooklyn, N.Y. 11232.

New SIU Pensioners



William F. Janisch, 53, joined the SIU in 1943 in the port of New York sailing as a chief electrician. He had sailed for 32 years. Brother Janisch walked the picket line in the N.Y. Harbor strike in 1961 and the Robin Line strike in 1962. Born in New York City, he is a resident of Union City, N.J.



Elmer W. Rushing, 61, joined the Union in 1940 in the port of New Orleans sailing as a bosun. Brother Rushing is a native of Mississippi and is now a resident of La Place, La. with his wife, Ethel.



Thomas W. Cassidy, 50, joined the Union in the port of New York in 1955 sailing as an oiler. Brother Cassidy is a U.S. Marine veteran of World War II. A native of New York City, he is a resident of Islip Terrace, N.Y.



Howard F. Menz, 65, joined the Union in the port of New York in 1957 sailing in the engine department. Brother Menz is an Army veteran of World War II and attended a Crews Conference at the Harry Lundeberg School of Seamanship at Piney Point, Md. Born in Sewickley, Pa., he is a resident of Bruce, Fla.



Aubrey H. Thurman, 56, joined the SIU in 1943 in the port of New York sailing in the engine department. Brother Thurman was born in Kentucky and is now a resident of Murray, Ky.



Herman C. Dinger, 62, joined the SIU in the port of Elberta, Mich. in 1954 sailing as an AB. Brother Dinger was born in Michigan and is now a resident of Kaleva, Mich. with his wife, Florence.



Anacleto Doromal, 66, joined the Union in the port of New Orleans in 1955 sailing in the steward department. He had sailed for 43 years. Brother Doromal is a native of the Philippines and is now a resident of New Orleans with his wife, Carmelita.



Johannes Roos, 64, joined the Union in 1948 in the port of New York sailing in the engine department. Brother Roos had sailed for 44 years. Born in Holland, he is now a resident of The Hague, The Netherlands, with his wife, Willemmina.



Barney Kelly, 52, joined the Union in 1947 in the port of New York sailing in the steward department. Brother Kelly is a U.S. Air Force veteran of World War II. He was born in Alabama and is a resident of Houston.



Edward S. Fairfield, Sr., 66, joined the SIU in the port of New York in 1953 sailing as a wiper. Brother Fairfield was in the U.S. Marine Reserve from 1930 to 1934. Born in Philadelphia, he is a resident of New Orleans with his wife, Elizabeth.



Stanley S. Torres, 66, joined the SIU in 1947 in the port of New York sailing as a chief cook. Brother Torres had sailed for 41 years. A native of Hilo, Hawaii, he is now a resident of San Francisco with his wife Olga.



Chris A. Markris, 50, joined the SIU in the port of Mobile in 1956 sailing as a chief cook and baker. Brother Markris is an Army veteran of World War II. Born in Alabama, he is a resident of Mobile.



Dalphin L. Parker, 70, joined the Union in 1940 in the port of Houston sailing for 41 years, 15 of them as a bosun. Brother Parker is a native of Alabama and is a pre-World War II U.S. Navy veteran. He had applied for the Bosuns Recertification Program last March, attended a SIU Crews Conference Seminar in 1970 and did picket duty in the District No. 37 beef. Seafarer Parker now resides in Mobile.



Urbin E. La Barrere, 62, joined the Union in the port of Baltimore in 1955 sailing as a cook. Brother La Barrere is a native of New Orleans and is now a resident of Houston.



Dale W. Petrie, 57, joined the SIU in the port of Elberta, Mich. in 1953 sailing as an AB. Brother Petrie was born in Echo Twsp., Antrim County, Mich. and is now a resident of East Jordan, Mich. with his wife, Barbara.



John H. Weglian, 62, joined the SIU in the port of Detroit in 1965 sailing as a cook. Brother Weglian was born in Michigan and is now a resident of Southgate, Mich. with his wife, Julia.



Albert L. Bagley, 66, joined the SIU in 1946 in the port of New York sailing in the engine department. Brother Bagley is a native of Maspeth, Queens, N.Y. He is now a resident of Narrowsburg, N.Y., with his wife, Elizabeth.



Felicito Aponte, 62, joined the SIU in 1939 in the port of Baltimore sailing as a bosun. He had sailed for 38 years. Brother Aponte is a U.S. Army veteran. Born in Puerto Rico, he is a resident of Baltimore with his wife, Carmen.

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

Houston Committee



The SIU-contracted *Houston* (Sea-Land) paid off last month in Port Elizabeth, N. J. after completing a coastwise run that included visits to the ports of Jacksonville, Houston and Charleston. The ship's Committee members, from the left, are: Gene Hall, deck delegate; Frank Rodriguez, ship's chairman; Tony Parker, engine delegate and Fred Kotm, steward delegate.

MEMBERSHIP MEETINGS' SCHEDULE



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

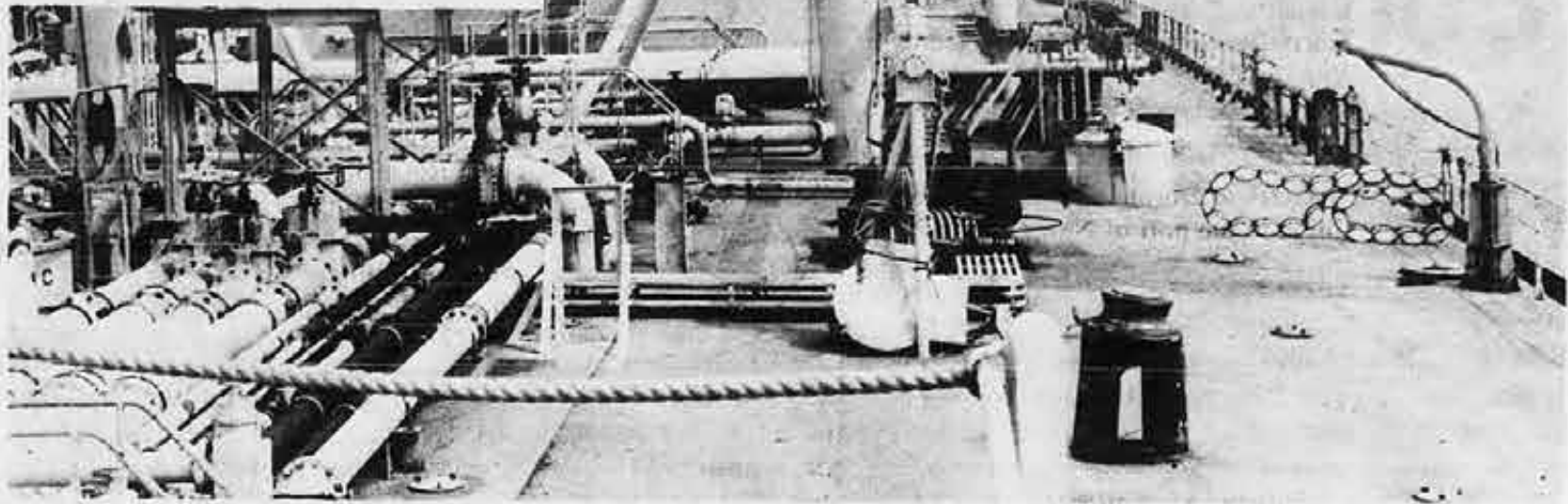
Navy Tanker Shenandoah Pays Off After Greenland Voyage



The SIU-manned T-5 Navy Tanker *Shenandoah*, returning from a trip to Greenland, paid off at the Gatx Oil Refineries in Carteret, N.J. on Aug. 18.

The crew reported spotting hundreds of loose-floating icebergs while laid over at Thule Air Force Base north of Baffin Bay on Greenland's East Coast.

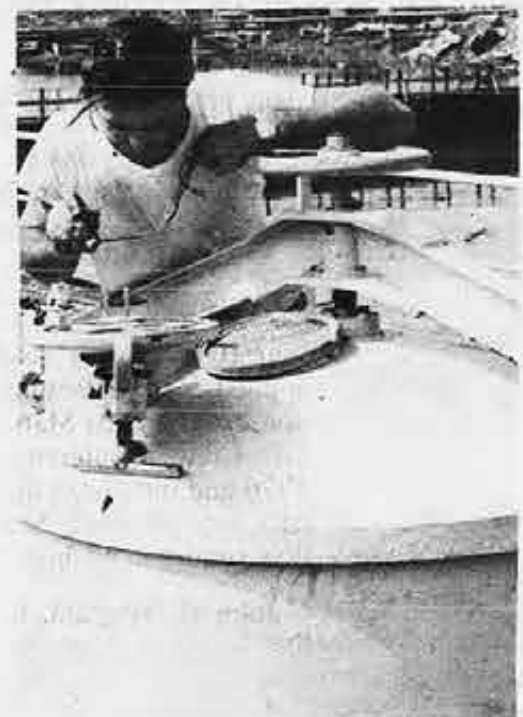
Seafarers have been manning the *Shenandoah*, one of the 13 Navy tankers operated by Hudson Waterways, since December of 1972. The vessels keep Army, Navy and Air Force Bases around the world supplied with essential fossil fuels.



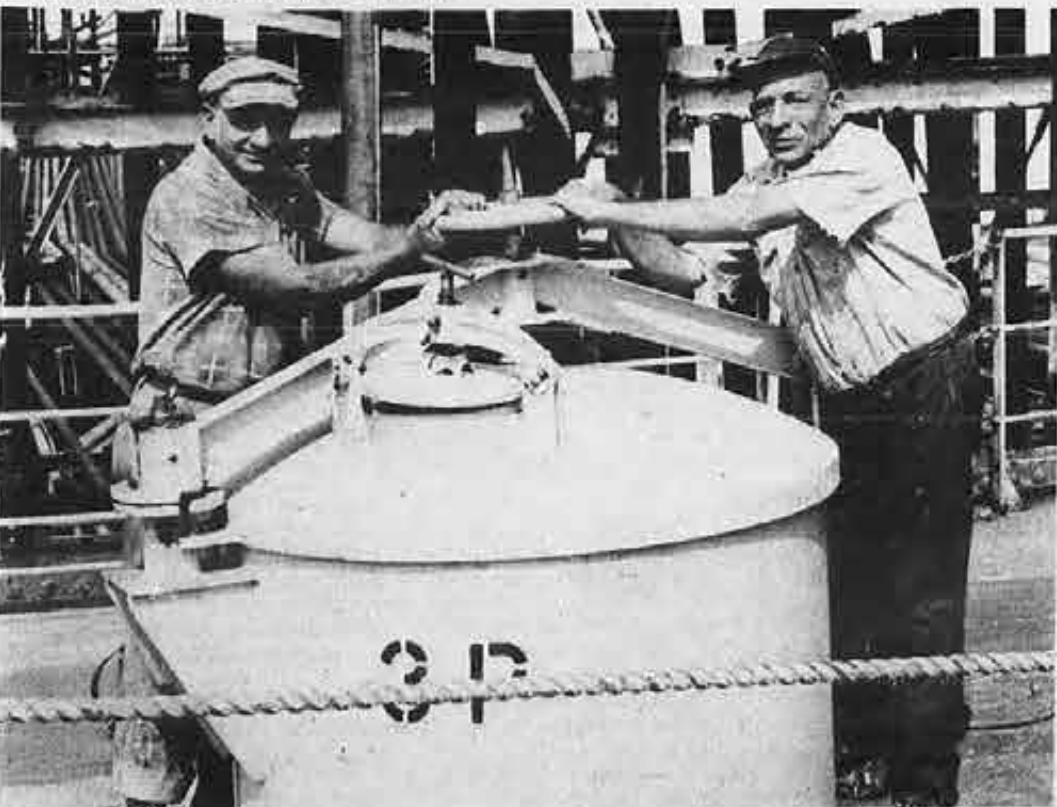
The well-kept deck of the *Shenandoah* towers impressively over oil refineries and other industrial centers of Carteret, N.J. in the background.



Part of the *Shenandoah's* crew poses topside for a photo after returning from trip to Greenland. They are, from the left: James Brock, chief pumpman; Walter Sedej, QMED and engine delegate; G. Torche, bosun, and Brothers Frank and Jim Edmonds, both able-seamen.



Chief Pumpman James Brock inspects one of the *Shenandoah's* tanks.



Brother Seafarers and fraternal brothers Jim and Frank Edmonds secure tank cover on the T-5 Navy tanker. Brothers Jim and Frank both sail as able-seamen.



Chief Steward Thomas Bolton, left, Cook and Baker Fannie Rogers, center, and 3rd Cook C. W. Tarver are three good reasons for a well-fed *Shenandoah* crew. The entire steward department on the T-5 tanker was given a special vote of thanks by their shipmates.

STEER A CLEAR



COURSE!

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

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

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

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

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

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

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

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

Stay drug free and steer a clear course.

Columbia Committee



The SIU-contracted *Columbia*, operated by Ogden Sea Transport, paid off recently at the sugar docks near Kent Ave. in Brooklyn, N.Y. Her committee members are, from the left: Ramon Ali, engine delegate; Leslie Blanchard, steward delegate; Charles Shiroa, secretary-reporter, and Ed Tylutski, deck delegate. Usual run for the *Columbia* is the Far East.

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.

Delayed Benefits

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

Name	Social Security Number	Union
McDonald, R. A.	011-18-0188	A&G
Kauffer, C.	233-09-1116	UIW
London, J.	249-78-6746	UIW
Hammond, W. C.	280-26-4695	UIW
Cooper, J. V.	230-58-5061	UIW
Lijo, F.	086-16-2506	A&G
Alexander, G.	097-14-4297	A&G
Adams, S.	223-56-2024	UIW
Snider, L.	214-34-3199	IBU
McKenzie, R.	097-46-8743	UIW
Perez, L.	434-72-1443	IBU
Kirk, S.	240-14-2976	IBU
Moore, R.	456-70-1174	UIW
Nixon, E.	461-20-2018	IBU
Joseph, I.	054-44-3626	UIW
McDougall, W.	296-07-3738	T&D
Rottaris, J.	372-18-5193	A&G
Carlton, G.	244-86-2424	IBU
Hill, H.	487-16-9638	A&G
Polston, J. H.	401-88-1534	IBU
Ernst, T.	494-28-7906	IBU
Shekell, J.	405-16-4569	IBU
Sell, C.	392-22-1784	A&G
Coleman, B.	261-46-6321	IBU
Brack, W.	142-14-5441	A&G
Henning, A.	265-05-1630	A&G
James, C.	580-14-4926	UIW
Brans, L.	390-34-3730	A&G
Lowery, J.	457-74-9474	IBU
Brown, C.	218-54-2054	UIW
Roman, R.	056-58-8947	UIW

Digest of SIU



Ships' Meetings

AMERICAN VICTORY (Victory Carriers, Inc.), July 8—Chairman T. Price; Secretary S. McDonald; Educational Director D. K. Kelley; Deck Delegate Edward J. Rokicki; Engine Delegate A. S. Stankiewicz; Steward Delegate Angeles Z. Deheza. No disputed OT. The crew pantryman fell and hurt his back on July 10, was taken off in the Gulf by helicopter and taken to the Bayside Medical Center, St. Petersburg, Fla. Everything running smoothly. Next port Tampa, Fla.

SEATRAN MARYLAND (Hudson Waterways), July 7—Chairman Recertified Bosun John Eddins; Secretary W. J. Fitch; Deck Delegate H. DeBoisiere; Engine Delegate J. F. Billot Jr.; Steward Delegate F. Urias. \$4.50 in ship's fund. Some disputed OT in deck department. Chairman suggests that all crewmembers read the June issue of the Seafarers Log which contains many articles of vital interest to all. Crewmembers will also have a better understanding of how their investment in SPAD is used.

OGDEN WILLAMETTE (Ogden Marine Inc.), July 7—Chairman Recertified Bosun Robert Schwarz; Secretary E. Kelly; Educational Director H. Wilkerson; Deck Delegate Luis A. Spina; Steward Delegate A. A. Smith. Chairman spoke on the Energy Transportation Bill which is on the Senate calendar and the importance of continuing support of SPAD. No disputed OT. Vote of thanks to the steward department for a job well done.

ARIZPA (Sea-Land Service Inc.), July 6—Chairman Recertified Bosun S. J. Jandora; Secretary W. Seltzer; Deck Delegate Walter Gustanson; Engine Delegate Jose Pineiro. No disputed OT. Chairman advised that anyone who had the required time for upgrading and needed an application they are aboard the ship. He advised that it is to the benefit to the individual as well as the Union to upgrade whenever possible. If any crewmember needed additional information on this program, the chairman offered his help. Vote of thanks to the steward department for a job well done.

SAUGATUCK (Hudson Waterways), July 21—Chairman Recertified Bosun J. Delgado; Secretary J. Spivey; Educational Director H. Hess; Deck Delegate A. E. Weaver; Engine Delegate V. T. Yates; Steward Delegate P. C. Stubblefield. Chairman advised crewmembers to read the Seafarers Log each month and to remember the importance of their SPAD donations. No disputed OT. Everything running smoothly.

DELTA ARGENTINA (Delta Steamship Lines), July 13—Chairman Recertified Bosun Tony J. Radich; Secretary S. B. Wright; Educational Director R. Lawson. Chairman commented on how the SIU is getting new ships and jobs for all. That the Harry Lundeberg School at Piney Point is expanding and growing rapidly. Urged all crewmembers to contribute to SPAD so that legislation to protect the security of every crewmember and his family may be continued. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Belem.

POTOMAC (Ogden Marine), July 7—Chairman J. D. Blanchard; Secretary N. Johnson; Deck Delegate Henry Bouganin; Steward Delegate Henry Jones. \$20 in ship's fund. No disputed OT. Everything running smoothly. Next port Dakar.

ARTHUR MIDDLETON (Waterman Steamship Corp.), July 14—Chairman Lee J. Harvey; Secretary W. Brags; Educational Director H. Johnson. Chairman held a general discussion on Union activities for the benefit of the young crewmembers on board. No disputed OT. Everything running smoothly. Next port Durban.

JEFFERSON DAVIS (Waterman Steamship), July 28—Chairman Louis L. Arena; Deck Delegate John O. Frazier; Engine Delegate Thomas P. Toledo. No disputed OT. Request that a new assortment of books be obtained for the library. Observed one minute of silence in memory of our departed brothers.

CITIES SERVICE NORFOLK (Cities Service), July 11—Chairman L. Stevens; Secretary M. Phelps; Educational Director J. Watson. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

DELTA BRASIL (Delta Steamship), July 11—Chairman E. A. Ruhn; Secretary R. P. Marion; Educational Director B. Cooley; Deck Delegate J. Klondyke; Engine Delegate N. Garcia; Steward Delegate J. Hummerick. No disputed OT. Any money in ship's fund to be used for purchase of food and refreshments for barbecue. Next port Santo Domingo.

CHICAGO (Sea-Land Service), July 29—Chairman Recertified Bosun O. Rodriguez; Secretary F. Vega; Educational Director Radam. No disputed OT. Observed one minute of silence in memory of our departed brothers.

OVERSEAS ULLA (Maritime Overseas), July 28—Chairman Walter Colley; Secretary John S. Burke Sr.; Educational Director Franklin Miller; Deck Delegate M. C. Cooper; Engine Delegate C. Johnson; Steward Delegate Herbert Holling. \$60.50 in ship's fund. Some disputed OT in engine and steward departments. Vote of thanks to the steward department for a job well done. Next port Charleston.

JOHN PENN (Waterman Steamship), July 5—Chairman H. Braunstein; Secretary A. S. Freeman; Educational Director A. Barbaro. Some disputed OT in deck department. Everything running smoothly.

SHOSHONE (Hudson Waterways), July 28—Chairman Recertified Bosun B. F. Gillain; Secretary R. Robbins; Engine Delegate Byron Elliott. Some disputed OT in deck and steward departments. Everything running smoothly.

OVERSEAS ALEUTIAN (Maritime Overseas Corp.), July 21—Chairman Recertified Bosun T. Self; Secretary A. Brodie; Educational Director R. Guerra; Deck Delegate Henry E. Jones; Steward Delegate Malcolm Steven. Some disputed OT in engine department. Everything running smoothly. Next port Manchester.

OVERSEAS TRAVELER (Maritime Overseas), July 14—Chairman Recertified Bosun F. Cooper; Secretary J. Thomas; Educational Director W. Linnette. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

Lyman Hall Committee



The Ship's Committee aboard the *Lyman Hall* (Waterman) poses for the LOG photographer during the ship's most recent payoff at Pier 7 in Brooklyn, N. Y. They are, from the left; Rosco Rainwater, steward delegate; Clayton Thompson, deck delegate; Felix Diaz, educational director and Ralph Collier, secretary-reporter. The *Lyman Hall*, having just finished a Far East run, is bound for Europe.

CONNECTICUT (Ogden Marine Inc.), July 7—Chairman Carl Linberry; Secretary George W. Luke; Educational Director H. S. Butler; Deck Delegate B. Hoffman; Engine Delegate Mike J. Berry; Steward Delegate John R. Epperson. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEALAND McLEAN (Sea-Land Service Inc.), July 5—Chairman Recertified Bosun Donald J. Pressly; Secretary T. R. Goodman; Educational Director E. C. Tyler; Engine Delegate Daniel Dean. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Elizabeth.

TAMARA GULDEN (Transport Commercial Corp.), July 28—Chairman John P. Davis; Secretary Hatgimisios; Educational Director Charles Wagner; Engine Delegate William Slayton. \$10 in ship's fund and \$154 in movie fund. Some disputed OT in engine department. Everything running smoothly.

GALVESTON (Sea-Land Service), July 21—Chairman Recertified Bosun Karl A. Hellman; Secretary Gus Skendelas; Educational Director Roger P. Coleman; Deck Delegate David H. Boone; Engine Delegate John A. Sullivan; Steward Delegate Oscar Svenson. \$36.05 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done.

MERRIMAC (Ogden Marine Inc.), July 7—Chairman John C. Green; Secretary W. T. Rose; Educational Director V. D. India; Deck Delegate Edward O'Connell. \$25 in ship's fund. No disputed OT. Everything running smoothly.

AMERICAN EXPLORER (Hudson Waterways), July 21—Chairman Andrew N. Borre; Secretary E. Sylvester; Educational Director N. P. Oliver. No disputed OT. Chairman spoke to the crewmembers on the advantages that the Harry Lundeberg School in Piney Point has to offer the membership. Everything running smoothly.

ROSE CITY (Sea-Land Service Inc.), July 14—Chairman Recertified Bosun F. E. Selix; Secretary R. P. Taylor; Educational Director N. Paloumbis. Chairman held a discussion on SPAD. No disputed OT. Vote of thanks to the steward department for a job well done.

COSSATOT (Hudson Waterways), July 8—Chairman M. Casanusva; Secretary R. Hannibal; Educational Director J. Mata. Some disputed OT in deck department. Vote of thanks to the cook for excellent baking. Everything running smoothly.

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

PANAMA
SL COMMERCE
COLUMBIA
MILLICOMA
JACKSONVILLE
BROOKLYN
MIAMI
FORT HOSKINS
MT. VERNON VICTORY

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

Personals

Peter Gavillo

Please contact Mrs. H. S. Lincoln as soon as possible at 2716 Maryland Ave., Baltimore, Md. 21218.

James Edward Hughes

Please contact Hazel M. Wagner as soon as possible at 522 Summer Ave., Burlington, Iowa 52601 or call (319) 754-8516.

Frank Nagy

Please contact Mrs. M. Nagy as soon as possible at 21 Ixia Rd., Wychwood, Germiston, Transvaal, South Africa.

Emett Thompson

Please contact Bill Doran at his Brooklyn address as soon as possible.

All Seafarers

Mrs. Beatrice Suthard, mother of Seafarer Robert Morgan, wishes that anyone knowing the whereabouts of her son have him contact her as soon as possible at 416-A Chestnut Dr., Lakewood Acres, Rt. 6, New Port Richey, Fla. 33552.

Desire Jean Louis La Berre

Please contact your daughter, Mir-cille La Berre, as soon as possible at (305) 851-2864.

Brother Katzoff Sends Greetings

Seafarer Max Katzoff, whose poems often appear in the pages of the LOG, would like to say hello to his "old shipmates in the port of San Francisco."

Brother Katzoff is presently living in Jerusalem, and if his friends would like to get in touch with him, they can reach him at P.O. Box 6740, Jerusalem, Israel.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

July 25-Aug. 21, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	15	117	\$ 42,500.00	\$ 316,295.88
In Hospital Daily @ \$1.00	236	5,070	236.00	5,070.00
In Hospital Daily @ \$3.00	89	2,349	267.00	7,047.00
Hospital & Hospital Extras	9	121	1,508.30	17,770.55
Surgical	3	30	784.00	3,478.00
Sickness & Accident @ \$8.00	6,032	59,368	48,256.00	474,944.00
Special Equipment	—	12	—	3,515.40
Optical	212	1,746	4,747.90	39,616.58
Supplemental Medicare Premiums	11	231	839.90	11,422.70
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	372	3,549	77,137.85	716,157.68
Doctors' Visits In Hospital	62	567	1,978.93	17,715.07
Surgical	97	1,014	9,464.50	129,352.45
Maternity	14	186	3,900.00	48,434.75
Blood Transfusions	4	29	241.00	2,212.65
Optical	153	1,225	3,101.51	26,049.97
PENSIONERS & DEPENDENTS				
Death	10	84	30,000.00	247,000.00
Hospital & Hospital Extras	110	1,306	15,629.33	209,404.59
Doctors' Visits & Other Medical Expenses ..	101	943	5,096.62	36,186.60
Surgical	12	102	1,690.00	14,057.25
Optical	92	454	1,561.03	10,533.82
Blood Transfusions	—	4	—	305.75
Special Equipment	2	21	36.10	4,716.61
Dental	1	6	140.00	1,416.86
Supplemental Medicare Premiums	1,895	12,947	13,013.40	93,576.30
SCHOLARSHIP PROGRAM				
	1	61	150.09	20,786.81
TOTALS				
Total Seafarers Welfare Plan	9,533	91,542	262,279.46	2,457,067.27
Total Seafarers Pension Plan	2,238	15,469	538,303.71	3,729,706.50
Total Seafarers Vacation Plan	812	8,376	407,374.28	4,458,173.40
Total Seafarers Welfare, Pension & Vacation	12,583	115,387	\$1,207,957.45	\$10,644,947.17

Continued from Page 24

SEAFARERS VACATION FUND ATTACHMENT TO 1973 NEW YORK STATE INSURANCE DEPARTMENT ANNUAL REPORT YEAR ENDED DECEMBER 31, 1973

Other Additions

Page 2—Item 6(a)

Interest on delinquent contributions receivable	\$ 3,393.17
Reduction in provisions for reserve for contributions doubtful of collection	18,775.36
Increase in uncollectable contributions applicable to field administration	29,697.84
Adjustment to prior years reserve for payroll taxes payable on vacation benefits paid	11,652.62
Unclaimed vacation checks	9,349.50
	<u>\$ 72,868.49</u>

Other Deductions

Page 2—Item 15(a)

Payroll taxes on vacation benefits	\$ 597,665.22
Write-off of uncollectable contributions	79,046.46
Examination expense—New York State Insurance Dept.	5,232.49
	<u>\$ 681,944.17</u>

Other Administrative Expenses

Page 2—Item 12(h)

Detroit office expense	\$ 9,436.82
Stationery, supplies and printing	9,665.65
Postage, express and freight	1,761.85
Telephone and telegraph	2,148.78

Tabulating services	259,379.97
Equipment rental	5,281.40
Employee benefits	5,963.28
Contribution to pension plan	21,633.91
Port activity reports	18,200.00
Repairs and maintenance	2,070.63
Dues and subscriptions	317.28
Miscellaneous	246.86
Microfilming	525.46
Temporary office help	12.77
Personnel recruiting	1,518.27
	<u>\$ 338,162.93</u>

Statement of Assets and Liabilities

Item 2—Receivables

(a) (1) Employer contributions	\$2,560,976.75
Less Reserve for contributions doubtful of collection	60,300.00
	<u>\$2,500,676.75</u>
(a) (2) Time Certificates of Deposit	<u>\$ 750,000.00</u>

(c) Other Receivables

Due from other Plans	\$ 382,492.70
Miscellaneous	3,026.75
	<u>\$ 385,519.45</u>

Item 7(c) Other Assets

Furniture, fixtures and equipment	\$ 65,377.92
Less accumulated depreciation	41,663.42
	<u>\$ 23,714.50</u>

Item 13—Other Liabilities

Contributions receivable—credit balance	\$ 22,833.61
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Tattooing—An Ancient Art

Oh Lydia, Oh Lydia, say have you met Lydia? Lydia the tattooed lady. — Groucho Marx . . . from "Lydia The Tattooed Lady"

The art of tattooing is an ancient one, dating back thousands of years. There is evidence that the people of Egypt were tattooed as early as 1300 B.C., and burial remains of people in Siberia show evidence of tattoos in 300 B.C. Julius Caesar claimed that natives of Britain were tattooed when he invaded that land in 54 B.C.

Tattooing—as most people know—is the production of patterns by inserting dye under the skin. The word tattoo originally comes from the Tahitian, "tatu", and was introduced into English and other European languages after it was first recorded by members of James Cook's expedition to the South Seas in 1769.

People get tattooed for many reasons, and various cultures and customs have a lot to do with the motives. Some anthropologists think the practice originally developed from painting the face and body. Tattooing is usually done for either decorative purposes; as an indication of status, or as a means of obtaining magical protection.

There are several methods of tattooing, and these, too, vary according to culture and geographic location. For example, in the Pacific Islands the tattooer follows an outline traced on the skin, tapping the back of a comblike arrangement of thorn or bone to force the row of points repeatedly through the skin.

The comb is dipped into a dye before tapping, or the dye may be rubbed into the freshly made

wounds. The dye used is a dark pigment made of soot and water or oil, and sometimes vegetable juice. There is not much pain during the process—the points don't penetrate deeply. Designs are permanent—any mistakes can't be corrected.

In New Zealand, the Maori warriors marked their faces with individual combinations of curves and spirals as dye was laid into grooved lines cut into the skin. This was used rather than the puncture design process and it was an important mark of a man's identity.

Some of the most complex tattooing took place in the Marquesas Islands of Polynesia, where sometimes the entire body was covered, including the scalp, eyelids and inside of the lips. The designs were of human figures and objects of everyday use. Both men and women were tattooed, especially those of high social status.

Aside from decorations and as an indication of social status, people in various parts of the world would get tattooed for superstitious and magical reasons. Burmese people had themselves tattooed with demon figures to protect against snake bites, and with cats to increase their agility; or so they believed. And up until the middle of the 20th Century, people in Iran were tattooed not only to beautify themselves, but to cure sickness and protect against the "evil eye."

The art of tattooing has always been more popular in the Far East and Pacific Islands than in Europe and the United States. After the advent of Christianity tattooing was forbidden in Europe. In the Americas many Indian tribes customarily





Still Practiced Today

tattooed the body or the face or both.

Tattooing was rediscovered by Europeans when, because of exploration, they came into contact with American Indians and Polynesians. Tattooed Indians and Polynesians, and Europeans tattooed abroad attracted quite a bit of interest at exhibits, fairs and circuses in Europe and the United States during the 18th and 19th Century.

Before long tattoo "parlours" sprang up in many cities (especially port cities) throughout Europe and the United States. These parlours had many designs available, and with the advent of electric tattooing (first patented in the U.S. in 1891) the tattooing business flourished.

The best customers for these parlours were (and still are) seamen, those serving their country in its navy and men in the merchant marine. Among all the world's professions, the greatest number of tattoos can be found on men who go to sea.

It is not really clear how or why this custom began among seafarers, but it probably started because many of them visited foreign ports (i.e. Far East and Pacific Islands) and decided to try out on themselves what they had seen on the natives.

Many seafarers who get tattooed don't give it much consideration or thought, although once you have had it done it is extremely difficult to remove. If, after you've been tattooed, you find you dislike it—you're stuck.

There are many classic tattoos among seamen. Some which are common and popular with U.S. seafarers are: The American Eagle and/or an

American flag; the Statue of Liberty; any type of ship; the words "Homeward Bound" and "Mother" under an appropriate design; and either a girlfriend's or wife's name, usually inside a heart. Another popular and classic tattoo is a naked woman.

Tattooing—especially in foreign ports—is a fairly lucrative business. Most ports have tattoo parlours, but in some—notably Bombay, Okinawa, Amsterdam and a few in Korea—men with attache cases roam the streets or hang out in places that seamen frequent, peddling tattoos. They carry both the equipment for applying them and whole "catalogs" of designs and patterns.

Many seamen today get tattooed in foreign ports, however there are a few American ports which have tattoo parlours. One such port is San Francisco, another is Honolulu. [Tattooing has been outlawed in some states, including New York, because there is some evidence of a connection with such diseases as skin cancer and hepatitis.] Prices for tattoos vary according to the size and complexity of the design. Small and medium ones usually range around \$10; more elaborate ones are closer to \$20 and up.

The practice of tattooing is still quite common today although it has never really caught on in Europe and in the Americas as much as in other parts of the world; there is a major difference in that the practice is very commercial in Europe and on the American continent, while it is done more as a ritual and as part of the culture in other sections of the world.



ANNUAL REPORT

For the fiscal year ended March 31, 1974

GREAT LAKES TUG AND DREDGE PENSION PLAN (Name of Welfare Fund)

275 20th Street, Brooklyn, New York 11215
(Address of Fund)

to the

SUPERINTENDENT OF BANKS

of the

STATE OF NEW YORK

- NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2 is required to be filed in lieu of Pages 7 to 14 of the New York Annual Statement, the Statement of Assets and Liabilities (Part IV, Section A) and the Statement of Receipts and Disbursements (Part IV, Section B) of Form D-2 may be substituted for Pages 2 and 3 herein.
- (2) The Annual Report is required to be filed, in duplicate, within five months after the close of the fiscal year used in maintaining the records of the fund. Address replies to New York State Banking Department, Employee Welfare Fund Division, 100 Church Street, New York, New York 10007.
- (3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Banking Department, Employee Welfare Fund Division, 100 Church Street, New York, New York 10007.

ANNUAL REPORT OF THE GREAT LAKES TUG AND DREDGE PENSION PLAN

ASSETS¹

1. Cash:		
a. On interest	\$ 265,874.50	
b. Not on interest	12,093.72	
c. In office		\$ 277,968.22
2. Bonds:		
a. Government obligations	\$	
b. Other obligations	1,324,739.08	1,324,739.08
3. Stocks:		
a. Preferred	\$ 99,239.22	
b. Common	895,245.26	994,484.48
4. Mortgage loans on real estate		
5. Real estate, less \$..... encumbrances and less \$..... allowance for depreciation		
6. Interest and other investment income due and accrued		24,463.91
Other assets (List each separately):		
7. Contributions receivable		9,359.14
8.		
9.		
10. Total Assets		<u>\$2,631,014.83</u>

LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers	\$	384.88
12. Other amounts set aside for payment of benefits		
13. Premiums and annuity considerations due to insurance carriers for member benefits		
14. General expenses due or accrued		8,783.40
Other liabilities (List each separately):		
15.		
16.		
17.		
18. Total Liabilities		9,168.28
19. Balance of Fund		2,621,846.55
20. Total		<u>\$2,631,014.83</u>

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

PART IV—SECTION B

STATEMENT OF RECEIPTS AND DISBURSEMENTS

Name of Plan: Great Lakes Tug and Dredge Pension Plan File No. WP-157217
For year Beginning April 1, 1973 and Ending March 31, 1974

CASH RECEIPTS

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
a. Employer (Schedule 1)	\$ 223,996.83	
b. Employee	64,156.05	
c. Other (Specify)		
d. Total Contributions		\$ 288,152.88
2. Dividends and Experience Rating Refunds From Insurance Companies		
3. Receipts From Investments:		
a. Interest	\$ 95,790.89	
b. Dividends	38,533.92	
c. Rents		
d. Other (Specify)		
e. Total Receipts From Investments		134,324.81
4. Receipts From Sale of Assets:		
a. Sales to parties-in-interest	\$	
b. Sales to others	1,354,869.23	
c. Total Receipts From Sale of Assets (Schedule 2)		1,354,869.23
5. Other Receipts:		
a. Loans (Money borrowed)	\$	
b. Other (Specify) Exchanges and insurance refund	\$ 582.51	
c. Total Other Receipts		582.51
6. Total Receipts		<u>\$1,777,929.43</u>

CASH DISBURSEMENTS

7. Insurance and Annuity Premiums Paid to Insurance Carriers and Payments to Service Organizations (Including Prepaid Medical Plans)	\$	
8. Benefits Provided Directly by the Trust or Separately Maintained Fund		89,202.99
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
10. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, hospitals, doctors, etc.)		
11. Administrative Expenses:		
a. Salaries (Schedule 3)	\$ 14,858.66	
b. Allowances, expenses, etc. (Schedule 3)	3,001.35	
c. Taxes	1,176.27	
d. Fees and commissions (Schedule 4)	9,785.31	
e. Rent	4,238.99	
f. Insurance premiums	141.44	
g. Fidelity bond premiums	52.00	
h. Other administrative expenses (Specify) Tabulating and office expense	21,126.50	
i. Total Administrative Expenses		54,380.52
12. Purchase of Assets:		
a. Investments: (Other than real estate)		
(1) Purchased from parties-in-interest	\$	
(2) Purchased from others	1,379,475.27	
b. Real Estate:		
(1) Purchased from parties-in-interest		
(2) Purchased from others		
c. Total Purchase of Assets		1,379,475.27
13. Loans (Money loaned)		
14. Other Disbursements: (Specify)		
a. N.Y.S. Examination and filing fees	\$ 971.39	
b. Exchanges	107.75	
c. Total Other Disbursements		1,079.14
15. Total Disbursements		<u>\$1,524,137.92</u>

ANNUAL REPORT OF THE GREAT LAKES TUG AND DREDGE PENSION PLAN

STATE OF NEW YORK

COUNTY OF KINGS

SS.

and

Trustees of the Fund and _____
being duly sworn, each for himself deposes and says that this Annual Report is true to the best of his information, knowledge and belief.

Employer trustee: Edward Hogan

Employee trustee: Raymond F. Kelley



Final Departures



SIU pensioner **Osborne M. Brooke, Jr.**, 54, died of emphysema in Mobile General Hospital on May 18. Brother Brooke joined the Union in 1939 in the port of Mobile sailing in the engine department. He had sailed for 37 years. Seafarer Brooke was born in Portsmouth, Va. and was a resident of Prichard, Ala. He was a pre-war veteran of the U.S. Army. Burial was in Wilson Annex Cemetery, Whistler, Ala. Surviving are his widow, Faye; three sons, Osborne, Jr., III, Robert and Albert; a stepson, James E. Cox of Prichard; four daughters, Ruth, Diana, Russella and Laurie and his parents, Mr. and Mrs. Osborne M. Brooke, Sr.



Jacob C. McLaughlin, 62, died of a gunshot wound on July 12 inflicted by robbers. Brother McLaughlin joined the SIU in the port of Wilmington in 1969 sailing in the steward department. Born in Spring Run, Pa., he was a resident of Baltimore. Surviving are two sisters, Mrs. Ruth M. Musser of Granada Hill, Calif. and Mrs. Betty L. Blackmon of Las Vegas, Nev.



SIU pensioner **Napoleon A. Blanchard**, 75, died of a heart attack while undergoing surgery in St. Joseph's Hospital, Tampa on Mar. 1. Brother Blanchard joined the SIU in the port of New York in 1950 sailing as a chief cook. Born in Massachusetts, he was a resident of Tampa at his death. Burial was in Rose Hill Cemetery, Tampa. Surviving are his widow Bonnie and a son, Ernest.



Francisco Da Salla, 70, passed away on July 7. Brother Da Salla joined the Union in the port of Baltimore in 1965 sailing as a fireman-watertender. He had sailed for 32 years and was a U.S. Navy pre-World War II veteran. Born in the Philippines, he was a resident of Baltimore. Surviving is his widow, Jean.



IBU pensioner **Floyd W. Hughes, Sr.**, 50, died of a heart attack on July 4 in the USPHS hospital in New Orleans. Brother Hughes joined the SIU-affiliated IBU in the port of New Orleans in 1956 sailing as a deck tankerman for the Crescent Towing and Salvage Co. from 1953 to 1973. He was a U.S. Army veteran of World War II. Born in New Orleans, he was a resident of Gretna, La. Burial was in Westlawn Memorial Park, Gretna. Surviving are his widow, Ethel; six sons, Thomas, Glenn, Steven, Anthony, Jason and Kenneth; a daughter, Maria and his parents, Mr. and Mrs. James Hughes.



Robert G. Donahue, 43, was found drowned in waters of Rotterdam Harbor on July 22. Brother Donahue was ashore from the *SS Overseas Rose* (Maritime Overseas). He joined the SIU in the port of New York in 1959 sailing as an AB. Seafarer Donahue graduated from the Andrew Furuseth Training School in Brooklyn, N.Y. in 1959 and attended an SIU Crews Conference at the HLSS in Piney Point, Md. He was a Navy veteran serving aboard the *USS Des Moines*. A native of New York City, he was a resident of Houston. Surviving is his mother, Mrs. Alice M. Donahue of Bergenfield, N.J.



Gus W. Smalls, 24, expired on Mar. 22, 1971. Brother Smalls joined the SIU in the port of New York in 1968 sailing as an OS. He graduated in that year from the Harry Lundeberg School of Seamanship in New Orleans and attended a SIU Crews Conference in 1970 at Piney Point, Md. Born in New Orleans, he was a resident there. Interment was in Oakville Cemetery, Oakville, La. Surviving are his widow, Dorothy; his daughter, Shawand; his father, Albert of New Orleans and his mother, Rosemary of Algiers, La.



SIU pensioner **Edward Granderson, Sr.**, 66, passed away on July 12. Brother Granderson joined the SIU in 1945 in the port of New Orleans sailing in the steward department. Born in Riverside, La., he was a resident of New Orleans. Interment was in McDonoghville Cemetery, Gretna, La. Surviving is a daughter, Mrs. Dorothy Bailey of New Orleans.



William G. Kieswetter, 77, died on May 14. Brother Kieswetter joined the Union in 1939 in the port of Norfolk sailing as an AB. He had sailed for 44 years and was a pre-war Coast Guard veteran. A native of Baltimore he was a resident there. Surviving is a sister, Clara of Baltimore.



SIU pensioner **Luther A. Roberts**, 68, died of a heart attack in the Broward General Medical Center, Ft. Lauderdale, Fla. on May 30. Brother Roberts joined the SIU in the port of New York in 1956 sailing as a chief steward. He had sailed for 36 years and had also sailed on the Great Lakes. Seafarer Roberts attended a SIU Crews Conference in 1966 at HLSS. Born in Avawam, Ky., he was a resident of Ft. Lauderdale. Interment was in Ft. Lauderdale Memorial Park. Surviving are a son, Luther and a daughter, Mrs. Joan R. Harrell, both of Ft. Lauderdale.



Warren G. Lewis, 70, passed away on June 22. Brother Lewis joined the SIU in 1945 in the port of Mobile sailing in the engine department. He was awarded three war zone commendations in World War II from the U.S. War Shipping Administration. A native of Tampa, he was a resident of La Comb, La. Interment was in Myrtle Hill Cemetery, Tampa. Surviving are his widow, Kathryn of Gibsonton, Fla.; a son, Warren of Houston and a daughter, Shirley.



Gibson F. Banks, 64, passed away on July 12. Brother Banks joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as a mate for the Delaware Ferry Co. from 1948 to 1951 and McAllister Brothers, Inc. from 1951 to 1974. A native of Norfolk, he was a resident of South Mills, N.C. Surviving are his widow, Pauline and a son, Robert.



Robert B. Callahan, 65, succumbed to a heart seizure in the USPHS hospital in New Orleans on June 19. Brother Callahan joined the SIU in 1947 in the port of New York sailing as an AB. He was a U.S. Navy veteran of World War II. Born in New York, he was a resident of New Orleans. Burial was in Restlawn Park, Gretna, La. Surviving are his widow, Sonia and his mother, Mae of Syracuse, N.Y.



IBU pensioner **Walter T. Deiotte**, 78, succumbed to lung cancer on July 4 in the Bayfront Medical Center in St. Petersburg, Fla. Brother Deiotte joined the SIU-affiliated IBU in the port of Norfolk in 1963 sailing as a chief electrician for the Curtis Bay Towing Co. Born in Sault Ste. Marie, Mich., he was a resident of St. Petersburg. He was a U.S. Navy CPO veteran of both World War I and II. Interment was in Arlington National Cemetery, Ft. Meyers, Va. Surviving are his widow, Marie; a son, Walter and a daughter, Jeanette of Virginia Beach, Va.



SIU pensioner **Rafael Montalvo**, 57, died of natural causes at home on June 30. Brother Montalvo joined the Union in the port of New York in 1962 sailing as an AB. Born in San Juan, Puerto Rico, he was a resident of Brooklyn, N.Y. Interment was in Evergreen Cemetery, Brooklyn, N.Y. Surviving are his widow, Rosa; three sons, Angel, Abraham and Miguel; four daughters, Mrs. Diana Pantojas of Brooklyn, N.Y.; Maria D. Vegas of Las Vegas, Nev.; Loli and Jeanette and a niece, Evelyn of Ponce, Puerto Rico.



SIU pensioner **James E. Curry**, 85, passed away on July 10. Brother Curry joined the SIU in the port of Baltimore in 1955 sailing as a cook. A native of Virginia, he was a resident of Baltimore. Surviving is his widow, Carrie.



IBU pensioner **Henry J. Day**, 65, died of pulmonary complications in Tampa General Hospital on June 24. Brother Day joined the Union in the port of Tampa in 1956 sailing as an engineer for Coyle Lines. Born in Perry, Fla., he was a resident of Tampa. Interment was in Rose Hill Cemetery, Tampa. Surviving is his widow, Emma.



Stanley S. Orkwiszewski, 52, died of natural causes on Apr. 12. Brother Orkwiszewski joined the Union in the port of New York in 1966 sailing as a wiper. He was a Navy veteran of World War II. Born in Philadelphia, he was a resident there. Burial was in Hillside Cemetery, Roslyn, Pa. Surviving is a brother, Theodore of Vincentown, N.J.



Charles A. Fefe, 37, died of a heart attack while at sea aboard the S-L 7 containership the *Sea-Land Resource* off the port of Kobe, Japan on May 23. Brother Fefe joined the Union in the port of San Francisco in 1969 sailing as a firemen-watertender. A native of Luling, La., he was a resident of Berkeley, Calif. Burial was in Rolling Hills Memorial Park, Richmond, Calif. Surviving are his widow, Lorraine and his mother, Mrs. Ethel Johnson of Hammond, La.



Frank M. Puglisi, 50, expired on Mar. 25. Brother Puglisi joined the SIU in the port of New York in 1958 sailing as an AB. He was a U.S. Army veteran of World War II. Born in Brooklyn, N.Y., he was a resident there. Surviving are his parents, Mr. and Mrs. Joseph Puglisi of Brooklyn, N.Y.; a brother, Stephen of Pearl River, N.Y. and a sister, Mrs. Jeanette Cotraro of Hampton Bays, L.I., N.Y.



Murfre Williams, 32, died of pulmonary complications on May 26. Brother Williams joined the Union in the port of New York in 1969 sailing in the steward department. He was born in New Orleans and was a resident there. Surviving are his widow, Ruby; a son, Murfre, Jr.; a daughter, Kim and his parents, Mr. and Mrs. Bernard Williams, all of New Orleans.



Simulator Being Built at HLS

Vocational Instructor at Piney Point, Charlie Nalen (l.) and Bob Kalmus (r.), Director of Vocational Education, show Chief Electrician Al Meglio the engine room simulator they are building to use in the upgrading programs at the Harry Lundeberg School. Photographed at an angle to show a better view of the

control panes and wiring diagram, this simulator will train upgrading Seafarers to operate the controls in the engine rooms of the new ships. SIU's upgrading programs at Piney Point are essential if we are to keep pace with new ship technology.

Upgrading Class Schedule

Sept. 23	— LNG/LPG
Oct. 3	— QMED, Lifeboat, Welding, Able Seaman, and all Steward Department Ratings
Oct. 15	— FOWT
Oct. 17	— QMED, Lifeboat, and all Steward Department Ratings
Oct. 31	— QMED, Lifeboat, Welding, Quartermaster, and all Steward Department Ratings
Nov. 4	— Pumpman (Special)
Nov. 11	— FOWT
Nov. 14	— QMED, Lifeboat, Able Seaman, and all Steward Department Ratings
Nov. 29	— QMED, Lifeboat, FOWT, Welding, and all Steward Department Ratings
Dec. 12	— QMED, Lifeboat, and all Steward Department Ratings
Dec. 26	— QMED, Lifeboat, and all Steward Department Ratings
Jan. 6	— FOWT

Jan. 9	— QMED, Lifeboat, Quartermaster, and all Steward Department Ratings
Jan. 13	— Diesel
Jan. 23	— QMED, Lifeboat, Welding, and all Steward Department Ratings
Feb. 3	— FOWT
Feb. 6	— QMED, Lifeboat, Able Seaman, and all Steward Department Ratings
Feb. 20	— QMED, Lifeboat, Welding, and all Steward Department Ratings
Mar. 3	— FOWT
Mar. 6	— QMED, Lifeboat, and all Steward Department Ratings

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

High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

I am interested in furthering my education, and I would like more information on the Lundeberg High School Program.

Name _____ Book No. _____

Address _____
(Street) (City or Town) (Zip)

Last grade completed _____ Last year attended _____

Complete this form, and mail to: Margaret Nalen
Director of Academic Education
Harry Lundeberg School
Piney Point, Maryland 20674

AB Course Scheduled

The SIU's first four-week AB course is scheduled to begin on Oct. 3 at the Harry Lundeberg School in Piney Point and each Seafarer eligible is encouraged to participate in this comprehensive program for his own benefit.

This course, taught by HLS's experienced staff instructors, will emphasize the practical applications of the materials covered, in addition to formal classroom study. For example, as part of the cargo handling segment of the course, each student will top and spot booms. Also, each Seafarer will participate in a one-day training cruise during the last week of the course, and will be expected to take soundings, recognize navigational aids and stand a watch at the wheel.

Other areas covered in the course will include the tying of knots, splicing of wire and use of braided lines. Practical firefighting work, first aid and safety will be stressed throughout the entire four week course.

By the end of this course, each man will be a knowledgeable and competent member of the deck department on any ship. The equipment with which Seafarers will be working is of the most modern and up-to-date.

To be eligible for the course, you must be at least 19-years old and have 12 months seetime as an Ordinary Seaman, or be a graduate of HLS with eight months seetime as Ordinary Seaman. You must also be able to pass the prescribed physical which requires eyesight of 20/100—20/100 without glasses, corrected to 20/40—20/20, and normal color vision.

Special Course for Pumpman

The Harry Lundeberg School will be offering a special course for pumpman beginning on Nov. 4 and finishing on Nov. 27.

As automation has been steadily reducing the size of crews, it has become increasingly necessary for each member of the crew to have more expertise in his job function.

This has become extremely evident in the case of the pumpman since fewer and fewer of our ships carry the rating second pumpman and more and more tankers join our fleet every day. The course being offered at the Lundeberg School is geared towards giving the pumpman that training which he would normally have received as second pumpman. The school's staff has researched the latest developments on automated tankers and with the use of its operational tank barge will conduct a concentrated "hands on" training program to ascertain that the SIU pumpmen of tomorrow will maintain the same high standards as they have in the past.

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

Eligibility: Applicants must already hold Coast Guard endorsement as pumpman or QMED—any rating.

Length of Course: Four weeks.



Lundeberg School



Deck Department Upgrading

Quartermaster

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

Able-Seaman

Able-Seaman—12 months—any waters

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

Able-Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

Engine Upgrading

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

LNG/LPG Program

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

Pumpman (Special)

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

Steward Upgrading

Assistant Cook

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

Cook and Baker

1. 12 months seetime as Third Cook or;
2. 24 months seetime in Steward Department, six months of which must be as Third Cook and Assistant Cook or;
3. Six months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

Chief Cook

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

Chief Steward

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

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

DECK

- AB 12 Months
 AB Unlimited
 Quartermaster
 Lifeboatman

ENGINE

- QMED
 FWT
 Oiler
 Dk. Mech.
 Reefer
 Boilermaker
 LNG-LPG
- Electrician
 Dk. Eng.
 Jr. Eng.
 Pumpman
 Machinist
 Welder
 Pumpman (Special)

STEWARD

- Assistant Cook
 Cook & Baker
 Chief Cook
 Steward

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

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

Upgrade for Job Security

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

SIU Blood Bank—A Good Health Investment For All Seafarers and Their Families



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

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

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

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

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

If You Haven't Donated in '74, Do So, You May Save a Life