



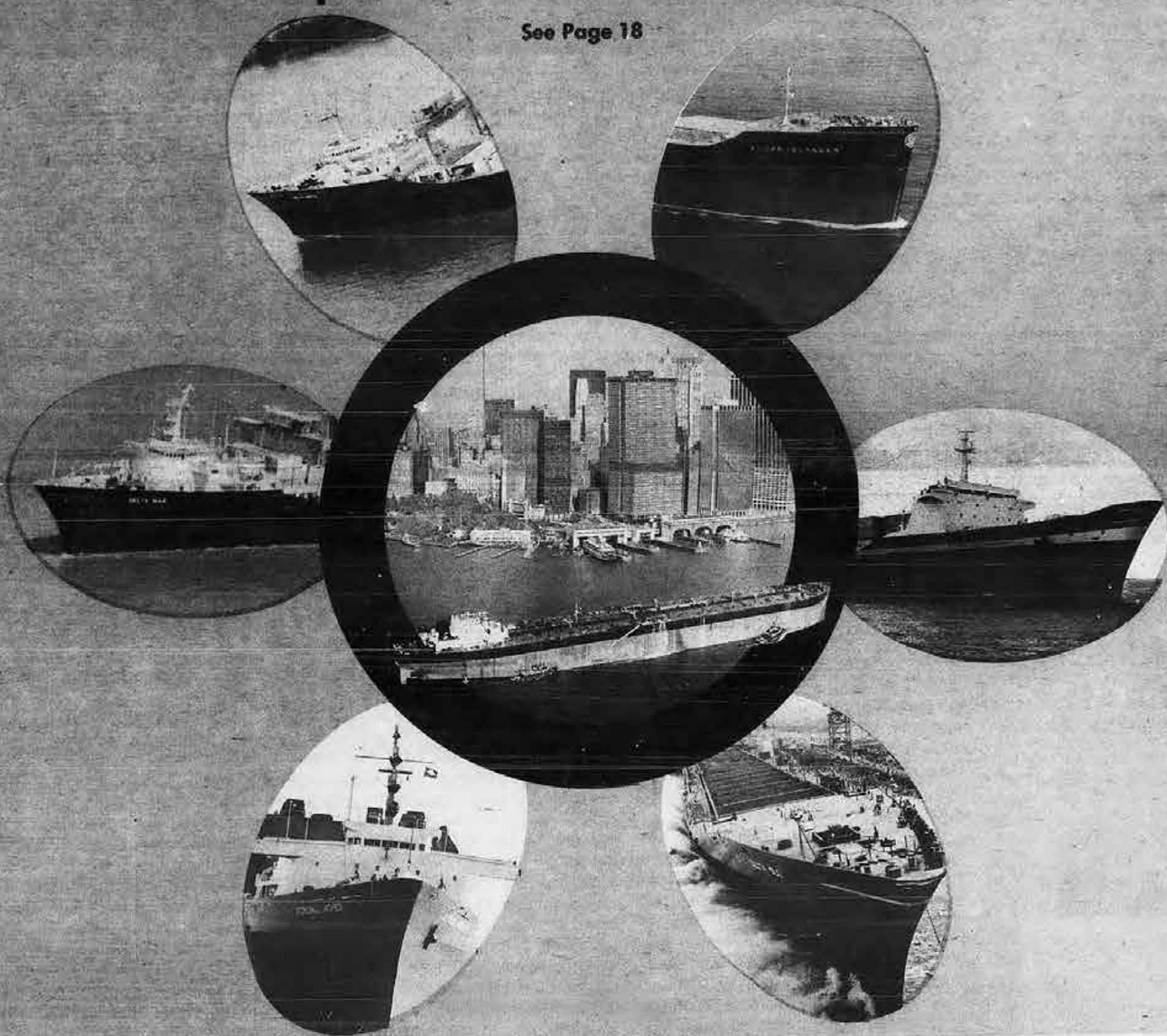
SEAFARERS LOG

Vol. XXXVI, No. 10

October, 1974

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Labor-Management Committee on Economic Policy Established

Hall Named to Advisory Panel by President Ford

SIU President Paul Hall has been appointed by President Ford to serve on the White House Labor-Management Committee as one of seven representatives of labor.

This committee was created at the end of the White House Summit Conference on Inflation held in Washington, D.C. last month to act as a balanced advisory committee to President Ford.

In announcing the panels' establishment, President Ford said the committee will "help assure effective collective bargaining, promote sound wage and price policies, develop higher standards of living, boost productivity and establish more effective manpower policies."

As one of the seven labor representatives, SIU President Hall is in a position to watch and help formulate national economic policies that could affect labor, and more specifically, maritime labor.

Among the other labor leaders joining President Hall on the Labor-Management Committee are: Lane Kirkland, secretary-treasurer of the AFL-CIO; I. W. Able, president of the United Steelworkers of America; Murray Finley, president of the Amalgamated Clothing Workers of America; Frank Fitzsimmons, president of the International Brotherhood of Teamsters; Leonard Woodcock, president of the United Automobile Workers, and Arnold Miller, president of the United Mine Workers.

Coordinator of the 15-member Committee is Dr. John C. Dunlop, professor of economics at Harvard.

Prior to the White House Summit Conference attended by President Hall,



SIU President Paul Hall, center, was among the nation's top labor leaders who presented the trade union viewpoint at the economic summit conference called by President Ford in Washington last month. From left are: AFL-CIO President George Meany, AFL-CIO Secretary-Treasurer Lane Kirkland; Hall; Plumbers Union President Martin J. Ward, and Clothing Workers President Murray H. Finley.

a series of "pre-summit" conferences were held by leaders from various segments of the nation's economy. The purpose of these pre-summit meetings was to gather hard data and proposals to present at the President's summit.

SIU President Hall attended two of these "mini-summit" work sessions—a meeting in Washington of labor leaders and a meeting of transportation industry spokesmen held in Los Angeles—to help work out anti-inflationary strategies that could be presented at the main summit conference.

Offering a proposal to help reverse the nation's inflationary shipping poli-

cies to the mini-summit conference of transportation industry leaders, President Hall submitted that "the government's role should be, wherever possible, to create the climate in which United States industry, predicated upon capital investment in the United States, can operate profitably."

"As a natural consequence," Hall continued, "this will attract investment capital, creating jobs and the production of new and more efficient plants and equipment. More jobs, greater productivity, and a home-based capability will increase U.S. tax revenues. We think the time has come for broad-scale

adoption of bilateralism in our shipping policies whereby the United States and its trading partners can share equally and substantially in the carriage of goods shipped between them, with the balance available to third flags. These are directions that merit careful consideration in the effort to beat the inflation problem."

By attending these summit meetings and serving on the newly created Labor-Management Committee, President Hall can act as a maritime labor watchdog and Seafarers can be assured that their interests will not unjustly suffer in the nation's attempt to curb inflation.

the PRESIDENT'S

REPORT:

We Must Continue to Work Politically



Paul Hall

The United States is presently facing three very pressing economic issues—the impact of inflation on the American economy, the measures that must be taken to halt the cancerous growth of inflation, and the steps needed to turn the tide on unemployment and get the economic juices flowing again.

As a part of his overall program to fight inflation, President Ford conducted a series of economic summit meetings last month—attended by representatives from a cross section of American labor and industry—to discuss problems and solutions to the nation's economic situation.

At the conclusion of these meetings, the President then appointed seven representatives of the labor movement, including myself, and eight spokesmen from industry to the White House Labor-Management Committee to continue to advise him on economic policy.

My participation at the summit conferences and on the White House Committee gives me the opportunity to fairly present the many problems facing the American maritime industry, and to dispel the misconceptions—brought about by a wave of propaganda by the multi-

national oil companies—that the nation's progressive maritime programs are inflationary.

In their attempt to gain virtual monopolistic control over the nation's oil supplies, the multinational oil companies—the biggest offenders of sound economic policy—have been successful in stifling progress in the maritime industry for much too long. A strong nation must command a competitive merchant marine to remain strong economically, and sound in regards to national defense.

Despite oil company opposition, we were victorious in taking the first step for maritime revitalization with the passage of the Merchant Marine Act of 1970. This bill has created thousands of jobs in our nation's shipyards, and already American Seafarers are filling new jobs aboard the vessels built under the Act.

Now, with the progress we have made on the Energy Transportation Security Act, we are on the verge of breaking the multinational monopoly for the first time.

Final enactment of this bill will create an estimated 225,000 man years of employment for the American maritime worker in shipyards and on American-flag vessels, as well as curbing the na-

tion's dangerously growing deficit of trade.

Thousands of tax-paying Americans, with real purchasing power, working in shipyards and on ships is sound economic policy.

Thousands of Americans, unemployed and collecting government funds, can only increase the nation's economic plight.

Discussions at the economic meetings in Washington, D.C. have directly influenced President Ford's economic policies, and will influence how Congress will vote on these policies.

The work of the White House Labor-Management Committee will significantly influence Congress concerning new or still pending legislation, such as the oil bill, vital to the maritime industry and the thousands of Americans employed by it.

We have achieved many important victories in Congress in the past few years alone. And, we have achieved them by participating in all phases of the nation's political arena. To reach our ultimate goal of a completely revitalized, globally competitive merchant marine, we must continue to do so.

Oil Bill Compromise Reported Out by Conferees

The compromise version of the Energy Transportation Security Act of 1974, after being reported out of the joint Senate-House Conference Committee, was passed by the House, 219-40 this month, despite an attempt by Rep. Pierre S. Dupont (R-Del.) to block its passage. The Senate, however, is not expected to vote on the compromise version until after Congress' month-long election recess which ends in mid-November.

The compromise version of the oil bill needs the approval of both the Senate and House before it can be presented to President Ford.

This 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.

The measure, which had been passed in slightly different versions by both the Senate and House earlier this year, had been sent to the joint Conference Committee to work out a compromise version.

When the compromise came before the House, Rep. Dupont attempted to stall the bill by challenging an amend-

"We have been working very closely with the President's advisors and we have taken out the provisions that were objectionable and I think the White House will support the bill."

Representative James Grover (R.-N.Y.)

ment added to the original bill by the joint committee. The House, however, failed to back Rep. Dupont, and his challenge was defeated 95-216, forcing him to abandon his effort to return the bill to the joint committee.

Though Rep. Dupont's attempt to sidetrack the oil bill was thwarted, opponents of the bill have not given up their last minute assault on the measure. It is expected that when the Senate re-

"I am aware of the years of work that have gone into the perfection of this legislation. This is a good bill, and I am pleased to have had the opportunity to work with my colleagues on both sides of the aisle on what is before us today—the conference report on the Energy Transportation Security Act of 1974."

Representative Thomas Downing (D-Va.)

convenes after the election recess, Sen. Carl T. Curtis (R-Neb.) will mount a campaign, similar to that of Rep. Dupont's, to stall the bill.

Realizing that the oil lobby will not cease in its attempt to block the passage of this important bill, the SIU is watching the measure's progress closely and will keep its forces mobilized until the bill is signed into law and its provisions implemented.

"This timely piece of legislation has indeed multi-benefits to our Nation, not only by strengthening our merchant marine, but also by stimulating employment, improving our balance of pay-

ments, promoting our national security, benefiting the consumer and taxpayer, and helping to improve our marine environment."

Representative Glenn Anderson (D-Calif.)



The September class of bosuns and upgraders attending the Recertification and 'A' Seniority Programs at Piney Point were in Washington during the time the oil bill was debated and voted on in Congress. Here they pose on steps of the Capitol with Lundeborg School Vice President Mike Sacco (front, far left). From the left, front row: Upgraders William Farmer, Stephen Frost, Bosuns Jim Foster, Tony Palino, J. Allen, Mack Brendle, Jacksonville Patrolman Tony Aronica and Bosun Roy Meffert. Second Row, Houston Patrolman Sal Salazar, Bosuns Vincent Grima and Cyril Mize. Third row, Bosun P. G. Wingfield, Upgraders Leroy Tanner, Robert Rodriguez and Bosun Nick Bechliwanis. Back row, Bosun Arne Eckert, New Orleans Patrolman Tom Gould, and Bosuns Ole Olson and Rich Newell.

Series to Begin On Pension Act

Starting with the November issue, the LOG will run a series of articles completely outlining in understandable language the terms of the new Pension Reform Act of 1974 and how it affects the Seafarer.

The bill, signed into law on Labor Day, is extremely complicated and the Union's legal staff and the Trustees of the SIU's Pension and Welfare Plans are presently working on it to see exactly how it will affect the membership.

Basically, though, the Pension Reform Act guarantees, through vesting and funding, that all American workers receive their rightful pension benefits when they retire.

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N.Y. State AFL-CIO Endorses Hugh Carey for Governor

The New York State AFL-CIO endorsed Democratic gubernatorial candidate Hugh L. Carey for their state's top political post at its 17th Constitutional Convention Oct. 3-5, 1974 at the Concord Hotel in Kiamasha Lake, N.Y. The convention's 1,800 delegates, representing nearly two million organized workers of the state's approximate 105 international unions and their locals, gave Carey—a 14-year veteran of the U.S. Congress—a 90 percent mandate.

Speaking to the convention prior to his endorsement, the Brooklyn congressman lauded the historic efforts of labor in its fight for social justice for all

Americans, singling out labor's key role in achieving equal rights for minorities and women in the hiring practice, and in the passage of the Pension Reform Act, signed into law on Labor Day.

Carey affirmed, however, that the labor movement must continue its vital work for social justice by "leading the way" in the fight for a national health insurance program, housing, and increased aid to senior citizens.

He said that in the past, labor has always been successful in their fights "by standing together," and that this success will continue "by eliminating fights between us by fighting for all of us."

The Committee Page

Sea-Land Resource



Recertified Bosun Pete Drewes, right, is heading the deck department and serving as chairman of the ship's committee aboard the SL-7 container-ship *Sea-Land Resource*. The ship, on the European service, paid off at Port Elizabeth Sept. 5. Committee members are, from the left: Richard Risbeck, engine delegate; M. Love, deck delegate; C. K. Parker, educational director; J. P. Lomax, secretary-reporter; Gene C. Sivley, steward delegate, and Recertified Bosun Drewes. As with all the SL-7's, the *Resource* carries 1,094 containers at a top speed of 33 knots.

Azalea City Committee



Recertified Bosun William Meehan, seated right, is heading the deck gang aboard the SIU-manned containership *Azalea City*. Photo was taken on coastwise run enroute to payoff at Port Elizabeth, N.J. Standing from the left are committee members C. Scott, secretary-reporter; R. Corobel, steward delegate, and R. Burns, deck delegate. Kneeling is O. Krogly, educational director. Built in 1943, the *Azalea City* was a pioneer in containerized shipping being converted in 1957 at the Mobile Ship Repair Co., in Chickasaw, Ala.

Boston Committee



William Kleimola, right, a graduate of the Bosun's Recertification Program is sailing bosun on the containership *Boston*, operated by Sea-Land. Serving on the ship's committee along with Brother Kleimola are, from the left: James Keno, secretary-reporter; Gene Dakin, deck delegate, and John Griffith, educational director. The 497-foot long *Boston*, capable of carrying 360 general cargo containers, is on a coastwise run.

Seatrain Louisiana



Filling out ship's minutes after conducting Union meeting at sea aboard the *Seatrain Louisiana* are ship's committee members, from the left: J. Johnson, steward delegate; L. Snodgrass, deck delegate; R. Thomas, secretary-reporter; A. Austin, engine delegate, and T. Richards, ship's chairman. The vessel crewed up last May in Oakland and since then has travelled nearly 15,000 nautical miles going to the Far East, back down through the Panama Canal to Europe, the Middle East and are now enroute to Pusan, Korea. From there, the committee reports the ship will head back to Oakland to complete an around-the-world voyage. Photo was taken by crewmember Bob Tallman.

Jacksonville Committee



Off another good coastwise run, the containership *Jacksonville* paid off at Port Elizabeth on Sept. 19. Committee members are, from the left: H. A. Galicki, secretary-reporter; W. H. Butts, ship's chairman; Curtis Dicote, engine delegate; Geb Moran, deck delegate, and David Van Horn, educational director. Originally built in 1944, the former *Mission Solano* was converted for container carriage in 1968 at Todd Shipyards in Galveston, Tex. At 11,601 gross tons, the *Jacksonville* carries 332 containers.

Rose City Committee



Heading the deck crew of the containership *Rose City*, operated by Sea-Land, is Recertified Bosun Guillermo Castro, standing left. Serving along with Brother Castro on the ship's committee are: Raymond Taylor, standing center, secretary-reporter, and standing right, C. S. Bohannon, engine delegate. Seated is Robert Anderson, deck delegate. Usual run for the *Rose City* is intercoastal. The 685-foot long containership can carry 602 general cargo containers with capacity for 63 temperature controlled units.

In MSC Falcon Takeover

Seafarers to Get Money Due Them

The SIU will be notifying crewmembers from the four Falcon tankers taken over by the MSC last March of money due them under a recent settlement ordered by a labor arbitrator. The Seafarers eligible for compensation under the settlement are those released by Falcon without the full 90 days notice stipulated in the Union's tanker agreement.

This means that crewmembers of the *Falcon Lady*, *Falcon Duchess*, *Falcon Countess* and the *Falcon Princess* will receive compensation for the 90 days following the notification to the Union of the takeover on Mar. 13, since the MSC replaced the SIU crews before the end of the 90-day period.

The labor arbitrator has also ruled that the operators of the four Falcon tankers must include payment of overtime in computing the damages to be awarded the SIU and the ship's crewmembers.

In a "supplemental opinion" that

clarified points in the "original opinion" which was contested by both Falcon and the SIU, the arbitrator stated, "Overtime maritime premiums," in the type of employment "engaged in by these (the Falcon) crews, is an established part of the work week or day and one cannot realistically compute the loss of pay in their positions without including such regular and expected payments over the base rate."

The arbitrator therefore concluded that Falcon must include the overtime pay in computing damages to be paid to the SIU and crewmembers released by Falcon after the MSC takeover.

Although the Union has succeeded in receiving compensation for the loss of these jobs to the membership, the SIU still contends that the takeover of these four tankers by the MSC is an attempt by the Navy to move into the private sector of the merchant marine, and can only damage the nation's commercial shipping industry.



New Men Await First Payoff

Left to right, new Seafarers Charlie Smith, saloon messman; Jim Mathia, crew messman and Lee Selico, pantryman, wait in the *Sea-Land Resource's* mess for their first payoff. All three had just completed the trainee program at the Harry Lundeberg School in Piney Point, Md. when they shipped out on the *Resource*, an SL-7 containership.

High Court Will Hear Foreign-Flag Picketing Appeal

Lawyers representing the Committee of American Maritime Unions will argue an appeal before the U.S. Supreme Court on Oct. 21 in a suit against the Mobile Steamship Stevedore Association of Mobile, Ala. concerning foreign-flag picketing.

The case involves the Committee's contention that it has the right to picket foreign-flag ships and their practice of paying low wages to foreign crews, and that the National Labor Relations Board should have jurisdiction in deciding the matter.

Two lower Alabama state courts had ruled in favor of the Association by declaring that the courts have jurisdiction in the matter because foreign-flag ships are involved. The Committee maintains that the NLRB should have jurisdiction because the Association is not foreign.

Earlier this year the Supreme Court decided to grant the Maritime Committee a hearing on its appeal to over-

turn the lower court rulings. The Committee also maintains that the picketing is legal under the guarantees of the First Amendment of the Constitution.

The Maritime Committee had 60 days (from the time the Court decided to hear the case) to file a brief stating its position. The Association had 60 days to reply to the Committee's position, and then the Committee had a 30 day period (as the party filing the appeal) in which to respond.

Earlier this month the U.S. State Department, which is not involved at all in the dispute, filed a brief with the Court supporting the Association's position. The Maritime Committee has objected to the State Department interfering in something which doesn't concern it, and also claiming that its brief was filed too late.

A Court decision on the case may be announced around the beginning of next year.



Lakes Seafarer Upgraded to Mate

Second Mate Wally Watkins, who sailed with the SIU when he was an able-seaman, upgraded to licensed deck officer by attending the nine-week program at the joint SIU-AMO upgrading school in Toledo, Ohio about three years ago. Brother Watkins, a resident of Alpena, Mich., sails on the Great Lakes freighter *Paul H. Townsend* (Huron Cement).

FOWT Is a Stepping Stone To an Engine Room Career

The fireman, oiler, watertender rating is an essential stepping stone to a young Seafarer wishing to build a career in the engine room.

A Lundeberg grad with only three months seetime (six months seetime for

non grads) is eligible to take the FOWT course, which is offered at the School each month.

FOWT is the most basic engine room rating, and it is an absolutely necessary one if a Seafarer is to continue upgrad-

ing to QMED, the most important unlicensed rating for a black gang member. And, because of the radically changing engine rooms in the U.S. merchant marine's new automated ships, the QMED rating is becoming more and more important in securing a job aboard an SIU-contracted vessel.

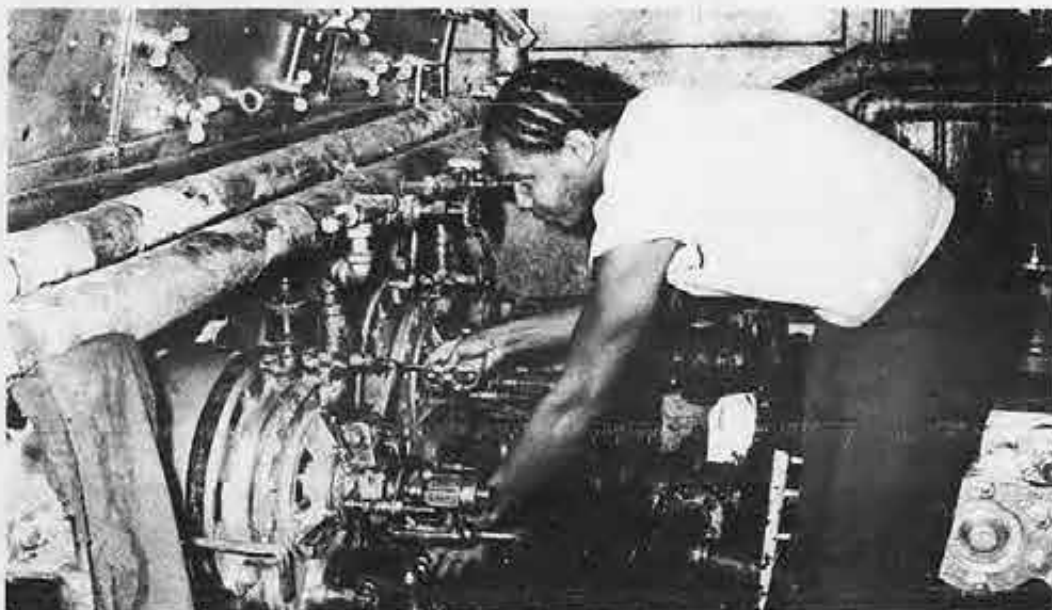
Besides the educational aspects of

the FOWT rating, it is also a higher paying position aboard ship than wiper, and it offers a Seafarer increased opportunities for shipping.

Upgrading is the name of the game in our changing maritime industry. So, when you become eligible for FOWT, or for any of the SIU's many upgrading programs, apply and participate.



Under the supervision of Lundeberg Instructor Jack Parcell, right, FOWT Upgrader Bob Walker changes sprayer plate on burner tip in the engine room of the School's ship, *Dauntless*.



FOWT Upgrader Ed Washington lights off boiler in engine room of the *Dauntless*. The FOWT rating is a stepping stone to a career in the engine room.

Seafarer Roy McCauley

Upgrades Academically and Vocationally

Forty-eight-year old Roy McCauley, who sails as an engine department electrician, successfully completed his QMED examinations at the Harry Lundeberg School of Seamanship and in conjunction with his studies in the school's upgrading program, he also completed his GED examination, thereby achieving his high school diploma.

Brother McCauley learned about the Harry Lundeberg School through the SEAFARER'S LOG and decided that it could offer valuable assistance in his efforts to upgrade. "When I arrived at the school and found the GED program was available," he said, "I decided to take advantage of the opportunity. I had been interested in achieving my high school degree for some time."

When Seafarer McCauley came to the Lundeberg School, he scored well on a pre-GED test and the HLS staff encouraged him in his desire to work for his high school diploma. "The staff were just wonderful," he said. "They were especially helpful to me in English, science and math."

McCauley is originally a native of Marion, and later Demopolis, Ala. After completing the eighth grade he dropped out of school because, "I felt I could do

as well by going to work." He has lived for several years in Baltimore, Md. where he worked as an aircraft electrician. "I still call Alabama home," he

said. "I always go back there whenever I am in the States."

Brother McCauley's seafaring travels have undoubtedly been a great aid to him in his academic advancement. He spent the last year in the Far East including Japan, Korea, Okinawa, and Hong Kong. Before that he spent a year in the Middle East.

McCauley also credits the Lundeberg School as a significant factor in his success. "The entire atmosphere of the school encourages the students to want to learn more and more—to pick up new and useful information and develop new interests. Its benefit to me has been really beyond measure."



Seafarer Roy McCauley studies with Science teacher Cindy McCall in preparation for his GED exams.

For Vacation Pay

Submit Discharge Papers Within One Year

One of the most important benefits a Seafarer looks forward to receiving is his vacation pay. Yet, a surprising number of members do not fully understand the rules governing the submittance of discharge papers in order to collect vacation benefits.

To clarify the rules, here are three regulations covering discharge papers and vacation benefits contained in the SIU's Vacation Plan:

- Applications for vacation pay must be submitted within one year of date of discharge.
- If the applicant is on Articles at the time of expiration of a prior discharge, he has ninety (90) days within which to file for this prior time from the date of the current discharge.
- If, however, he should sign on another ship at a subsequent date, but prior to the expiration of the ninety (90) days, he must file within the shorter period of time.

For example, let's take the case of a Seafarer who comes off a ship on Mar. 30, 1973. That Seafarer has until Mar. 30, 1974 to submit discharge papers for the time he spent on that ship so that he may collect the vacation pay due him.

If, on the day the year's time has expired the Seafarer is on a ship, he has a ninety (90) day extension from the day he comes off this second ship to submit papers for the first ship. This is the only reason a man may have for getting an extension on the original one year's time. And, the member should notify Headquarters that he is on a ship and will require the extra 90 days to file.

So, if this Seafarer should come off this second ship on June 30, 1974, he has 90 days from that date to file his discharge papers for the ship he got off on Mar. 30, 1973. However, if he catches another ship and fails to file during the time he was on the beach, he will lose all his vacation benefits from the ship he got off on Mar. 30, 1973.

Seafarers Still to Man Ships Sold to Puerto Rico

Seafarers will continue to man the SIU-contracted vessels that have been sold to Puerto Rico as part of its newly-formed merchant marine. Both Sea-Land Service, Inc. and Hudson Waterways have sold a total of eight ships to the Commonwealth which will own, but not operate the vessels.

Sea-Land has sold five ships which were making runs to Puerto Rico. They are: the *Chicago*, *Rose City*, *Trenton*, *Brooklyn*, and *New Orleans*. Hudson Waterways has sold the *Transidaho*, *Transhawaii* and *Transoregon*.

The Puerto Rican merchant marine was established last June by Puerto Rican legislative action, and it will be owned by the island's Maritime Shipping Authority, a newly-created agency.

Because of Puerto Rico's extreme dependency on maritime transportation the Puerto Rican government decided to acquire the vessels and operate them on a favorable basis for the island.

First Aid Course Given to Bosuns

A first aid course—certified by the American Red Cross—was started this month at the Harry Lundeberg School, and all Seafarers going through the Bosuns Recertification Program will be required to take it.

The course is being taught by Chief Jim Hanson who runs the Piney Point Fire Department, and holds a certificate from the American Red Cross which permits him to teach first aid. The course is given every Tuesday and Thursday, for three hours a day, for the one month that the bosuns stay at Piney Point.

Upon completing the course, during which the men are required to show practical first aid work, they take a one-hour Red Cross certified test. If they pass, they receive a first aid certificate and a cardiac pulmonary resuscitation certificate.

The course was initiated at the suggestion of many of the bosuns going through the Recertification Program. They had been receiving some first aid training, but not from a qualified teacher certified by the Red Cross. At present the course has been termed a "pilot program," and if it works out satisfactorily it will be expanded to include everyone attending Piney Point, including trainees and upgraders.

The SIU is continually reviewing its various training and upgrading programs in an effort to constantly improve them. This addition to the Bosuns Recertification Program is just one example of the Union's desire to see that its members remain highly-qualified to man the American merchant ships of the future.

Port Council Honors Friend



SIU Vice President Frank Drozak (l.) takes the podium at the Annual New York Maritime Trades Department Port Council Dinner to introduce Staten Island Congressman John Murphy (center). Brooklyn Congressman John Rooney was presented with the Port Council's "Man of the Year" Award in recognition of his long record of support of New York's labor movement. Seated far right is New York MTD Port Council President Anthony Scotto who is vice president of Local 1814 of the ILA.

USNS Tallulah Crew Saves 256 From Burning Cruise Ship

The crew of the SIU-manned USNS *Tallulah*, operated by Hudson Waterways, rescued 256 crewmembers from the burning cruise liner *MV Cunard Ambassador* last month 40 miles southwest of Key West, Fla.

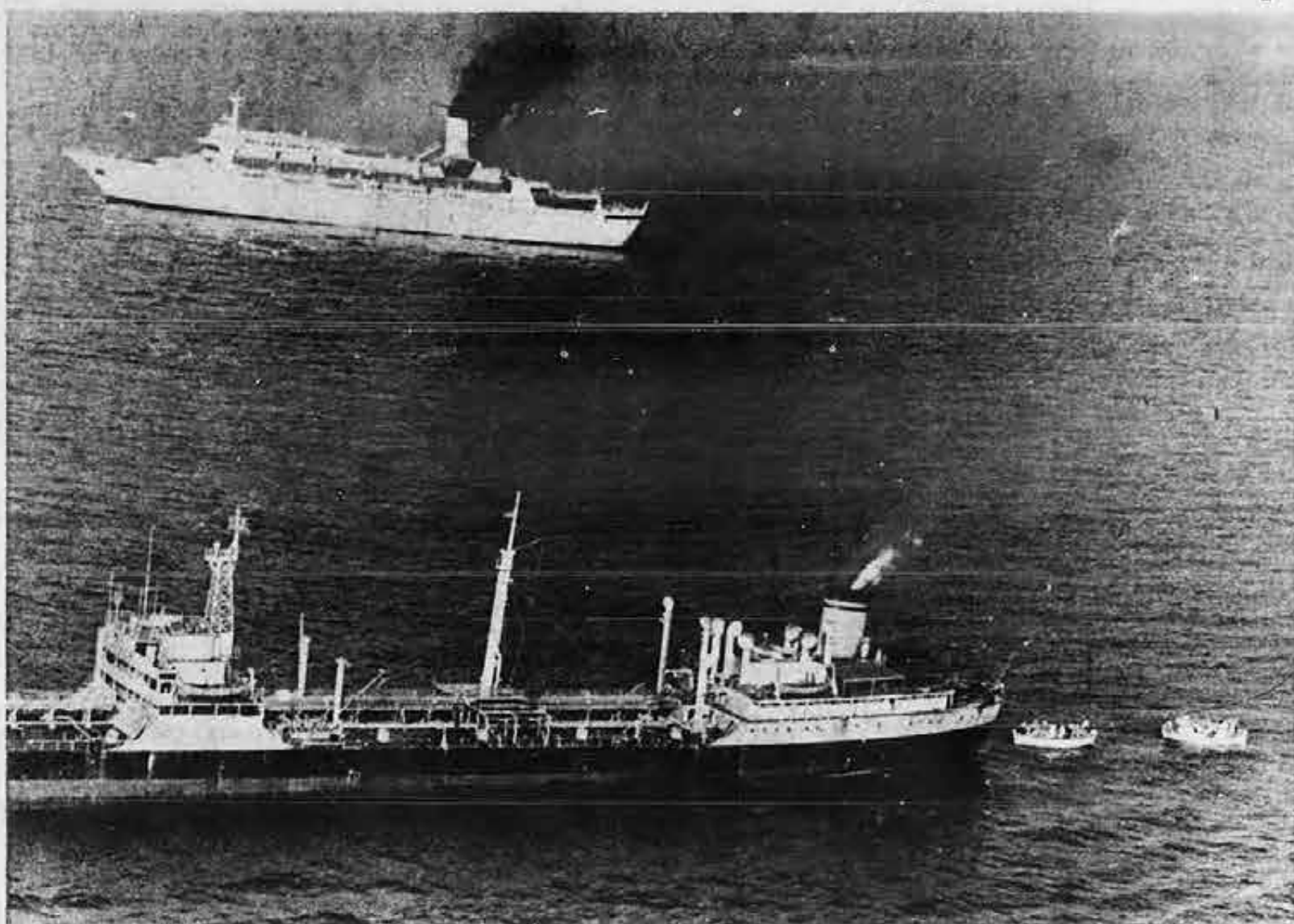
The *Ambassador* was heading to New Orleans to pick up passengers for a cruise to Mexico when a ruptured fuel line caused a fire in the engine room on the morning of Sept. 12. The *Tallulah* was enroute to Charleston from Tampa with a partial load of aviation fuel when she was diverted by the Coast Guard to aid in the rescue.

The captain of the *Ambassador*, Capt. Robert Howard, ordered most of his crew into lifeboats and they were picked up about 10:30 a.m. by the *Tallulah* and transported to Fort Lauderdale, Fla.

The Coast Guard cutter *Cape York* put crews aboard to help fight the blaze, and the cutter *Diligence* sprayed water on the fire which spread upward through five decks. When the ship's emergency power supply failed during the night, the firefighting team of 96 men abandoned the vessel but remained aboard the *Diligence* in hopes of returning to fight the fire.

Rear Admiral Austin C. Wagner, commander of the Seventh Coast Guard District in Miami, sent a message to the *Tallulah* praising the crew. The message read: "The rapid response and timely assistance rendered to the crew of the *MV Cunard Ambassador* exemplify the highest standards of cooperation amongst those who follow the sea."

"Your professional seamanship is



The SIU-manned naval ship *Tallulah* (foreground) picks up crewmembers from the burning cruise liner *Cunard Ambassador* southwest of Key West, Fla. last month.

noted with gratitude and appreciation. It was a pleasure to cooperate with you in this life-saving effort," the message concluded.

The *Tallulah* is commanded by Capt. Harlan E. Jackson. Although it is owned by the government, the *Tallulah* is operated for the Military Sealift Com-

mand by Hudson Waterways Corp. under an MSC contract. Hudson Waterways is a subsidiary of Seatrain Lines.

The *Ambassador*, which was towed into Key West, Fla., is currently being examined by Cunard officials, agents of Lloyds of London, which insured the vessel, representatives of the Salvage

Association, the Coast Guard and Britain's Department of Trade and Industry, to see if the ship can be salvaged. A technical survey is being conducted to determine the cost of repairs, how long they would take and if they would be feasible. A decision will probably be reached sometime in October.

Galloway Unloads in Yokohama



The SL-7 *Sea-Land Galloway* unloads containers at the *Sea-Land* dock in Yokohama. SL-7s are 946-foot long and carry 1,094 containers at a speed of up to 33 knots.

Bosun's Elegy

Below is a touching and poignant letter from Bosun Robert O'Rourke, aboard the *SS Sea-Land Summit* on the Seattle-Alaska run, written to the *SEAFARERS LOG* last month. The letter speaks for itself:

"On September 1, in a place called Captain's Bay on the island of Unalaska in the state of Alaska, a longtime favorite brother popular coast-to-coast throughout his career, AB Larry Kelly, 46, was killed in an accident involving the crane of this old containership.

"As one of his closest 'buddies' I have taken the burden of writing a small eulogy I would be pleased to have published in the *LOG*:

Shipmates,

Lawrence Bernard Kelly is dead.

One inexplicable, sudden, dramatic moment and life was crushed from him.

Well, Larry never lived nor liked sadness or mourning, so let us honor him By recognizing as his legacy the cheer, fantasy, whimsy and gladness he treasured so.

Kelly would rather be missed than mourned.

So my friends on this occasion we stay our grief and rejoice with the memories of him;

The pleasures of having known him,

Sharing his laughs, quips and indeed

Some pitfalls and shortcomings.

Then mourn for those who did not know him.

So long, Kel,

Robert O'Rourke



Headquarters Notes

by SIU Vice President Frank Drozak

'A' SENIORITY UPGRADING

I strongly encourage each Seafarer who is eligible to participate in the 'A' Seniority Upgrading Program.

Four of our brothers completed the 30-day program last month. Each of them spent two weeks in Piney Point and two weeks at Headquarters learning about the ships of today, and about their Union, the problems seamen face and how they can best solve them.

In this way, these Seafarers are securing their jobs for now and the future.

The four Seafarers who graduated this month bring to 113 the number of our brothers who have completed the program.

As the four brothers go back to sea, I want to wish them smooth sailing in the years ahead. They are: Bill Farmer, Robert Rodriguez, Stephen Frost, and Leroy Tanner.

BOSUNS RECERTIFICATION PROGRAM

We can take pride in the fact that our brothers who have already completed the Bosuns Recertification Program are bringing aboard ship the knowledge they acquired during their two-month stay in Piney Point and Headquarters.

On many vessels carrying recertified bosuns, the discussions held during the shipboard meetings are very informative.

These bosuns are holding weekly meetings which include discussions on our training programs in the Lundeberg School; on the Energy Transportation Security Act; and on the importance of SPAD. They have also been encouraging their brothers to read the SEAFARERS LOG so they can keep up-to-date on the issues which are important to them.

I would also like to announce that in an effort to make a good program even better, a first aid course will now be included within the Bosuns Recertification Program.

With the 12 Seafarers who graduated this month, 154 of our brothers have now completed the Recertification Program. I want to congratulate each one of them. I know they will join their fellow bosuns in doing a fine job aboard our contracted vessels.

The 12 are: Vic Carbone; Don Chestnut; Orla Ipsen; Chris Christensen; Woody Drake; Leo Gillikin; Joe Michael; John Swiderski; Joe Richburg; Horace Rains; Duke Duet, and Bill O'Brien.

SPECIAL PUMPMAN COURSE

As I reported to you last month, a special pumpman course will begin Nov. 4 at the Lundeberg School and I want to ask each of you who are eligible to apply for this class.

Because fewer ships today carry the rating of second pumpman, the Lundeberg School at Piney Point felt it was important to initiate a special pumpman course geared towards giving our Seafarers the training they would normally receive as second pumpman.

With the use of the School's operational tank barge and equipped with knowledge of the latest features on automated tankers, teachers at the HLSS will conduct a "hands on" training program to insure that SIU pumpman will maintain the same high standards they always have.

Details on the four week course can be found on pages 30 and 31 of this LOG.

Suamico Committee



The ship's committee of the Navy tanker *Suamico* pose for a photo before going ashore at Wilmington, Calif. The *Suamico* will be sold by the Navy for scrap. Committee members are, from the left: Jefferson Buchanan, steward delegate; Vernon Turner, engine delegate; John Bertolino, ship's chairman; Robert Crockrell, deck delegate, and Lorenzo Bennett, secretary-reporter.

SABINE TANKERS ORGANIZING DRIVE

Initial hearings have been held in the Houston, Tex. office of the National Labor Relations Board on the unfair labor charges filed against Sabine Tankers for their practices during an organizing drive last year and earlier this year.

Although we had expected full cooperation on the part of Sabine Tankers in reaching a quick decision on these charges, the company attempted to delay the proceedings by claiming it could not produce its witnesses at this time.

The SIU objected to these stalling tactics and petitioned the NLRB office to force the company to make available all witnesses without any further delay. The hearing officer agreed and ordered the company to immediately produce all its evidence.

As a result of our quick action, NLRB was able to complete its investigation into the firing of employees for their support of SIU organizing tactics. The NLRB is now considering the evidence presented in this matter, and will release its findings in the near future.

Additional hearings have also been slated for early November, at which time the NLRB will hear evidence on the company's alleged violation of the labor laws during the organizing campaign which preceded the last election in February of this year.

FIREFIGHTING

A one-day firefighting course can mean the difference between life and death aboard ship.

I have heard Seafarers, who have taken this course, say that one of the best aspects of the program was the fact that they were no longer afraid to tackle a fire. They learned that most fires can be handled when you don't panic and know how to fight the fire in the best and quickest way possible.

Also, in the future a firefighting endorsement may become mandatory on the modern ships being built.

Therefore, I encourage each and every one of you, who have not done so, to take the Maritime Administration's one-day course.

Until the new firefighting school is opened in Earle, N.J., around early November, MARAD is holding classes at the Navy Damage Control School in Norfolk, Va.

NAVY TANKERS

We are continuing to push for a full investigation into the Military Sealift Command's decision to award nine new 25,000 deadweight ton tankers to Marine Transport Lines—an NMU-contracted company—rather than SIU-contracted Falcon Carriers, which was the low bidder.

Along with MEBA we are asking for a full investigation to find out why Falcon was not given this contract as the company that offered the lowest bid.

The membership will be informed when we learn more about this matter.

NEW SHIPS AND NEW CONSTRUCTION

The third vessel Waterman Steamship acquired from American President Lines—the *Sam Chase* (ex-*President Garfield*)—will be crewing within the next two months.

Waterman's *Sam Houston*, a LASH-type vessel, was crewed on Sept. 23 while her sistership, the *Robert E. Lee*, just completed her maiden voyage. Waterman extended its congratulations to the crew for the smooth and efficient operation of the vessel on her maiden voyage. It was a job well done, Waterman noted.

Sea-Land Service's SL-18 class vessel *Sea-Land Producer*, a former Pacific Far East Lines ship, crewed on Sept. 11 while Westchester Shipping's *Golden Dolphin* was delivered earlier this month.

Also, steel cutting for the fourth 35,000 diesel engine tanker to be operated by Zapata Bulk Transport took place this month. The vessel will be launched in 1975.

MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Nov. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Nov. 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Nov. 6	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Nov. 7	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Nov. 7	2:00 p.m.	—	—
Detroit	Nov. 8	2:30 p.m.	—	—
	Nov. 11	—	5:00 p.m.	—
Houston	Nov. 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Nov. 12	2:30 p.m.	5:00 p.m.	—
Mobile	Nov. 13	2:30 p.m.	5:00 p.m.	—
San Francisco	Nov. 14	2:30 p.m.	—	—
Wilmington	Nov. 18	2:30 p.m.	—	—
Seattle	Nov. 22	2:30 p.m.	—	—
Columbus	Nov. 16	—	—	1:00 p.m.
Chicago	Nov. 12	—	5:00 p.m.	—
Port Arthur	Nov. 12	—	5:00 p.m.	—
Buffalo	Nov. 12	—	5:00 p.m.	—
St. Louis	Nov. 14	—	5:00 p.m.	—
Cleveland	Nov. 14	—	5:00 p.m.	—
Jersey City	Nov. 11	—	5:00 p.m.	—



Retired Seafarer John Weglian and his wife Julia have been married for 24 years. Brother Weglian sailed on the Great Lakes in the steward department for 46 seasons, and Julia admits that "John is quite a cook."

Fitout Whistles Kept Callin' Him Back

Steward Ends 46-Year Career

After 46 full seasons of sailing on the Great Lakes as a cook and steward, Seafarer John H. Weglian, 62, has reluctantly called it a day. Troubled with bad legs, Brother Weglian has decided to retire and end the seafaring career he began in 1929 as a 16-year-old second cook aboard a Great Lakes freighter. He finished his almost half century career sailing as chief steward aboard the Bob Lo Ferries in Detroit.

A resident of the Detroit area in Southgate, Mich. for most of his life, Brother Weglian was working in a hospital kitchen in 1929 when he decided to try sailing. After that first season on the Lakes, Brother Weglian was hooked on sailing and he never missed a single season on the Lakes until he retired this year.

"I worked at a lot of different shore-side jobs during winter layups — in bakeries, restaurants and fast food chains — because I was always interested in learning new ways to prepare food and run a kitchen. Sometimes I would enjoy the job and I'd think about staying on. But come spring, I'd hear the whistles as they started fitting out the ships and I'd be off to join my own ship."

Though he liked sailing, Seafarer Weglian's first years on the Great Lakes were not easy.

"There were only three men in the kitchen to do all the work, including all the sougeeing and polishing in the kitchen and mess," Brother Weglian recalls. "And the hours were long. We worked six hours on and six hours off."

By 1935, Seafarer Weglian was sailing aboard the *Charles West*, a Great Lakes freighter, as steward. Already an accomplished cook, he took his new steward duties seriously because he felt, "If the steward department is run well and the food is good, you will have a happy crew and a good ship."

For Steward Weglian, keeping the crew well fed meant eliminating prepared desserts in favor of home baked pies and cakes, planning every meal far in advance and always being on the

lookout for new dishes and new ways to prepare food.

Brother Weglian's formula, fueled by his enthusiasm, worked, and now at the end of his long career, he cannot recall sailing with one unhappy crew.

Though Seafarer Weglian was reluctant to end his sailing career, he has begun his retirement with the same enthusiasm he brought to his galley for 46 years. Ready to try a new, more leisurely lifestyle, he and his wife of 24 years, Julia, have bought a new home in a retirement community in Toms River, N.J. and are in the process of moving to this East Coast resort town.

Brother Weglian will carry the memories of his long career and his brother Seafarers with him to his new home. But wanting to address all of his Union brothers before he left the Great Lakes and their ships, Brother Weglian, in an open letter, wrote: "I am glad to belong to an organization like the SIU. Thanks to all my brothers who made my retirement years possible."



Taken in 1939 aboard the Great Lakes freighter, *Charles West*, this photo shows young Chief Steward John Weglian putting the finishing touches on a batch of dinner rolls.

Washington Activities

By B. Rocker



Congress recessed earlier this month and will return after the elections. They had to pass many of the high-priority bills before the recess—some of them to appropriate money for Fiscal Year 1975 to keep government departments operating.

Action on some of the bills we have been following and reporting was as follows:

- The Deepwater Ports bill, to establish licensing and regulation of deep-water ports, has passed both the House and the Senate. House Resolution 988, the proposal of the Bolling Committee on Committees to reorganize the House of Representatives went to the House floor with a substitute from a special committee chaired by Rep. Julia Hansen. The Hansen Report, which gave additional jurisdiction to the Merchant Marine and Fisheries Committee, was accepted instead of the Bolling Report.

Oil Cargo Preference Bill

The House/Senate Conference Committee completed work on the Energy Security Transportation Act, H.R. 8193, and sent the final version back to both houses for approval. The House did vote the bill out on Oct. 10, 219-40, but the bill failed to come before the Senate before adjournment (See page 3).

Maritime Administration Appropriations

Late last month Congress cleared an appropriation measure calling for \$275 million for ship construction during fiscal 1975 and an additional \$242.8 million for operating subsidies. In addition, the appropriation bill earmarks \$25.9 million for research and development, and another \$40.3 million for operations and training. The bill was approved by President Ford.

Pension Conference

Representatives of the SIU attended a two-day conference on pensions and employee benefits this month, sponsored by the Federal Bar Association and the Bureau of National Affairs. The conference dealt primarily with the steps necessary to comply with the new pension law, PL-93-406.

Compliance is required under the new law in such matters as filing government forms, vesting and funding.

International Trade Secretariats' Meeting

Jay Lovestone, Director Emeritus of the International Trade Secretariats, was the keynote speaker at the meeting of that organization, held Sept. 19 at the AFL-CIO.

Each Secretariat is a federation of unions in related industries. SIU, whose Secretariat is the International Transport Workers Federation, was represented by Vice President Earl Shepard, who made a report on the activities of an ITF conference held last month in Stockholm, Sweden. Transportation unions of 80 nations were represented at the Stockholm meeting.

Export-Import Bank

The Senate passed, with amendments, H.R. 15972 to extend the life of the Export-Import Bank for four years. Conferees were appointed to work out the differences between the House and Senate versions.

One amendment provided for an additional member of the Board of Directors of the Bank who shall be a representative of a labor organization. Another, by Senator Packwood, would bar extensions of credit to the USSR until that country allows free emigration of Jews.



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.

New 'A' Book Members

Robert Rodriguez



Seafarer Robert Rodriguez, 25, graduated from the Harry Lundeberg School in 1971. He received an FOWT rating at Piney Point in March, 1974. A native of New York, Brother Rodriguez ships from that port and makes his home in Brooklyn, N.Y. with his wife Iris and their child.

Stephen Frost



Seafarer Stephen Frost, 30, has been a member of the SIU since 1969. He upgraded to AB in 1970 in New York. A native of New York, Brother Frost now makes his home in Lecanto, Fla. with his wife Tuyet and their two children. He ships out of the port of New York.

- Allen, Lawrence, Engine
- Allison, Murphy, Engine
- Andrepoint, P. J., Engine
- Arnold, Mott, Deck
- Bartol, Thomas, Deck
- Baxter, Alan, Engine
- Bean, P. 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

'A' Seniority Upgrading

4 More Gain Job Security

Four more Seafarers graduated from the SIU's 'A' Seniority Upgrading Program this month, thereby gaining a greater knowledge of the maritime industry and their Union's efforts to obtain job security in the

future. A total of 113 Seafarers have now been given the opportunity to advance their careers as seamen and at the same time be prepared to man the technologically-advanced vessels of the future.

Upgrading Honor Roll

Following are the names and departments of 113 Seafarers who have completed the 'A' Seniority Upgrading Program.

- Dising, Maximo, Engine
- Ewing, Larry, Steward
- Farmer, William, Deck
- Fila, Marion, Deck
- Frost, Stephen, 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, R. G., Jr., Engine
- Miranda, John, Engine
- Moore, C. M., Deck
- Moore, George, Deck
- Moore, William, Deck
- Mortier, William, Deck
- Painter, Philip, Engine
- Paloumbis, Nikolaos, Engine
- Papageorgiou, Dimitrios, Engine
- Parker, Jason, Deck
- Poletti, Pierangelo, Deck
- Reamey, Bert, Engine
- Restaino, John, Engine
- Ripley, William, Deck
- Rivers, Sam, Engine
- Roback, James, Deck
- Rodriguez, Charles, Engine
- Rodriguez, Robert, Engine
- Rogers, George, Engine
- Sabb, Caldwell, Jr., Engine
- Salley, Robert, Jr., Engine
- Sanders, Darry, Engine
- Sanger, Alfred, Deck
- Shaw, Ronald, Engine
- Simonetti, Joseph, Steward
- Simpson, Spurgeon, Engine
- Sisk, Keith, Deck

Leroy Tanner



Seafarer Leroy Tanner, 23, graduated from the Harry Lundeberg School in 1971. Prior to completing the 'A' Seniority Upgrading Program Brother Tanner received an FOWT rating at Piney Point. A native of New York, he ships from that port and makes his home in the Bronx, N.Y.

William Farmer



Seafarer William Farmer, 61, has been shipping with the SIU since 1967. A native of Oklahoma, Brother Farmer now makes his home in Eureka, Calif. with his wife Ruth. He ships from the port of San Francisco as an AB.

- Smith, D. B., Steward
- Smith, Robert, Deck
- Spell, Gary, Engine
- Spell, Joseph, Deck
- Spencer, H. D., Engine
- Stauter, David, Engine
- Svoboda, Kvetoslav, Engine
- Tanner, Leroy, Engine
- Thomas, Robert, Engine
- Thomas, Timothy, Deck
- Trainor, Robert, Deck
- Utterback, Larry, Deck
- Vain, Thomas, Deck
- Vaifon, 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

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.

Joseph Michael



Seafarer Joseph Michael, 55, has been sailing with the SIU since 1951, and for the past 20 years has been shipping out as bosun. Born in Baltimore, he ships from that port city, and resides there with his wife Norma.

Christian Christensen



Seafarer Chris Christensen, 58, has been a member of the SIU since 1947, and began sailing as bosun that same year. A native of Denmark, Brother Christensen ships from the port of San Francisco where he makes his home.

Woodrow Drake



Seafarer Woody Drake, 50, has been a member of the SIU since 1951. Brother Drake, who has spent the last 12 years sailing as bosun, ships from the port of Seattle. A native of Lynnwood, Wash., he makes his home there with his wife Ione.

William O'Brien



Seafarer William O'Brien, 49, has been shipping with the SIU since 1943, and as a bosun since 1952. A native of New York, he ships from that port city and makes his home there.

Bosuns Recertification Program

Fifteenth Class Graduates

A fifteenth class of Seafarers graduated from the SIU's Bosuns Recertification Program this month, bringing the total number of bosuns to go through the program to 154.

Each month 12 more bosuns have an opportunity to learn more about the changing maritime industry, and how they will play a part in its future. They also have the chance to make an important contribution to their Union by becoming more knowledgeable and thereby hold more informative shipboard meetings at sea.

With each passing month the number of men who can effectively lead the SIU crews on board ship grows larger. Below are the 12 latest graduates to complete the program.

Victor Carbone



Seafarer Victor Carbone, 60, has been sailing with the SIU since 1938 and started sailing as bosun the following year. A native of Puerto Rico, Brother Carbone makes his home in Ponce, Puerto Rico with his wife Eulalia. He ships out of the port of San Juan.

Donald Chestnut



Seafarer Donald Chestnut, 51, has been sailing with the SIU since 1939, and has been shipping as bosun for the past 18 years. A native of Alabama, Brother Chestnut makes his home in Fairhope, Ala. with his wife Mary and their son. He ships out of the port of Mobile.

John Swiderski



Seafarer John Swiderski, 59, has been a member of the SIU since 1947, and has been shipping as bosun for the last 24 years. A native of Pennsylvania, Brother Swiderski now makes his home in Brooklyn, N.Y. with his wife Anna. He ships out of the port of New York.

Leo Gillikin



Seafarer Leo Gillikin, 47, has been sailing with the SIU since 1944, and as a bosun since 1960. A native of North Carolina, he now makes his home in Pacifica, Calif. with his wife Betty. Brother Gillikin ships out of the port of San Francisco.

Joseph Richburg



Seafarer Joseph Richburg, 57, has been a member of the SIU since 1943, and has been sailing as bosun for the past 23 years. A native of Alabama, Brother Richburg now ships from the port of Mobile where he makes his home.

Horace Rains



Seafarer Horace Rains, 47, has been sailing with the SIU since 1945 and as a bosun since 1955. A native of Texas, he ships from the port of Houston where he makes his home with his wife Bobbie and their son.

Maurice Duet



Seafarer Maurice "Duke" Duet, 47, has been sailing with the SIU since 1943, and as bosun since 1951. A native of New Orleans, Brother Duet now ships from the port of Houston where he makes his home.

Orla Ipsen



Seafarer Orla Ipsen, 46, has been going to sea since 1943. A member of the SIU since 1962, he has been shipping as bosun since 1969. A native of Denmark, he now makes his home in Brooklyn, N.Y. Brother Ipsen ships from the port of New York.

Recertification Honor Roll

Following are the names and home ports of the 154 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

Delgado, Julio, New York
 Dickinson, David, Mobile
 Dixon, James, Mobile
 Drake, Woodrow, Seattle
 Drewes, Peter, New York
 Duet, Maurice, Houston
 Eddins, John, Baltimore
 Ferrera, Raymond, New Orleans
 Flowers, Eugene, New York
 Foti, Sebastian, Wilmington
 Gahagan, Kenneth, Houston
 Garner, James, New Orleans
 Giangordano, Donato, Philadelphia
 Gillain, Robert, Jacksonville
 Gillikin, Leo, San Francisco
 Gonzalez, Jose, New York
 Gorbea, Robert, New York
 Gorman, James, New York
 Greenwood, Perry, Seattle
 Hanback, Burt, New York
 Hanstvedt, Alfred, New York
 Hellman, Karl, Seattle
 Hicks, Donald, New York
 Hodges, Raymond, Mobile
 Hodges, Raymond W., Baltimore
 Hogge, Elbert, Baltimore
 Homka, Stephen, New York
 Hovde, Arne, Philadelphia
 Ipsen, Orla, New York
 James, Calvin, New York
 Jandora, Stanley, New York
 Jansson, Sven, New York
 Johnson, Ravaughn, Houston
 Kerngood, Morton, Baltimore
 Kleimola, William, New York
 Knoles, Raymond, San Francisco
 Koen, John, Mobile
 Konis, Perry, New York
 Koza, Leo, Baltimore
 Lambert, Reidus, New Orleans

Landron, Manuel, San Juan
 Lasso, Robert, San Juan
 Latapie, Jean, New Orleans
 Lavoine, Raymond, Baltimore
 Lee, Hans, Seattle
 Levin, Jacob, Baltimore
 Leyal, Joseph, Philadelphia
 Libby, George, New Orleans
 Mackert, Robert, Baltimore
 Manning, Denis, Seattle
 Mattioli, Gaetano, New York
 McCaskey, Earl, New Orleans
 McGinnis, Arthur, New Orleans
 Meehan, William, Norfolk
 Merrill, Charles, Mobile
 Michael, Joseph, Baltimore
 Miller, Clyde, Seattle
 Monardo, Sylvester, New Orleans
 Morris, Edward Jr., Mobile
 Morris, William, Baltimore
 Moss, John, New Orleans
 Moyd, Ervin, Mobile
 Mullis, James, Mobile
 Murry, Ralph, San Francisco
 Nash, Walter, New York
 Nicholson, Eugene, Baltimore
 Nielsen, Vagn, New York
 O'Brien, William, New York
 O'Connor, William, Seattle
 Olson, Fred, San Francisco
 Oromaner, 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, Viikko, New Orleans
 Poulsen, Verner, Seattle
 Pressly, Donald, New York

Puchalski, Kasimir, San Francisco
 Pulliam, James, San Francisco
 Radich, Anthony, New Orleans
 Rains, Horace, Houston
 Richburg, Joseph, Mobile
 Rihn, Ewing, New Orleans
 Riley, William, San Francisco
 Ringuette, Albert, San Francisco
 Rivera, Alfonso, San Juan
 Rodrigues, Lancelot, San Juan
 Rodriguez, Ovidio, New York
 Ruley, Edward, Baltimore
 Schwarz, Robert, Mobile
 Self, Thomas, Baltimore
 Selix, Floyd, San Francisco
 Sheldrake, Peter, Houston
 Smith, Lester, Norfolk
 Sokol, Stanley, San Francisco
 Spuron, John, San Francisco
 Stockmarr, Sven, New York
 Swearingen, Barney, Jacksonville
 Swiderski, John, New York
 Teti, Frank, New York
 Thompson, J. R., Houston
 Ticer, Dan, San Francisco
 Tillman, William, San Francisco
 Tirelli, Enrico, New York
 Todd, Raymond, New Orleans
 Turner, Paul, New Orleans
 Wallace, Ward, Jacksonville
 Wallace, William, Mobile
 Wardlaw, Richard, Houston
 Weaver, Harold, Houston
 Whitmer, Alan, New York
 Woods, Malcolm, San Francisco
 Workman, Homer, New Orleans
 Zaragoza, Roberto, New York



BALTIMORE (Sea-Land Service), August 18 — Chairman Recertified Bosun S. Stockmarr; Secretary W. Nihem; Educational Director W. Fitzgerald; Deck Delegate H. Hansen; Engine Delegate W. Brown; Steward Delegate E. Odum. \$18 in ship's fund. No disputed OT. Letter received from Vice President Frank Drozak concerning the removal of a sick brother to shoreside hospital was read and posted. Vote of thanks to the steward department for a job well done. Next port Jacksonville.

SAUGATUCK (Hudson Waterways), August 11—Chairman Recertified Bosun J. Delgado; Secretary T. Vanyi; Educational Director Hess; Engine Delegate John Croker. Chairman held a discussion on several topics that had appeared in the SEAFARERS LOG. SPAD donations were very good this trip. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

TRANSHURON (Hudson Waterways), August 4—Chairman Recertified Bosun W. G. Perry, Jr.; Secretary K. Lynch; Educational Director Barrianeau; Deck Delegate Elmer Annis; Steward Delegate David Bradley. Chairman gave a report on firefighting school. Some disputed OT in deck department. Everything running smoothly.

SEA-LAND MCLEAN (Sea-Land Service), August 15—Chairman Recertified Bosun Frank Teti; Secretary T. R. Goodman; Educational Director E. C. Tyler. Chairman held a discussion on SPAD and the SIU policy to its membership. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Rotterdam.

CHARLESTON (Sea-Land Service), August 11—Chairman J. McCollom; Secretary R. Hutchins; Deck Delegate J. Badyk; Engine Delegate B. Speegle; Steward Delegate V. Silva. No disputed OT. Crewmembers signed a petition to help boost the passage of the Oil Bill. Members who have visited Piney Point discussed how much they like it. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

TRANSOREGON (Hudson Waterways), August 10—Chairman P. Sermky; Secretary C. White; Steward Delegate Frank LaRosa. Chairman and Ship's Committee gave a talk on SPAD and the importance of donating to SPAD, noting that "if it were not for the fine leadership in our Union and SPAD donations we would not be where we are today." No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

DELTA URUGUAY (Delta Steamship), August 11—Chairman Recertified Bosun Jean Latapie; Secretary Bill Kaiser; Educational Director Hugh F. Wells, Jr.; \$400 in movie fund. \$74.61 in ship's fund. Some disputed OT in deck, engine and steward departments. Everything running smoothly. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

AZALEA CITY (Sea-Land Service), August 24 — Chairman Recertified Bosun W. J. Meehan; Secretary C. Scott; Educational Director O. Krogly; Deck Delegate Robert Burns; Engine Delegate John Linten; Steward Delegate Rafael Corobel. Received reading material from the merchant marine library. Everything running smoothly.

PORTMAR (Calmar Steamship), August 4 — Chairman Recertified Bosun R. Hodges; Secretary S. Berger; Educational Director A. Palmes. No disputed OT. Vote of thanks to the deck and steward departments for a job well done. Next port Camden, N.J.

ROBERT TOOMBS (Waterman Steamship), August 15—Chairman B. Schenk; Secretary J. Prestwood; Educational Director C. Hines; Engine Delegate Roy R. Young. Crewmembers request that a safety meeting be held. \$72.99 in ship's fund. Vote of thanks to Steward Prestwood and Baker Spirito. Next port Savannah.

OGDEN WABASH (Ogden Marine Inc.), August 18—Chairman Recertified Bosun E. D. Baker; Secretary H. Hastings; Educational Director J. Rounds; Deck Delegate T. L. Sustaie; Engine Delegate Milton Havens; Steward Delegate Allen Manuel. Chairman suggested that all crewmembers pay attention to the President's Report in the upcoming SEAFARERS LOGS and to support SPAD as it is their way to support their views in Congress. No disputed OT. Next port Boston.

ULTRAMAR (Westchester Marine), August 18—Chairman Recertified Bosun B. E. Swearingen; Secretary J. Pittetta; Educational Director F. M. Lopez. Discussed SPAD donations and how they are used for the benefit of the Union. Some disputed OT in deck, engine and steward departments. Everything running smoothly.

DELTA NORTE (Delta Steamship), August 23 — Chairman Recertified Bosun Ramon Ferrera; Secretary R. R. Maldonado. Chairman spoke to crewmembers on the Oil Bill and the importance of SPAD donations. \$16 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND CONSUMER (Sea-Land Service), August 11—Chairman Recertified Bosun Ervin D. Moyd; Secretary Charles J. Mitchell; Educational Director Angelo Meglio. No disputed OT. A vote of thanks to all delegates for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND VENTURE (Sea-Land Service), August 25—Chairman C. F. Boyle; Secretary S. J. Davis. \$56 in ship's fund. \$50 in movie fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Next port Houston.

SEA-LAND ECONOMY (Sea-Land Service), August 11—Chairman Recertified Bosun C. D'Amico; Secretary L. Nicholas; Educational Director R. W. Zeller; Deck Delegate E. D. Scroggins; Engine Delegate William Joe; Steward Delegate R. E. Kiedinger. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Rotterdam.

SEATRAN WASHINGTON (Hudson Waterways), August 25—Chairman A. Schwartz; Secretary W. G. Williams; Educational Director J. Lincoln; Deck Delegate G. Cato; Engine Delegate S. Torine; Steward Delegate P. Livingston. Some disputed OT in deck and engine departments. A vote of thanks to the steward department for a job well done. Next port Rota, Spain.

LA SALLE (Waterman Steamship), August 13 — Chairman Recertified Bosun L. B. Rodrigues; Secretary A. Salem; Educational Director Balog. Chairman had a talk about training and upgrading at the Harry Lundeberg School of Seamanship. Also, on the Energy Transportation Security Act to guarantee oil imports for U.S. ships and the President's Report concerning the Jones Act. Stressed the importance of crewmembers going to Piney Point to get their QMED. Some disputed OT in deck department. Next port New Orleans.

SHENANDOAH (Hudson Waterways), August 5—Chairman G. Troche; Secretary T. Bolton. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

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

SEA-LAND GALLOWAY
MERRIMAC
TAMARA GULDEN
COLUMBIA
AMERICAN EXPLORER
ANCHORAGE
MIAMI
DELTA MEXICO
JAMES
OGDEN YUKON
JOSEPH HEWES
SEALAND TRADE
ELIZABETHPORT
OVERSEAS ALEUTIAN

CANTIGNY
SEA-LAND VENTURE
BROOKLYN
BETHFLOR
JACKSONVILLE
OVERSEAS EVELYN
TRANSERIE
OVERSEAS ROSE
SEAMAR
DELTA BRASIL
MARYMAR
MAUMEE
DEL SOL
OVERSEAS TRAVELER

Seafarer Records Life Aboard Ship With Camera



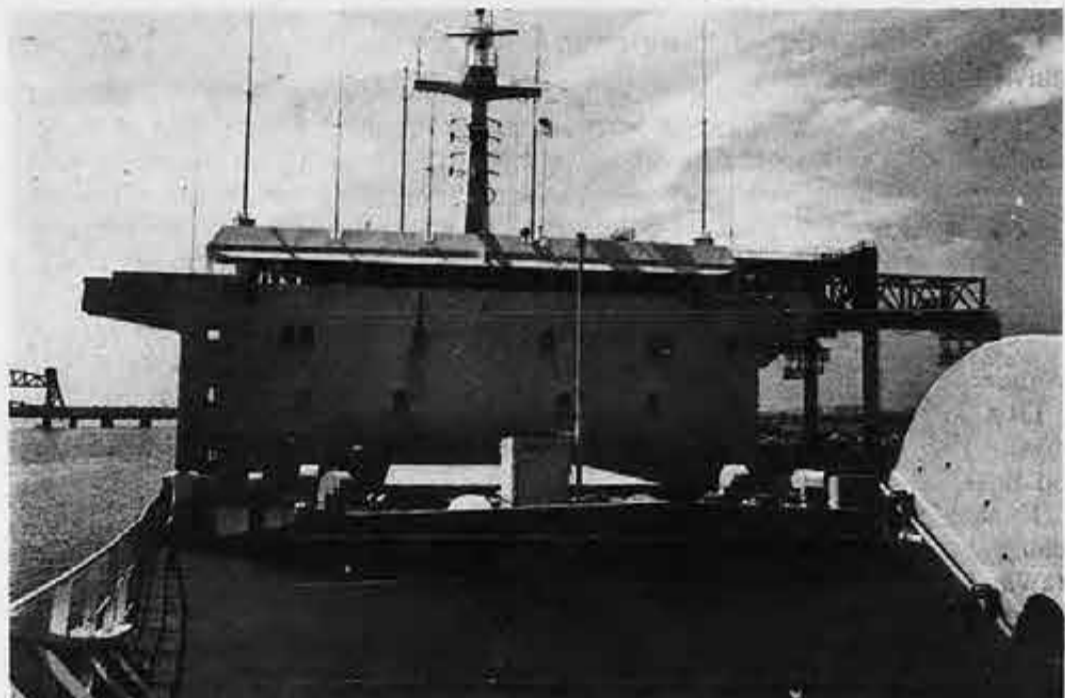
By photographing his shipmates in the deck department, Seafarer Chester Coumas, a second electrician, captured a part of life aboard their ship—the *Transhawaii* (Hudson Waterways)—during recent voyage. Pictured, from left, are Recertified Bosun Victor Carbone, AB Ola Ekland, OS Victor Cortellacci and OS Gilbert Gonzalez.



The *Sea-Land Resource*, an SL-7 containership, paid off at the Sea-Land Terminal in Port Elizabeth, N.J. last month. Sea-Land brought the *Resource* from the West Coast to put it on a regular run from Port Elizabeth to Europe.



Looking forward from the *Sea-Land Resource's* stern, the photographer's wide angle lens captures a small portion of the SL-7's 1,094 container cargo. Above is part of the huge crane used to unload the containers.



The *Sea-Land Resource's* large, modern bridge presents an imposing facade as one looks aft from the bow.

The SL Resource Switches to European Service



Seafarer Ali Mikeshaw, a wiper aboard the *Sea-Land Resource*, will be criss-crossing his brother Ahmed's wake as he sails to and from Europe. Seafarer Ali's brother sails as third cook aboard the *Sea-Land Market*, another SL-7 on Sea-Land's European run.

To accommodate increased container traffic to and from Europe, Sea-Land Service has brought the *Sea-Land Resource*, an SL-7 able to carry 1,094 containers, to Port Elizabeth, N.J. from the West Coast. It will join two other SL-7's, the *Sea-Land Market* and the *Sea-Land McLean*, on a scheduled run from Port Elizabeth to Europe, and allow them to change from their present scheduled 13-day round trip to Europe to a more leisurely 21-day round trip.

Less than a year old, the *Sea-Land Resource* provides modern, roomy accommodations for her SIU crew. With all quarters housed aft, each crewmember has a carpeted fore'sle with private bath. There is also a well-appointed crew's mess and an elevator to speed travel between the five decks and three engine room levels.

Driven by two 60,000 h.p. steam turbines, the 50,315-ton *Sea-Land Resource* can reach a top speed of 33 knots with her 120,000 horses driving the two 47-ton, five-bladed propellers at 135 revolutions per minute.

One of eight SL-7 containerships built since 1970 by Sea-Land, the *Resource* and her sisterships are providing Seafarers with jobs that—though they require new skills and new responsibilities—will be secure in the future. (See editorial on Page 18.)



Chief Cook James Sivley bones a turkey he is about to serve as lunch aboard the *Sea-Land Resource*. Seafarer Sivley's brother, Gene, also sails in the *Resource's* galley.

ASHORE



Inchon, Korea

Sea-Land Service started its first direct weekly sailing of SL-7 container ships to and from this Far East port on Sept. 30. Previously, Sea-Land sailed every two weeks between Japan and Korea.

At this port a shoreside crane was completed at the end of last month. Sea-Land had been utilizing shipboard cranes on one of the two feeder container ships, the 225-container *SS Bienville* which calls here.

In 1969 a major construction project was started here to build a deepwater tidal basin which was finished early this year. Prior to this, Sea-Land served this port by truck.

The company's 1,096-container SL-7s make weekly calls between the West Coast ports of Oakland, Long Beach and Seattle and the Far East ports of Yokohama, Kobe and Hong Kong. The container ships feed cargo from Japan to Pusan and Inchon.

Hampton Roads, Va.

Sea-Land's SL-7 container ships, the *Sea-Land Market*, *Sea-Land McLean* and *Sea-Land Resource* began stopping at the Hampton Roads' port of Portsmouth, Va. Oct. 1 on their weekly runs to North Europe. After departing from New York, Portsmouth will be the last stop for the ships here before unloading in the ports of Rotterdam, The Netherlands and Bremerhaven, West Germany. The Virginia Port Authority says sailings from the Portsmouth Marine Terminal will be on Tuesdays.

The company is building a \$8-million terminal next to the present terminal. It will have two container cranes, 22 acres of paved storage area and warehouse and office buildings for the SL-7s which carry 895 35-foot containers and 200 40-footers totaling 1,096 containers.

New Orleans

Some of Delta Line's fleet of LASH vessels and container ships were "adopted" recently by several elementary schools in the U.S. Under the Adopt-a-Ship Plan, students will write to the ships broadening their knowledge of geography, the sea, the merchant marine, history, and foreign and domestic trade. The plan started around the time of the passage of the U.S. Merchant Marine Act of 1936. Delta Line has participated in the program for more than 20 years.

USPHS Hospital, Staten Island, N.Y.

A regular contributor to SPAD, SIU pensioner Art Lomas who is a patient here, wrote to the Union during August that:

"I hope to be able to send my usual SPAD donation at later date. But time runs short and with an awareness of the inevitability of that final trip to the scrapyard that beckons all men and ships alike, I must at this time express a long felt gratitude to the Seafarers for the loyal and continuing support they have given me through a long period of illness and disability that enabled me to live with a measure of dignity and self-respect that otherwise would have been denied to me.

"No man was better served by his fellowman, no man respected and appreciated it more, . . ."

Brother Lomas now makes his home port in Bronxville, N.Y.

Piney Point

Hazel Brown, president of the HLSS was a member of a MARAD-sponsored American fact-finding delegation to the Soviet Union this month. Miss Brown represented vocational educators interested in merchant marine training.

During the tour, she studied Russian merchant marine academies and technical schools for training seamen in Leningrad, Odessa and Moscow.



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.

Crew Honors Retiring Capt.



The crew aboard the *SS Thomas Jefferson* (Waterman) presents Capt. Jessie Rhodes with a watch on his last voyage before retiring. Pictured from left, are: SIU members John Kelley; Frank Grand; R. Seymour; W. Chestnut; retiring Capt. Rhodes, and Chief Mate C. Mayhall.

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
Williams, J. W.	083-22-9328	UIW
Holland, M.	129-42-5900	UIW
Price, J.	460-58-8037	A & G
Garcia, J.	581-10-3608	A & G
Spangler, Jr., T.	212-36-5188	A & G
Barr, J. N.	251-80-2796	UIW
Desantis, A.	080-42-4593	A & G
Perez, V.	582-12-3481	UIW
Guidry, A.	451-22-4130	IBU
Noble, H.	580-07-8520	UIW
Turner, T. N.	391-54-2827	IBU
Sorensen, E.	085-40-0381	A & G
Luedtke, E.	399-12-5451	A & G
Dymock, H.	268-38-3472	IBU
Kight, C.	228-46-7392	UIW
Mahabir, A.	074-44-5733	UIW
Wobbleton, J. E.	239-48-2024	IBU
Moore, H. L.	262-22-4275	A & G
Gillain, L. E.	421-52-3032	A & G
Remko, J.	216-20-6152	A & G
Dobbins, D. D.	274-30-2824	A & G
Werner Jr., J. W.	116-01-1936	IBU
Maynard, J. R.	413-40-1498	IBU
Taylor, R.	129-42-6281	UIW
Mackin, A.	254-26-0619	A & G
Da Costa, D. A.	127-44-0704	UIW
Melancon, W. L.	436-52-7162	IBU
Stowe, W. M.	241-74-8269	IBU
Montalvo, R.	217-14-9823	A & G
O'Neal, R. L.	237-62-3680	IBU
McCoy, H. M.	231-12-5572	UIW
Scott, R.	216-44-0810	UIW
Ballard, R. T.	112-44-4997	UIW
Haluska, A. D.	308-56-1475	T & D
Thomas, R. E.	262-01-9644	IBU
Pelayo, R.	133-01-8693	A & G
West, N. I.	004-18-5216	A & G
Barnhill, Sr. D.	018-36-5636	UIW
Brower, R. W.	155-42-2979	UIW
Tutson, E.	071-40-6826	UIW
Inman, E.	456-94-5716	UIW
Ureta, S. F.	570-18-6179	A & G
Cutler, M. M.	231-09-2170	IBU
Rodriguez, A.	050-48-5835	UIW
Sorensen, E.	085-40-0381	A & G
Briggs, W. T.	107-12-8515	A & G
Venable, J. R.	439-78-5600	IBU
Hagmann, Jr. L.	426-24-6382	A & G
Fairburn, H.	434-12-3746	A & G
Dorman, G.	162-40-7001	UIW
Joseph, I.	054-44-3626	UIW

Deposit in the SIU Blood Bank—

It's Your Life



The SIU-manned USNS *Schuykill*, which participated in a rescue-at-sea earlier this year. (Official Navy Photo)

SIU-Manned Schuykill Crew Rescue Seven as Tug Burns

The SIU-manned USNS *Schuykill* (Hudson Waterways) participated in a rescue-at-sea earlier this year when her crew pulled seven men from a barge after they had to abandon a burning tug far off the eastern coast of Florida.

The *Schuykill* was in route from Lake Charles, La. to the Azores with a cargo of jet fuel, when on the morning of Apr. 2 she received a "may day" from the towboat *Frank Candies*, owned by Otto Candies of Des Almond, La.

The ship, which was making a stop at Beaufort, N.C. to load oil before heading for the Azores, changed its course and proceeded to the scene, 28 degrees North, 77 degrees West, about 240 miles off the eastern coast of Florida.

By the time the *Schuykill* arrived, the towboat fire, which had begun in the engine room, was raging uncontrollable. The crew had abandoned the tug,

taken a rubber raft, and had moved over to a barge they were towing. The barge itself was very dangerous because it contained a highly inflammable cargo of creosote pilings bound from Brunswick, Ga. to San Juan, Puerto Rico.

Seamen on the *Schuykill* went out on a lifeboat to rescue the seven-man tug crew who were shaken but uninjured. The tug crew was very fortunate that the towboat did not drift up to the barge, because soon after the *Schuykill* arrived on the scene, there were two explosions. If the barge had caught fire, the crew would have most probably been killed.

The owner of the tug wrote a letter to the crew of the *Schuykill* thanking them for their efforts. And, the master of the vessel commended the crew that manned the lifeboat for a job well done and carried out in proper order.



SS *Sea-Land McLean*

In a letter from the port of Bremerhaven, Germany to a surviving daughter of SIU pensioner George Wass, 72, who passed away in the Staten Island, N.Y. USPHS hospital on Aug. 5, the master of the *SS Sea-Land McLean*, Capt. H. C. Berger informed Mrs. Frank Puccio of Warwick, N.Y. that "in compliance with the request of the Seafarers Union, the cremated remains of your father . . . was buried at sea this day (Aug. 21) with respect and dignity befitting a departed Seafarer."

"In life as a professional seaman and wishing to be buried at sea, it is hoped that Mr. Wass would be pleased to have that event take place from one of the largest and fastest merchant ships of the U.S. merchant marine and manned by members of his Union."

" . . . Most of the vessel's personnel that were off watch respectfully attended the burial. May his soul rest in peace."

The ceremony occurred in the late afternoon enroute from the port of Elizabeth, N.J. to the port of Rotterdam, The Netherlands.

SS *Del Sol*

Six portable housing camps were loaded aboard the *SS Del Sol* (Delta Line) this summer in Galveston to be unloaded in Matadi, Zaire, West Africa for construction workers on the Zaire River.

A \$326-million electric transmission line to be built in the former Belgian Congo will link a dam to copper mines and refineries in the southeast Shaba region, 1,100 miles away.

Most of the material and equipment for the project will be carried on Delta Line ships from the Gulf from now to 1976. In 1947 Delta Line was the first company to start this run to West Africa.

SS *Thomas Jefferson*

Next month the *SS Thomas Jefferson* (Waterman) will carry 3,000 tons of bagged fertilizer from the Gulf to Bangkok, Thailand.

SS *Ultrasea*

The OBO carrier, the *SS Ultrasea* (Westchester Marine) carried 65,000 tons of heavy grains late last month from the Gulf to the ports of Ghent, Belgium and Hamburg, Germany.

11 Have 315 Years of Sailing Knowhow

Practice Makes Deck Gang Perfect . . .



The deck gang of the SIU-contracted *Carter Braxton* with 315 years sailing experience poses for photo in the port of New York before heading out to the Far East. Standing from left, are: Richard Arte Carter, Roy Theiss, Recertified

If the age-old proverb "Practice Makes Perfect," still holds water, then the likeliest candidate for most perfect deck gang in the merchant marine must be the SIU-contracted *Carter Braxton's* deck department whose 11 Seafarers have accumulated among themselves 315-years of practicing the art of sailing.

The veteran deck crew, headed by Recertified Bosun Ray Hodges, 46, of Mobile boarded the *Carter Braxton*, a general cargo carrier, in Jacksonville, Fla. on Aug. 28. The vessel, formerly the *President Buchanan* operated by American President Lines, was recently purchased by Waterman and will be put on the Far East service.

In addition to Bosun Hodges, the ship

carries seven AB's and three ordinaries in the deck. Sailing as able seamen are: Richard A. Carter, John O'Hannasian, Roy Theiss, Robert Michael, Frank Warren, Norwood Geno and Clyde Jernigan. And, sailing as ordinaries are Seafarers Mahland Cann, Richard Parker and Ernest Green.

Bosun Ray Hodges at the age of 46 already has 30 years of sailing experience under his belt. In addition to his professional skills, his shipmates commend Brother Hodges—a recent graduate of the Bosun's Recertification Program—for the excellent job he is doing as chairman of the ship's committee.

Georgia-born Seafarer Richard Arte Carter, 61, has the most experience with 38 years in the deck department.

Bosun Ray Hodges, Norwood Geno, Clyde Jernigan, Ernest Green, Robert Michael, Richard Parker and Frank Warren. Seated are, Mahland Cann, left, and John O'Hannasian.

Next man on the totem pole is 64-year-old Seafarer Clyde Jernigan of Jacksonville with 33 years at sea.

Close behind Brother Jernigan are Seafarers Norwood Geno, 54, and Roy Theiss, 51, both of Mobile and both with 32 years on deck gangs.

Originally from Michigan, 52-year-old salt, John O'Hannasian has been sailing for 30 years—26 with the SIU and four with the Navy. Brother O'Hannasian now makes his home in New York.

The only West Coast resident on the deck crew, Frank Warren, 61, of Seattle has 25 years experience. Robert Michael, 44, of Jacksonville already has 19 years on the deck.

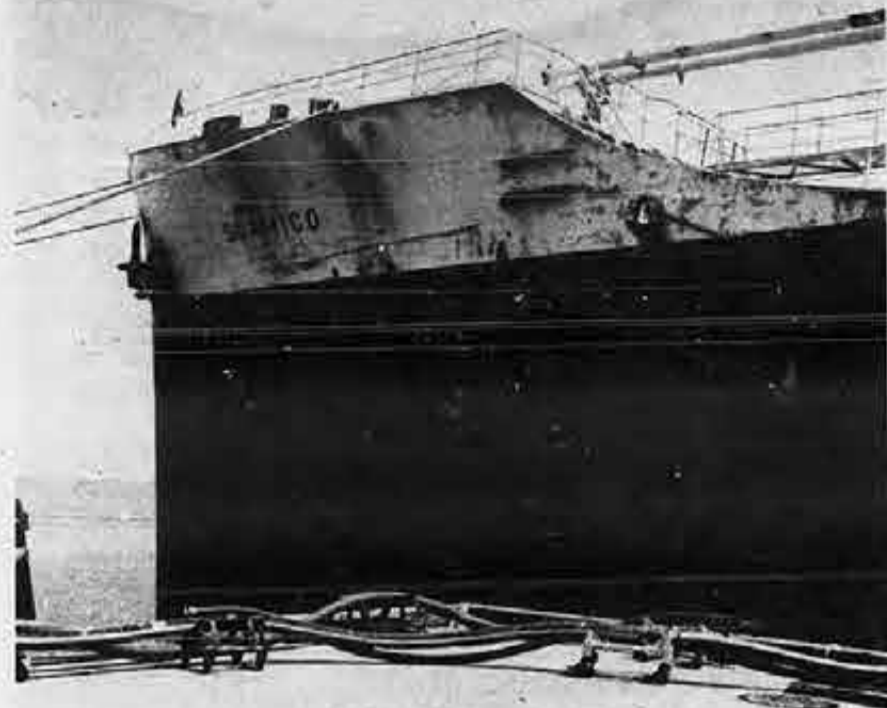
The elder statesman of the crew, 66-year-old Richard Parker of Jacksonville started sailing relatively late in life, but still has 25 years at sea.

Also a World War II vet, Seafarer Mahland Cann, 55, of Jacksonville has 27 years at sea. He is originally from New York.

Although the youngest member of the deck crew, Ernest Green, 43, has plenty of sailing experience—24 years. Twenty of those were spent with the Navy. Brother Green makes his home in Jacksonville.

When asked how many years sea-time the crew would have when all retired, they unanimously agreed that a reasonable projection would be 500 years, give or take a few hundred.

Navy Tanker Suamico Pays Off in San Diego: Report She Will Be Scrapped



The Navy tanker *Suamico* rests at her berth at the Naval Base in San Diego, Calif. The vessel will eventually be dismantled for scrap.



It's business as usual in the *Suamico*'s galley, as Cook and Baker Jefferson Buchanan prepares lunch for the crew.

The SIU-manned Navy tanker *Suamico*, which the Navy reports will soon be sold for scrap, paid off at the Naval Base in San Diego, Calif. on Sept. 18. The vessel presently, though, is running coastwise and is scheduled for a Far East voyage in upcoming weeks. Three other SIU-manned Navy tankers, the *Saugatuck*, *Cossatot*, and *Pecos*, have already been inactivated and temporarily put into the custody of the Maritime Administration.

The loss of these vessels means, of course, the loss of a number of jobs to SIU members, and it comes in the wake of a series of other moves by the Navy to manipulate the private sector of the U.S. merchant marine.

The Navy's first move against the private sector came early this year with the takeover of the four Falcon tankers and the replacement of the SIU crews with civil service people.

The Navy took things into its own hands again a few months ago by awarding the operation of nine new tankers to Marine Transport instead of Iran Destiny Shipping, the low bidder.

The SIU opposed the Navy's move to take over the Falcon tankers, and has called for a full investigation into the awarding of the new tanker contracts.

Whatever the final outcome, the SIU will continue to oppose the Navy in any area which adversely affects the jobs of SIU members.

If the Navy continues to act as it has in the past year, it could have serious stunting effects on the growth of the U.S. merchant marine at a time when innovation and revitalization is a must for the U.S. merchant marine in the interest of national security.



SIU Representative Mike Worley, seated, gives SPAD receipts to Union member Charles Loveland at the *Suamico*'s payoff. The continued support of SPAD will give the SIU the tools needed to block the Navy from encroaching on the rights of the private shipping sector.



Seafarers aboard the *Suamico* hold shipboard meeting to discuss the adverse effects the Navy's recent actions have had on the private shipping sector.

Participation Is the Key to Success of Union Membership Meetings



San Francisco members throw in for job on rotary shipping board during job call following the membership meeting.

As in all the SIU's constitutional ports, San Francisco holds a general membership meeting once a month for the Union's Bay Area members, as well as any SIU member who may be ashore in this port.

The meetings are an important part of the democratic structure of all trade unions in the United States.

They provide the member with an important forum for discussion of problems concerning the Union and the maritime industry in general. They also give the member a right to voice his opinion on Union policies, and to make motions subject to the approval or veto by a membership vote.

The key to the success of these

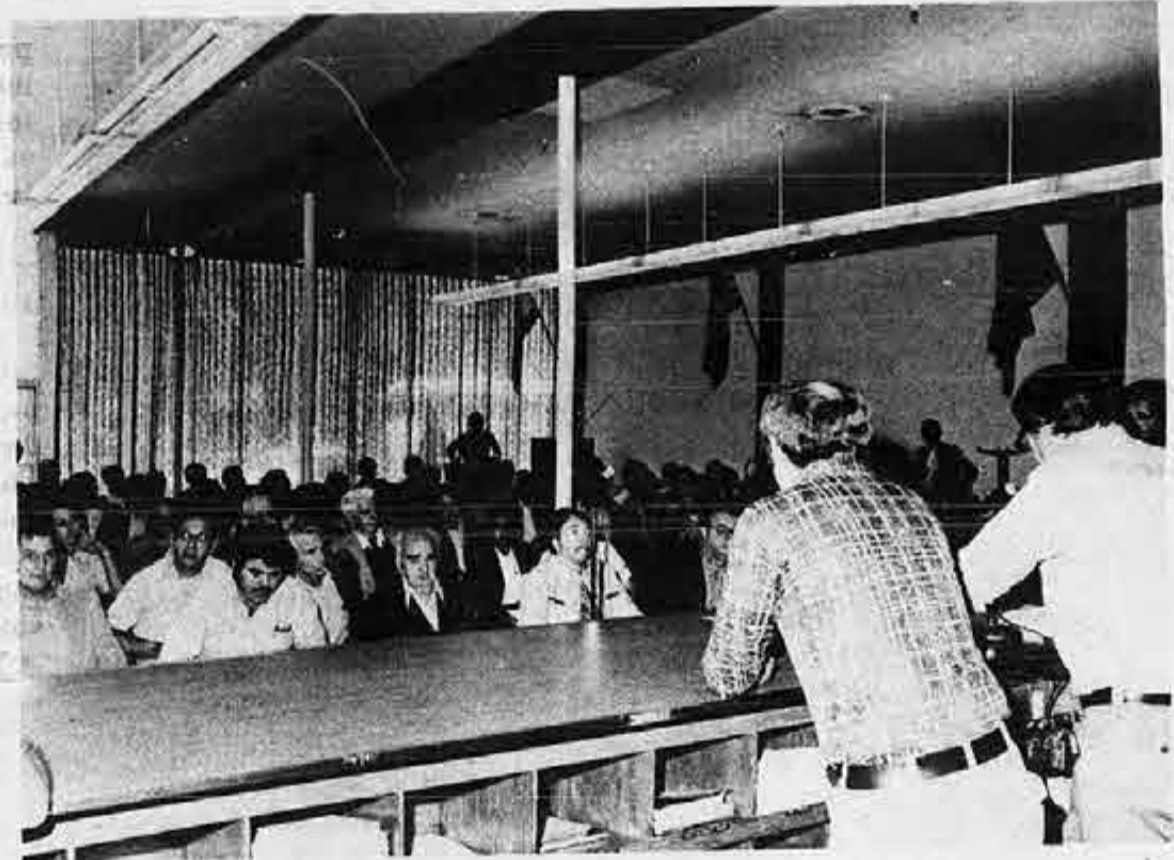


SIU members do some socializing in a friendly card game before San Francisco meeting is called to order.

meetings has always been participation on the part of the SIU membership.

When in port or on the beach, members should attend the Union forums. They will keep you on top of the issues affecting your livelihood as a seaman and a member of the labor movement—and they give you the opportunity to exercise your rights as a member of the SIU.

The San Francisco membership meeting is held on the second Thursday following the first Sunday of each month. A complete schedule of dates and times for all SIU meetings can be found in each issue of the LOG.



Meeting officers Harvey Mesford and Steve Troy, both with backs to camera, give legislative and other reports to the San Francisco membership.



SIU members register for shipping at counter in San Francisco hall.



San Francisco members show their books at door before entering meeting hall.

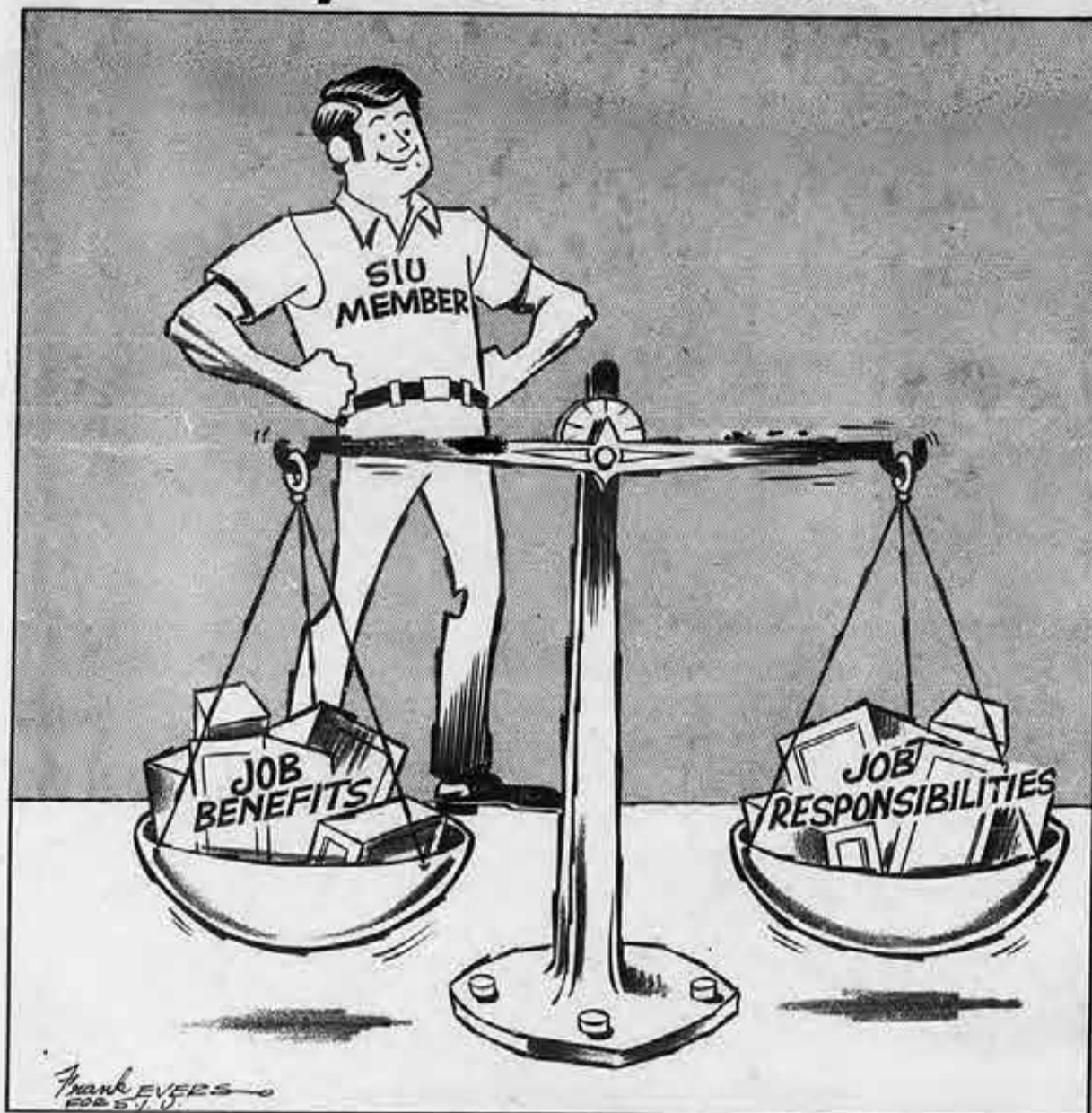


SIU members engage in cordial conversation in the San Francisco hiring hall while waiting for meeting to get underway.



As demonstrated in the show of hands, participation is the key to success of the Union membership meeting.

They Have to Balance



New Ships Mean New Responsibilities

After two-and-a-half decades of decline in the U.S. maritime industry—a decline so serious that our merchant fleet sunk from first to seventh place in the world standings—the industry finally took a sudden about-face with the passage of the Merchant Marine Act of 1970.

This vital bill, one of the most important pieces of maritime legislation to be passed in our nation's history, was spearheaded through Congress by the SIU. Ultimately though, it was the responsible actions of this membership, through their support of SPAD, which enabled the SIU to work so effectively on this issue.

With the Act's passage four years ago, the then lifeless U.S. shipbuilding industry was injected with the industrial adrenaline needed to get the life-blood flowing again. As a result, our nation's shipyards are now in the midst of the biggest shipbuilding boom in the history of peacetime America.

However, their products are no longer C-2 tankers and conventional freightships. They are revolutionary, highly automated vessels such as the LASH/containership carrier, the ore/bulk/oil carrier, the supertanker, and in the near future, the liquid natural gas vessel.

The SIU has gotten the majority of these new ships under contract, which consequently has created many new job opportunities for our members.

At the same time, though, a new and important challenge for all Seafarers has been created—to acquire the skills absolutely necessary to safely and efficiently man these vessels.

The SIU has developed comprehensive vocational programs at the Harry

Lundeberg School in Piney Point to aid our members in meeting this challenge.

Yet, it is still the responsibility of the individual member to himself, his family, his Union, and the industry in which he works to take advantage of these opportunities and upgrade his professional skills.

However, the Seafarer's responsibilities do not end here.

While aboard our newly contracted ships, each brother must work to precisely honor the Union's contractual agreements with our shipping companies.

As responsible Seafarers, you must make certain you are properly relieved before going off duty, as well as notifying the Master a full 24 hours in advance before getting off the ship so there will be sufficient time to get the proper replacement. You cannot allow these ships to sail short.

A Seafarer should also remain on top of the many important issues facing the maritime industry. These issues, all of which are carried in the LOG, should be discussed among fellow Seafarers.

One of our most important tools over the years has always been an active, well-informed membership ready to meet our opposition head on.

A Seafarers' responsibilities are increasing and becoming more complex in this increasingly complicated maritime industry.

But, by meeting these responsibilities as true professionals, Seafarers will insure for themselves and their families a financially secure future, as well as helping to build the global competitiveness of the U.S. merchant marine and thereby insuring its continued growth and revitalization.

Letters to the Editor



HISTORIC PRESERVATION

Upgrader Tells It Like It Is

Below is a letter written in English and Spanish by SIU Upgrader Antonio Ramos about his learning experiences at the Harry Lundeberg School. He requested that it be printed in both languages so that his Spanish speaking brother members would be able to share his experiences.

While going through the quartermaster and firefighting upgrading programs, I learned a lot of things that I didn't know, things that I used to see on the ships, but didn't know their names or how they were operated. Now, I know their names, and I am eager to give them a try. When I finish my two first courses, though, I'm taking LNG and LPG. There are many things to learn in these programs, but the main one is, in case of emergency I now know what to expect, what to do. It might help to save my life and the lives of my brother Seafarers aboard ship. There is nobody to thank for what I learned but all the instructors at this school.

When I was on a ship, I used to see the crew give for SPAD. I gave \$20, then I'd say to myself, "\$20 down the drain." You know why? Because I didn't know what it was for. Now I know. If it was not for SPAD, we would all be eating bananas on the street. Don't ask me what I learned at Piney Point. Go there and see for yourselves. The doors are open for everybody.

PARA LOS LATINOS

En el tiempo que yo estuve en la escuela, de Piney Point, yo aprendi muchas cosas que no sabia, cosas que yo veia en los barcos, y no sabia como se llamaban, o cual era el uso de ellas, ahora se los nombres, y como trabajarlas, anora cuando termine estos dos cursos, voy a empezar los de LNG y LPG, son muchas las cosas que tengo que aprender pero la mas importante es, en caso de emergencia, quiero saber que pasa, y que hacer, quizas esto que aprenda en la escuela, me sirva para salvar ni vida, asi como la de mis compañeros.

Agradesco mucho a esta escuela, y a los instructores que me ayudaron mucho.

Cuando yo estaba en los barcos, veia que los otros marinos daban dinero para SPAD, y yo, pues los daba tambien, y despues pensaba que ese dinero se iba justa, y ahora me doy cuenta, de que si no fuera por SPAD, estuvieramos todos comiendo guineos en la calle.

No me pregunten, que aprendi en Piney Point, porque mi contesta es, ve a la escuela.

Las puertas estan habiertas para todos nosotros. Creemelo, estote ayudara mucho.

Antonio M. Ramos
Bk 1065

Sympathy Appreciated

I wish to express my sincere thanks and appreciation to the entire crew of the *Overseas Ulla* for the sympathy extended me on the passing of my mother, and for the money they sent for a floral wreath.

Fraternally,
Harold Gilder
Atlantic Beach, Fla.

October 1974

Volume XXXVI, No. 10

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 Captain Delano Snoozes the Seas

"Damn strange," you mumbled when you reached
To draw a curtain and found none.
Nor did we even need one.
Not a creature within eye sight or ear shot
Cared so much as a doozed fly whether
We did what we did or ate grass. And

What precisely did we do?
We lunked in the weeds and we coupled.
We stirred up a little dust, of course. But
Is there a way of plowing without stirring dust?

It was all so beautiful, so natural that
We resolved to traffic no more with
Those who make ill of such
Proper and wholesome employment.

Then we polarized our resolution with
Our reason in enows, and
We snoozed again. And
In my state of our snooze
I leisurely revisited
Our few adult years together.

Eleven years ago
I was the most excited man in the world. And
Just as happy as if I had good sense.

I was twenty-two,
I had just married Bernice.
My only sweetheart since we were peep chicks, and
I was to sail my first ship as third mate.

Agreed, we were in hock up to the ass. But
We knew we could reach into
Little Marj's toy bank.

The girls were orphaned at sixteen and two, and
We knew even then that little Marj would be ours.

I now sail as captain, and
I'm not as casual about it as I sound. Indeed!
I seem to find a few additional reasons to consult. And
I grow an inch taller as I walk up the gangway.



Our established run to Japan,
A mere thirty-six day loop from Seattle,
Is sometimes too long
To be away from her peek through house costume.

Those short happy people in Yokohama
Are most hospitable.
The brutal truth of it is that
They're not, after all, built differently.

My Japanese host once broke into tears over
Admiral Perry's invasion with unpraised fist. And over
Ltd. Pinkerton with that other thing.

It was your nibbling at my ear that
Ticked me out of my snooze.
You pointed to yourself and said:
"As your chief mate it is my duty
to report that I'm freshly impregnated."

Fine! said I, and
Ordered the bos'n to
Arrange a leeward niche for
When you would need it. And
We snoozed again.

Then there ~~was~~ another girl
As beautiful as you, and
Through my influence
She, too, became freshly impregnated. And
We snoozed again.

How we relished this untroubled and
Unencumbered life we willed ourselves.

Sentiment and romance—
Poetic hogwash, said I.
"Hell, live it as you see it,"
You whispered in my ear, when
The brute of an alarm clock
Screamed us out of bed.

We had an untroubled morning and
We hummed along with our radio all through breakfast.
Bernice wore the peek through costume
She religiously wears
When I sail from home port.

There's been a delay.
We will not sail until twenty-two hundred.
I've already called home, and
She's now shopping for our supper.

I'll snag a few flowers
On my way home. And
I also mean to ask her
What in hell prompted her
To speculate this morning about when
They would market a triple strength pill.

Max Katzoff

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

The Sailor

He rose at dawn and, fired with hope,
Shot o'er the foaming harbor bar.
He reached his ship and caught the rope,
And whistled at a morning star.
But while he whistled loud and long
He heard a mermaid cry.
"O sailor man so strong and proud,
I see the place where thou shalt lie
The sands and yeasty surges mix
In caves about a dreary bay,
And on thy ribs the barnacle sticks,
And in thy heart the shrimp shall play."
"Fool," he answered, "death is sure
To those who stay and those who roam,
But I can nevermore endure
To sit with empty hands at home.
"My wife she clings about my neck,
My Mother's cries for shame,
My father raves of death and wreck,
And wish I'd take the blame."
"God help us now, no sailor man
For dangers on the sea,
But the devil rising in my heart,
Means more than death to me

The Flight

Restless now the strength having returned to his wings
He sits in the loft uncertainly looking at the sky
Soon he must soar not knowing why.
The wings of instinct are strong
The brain of logic pigeon weak, and small
He preens himself, eats someone else's corn
Flies from captivity to captivity
Accepting this as the essence of his identity
Someday the Hawk perhaps will find him
Winging from a release point, to a loft somewhere,
And then the downy softness of that preened plumage found
Scattered in coarse brushland, or purple, mourning heather
The wings of desire pointing upward still
And those eyes of perception gauged out
As approaching day gouges out the stars
The instincts flown from that release point
Always between release point and loft
Never sufficient strength for freedom
Always too much strength for captivity
While the owner of the ring waits for his return patiently.

Tracy S. D. Finley

New SIU Pensioners



Thurston J. Lewis, 57, joined the Union in 1944 in the port of New Orleans sailing in the engine department. Brother Lewis was the 100th QMED graduated in 1974 through the HLSS engine department upgrading program in Piney Point, Md. He was on the picket line in the 1946 strike and attended the 1970 Educational Conference at the Harry Lundeberg School for Seamanship. During World War II he was in the U.S. Navy. A native of Oklahoma, he is now a resident of New Orleans.



Willie F. Coppage, 60, joined the SIU in the port of New York in 1960 sailing as a cook. Brother Coppage was on the picket line in the Greater N.Y. Harbor strike in 1961 and is a U.S. Navy veteran of World War II. He also attended the HLSS Upgrading Program. Born in South Carolina, he is a resident of Hamlet, N.C. with his wife, Elnor.



Richard J. Brown, 46, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Brown sailed for 31 years. Born in New Jersey, he is now a resident of Baltimore with his wife, Vencenta.



Joseph Hall, 51, joined the SIU in 1947 in the port of Mobile sailing as a cook. Brother Hall had sailed for 30 years and is a U.S. Navy veteran of World War II. Born in Alabama, he is now a resident of Mobile with his wife, Ruby.



Jose M. Carames, 45, joined the SIU in the port of Philadelphia in 1961 sailing as a wiper. Brother Carames was born in Philadelphia and is a resident there now.



Frank Fisher, 63, joined the Union in 1947 in the port of Galveston sailing in the steward department. Brother Fisher sailed for 27 years. A native of Seattle, he is now a resident of Galveston with his wife, Elvira.



Gerald L. Garrity, 69, joined the Union in the port of New Orleans in 1957 sailing as an oiler. Brother Garrity had sailed for 32 years. He was born in New Orleans and is now a resident there with his wife, Mary.



Antonio Cospito, 64, joined the Union in the port of New York in 1958 sailing as a cook. Brother Cospito walked the picket line in the Robin Line strike of 1962. He is a veteran of the U.S. Air Force in World War II. Born in Union City, N.J., he is now a resident of North Bergen, N.J.



Pedro T. Flores, joined the SIU in 1947 in the port of Baltimore sailing as a cook. Brother Flores had sailed for 34 years. He is a U.S. Navy veteran of World War II. Born in the Philippines, he is now a resident of Baltimore with his wife, Ciechia.



Richard J. Blake, 55, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Blake was born in Minnesota and is now a resident of Minneapolis, Minn. with his wife, Eloise.



Harry E. Dorer, 65, joined the SIU in 1946 in the port of New York sailing as a fireman-watertender. Brother Dorer was born in Bellaire, Ohio and is now a resident of Long Beach, Calif.



William Leuschner, 63, joined the Union in 1946 in the port of Philadelphia sailing as a bosun. Brother Leuschner is a native of Poznan, Poland and is now a resident of Klamath, Calif. with his wife, Sussey.



Marcelo S. Maguad, 65, joined the Union in the port of Savannah, Ga. in 1955 sailing as a chief cook. Brother Maguad sailed for 46 years. Born in the Philippine Islands, he is now a resident of San Francisco.



Gladstone W. Ford, 65, joined the Union in 1938 in the port of Boston sailing as a cook. Brother Ford was born in Barbados, British West Indies, and is a resident of Roosevelt, L.I., N.Y. with his wife, Eulalia.



Edward J. Senff, Jr., 65, joined the SIU in the port of Detroit in 1960 sailing as an AB for the Boland and Cornelius Steamship Co. Brother Senff started sailing in 1929. Born in Michigan, he is now a resident of Onaway, Mich. with his wife, Marion.



Floyd Dominski, 66, joined the SIU in 1943 in the port of New York sailing as an oiler. Brother Dominski walked the picket line in the Greater N.Y. Harbor strike in 1961. Born in Tremont, Pa., he is a resident of Jersey City, N.J.



Fred F. Kallstrom, 64, joined the Union in the port of Detroit sailing as a cook for Boland and Cornelius. Brother Kallstrom had sailed for 44 years. Born in Jefferson, Ohio, he is now a resident of Sturgeon Bay, Wis. with his wife, Tessie.



Bernard Falk, 57, joined the Union in the port of New York in 1955 sailing as a chief cook. Brother Falk is a native of Poland and is now a resident of Baltimore with his wife, Bernice.



Anderson J. Johnes, 63, joined the SIU in 1949 in the port of Tampa sailing as a bosun. Brother Johnes is a U.S. Army veteran of World War II. He was born in Missouri and is a resident of Tampa with his wife, Evelyn.

Change of Address Or New Subscriber

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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CITY STATE..... ZIP.....

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ADDRESS

CITY STATE..... ZIP.....

Ends Long Career on Lakes



Seafarer Robert E. Jackson (l.), after sailing on the Great Lakes for 31 years, receives his first pension check from Frankfort, Mich. Port Agent Harold Rathbun. During the last years of a long sailing career begun in 1943, Brother Jackson sailed as a porter aboard the Ann Arbor Railroad Carriers.



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.

Personals

Anastacio Cruzado

Please contact Mrs. Leticia Cruzado as soon as possible at 135 Franklin Ave., Brooklyn, N.Y. 11205.

Albert H. Schwartz

Please contact Mr. Mike Schwartz as soon as possible at 3905 Glenbrook, Arlington, Tex. 76015.

Richard V. Seiling

Please contact your wife, Mary, as soon as possible at her San Francisco address.

Bernard Landos

Please contact Jean Mateson as soon as possible at (212) 624-6335.

James K. Haines

Please contact Mrs. Ester Haines as soon as possible c/o Mrs. Ingrid Grayson, Dep. Mail Sec. Box 192, F.P.O. San Francisco, Calif. 96651.

Percy Williams, Jr.

Please contact your aunt, Mrs. Cora Edgerson as soon as possible at 1201 S. Galvez, New Orleans, La. 70125, or call (504) 827-0765. Your father also wishes you to contact him in Strutler, Ohio at (216) 755-5540.

Politics Is
Porkchops

Donate to
SPAD

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Aug. 22-Sept. 25, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	10	127	\$ 24,300.00	\$ 340,595.88
In Hospital Daily @ \$1.00	678	5,748	678.00	5,748.00
In Hospital Daily @ \$3.00	192	2,541	576.00	7,623.00
Hospital & Hospital Extras	22	143	3,221.90	20,992.45
Surgical	8	38	505.50	3,983.50
Sickness & Accident @ \$8.00	7,873	67,241	62,984.00	537,928.00
Special Equipment	1	13	75.00	3,590.40
Optical	192	1,938	4,572.77	44,189.35
Supplemental Medicare Premiums	17	248	863.70	12,286.40
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	450	3,999	94,262.91	810,420.59
Doctors' Visits In Hospital	74	641	2,809.01	20,524.08
Surgical	138	1,152	18,044.50	147,396.95
Maternity	20	206	6,000.00	54,434.75
Blood Transfusions	5	34	223.00	2,435.65
Optical	157	1,382	3,435.72	29,485.69
Special Equipment	—	—	—	—
PENSIONERS & DEPENDENTS				
Death	5	89	15,000.00	262,000.00
Hospital & Hospital Extras	184	1,490	21,917.72	231,322.31
Doctors' Visits & Other Medical Expenses ..	127	1,070	4,610.77	40,797.37
Surgical	11	113	1,000.00	15,057.25
Optical	76	530	1,399.93	11,933.75
Blood Transfusions	1	5	25.00	330.75
Special Equipment	2	23	422.75	5,139.36
Meal Books	—	—	—	—
Dental	3	9	750.00	2,166.86
Supplemental Medicare Premiums	1,916	14,863	13,887.00	107,463.30
SCHOLARSHIP PROGRAM				
	7	68	4,319.50	25,106.31
TOTALS				
Total Seafarers Welfare Plan	12,169	103,711	285,884.68	2,742,951.95
Total Seafarers Pension Plan	2,257	17,726	546,291.64	4,275,998.14
Total Seafarers Vacation Plan	1,183	9,559	583,461.01	5,041,634.41
Total Seafarers Welfare, Pension & Vacation	15,609	130,996	\$1,415,637.33	\$12,060,584.50

ANNUAL REPORT

For the fiscal year ended March 31, 1974

SEAFARERS PENSION FUND (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 SEAFARERS PENSION FUND

ASSETS¹

1. Cash:		
a. On interest	\$ 6,863,461.21	
b. Not on interest	72,771.33	
c. In office		\$ 6,936,232.54
2. Bonds:		
a. Government obligations	\$ 120,372.00	
b. Other obligations	57,575,364.67	57,695,736.67
3. Stocks:		
a. Preferred	\$ 1,788,171.05	
b. Common	28,109,278.29	29,897,449.34
4. Mortgage loans on real estate		175,200.83
5. Real estate, less \$..... encumbrances and less \$..... allowance for depreciation		
6. Interest and other investment income due and accrued		1,124,880.04
Other assets (List each separately):		
7. Mortgage Investment Trust		999,732.43
8. Contributions receivable		3,115,757.80
9.		
10. Total Assets		<u>\$99,944,989.65</u>

LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers ... \$	
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	43,103.32
Other liabilities (List each separately):	
15. Due to other Plans	138,623.24
16.	
17.	
18. Total Liabilities	181,726.56
19. Balance of Fund	99,763,263.09
20. Total	<u>\$99,944,989.65</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.

CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

Item	ADDITIONS TO FUND BALANCE	
1. Contributions:		
(Exclude amounts entered in Item 2)		
(a) Employer	\$16,034,390.04	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$16,034,390.04
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	4,251,782.67	
(b) Dividends	977,323.46	
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		5,229,106.13
4. Profit on disposal of investments		1,043,336.50
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a)		
(b)		
(c) Total Other Additions		
7. Total Additions		<u>\$22,306,832.67</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and Payments to Service Organizations (Including Prepaid Medical Plans) ...		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$ 6,123,499.01
10. 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.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospital, Doctors, etc.)		
12. Administrative Expenses:		
(a) Salaries	164,008.15	
(b) Allowances, Expenses, etc.	13,892.17	
(c) Taxes	13,105.02	
(d) Fees and Commissions	110,151.51	
(e) Rent	41,478.31	
(f) Insurance Premiums	1,651.48	
(g) Fidelity Bond Premiums	1,900.00	
(h) Other Administrative Expenses (Specify) Tabulating, employee benefits, office expenses		307,145.05
(i) Total Administrative Expenses		
13. Loss on disposal of investments		653,331.69
14. Decrease by adjustment in assets values of investments		1,221,533.83
15. Other Deductions: (Itemize)		
(a) Information and education	337.63	
(b) Litigation—claims, settlements	3,650.00	
(c) Total Other Deductions		3,987.63
16. Total Deductions		<u>\$ 8,002,352.16</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits) at Beginning of Year	\$85,458,782.58
18. Total Additions During Year (Item 7 above) ..	22,306,832.67
19. Total Fund Balance at Beginning of Year Plus Additions	107,765,615.25
20. Total Deductions During Year (Item 16 above) ..	8,002,352.16
21. Fund Balance (Reserve for Future Benefits) at End of Year (Item 14, page 7)	<u>\$99,763,263.09</u>

ANNUAL REPORT OF THE SEAFARERS PENSION FUND

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

Employee trustee

Realizing the Need for Political Involvement,

The following Seafarers have demonstrated an active interest in participating in political and legislative activities, which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund during the year 1973.

- | | | | | | |
|---|--|-------------------------------------|---------------------------------------|-------------------------------------|--------------------------------------|
| H. A. Ahmad
San Francisco, Calif. | R. Boyle
Annapolis, Md. | E. Craig Newton
Hamilton, Pa. | R. Farris
St. Louis, Mo. | H. R. Hill
River Rouge, Mich. | S. C. Klano
Hamilton, Ore. |
| E. L. Alderman
Brooklyn, N. Y. | B. F. Brooks
Lexington, Md. | R. Czadek
Duluth, Minn. | R. Fowlkes
Orewe, Va. | A. Hooper
Millville, N. J. | W. Kokins
Honolulu, Hawaii |
| C. Anchorage
Brooklyn, N. Y. | B. Brown
Mobile, Ala. | R. Daishey
Brooklyn, N. Y. | M. H. Franson
Houston, Tex. | W. Howard
Boston, Mass. | W. Kull
Forest Hill, Ill. |
| R. Andersen
Union Town, Ala. | L. Bruski
Rogers City, Mich. | B. Dahlan
Brooklyn, N. Y. | M. Gain
Philadelphia, Pa. | D. Howell
Little Park, Minn. | J. M. Kulberg
Hampton, N. H. |
| S. Anderson
No. Seattle, Wash. | L. Buchan
Upper Marlboro, Md. | C. DeJesus
Brooklyn, N. Y. | P. Genaro
Tampa, Fla. | J. Hunt,
Mobile, Ala. | M. Kurtz
Jacksonville, Fla. |
| B. Ayala
Bronx, N. Y. | L. Bugo
Algonac, Mich. | J. P. DeSantos
Brooklyn, N. Y. | G. J. Gonzales
New Orleans, La. | D. Hurley
Carrallen, Tex. | R. Laiche
New Orleans, La. |
| R. Azar
Brooklyn, N. Y. | T. Burke
Belmont, Mass. | R. Desmond
Eden, N. Y. | R. L. Goodman
Dallas, Tex. | J. C. Ilson
New Rochelle, N. Y. | F. I. Laing
New Orleans, La. |
| J. W. Badgett
Baytown, Tex. | K. Burton
New Orleans, La. | A. Dimitropoulos
New York, N. Y. | R. Goodwin
Brockton, Mass. | V. Isaulo
New Orleans, La. | L. Lamphere
Brooklyn, N. Y. |
| M. Baines
Hampton, Va. | R. Butch
Warminister, N. J. | S. Doherty
Barrington, R. I. | J. Green
Algonac, Mich. | T. Isch
Algonac, Mich. | D. W. Lancaster
Houston, Tex. |
| T. Baker
Berlin, Md. | S. R. Carroll
Hermosa Beach, Calif. | R. R. Doody
Brielle, N. J. | E. Halley
Portsmouth, Va. | I. Jaime
Bayamon, Puerto Rico | P. Lardeque
Frankfort, Mich. |
| R. Balog
Youngstown, Ohio | L. Carver
Santee, Calif. | B. Drumgoode
San Jose, Calif. | J. L. Hamley
San Francisco, Calif. | A. A. Jaster
San Marcus, Tex. | F. J. Leeda
Camden, N. J. |
| A. Barnett
Brooklyn, N. Y. | B. Cloudman
Drummond Island, Mich. | G. Dudley
Seattle, Wash. | F. Hanks
Brooklyn, N. Y. | J. H. Johnson
Auburn, Wash. | K. M. Lilly
Westminster, Md. |
| W. Barron
Detroit, Mich. | J. F. Colbert
Newport News, Va. | R. Duggan
Acceket, Md. | S. Harris
New Orleans, La. | J. Jones
New Orleans, La. | R. C. Lewandowski
Baltimore, Md. |
| B. M. Bartholomew
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Chesapeake, Va. | C. Eastwood
Oberlin, La. | D. Hart
No. Texas City, Tex. | C. M. Joy
Wanetechee, Wash. | T. Lileo
New Orleans, La. |
| R. Baumgardner
San Francisco, Calif. | W. Corbett
Bronx, N. Y. | C. Egelston
Goldsboro, N. C. | J. Hastings
Baltimore, Md. | W. A. Kenny
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New York, N. Y. |
| G. Berry
Springfield, Va. | H. Cortes
Brooklyn, N. Y. | M. Elethorios
Algonac, Mich. | J. S. Heeks
Houston, Tex. | C. R. Killeen
Scranton, Pa. | R. C. Loiderman
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| W. E. Bierly
Cleveland, Ohio | D. Cosentino
Baltimore, Md. | J. M. Erich
Akron, Ohio | D. Hernandez
Detroit, Mich. | A. L. King
San Francisco, Calif. | R. Lorenson
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| S. Bigelow
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| J. J. Bocker
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Boston, Mass. |
| W. S. Borchardt
San Souci, Fla. | | | | | R. Makarewicz
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San Diego, Calif. |
| R. Bousson
Inwood, N. Y. | | | | | L. Marrero
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| C. W. Bowman
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C. W. Seese
Baltimore, Md.

W. O. Sims
Mobile, Ala.

J. M. McCoy
Lynnwood, Wash.

G. Payton
Pritchard, Ala.

J. Rivera
Monterey Park, Calif.

M. Russo
No. Seattle, Wash.

W. P. Setlife
Florida

G. C. Smith
Jacksonville, Fla.

R. A. McDonnell
Bellingham, Wash.

M. A. Peters
Novato, Calif.

N. Rivera
Brooklyn, N. Y.

N. G. Sakellarides
Silver Spring, Md.

T. P. Shannon
Ogdensburg, N. Y.

D. Soyka
Piney Point, Md.

D. L. Merson
Baltimore, Md.

L. Phillips
Loxley, Ala.

P. Rivera
Bayamon, Puerto Rico

J. Salyards
Bakersfield, Calif.

A. S. Shariff
River Rouge, Mich.

D. Sprague
Seattle, Wash.

J. Michael
Baltimore, Md.

L. Pretious
Houston, Tex.

L. Rodden
Detroit, Mich.

D. L. SanFilippo
San Diego, Calif.

G. T. Sheen
Seattle, Wash.

W. S. Stark
Brooklyn, N. Y.

H. N. Middleton
Satsuma, Ala.

B. Prozak
Algonac, Mich.

C. Rodriguez
Jersey City, N. J.

D. Santiago
Bronx, N. Y.

S. Simpson
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E. D. Stefer
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S. Schultz
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R. Rayner
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SPAD is a separate segregated fund. Its proceeds are used to further the projects 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 (SIUNA AGLIWD) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

(A copy of our report filed with the appropriate supervisory officer is (or will be) available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20541.)

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Seafaring on "America's Fourth Coast": SIU



This SIU-contracted Great Lakes freighter, the *Medusa Challenger* (Cement Transport), gets ready to enter a lock. As is common on most Great Lakes ships, the pilot house is directly in back of the bow, while the crews quarters are placed far aft.

Over 2,500 Seafarers man 58 ships which carry a large part of 389-million tons of waterborne cargo each year but never touch the waters of the Atlantic, the Pacific or the Gulf of Mexico. Sailing off what has been called America's fourth seacoast, Seafarers on the Great Lakes form an important part of America's merchant marine.

Sailing specially designed Great Lakes vessels, these Seafarers carry the cement, coal, limestone, lumber, ore and other raw materials that supply and fuel most of our major industries in the Northern part of the U.S.

Not only are the ships on the Lakes different from those sailing on the deep sea, but sailing on these vessels also involves a different type of work schedule.

During the spring, summer and fall, the crews on these ships rarely get off as they sail from one city to another, only stopping long enough to load and unload their cargo. But during the severe Northern winters, these Lakes vessels are forced to lay up because of

ice on the Lakes and connecting rivers, and the Seafarers aboard these ships must wait until the spring thaw before shipping out again.

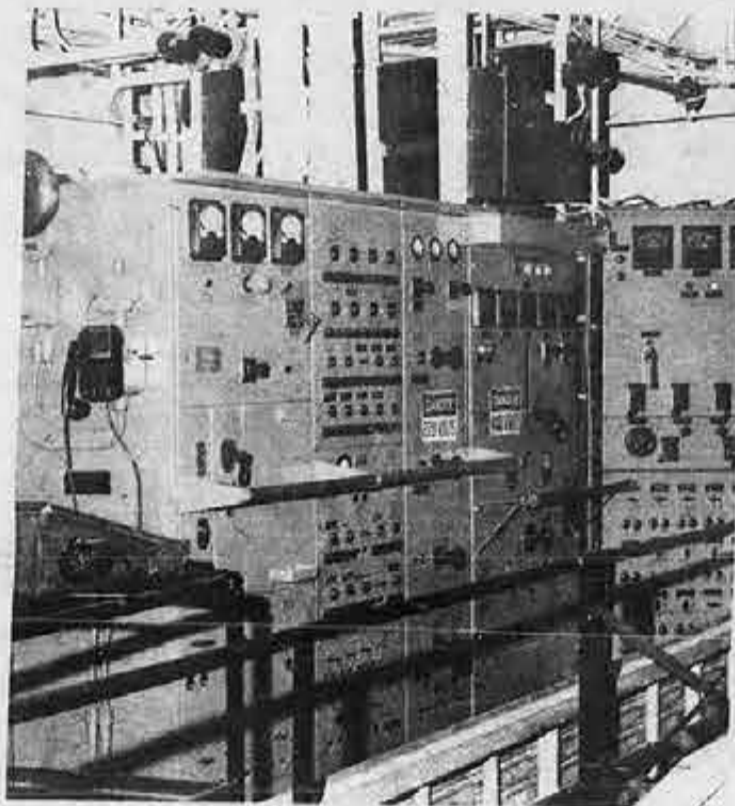
Seafarers on the Lakes are also required to possess special skills in order to perform their duties properly. They must be familiar with the various self-loading conveyors carried aboard many Lakes ships, the unloading pumps for cement and other fine bulk cargos, as well as know how to dock their ship without the aid of tugs by using bow thrusters and lines.

To service the Lakes Seafarers on these vessels, the SIU has developed a unique system to ensure that our members on the Lakes receive the Union representation all Seafarers should expect.

Because the vessels spend little time in port, and crewmembers are paid each week rather than at intermittent pay-offs, the SIU has placed patrolmen in a boathouse along the St. Clair River in Algonac to periodically service SIU crews as their ships pass through.



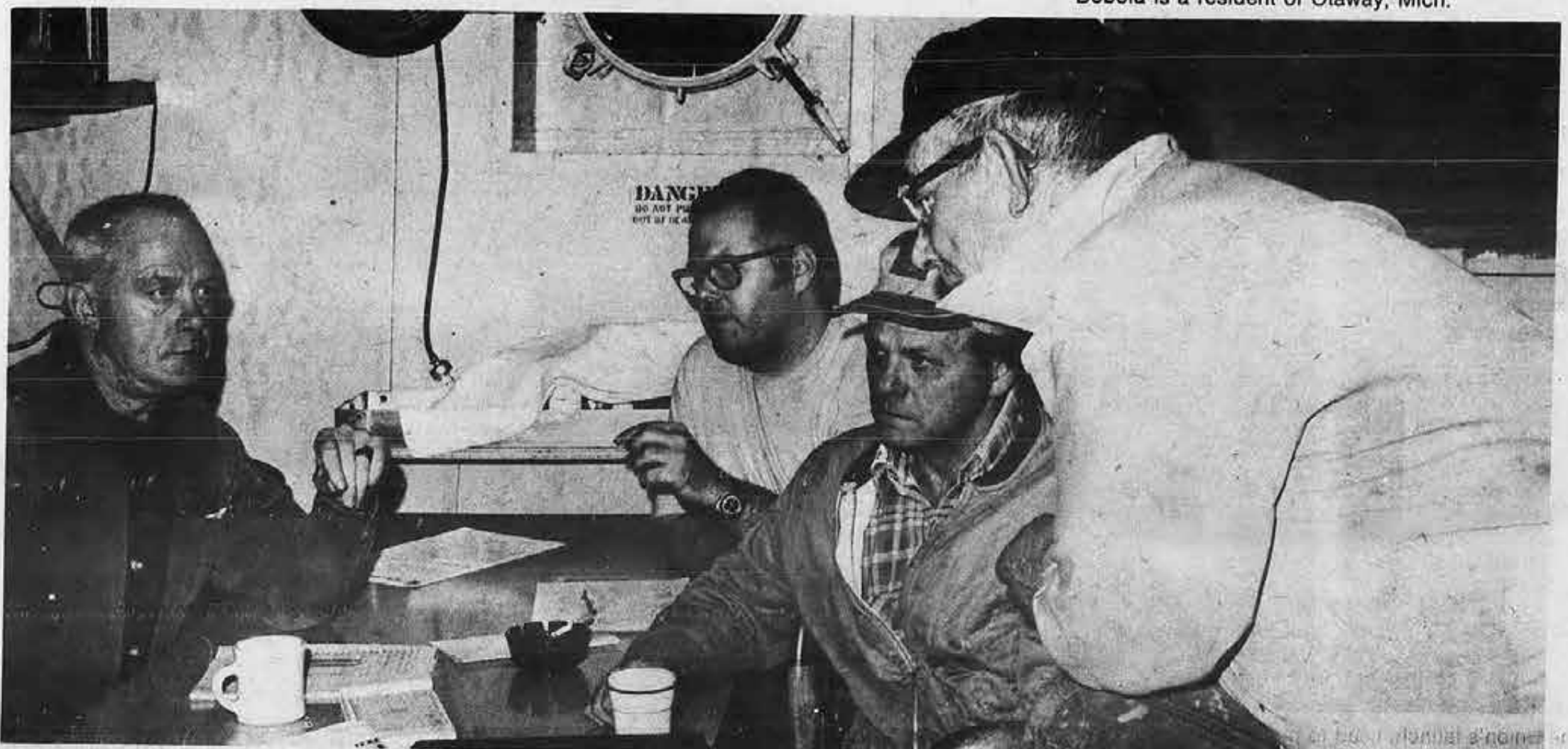
Seafarer E. W. Pender, the night porter aboard the SIU-contracted *Paul H. Townsend* (Huron Cement), has been sailing on the Great Lakes for 22 years.



Though outwardly quite different in appearances, Great Lakes diesel ships sport electrical control boards that would be familiar to any seafaring electrician.



AB Joe Bobola, in his 19th season of sailing on the Great Lakes, thought he was beginning a temporary job when he first started sailing Lakes freighters. Watchman aboard the *Paul H. Townsend*, Seafarer Bobola is a resident of Otaway, Mich.



During one of the Union's periodic servicings of crews aboard Great Lakes vessels, SIU patrolman John "Mac" McClinton (far left) discusses the new Great Lakes contract with *Paul H. Townsend* crewmembers (l. to r.) Oiler Gene Nokland, AB Joe Baker and Bosun Ed Kihn.

Members Play Important Role on Great Lakes

The St. Clair River is the only connecting channel from Lakes Michigan and Huron to the Eastern Great Lakes, and most ships in the SIU-contracted fleet pass through this channel frequently. By monitoring a ship-to-shore radio, the SIU patrolmen in Algonac can intercept the SIU-contracted ships as they slowly navigate the narrow channel.

When a ship sailing down river is contacted, a pilot takes the patrolmen out to the vessel in the SIU's small launch, and the patrolmen must climb up a ladder as the pilot keeps the launch alongside the moving ship. It is a tricky maneuver, and though no patrolmen have been lost, a few briefcases have landed in the river when either the ship or launch has pitched suddenly and the patrolman on the ladder has had to lunge for the ship to avoid a cold and dangerous bath in the river.

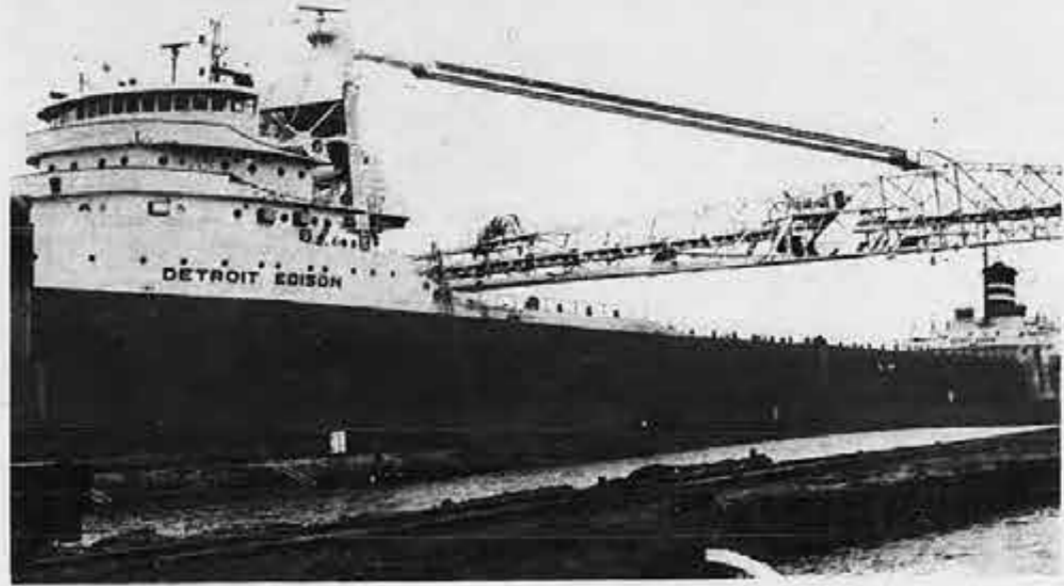
Once aboard the ship, the patrolmen service the Seafarers, holding shipboard meetings, settling any beefs and con-

ducting other Union business as the ship continues its voyage down the St. Clair River.

As the ship passes Detroit, approximately three hours after it has passed through Algonac, the patrolmen are taken off the ship by a private mail boat in a procedure similar to the one used to board the ship.

For ships sailing upriver, the routine is reversed, with the patrolmen being put on the vessel in Detroit and taken off in Algonac by our launch.

Seafaring on the Great Lakes is indeed a unique occupation, calling for specialized skills and presenting its own unique problems to a Union serving its members. The SIU, in order to meet its obligation to all of its members, has had to adopt different procedures to specifically serve the needs of Seafarers on the Great Lakes. But, as unique as these procedures may be, they represent only superficial differences, for all Seafarers are united in their desire to make a decent living as professional seamen who take pride in their chosen career.



The *Detroit Edison* (American Steamship) unloads its cargo of coal using its self-loading machinery. Self-loaders enable Great Lakes vessels to unload their cargoes of bulk ore in a few hours.



Members of the *Paul H. Townsend's* deck department hook up pumps that will unload their cargo of cement by sucking the fine, dry powder from the holds and pumping it into storage silos.



The Union's launch, used to put its patrolmen aboard SIU-contracted Lakes ships as they pass through the St. Clair River, navigates the river on its way to meet a ship headed towards Detroit.



SIU patrolmen, living on top of this boathouse in Algonac, Mich., monitor freighter traffic as it passes through the St. Clair River in order to service SIU members on the Great Lakes.



Final Departures



SIU pensioner **Arnie R. Glasscock**, 67, died on Aug. 2. Brother Glasscock joined the Union in 1949 in the port of New Orleans sailing as a chief cook. Born in Alabama, he was a resident of Foley, Ala. when he passed away. Surviving are his widow, Selma; a son, Arnie, Jr., and a daughter, Luanda.



SIU pensioner **Alvin Henderson**, 67, succumbed to cancer in Holthem, N. C. on Aug. 6. Brother Henderson joined the SIU in 1939 in the port of Boston sailing in the steward department. He had sailed for 49 years. A native of Savannah, Ga., he was a resident of New Orleans when he died. Surviving are his widow, Venita and a godchild, Wanda.



Roque P. Ramos, 53, died of a heart attack on the SS *San Juan* (Sea-Land) off Cadiz, Spain on Aug. 5. Brother Ramos joined the Union in the port of New York in 1955 sailing as a chief steward. He was born in Portugal and was a resident of Brooklyn, N.Y. when he passed away. Surviving are his widow, Leonides; three sons, Edivor, George and Roque, Jr., and a daughter, Nancy.

IBU pensioner **Raymond A. Milligan**, 61, died of cancer in the USPHS hospital in Baltimore on May 2. Brother Milligan joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Curtis Bay Towing Co. from 1944 to 1974. Born in Baltimore, he was a resident of St. Michaels, Md. at his death. Burial was in Glen Haven Memorial Park, Glen Burnie, Md. Surviving are his widow, Margaret and a daughter, Margaret.

SIU pensioner **Alfred Mueller**, 74, passed away on June 30. Brother Mueller joined the Union in 1947 in the port of New York sailing as an AB. A native of Estonia, USSR, he was a resident of Staten Island, N.Y. when he died.

Russell H. Scallion, 53, died in a hepatic coma in the Poplar Bluff Veteran Hospital in Missouri on May 24. Brother Scallion was a member of the SIU-affiliated IBU sailing for Inland Tugs. Born in Arkansas, he was a resident of Lilbourn, Mo. Interment was in Mounds Park Cemetery, Lilbourn. Surviving are his parents, Mr. and Mrs. Charles S. Scallion of Lilbourn and a sister, Mrs. Ethel Delashmet of St. Louis.

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SIU pensioner **Ancil E. Cunningham**, 57, died of heart disease on Aug. 28. Brother Cunningham joined the Union in the port of Houston in 1955 sailing as a chief electrician. A native of Middleport, Ohio, he was a resident of New Orleans when he passed away. Surviving is a sister, Mrs. Fred (Marcella) Bartels of Youngstown, Ohio.



David C. Dix, 58, passed away in the USPHS hospital in Norfolk on Aug. 8. Brother Dix joined the SIU-affiliated IBU in the port of Norfolk in 1968 sailing as an AB and mate for the Chesapeake Bay Co. from 1945 to 1964, the NBC Line in 1972 and the Allied Towing Co. He was a U.S. Coast Guard veteran of World War II. Born in Cape Charles, Va., he was a resident there when he died. Surviving are his widow, Marjorie and two sons, David, Jr. of Atlanta and Robert.



Woodrow Wilson Moore, 60, passed away on Aug. 3. Brother Moore joined the SIU in 1939 in the port of Baltimore sailing as a bosun. A native of North Carolina, he was a resident of Baltimore when he died. Surviving are his widow, Kathy; a son, George of Roanoke, Va. and two brothers, Roy and Dewey of Tarboro, N.C.

Alfred Talaske, 38, died of a heart attack in Alpena, Mich. on Aug. 12, 1973. Brother Talaske joined the IBU in the port of Alpena in 1956 sailing in the steward department for the Boland and Cornelius Co., American Steamship Co. and the Huron Cement Co. He was a graduate of the HLSS. Born in Alpena, he was a resident there when he passed away. Interment was in Holy Cross Cemetery, Alpena. Surviving are his parents, Mr. and Mrs. Michael T. Talaske and a brother, David, all of Alpena.

SIU pensioner **Clifford J. Cooper**, 71, died of a cerebral stroke at his home in Toledo, Ohio on June 29. Brother Cooper joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender for the American Steamship Co. until his retirement in 1966. He had sailed for 45 years and was born in New York. Cremation was in the Toledo Memorial Park Cemetery, Sylvania, Ohio. Surviving are two sons, Sherwood of Buffalo, N.Y. and Russell, and a daughter, Mrs. Shirley Schlinder of Gowanda, N.Y.

SIU pensioner **Placido L. Diaz**, 80, died of cardiac arrest in the Abbey Hospital and Medical Center, Coral Gables, Fla. on July 17. Brother Diaz joined the SIU in 1949 in the port of Tampa sailing as a cook. He had sailed for 38 years and had become a U.S. naturalized citizen. Seafarer Diaz was born in Spain and was a resident of Miami. Interment was in Woodland Park Cemetery, Miami. Surviving are his widow, Carmen a son, Placido, Jr. of Miami and Tampa and a brother, Antonio of Newark, N.J.



SIU pensioner **Gustav A. Lueth**, 72, died in Long Island College Hospital, Brooklyn, N.Y. on Apr. 21. Brother Lueth joined the SIU in 1944 in the port of New York sailing as a cook. He had sailed for 32 years, attended the HLSS in 1970 and was a U.S. Army veteran in World War II. A native of Hamburg, Germany, he was a resident of Brooklyn, N.Y. at his death. Surviving is a brother, Jack of Union City, N.J.



Frederick R. Pekarek, Sr., 53, died aboard ship off Panama on Jan. 16, 1970. Brother Pekarek joined the Union in the port of Jacksonville in 1964 sailing in the deck department. He was in the U.S. Navy from 1936 to 1958. Born in Brooklyn, N.Y., he was a resident of Jacksonville when he passed away. Burial was in Yonkers, N.Y. Surviving are his widow, Evelyn; a son, Frederick, Jr. of Jacksonville and a brother of Yonkers.



SIU pensioner **Albert G. McLaughlin**, 86, passed away on Aug. 17. Brother McLaughlin joined the SIU in 1940 in the port of Tampa sailing in the engine department. He was a resident of Pompano Beach, Fla. when he died. Interment was in Flagler Memorial Cemetery, Fort Lauderdale, Fla. Surviving are his widow, Marie; a son, Seafarer Lionel A. McLaughlin of North Lauderdale, Fla.; a foster son, Harrison Ebanks; seven daughters, Mrs. Alora Ebanks, Mrs. Leona Yates, Mrs. Helen McCannurse, Mrs. Genevieve Castels, Mrs. Verbena Alvarez, Mrs. Marie Watson and Mrs. Louise Ramirez; three brothers, Cyril, Frances and Carl; two sisters, Mrs. Rhoda Thomas and Mrs. Pearl Cliff; 19 grandchildren, 17 great-grandchildren and a great-great-grandchild.



IBU pensioner **Carl A. Chisnell**, 72, died of acute hepatic failure in the Faith Medical Center, East China Twp., Mich. on Aug. 23. Brother Chisnell joined the Union in the port of Detroit in 1964 sailing as an AB. He had sailed for 30 years. Born in Armada, Mich., he was a resident of St. Clair, Mich. when he passed away. Interment was in Hillside Cemetery, St. Clair. Surviving is a brother, David of St. Clair.

SIU pensioner **George Wass**, 72, passed away from natural causes in the USPHS hospital, Staten Island, N.Y. on Aug. 5. Brother Wass joined the Union in 1946 in the port of New York sailing as a chief electrician. Born in New York City, he was a resident of Irvington, N.J. at his death. Cremation took place in the Garden State Crematory, North Bergen, N.J. with his ashes scattered on the high seas. Surviving are two daughters, Mrs. Frank (Joan) Puccio of Warwick, N.Y. and Susan Wass of Fairfield, Conn.



Frances L. Shackelford, 68, passed away from lung cancer at home in Virginia Beach, Va. on July 9. Brother Shackelford joined the Union in the port of New York in 1961 sailing as a chief steward. He was a pre-war Navy veteran and was born in Norfolk. Interment was in Rosewood Memorial Park, Virginia Beach. Surviving is his widow, Lucy.



Edward F. Rodriguez, 42, died of a heart attack in St. Mary's Hospital, Galveston on May 20. Brother Rodriguez joined the SIU-affiliated IBU in the port of Houston in 1957 sailing as an AB for the G & H Towing Co. from 1956 to 1974. A native of Galveston, he was a resident there at his death. Burial was in Grace Memorial Park, Alta Loma, Tex. Surviving are his widow, Billie Jean; a son, Edward, Jr.; four daughters, Elizabeth Ann, Wanda Jean, Barbara Jane and Betty Ann, and his parents, Mr. and Mrs. Edward F. Rodriguez, Sr.



IBU pensioner **Lewis C. Wilgus**, 78, succumbed to cardio-respiratory failure in Beebe Hospital in Lewes, Del. on Aug. 12. Brother Wilgus joined the Union in the port of Philadelphia in 1961 sailing as a cook for the Taylor and Anderson Towing and Lighterage Co. since 1946. Born in Delaware, he was a resident of Ocean View, Del. at his death. Interment was in the Wilgus Cemetery, Roxana, Del. Surviving are two sons, Lewis of Ocean View and Lloyd of Bethany Beach, Del.

SIU pensioner **George J. Giamarelos**, 82, passed away due to natural causes in Volos, Greece on Apr. 22. Brother Giamarelos joined the Union in 1942 in the port of Detroit sailing as an oiler. He had sailed also on the deep sea. Born in Greece, he was a resident of Volos at his death. Burial was in Volos. Surviving are a stepdaughter, Urania Giamareldu; a sister, Maria; an uncle, Isolnis G. Nicholas and a nephew, George Tsanis, all of Volos.

John W. (Jack) Groener, 53, drowned when he fell into Lake Stockholm, N.J. on May 20. He was dead on arrival at Stockholm Lake Hospital. Brother Groener joined the SIU in 1944 in the port of New York sailing as a bosun. Born in Perth Amboy, N.J., he was a resident of Stockholm, N.J. when he died. Burial was in Laurel Grove Memorial Cemetery, Totowa Boro, Paterson, N.J. Surviving are his widow, Edith and his stepfather, Charles Bar-tow of Paterson.

SIU pensioner **Wade B. Harrell**, 59, succumbed to heart disease in New Orleans on Oct. 15, 1973. Brother Harrell joined the Union in 1949 in the port of Tampa sailing as a cook and baker. A native of Dade City, Fla., he was a resident of New Orleans when he died. Interment was in Orange Hill Cemetery, Tampa. Surviving is his widow, Olga of Smyrna Beach, Fla.



Final Departures



Richard H. Cox, 65, passed away on July 5. Brother Cox joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as a chief steward for McAlister Brothers from

1959 to 1960. Born in Medford, Mass., he was a resident of Cincinnati. Surviving are his widow, Burnetta of Cleveland; a stepdaughter, Madge Crabtree and a stepson.



Robert H. Daniels, 56, succumbed to heart disease on July 4. Brother Daniels joined the SIU in the port of Detroit in 1971 sailing as an AB for the Huron Cement Co. He was a pre-war U.S. Coast Guard veteran. A native of North Carolina, he was a resident of Alpena, Mich. Burial was in Caledonia Twp. Cemetery, Spruce, Mich. Surviving is his widow, Jean.



Wadsworth R. Daniels, 56, died on June 21. Brother Daniels joined the Union in the port of New Orleans in 1968 sailing as a QMED. He was a 1968 graduate of the Andrew Furueseth Training School in New Orleans, an A Seniority Upgrader at the HLSS in 1973 and attended the U.S. Maritime Administration's Bayonne, N.J., Firefighting School. Seafarer Daniels was a U.S. Air Force veteran from 1940 to 1949. Born in St. Francisville, La., he was a resident of Baton Rouge, La. Surviving is his widow, Lee.



James O. Dewell, 64, passed away on July 29. Brother Dewell joined the SIU in the port of Wilmington, Calif. in 1969 sailing as a bosun. He had sailed for 42 years and was a pre-war veteran of the Army and Navy. Seafarer Dewell was born in Gooding, Idaho and was a resident of Houston. Surviving are a son, James, Jr.; two daughters, Susie and Maria; a half-brother, Samuel Grannukos of Houston and two sisters, Mrs. Nita Hettler of Frazier Park, Calif. and Mrs. Cora Betz of Seattle.



Ernest C. Skipper, 43, perished in the blaze of his mobile home in Delco, N.C. on Apr. 15. Brother Skipper joined the SIU-affiliated IBU in 1957 sailing as a first mate aboard the *SS Sea Eagle* for the Allied Towing Co. He was born in Delco and was a resident there. Burial was in the Delco Cemetery. Surviving are a son, Ernest, Jr.; a daughter, Vickie; his parents, Mr. and Mrs. Grover Skipper; four brothers, William, James, Robert and Grant; two sisters, Mrs. Elizabeth Walker and Mrs. Melba Kay Little and two sister-in-laws, Mrs. Sue Skipper and Mrs. Rosetta Skipper, all of Delco.



George P. Lesnansky, 45, died on Aug. 27. Brother Lesnansky joined the Union in the port of Wilmington, Calif. in 1955 sailing as a fireman-watertender. He was an Army veteran of World War II and attended the SIU-MEBA, District 2 School for Marine Engineers in 1968. Born in Mingo Junction, Ohio, he was a resident of Sonoma, Calif. Surviving are his widow, Park Soon and his father, John of Mingo Junction.



IBU pensioner **Norris F. Lever**, 70, succumbed to an acute pulmonary edema in Outer Drive Hospital, Lincoln Park, Mich. on Aug. 8. Brother Lever joined the Union in the port of Detroit in 1961 sailing as a tug linesman for the Frank Becker Towing Co. from 1953 to 1974. A native of Detroit, he was a resident of Lincoln Park. Interment was in Maple Grove Cemetery, Starville, Mich. Surviving are his widow, Dorothy; a son, Marvin, and a daughter, Mrs. Beverly Knierim of Newport, Mich.



SIU pensioner **Jose M. Reyes**, 63, succumbed to heart disease in Rio Peidras, Puerto Rico on July 14. Brother Reyes joined the SIU in 1938 in the port of Baltimore sailing as a bosun since 1962. He had sailed for 45 years. Born in Florida, Puerto Rico, he was a resident of Carolina, Puerto Rico when he died. Burial was in Carolina. Surviving are his widow, Mercedes and his mother, Emilia of Santurce, Puerto Rico.



Ramon B. Fernandez, 53, died of arteriosclerosis cardiovascular disease in the Church and Home Hospital in Baltimore on July 29. Brother Fernandez joined the SIU in the port of Baltimore in 1960 sailing as a deck engineer. He was born in Spain and was a resident of Baltimore when he passed away. Seafarer Fernandez completed his "A" Seniority Upgrading at the HLSS in 1973. Interment was in the Gardens of Faith, Baltimore. Surviving is a brother, Julio of Baltimore.



John Dickens, 61, passed away on Aug. 20. Brother Dickens joined the SIU-affiliated IBU in the port of Chicago in 1963 sailing as a scowman for the Great Lakes Dredge Co. in 1963 and from then to now for the Hannah Waterways Co. He attended a HLSS upgrading program this year and was an Army veteran of World War II. Born in Thomas, W. Va., he was a resident of Chicago when he died. Surviving are his widow, Violet; four sons, John, Matthew, Thomas and Michael and a daughter, Carolyn.



John Patrick Ryan, 56, succumbed to heart attack on the *SS San Juan* (Sea-Land) at sea on July 26. Brother Ryan joined the SIU in 1938 in the port of Savannah sailing as a chief electrician. He had sailed for 37 years. Seafarer Ryan walked the picket line in the Greater N.Y. Harbor strike in 1961, attended the HLSS for upgrading in 1966 and was on the Vietnam run during hostilities. A native of Savannah, he was a resident of Pottsville, Pa. when he died. Interment was in the Queen of the Universe Cemetery, Monongahela Twp., Pa. Surviving are his widow, Mary and a son, John, Jr.



SIU pensioner **Pearl May Yost**, 76, died of a heart attack in Erie, Pa. on Mar. 19. Sister Yost was one of the last women to sail as a cook on the Great Lakes aboard the *SS Scobel*.

She joined the Union in the port of Buffalo in 1951 sailing for the Erie Sand & Gravel Co. She had sailed for 18 years. A native of Kentucky, she was a resident of Girard, Pa. at her death. Burial was in Girard. Surviving are two grandsons, Richard G. Myers of Girard and David P. Myers of Erie and a daughter-in-law, Rita.



Emilio Di Pietro, 61, succumbed to a heart attack on Aug. 1. Brother Di Pietro joined the Union in 1938 in the port of Galveston sailing as a fireman-watertender. He was born in New Jersey and was a resident of Pennsville, N.J. at his death. Surviving are his widow, Anna and a brother, Francis of Pennsgrove, N.J.



William C. B. Bourgeois, 49, succumbed to a pulmonary embolism in East Jefferson Hospital, Metairie, La. on June 3. Brother Bourgeois joined the SIU in 1952 in the port of New York sailing as a chief cook. He was a U.S. Navy veteran of World War II. Born in New Orleans, he was a resident of Metairie at his death. Burial was in Masonic Cemetery, New Orleans. Surviving are his widow, Nancy and a son, William, Jr.



Edward J. Mulvanerton, 46, expired on July 25. Brother Mulvanerton joined the then SIU-affiliated RMR—now IBU—in the port of New York in 1960 sailing as a floatman for a post-war U.S. Army base, the Penn RR from 1944 to 1945 and the Penn Central RR from 1971 to 1974. He was born in Jersey City, N.J. and was a resident there. Surviving are his widow, Rita; a son, Edward and a daughter, Michele, both of Bayonne, N.J.



SIU pensioner **Mark Warnoff**, 65, succumbed to a heart attack in St. Vincent's Hospital, Toledo, Ohio on Feb. 9. Brother Warnoff joined the Union in the port of Detroit in 1959 sailing as a wheelman. Born in Russia, he was a resident of Toledo. Burial was in Calvary Cemetery, Toledo. Surviving is his widow, Blanche.



SIU pensioner **Ronald A. Eden**, 62, succumbed to a heart attack on July 1 in Harborview Medical Center, Seattle. Brother Eden joined the SIU in 1948 in the port of Mobile sailing as a chief electrician. He had sailed for 43 years. Born in London, England, he was a resident of Seattle. Cremation took place in the Washelle Crematory, Seattle. Surviving is his widow, Mamie.



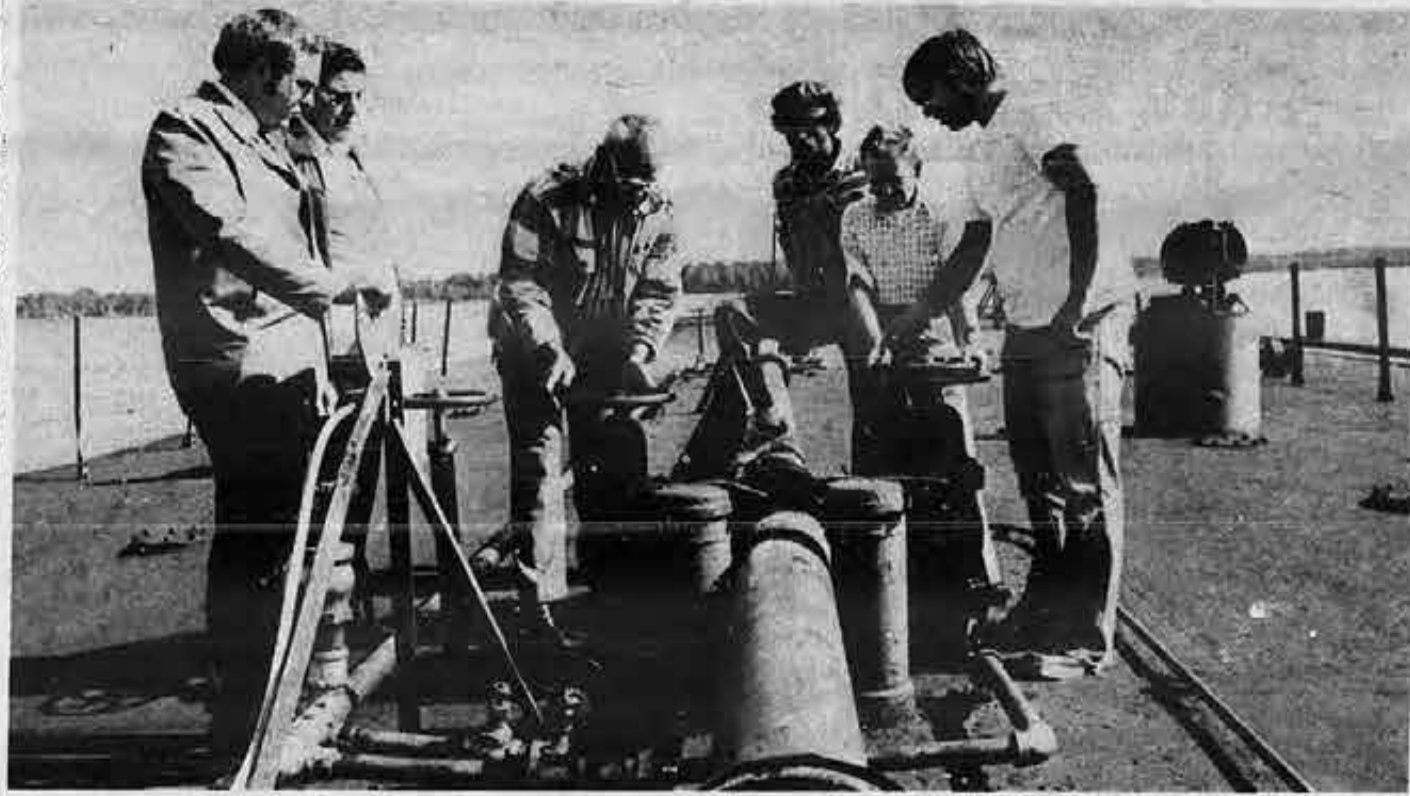
Gerard T. McGarity, 52, died aboard the *SS San Pedro* (Sea-Land) on Sept. 3 off San Francisco. Brother McGarity joined the SIU in the port of Seattle in 1968 sailing as a chief electrician. He was in the U.S. Navy from 1940 to 1949 and was upgraded to QMED this year at the HLSS. Born in Billings, Mont., he was a resident of San Francisco when he passed away. Surviving is a sister, Mrs. Nancy Ryan of Gardena, Calif.



Lawrence B. "Larry" Kelly, 46, was killed in a crane accident aboard the containership, *SS Summit* (Sea-Land) on Sept. 1 at Captain's Bay, Unalaska, Alaska. Brother Kelly joined the SIU in the port of Wilmington, Calif. in 1956 sailing as an AB. He was a post-war Navy veteran. Born in Revere, Mass., he was a resident of Fallbrook, Calif. when he died. Surviving are his widow, Billie; two sons, Scott and Brian; a stepson, Arnold Bon-sall; a daughter, Maureen and a sister, Mrs. Gloria H. Kennedy of Revere.



Ronald C. Southard, 45, was lost overboard off the containership, the *Sea-Land Galloway* while helping to rig the starboard gangway prior to entering San Francisco Harbor on Dec. 14. A three-hour search in the night fog by Seafarers was to no avail. Brother Southard joined the Union in the port of New York in 1970 sailing as an OS. He was a post-war veteran of the Navy. A native of Detroit, he was a resident of San Francisco. Surviving are his mother, Mrs. Suzanne P. Pietrzyk of Dearborn Heights, Mich.; his father, Casto; two sons, John and Ronald, Jr., and three daughters, Ann-ette, Patricia and Marlae.



Practical Tank Barge Training

Part of the training curriculum for the Lundeberg School's upcoming special pumpman course, to start on Nov. 4, will take place aboard the School's tank barge. Above photo, taken aboard the barge, shows QMED upgraders getting some practical instruction from HLSS Instructor Lee DeMasters (far left). From the right of DeMasters are Seafarers Alton Long and Leon Lockley of Baltimore; David Goosby and Ralph Mahlich of Jacksonville, and Ernest Siejack of Baltimore.

Upgrading Class Schedule

Oct. 31	— QMED, Lifeboat, Welding, Quartermaster, and all Steward Department Ratings	Jan. 23	— QMED, Lifeboat, Welding, and all Steward Department Ratings
Nov. 4	— Pumpman (Special)	Feb. 3	— FOWT
Nov. 11	— FOWT	Feb. 6	— QMED, Lifeboat, Able Seaman, and all Steward Department Ratings
Nov. 14	— QMED, Lifeboat, Able Seaman, and all Steward Department Ratings	Feb. 20	— QMED, Lifeboat, Welding, and all Steward Department Ratings
Nov. 29	— QMED, Lifeboat, FOWT, Welding, and all Steward Department Ratings	Mar. 3	— FOWT
Dec. 12	— QMED, Lifeboat, and all Steward Department Ratings	Mar. 6	— 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		

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

High School Program Is Available to All Seafarers

Twenty six 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 seafaring.
2. Initiation fees 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 next four-week AB course is scheduled to begin on Nov. 14 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 seafaring as an Ordinary Seaman, or be a graduate of HLS with eight months seafaring 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 pumpman 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 in 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 eight 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. Twelve 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 | ENGINE | STEWARD |
| <input type="checkbox"/> AB 12 Months | <input type="checkbox"/> QMED | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FWT | <input type="checkbox"/> Dk. Eng. |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Oiler | <input type="checkbox"/> Jr. Eng. |
| <input type="checkbox"/> Lifeboatman | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Pumpman |
| | <input type="checkbox"/> Reefer | <input type="checkbox"/> Machinist |
| | <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Welder |
| | <input type="checkbox"/> LNG-LPG | <input type="checkbox"/> Pumpman (Special) |
| | | <input type="checkbox"/> Assistant Cook |
| | | <input type="checkbox"/> Cook & Baker |
| | | <input type="checkbox"/> Chief Cook |
| | | <input type="checkbox"/> Steward |

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

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

Upgrade for Job Security

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

HLSS Has Program for Career in Steward Department




The SIU's Harry Lundeberg School has developed a comprehensive training and upgrading program for career-minded Seafarers shipping in the steward department.

A Seafarer who takes full advantage of these opportunities can go from messman or other steward entry ratings all the way to Chief Steward in a relatively few years.

The programs offer comprehensive training in the preparation of all types of foods, as well as instruction in the professional formulation of nutritionally balanced meals and diets.

Membership response to these programs, though, has not been as good as response to the HLSS upgrading program for deck and engine.

The most successful steward program, Third Cook Training, has graduated 83 Seafarers as reported to the membership at this month's general meeting at Headquarters. The other upgrading courses for steward have graduated 15 Assistant Cooks, 12 Cook and Bakers, 5 Chief Cooks, and 8 Stewards.

This is a good record, but if we are to continue to meet our steward department manning obligations to the Union's contracted operators, Seafarers must more fully participate in these programs.

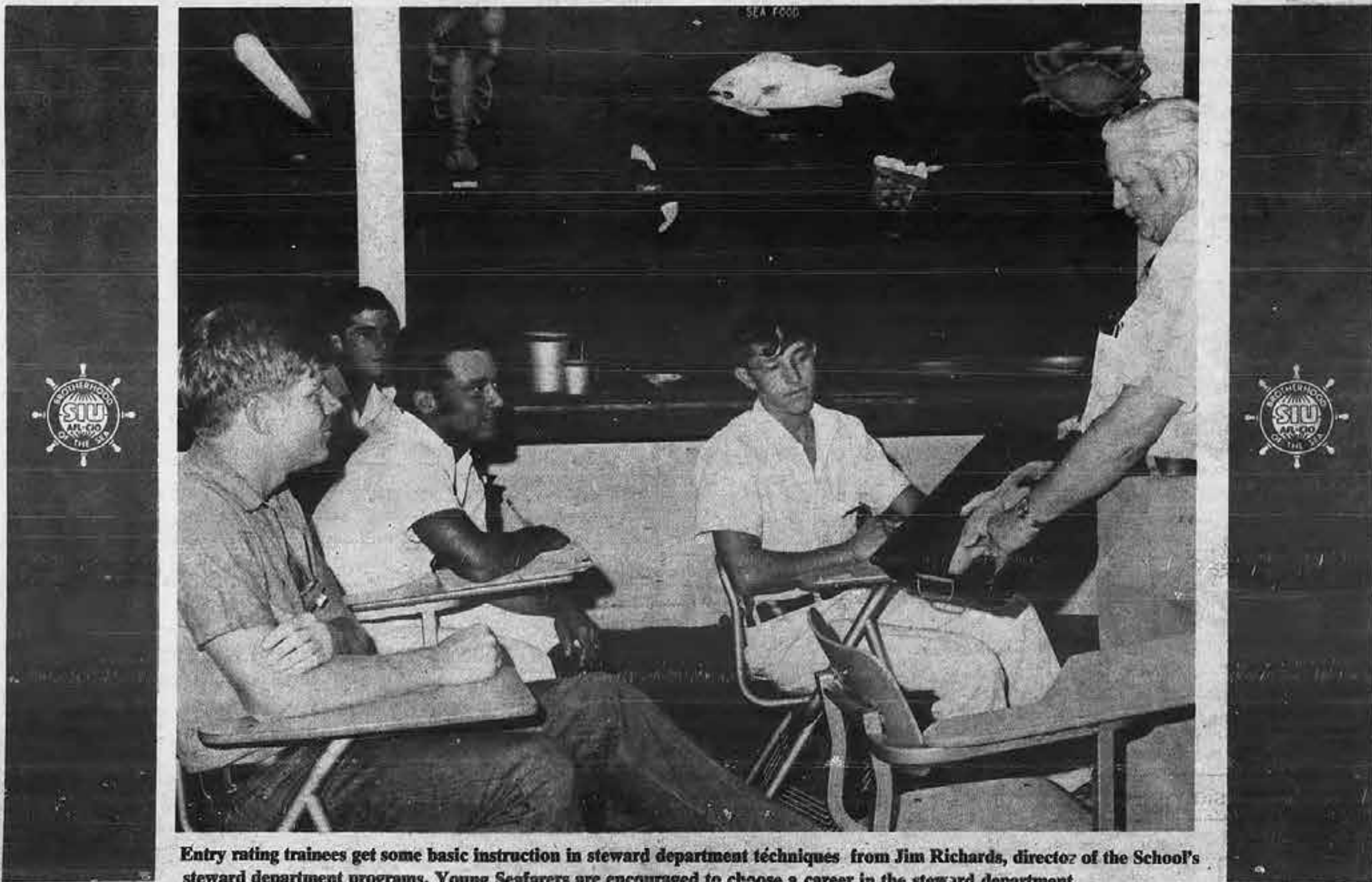
If you are a young Seafarer still shipping entry, consider the steward department for a career. And, if you are already shipping in the steward department, get the needed seetime and upgrade.

Each time you upgrade to a higher rating—no matter what shipboard department you sail—you increase your earning power, as well as strengthening your job security.

Requirements for all the Lundeberg School's upgrading programs can be found on page 31 of each issue of the LOG.



Jim Richards, center, director of the Lundeberg School's steward department training and upgrading programs, talks about balanced meal preparation with Upgraders Al Hutchinson, left, and George Salazar. The steward department offers many fine careers for SIU members.



Entry rating trainees get some basic instruction in steward department techniques from Jim Richards, director of the School's steward department programs. Young Seafarers are encouraged to choose a career in the steward department.