



SEAFARERS LOG

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HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
Piney Point, Maryland 20674

Ad Hoc Committee, AFL-CIO Act to Help Maritime

See Page 3

Annual Report of Harry Lundeberg School Fund

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Seafarers Log Receives ILPA



'General Excellence' Award

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Top photo: Taking positive steps to help the maritime industry by curtailing Russian encroachment, the Ad Hoc Committee on Maritime Industry Problems met in Chicago, Ill. at the end of July and drafted two resolutions on detente and the Russian grain deal. Both resolutions were later adopted by the AFL-CIO Executive Council. In photo at top are, from the left: Ray McKay, president of District 2 of the Marine Engineers Beneficial Association; Jesse Calhoon, president of the National Marine Engineers Beneficial Association; Teddy Gleason, president of the International Longshoremen's Association, and Paul Hall, president of the SIU. In the foreground is Lane Kirkland, secretary-treasurer of the AFL-CIO. **Left photo:** Among the union heads attending the AFL-CIO's Executive Council meeting in Chicago, Ill. from July 30 to Aug. 1, when the Ad Hoc Committee resolutions were adopted, were, from the left: Paul Hall, president of the SIU; Peter Bommarito, president of the Rubber Workers, and C. L. Dellums, president of the Brotherhood of Sleeping Car Porters. (For details on the resolutions concerning detente and Russian grain sales, see page 3. For information on other actions taken by the Ad Hoc Committee, see page 2.)

Ad Hoc Committee Concurs on Vital Issues

Numerous aspects of shipboard manning, the methods for arriving at new manning scales, and the need for updating firefighting training at the Earle, N.J. facility were some of the main areas of study and discussion at last month's meeting of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems.

This important Committee was set up just over a year ago with the help of AFL-CIO President George Meany

for the purpose of encouraging a cooperative effort among maritime unions in overcoming the many difficult obstacles facing our industry today.

The Ad Hoc Committee is made up of the Seafarers International Union; the National Maritime Union; the Oil, Chemical and Atomic Workers International Union; the International Longshoremen's Association; the National Marine Engineers Beneficial Association; the American Radio Association; the United Steel Workers of America, and the Radio Operators Union.

At these last talks, held July 29 in Chicago, the Ad Hoc Committee, in the highest order of priority, reached unanimous positions in calling for a voice for maritime labor in the determination of shipboard manning scales. At the present time, maritime labor has virtually no voice in this area.

Manning Scales

The Committee relayed its position on manning to both the U.S. Coast Guard and the U.S. Maritime Administration.

In a letter to Admiral Owen W. Siler, commandant of the Coast Guard, the Maritime Ad Hoc Committee urged "a permanent committee be established that includes representatives of mari-

time labor to review present manning levels and to determine all manning levels of vessels as they are put in service."

Also noting that the Coast Guard has "an ever increasing minority of its marine inspection officers with merchant marine backgrounds," the Ad Hoc Committee called for an end to the procedure of the Coast Guard in allowing manning levels to be set by local OCMI's (Officer in Charge Marine Inspection). The committee affirmed that this situation "has caused varied manning levels for the same types of ships, as well as making it almost impossible for maritime labor to have any input into the final manning decision."

Letter to Blackwell

The Ad Hoc Committee also pointed out that although manning decisions presently are based on the number of individuals required for the safe navigation of the vessel, "the aspect of safe navigation also encompasses those individuals required to perform preventative maintenance and, as such, manning levels should include such personnel." The Committee also called for all vessels to have sufficient personnel on board "to operate the vessel manually when required."

In another letter concerning manning, to Robert J. Blackwell, assistant secretary of Commerce for maritime affairs and head of the Maritime Administration, the Ad Hoc Committee stated that "since maritime labor has no input into MARAD crew size decisions at this time, it is requested that maritime labor have licensed and unlicensed representatives appointed to the crewing committee. Such members are necessary to provide the up-to-date expertise that the committee presently lacks."

In addition, the Committee urged "that maritime labor be consulted prior to any research projects being undertaken and that maritime labor serve on the group that oversees such projects."

Also affirming that "the growth of the U.S. fleet and the fate of U.S. seamen depend on the ability to cooperate in maritime policy making," the Maritime Ad Hoc Committee urged Blackwell to set up "an ongoing committee of labor representatives and MARAD representatives to discuss mutual problems and to keep labor up-to-date on all maritime affairs."

Firefighting

In addition to manning, the Com-
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San Francisco Hall Moves

In order to better serve Bay area Union members, the SIU's San Francisco Hall has been moved to 1311 Mission St. in San Francisco. The new telephone number is (415) 864-7400.

The Union's offices will remain at this address and the old hall will be renovated in the next few months.

This expansion of Union facilities in San Francisco will allow the SIU to continue providing essential services for the increasing number of Seafarers who use this hall.

the PRESIDENT'S REPORT:

A Need For Action Now



Paul Hall

The dangerously growing encroachment of expanding Soviet third-flag operations into the U.S. foreign trades has reached crisis levels as it continues to erode the foundations of not only the American merchant marine but the national-flag merchant fleets of our nation's trading partners.

Led by the third-flag Far Eastern Shipping Co., FESCO, one of the largest of 16 such Soviet state owned shipping companies, non-national carriers have captured, through non-competitive rate-cutting practices, vast percentages of the cargoes moving between the U.S. and foreign ports.

In the U.S. West Coast-Far East trades alone, FESCO, operating 18 vessels, along with other Communist block dominated third-flag fleets control the carriage of over 50 percent of all liner cargo moving between our West Coast and ports in Japan, Thailand, Malaysia, Indonesia, Singapore and Hong Kong. And because they have attained so much success in the Far East, the Soviets are now planning significant third-flag operations between the U.S. Gulf and East Coast ports to Northern European and other foreign ports.

After several decades of boycott, American ports were reopened to Soviet ships a few years back under the policy of detente, or mutual cooperation for the benefit of both nations and world peace. However the Russians have twisted the original intent of the agreement and have embarked on a program of political maneuvering, through the build up of their merchant fleet, that is gaining them great political and economic advantages over the U.S. and other free nations of the world.

In the past few years alone, the Russian merchant fleet has skyrocketed from ninth to first place in world liner tonnage, and by 1980 projections indicate that the Soviets will have the liner capacity to completely monopolize the vast U.S.-Far East container and dry bulk trades. And under the unchecked policy of detente, the Russians will accomplish this, which in turn will enable them to dictate foreign and economic policies to the U.S. and the non-Communist world.

Already the Russians' third-flag, non-profit rate cutting activities on the

West Coast has caused havoc among U.S. and foreign national-flag lines, which must turn a profit to stay in existence. And if the Russians are allowed to continue their present build up, the ultimate results would be complete destruction of fair competition among legitimate shipping companies, including both U.S. and foreign national lines, and the loss of thousands of American maritime jobs on ships, in shipyards and in related industries. And this would come at a time when unemployed Americans already number 8½ million. The SIU is not about to let this happen.

Senator Daniel Inouye of Hawaii has offered a solution to the problem with his Non-National Carrier Bill, introduced in the Senate several months ago. It is a good bill and a fair bill because it would require an operator to prove that his rates are commercially compensatory, or more simply, that he is making a profit from his service, thereby encouraging healthy competition among operators.

The bill then would force the Russians and other Communist block nations, which operate their totally subsidized merchant fleets for political rather than genuine business interests, to bring their rates up to fair competitive levels, thus enabling legitimate operators to compete and turn a prudent profit.

The SIU is completely supporting this bill and the bill has a good deal of support in Congress. Yet opposition to the bill from the Russians and pressure from various government agencies is halting forward progress on the legislation.

This bill is not something that can be put off to another day. We need action now. And if serious action is not taken on the bill soon, the very real possibility of boycotting and picketing Russian ships in American ports will become reality.

The serious problem of third-flag encroachment, however, is not the only issue facing the SIU and the entire maritime industry. We in the SIU are still actively involved in working for a fair oil cargo preference bill that would require that at least 30 percent of all oil imported to American shores be carried on American-flag ships. And we are still in the ring in the continuous fight for preservation of the Jones Act.

The need for political action to keep the U.S. merchant marine a viable, globally competitive industry is greater today than ever before. But because of the continued harassment of top NMU officials for alleged illegal activities, and the continued problems of our brother West Coast maritime unions, the SIU in large part will have to carry the fight alone.

For this reason, the continued participation of the SIU membership in politics through voluntary donations to SPAD is greater today than ever before.

The odds appear to be stacked against us. But this is nothing new to Seafarers. We united and have remained united throughout the years and we have built a strong effective trade union for Seafarers. I am convinced that this same kind of traditional unity among our membership will enable us to reach our goals.

AFL-CIO Council Adopts Maritime Policy

CHICAGO, ILL.—Adopting a resolution submitted by the AFL-CIO Ad Hoc Committee on Maritime Industry Affairs, the AFL-CIO Executive Council issued a strong statement charging that the Soviet Union was using trading rights given them as part of the U.S. policy of detente "to engage in the most ruthless rate-cutting practices that threaten to bankrupt the U.S. Merchant Marine and throw even more U.S. merchant seamen out of work."

The resolution was prepared by the SIU and other maritime unions at a meeting of the Ad Hoc Committee in Chicago July 29. SIU President Paul Hall represented the International at that meeting and at the AFL-CIO

Council meeting held here July 30-Aug. 1. (The entire resolution, along with another concerning "Russian Grain Purchases", are reprinted in full on this page.)

The Executive Council statement, entitled "U.S. Merchant Marine—A Victim of Detente," pointed out that in the 1972 grain sale to the USSR, American-flag ships carried only 11 percent of the cargo instead of the promised 33 percent, and went to charge that "the Russians are now refusing to negotiate fair and reasonable rates for the carriage of American grain under the agreement."

Under a trading agreement which opened up 42 U.S. ports to Soviet

ships, the Russians have driven freight rates down to make it impossible for U.S. ships—as well as the privately-owned ships of other nationals—to compete on the high seas.

Thus, the AFL-CIO Council said "the low-cost labor on the 100 percent government subsidized Soviet merchant fleet is being used to further the political aim of destroying the U.S. and its free world allies."

Increased Capacity

The AFL-CIO statement noted that all of the 16 Soviet state-owned ocean shipping companies have increased their cargo capacities significantly since 1970—the beginning of detente. The statement said:

"Communist activity (in the Pacific) trade routes serve to underscore the success of their efforts. The Far Eastern

Steamship Company (FESCO) has increased its container capacity in the Pacific trades alone from none in 1970 to nearly 20,000 twenty-foot equivalents annually on six different service routes in 1974."

Similar Soviet gains were noted in the U.S. East Coast-European trade by Polish Ocean Lines and Baltatlantic Lines—both state-owned ocean carriers.

The AFL-CIO Council statement called for a halt to large-scale grain purchase deals with Soviet bloc nations "until adequate safeguards for the free world, the American people and the U.S. Merchant Marine are firmly established on the basis of complete reciprocity, in the spirit of true detente, not the Administration's calamitous one-way detente with the Communist superpowers."

The following resolutions, which were submitted by the AFL-CIO Ad Hoc Committee on Maritime Industry Affairs, were adopted by the AFL-CIO Executive Council at their meeting in Chicago, Ill., July 30-Aug. 1.

Statement by the AFL-CIO Executive Council

on

Russian Grain Purchases

Chicago, Illinois

July 31, 1975

The American people have not yet recovered from the disastrous grain deals of 1972 in which the Soviet Union obtained American grain at bargain prices, subsidized by American credits, and resulting in sharply increased prices in the American market.

The Russian traders and the huge grain companies were enabled to derive undeserved advantages at the expense of the American farmer, the American consumer and the American taxpayer.

The record of the Nixon-Ford Administrations in this area does not inspire confidence in its ability to protect the vital interests of this nation and its working people in commercial grain sales to the Soviet Union.

America is again faced with the prospect of massive grain sales to the Soviet Union with no assurance that America's national interests will be properly safeguarded.

The pending Soviet grain purchase again threatens the American economy and becomes a matter of concern that will affect all Americans and their well being.

The International Longshoremen's Association, AFL-CIO has refused to be a party and cooperate in the loading of grain destined for the USSR until certain safeguards are provided the American public which are as follows:

- (a) This administration should determine from the Soviet Union the full extent of their future purchases of U.S. grain. In a manner of fairness this information should be fully disclosed to the American farmer so he knows what his grain is truly worth... to the American businessman so he can compete fairly for the foodstuffs required for domestic consumption.

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Statement by the AFL-CIO Executive Council

on

U.S. Merchant Marine— A Victim of Detente

Chicago, Illinois

July 31, 1975

At its May meeting, the Executive Council called upon the Administration "to abandon its calamitous one-way detente with the Communists superpowers and to replace it with a standard of complete reciprocity in all our dealings with Communist states."

Detente is supposed to mean mutual and reciprocal steps to ease tensions between the Free World and the Soviet Bloc. However, as the second major Russian grain deal with the United States is shaping up, the Ad Hoc Committee of Maritime Unions affiliated with the AFL-CIO has called attention to the disastrous results of detente's one-way street as practiced by the Russians in the maritime industry.

Detente, as the Soviet Union is now using it, will result in American seamen having fewer and fewer ships to sail; American shipyards and shipyard workers having fewer and fewer ships to build; and American longshoremen having nothing but foreign-flag vessels to load.

This policy of maritime detente began when 42 American ports were opened to Soviet vessels in the course of negotiations for the last big Soviet-U.S. grain purchase deal in 1972. Part of the arrangement was that there would be three-way division of the resultant grain cargoes, with one-third going aboard Russian ships, one-third on U.S.-flag ships and one-third being allocated for carriage by "third flag" vessels.

Far from living up to the terms of this first step in detente, the following has happened:

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Maritime Leaders Meet Butz On Grain Shipments to Soviets

WASHINGTON, D.C.—SIU President Paul Hall, Longshoremen's President Teddy Gleason and MEBA President Jesse Calhoun met with U.S. Secretary of Agriculture Earl Butz, Aug. 6, to discuss the implications of massive grain sales to the Soviet Union and its effects on American workers.

The meeting was arranged by Gleason after the Longshoremen's Union took action at its recent convention to boycott the grain shipments "unless the interests of the American people are adequately safeguarded." Gleason asked Hall and Calhoun to attend the meeting as spokesmen for the interests of American maritime workers.

At the meeting, Hall presented a position paper outlining the "sellout of the American maritime industry and its workers in the interest of detente with

the Soviet Union," and demanding "protection of American shipping in trading and shipping arrangements with the Soviet Union."

Immediately following the meeting with the Agriculture Secretary, Hall, Gleason and Calhoun met with AFL-CIO President George Meany to report that the talk had failed to result in any new commitments from the Administration which would safeguard the interests of American consumers and the American workers.

President Meany has called a special meeting of the AFL-CIO Ad Hoc Committee on Maritime Industry Affairs Aug. 18 in Washington to plan further steps to insure that the grain sale and shipping arrangements with the USSR are not a continuation of the Administration's "calamitous one-way detente with the Communist superpowers."



Baltimore Port Agent Ben Wilson reads his report at the July membership meeting in that port. Seated to his left is the meeting chairman, SIU Vice President Bull Shepard and to the right is Recording Secretary Ed Smith.



Atlantic Coast Area Vice President Bull Shepard, far right, discusses the new contract with Baltimore Seafarers after their July meeting.



Seafarer Clarence Anderson, getting registration card stamped, was one of the 95 SIU members who attended the Baltimore membership meeting last month.

95 Seafarers Attend Baltimore Meeting

The 95 full book Union members present at the July 9 membership meeting in Baltimore unanimously passed the dues increase resolution which called for the election of a constitutional committee to study the proposed amendment to the SIU's constitution.

The Seafarers attending the Baltimore meeting also voted overwhelmingly to accept the SIU's new three-year contract.

Baltimore is one of the SIU's des-

ignated constitutional ports and a membership meeting is held in that port on the first Wednesday after the first Sunday of each month.

At any given time 80 percent of the SIU's membership is at sea and these membership meetings allow Seafarers on the beach to carry on the pressing business of the Union. They also give Seafarers the opportunity to hear reports on Union activities, development in the maritime industry and legislative activities that affect Seafarers.



AB Paul LaTorre makes a point during the Good and Welfare portion of the membership meeting.



Baltimore Patrolman Tony Kastina, left, processes a vacation benefit for Seafarer Larry Kincer, a QMED, after the July meeting.



Chief Cook Lou D. Williams has his registration card stamped by Baltimore Patrolman Bob Pomerlane.



Full book Union members raise their hands as the meeting chairman calls for a quorum count. As a constitutional port Baltimore must have at least 50 members present to hold a membership meeting.

Dues Increase Resolution

Membership Accepts Committee Report

Seafarers this month at meetings in SIU halls throughout the country have overwhelmingly accepted the six-man Constitutional Committee's report and recommendations concerning the resolution on a 'dues increase for working members'.

Affirming that "we in the maritime industry are faced with serious threats

to our job opportunities and security," the Committee unanimously recommended that the resolution "be approved by the membership."

The Committee, which was elected by the membership at a special meeting at Headquarters in New York on July 18, was made up of SIU members Ronald Shaw and Jack Dixon, engine de-

partment; William Cofone and Nicholas D'Amante, deck department, and Warren Cassidy and Lonnie Dukes of the steward department.

As outlined in the dues resolution and in the report of the Constitutional Committee, the dues increase, pending final membership vote, would work in the following manner:

- an additional sum of \$50 would be paid for each 90 days worked in twelve consecutive months on SIU-contracted vessels.

- and subsequent to the first 90 days worked in the given twelve month period, a proportionate sum of \$50 would be paid equal to the percentage of days worked in relation to 90.

- however, before the dues change would become effective, an additional \$350 for annual shipping (\$87.50 for 90 days) in vacation benefits for SIU members would have to be negotiated. This additional vacation pay would be over and above the vacation increases already negotiated for in our new three-year contract.

In making their recommendations, the Constitutional Committee affirmed that this measure would provide the

Union with the needed revenue to continue effective operation without either "taxing the nonworking ill or disabled members, or touching any part of existing negotiated vacation benefits."

In addition, the Committee noted that in accordance with the SIU constitution, the proposed amendment would be accepted or rejected by the membership in a secret mail ballot.

The voting period will last 30 days from Aug. 25, 1975 through Sept. 23, 1975, and ballots can be obtained at all SIU Halls from 9 a.m. to 12 noon Monday through Saturday excluding holidays. The depository designated to receive all mail ballots will be the Sterling National Bank in New York.

The Committee also designated that on Sept. 29, a special membership meeting will be held at Headquarters to elect a six-man Tallying Committee to count the votes.

The complete text of the Constitutional Committee's Report as well as the text of the dues resolution was published in the July issue of the SEAFARERS LOG. These texts were also sent to each member's home and to all SIU-contracted ships.

Russian Grain Purchases

Continued from Page 3

sumption . . . and to the American public so they knowledgeably can participate and voice their opinion in the political and economic market community.

(b) A policy must be formulated to protect American companies from unfair competition with state-owned monopolistic economies the size of the Soviet Union.

(c) The United States should establish an offensive policy to deal with commodity cartels such as the OPEC nations and determine to what extent U.S. corporations are participating in and supporting them.

We agree with the view expressed by the International Longshoremen's Association and endorsed by the Ad Hoc Maritime Committee.

As long as this Administration pursues policies of encouraging inflation and reduced consumer income then artificial restraints such as those threatened by the ILA are the only alternatives left to deal with what has become unconscionable administration policies. America needs effective government regulations of exports of farm products and other goods when such exports will create domestic shortages and inflation.

Further, we believe that unrestricted access to the American grain market should not be afforded to the USSR as long as it continues on its course of aggression, subjugation of peoples and states, and the suppression of human rights.

SIU Agent Receives Award



SIU New Orleans Port Agent Buck Stephens (left) receives plaque from Rev. David A. Boileau, director of the Institute of Human Relations of Loyola University in New Orleans. Brother Stephens, who is also secretary of the Greater New Orleans AFL-CIO, was cited for his work within the Labor-Management Center at the college.

Only a Few Would Benefit From AIMS Texas School

A proposed facility for marine firefighting training, to be run by the American Institute of Merchant Shipping (AIMS) at Texas A&M University, received the close scrutiny of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems at its most recent meeting on July 29 in Chicago.

At the present time, the Maritime Ad Hoc Committee is opposed to this facility for several important reasons: there is no guarantee that AIMS, which is basically made up of oil company-owned foreign-flag fleets, would open the facility to all segments of the U.S. merchant marine; and even if it were opened to all groups, the facility is geographically unavailable to the vast majority of U.S. merchant marine training facilities, which are all located within 300 miles of each other on the U.S. East Coast. In addition, such a facility, funded by a private organization, might encourage government cutbacks of funds, which are already low, for the operation of existing facilities, such as the jointly administered MARAD-MSC school at Earle, N.J.

The Ad Hoc Committee, which is extremely concerned with the need to provide all seamen of all nations with top-notch firefighting training for safety on the world's seafarers, feels that in-

stead of developing new facilities that would be practically usable by only a small segment of the maritime community, that groups such as AIMS should cooperate with the U.S. merchant marine to improve existing facilities with the intent of making them second to none. In this way, there would be no duplication of efforts; the firefighting facilities would be easily accessible to the vast majority of seamen, and the atmosphere of cooperation would be a big step in improving safety at sea.

The Ad Hoc Committee members have repeatedly emphasized that "safety of the U.S. fleet and of American seamen depends on our ability to provide adequate firefighting training to every person who will be sailing on a U.S. vessel."

In the past, AIMS and similar shipping groups have been invited to participate in the U.S. merchant fleet's firefighting programs, but these groups have invariably refused. The Maritime Ad Hoc Committee expressed the position that it is time that all segments of the world shipping community cooperate to foster safety at sea.

So far, AIMS has concluded no definite plans on the proposed Texas facility, nor have they put up any funds for its establishment.

AFL-CIO Executive Council Warns of Steeper Recession

Unemployment Tops 6% in 131 of 150 Major Centers

A record 131 of the nation's 150 major job centers were affected by unemployment of six percent or more in July.

This increase was recorded by the Labor Department despite its report of a slight drop in the national unemployment rate to 8.4 percent from 8.6 percent in June.

The Labor Dept. projected that 7.8 million workers were without jobs in July. Even though this is a slight drop

from June's figure of 7.9 million unemployed, it represents three million more workers out of jobs than in July 1974.

As small as these gains were, some government economists warned that the dip in the official unemployment rate does not accurately reflect the nation's employment situation, and that the August figures could show a significant rise in unemployment.

President Ford's Administration has

pointed to these gains as proof that the "recession is over." The AFL-CIO Executive Council, disagreeing with the Administration's view, stated at its mid-summer meeting that "the recession will not be over until the unemployed are back at work" and warned that there is a "very real danger of a deeper, more serious recession" stemming from Administration policies "designed to benefit giant corporations and banks at the expense of the American people."

Pointing to the Federal Reserve Board's tight money policy, another grain giveaway to the Soviet Union, spiraling fuel prices resulting from Administration policies, insufficient action to stimulate a genuine recovery and weak consumer purchasing power, the Executive Council said, "with the economy so weak and so vulnerable, these events could well set off another economic downslide on top of the worst recession since the 1930s."

U.S. to Cut War Risk Insurance On 75% of Non-U.S. Ships

As a result of SIU efforts in opposition to U.S. war-risk insurance coverage for foreign-flag ships, the Maritime Administration is revising its war-risk insurance program in a way that will reduce the number of vessels covered by approximately 75 percent.

The reduction in vessels covered will be made in the so-called effective control fleet. Effective control vessels are U.S.-owned foreign-flag vessels registered in Liberia and Panama which are relied upon for military back-up in an emergency.

The war-risk program, which provides protection during the early part of a war among major powers, when commercial shipping insurance terminates, had covered U.S.-flag vessels and virtually all of the effective control fleet. The legislation authorizing this cover-

age which was revised every five years since the early '50's expires in September. Renewal legislation was introduced in the current session of Congress.

After hearing testimony that the Maritime Administration is revamping and reducing war-risk insurance coverage, the House Subcommittee on the Merchant Marine approved extension of the war-risk program (Title XII of the 1936 Merchant Marine Act) but for a three-year period rather than the customary five-year period.

In Subcommittee, Representative Paul McCloskey (R-Calif.) introduced an amendment to the bill to extend the program for a shorter period in order to review it sooner. The shorter term was adopted:

Prompted by SIU
The Subcommittee's request for Ad-

ministration testimony on foreign-flag coverage was prompted by opposition by the SIU and others to war-risk insurance for any but American-flag ships.

During Subcommittee deliberations on the bill, H.R. 1073, Congressman Leo Zeferetti (D-N.Y.) proposed an amendment that would have eliminated all foreign-flag vessels from the war-risk program. Congressman Zeferetti contended that strengthening the policy of effective control through offering war-risk insurance to foreign-flag vessels provided an incentive for oil companies and other U.S. multinational firms to build and operate foreign-flag fleets.

In face of the Zeferetti amendment, the Commerce Department proposed a revised plan for the operation of the war-risk insurance program. The new plan, which MARAD says will eliminate approximately 75 percent of the effective control ships now covered, will examine applications on a ship-by-ship basis.

Before extending a binder, the Maritime Administration will consider the ship's age and capacity; its type of service and cargo; the nationality of its crew, with preference given to U.S. and NATO-country crews; the ship's general management; and other factors which would make the vessel valuable in an emergency.

The Subcommittee accepted the Maritime Administration's new guidelines and held off the Zeferetti amendment by virtue of a six-six tie vote. The bill was reported out of the full Merchant Marine and Fisheries Committee and now awaits action by the House. It will then be considered by the Senate.

Lakes Benefits Raised; Dues Increase To Be Voted

After a series of successful renegotiations with Great Lakes operators, Great Lakes Seafarers will be receiving the same increases in welfare, pension and vacation benefits that deep sea members won in their new contract.

Welfare and pension benefit increases will go into effect on Jan. 1, 1976.

The new pension for Great Lakes members will be \$350 per month for eligible members who apply for a normal, early normal or disability pension after Jan. 1.

Welfare Benefits

Welfare increases include a \$5,000 death benefit payable to a beneficiary, an increased surgical schedule and an increased maternity benefit.

The increased vacation benefit, which will go into effect on Oct. 1, 1975, is presently projected to be \$2,200 for key

group 1 ratings, \$1,800 for group 2 ratings and \$1,400 for group 3 ratings. In the event that new, higher rates are negotiated for deep-sea members, as proposed in the dues increase resolution, this additional increase will also be paid to Great Lakes Seafarers.

Upon receipt of the additional increase in vacation, a dues increase if accepted by the membership, will also be applicable to the Great Lakes members.

This dues increase will be paid by working members at the rate of \$50 for each 90 days worked only if the vacation benefit is raised above \$2,200, \$1,800 and \$1,400 levels by \$350 per year, or \$87.50 for each 90 days worked after Oct. 1, 1975.

For a detailed report on the proposed dues increase amendment see the Constitutional Committee's report which

was carried in the July LOG on page 13. This report, as well as the text of the dues resolution has been sent to each member's home.

The dues resolution was first proposed and accepted at July meetings held in all Constitutional and non-Constitutional ports including Detroit, Chicago and Alpena.

The Constitutional Committee was elected by the membership at a special

meeting at Headquarters on July 18.

This Committee's report has also been overwhelmingly accepted by Seafarers at meetings held in all SIU halls this month.

The voting period, as suggested by the Constitutional Committee, will be from Aug. 25, 1975 to Sept. 23, 1975. Ballots may be obtained at all SIU Halls from 9 a.m. to noon, Monday to Saturday, except holidays.

SIU Registers Opposition To Navy Fiscal Proposal

The SIU has registered strong opposition against a request by the U.S. Navy Department for fiscal 1976 appropriations to fund the construction of three commercial tugboats.

Stating the SIU's position in a letter to Senator John C. Stennis (D-Miss.), chairman of the Senate Armed Services Committee, which is reviewing the request, SIU President Paul Hall affirmed that "Navy shipbuilding funds should not be needlessly expanded for the construction of commercial vessels when such vessels are readily available from the private tug industry at a competitive cost."

Noting that the SIU represents thousands of coastal, harbor and inland waters tug workers in the affiliated Inland Boatmen's Union, President Hall also affirmed that "the Navy should not compete with private industry in a field in which private industry is more than qualified to meet the Navy's needs. By continuing to build and operate commercial tugboats, the Navy is depriving private industry of work it can and should perform."

In addition, Hall cited the prohibitive cost of the Navy's proposal, stating that "by maintaining its own tug fleet, the Navy is misallocating scarce shipbuilding funds that should be used for much needed new warships. Already the Navy's shipbuilding budget is one of the largest items in the United States defense budget. Using Navy shipbuilding funds to build commercial tugs is a costly and unnecessary additional expenditure."

Also citing the need for fiscal responsibility, President Hall said that chartering tugs from private operators would "reduce the cost of the Navy's tugboat operations because private tugs can be hired only as needed and will not remain idle when not being used by the Navy."

Hall also assured the Committee Chairman that "the private tug industry can supply the Navy with the towing vessels and experienced crews it needs to do any type of towing job."

Concluding that the continued appropriation of funds for the Navy's commercial vessel building program is detrimental to the U.S. merchant marine, its workers, and the country as a whole, President Hall strongly urged that the Senate Armed Services Committee "refuse to appropriate any additional funds to build Navy support vessels when similar vessels already exist and are available for charter from the private sector."

Cleveland Named MARAD Great Lakes Region Hdqs.

The port of Cleveland was picked to be the Maritime Administration's (MARAD) Great Lakes Regional Office early last month.

The new Great Lakes region will cover maritime activities in Michigan, Minnesota, Wisconsin, Indiana, Illinois, Ohio and the Lakes coastal areas of Pennsylvania and New York.

Other regional offices are in the ports of New York, New Orleans and San Francisco.

The selection of Cleveland as a regional headquarters was based on its central location, the volume of cargo movements through the port and the concentration of vessel operators in the area.

Heading the regional office is George J. Ryan who was MARAD's man in London handling foreign maritime affairs. He has extensive commercial and government experience in these matters, MARAD said.

Honor Fallen Mayaguez Marines



The U.S. Marines who fell in the rescue of the Seafarer crew aboard the SS Mayaguez (Sea-Land) off Cambodia are honored at the N.Y.C. South Street Seaport Museum pier late last month. From (l. to r.) are: SIU representative George McCartney; Lt. Claude Corey, U.S.N., aide to Rear Adm. Louis Lukeman; SIU N.Y. Port Agent Leon Hall; Lt. E. N. Medor, U.S.M.C. Reserve; SIU official Ed Morris; SIU Patrolman Jack Caffey; Union official Leo Bonser and bugler Sgt. Joseph J. Nista, Jr., U.S.M.C. Reserve, who played taps at the ceremony. Later Brother Bonser cast a memorial wreath into the harbor off the Statue of Liberty from a launch to commemorate the fallen Leather-necks.

Commerce Sec. Praises SIU

The following letter was sent last month to SIU President Paul Hall from recently appointed U.S. Secretary of Commerce Rogers Morton who praises the Union for its efforts in fostering a healthy American merchant marine.

Dear Mr. Hall:

In the short time I have served as Secretary of Commerce, I have been deeply impressed and gratified by the progress that is being made in strengthening our merchant fleet under the Merchant Marine Act of 1970.

Assistant Secretary Blackwell has advised me that U.S. flag-carriers last year transported 41 million tons of our foreign trade—a 73-percent increase over the tonnage carried in 1972. The record backlog of shipbuilding orders in American yards portends further cargo gains in the years ahead.

But as you well know it takes more than modern, efficient ships to attract the cargoes needed to insure their profitable operation. It requires aggressive marketing efforts to sell shippers on American flag services. Under the auspices of the National Maritime Council, the Seafarers International Union and other labor and management segments of the maritime industry have joined forces in an effective nationwide marketing program to increase shipper patronage of the American merchant marine.

Vital to the success of this endeavor is the high degree of stability and cooperation that now characterizes labor-management relations in our shipping industry. The virtual absence of work stoppages due to labor-management disputes during the past six years has earned the industry a reputation for dependable service.

Your leadership in negotiating your new collective bargaining agreement without resort to work stoppages has further strengthened the industry's record of reliability in the eyes of shippers. You and your union are to be commended for your efforts in providing the climate needed to foster further gains for the American Merchant Marine.

Sincerely,

ROGERS MORTON
Secretary of Commerce

13 Consecutive Clean Ships Awards



SIU Vice-President Frank Drozak, far right, represents the SIU at award ceremonies recently at which the SIU-contracted company, Sea-Land Service Inc., received its 13th consecutive Special Citation for sanitary conditions aboard its ships. The "Clean Ships" award is presented annually by the United States Public Health Service. Along with Vice-President Drozak are, from the left: Dave Tolan, Sea-Land executive vice-president; Bill Varn, Marine Operations; R. T. Soper, Sea-Land vice-president, and Edward Wilkens of the USPHS. The award was presented at Sea-Land's Marine Operations building in Port Elizabeth, N.J.

Politics Is Porkchops
Donate to SPAD



Headquarters Notes

by SIU Vice President Frank Drozak

In the next few months the SIU will have to lead the fight to protect the Jones Act, attempt to secure cargo preference laws for U.S. ships, oppose the conversion of a Florida gas pipeline that would end the Florida coastwise tanker trade, try to force controls on third-flag rates which are now encroaching on U.S. shippers on the West Coast, push for approval of a natural gas pipeline proposal that would utilize LNG vessels over a competing proposal for an overland route through Canada, and protect the unlicensed jurisdiction from inroads by new licensed ratings and unsafe manning scales.

The American seaman is in an unusual position. His working conditions, the cargoes that generate his wages, even his right to earn a living at sea are all governed by federal and, to some extent, international laws.

This means that the SIU must get involved in these issues, not because we support one political party or philosophy, but because it is the only way we can protect the jobs of this membership.

In the '30s and '40s sailors fought their battles on the waterfront, but today issues affecting the Seafarer also affect many segments of the world community and are decided by the U.S. Congress and other governmental bodies. We could ignore these legislators and isolate ourselves aboard our ships, but chances are we would not be sailing those ships for long—there are too many powerful groups that would like to carve up the U.S. merchant marine in return for fatter profits or lopsided international alliances.

Although the Seafarer is so dependent on legislation, federal law prohibits using Union funds for political activities. So we must rely on voluntary contributions to SPAD to carry on all of our legislative activities.

SPAD will take on added importance in the coming year. In 1976 this nation will elect a new Congress and a new president. It will be a time to support our friends in both Houses of Congress and to attempt to defeat our enemies.

This support, or opposition is vital if the SIU is to continue waging the legislative battles to protect our jobs, and only through SPAD can we offer that support.

When you are asked to donate to SPAD think about these issues facing Seafarers and consider the political battles we must fight if we are to continue to enjoy high wages, decent conditions and good job security.

BOSUNS RECERTIFICATION PROGRAM

Another class of Recertified Bosuns graduated this month, making them the 25th class of Seafarers to participate in this very important course. As the Bosuns Recertification Program enters its third year it is becoming clear that the Seafarers who have gone through it are doing an effective job of leading our crews aboard SIU-contracted ships.

For more information about the Bosuns' Program see pages 30-31 of this issue of the LOG.

'A' SENIORITY UPGRADING PROGRAM

After completing the one-month 'A' Seniority Upgrading Course, six Seafarers have received their full Union 'A' books. As new full book members with duties and responsibilities, these brothers will begin to play a large role in the future of their Union and the job security of all our members. I strongly urge all eligible 'B' book members to apply for this program as soon as possible.

For more information on the 'A' Seniority Upgrading Program see pages 30-31 of this issue of the LOG.

FIREFIGHTING

More and more Seafarers are participating in the two-day Firefighting Course held at Piney Point and at the Military Sealift Command's School in Earle, N.J. This course is important for all seamen, and the knowledge you receive may one day save your life or the life of a fellow crewmember. I urge all who have not done so to contact an SIU representative and take this course.

SABINE TANKERS

The National Labor Relations Board in Washington, D.C. is reviewing the decision of a judge acting in their behalf who found Sabine Tankers guilty of unfair labor practices during the last organizing drive.

Based on court testimony presented during NLRB hearings the judge ruled that Sabine Tankers had illegally interfered with the right of SIU organizers to conduct shipboard union meetings. In addition company representatives were found guilty of harassing its employees and dismissing two employees who openly supported the SIU.

The judge also set aside the February 1974 election and ordered that all SIU supporters dismissed by the company be awarded backpay for all lost wages.

The final decision of the NLRB will be handed down shortly and is expected to concur with the judge's findings. SIU organizers will continue to build support for the SIU among these men.

The Committee Page

Sam Houston Committee



Headed by Recertified Bosun Otto Pederson, the ship's committee aboard the *Sam Houston*, a LASH containership operated by Waterman, pause for a photo during payoff last month at Pier 7 in Brooklyn, N.Y. They are, from the left: Ray Lashmet, educational director, Thomas Liles, secretary-reporter; O. Pederson, ship's chairman; Derrell Reynold, steward delegate; Gary Bryant, engine delegate, and Gordon Davis, deck delegate. After payoff and some port time for the *Sam Houston* crew, the ship headed for the Mideast.

Pittsburgh Committee



After paying off at Port Elizabeth, N.J. on July 25, the ship's committee aboard the containership *Pittsburgh*, operated by Sea-Land, get together for a photo. They are, from the left: Recertified Bosun J. Puglisi, chairman; Albert "Dasher" Packert, deck delegate; I. Buckley, secretary-reporter, and W. J. Jones, steward delegate. Usual run for the *Pittsburgh* is the U.S. East Coast-Mediterranean route.

Portland Committee



Gathered in the crew's lounge aboard the containership *Portland*, operated by Sea-Land, the ship's committee, seated from the left are: J. Broadus, educational director; Joe Alpeda, chairman, and C. Gray, secretary-reporter. Standing from the left are: W. Rogers, deck delegate; F. Caccam, steward delegate, and R. Meacher, engine delegate. Photo was taken recently by a *Portland* crewmember while the ship was at sea on her usual run between Seattle and Alaska.

San Juan Committee



Recertified Bosun Bob Gorbea, standing right, heads the ship's committee aboard the SIU-manned *San Juan*, owned and operated by Puerto Rico Marine. Serving along with Gorbea on the committee are Frank Vega, secretary-reporter (standing left), and, seated left to right, David Manzanet, deck delegate, and Benny Santos, steward delegate. Photo was taken at the ship's payoff late last month at Port Elizabeth, N.J.

Iberville Committee



Noting a "smooth trip SIU style," the ship's committee aboard the freightship *Iberville*, operated by Waterman, are, seated from the left: Paul Garland, secretary-reporter; Alonzo Bettis, steward delegate; Recertified Bosun Gene Nicholson, ship's chairman, and Ed Armstrong, educational director. Standing is Able-Seaman Morty Kerngood, deck delegate. The *Iberville*, which paid off July 18, runs to the Far East carrying general cargo.

Baltimore Committee



After a good coastwise run, the containership *Baltimore*, operated by Sea-Land, paid off at Port Elizabeth, N.J. on Aug. 8. Headed by Recertified Bosun James Dixon of Mobile, the vessel's committee, seated front, from the left are: Steve Piatak, secretary-reporter; George McAlpine, educational director, and Bosun Dixon, ship's chairman. In back, from the left are: M. Leuschner, deck delegate, and A. Romero, steward delegate.

Washington Activities

By B. Rucker



Two-Watch System H.R. 6102

Hearings scheduled for July 18 on H.R. 6102, to permit a two-watch system on tugs, have been cancelled.

Representatives of the SIU, IBU, and IBU of the Pacific met to discuss the bill and the problems which would result, prior to the hearing date, with Washington legislative representatives. Later, they talked with management representatives about safety hazards and other potential problems.

Congressman Downing, sponsor of H.R. 6102, subsequently withdrew the bill.

War Risk Insurance H.R. 1073

The full House Merchant Marine and Fisheries Committee reported out a bill July 24 to extend War Risk Insurance coverage for another three years for U.S.-flag ships and approximately 300 U.S.-owned, foreign-registered ships.

The subcommittee, one day earlier, failed to pass an amendment offered by Rep. Zefereetti (D-N.Y.) which would have excluded runaway ships. The amendment was not offered in the full committee.

H.R. 1073 must be taken up in the Senate, and SIU will urge that runaways be excluded.

The present program expires on Sept. 7.

Merchant Marine Authorization for Fiscal Year 1976

The bill to authorize funds for maritime programs for Fiscal Year 1976 is being held up because of jurisdictional dispute over a special tax clarification. The Ways and Means Committee claims jurisdiction over the tax section, and until that can be settled, the bill is stymied.

Grain Deal

SIU President Paul Hall, speaking to the delegates at the International Longshoremen's Association convention in Miami recently said that our ships "are not getting a proper break" in moving grain to Russia.

The ILA had passed a resolution to prohibit loading grain for the Soviet Union unless American consumers are protected.

In 1972, the Soviets purchased 19 million tons of U.S. grain. U.S.-flag ships were guaranteed one-third of the grain cargo under the sales agreement, but we actually only carried 11 percent.

The Department of Agriculture reports that 9.8 million metric tons of grain have been sold to date (4.2 million tons of wheat, 4.5 million tons of corn, and 1.1 million tons of barley) and that a summer drought in the Soviet Union will probably result in more buying after the August crop is harvested here.

President Ford, in a film prepared for the ILA convention, again promised that one-third of all grain will move in U.S. ships.

Third-Flag Rate Cutting

We strongly support H.R. 7940, an identical bill to S. 868 recently reported out of the Senate Commerce Committee to provide minimum ocean rates for cargo carried on third-flag ships.

Both bills would require that third-flag carriers in the U.S. foreign trades keep their rates to the levels of the U.S.-flag ships.

Opposition came from the Administration, but Federal Maritime Commission Chairman Helen Bentley urged prompt passage when she testified before the Merchant Marine and Fisheries Committee on July 22.

The Union was represented at the hearings by Maritime Trades Department Administrator O. William Moody, who participated with a panel of maritime industry spokesmen in testifying for passage of the bill.

200-Mile Limit

A bill to provide the U.S. with jurisdiction over waters extending 200 miles from the shore is being marked up in the Merchant Marine and Fisheries Committee.

The bill empowers the Secretary of State to negotiate for fishing privileges in foreign zones and issue sanctions against nations which violate U.S. coastal waters.

Jones Act

Attacks on the Jones Act never stop. Sometimes they are thinly-veiled, but they are almost always deliberate attempts by oil companies to get special legislation which will permit their foreign-registered ships to load or discharge cargo between U.S. ports.

SIU has been on guard over a period of many years to protect the U.S. shipping industry against efforts to break the Jones Act. It requires that we investigate these cases and follow up by supplying such information to appropriate government representatives.

It was rewarding when Deputy Assistant Sec. of the Treasury Robert Vastine testified recently before the House Merchant Marine Subcommittee and stated that the Treasury Department supports the Jones Act and considers such cabotage laws as "accepted international practice." Sec. Vastine said that a national fleet gives a nation leverage against cargo reservation laws of developing nations and that a U.S. fleet will protect the U.S. against discriminatory practices.



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.

Yokohama SIU Secretary Visits Galley of the CS Long Lines



Invited aboard the CS Long Lines by the crew to see the modern galley is SIU Yokohama Secretary Keiko Nakategawa (far left standing). The vessel (right) docked for a payoff on May 18 pending future orders.

1970 Act's Objectives Not Fully Achieved

Robert J. Blackwell, assistant secretary of Commerce for maritime affairs, told the House Merchant Marine Subcommittee earlier this month that while progress under the provisions of the Merchant Marine Act of 1970 has been "good, it would not be right to say that the objectives set forth in the Act have been fully achieved."

In telling the subcommittee that much remains to be done, Blackwell added "if more new merchant ships of the types most useful in military and essential economic support are to be added to the fleet to increase our shipping independence, expanded trades must be promoted that will sustain such ships economically."

Blackwell was the final witness to testify before the subcommittee concluded the first phase of its scheduled "oversight hearings" into a broad range of U.S. maritime policies. The next phase of the hearings will be planned following the return of Congress in September.

The Commerce Department official, who is the head of the Maritime Administration, also defended the subsidization of U.S. merchant fleets in response to critics who claim that such fleets' contributions to balance of payments and employment is overrated.

He stated that a far broader view of the industry must be taken. Subsidies paid out do have a significant economic benefit to the country in terms of the "sums of its contributions to trade, to employment and to the balance of payments," he said. They also act as a competitive factor to assure fair rates to U.S. exporters and importers in the development of "competitive economic relationships between the free world and the Communist nations," and also as a ready transport resource in times of emergencies.

Blackwell stated that "emphasis must be placed on the totality of the economic contribution. None of the separate economic elements, regardless of its importance, is advanced in itself as an exclusive justification for support of the maritime program," he added.

Prior to Blackwell's testimony, the subcommittee, which is being chaired

by Rep. Thomas N. Downing (D-Va.), held three other sessions in July. At those hearings the subcommittee heard testimony from Shannon Wall, president of the National Maritime Union, and Dr. John J. Bennett, acting secretary of Defense for installations and logistics.

The subcommittee also received an analysis of the government subsidy program for maritime from a labor-management maritime committee composed of subsidized companies and the unions with which they have contracts.

"Full Reevaluation"

NMU President Wall told the subcommittee that Congress should cut all reliance on foreign-flag shipping and make a "full reevaluation" of what needs to be done to bolster the present U.S.-flag merchant fleet to fill the gap. Wall said that such a move was basic to establishing a "realistic maritime policy."

Wall was also in agreement with MARAD chief Blackwell when he said that the 1970 Merchant Marine Act has "not solved all our problems."

He noted that subsidies "exist for the nation's benefit" and not for shipping companies or seamen, and reflect a country's need to protect itself and its best interests whether they be defensive, political or economic.

The NMU president went on to state that one "great weakness" of the 1970 Act was its failure to "express its goals in terms of cargo... that is where the emphasis should be placed in action to strengthen the U.S. merchant marine."

He also said that bilateral and other cargo sharing plans should be "encouraged", and that "our ships should obtain enough cargo" to achieve the goals of the 1970 Act to develop a merchant fleet to haul a substantial share of the country's waterborne commerce.

Defense Department

The testimony of Dr. Bennett, the Defense Department spokesman, indicated that his agency may be getting closer to more support of a U.S.-owned, operated and manned merchant fleet.

Previously, the Defense Department had already stated that the large fleet of U.S.-owned vessels under foreign flag

aren't to be substituted for U.S. tonnage in emergencies, and that the so-called "effective control fleet failed us" during the 1973 Mideast difficulty, and "could fail us again."

Now, Defense has told the subcommittee that it might consider using some of the big tankers in excess of 100,000 tons, and while it still does not support cargo preference, this does not mean the department "would be unalterably opposed to any cargo preference legislation under any circumstances."

The labor-management maritime committee's analysis claimed that the \$300-400 million a year in construction and operating subsidies the government puts into the shipping industry generates outlays by the companies of some \$800 million.

The group also stated that it agreed with testimony given by other witnesses on the subsidy program, and "that justification for the maritime subsidy program does not rest solely on the direct dollar benefits to the U.S. economy, but on the total of many national needs, among which are economic security as well as political and military security."

Warning Might Have Averted Mayaguez Incident

The entire *Mayaguez* incident, which cost the U.S. 15 dead, three missing and 50 wounded servicemen, as well as \$9.3 million for the operations that freed the ship's SIU crew from captivity by the Cambodians, could possibly have been avoided, according to now public transcripts of the House Appropriations Subcommittee on the Defense Department.

The transcripts note that on May 9, three days before the *Mayaguez* seizure, the Cambodians had fired on and detained a Panamanian vessel for 36 hours. The incident was noted by CIA officials who in turn reported it to the Defense Department, the Navy, the White House and the State Department. However the general shipping community, which would be operating vessels in international waters off Cambodia, was not warned or notified of possible danger.

A formal warning to mariners was not issued by the State Department until after the *Mayaguez* had already been seized. This warning, which remains in effect, calls for ships to stay at least 35 nautical miles away from any Cambodian territory, including offshore islands claimed by the Cambodian government. The warning also advises ships to keep 20 miles away from any Vietnamese territory.

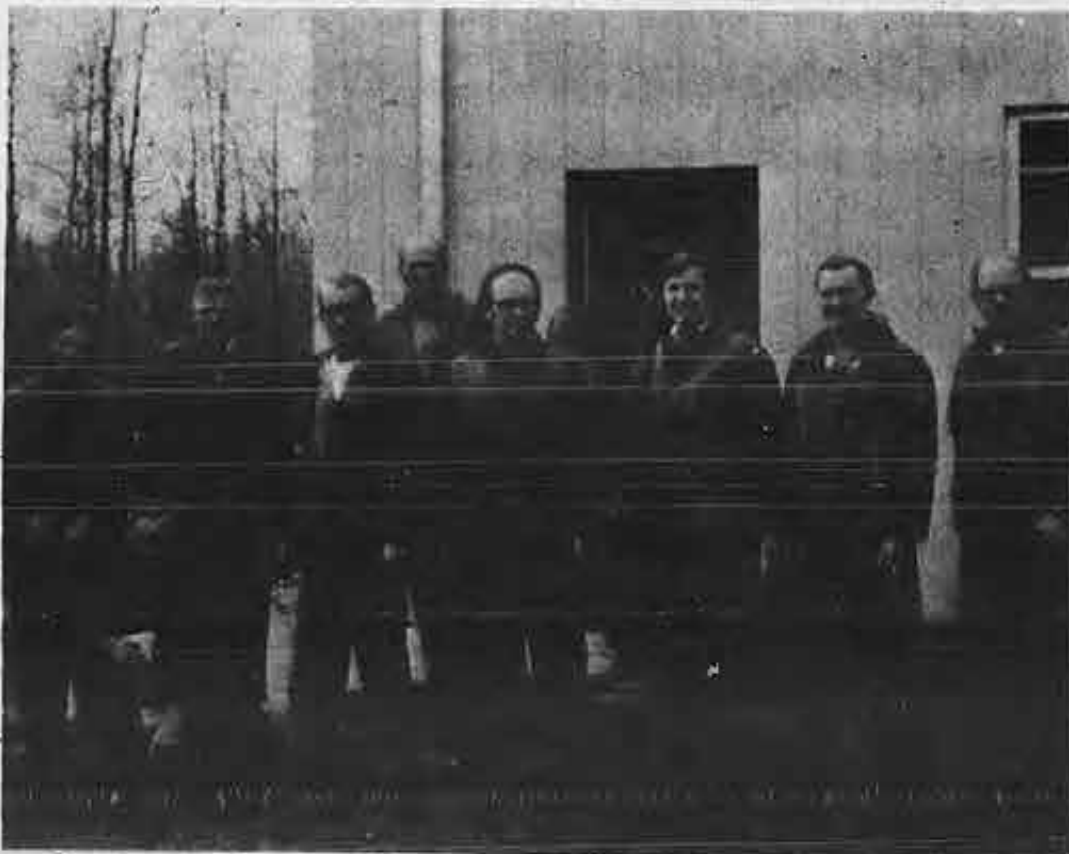
When the *Mayaguez* was seized, she was sailing 60 miles off the coast of mainland Cambodia. However, she was only eight miles from a remote island, Pouli Wai Island, that is claimed by Cambodia.

In explaining the lack of a warning

after the Panamanian incident, William A. Christison, the national intelligence officer for South and Southeast Asia of the CIA, recalled "to a man... all intelligence analysts and anyone else in the government who was aware of the incident involving the Panamanian registry vessel did not regard what happened to that vessel as a big enough incident to issue a major warning on."

Summing up the feelings of many government officials, though, Rep. Jack Edwards (R-Ala.), ranking member of the House Appropriations Subcommittee on the Defense Department, said that "with all the money we spend on intelligence, in the future we ought to probably pay a little more attention" to even the slight early warning signs.

Seafarers Attend Fire Class



Among the recent recertified bosuns and upgraders who attended the Military Sealift Command's Firefighting School at Earle, N.J. were (l. to r.): Upgrader Patrick Gallagher; Bosuns Joseph Gavin (kneeling); Robert Broadus; Charles Boyle; Billy Nuckols; John Davies; SIU representative Leo Bonser; Bosuns Melville McKinney, and Leonard Suchocki. In the background are (r. to l.) Upgraders Thomas Lamphere and Jerry Waugaman in asbestos garb.

17th SIUNA Convention Starts Sept. 2 in Washington

The 17th Biennial Convention of the Seafarers International Union of North America will convene on Sept. 2 at the Shoreham Americana Hotel in Washington, D.C.

Hundreds of delegates from all 33 SIUNA-affiliated organizations in the U.S., Canada and the Caribbean, representing more than 80,000 members, will be present at the proceedings, which are scheduled to last through Sept. 5.

The delegates to the Convention will be representing deep-sea affiliates, as well as inland boatmen, fishermen, cannery and industrial workers, and members covering a wide range of industries.

The SIU-Atlantic, Gulf, Lakes and Inland Waters District will have a full delegation at the Convention, including delegates from its affiliated Inland Boatmen's Union and the United Industrial Workers of North America.

Paul Hall, president of the International, and the SIU-AGLIWD, will preside over the Convention sessions, which will consider a number of important matters of special interest to the SIU and the entire labor movement. Prominent speakers from the government, industry and labor will address the delegates.

The Convention will also take up many resolutions dealing with the maritime industry, reports of affiliates and reports of officers.

Pipeline Conversion Opposed at FPC Hearing

At a Federal Power Commission hearing to consider the conversion of a natural gas pipeline running along the U.S. Gulf coast to carry petroleum products, both SIU Vice President Frank Drozak and Transportation Institute President Herb Brand submitted testimony opposing the move on the grounds that this conversion would vir-

tually eliminate tug-barge and tanker operations in the Gulf coast trade.

In testimony submitted to the FPC, SIU Vice President Drozak pointed out that at a time when the national policy is to create jobs for America's 8½ million unemployed workers, the proposed pipeline "would lead to further job losses, as well as being totally contrary

to the expressed national economic policy."

Noting that the waterborne carriage of petroleum and other products is the safest and most inexpensive of all modes of transportation, Vice President Drozak stated "it is unquestioned that the American merchant marine and its tanker and tug-barge components have proven that they can do an exemplary job in this trade, and to interfere with this record, as proposed by Florida Gas, is not to the advantage or benefit of our nation or its people."

A Floating Pipeline

In concluding his testimony Vice President Drozak noted "the record demonstrates that the petroleum transportation involved here can best be performed by the American merchant marine, without interruption, and at a competitive level. America's vessels are a floating pipeline, uninterrupted, more flexible and responsive than any pipeline and simultaneously create and maintain more employment opportunities for American workers."

Transportation Institute President Herb Brand, also urging the FPC to reject the Florida Gas proposal, testified that the converted pipeline "flowing at full capacity would totally eliminate U.S.-flag tankers and barges from the trade." Transportation Institute, which is based in Washington, D.C., is a non-profit research and educational organization devoted to the advancement of the nation's marine transportation industry.

"At a time," Brand continued, "when various Congressional subcommittees and committees, as well as the Administration, have expressed a deep concern over the growing plight of the merchant marine and a willingness to reverse this dangerous trend, approval of the pipeline conversion would not only be inconsistent with the steps being proposed to revitalize the merchant fleet but would in fact be a serious step backward in this effort."

Attacking the practicality of the pipe-

line conversion, Brand stated that "in terms of actually supplying Americans with energy supplies, something which is intimately connected to our national security as well as our economy, the continued utilization of merchant vessels is far superior to replacing them with a pipeline."

Ending his testimony, Brand said that by rejecting the Florida Gas proposal "the FPC will be strengthening the security and economy of the United States and guaranteeing consumers in Florida and throughout the nation the water transportation capabilities necessary to respond to any emergency when called upon by our government."

SIU Official Asked to Serve On LNG Panel

SIU Vice President Frank Drozak has been asked by Governor Hugh Carey of New York to serve on a study group which will examine the storage and transportation of LNG in New York State.

Accepting the position, Vice President Drozak wrote in answer to Governor Carey's invitation, "Since the members of the Seafarers International Union will most probably be manning LNG ships in the future, the subject of liquefied natural gas is of great concern to me."

This panel will study various methods of LNG storage and transportation in populated areas such as New York City and then make recommendations to New York State's governor.

Although LNG is now used on a limited basis in this country, the expected boom in LNG usage and the accompanying growth in the U.S.-flag LNG fleet has been delayed in part by groups questioning the safety of present LNG storage and transportation technology.

Know Your Pension

The SIU's pension plans offer Seafarers a wide range of retirement options designed to provide the professional seaman with a secure income when, because of age or disability, he ends his sailing career.

A disability pension protects the Seafarer who is permanently disabled and unable to keep working. This pension provides \$350 per month to members who are declared "permanently not fit for duty," have received a Social Security Disability Benefit; have 4,380 days of seetime and have 90 days of employment in the previous calendar year and one day within the six months preceding the date of application for the pension.

Up to one-third of the total seetime requirement may be credited for days a member received payment for disability or maintenance and cure benefits.

Normal Pension

The normal SIU pension plan pays \$350 per month to any Seafarer who has reached the age of 65 and has 5,475 days of seetime with 90 days of employment in the previous calendar year and one day of employment within six months immediately preceding the date of the pension application.

Up to one-third of the total seetime requirement may also be credited for days a member receives payment for disability or maintenance and cure benefits.

Early Normal Pension

Many Seafarers are also eligible for the SIU's early normal pension, a plan designed to cover the Seafarer who has made the merchant marine his full-time career for much of his adult life.

A Seafarer retiring under this plan can receive between \$350 and \$455 each month depending on the number of years of seetime he has acquired. Any Seafarer who reaches the age of 55 and has 7,300 days of seetime with 90 days in the previous calendar year and one day within the last six months preceding the date of application is eligible to receive \$350 per month under this plan.

Under the early normal pension the Seafarer who has reached the age of 55 and has the required seetime but wants to continue sailing is also eligible to earn additional pension increments which he can collect when he does retire. For every 365 days of actual seetime a Seafarer eligible for the early normal pension accumulates after he reaches the age of 55 he will receive an extra \$15 per month when he retires. This increment is paid for eligible time accumulated since June 16, 1972 and thus the maximum monthly pension benefit available is \$455.

Disability credit does not count towards the early normal pension or the plan's increments.

Social Security

Seafarers should keep in mind when planning their retirement that as a pensioner, either disability or normal, they will also be receiving monthly Social Security payments which will augment their Union pensions. Members retiring under the early normal plan can receive full Social Security payments only when they reach the age of 65 or they may receive a reduced pension benefit from Social Security when they reach the age of 62.

For the average SIU pensioner who is permanently disabled or has reached the age of 65 these monthly Social Security payments average \$280, though they can reach up to \$355 for men without dependents and up to \$623 for men with dependents.

This means that a single Seafarer who retires with the normal or disability pension could receive a combined pension with Social Security of approximately \$630 each month. The single member who has earned the maximum number of increments under the early normal plan would, upon reaching 65, receive a combined pension of about \$735 each month.

Medical Care

SIU pensioners and their dependents also have unlimited medical and hospital benefits until they are eligible for Medicare and thereafter they are covered for all benefits provided by Medicare if they are not eligible for care at USPHS facilities.

This is a very important aspect of your pension because many other pension plans cover only a limited amount of medical expenses, if any. The SIU provides unlimited coverage for its pensioners because it realizes that as we grow older we often require increasing amounts of medical attention in order to maintain our health—medical attention that is often beyond the means of pensioners living on a fixed income.

This is your pension. Designed to protect the professional seaman, it will provide you with the income for the enjoyable, secure retirement you have earned through the years you have spent sailing as a Seafarer.

LOG Receives ILPA Award

The Seafarers Log, official publication of the SIU, has won First Award in General Excellence in the 1975 Journalistic Awards Contest of the International Labor Press Association (ILPA).

The editor-in-chief of the Seafarers Log is Marietta Homayonpour and managing editor is James Gannon. Assistant editors, in alphabetical order, are: Ray Bourdus; James Mele, and Anthony Napoli. William Luddy is chief photographer and assistant photographer is Frank Cianciotti. Production and design is directed by George Vana and Marie Kosciusko is the LOG's administrative secretary. Charles Svenson is the Seafarers Log Washington correspondent.

The ILPA award for general ex-



Marietta Homayonpour

cellence is the highest the Seafarers Log can win in its category, which is international union publication of newspaper format and less than 100,000 circulation.

The awards cover 1974 publications and will be presented at the ILPA's San Francisco convention, Sept. 29-Oct. 1.

The general excellence award is based on "balance of content, covering of subject matter appropriate to the organization served, makeup and readability."



DISPATCHERS REPORT

JULY 1-31, 1975

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	9	1	0	1	0	0	16	4	1
New York	87	12	1	77	21	2	196	22	1
Philadelphia	18	1	0	15	5	0	24	5	0
Baltimore	33	2	1	10	0	0	67	3	1
Norfolk	15	5	0	14	8	0	26	11	0
Tampa	7	0	0	0	0	0	18	2	0
Mobile	24	3	0	8	5	0	52	5	0
New Orleans	56	4	0	40	25	0	140	13	0
Jacksonville	40	6	0	18	7	0	66	5	0
San Francisco	41	1	0	14	8	0	106	7	0
Wilmington	15	4	0	8	1	0	44	6	0
Seattle	43	5	0	42	13	0	68	6	1
Puerto Rico	4	0	0	3	2	0	15	0	0
Houston	81	4	0	41	5	0	160	9	1
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	3	0	0	1	2	0	11	2	0
Totals Deep Sea	476	48	2	292	105	2	1,009	100	5
Great Lakes									
Alpena	15	3	0	33	17	0	5	0	0
Buffalo	6	2	0	5	2	0	4	2	0
Cleveland	6	4	1	6	9	0	11	6	1
Detroit	9	3	0	16	11	2	7	1	1
Duluth	12	3	0	11	4	0	11	5	0
Frankfort	12	0	0	15	6	0	2	0	0
Chicago	7	1	0	6	1	0	8	1	0
Totals Great Lakes	67	16	1	92	50	2	48	15	2
Totals Deep Sea & Great Lakes	543	64	3	384	155	4	1,057	115	7
ENGINE DEPARTMENT									
Boston	2	6	0	0	2	1	6	7	0
New York	74	33	0	58	34	1	137	57	2
Philadelphia	10	4	0	8	2	0	18	7	0
Baltimore	27	12	0	6	0	0	59	19	0
Norfolk	16	4	0	10	3	0	28	8	1
Tampa	7	1	0	0	0	0	10	3	0
Mobile	16	4	0	4	0	0	36	9	0
New Orleans	49	17	0	37	10	0	119	25	0
Jacksonville	32	14	1	13	11	0	45	18	1
San Francisco	43	16	0	16	0	0	101	40	0
Wilmington	10	2	0	3	0	0	27	7	0
Seattle	53	10	0	30	10	0	51	16	0
Puerto Rico	11	0	0	5	2	0	19	2	0
Houston	68	11	1	33	8	0	114	22	2
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	1	1	0	0	1	0	3	2	0
Totals Deep Sea	419	135	2	223	89	2	770	242	6
Great Lakes									
Alpena	11	2	0	15	18	0	4	4	0
Buffalo	4	1	0	4	2	0	4	0	0
Cleveland	5	0	0	3	3	0	7	0	0
Detroit	11	1	1	16	0	0	15	3	2
Duluth	3	0	0	3	2	0	8	2	2
Frankfort	4	0	0	6	1	0	3	3	0
Chicago	1	2	0	3	1	0	5	2	0
Totals Great Lakes	39	6	1	50	27	0	46	14	4
Totals Deep Sea & Great Lakes	458	141	3	273	116	2	816	256	10
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	1	5	1	0
New York	40	8	0	44	25	1	77	11	1
Philadelphia	5	0	0	4	1	0	17	0	0
Baltimore	16	0	0	12	2	0	26	3	0
Norfolk	9	2	0	7	8	0	16	3	0
Tampa	4	0	0	0	0	0	5	0	0
Mobile	9	1	0	4	2	0	35	1	0
New Orleans	23	1	0	35	6	0	66	2	0
Jacksonville	21	1	0	13	9	0	28	5	0
San Francisco	28	2	0	9	10	0	66	9	0
Wilmington	2	3	0	4	1	0	10	4	0
Seattle	24	1	0	28	12	0	34	2	0
Puerto Rico	6	0	0	5	2	0	12	2	0
Houston	34	3	0	16	5	0	82	3	0
Piney Point	0	2	0	0	12	0	0	0	0
Yokohama	0	0	0	2	1	0	1	0	0
Totals Deep Sea	221	24	0	183	96	2	480	46	1
Great Lakes									
Alpena	3	1	0	8	8	0	1	0	0
Buffalo	0	0	0	2	0	0	0	0	0
Cleveland	0	0	0	4	0	0	0	0	0
Detroit	2	0	1	7	1	0	3	0	1
Duluth	1	0	0	2	1	0	4	0	0
Frankfort	2	0	0	6	1	0	1	0	0
Chicago	1	0	0	3	0	0	1	0	0
Totals Great Lakes	9	1	1	32	11	0	10	0	1
Totals Deep Sea & Great Lakes	230	25	1	215	107	2	490	46	2
ENTRY DEPARTMENT									
Boston	1	3	6				4	9	11
New York	35	67	19				49	174	40
Philadelphia	5	19	0				13	43	0
Baltimore	18	28	1				36	57	5
Norfolk	6	20	1				9	27	3
Tampa	5	3	0				8	8	1
Mobile	6	18	0				16	38	0
New Orleans	29	39	1				72	81	4
Jacksonville	23	26	0				26	45	0
San Francisco	17	35	1				46	103	6
Wilmington	7	9	1				10	27	2
Seattle	21	30	1				27	42	2
Puerto Rico	8	15	0				21	28	1
Houston	22	49	6				50	97	14
Piney Point	0	19	0				0	0	0
Yokohama	2	4	0				1	3	0
Totals Deep Sea	205	384	37				388	782	89
Great Lakes									
Alpena	8	19	5				4	14	8
Buffalo	3	3	1				6	7	8
Cleveland	9	6	2				7	9	8
Detroit	22	11	9				27	14	31
Duluth	2	10	1				9	10	9
Frankfort	12	9	1				6	9	1
Chicago	2	1	4				6	4	6
Totals Great Lakes	58	59	23				65	67	71
Totals Deep Sea & Great Lakes	263	443	60				453	849	160
Totals All Depts. Deep Sea	1,321	591	41	698	290	6	2,647	1,170	101
Totals All Depts. Great Lakes	173	82	26	174	88	2	169	96	78
Totals All Depts. Deep Sea & Great Lakes	1,494	673	67	872	378	8	2,816	1,266	179

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& Inland Waters
Inland Boatmen's Union
United Industrial Worker

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For the fourth month in a row, shipping at deep-sea A&G ports remained stable while shipping on the Great Lakes picked up over last month. Despite the continuing high unemployment rate in the U.S., Seafarers still enjoy relatively good shipping. The fact that a large number of 'B' seniority men are getting jobs at SIU halls is a good indicator that shipping for 'A' book men will remain stable in the months to come.

10 Complete FOWT Course



FOWT—Instructor Jack Parcell (back row, far left) gets together with his latest class of FOWT graduates. In front, from left are: Aziz Amat; Albert Trotman; Jose Hipolito; Thomas Manning; Vincent Tatesure, and Thomas Gary. In back, from left are: Parcell; Craig Conklin; Erik Persson; Robert Torgerson, and Charles Peterson.

Ad Hoc Committee

Continued from Page 2

mittee reached unanimous positions on how the Earle, N.J. firefighting course must be updated to keep pace with changing technology.

In correspondence to Captain M. V. Foreman, training director of the Military Sealift Command, and A. W. Friedberg, director of the Office of Maritime Manpower, Department of Commerce, the Ad Hoc Committee affirmed that the Earle, N.J. course should include use of a soda acid extinguisher, a CO2 extinguisher and a

halogenated hydrocarbon extinguisher, as well as experience in extinguishing an LNG fire and an electrical fire. The Committee also affirmed that the firefighting facility must include more obstacles to better simulate shipboard conditions, and that all participants receive complete briefing on the use of all common breathing devices.

The Committee concluded that shipboard safety "depends on our ability to provide adequate firefighting training to every person who will be sailing on a U.S. vessel."

Ex-SIU Ship Quits Suez Canal



The former SIU-contracted freighter, the *SS Observer* (Marine Carriers) is seen being towed out of the Suez Canal at Port Said, Egypt on May 25. The empty ship, which paid off her Seafarer crew in October 1967, was stranded in the canal on Lake Timsah when the Arab-Israeli War erupted in June of that year. The Suez Canal was reopened to traffic on June 5.

Notify Hdqts. On Replacements

In order to insure that all SIU-contracted ships are at all times manned by SIU crews, the ship's chairmen are requested to notify Headquarters when a crewmember gets off a vessel in a foreign port. If Headquarters is given ample time to find a replacement, then that job will be secure for our members.

There are some organizations, particularly in the Far East, which

have been making strong attempts to put foreign seamen on the vessels of American operators. So that we may combat this, the ship's chairmen and the ship's committee must take the responsibility of policing the replacement of crewmembers. In that way we can insure that all unlicensed jobs on our contracted ships are taken by SIU brothers.



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.

U.S. Merchant Marine— A Victim of Detente

Continued from Page 3

—U.S. flag vessels did not get the chance to carry their one-third share. In fact, only 11 percent, or about one-third of the one-third promised, went aboard U.S. ships, manned by American seamen.

With respect to the shipping provisions of the trade agreement negotiated in 1972 between the U.S. and the Soviet Union, the Russians are now refusing to negotiate fair and reasonable rates for the carriage of American grain under the agreement. Instead, they are relying on the U.S. government to ignore the inequities imposed on the American merchant marine in the interest of continued detente.

Soviet vessels are using their rights to trade in and out of the 42 U.S. ports to engage in the most ruthless rate-cutting practices that threaten to bankrupt the U.S. merchant marine and throw even more U.S. merchant seamen out of work.

Communist activity in three separate trade routes serve to underscore the success of their efforts. The Far Eastern Steamship Company (FESCO), just one of 16 Soviet state-owned ocean shipping companies, has increased its container capacity in the Pacific trades alone from none in 1970 to nearly 20,000 twenty-foot equivalents annually on six different service routes in 1974.

In the U.S. East Coast-European trade, Polish Ocean Lines has increased capacity from none in 1970 to over 10,000 twenty-foot equivalents annually in 1974.

Also in the U.S. East Coast-European trade, Baltatlantic Line, another Soviet state-owned ocean carrier, has increased in just one year—1973-1974—its number of sailings by 200 percent and its trailer capacity by 300 percent to 12,000 twenty-foot equivalents annually.

This increased share of the markets has been accomplished by driving rates down, thus making it economically impossible for the privately-owned U.S. merchant marine to compete.

The low-cost labor on the 100 percent government subsidized Soviet fleet is being used to further the political aim of destroying the U.S. and its free world allies. Without the maritime carrying capacity represented by the U.S. merchant marine the free flow of raw and finished materials so vital for the nation's economic health is impossible.

The AFL-CIO believes that any large-scale grain purchase deals with Soviet Bloc nations should be stopped until adequate safeguards for the Free World, the American people and the U.S. Merchant Marine are firmly established on the basis of complete reciprocity, in the spirit of true detente, not the Administration's calamitous one-way detente with the Communist superpowers.

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

ASHORE



Washington, D.C.

According to MARAD, the U.S. merchant marine has 713 vessels consisting of 529 deep sea ships and 184 in the Great Lakes fleet. The ocean tonnage is 13-million dwt and the Great Lakes tonnage is 2.6-million dwt.

Also MARAD says 87 merchant ships totaling over 8.6-million dwt costing more than \$4.5-billion are being built or are on order at American shipyards. Included are 69 tankers, 10 ore carriers, five Roll-On, Roll-Off vessels and three tug barges. In addition, two ships are being converted to partial containerships.

The U.S. Supreme Court has ruled that the Federal Government has exclusive control over any underwater resources which extend beyond the three-mile limit off Atlantic coastal states. Leasing to oil companies for offshore drilling will be controlled by the U.S. Government and resulting revenues will go to the U.S. The U.S. Department of the Interior asked oil companies to submit applications for oil and gas exploration tracts off the mid-Atlantic states early last month.

San Francisco

The 300-bed USPHS Hospital here celebrated its 100th birthday recently. More than a 100 well-wishers were at the centennial ceremonies.

Replaced in 1931, the marine hospital was first constructed in 1850 under a Federal law of 1798 for the care of the ill and disabled U.S. merchant mariner.

Chief Cook Guillermo Reyes of the famed containership *SS Mayaguez*, (Sea-Land) seized by the Cambodians on May 12 and later released, is back in the Union hall here ready to ship out again after quitting Kaiser Hospital in Redwood City, Calif., where he was a patient on July 19. Brother Reyes had sustained injuries in a car crash. His son, Wilfredo was also a crewmember of the *Mayaguez*.

Cebu Is., The Philippines

Sea-Land Service has inaugurated the first full containership service to Cebu Is., The Philippines. Cargo shipped to Cebu Is., second largest city and port in The Philippines, will ride on roll-on, roll-off feeder ships from Manila on a bi-weekly basis.

Chicago

In a letter of appreciation, the president of the Retail Clerks International Union based in New York, commended 10 Great Lakes Seafarers for picketing the Chicago warehouse of the Florsheim Shoe Corp. on strike from June 9 to June 19 until a union contract was negotiated.

The letter from Sidney Heller said: "As you may be aware your organization is assisting us in the Florsheim strike. The actual strike is in New York City and we have extended it to the company's Chicago plant."

"Your people in Chicago have been just great and in addition, in thanking you for your cooperation, I particularly want to commend the following for their assistance and dedication on the Chicago line: Steward George L. Pellman, ABs Danny Storce, Bill Warenton and Bruce Modaho, Oiler Ray Paler and OSs Bill Gavala, Robert Anderson, Willy Tolbert, Dan Newbury and Rudy Pellinat."

Mobile

Waterman Steamship Corp. has contracted with a New Orleans shipyard to build 125 barges worth \$8.8-million for its LASH ships.

Detroit

MARAD has awarded a \$168,000 research contract to a firm for a 12-month study to identify and evaluate U.S. flag shipping service opportunities between the Great Lakes and other world trade sectors.



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.



Above photo shows model of what completed riverboat *Mississippi Queen* will look like. Photo inset shows Rep. Leonor K. Sullivan (D-Mo.) christening the new boat which was built under Title XI of the Merchant Marine Act of 1970—legislation which SIU members' SPAD contributions helped to enact. The *Mississippi Queen* could mark the beginning of a new era of steamboating on America's inland waterways.

Christen Paddlewheeler Mississippi Queen

The *Mississippi Queen*, the first steel stern paddlewheeler, steam-powered riverboat to be built for overnight passenger excursions in 50 years, was christened recently at the Jeffboat, Inc. Shipyard on the Ohio River at Jeffersonville, Ind.

The new boat, under contract to the SIU, was christened with the traditional bottle of champagne by Rep. Leonor K. Sullivan (D-Mo.), chairman of the House Merchant Marine and Fisheries Committee. Mrs. Sullivan said that the new riverboat would provide "a new way for the current generation to see mid-America and stop at the small river towns. This is something purely American."

The steel constructed riverboat, built under Title XI of the Merchant Marine Act of 1970, is owned and will be operated by the Delta Queen Steamship Co. of Cincinnati, Ohio. This company presently operates the 49-year old wooden riverboat *Delta Queen*, which annually steams 35,000 miles between

14 states calling on scores of small river towns as well as the major ports of New Orleans, St. Louis, Cincinnati, Memphis and Pittsburgh. The company has pledged that the new riverboat will not replace the *Delta Queen* but is hopefully only the first in a new line of sophisticated paddlewheelers capable of carrying twice the number of passengers presently handled by the *Delta Queen*.

Although not completely finished, total construction costs for the *Mississippi Queen* will hit a projected \$18 million. She will be equipped with a swimming pool, gymnasium, sauna, movie theater, calliope, bars and 218 staterooms, described as "grand as those in the Cunard Line's *Queen Elizabeth II*." She will be able to accommodate 400 overnight passengers.

The *Mississippi Queen's* maiden voyage is set for Mar. 2, 1976, which may mark the beginning of a whole new era in steamboating on America's inland waterways.

Widower With Children May Get S.S. Survivors Benefits

by A. A. Bernstein
SIU Welfare Director

A widower with one or more children in his care may be eligible for Social Security survivors benefits under a recent decision of the U.S. Supreme Court.

Widowers can get information about applying for the benefits by calling or writing any Social Security office.

Under the court decision, a widower taking care of his wife's children can get monthly survivors benefits on her record if she worked long enough in jobs covered by Social Security. Previously, a widow with children in her care could get survivors benefits, but a widower could not unless he proved he was dependent on his wife and was either 60 or over, or 50 to 60 and disabled.

A widower's survivors benefits can be affected by his earnings, and only about 15,000 widowers are expected to get payments under the court decision.

Children continue to get social security survivors benefits on either their mother's or father's record.

Generally a widower who doesn't re-

marry can get survivors benefits until the children in his care are 18. If there are sons or daughters 18 or over who were severely disabled before 22, he can get benefits as long as they're disabled and cannot work.

The amount of a widower's monthly survivors benefit is based on his wife's average earnings over a period of years, and it may also be affected by his earnings. He can earn \$2,520 or less for this year and still get his full Social Security benefit. Over \$2,520, his benefit will be reduced by \$1 for each \$2 earned—but no matter how much he earns for the year, he can get his full Social Security benefit for any month he neither earns \$210 nor does substantial work in his own business.

The children in a widower's care can get Social Security checks until they're 18, or 22 if they're full-time students and remain unmarried. The amount of their monthly social security payments may be affected by their earnings but not by their father's earnings.

The Social Security Administration is an agency of the U.S. Department of Health, Education and Welfare.

Recertified Bosun Buried at Sea



The ashes of Recertified Bosun William C. Riley are committed to the deep by (left) Recertified Bosun David H. Berger of the containership *S-L McLean* on Mar. 15 as (right) Chief Mate Harold A. Stumme stands reverently by.

USPHS Seetime Requirement

Inquiries have been made recently by a number of Seafarers concerning hospital care in a non-USPHS facility. Before spelling out the procedure for receiving care in a non-USPHS facility, it is important that all Seafarers should know the sea service requirement in order to receive care in any health facility.

(1) A seaman must have completed at least 60 days of sea service aboard a vessel. This service may consist of short periods provided that no break in service exceeds 60 days, unless a seaman is taken sick or is injured while actually employed on board a vessel. He is then eligible for treatment for the illness or injury without regard to the length of sea service. . . .

(2) The 60 days of service may also include time spent in certain maritime programs, including a seaman-trainee in a maritime training program.

(3) Application for medical care must be made within 90 days following the last day of sea service unless:

(a) a seaman can show that he has been unable to ship out because of economic conditions affecting the shipping industry and he has not changed his occupation.

(b) a seaman can show that he has not changed his occupation and has been under medical care since his last sea service.

If a Seafarer is too ill or badly injured to travel to a Public Health facility he or someone acting in his behalf must request authorization for the emergency care from the Director/Medical Officer in Charge of the nearest USPHS Hospital, Outpatient Clinic or Contracted Physician. This request may be made by telephone or telegram.

When the Medical Officer in Charge is satisfied that the seaman is eligible and his condition is a true emergency, he will grant authority for the requested care and the USPHS will assume responsibility for all bills. However, unless this request for authorization is made within 48 hours of seeking treatment, the USPHS may refuse to pay for any of the medical services rendered.

Seafarers should also note that the SIU Welfare Plan does not cover medical expenses incurred by members eligible for USPHS care. If the USPHS refuses to pay for emergency care given at non-USPHS facilities because a Seafarer failed to notify the facility, then the Seafarer will be responsible for all bills for the care.

Photos Came Late

The Seafarers whose photographs appear below are the fathers of two of the SIU's \$10,000 College Scholarship winners. Their photographs arrived too late for publication in the May issue of the Seafarers LOG.



Seafarer Lonnie Cole, father of Scholarship winner Cynthia Marie Cole, has been a member of the SIU since 1947. The 49-year old Seafarer sails as both able-seaman and bosun. He and his family make their home in Asheboro, N.C.



Lawrence Bernard, father of Scholarship winner Barbara Bernard, has been a member of the SIU-affiliated Inland Boatmen's Union since 1962. Prior to that he had also sailed with the SIU. At the present time, Brother Bernard is employed with Great Lakes Towing and is specially skilled as a salvage diver. He and his family make their home in Trenton, Mich.

Important Information

Members should be sure that they have designated a beneficiary when filling out a new, revised beneficiary card.

Without this important information, any claim for a death benefit will be delayed and possibly denied. If you wish to change your designated beneficiary, simply fill out another beneficiary card indicating the person's name and your relationship to him/her. In the event of your death, the person listed as your designated beneficiary on the last beneficiary card or claim form you filed will be eligible for any due benefits.

It is also important that members advise the Union of a current phone number where, in case of an emergency, you or your family can be reached, or where a message can be left.

AT SEA



SS Del Sol

In a letter sent to the SEAFARERS LOG recently, Seafarer George P. Hamilton wrote:

"Today aboard the *SS Del Sol* in the North Atlantic Ocean, Lat. 8-07N, Long. 22-17W, the ashes of Seafarer Ernest R. Bright, 65, were scattered over the sea!

"Brother Bright had been a member of the SIU for 30 years sailing in the engine department.

"The urn containing the remains of Brother Bright was brought to the captain by his widow. Before the ship departed New Orleans, Mrs. Bright stated that the wish of the deceased was to have his ashes scattered over the sea where he spent the majority of his life.

"During the service the urn sat on a new American flag draped over a fresh sheet of plywood prepared by the carpenter.

"The sky was clear and beautiful. The winds were variable and the sun shone brightly over the proceedings.

"The master, James L. Conner, Jr. directing the service, read a special letter commemorating the service of Brother Bright in the U.S. merchant marine, led the crew in prayer and committed his body to the deep!

"Since Brother Bright had been a member of the unlicensed personnel, the captain felt that it would only be fitting for the ship's chairman, Recertified Bosun Malcolm B. Woods to scatter the remains.

"Gathering on the stern before the service various brothers were discussing having sailed with Brother Bright before. They all stated that he was a good Union man and shipmate.

"As his remains were washed under by the wake of the vessel bound for Africa, I could only think that it would be a proper burial for all seamen!"

SS Ogden Challenger

On the Fourth of July, the tanker *SS Ogden Challenger* (Ogden Marine) left the Med with 30,000-tons of crude destined for a U.S. Atlantic Coast port.

SS Robert E. Lee

The LASH *SS Robert E. Lee* (Waterman) on July 10-20 hauled 5,500-tons of bagged rice from the Gulf to the Bangladesh ports of Chittagong and Chaina.

SS Golden Dolphin

Recently the turbo tanker *SS Golden Dolphin* (Westchester Marine) carried 90,000-tons of crude from the Persian Gulf to a California port.

SS Inger

Recently Headquarters received a communication from the ship's committee of the *SS Inger* (Reynolds Metals Co.) concerning an article they had read in *Time* magazine regarding President Ford's pocket veto of the Energy Transportation Security Act of 1974. The men were upset that a picture accompanying the story showed a foreign-flag supertanker unloading off shore onto another foreign-flag ship.

The ship's committee on the *Inger* is obviously aware and concerned about the present state of affairs in the maritime industry. The men also know the effect legislation can have on the U.S. merchant marine and why it is important to constantly keep abreast of current events and involved in political action. The *Inger's* communication also requested any other pertinent information and ideas from Headquarters which could remedy this situation. Their message has been duly noted, and all SIU members are strongly urged to stay apprised of all events which can affect the SIU or the American merchant marine.

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

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CITY STATE ZIP

Mrs. Ingei Burke, wife of the late Seafarer Billy Burke, fills out clinic form as Phyllis Gallo, in charge of medical records, assists. Family day at the SIU clinic at Headquarters is every Thursday.



Seafarer's wife, Mrs. Dushanska DiCupe takes jacket off her cute five-month old son so doctor can conduct examination. All Seafarers and their dependents are eligible for free, yearly checkups at SIU clinics throughout the country.



Family day at the Clinic means an eye examination for Mrs. Rhonda Wallace, wife of Seafarer Harold Wallace. Conducting exam is Dr. Richard Brigham.



Family Day at Headquarters Clinic — Seafarers' Dependents Get Free Services

EVERY Thursday afternoon at the Medical Clinic at Union Headquarters is set aside for family day—a day on which the dependents of SIU members can come to the clinic and receive many free medical services. Both wives and dependent children up to 19 years of age are eligible to receive many basic examinations, and some minimal treatment.

On family day a pediatrician and gynecologist are available to examine children and women. For example, during a child's first year of life he must have certain immunizations; these are available at the clinic on family day. Also, yearly physicals and check-ups, which often are required by high schools, are also available.

Women may be examined by the

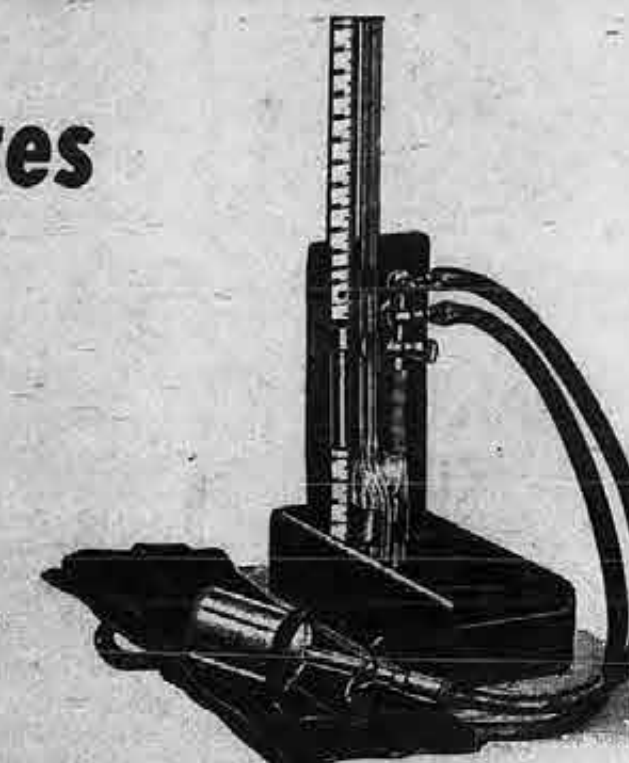
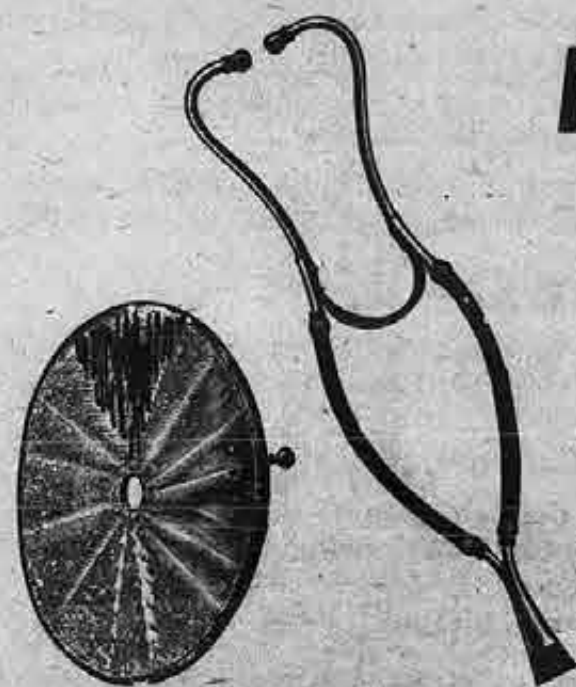
gynecologist, and those over 45 years of age may also take an electrocardiogram (EKG). Other services provided are: chest x-ray (not for children, unless necessary); eye examinations; a check-up for the heart and lungs,

and blood and urine tests in the laboratory.

The free medical services provided at the clinic are mainly diagnostic in nature, however there is some minimal treatment available for colds and such minor ailments. If any further treatment or surgery is needed, the clinic will refer the dependent to another physician if he or she hasn't a personal doctor already.

Dependents of Seafarers should take full advantage of these many services. They are, of course, also available for all Seafarers, and the medical clinic at Headquarters, and the clinics in the out ports, are just part of the benefits of being an SIU member.

All SIU members and their dependents are urged to utilize these free medical services.



Seafarer Harold Wallace fills out clinic forms for himself, his 10-year old son Andrew and six-year old daughter Natasha. Clinic Receptionist is Jean Dreher, at right.



At the Clinic's family day, Pediatrician Dr. Andreas Kouras examines pretty Ying Amat, as mom, Mrs. Paulette Amat looks on. Paulette is the wife of Seafarer Ahmetbin Amat.



Worried looking three-year old Roderick Rodriguez is examined by Dr. Andreas Kouras at the SIU clinic on family day. Boy's mom holds his hand for reassurance.



Mrs. Vera Ledesma holds sterile cotton to her arm after blood sample was taken during her annual checkup at the SIU clinic at Headquarters.



Lab Technician Fred Howard takes blood sample from young Yolanda Diaz. She is the teenage daughter of Seafarer Felix Diaz.



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.

Chinese Seaman Gets 30 Years for Heroin Smuggling

A Chinese seaman from Hong Kong was sentenced last month to a maximum term of 30 years imprisonment for conviction of heroin smuggling and possession of heroin with the intent to distribute it.

The seaman was arrested last December in Port Elizabeth, N.J. after disembarking from a freighter. When he was apprehended by Customs Patrol Officers he had in excess of one and one-half pounds of brown rock heroin concealed beneath his clothing. The heroin was estimated to have a street value of \$50,000.

At his trial the seaman admitted to concealing the package on board ship and under his clothing, but he denied knowing that the packages contained the heroin. He was found guilty by a jury after a two-day trial.

In imposing the maximum penalty, the presiding judge stated that his interest was in the deterrent effect which he hoped the sentence would have upon would-be heroin smugglers.

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.

MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Sept. 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Sept. 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Sept. 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Sept. 11	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Sept. 11	2:00 p.m.	—	—
Detroit	Sept. 12	2:30 p.m.	—	—
	Sept. 15	—	5:00 p.m.	—
Houston	Sept. 15	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Sept. 16	2:30 p.m.	5:00 p.m.	—
Mobile	Sept. 17	2:30 p.m.	5:00 p.m.	—
San Francisco	Sept. 18	2:30 p.m.	—	—
Wilmington	Sept. 22	2:30 p.m.	—	—
Seattle	Sept. 26	2:30 p.m.	—	—
Piney Point	Sept. 13	10:30 a.m.	10:30 a.m.	—
Columbus	Sept. 20	—	—	1:00 p.m.
Chicago	Sept. 16	—	5:00 p.m.	—
Port Arthur	Sept. 16	—	5:00 p.m.	—
Buffalo	Sept. 17	—	5:00 p.m.	—
St. Louis	Sept. 18	—	5:00 p.m.	—
Cleveland	Sept. 18	—	5:00 p.m.	—
Jersey City	Sept. 15	—	5:00 p.m.	—

Politics Is Porkchops
Donate to SPAD



An Unresponsive Administration

It has now been over six months since the Ford Administration announced the formation of an inter-agency task force to explore the means of assisting the depressed U.S. tanker industry. And, although representatives from all segments of the maritime industry proposed specific solutions in a meeting with President Ford and his advisors last March, to date the Administration has proposed no policy responsive to the industry's needs or requests.

Despite the Ford Administration's professed interest in the state of the U.S. maritime industry, the actions (and non-actions) taken by the President himself and others in his Administration, clearly show us that so far his concern for the American seaman, shipyard worker and longshoreman has been just lip service.

Last December, with the U.S. tanker industry already slumping, due to various national and international developments, President Ford pocket-vetoed the Oil Cargo Preference Bill. The veto of this bill, which would have guaranteed that a certain percentage of oil imports be carried on U.S.-flag ships, was just about the final nail in the tanker industry's coffin.

When representatives from the maritime industry met with the President and his advisors in March, SIU President Hall, speaking for the maritime unions, shipowners and shipbuilders at the meeting, submitted two proposals which could have, if implemented, brought immediate relief to the industry.

- A Presidential Order requiring oil importers to use U.S.-built and U.S.-manned tankers for oil products coming into the United States to the extent that U.S.-flag tankers are available at fair and reasonable rates, and

- A Presidential Order granting an exemption from import fees to importers using American-built and American-manned ships.

A month later, after informal meetings were held, a second paper was presented to two members of the Administration, the Director of the Budget and the Secretary of Labor. Although various alternative formulas were discussed internally by the Administration, to date, after another four months has passed, nothing has been done on any of the proposals.

Recently, to add insult to injury, the Administration, in an attempt to further its political aims, has entered into another possible grain deal with the Soviet Union, similar to the one of 1972. Three years ago, when the terms of the first grain deal were worked out, it was agreed that the U.S., Russians, and "third-flag" vessels would all equally share the grain cargo between the two countries. U.S.-flag vessels wound up with about 11 percent of the total cargo, or about one-third of the one-third it was entitled to carry.

On top of this, the Soviet-controlled merchant fleet, 100 percent government-subsidized, has become the most ruthless, rate-cutting fleet on the high seas. If their rate-cutting practices are allowed to continue unchecked, they may succeed in bringing about the complete economic destruction of the U.S. merchant marine.

It is this schizophrenic attitude on the part of the Ford Administration—talking one way and acting another—that quite frankly is confusing us. If the Administration is indeed interested in the welfare of the maritime industry, as it claims it is, in the year's time since it came to power it hasn't shown it. It is now time for some concrete action; we've already had too many promises.

Letters to the Editor



Scholarship Winner Thanks SIU

The \$10,000 Seafarer's Scholarship award is a great honor to be bestowed upon my family and myself. We wish to thank the SIU for this scholarship. With this grant I can continue my formal education and reach my educational goals. The SIU Scholarship Program is a wonderful program which can open the doors of opportunity for its members and their families. I thank the organizers and administrators of the Scholarship Program for giving me such an opportunity.

As for my choice of college, I have applied and been accepted to the Polytechnic Institute of New York.

Again, I wish to say thank you for such a privilege and an honor.

Sincerely,
Edward Ghabert
Brooklyn, N.Y.

Good Representation

I was recently involved in an unjust beef aboard the *San Juan* that almost cost me my job. However, when the ship came into port, the SIU patrolman who came aboard thrashed the matter out and once again came through as the SIU always does. I am very proud of the way our Union officials stand up for the membership. And I am proud to be a member of the SIU for the last 30 years.

Fraternally,
Frank Szwestka
SS San Juan

Thanks Medical Staff

I wish to thank the entire staff at the Seafarers Medical Center at Headquarters for their concern and dedicated action taken in my behalf during my recent illness. Also, special thanks to SIU Dr. J. SanFilippo for his daily visits while I was laid up in the intensive care unit of the Lutheran Medical Center in Brooklyn, N.Y. I am now recuperating at the USPHS hospital on Staten Island.

Fraternally,
Charles Martinussen

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SEAFARERS LOG

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AFL-CIO

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Digest of SIU



Ships' Meetings

ARECIBO (Puerto Rico Marine), June 8—Chairman, Recertified Bosun Eugene Dakin; Secretary J. G. Guilles; Educational Director David Manafe; Deck Delegate Howard Knox. \$14 in ships fund. No disputed OT. A wire was sent to President Ford expressing the crew's gratitude on his action in regard to the *Mayaguez* incident. All items brought up at the safety meeting were taken care of. Chairman explained how to find your way by feel when in a smoke filled area. Everything running smoothly.

OVERSEAS TRAVELER (Maritime Overseas), June 29—Chairman, Recertified Bosun Arne Hovde; Secretary Jasper G. Andersen; Educational Director R. Honeycutt; Engine Delegate Robert Sawyer; Deck Delegate Charles Naitte; Steward Delegate Robert Rowe. No disputed OT. A vote of thanks to the membership for good conduct aboard the vessel for the entire voyage. A vote of thanks to the steward department for good meals and excellent service.

BOSTON (Sea-Land Service), June 29—Chairman, Recertified Bosun L. E. Joseph; Secretary J. Keno; Educational Director R. Chamberlin. A radiogram was received on June 17 from Headquarters informing the crew of some of the major gains in our new contract. A special meeting was called that evening and the contract was accepted unanimously by the entire crew. An extended vote of thanks to the negotiating committee. All radiograms received from Headquarters were posted.

OGDEN YUKON (Ogden Marine), June 15—Chairman, Recertified Bosun H. Weaver; Secretary O. Frezza; Deck Delegate Arthur Trotter. \$43 in ships fund. No disputed OT. All communications received were posted. A vote of thanks to all crewmembers for a fine trip from the steward department. A vote of thanks from crew to steward department for a job well done. Next port Piney Point.

PITTSBURGH (Sea-Land Service), June 15—Chairman, Recertified Bosun D. Pressly; Secretary I. Buckley; Educational Director M. Sullivan. \$60 in ships fund. Some disputed OT in deck and engine departments. Held a discussion on the new contract pending, the use and purpose of SPAD and on all communications received. A vote of thanks to the steward department. Everything running smoothly.

IBERVILLE (Waterman Steamship), June 29—Chairman, Recertified Bosun E. W. Nicholson; Secretary P. Garland; Educational Director Edgar Armstrong. Held a discussion on the new wage contract and all members agreed it was a job well done. Some disputed OT in deck and engine department. A vote of thanks to the steward department for a job well done. A vote of thanks to the bosun and day man for a good job on painting the messhalls. Next port Charleston, S.C.

SEA-LAND MC LEAN (Sea-Land), June 20—Chairman, Recertified Bosun J. Richburg; Secretary R. Sadowski; Educational Director K. Katsalis; Deck Delegate Lonnie Cole. Reported on the telegram received from Headquarters on the new contract gains and called for a discussion of same. \$30 in ships fund. No disputed OT. Next port Hong Kong.

DELTA SUD (Delta Steamship), June 15—Chairman, Recertified Bosun Homer O. Workman; Secretary R. M. Boyd. No disputed OT. Chairman spoke on the new contract and all agreed it is the best contract we ever had and want to thank everyone who had anything to do with it. Chairman explained to the crewmembers the reasons for voluntarily giving to SPAD and the Captain was well pleased with the crew and their safety record. A vote of thanks to the steward department for a job well done. Next port Salvador.

ELIZABETHPORT (Sea-Land Service), June 29—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able; Steward Delegate Joseph Powers. \$89 in ships fund. No disputed OT. The new contract was explained and accepted by all. A vote of thanks to the conference delegates and the Union officers for getting us a fine contract. A vote of thanks to the deck department for keeping the messroom and pantry clean. Next port Genoa, Italy.

OVERSEAS NATALIE (Maritime Overseas), June 29—Chairman, Recertified Bosun A. Anderson; Secretary W. Deskins; Steward Delegate R. Davies. Chairman sent a telegram to Headquarters thanking them for their efforts in our behalf on the new contract and our acceptance of same. A talk was given by the chairman and many questions were made and answered in the discussion about our Union and its operation. Everything running smoothly.

OAKLAND (Sea-Land Service), June 1—Chairman, Recertified Bosun J. A. Shortell; Secretary C. N. Johnson; Educational Director L. Kartunnen; Engine Delegate Charles H. Jackson; Steward Delegate Charles J. Mehl. Chairman reported that a radiogram was sent to President Ford for the quick action that he took in regard to the *Mayaguez*. \$2.35 in ships fund. Some disputed OT in deck department. Everything running smoothly.

MAYAGUEZ (Puerto Rico Marine), June 23—Chairman, Recertified Bosun Jacob Levin; Secretary R. Campbell. Chairman spoke on the new contract and all members agreed it is the best. Everyone hoped that negotiations would continue with regard to the new pension plan to include those already on pension. Some disputed OT in steward department. Observed one minute of silence in memory of our departed brothers.

SEA-LAND ECONOMY (Sea-Land Service), June 15—Chairman, Recertified Bosun A. E. Bourgot; Secretary L. Nicholas; Educational Director J. M. Glenn; Deck Delegate J. P. Pettus; Engine Delegate I. Galeas; Steward Delegate P. L. Hunt. No disputed OT. The new contract was read at a special meeting and it was received with much praise for the officials and delegates who participated in the foreclosure of this outstanding document. Chairman suggested that crewmembers donate to SPAD. It was recommended that a telegram be sent to headquarters and port delegates for an outstanding job on the contract. Crewmembers wish to go on record to state the new contract is the best thus far in the history of this Union. Next port Jacksonville.

TAMPA (Sea-Land Service), June 22—Chairman, Recertified Bosun G. Castro; Secretary S. F. Schuyler; Educational Director P. Kanavos. \$20 in ships fund. No disputed OT. Chairman G. Castro made a motion for all members of the *SS Tampa* to raise their arm if they have accepted the ratification of the new contract. This motion was seconded by S. F. Schuyler, secretary, and all 28 brothers responded by saying yes. A vote of thanks to the steward department for a job well done. Next port San Juan.

SEA-LAND COMMERCE (Sea-Land Service), June 22—Chairman L.G.G. Reck; Secretary Gus Skendelas; Educational Director Smead Williams; Engine Delegate John Wright. \$126 in movie fund. Some disputed OT in engine department. Copies of the new contract were xeroxed by the chairman and given to each department. The crew was very pleased with the new contract and gave a vote of thanks to the negotiation committee for a job well done. Chairman suggested that crewmembers give to SPAD to help pass bills that will help shipping. A safety meeting was held and is always open for anyone who wants to attend. A vote of thanks to the steward department for a job well done. Next port Seattle.

DELTA PARAGUAY (Delta Steamship), June 15—Chairman, Recertified Bosun George A. Burch; Secretary W. J. Miles; Educational Director Frank W. Chavers; Steward Delegate Milton J. Phelps. Chairman advised all when filing for benefits please make sure to sign all forms to avoid delay in payments. \$3.50 in ships fund. No disputed OT. Telegram was received from Headquarters and was read to membership at this meeting. Observed one minute of silence in memory of our departed brothers. Next port Abidjan.

SAN FRANCISCO (Sea-Land Service), June 1—Chairman, Recertified Bosun Sven Jansson; Secretary O. Smith; Educational Director Guymon. Secretary reported on the conference that was held at Piney Point regarding upcoming negotiations and the need to voluntarily donate to SPAD. \$22 in ships fund. No disputed OT. Everything running smoothly.

SEA-LAND FINANCE (Sea-Land Service), June 15—Chairman, Recertified Bosun J. Pulliam; Secretary Herb Knowles; Deck Delegate J. Long; Engine Delegate Steve Mooney; Steward Delegate J. Smith. A telegram was received from Headquarters in reference to the contract, it is posted on the bulletin board for everyone to read. Looks like it will be a good contract; will find out more about it when we get into Port. Everything running smoothly.

DELTA ARGENTINA (Delta Steamship), June 12—Chairman, Recertified Bosun Arthur McGinnis; Secretary J. Sumpter; Educational Director H. Sanders. It was suggested that crewmembers donate to SPAD at payoff. A telegram was received from Headquarters stating a special meeting is to be held in all ports on Saturday, June 14, 1975 to ratify new agreement. All members were urged to attend. Some disputed OT in deck and steward departments. Everything running smoothly.

EAGLE TRAVELER (Sea Transport), June 15—Chairman, Recertified Bosun Roy S. Theiss; Secretary J. G. Lakwyk; Educational Director Leonard Nixon; Steward Delegate Robert Cotton. First order of business was a minute of silence in memory of our departed shipmates who passed away, one in Egypt on board and one in the hospital. Some disputed OT in deck and steward departments.

TRANSCOLUMBIA (Hudson Waterways), June 15—Chairman, Recertified Bosun Jack Kingsley; Secretary T. Ullisse; Educational Director John Meo; Deck Delegate Pedro Alma; Engine Delegate Stanley Phillips; Steward Delegate Gilbert Murray. To start up a ships fund requested one dollar from each man. Some disputed OT in engine department. The special Seafarers LOG on the new contract recommendations was read and the special meeting wire from Headquarters on contract negotiations was also read. Everything running smoothly. Next port Piraeus, Greece.

OVERSEAS ALEUTIAN (Maritime Overseas), June 23—Chairman, Recertified Bosun J. Koen. All crewmembers agreed to accept the new contract, none were opposed. Everything running smoothly.

ULTRASEA

AQUADILLA
MONTPELIER VICTORY
VANTAGE DEFENDER
ST. LOUIS
TAMARA GULDEN
GUAYAMA
STONEWALL JACKSON
PANAMA
MERRIMAC
ANCHORAGE
MOUNT EXPLORER
THEFIS
SUGAR ISLANDER

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

GEORGE WALTON
ROBERT TOOMBS
OGDEN CHALLENGER
CHARLESTON
SEA-LAND MARKET
GOLDEN DOLPHIN
COLUMBIA
BRADFORD ISLAND
JOHN PENN
MOUNT WASHINGTON
SHENANDOAH
TRANSCOLORADO
OVERSEAS JOYCE

AMERICAN EXPLORER
BEAUREGARD
PORTMAR
LOS ANGELES
SAN JUAN
SCHUYLKILL
SEA-LAND CONSUMER
DELTA MEXICO
OVERSEAS ALICE
PORTLAND
POTOMAC
WILLIAMSBURGH
OVERSEAS ARCTIC

BETHFLOR

DELTA NORTE
LONG BEACH
OVERSEAS JUNEAU
OVERSEAS ULLA
FORT HOSKINS
DELTA URUGUAY
CAROLINA
JACKSONVILLE
SEA-LAND EXCHANGE
JOHN TYLER
NEWARK
WALTER RICE
VANTAGE HORIZON

A Few Kind Words About Our Pencil

Have you never hand whittled
a pencil to a long fine point.
Ah! What a skill to have learned.

Have you never stirred the ice
In your tippie with a pencil
for the want of a swizzle stick.

Have you never browsed through
the dictionary with your teeth
clamped around a pencil.

Do you doodle, compose graffiti,
work the crosswords, then slip
your typewriter behind your ear
while you slurp a can of beer.

Do you pack your Underwood
to the bar to jot down
a beautiful number.

Have you never scratched with pencil
that most unreachable spot
between your shoulder blades.
It's the greatest but one.

Max Katzoff

Sequence

She came
to me spiritually
put her hand on my arm
and waited
until I relaxed.
I looked at her
deeply
and finally decided
to reveal her effect.
Loving
we came to
a plateau of emotion
settled with reasons
like miniature forms.
Traveling on was
not hard
after sundown.

Kamin Lambertson

Memories of You

I can see you standing there
With the sun catching highlights of your hair
Or running down the beach
And lying close within my reach
While you are far from me
You are close in memory
You are near to me
For you are in my mind to see.

Dean R. Wooster

Seafarer Veteran

The old man sits in his easy chair
His gaze is fixed on empty air
To you who look, there's nothing there
Not so for him while life's still there.
He sees again his boyhood days
With little work and lots of play
Again when he is as a man
He thinks that life it has began.
The years they come, and quickly go
His hair is white as winter snow
They think he's full of fancy's now
When he sits so still as he's sitting now.
For he sees again the passing years
With all their laughter and their tears
The ships that he has sailed upon
To distant lands and home again.
The shipmates that once he knew
The jolly lads of a goodly crew
He's not forgotten how in the night
That torpedoed ship a ghastly sight
The men that perished neath the wave
Who are resting now in a sailor's grave.
Just an old man's fancy you affirm
You are young with much to learn
For that old man still has his dreams
And lives again the things he's seen
While you are but an empty clod
Who knows but little of the will of God.

Harold Lockhart

Wandering the Seas

S.I.U.

I
I made a boat of paper.
And sailed it down the stream
That was, when I was just a kid.
And had a foolish dream.

II
I pretended I was captain
The chief mate, and all the crew
And as I watched, my paper boat
I sailed into ports all new.

III
I thought of far away places.
And wished that I could go
To visit all those pretty spots.
I saw in the picture show.

IV
Soon I grew up to be a man
And sailing I did try.
I joined the S.I.U. in Baltimore
This story is no lie.

V
I sailed for twenty years or more
And saw those ports so fine.
Then suddenly I grew very old.
For I had forgotten about time.

VI
This most wonderful experience
Is something money cannot buy.
My advice to every lad
And I give it with a sigh.

VII
If you want to sow your wild oats.
And still travel with the best
To see the world, and learn an art.
Not to mention all the rest.

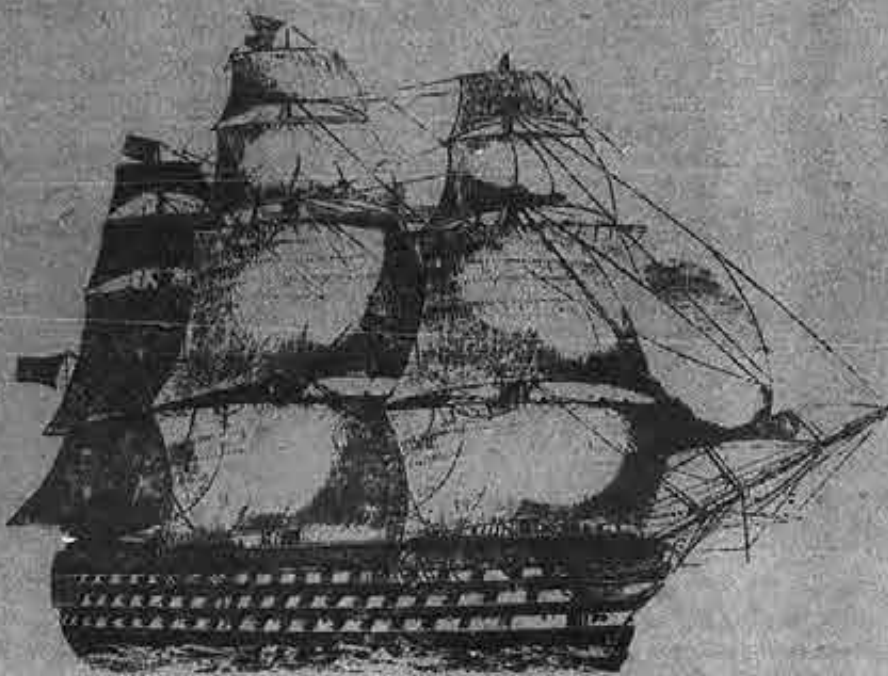
VIII
Then unite with a union
With brothers good, and true.
You sign on a clean ship.
When you join the S.I.U.

James C. Mitchell

San Juan

It's not conflict, it's something else seething suspicion
Everyone so up tight in anticipation
An atmosphere of danger within the imagination
San Juan so beautiful, yet so fragile
Like cherry blossom shaken by the first breeze
That cascades from Springtime trees.
We're all escape artists I guess
Vomit in the street we recognize the mess
Cross over circle round out of reach
I disturbed always head for the beach
Yet trying to escape I find
The beach has the same feel as the city I've left behind
It's not an English beach on a December day
With only seagulls screaming in their quarrelous way
But everything else relaxed and orderly
The waves here seem to crash with more force, frighteningly
The wind though warm blows incessantly
Throughout the whole area everything is watchful
Perhaps it's because I'm unnerved, ill at ease
That everything seems to be watching and waiting like me
Spider crabs on the rocks watching with their bulbous eyes,
Suddenly dashing sidelong into the pools or crevices
Shrimps and tiny fish in rock pools torpedoing into the sand
Shelled creatures withdrawing into their Atlantic toughened shells
Lizards on the sand streaking into the vegetation
Leaving one staring at a line with dots each side
In the sand that marks the route of a tail and four fast nervous feet
Their very nervousness makes me more jumpy
I start clambering up the rocks away from the beach
Suddenly halfway up I see a Hermit crab
With a newly acquired shell he hasn't grown into
I look at him and he eyes me from it's portal uncomfortably
Perhaps even asking what I am doing here with a life I haven't grown into
And here we are about as far from the top as the bottom
Feeling our way uncomfortably along a ledge on the rock face
Bound by fear seeking unknown objectives.

Tony S. D. Finley



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

198 Have Donated \$100 or More to SPAD

The following Seafarers, 198 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1975. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions.) Three who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, one has contributed \$300, and one \$500. For the rest of the year, the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming years our political role must be maintained if the livelihoods of Seafarers are to be protected.

Honor Roll

Abrams, R. A.	Castrover, J.	Hardin, J. V.	Muwallad, M. A.	Rondo, C. P.
Adams, W.	Compton, W.	Haaf, M. A.	Myers, J.	Royal, F.
Air, R. N.	Cirignano, L.	Hernandez, R.	Napier, D. E.	Ruhl, M.
Algina, J.	Cohpton, W.	Honeycutt, R.	Neira, L.	Sacco, J.
Allen, J.	Conklin, K.	Ingelbrigtsen, E. S.	Nelson, J.	Sacco, M.
Almasco, B.	Connolly, M. W.	Iovino, L.	Paladino, F.	Salazar, H.
Anderson, D.	Corletta, P.	Jackson, C. D.	Papuchis, S. J.	Seabron, S.
Anderson, E.	Coutant, W. E.	Jenkins, W.	Paradise, L.	Selzer, R.
Anderson, J. E.	Curtis, T.	Jones, L.	Parkin, G. C.	Selzer, S.
Aronica, A.	Davis, J.	Jordan, R.	Parrish, J. H.	Shappo, M.
Aubusson, E.	De Guzman, P.	Justus, J.	Parsons, L. R.	Shepard, E.
Avery, R. H.	Didomenico, J.	Kanoa, M.	Payne, O.	Smith, H. C.
Babkowski, T.	Di Giorgio, J.	Kelly, C.	Pazos, J.	Spencer, G.
Batchelor, A.	Dolgen, D.	King, S.	Peralta, R.	Spiegel, H.
Bathia, N. N.	Drozak, F.	Koen, J.	Perez, J.	Spuron, J.
Baum, A. J.	Drozak, P.	Kusumato, K.	Peth, C.	Stephens, C.
Bellinger, W.	Ducote, C.	La Haye, F.	Porter, J.	Surrick, R. H.
Berger, D.	Dwyer, J.	Lee, J. F.	Reinosa, J.	Tanner, C.
Bergeria, S.	Edwards, R.	Leeper, B.	Rettenbacher, W.	Taylor, F.
Bernstein, A.	Elberson, N.	Lewis, J.	Richardson, N.	Telegados, G.
Blanton, M.	Ellis, P. D.	Lilbedahl, H.	Riddle, D.	Terpe, K.
Bluit, J.	Farnen, F.	Lindsey, H. S.	Riley, E.	Therman, E. W.
Bonefont, J. D.	Fay, J.	Loleas, P.	Robertson, L.	Troy, S.
Bonser, L.	Ferreira, J.	Lomas, A.	Robertson, T.	Troxclair, H.
Boudreau, R.	Fischer, H.			Tyler, E.
Boyle, C.	Florous, C. D.			Vaughan, R.
Boyne, F.	Furukawa, H. S.			Walsh, J.
Brand, H.	Garcia, R.			Weeks, J.
Brannan, G.	Gard, C. L.			White, W.
Brown, G.	Gentile, C.			Wilburn, R.
Brooks, S. T.	Gill, F. D.			Williams, L.
Browne, G.	Glaze, R. W.			Wilson, B.
Bryant, B.	Glidewell, T.			Wilson, C.
Butts, W.	Gould, T.			Wilson, J.
Caffey, J.	Guarino, L.			Wolf, P.
Campbell, A.	Guertin, L.			Worley, M.
Campbell, D.	Gutierrez, A. S.			Yarmola, J.
Carbone, V.	Hall, Jr., L.			Zeagler, S.
Carlip, P.	Hall, Sr., W.			Zigler, J.

\$500 Honor Roll

Pomerlane, R.

\$300 Honor Roll

Bubaks, H.

\$200 Honor Roll

Gatewood, L.

Hall, P.

Pulver, E. B.

\$20.00

SEAFARERS POLITICAL ACTIVITY DONATION

675 FOURTH AVENUE BROOKLYN, N. Y. 11232

\$20.00

Date _____

Contributor's Name _____

Address _____ City _____ State _____

S.S. No. _____ Zip Code _____

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 (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. 20402.)

\$20.00

Signature of Solicitor _____

1975

\$20.00

Have You Made Your SPAD Donation This Year?

Seafarers Political Activities Donation (SPAD) Fund-Fighting for Job Security Through Favorable Legislation

HOW DOES SPAD WORK?

SPAD supports and contributes to political candidates for elective office.

Through the support of political candidates whose philosophies and political programs are consistent with Seafarers we may attain laws which promote Seafarers' economic, social, political and trade union objectives—and protect the jobs and job security of American seamen.

Legislation That Affects Your Job

1. **JONES ACT**—Guarantees that all cargo shipped from one American port to another goes on U.S.-flag ships. This Act is constantly being attacked by powerful lobbies in Washington, such as the oil companies. We must be able to fight these attacks.
2. **VIRGIN ISLANDS LOOPHOLE**—We must try to close the loophole in the Jones Act which exempts the Virgin Islands from its provisions. The cargo that is daily shipped from a refinery in the Virgin Islands to U.S. east coast ports, if carried on U.S. ships, would be sufficient to put a major portion of the laid-up U.S. tanker fleet back to work. Presently this oil is moved entirely by foreign-flag vessels.
3. **THIRD FLAG BILL**—This piece of legislation would control the predatory rate cutting of non-national shipping lines which are competing unfairly with our American shipping operators. If these U.S. shipping lines leave certain foreign trades because of the rate cutting, it means less jobs for American seamen.
4. **THREE-WATCH SYSTEM**—Attacks have been made on the three-watch system for voyages under 1,800 miles. Certain groups are trying to switch to a two-watch system thereby endangering the job security and the safety of seamen. We must be able to combat these attacks.
5. **TRADE REFORM ACT OF 1974**—The SIU helped enact provisions in this law covering service industries of which the maritime industry is a part. This means among other things, that the harmful effects that discriminatory trade practices by foreign nations have on U.S. service industries, including maritime, will be considered for the first time at the international trade talks in Geneva this fall.
6. **NAVY ENCROACHMENT**—The Navy has been expanding its operations at the expense of the privately owned, union-manned U.S. merchant marine. We must be able to stop these encroachments such as the Navy's construction of three tugs to "commercial standards". These tugs should be chartered from private operators. The Navy must go to Congress for its funds and SPAD donations are essential to help us fight against the Navy in the halls of Congress.
7. **CARGO PREFERENCE**—If we could get a cargo preference law into effect it would guarantee that a certain amount of U.S. cargo would be carried on American-flag ships. Last year we were successful in getting an oil cargo preference law through Congress but it was pocket vetoed by President Ford.



SPAD IS VOLUNTARY

All contributions to SPAD are voluntary.

The law prohibits the use of any Union money, such as dues, initiation fees, etc., for political activities.

Therefore, the most effective way the trade unionist can take part in politics—and help enact favorable maritime laws such as those above—is through voluntary political contributions to SPAD.

SPAD Means Jobs and Job Security
To Protect Your Livelihood,
Donate to SPAD Whenever You Can

New SIU Pensioners



Consorcio Padios, 67, joined the SIU in the port of New York in 1953 sailing in the steward department. Brother Padios received a Personal Safety Award in 1960 for riding an accident-free ship that year, the *SS Kyska*. He was born in the Philippine Islands and is a resident of San Francisco.



Agustin T. Rosado, 65, joined the SIU in 1944 in the port of Baltimore sailing as a bosun. Brother Rosado had sailed for 33 years and walked the picket line in the Greater N.Y. Harbor strike in 1961. He was born in Cuba and is a resident of Brooklyn, N.Y.



King Sea Koo, 65, joined the SIU in the port of San Francisco in 1955 sailing in the steward department. Brother Koo had sailed for 27 years and received a Personal Safety Award in 1960 for sailing aboard the accident-free ship, the *SS Maiden Creek*. Born in Chekiang, China, which he left in 1943, he is now a resident of San Francisco.



Franklin E. Hughes, 59, joined the SIU in 1944 in the port of New York and sailed as a bosun. Brother Hughes had sailed for 28 years and attended a Piney Point Conference. Born in Georgia, he is now a resident of Houston.



Charles E. Turner, 62, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Turner had sailed for 33 years and received a Personal Safety Award in 1960 for sailing aboard the accident-free ship, the *SS Clairborne*. He was born in Pensacola, Fla. and is a resident of Mobile.



Charles J. Mitchell, 65, joined the SIU in 1939 in the port of Mobile sailing as a chief steward. Brother Mitchell had sailed for 41 years. He was born in Mobile where he is still a resident.



Miguel L. Medina, 64, joined the SIU in 1943 in the port of Baltimore sailing as a fireman-watertender. Brother Medina had sailed for 42 years. He was born in Puerto Rico and is a resident of Houston.



Ah S. Wong, 65, joined the SIU in the port of San Francisco in 1955 sailing as a 2nd cook. Brother Wong had sailed for 28 years and is a naturalized U.S. citizen. Born in Chin Kung Province, China, he is a resident of San Francisco.



John C. Ramsey, 65, joined the SIU in 1944 in the port of New York sailing as a deck engineer. Brother Ramsey had sailed for 31 years and is a veteran of the U.S. Army's 6th Corps of Engineers. Born in Bedford, Va., he is a resident of Franklin, Pa.



Ernest C. Blue, 50, joined the SIU in the port of Frankfort, Mich. sailing as an AB. Brother Blue had sailed for 22 years and is a U.S. Army veteran of World War II. Born in Arcadia, Mich., he is a resident there.



Stanley F. Sokol, 65, joined the SIU in 1944 in the port of San Francisco and sailed as a recertified bosun. Brother Sokol had sailed for 49 years. Born in Poland, he is a naturalized American citizen and is a resident of Brooklyn, N.Y.



Laurence Reinchuck, 53, joined the SIU in 1948 in the port of New York sailing as a bosun. Brother Reinchuck had sailed for 30 years and was a U.S. Navy radio operator in World War II. He is a native of Colchester, Conn. and is a resident of Houston.

ANNUAL REPORT

For the fiscal year ended September 30, 1974

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

(Name of Welfare Fund)

275 20th Street, Brooklyn, New York 11215

(Address of Fund)

to the

SUPERINTENDENT OF INSURANCE 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 has been filed in lieu of pages 7 to 14 of the New York Annual Statement, Part IV—Section A of Form D-2 may be substituted for Page 3 herein.

(2) The Annual Report is required to be filed, in duplicate, not later than five months after end of fiscal year. Address replies to New York State Insurance Department, 55 John Street, New York, New York 10038.

(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 Insurance Department, 55 John Street, New York, New York 10038.

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE

Item	
1. Contributions:	
(Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1)	\$6,865,765.94
(b) Employee	
(c) Other (Specify)	
(d) Total Contributions	\$ 6,865,765.94
2. Dividends and Experience Rating Refunds from Insurance Companies	
3. Investment Income:	
(a) Interest	263,822.82
(b) Dividends	
(c) Rents	
(d) Other (Specify)	
(e) Total Income from Investments	263,822.82
4. Profit on disposal of investments	
5. Increase by adjustment in asset values of investments	

6. Other Additions: (Itemize)	
(a)	
(b) Interest on delinquencies; miscellaneous	1,727.97
(c) Total Other Additions	1,727.97
7. Total Additions	\$ 7,131,316.73

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	\$ 378,439.26
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.)	3,573,865.27
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	
12. Administrative Expenses:	
(a) Salaries (Schedule 2)	49,261.15
(b) Allowances, Expenses, etc. (Schedule 2)	9,000.42
(c) Taxes	3,597.84
(d) Fees and Commissions (Schedule 3)	24,221.31
(e) Rent	7,434.55
(f) Insurance Premiums	400.03
(g) Fidelity Bond Premiums	1,262.90
(h) Other Administrative Expenses (Specify) Tabulating, employee benefits, office expense	25,144.60
(i) Total Administrative Expenses	120,322.80
13. Loss on disposal of investments	
14. Decrease by adjustment in asset values of investments	626,135.97
15. Other Deductions: (Itemize)	
(a) Interest on mortgages	9,242.13
(b) Provision for doubtful contributions receivable; misc.	85,310.52
(c) Total Other Deductions	94,552.65
16. Total Deductions	\$ 4,793,315.95

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$ 9,834,097.76
18. Total Additions During Year (Item 7)	7,131,316.73
19. Total Deductions During Year (Item 16)	4,793,315.95
20. Total Net Increase (Decrease)	2,338,000.78
21. Fund Balance (Reserve for Future Benefits) at End of Year (Item 14, Statement of Assets and Liabilities)	\$12,172,098.54

Seafarers Welfare, Pension, and Vacation Plans

Cash Benefits Paid

June 26-July 23, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	11	82	\$ 40,500.00	\$ 242,445.30
In Hospital Daily @ \$1.00	121	3,894	121.00	3,894.00
In Hospital Daily @ \$3.00	199	1,234	597.00	3,702.00
Hospital & Hospital Extras	14	96	1,388.02	9,084.63
Surgical	1	15	26.00	971.92
Sickness & Accident @ \$8.00	5,868	46,507	46,944.00	372,056.00
Special Equipment	1	15	108.46	1,867.87
Optical	165	1,273	4,360.97	34,183.49
Supplemental Medicare Premiums	1	200	158.10	10,056.30
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	387	2,565	96,297.31	554,272.12
Doctors' Visits In Hospital	50	409	1,780.43	15,998.16
Surgical	95	734	12,638.00	97,450.48
Maternity	23	109	6,200.00	30,380.25
Blood Transfusions	—	12	—	883.00
Optical	118	908	2,943.03	23,128.77
PENSIONERS & DEPENDENTS				
Death	11	94	35,000.00	284,000.00
Hospital & Hospital Extras	169	1,152	20,507.14	170,065.47
Doctors' Visits & Other Medical Expenses ..	89	779	3,035.53	29,082.27
Surgical	7	90	917.00	13,800.25
Optical	60	491	1,136.05	11,354.96
Blood Transfusions	—	1	—	72.00
Special Equipment	—	16	—	3,589.15
Dental	—	5	—	1,706.00
Supplemental Medicare Premiums	1,968	11,794	13,455.90	82,656.30
SCHOLARSHIP PROGRAM				
	1	74	231.40	27,910.90
TOTALS				
Total Seafarers Welfare Plan	9,359	72,549	288,345.34	2,024,611.59
Total Seafarers Pension Plan	2,348	14,042	573,911.15	3,467,295.30
Total Seafarers Vacation Plan	13,298	80,409	345,289.90	3,400,820.65
Total Seafarers Welfare, Pension & Vacation	25,005	167,000	\$1,207,546.39	\$8,892,727.54

Note: Pages 7 to 14 inclusive should not be completed by funds that have filed Form D-2 with the U.S. Department of Labor. Such funds are required to file a copy of the completed D-2 form with this statement.

STATEMENT OF ASSETS AND LIABILITIES

Item	ASSETS ¹	End of Reporting Year
1. Cash	\$ 247,084.88	
2. Receivables:		
(a) Contributions:		
(1) Employer	1,309,383.76	
(2) Other (Specify)		
(b) Dividends or Experience Rating Refunds		
(c) Other (Specify) Due from other Plans; misc.	21,227.99	
3. Investments: (Other than Real Estate)		
(a) Bank Deposits at Interest and Deposits or Shares in Savings and Loan Associations	3,963,806.63	
(b) Stocks:		
(1) Preferred		
(2) Common		
(c) Bonds and Debentures:		
(1) Government Obligations		
(a) Federal		
(b) State and Municipal		
(2) Foreign Government Obligations		
(3) Non-Government Obligations		
(d) Common Trusts:		
(1) (Identify)		
(2) (Identify)		
(e) Subsidiary Organizations (Identify and Indicate Percentage of Ownership by this plan in the subsidiary)	6,324,371.31	
(1) See schedule %		
(2) %		
4. Real Estate Loans and Mortgages		
5. Loans and Notes Receivable: (Other than Real Estate)		
(a) Secured		
(b) Unsecured	402,761.24	
6. Real Estate:		
(a) Operated		
(b) Other Real Estate		
7. Other Assets:		
(a) Accrued Income	57,577.90	
(b) Prepaid Expenses	4,604.57	
(c) Other (Specify) Fixed assets—net; security deposits	36,294.71	
8. Total Assets	\$12,367,112.99	

9. Insurance and Annuity Premium Payable	
10. Unpaid Claims (Not Covered by Insurance)	
11. Accounts Payable	111,323.44
12. Accrued Expenses	
13. Other Liabilities (Specify) Mortgages payable	83,691.01
14. Reserve for future benefits (Fund balance)	12,172,098.54
15. Total Liabilities and Reserves	\$12,367,112.99

¹The 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.

ADDITIONAL INFORMATION IS AVAILABLE

REPORT ON EXAMINATION: This fund is subject to periodic examination by the New York State Insurance Department. All employee-members of the fund, all contributing employers and the participating unions may inspect the Reports on Examination at the New York State Insurance Department, upon presentation of proper credentials. If you wish to see the Report, please contact the New York State Insurance Department, Welfare Fund Bureau, 55 John Street, New York 10038—Telephone: 488-4161 (Area Code 212).

OTHER INFORMATION: Also available for inspection—to the public generally—are the annual statements and registration documents filed by the Fund. These may be inspected during working hours at the above address, or at the office of the Fund.

STATE OF _____ }
COUNTY OF _____ } SS.
_____ and _____

Trustees of the Fund and _____
affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee: _____

Employee trustee: _____

Personals

Richard L. Von Reiff

Tarciana Saganob Von Reiff requests that you contact her as soon as possible at Lot 1 Block #8, Filtration St., Bo. Sta. Rita, Olongapo City, Philippines 2201.

George H. Bryant

Lucia Y. Bryant requests that you contact her as soon as possible at 778 B.M. Dimataga St., Lapu Lapu City, Philippines 6427.

James Kenneth Haines

Your wife requests that you contact her as soon as possible at #11, E.T., Olongapo City, Philippines.

Alfred M. Pelton

Harold Schmidt requests that you contact him as soon as possible at 171 Governors Hill Rd., Oxford, Conn. 06483.

Robert C. Crosley

Teddy Hall requests that you contact him as soon as possible as 3308 Garden Oaks Apts., #125, Algiers, La. 70146.

Norman J. Kreye

Please contact your mother as soon as possible.

Herbert R. Newell

Mary Newell requests that you contact her as soon as possible at 529 W. 4th St. #3, Long Beach, Calif.

Frank Gilbert Ortiz

Cecilia Ortiz requests that you contact her as soon as possible at 1495 Rizal Ave., Olongapo City, Philippines 2201.



Final Departures



SIU pensioner **Willie F. Coppage**, 61, died of a heart attack in Hamlet (N.C.) Hospital on Apr. 22. Brother Coppage joined the Union in the port of New York in 1960

sailing as a cook and baker. He had sailed for 36 years, walked the picket line in the N.Y. Harbor strike of 1961, was a veteran of the U.S. Navy in World War II and also upgraded at the HLSS in Piney Point, Md. Born in South Carolina, he was a resident of Hamlet when he passed away. Interment was in Dobbins Memorial Park, Hamlet. Surviving are his widow; his mother, Fannie of Hamlet, and a daughter, Mrs. Kay Thompson of Sterling, Conn.



SIU pensioner **Wilbur L. Daniels**, 70, succumbed to a heart attack in De Paul Hospital, Norfolk on May 19. Brother Daniels joined the Union in the port of Norfolk

in 1968 sailing as a chief engineer for the Norfolk, Baltimore and Carolina Line from 1953 to 1971. He was born in Wanchen, N.C. and was a resident of Norfolk at the time of his death. Burial was in Forest Lawn Cemetery, Norfolk. Surviving is his widow, Mildred.



SIU pensioner **Abram Goldsmit**, 90, passed away on June 10 in Lake City, Fla. Brother Goldsmit joined the Union in 1938 in the port of New York sailing as a chief steward. He

had sailed on U.S. flagships since 1921. Seafarer Goldsmit was on the picket line in the 1961 N.Y. Harbor strike, sailed on the *SS Samuel Johnston* (Eastern) in July 1942 and was a World War I veteran of the U.S. Army's Signal Corps Aviation Section. Born in Lithuania, he was a resident of Jacksonville. Burial was in Jacksonville.

Vernon C. Bruer, 39, died in St. Louis on June 21. Brother Bruer joined the SIU-affiliated IBU in the port of St. Louis in 1973 sailing for Orgulf Transportation Co., National Marine Service, Inland Tugs and for the Gulf Canal Co. Surviving are two daughters, Janet of Clyde, Ohio and Barbara.

SIU pensioner **John F. Butler**, 72, succumbed to heart failure in St. Joseph's Hospital, Detroit on June 25. Brother Butler joined the Union in the port of Detroit sailing in the steward department. A native of Murfresboro, Tenn., he was a resident of Detroit. Interment was in Lincoln Cemetery, Macomb, Mich. Surviving is his widow, Mabel.

SIU pensioner **Henry E. Smith**, 72, died of heart failure in Baltimore City Hospital on May 31. Brother Smith joined the SIU-affiliated IBU in the port of Baltimore in 1956 sailing as a deckhand. He was born in Baltimore and was a resident there. Burial was in Mt. Carmel Cemetery, Baltimore. Surviving is his widow, Ann.



SIU pensioner **Artemio N. Fernandez**, 72, died of a heart attack in Hospital Poblacion Ng Mynila, Manila on Apr. 21. Brother Fernandez joined the Union in 1948 in the

port of New York sailing as cook. He had sailed for 20 years and was a 1959 lifeboat course graduate of the Andrew Furuseth Training School in Brooklyn, N.Y. A native of Sual, the Philippines, he was a resident there when he passed away. Seafarer Fernandez was a naturalized American citizen. Burial was in St. Peter the Martyr R.C. Cemetery, Sual. Surviving is a nephew, Enrique F. Diaz of Manila.



SIU pensioner **Howard E. Fowler**, 64, passed away in March. Brother Fowler joined the Union in 1939 in the port of Baltimore sailing as a chief electrician. He had sailed

for 35 years and served as an engine delegate. Born in South Carolina, he was a resident of Aiken, S.C. when he died.



Charles W. Brustle, Jr., 51, died on June 15. Brother Brustle joined the SIU-affiliated IBU in the port of Philadelphia in 1968 sailing as a tankerman for the Interstate Oil

Transportation Co. from 1966 to 1975, Berg Towing Co., the Gellehin Co., Graham Transportation Co., Marine Towing Co., Mariner Towing Co. and the Petro Chemical Co. in 1959. He was a U.S. Navy veteran of World War II. Born in Pennsylvania, he was a resident of Wallingford, Pa. when he passed away. Surviving are his widow, Catherine, and two sons, Charles III and Wayne.



William J. Conners, Jr., 58, succumbed to a heart attack in Candler General Hospital, Savannah, on Apr. 5. Brother Conners joined the SIU in 1939 in the port of Savannah sailing as a fireman-watertender. He had sailed for 38 years and

walked the picket line in the Greater N.Y. Harbor strike in 1961. A native of Savannah, he was a resident there when he died. Interment was in Bonaventure Cemetery, Savannah. Surviving are a sister, Mrs. N. L. Williamson of Pensacola, Fla. and a brother, Henry of Savannah.



James V. Roberson, 66, passed away on Apr. 14. Brother Roberson joined the SIU in the port of New York in 1959 sailing as a fireman-watertender. He was born in Greenville, Ala. and was a resident of Bay Minette, Ala. at the time of his death. Surviving is his widow, Pearl.



SIU pensioner **Thomas Landa**, 76, died on June 9. Brother Landa joined the Union in 1938 in the port of New Orleans sailing as a chief cook. He had sailed for 45

years. Seafarer Landa was born in Spain and was a resident of New Orleans. Surviving are his widow, Josephine; two sons, Thomas and Richard, and two daughters, Janet Maria and Mary Rose.



SIU pensioner **Tony S. Sosa**, 72, passed away on June 9 in Tampa General Hospital of acute respiratory arrest. Brother Sosa joined the Union in 1945 in the port of Tampa

sailing as a chief steward. He had sailed for 26 years. Born in Tampa, he was a resident there. Interment was in Lake Carroll Cemetery, Hillsborough County, Fla. Surviving is his widow, Bertha.



SIU pensioner **Isaak Bouzin**, 65, passed away on May 22 in San Francisco. Brother Bouzin joined the Union in the port of New York

in 1961 sailing as a bosun. He had sailed for 23 years, was on the picket line in the Greater N.Y. Harbor strike in 1961, attended a Crews Conference at Piney Point in 1970 and was a wounded U.S. Army veteran in World War II. A native of Russia, he was a resident of San Francisco. Surviving are his widow, Lee; a son, Samuel of Chicago; two daughters, Phyllis and Harriet; a sister, Mrs. Pearl Bauman of Morton Grove, Ill. and two nephews, Gerald Bauman of Chicago and Raymond of Cook, Ill.



SIU pensioner **Earbie N. Bracewell**, 56, succumbed to a heart attack on the way to the University of Southern Alabama Medical Center in Mobile on May 9. Brother Bracewell

joined the Union in the port of Mobile in 1957 sailing as an AB. He was a U.S. Navy veteran. Born in Alabama, he was a resident of Mobile when he died. Burial was in Serenity Memorial Gardens, Mobile. Surviving are his widow, Eloise; his mother, Mrs. J. Bracewell of Andalusia, Ala.; a sister, Mrs. Pearl N. Hall of Mobile; three sons, Roy, Leon and Floyd and five daughters, Carolyn, Malissa, Martha, Ruby and Charlotte.



SIU pensioner **Francis H. Sturgis**, 74, passed away on June 22. Brother Sturgis joined the Union in 1946 in the port of Baltimore sailing as a second

cook. He had sailed for 21 years and was a U.S. Navy Seabees veteran of World War II. He was born in Snow Hill, Md. and was a resident there when he died. Surviving is his widow, Eunice.



SIU pensioner **Emanuel S. Vlodek**, 60, died on May 27. Brother Vlodek joined the Union in 1938 in the port of Boston sailing as a bosun. He had sailed for 41 years, helped

to organize the port of Baltimore in 1938 and during 1942 sailed on the *SS St. Olaf* to the Red Sea with a load of bombers and on the Murmansk Run to Molotov, U.S.S.R. A native of Terra Alta, W. Va., he was a resident there. Surviving are two brothers, Andrew of Terra Alta and Steven of Flourant, Mo.



SIU pensioner **Donald D. Whittaker**, 82, died of natural causes in Harlem Hospital Center, New York City, on June 18. Brother Whittaker joined the Union in the port of Baltimore in 1951 sailing as a steward

utility. He had sailed for 23 years and was a naturalized U.S. citizen. Born in Barbados, the British West Indies, he was a resident of New York City. Interment was in Fair Lawn Cemetery, Fair Lawn, N.J. Surviving is his widow, Mary.



SIU pensioner **James E. Belcher**, 54, died on Apr. 19. Brother Belcher joined the Union in the port of New Orleans in 1958 sailing as an AB. He had sailed for 28 years

and was a U.S. Navy veteran of World War II. Born in Kentucky, he was a resident of Owingsville, Ky. when he passed away. Surviving are his mother, Jennie and a brother, Ora, both of Owingsville.



John R. Hurd Jr., 57, died on July 18. Brother Hurd joined the SIU-affiliated IBU in the port of Philadelphia in 1961 sailing as a deckhand for Taylor & Anderson Towing and

Lighterage Co. from 1955 to 1975. He was a U.S. Army Infantry veteran of World War II. Born in Linwood, Pa. he was a resident of Camden, N.J. Surviving is his widow, Rose.



Carl F. Johnson, 36, died from an accidental gunshot head wound in De Paul Hospital, Norfolk on June 12. Brother Johnson joined the SIU in the port of Norfolk in

1971 sailing as an OS for McAllister Bros. He was an upgrader at Piney Point in 1972 and also attended an Educational Conference there. Seafarer Johnson was born in North Carolina and was a resident of Norfolk. Interment was in Rosewood Memorial Park Cemetery, Virginia Beach, Va. Surviving are his widow, Delma; his father, Floyd of Norfolk; a son, Carl; a daughter, Pamela, and a step-daughter, Wendy.

Brother Bill Morris has been a Seafarer for 15 years, and he completed the SIU Bosun Recertification Program in June, 1975.

Adding to his record of achievements, Brother Morris, who is a native of Jacksonville, Fla., recently returned to the Lundeberg School and earned his high school diploma through the GED Program there.

Seafarer Morris left high school in the tenth grade. When asked to compare his former school experiences with the high school equivalency program at HLSS, he replied, "The Lundeberg School is most definitely different. The teachers here are real great. They give you as much individual time as you need."

Bosun Morris scored very well on his GED tests, and he credits at least part of his success to his travels as a Seafarer. "I've pretty much covered the world in traveling, and that's a form of education in itself."

Brother Morris said that he would recommend the GED Program at HLSS to any Seafarer who did not have a high school diploma. "I'd tell him to give it a try and come on through. It's a beautiful program."

When Seafarer Morris was asked what he planned to do now that he had earned his diploma, he replied, "I'm going to do the same thing I was doing before. I'm going to keep right on shipping with the SIU."

Seafarer Morris Gets High School Diploma



Seafarer Bill Morris, who earned his high school diploma at the Lundeberg School, gets some help from English teacher Marilyn Grotzky.

Assistant Cook Graduates



Seafarer Jay Haga (center) displays his assistant cook certificate while Don Nolan, Steward Department instructor (left) and Charlie Andrews, head of Steward Department instruction at the Lundeberg School, look on.

Complete Lifeboat Course



After finishing their lifeboat course at the Piney Point facility, Seafarers get together for a photo with their instructor, Abe Easter (far right). From left are: Angel Hernandez; Santiago Arroyo; Vincent Roman; Charles Ashcom; Jose Calo, and Easter.



4 Get Lifeboat Certificates

Displaying their lifeboat certificates at the Harry Lundeberg School in Piney Point, Md., are, from the left: Seafarers Diego Santiago; Abdul Hassan; Manuel Holguin, and John Fedesovich.



LUNDEBERG SCHOOL

EDUCATION • TRAINING • UPGRADING



Course Descriptions and Starting Dates

Deck Department

ABLE SEAMAN

The course of instruction leading to endorsement as Able Seaman consists of classroom and practical training to include: Basic Seamanship; Rules of the Road; Wheel Commands; Use of the Magnetic and Gyro Compass; Cargo Handling; Knots and Splices; Blocks and Booms; Firefighting and Emergency Procedures; Basic First Aid.

Course Requirements: Able Seaman (12 Months—Any Waters)—You must be 19 years of age; have 12 months seetime as Ordinary Seaman, or be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman; be able to pass the prescribed physical, including eyesight without glasses of no more than 20/100—20/100 corrected to 20/40—20/20 and have normal color vision.

Able Seaman (Unlimited—Any Waters)—You must be 19 years of age; have 36 months seetime as Ordinary Seaman or Able Seaman (12 Months); be able to pass the prescribed physical, including eyesight requirements listed above.

Starting Dates:

September 4, October 16, November 28.

QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Pathometer; RDF; and also includes a review of Basic Seamanship, use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

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

Starting Dates: October 16, November 28, January 26.

LIFEBOATMAN

The course of instruction leading to certification as Lifeboatman consists of classroom study and practical training to include: Nomenclature of Lifeboat; Lifeboat Equipment; Lifeboat Commands; Types of Davits and Operating

Procedures; Emergency Launching Operations. Included in the course is practical experience in launching, letting go, rowing and maneuvering a lifeboat in seas, recovery of man overboard, firefighting and emergency procedures.

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

Starting Dates:

September 4, 18; October 2, 16, 30; November 13, 28; December 11.

Engine Department

QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating (Qualified Member of the Engine Department) consists of classroom work and practical training to include: Parts of a Boiler and Their Function; Combustible Control Systems; Steam and Water Systems; Fuel Oil Systems; Lubricating Oil Systems; Hydraulic Oil Systems; Boiler Construction and Repair; Hand Tools and Their Use; Use of Metals; Machine Tool Operation; Compressed Air Systems; Fundamentals of Electricity; Principles of Refrigeration; Safe Handling of Combustible Materials; Piping and Valves, Pumps, Evaporators; Auxiliary Diesel Engines; Starting and Securing Main and Auxiliary Diesel Engines; Starting and Securing Main and Auxiliary Units; Engineering Casualty Control; All Codes of Operation of Au-

tomated Ships; Firefighting and Emergency Procedures.

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

Starting Dates:

September 18; October 16; November 13; December 11.

FOWT

The course of instruction leading to endorsement as FOWT (Fireman, Watertender and/or Oiler) consists of classroom work and practical training to include: Parts of a Boiler and Their Function; Steam and Water Cycle; Fuel Oil and Lube Systems; Fire Fighting and Emergency Procedures. Also included is practical training aboard one of the ships at the school to include: Lighting a Dead Plant; Putting Boilers on the Line; Changing Burners; Operation of Aux-



LIFEBOAT—Along with their instructor, Paul Allman (back row, far left), Seafarers pose for photo after successfully completing their lifeboat course at the Lundeborg School. In front, from left are: Jose Hipolito; Oscar Farzande; Coyt Propst, and Gonzalo Diaz. In back, from left are: Allman; Phillip Huss; Jack Munsie; Richard Smallwood, and Jimmy Dryden.



QMED—Seafarers who completed their QMED training at the Lundeborg School in Piney Point, Md. pose for a photo with their instructor, Bill Eglington (far right). They are, from the left: Pat Edgell; Jim O'Donnell; Gordon Radam; John Trent; Charles Eagleson; Ruben Velez; R. Zeller; Jim Sharpless; Michael McKnight; Ben Freeman; Harris Patterson, and Eglington.

iliary Equipment; Starting and Securing Main Engines.

Course Requirements: (If you have a Wiper endorsement only)—Must be able to pass the prescribed physical, including eyesight without glasses of no more than 20/100—20/100 corrected to 20/50—20/30 and have normal color vision. Must have six months seetime as Wiper, or be a graduate of HLS at Piney Point and have three months seetime as Wiper.

(If you have an engine rating such as Electrician)—No requirements.

Starting Dates:

September 22, November 3, January 12.

DIESELS

The four-week course covers: types, designs, construction and characteristics of various diesel engines; nomenclature and principal design features of all parts of diesel engines; formulas and hydraulic

SIU Scholarship Program

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

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

These are the scholarships offered:

1. Four-year college degree scholar-

ship. This award is in the amount of \$10,000.

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

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

Eligibility requirements are as follows:

1. Must be under 35 years of age.

This may be waived for Seafarers who have completed one or more years in an accredited college or university.

2. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan.

3. Have one day of employment on a vessel in the sixth-month period immediately preceding date of application.

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

Pick up a scholarship application now. They are available in the ports or you may write to the following address and request a copy of the *Seafarers Application*:

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

Scholarships For Dependents

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

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

principles; introduction to fuel, air, lubrication and exhaust systems; use of various gauges, meters and instruments used on diesel engines; care, operations maintenance and recording of diesel engine performance; signals used between bridge and engine room; fundamentals of electricity and refrigeration; basic fire fighting, first aid and safety.

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

Starting Date: October 20.

LUNDEBERG



SCHOOL

OPERATION AND MAINTENANCE OF REFRIGERATED CONTAINERS

The course of instruction leading to certification as Refrigerated Container Mechanic consists of both classroom and on-the-job training that includes the following: instruction covering all units on refrigeration, electrical and engine tune-up on gasoline and diesel units, operation, maintenance and trouble shooting on all refrigeration units, instruction of fundamentals of operation and servicing and diagnostic procedures used with electrical circuitry.

Course Requirements: Applicants must hold Coast Guard endorsements as Electrician and Refrigerating Engineer or QMED-Any Rating.

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

Starting Date: November 17.

WELDING

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

Course Requirements: Must hold endorsement as QMED-Any Rating.

Starting Dates: September 4; November 28; December 11.

High School Program Is Available to All Seafarers

Thirty-two Seafarers and one Inland Boatman have already successfully completed studies at the SIU-IBU Academic Study Center in Piney Point, Md., and have achieved high school diplomas.

The Lundeborg 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 Lundeborg School for grading and evaluation.

Or write directly to the Harry Lundeborg 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 Lundeborg 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 Lundeborg High School Program:

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

I meet the requirements listed above and I am interested in furthering my education. I would like more information on the Lundeborg 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 Lundeborg School
Piney Point, Maryland 20674

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____ District _____

Date Book _____ Port Presently _____
Was Issued _____ Port Issued _____ Registered In _____

Social Security # _____ Endorsement(s) Now Held _____

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

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

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

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

Fire Fighting: ☐ Yes ☐ No

Dates Available for Training _____

I Am Interested In:

- | | | |
|---|--------------------------------------|---|
| DECK | ENGINE | STEWARD |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FWT | <input type="checkbox"/> Dk. Eng. |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Oilier | <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"/> Advanced Pumpman Procedures |
| | <input type="checkbox"/> Diesel | <input type="checkbox"/> Advanced Electrical Procedures |
| <input type="checkbox"/> Refrigeration Container Mechanic | | |

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

Steward Department

CHIEF STEWARD

The course of instruction includes classroom and on-the-job training. The Chief Steward will select food and stores for a long voyage to include nutritionally balanced daily menus. He will participate in all phases of steward department operations at the school, including commissary, bake shop and galley.

Course Requirements: Three years seetime in ratings above Third Cook and hold "A" Seniority in the SIU; or six months seetime as Third Cook or Assistant Cook; six months as Cook and Baker; six months seetime as Chief Cook and holder of a Certificate of Satisfactory Completion from the HLS Assistant Cook, Second Cook and Baker, and Chief Cook Training Programs; or 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker, and six months seetime as Chief Cook, and holder of a Certificate of Satisfactory Completion of the HLS Chief Cook Training Program.

Starting Dates:
September 4, 18; October 2, 16, 30; November 13, 28; December 11, 26; January 8.

ASSISTANT COOK

The course of instruction for the rating Assistant Cook includes classroom and on-the-job training in preparing and cooking fresh, canned and frozen vegetables; how to serve vegetables hot, cold or as salad; menu selection of vegetables to attain the best methods for preparation, portion control, dietary values and serving procedures.

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

Starting Dates:
September 4, 18; October 2, 16, 30; November 13, 28; December 11, 26; January 8.

COOK AND BAKER

The course of instruction includes classroom and on-the-job training in bak-

ing bread, pies, cakes and cookies; preparation of desserts such as custards, puddings, canned fruit and gelatin desserts. The Cook and Baker will be able to describe preparation of all breakfast foods, and be familiar with menu selection of breakfast foods, and bread and desserts for appropriate meals.

Course Requirements: Twelve months seetime as Third Cook; or 24 months seetime in Steward Department; six months of which must be as Third Cook or Assistant Cook; or six months as Third Cook or Assistant Cook and a holder of a Certificate of Satisfactory Completion from the HLS Assistant Cook Training Course.

Starting Dates:
September 4, 18; October 2, 16, 30; November 13, 28; December 11, 26; January 8.

CHIEF COOK

The course of instruction includes classroom and on-the-job training in preparation of soups, sauces and gravies. The student will be able to describe preparation of thickened or clear soups, and explain preparation and use of special sauces and gravies. The Chief Cook will be able to state the primary purpose of cooking meat and define cooking terms used in meat cookery, and describe principles and methods of preparing and cooking beef, pork, veal, lamb, poultry and seafood.

Course Requirements: Twelve months seetime as Cook and Baker; or three years seetime in the Steward Department, six months of which must be as Third Cook or Assistant Cook, and six months as Cook and Baker; or six months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker, and holder of a Certificate of Satisfactory Completion of the HLS Assistant Cook, and Cook and Baker Training Program; or 12 months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker, and holder of a Certificate of Satisfactory Completion of the HLS Cook and Baker Training Program.

Starting Dates:
September 4, 18; October 2, 16, 30; November 13, 28; December 11, 26; January 8.

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

Malcolm Cross



Seafarer Malcolm Cross, 60, has been shipping with the SIU since 1944, and started sailing as bosun in 1954. A native of Minnesota, he now makes his home in Carson, Calif. with his wife Zelah. Brother Cross ships from the port of Wilmington.

William Crawford



Seafarer William Crawford, 46, has been a member of the SIU since 1941, and has been shipping out as bosun since 1963. A native of Jacksonville, he ships from that port and continues to make his home there with his wife Doris.

Walter Gustavson



Seafarer Walter Gustavson, 50, has been a member of the SIU since 1943, and has been shipping out as bosun since 1968. A native of New York, he ships from that port and continues to make his home there with his wife Ida.

Tom Kelsey



Seafarer Tom Kelsey, 50, has been shipping with the SIU since 1950, and started shipping as bosun eight years ago. A native of Estonia, Brother Kelsey now makes his home in Sparks, Nev. He ships from the port of San Francisco.

George Tell



Seafarer George Tell first sailed with the SIU in 1964. Brother Tell sails in the engine room and obtained his FOWT endorsement at the Harry Lundeberg School before attending the 'A' Seniority Program. He is a native of Stockholm, Sweden and now lives in Seattle. Brother Tell also ships out of the port of Seattle.

Jay Barnett



Seafarer Jay Barnett, 19, has been sailing with the SIU since his graduation from the Lundeberg School 3½ years ago. Brother Barnett got his FOWT endorsement at Piney Point before attending the 'A' Seniority Program. A native of Mobile, Brother Barnett continues to live in that city and ships out of that port.

12 More Bosuns Graduate

Another group of Seafarers graduated from the SIU's Bosuns Recertification Program this month and have rejoined their ships with a greater knowledge of their Union and its history, and the state of the entire maritime industry.

In the more than two years time since it was instituted, the Bosuns Recertification Program has made great strides in educating the many Seafarers who have participated in it. These men, the leaders of the unlicensed crews on SIU-contracted ships, have spent two months learning about the SIU, its past, where it stands today, and where it will go in the future, and the present state and future of the U.S. maritime industry.

The first four weeks of the program are spent at the Harry Lundeberg School of Seamanship. Here the men partake in classes on Union education and Union history, and also study the SIU contract, constitution, and benefit plans. They learn about the maritime industry and the new ships being constructed; they take firefighting and first aid courses, and also get a taste of

politics with visits to Washington.

The second month of the program is spent at Union Headquarters in New York. It is here that the bosuns see the operation of their Union in action. They visit all the departments, including records, claims, data center, the control room and the LOG. The men also assist in paying off vessels coming into New York; in registering men for shipping, and paying visits to the USPHS hospital in the area.

After completing both phases of this program the Recertified Bosun is much better qualified in all the aspects of his job. He is more familiar with the technological advances of the new vessels which have been built, he can hold more informative shipboard meetings and is better able to answer questions and settle beefs. All of this has made for much smoother voyages.

The main goal and objective of this program has been better communication. Through programs such as this one and the 'A' Seniority Upgrading Program, that goal is being accomplished.

James Sheets



Seafarer Jim Sheets, 46, has been shipping with the SIU since 1946, and started sailing as bosun in 1951. A native of Virginia, Brother Sheets now ships from the port of Baltimore where he makes his home with his wife Carol.

William Feil



Seafarer Bill Feil, 49, has been a member of the SIU since 1946, and he has over three years time shipping as bosun. A native of New York, he now makes his home in Montgomery, N.Y. and ships from the port of New York.

William Joyner



Seafarer Bill Joyner, 47, has been sailing with the SIU since 1954, and began shipping out as bosun in 1963. A native of Ft. Valley, Ga., he now ships from the port of Houston where he makes his home.

Gregory Troche



Seafarer Gregory Troche, 51, has been with the SIU since 1940, and has been shipping as bosun since 1945. A native of Puerto Rico, he ships from the port of Mobile where he makes his home with his wife Martha.

Edmund Abulay



Seafarer Ed Abulay, 54, has been shipping with the SIU since 1939, and has been sailing as bosun for 29 years. A native of Portugal, Brother Abulay now makes his home in Woodbury, N.J. with his wife Mary. He ships from the port of Philadelphia.

Burton Owen



Seafarer Burton Owen, 64, has been a member of the SIU since 1946, and began shipping out as bosun the same year. A native of Spanish Honduras, Brother Owen now ships from the port of Houston where he makes his home with his wife Joyce.

Ferlton Mears



Seafarer Ferlton Mears, 44, has been a member of the SIU since 1950, and started shipping out as bosun 10 years ago. A native of Virginia, he now makes his home in Brodnax, Va. with his wife Toni. Brother Mears ships from the port of New York.

John Worley



Seafarer John Worley, 44, has been a member of the SIU since 1949, and started shipping out as bosun eight years ago. A native of McDavid, Fla., he now makes his home in Daly City, Calif. with his wife Hana. Brother Worley ships from the port of San Francisco.

Charlie Wright



Seafarer Charlie Wright, 21, has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1972. Sailing in the engine room, Brother Wright returned to Piney Point for his FOWT endorsement before attending the 'A' Seniority Upgrading Program. A native and resident of New York City, Brother Wright ships out of that port.

Gregory Blasquez



Seafarer Gregory Blasquez, 24, has been sailing with the SIU for five years. A graduate of the Lundeberg School, Brother Blasquez also obtained his QMED endorsement there before attending the seniority upgrading program. Seafarer Blasquez is a native and resident of Concord, Calif. He ships out of the port of San Francisco.

Six Receive 'A' Books

Six more Seafarers have earned their full Union membership this month through the 'A' Seniority Upgrading Program, bringing the total number of Seafarers who have completed this program to 173. They are Jay Barnett, Charlie Wright, Gregory Strauss, Alton Long, George Tell and Gregory Blasquez.

By attending this course, these members improve their opportunities for shipping, sharpen their seafaring skills and at the same time gain a better

understanding of the SIU, its purposes, its goals, its problems and its benefits.

This means that the men who graduate from the 'A' Seniority program become valuable additions to our Union membership—a membership which has always taken pride in its professional skills, its strong job security and its active Union participation—because they are well prepared to take on the responsibilities and obligations of a full 'A' book member of the SIU.

Alton Long



Seafarer Alton Long first sailed with the SIU in 1966. Before attending the 'A' Seniority Program, Brother Long obtained his FOWT endorsement at the Lundeberg School. A native of Plattsburg, N.Y., Brother Long now lives in Champlain, N.Y. He ships out of the port of Baltimore.

Gregory Strauss



Seafarer Gregory Strauss, 22, has been sailing with the SIU since 1968. Brother Strauss studied for his QMED endorsement at Piney Point before attending the seniority upgrading program. A native and resident of Tampa, Brother Strauss usually ships from the port of Houston.

272 Seafarers Complete Bosun Program

Following are the names and home ports of the 272 Seafarers who have successfully completed the SIU Bosuns Recertification Program. These men have gone aboard our contracted ships to lead the SIU unlicensed crews, and they have held informative meetings, settled beefs, answered questions and contributed toward smoother voyages.

The two-year-old Bosuns Recertification Program is one of the most important and successful upgrading programs the SIU has ever undertaken. It is through the participation of SIU bosuns in this program, and the education of the unlicensed crew, that the job security of the entire membership will be assured.

Abulay, Edmund Philadelphia
Aguilar, Jose, New York
Allen, Enos, San Francisco
Allen, J. W., Seattle
Altstatt, John, Houston
Amat, Kasim, New York
Anderson, Alfred, Norfolk
Anderson, Edgar, New York
Annis, George, New Orleans
Antonou, Angelo, New York
Aponte, Felix, New York
Armada, Alfonso, Baltimore
Atkinson, David, Seattle
Backrak, Daniel, Wilmington
Baker, Elmer, Houston
Baker, William, Houston
Bankston, Claude, New Orleans
Barnhill, Elmer, Houston
Baudoin, James, Houston
Beavers, Norman, New Orleans
Bechivans, Nicholas, New York
Beck, Arthur, San Francisco
Beeching, Marion, Houston
Berger, David, Norfolk
Bergeria, Steve, Philadelphia
Boye, Jan, New York
Bojko, Stanley, San Francisco
Boney, Andrew, Norfolk
Bourgot, Albert, Mobile
Bowman, Jack, Seattle
Boyle, Charles, New Orleans
Braunstein, Herbert, Wilmington
Brendle, Mack, Houston
Broadus, Robert, Mobile
Brooks, Tom, New York
Browning, Ballard, Baltimore
Bryan, Ernest, Houston
Bryant, Vernon, Tampa
Burch, George, New Orleans
Burke, George, New York
Burton, Ronald, New York
Busalacki, Joseph, Jacksonville
Bushong, William, Seattle
Butterton, Walter, Norfolk
Butts, Bobby, Mobile
Butts, Hurmon, Houston
Cain, Hubert, Mobile
Caldeira, Anthony, Houston
Calogeros, Demetrios, Seattle
Carbone, Victor, San Juan
Carey, John, New York
Casaneva, Michael, New Orleans
Castro, Guillermo, San Juan
Chestnut, Donald, Mobile
Chasson, Richard, New Orleans

Christenberry, Richard, San Francisco
Christensen, Christian, San Francisco
Christianson, Egon, San Francisco
Cislecki, John, San Francisco
Clegg, William, New York
Cofone, William, Wilmington
Colson, James, Seattle
Cooper, Fred, Mobile
Craddock, Edwin, New Orleans
Crawford, William, Jacksonville
Cross, Malcolm, Wilmington
Curry, Leon, Jacksonville
Dakin, Eugene, Boston
D'Amico, Charles, Houston
Dammeyer, Dan, New York
Darville, Richard, Houston
Davies, John, New York
Delgado, Julio, New York
Dickinson, David, Mobile
Dixon, James, Mobile
Donovan, Joseph, Boston
Drake, Woodrow, Seattle
Drewes, Peter, New York
Duet, Maurice, Houston
Dunn, Beverly, Mobile
Eckert, Arne, Seattle
Eddins, John, Baltimore
Edelmon, Bill, Houston
Faircloth, Charles, Mobile
Farhi, Israel, Houston
Feil, William, New York
Ferra, Raymond, New Orleans
Finklea, George, Jacksonville
Flowers, Eugene, New York
Foster, James, Mobile
Foti, Sebastian, Wilmington
Frey, Charles, Jacksonville
Funk, William, New York
Gahagan, Kenneth, Houston
Garner, James, New Orleans
Garza, Peter, Houston
Gavin, Joseph, Houston
Giangiordano, Donato, Philadelphia
Gianniotis, John, New York
Gillain, Robert, Jacksonville
Gillikin, Leo, San Francisco
Gomez, Jose, New York
Gonzalez, Jose, New York
Gorhea, Robert, New York
Gorman, James, New York
Gosse, Fred, San Francisco
Green, John, Baltimore
Greenwood, Perry, Seattle
Grima, Vincent, New York

Guadamud, Luis, New Orleans
Gustavson, Walter, New York
Hager, Bertil, New York
Hale, William, New Orleans
Hanback, Burt, New York
Hanstvedt, Alfred, New York
Harvey, Lee J., New Orleans
Hawkins, Tom, Seattle
Hazel, John, New Orleans
Hellman, Karl, Seattle
Hicks, Donald, New York
Hilburn, Thomas, Mobile
Hill, Charles, Houston
Hirsh, Burton, Baltimore
Hodges, Raymond, Mobile
Hodges, Raymond W., Baltimore
Hogge, Elbert, Baltimore
Homka, Stephen, New York
Hovde, Arne, Philadelphia
Ipsen, Orla, New York
James, Calvin, New York
Jandora, Stanley, New York
Janssen, Sven, New York
Johnson, Fred, Mobile
Johnson, Ravonah, Houston
Joseph, Loyal, Philadelphia
Joyner, William, Houston
Justus, Joe, Jacksonville
Karatzas, Tom, Baltimore
Karlsson, Bo, New York
Kelsey, Tom, San Francisco
Kerageorgiou, Antoine, New Orleans
Kerngood, Morton, Baltimore
Kingsley, Jack, San Francisco
Kleimola, William, New York
Knoles, Raymond, San Francisco
Koen, John, Mobile
Konis, Perry, New York
Koza, Leo, Baltimore
Krawczynski, Stanley, Jacksonville
Lambert, Reidus, New Orleans
Landron, Manuel, San Juan
Lasso, Robert, San Juan
Latapie, Jean, New Orleans
Lavoine, Raymond, Baltimore
Lawton, Woodrow, Baltimore
LeClair, Walter W., New York
Lee, Hans, Seattle
Levin, Jacob, Baltimore
Libby, George, New Orleans
Lineberry, Carl, Mobile
Mackert, Robert, Baltimore
Maldonado, Basilio, Baltimore
Manning, Denis, Seattle

Martineau, Tom, Seattle
Mattoli, Gaetano, New York
McCaskey, Earl, New Orleans
McCollom, John, Boston
McGinnis, Arthur, New Orleans
McKinney, Melville, Philadelphia
Mearns, Feriton, New York
Meehan, William, Norfolk
McKert, Roy, Jacksonville
Merrill, Charles, Mobile
Michael, Joseph, Baltimore
Miller, Clyde, Seattle
Mitchell, William, Jacksonville
Mize, Cyril, San Francisco
Mladonich, Ernest, New Orleans
Moen, Irwin, Baltimore
Monardo, Sylvester, New Orleans
Morales, Esteban, New York
Morris, Edward Jr., Mobile
Morris, William, Baltimore
Morris, William, Jacksonville
Moss, John, New Orleans
Moyd, Ervin, Mobile
Mullis, James, Mobile
Murry, Ralph, San Francisco
Myrex, Luther, Mobile
Nash, Walter, New York
Nicholson, Eugene, Baltimore
Nielsen, Vagn, New York
Northcutt, James, San Francisco
Nuckols, Billy, New York
O'Brien, William, New York
O'Connor, William, Seattle
Olesen, Carl, San Francisco
Olson, Fred, San Francisco
Olson, Maurice, Boston
Oromaner, Albert, San Francisco
Owen, Burton, Houston
Palino, Anthony, New York
Palmer, Nick, San Francisco
Paradise, Leo, New York
Parker, James, Houston
Parker, William, New Orleans
Pedersen, Otto, New Orleans
Pehler, Frederick, Mobile
Pence, Floyd, Houston
Perry, Wallace, Jr., San Francisco
Pierce, John, Philadelphia
Pollanen, Viekko, New Orleans
Poulsen, Verner, Seattle
Pressly, Donald, New York
Pryor, Clarence, Mobile
Puchalski, Kazimir, San Francisco
Puglisi, Joseph, New York

Pulliam, James, San Francisco
Radich, Anthony, New Orleans
Rains, Horace, Houston
Rallo, Salvador, New Orleans
Reeves, William, Mobile
Richburg, Joseph, Mobile
Rihn, Ewing, New Orleans
Riley, William, San Francisco
Ringue, Albert, San Francisco
Rivera, Alfonso, San Juan
Rodriguez, Lancelot, San Juan
Rodriguez, Frank, New York
Rodriguez, Ovidio, New York
Ruley, Edward, Baltimore
Sanchez, Manuel, New York
Sanford, Tommie, Houston
Schwarz, Robert, Mobile
Self, Thomas, Baltimore
Selix, Floyd, San Francisco
Sernyk, Peter, New York
Sheets, James, Baltimore
Sheldrake, Peter, Houston
Shortell, James, San Francisco
Smith, Lester, Norfolk
Sokol, Stanley, San Francisco
Sorel, Johannes, Jacksonville
Spuron, John, San Francisco
Stockmarr, Sven, New York
Suchocki, Leonard, San Francisco
Swearingen, Barney, Jacksonville
Swiderski, John, New York
Teti, Frank, New York
Theiss, Roy, Mobile
Thompson, J. R., Houston
Ticer, Dan, San Francisco
Tillman, William, San Francisco
Tirelli, Enrico, New York
Todd, Raymond, New Orleans
Tolentino, Ted, San Francisco
Troche, Gregory, Mobile
Turner, Paul, New Orleans
Ucci, Peter, San Francisco
Velazquez, William, New York
Wallace, Edward, New York
Wallace, Ward, Jacksonville
Wallace, William, Mobile
Wardlaw, Richard, Houston
Weaver, Harold, Houston
Whitmer, Alan, New York
Wingfield, P. G., Jacksonville
Woods, Malcolm, San Francisco
Workman, Homer, New Orleans
Worley, John, San Francisco
Zaragoza, Roberto, New York
Zelay, Joseph, New Orleans

'A' Seniority Upgraders Now Number 173

Seafarers who have completed the 'A' Seniority Upgrading Program have had the opportunity to learn about their Union and its activities, making them good, informed Union members. These men are encouraged to take the delegate's job aboard ship and put this new knowledge to work.

Following are the names and departments of the 173 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck
Allen, Lawrence, Engine
Allison, Murphy, Engine
Ahmad, Bin, Deck
Ames, Allan, Deck
Andrepoint, P. J., Engine
Arnold, Mott, Deck
Barnett, Jay, Engine
Bartol, Thomas, Deck
Baxter, Alan, Engine
Bean, P. L., Deck
Beauver, Arthur, Engine
Beilinger, William, Steward
Bernis, William, Deck
Blacklok, Richard, Engine
Blazquez, Gregory, Engine
Boles, James, Deck
Boles, John, Engine
Brankbill, Russell, Deck
Bruschicki, Mario, Steward
Burke, Leo Roy, Engine
Burke, Timothy, Deck
Burnette, Barney, Steward
Cammuso, Frank, Deck
Carhart, David, Deck
Carruthers, Francis, Engine
Castle, Stephen, Deck
Clark, Garrett, Deck
Colangelo, Joseph, Deck
Conklin, Kevin, Engine
Correll, Paul, Engine
Cosentino, Dominie, Deck
Cunningham, Robert, Deck
Daziel, Wadsworth, Engine

Davis, William, Deck
Day, John, Engine
Derko, Michael, Engine
Deskins, William, Steward
Dising, Maximo, Engine
Dohlong, James, Engine
Edgell, Pat, Engine
Egeland, Ralph, Deck
Escudero, Tomas, Engine
Ewing, Larry, Steward
Farmer, William, Deck
Fila, Marion, Deck
Frak, Stan, Deck
Frost, Stephen, Deck
Gaska, Thomas, Engine
Gallagher, Patrick, Deck
Galliano, Marco, Deck
Garny, Stephen, Deck
Garcia, Robert, Deck
Gilliam, Robert, Steward
Gotay, Paul, Steward
Gower, David, Engine
Graham, Patrick, Deck
Grimes, M. R., Deck
Hager, Ken, Deck
Hale, Earnest, Deck
Hart, Ray, Deck
Hawker, Patrick, Deck
Haynes, Blake, Engine
Heick, Carroll, Deck
Heller, Douglas, Steward
Humason, Jan, Deck
Hummerick, James, Jr., Steward
Hutchinson, Richard, Jr., Engine

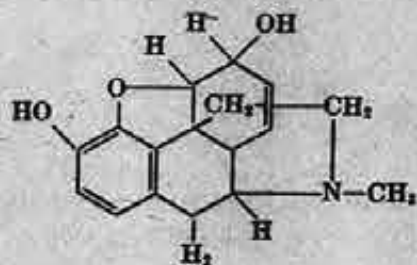
Ivey, D. E., Engine
Johnson, M., Deck
Jones, Leggette, Deck
Jordan, Carson, Deck
Kanasos, Panagirtis, Engine
Kegnoy, Thomas, Engine
Keith, Robert, Deck
Kelley, John, Deck
Kelly, John, Deck
Kerney, Paul, Engine
Kirksey, Charles, Engine
Kittleson, L. Q., Deck
Knight, Donald, Engine
Konetes, Johnnie, Deck
Kuo, Lawrence, Deck
Kundrat, Joseph, Steward
Lampere, Thomas, Engine
Laner, Ronnie, Engine
Lang, Gary, Deck
Laughlin, Douglas, Engine
LeClair, Lester, Steward
Lehmann, Arthur, Deck
Lentsch, Robert, Deck
Long, Alton, Engine
Lundeman, Louis, Deck
Makarewicz, Richard, Engine
Mallory, Arthur, Deck
Manning, Henry, Steward
Marcus, M. A., Deck
McAndrew, Martin, Engine
McCabe, John, Engine
McCabe, T. J., Engine
McMullin, Clarence, Steward
McParland, James, Engine
Milici, Robert, Deck

Minix, R. G., Jr., Engine
Miranda, John, Engine
Moneymaker, Ernest, Engine
Moore, C. M., Deck
Moore, George, Deck
Moore, William, Deck
Mortier, William, Deck
Mouton, Terry, Engine
Noble, Mickey, Deck
Noftis, Ken, Deck
Painter, Philip, Engine
Palombis, Nikolaos, Engine
Papageorgiou, Dimitrios, Engine
Parker, Jason, Deck
Patrick, L., Engine
Poletti, Pierangelo, Deck
Prossino, George, Deck
Reamoy, Bert, Engine
Restaino, John, Engine
Ripley, William, Deck
Rivers, Sam, Engine
Roback, James, Deck
Rodriguez, Charles, Engine
Rodriguez, Robert, Engine
Rogers, George, Engine
Ruiz, Steve, Engine
Sabb, Caldwell, Jr., Engine
Salley, Robert, Jr., Engine
Sanders, Darry, Engine
Sanger, Alfred, Deck
Shaw, Ronald, Engine
Silfist, George, Deck
Simonsell, Joseph, Steward
Simpson, Spurgeon, Engine

Sisk, Keith, Deck
Smith, D. B., Steward
Smith, Robert, Deck
Snyder, John, Engine
Spell, Gary, Engine
Spell, Joseph, Deck
Spencer, Craig, Engine
Spencer, H. D., Engine
Stanfield, Pete, Deck
Stauffer, David, Engine
Stevens, Duane, Deck
Strauss, Gregory, Engine
Svehoda, Kvetoslav, Engine
Szeibert, Stephen, Steward
Tanner, Leroy, Engine
Teli, George, Engine
Thomas, Robert, Engine
Thomas, Timothy, Deck
Trainer, Robert, Deck
Trutt, Llewellyn, Engine
Utterback, Larry, Deck
Vain, Thomas, Deck
Valton, Sidney, Engine
Vanyi, Thomas, Steward
Vukmir, George, Deck
Walker, Marvin, Engine
Wambach, Albert, Deck
Waugaman, Jerry, Engine
Wayman, Lee, Deck
Wilhelm, Mark, Engine
Wilson, Richard, Steward
Wolfe, John, Deck
Woodhouse, Ashton, Engine
Wright, Charlie, Engine
Zuker, Hans, Engine



Literatura del Siglo XX



sea/drome (-drum), n. Aeronautics. A floating air drome serving as an intermediate landing place.
 sea duck. See duck.
 sea eagle. A See eagle, L. D Local, U.S. The caprey.
 sea/-car, n. An abalone.
 sea fan. Any of an order (Gorgonacea) of anthozoans which branch in a fanlike form, esp. *Gorgonia ventalina* of Florida and the West Indies.
 sea/-car (-car), n. A mariner.
 sea/-ling (-ling), n. Traveling over the sea or seas as a pursuit or recreation; esp. the mariner's calling. — adj. Of, given to, or engaged in seafaring.

Five \$10,000, Two \$5,000 Scholarships to Be Given

Apply Now for Annual SIU Scholarship Program

The SIU Scholarship Administrator is now accepting applications from Seafarers and their dependents for next year's SIU-sponsored annual college scholarships, which include five \$10,000 four-year grants and two \$5,000 two-year grants. Of the five \$10,000 awards, at least one is reserved for an active Seafarer and four are reserved for dependents of Seafarers. The two \$5,000 scholarships, a program instituted just last year, are reserved exclusively for SIU members.

The four-year awards can be used to pursue a chosen field of education at any accredited college or university in the United States or its territories. And the two-year awards can be used to study at any accredited junior college, community college or post-secondary trade or vocational training school.

For a member to qualify for the awards, he must be under 35 years of age, a high school graduate or have achieved a high school equivalency diploma, and have at least three years seetime on SIU-contracted vessels for the \$10,000 scholarship (two years seetime for the \$5,000 scholarship), with 90 days employment in the previous calendar year and one day in the six months immediately preceding the date of application.

The SIU encourages its eligible members to take advantage of these fine educational opportunities. For this year's awards, presented last May, no Seafarer applied for the \$5,000 scholarships. Consequently, no two-year grants were given.

Eligibility requirements for dependents make the program open to:

- Dependents of members who have three years seetime with 90 days employment in the previous calendar year and one day in the six months immediately preceding date of application.
- Dependents of deceased members who had met the seetime requirements prior to death.

All dependents must be unmarried and less than 19 years of age at the time they apply.

All scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Boards (SAT only), or the American College Tests (ACT).

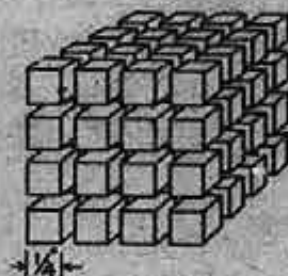
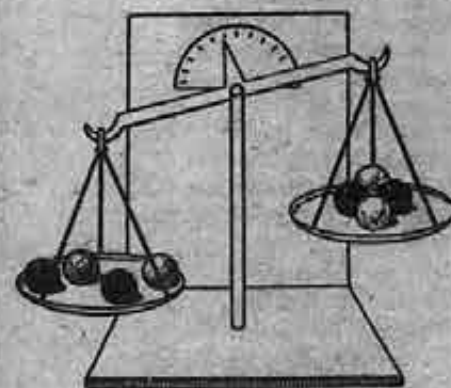
Upcoming test dates for the College Boards are Oct. 11, 1975; Nov. 1, 1975; Dec. 6, 1975 and Jan. 24, 1976. For all information on these tests, contact the College Boards at either Box 592, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701.

Available test dates for the ACT's are Oct. 18, 1975; Dec. 13, 1975 and Feb. 14, 1976. All information on these exams can be obtained by writing the ACT at Box 414, Iowa City, Iowa.

Applications and information concerning the SIU Scholarship program can be obtained at any SIU Union Hall or by writing the SIU Scholarship Administrator, 275 20th St., Brooklyn, N.Y. 11215.

Seafarers and their dependents are reminded to make all arrangements to take the needed exams as early as possible to insure that applications for the scholarships are received before application deadline.

Deadline is Apr. 1, 1976.



VII.

(BY THE SEA-SIDE)

THE sun is couched, the sea-fowl gone to rest,
 And the wild storm hath somewhere found a nest;
 Air slumbers—wave with wave no longer strives,
 Only a heaving of the deep survives,
 A tell-tale motion I soon will be laid,
 And by the tide alone the water swayed.
 Stealthy withdrawals, interminglings mild
 Of light with shade in beauty reconciled—
 Such is the prospect far as sight can range,
 The soothing recompense, the welcome change.
 Where now the ships that drove before the blast,
 Threatened by angry breakers as they passed;
 And by a train of flying clouds bemocked;
 Or, in the hollow surge, at anchor rocked
 As on a bed of death? Some lodge in peace,
 Saved by His care who bade the tempest cease.

