



SEAFARERS LOG

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MARY LINDENBAUM, SEAMANSHIP
Ping Pong, Room 41, 2057A

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At Age 66,
Passes Away**

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Members Ratify Contract

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Crew of the SS *Iberville* (Waterman Steamship) unanimously votes to accept new Freightship and Tanker contracts at shipboard meeting chaired by SIU Patrolman Teddy Babkowski (right) on July 18 in port of New York. SIU Patrolmen have been holding meetings as ships come into port to poll the membership vote on new agreements.

Dues Resolution Passed

See Pages 12-13



New York members cast votes for Seafarer Lonnie Dukes (hand raised) who was elected to serve on the special Constitutional Committee which acted on a dues increase resolution passed at July meetings held in all ports.

We delayed the LOG a few days this month so that we might reprint the Report of the Constitutional Committee elected to act on the dues increase resolution

The Committee had requested that their Report appear in the LOG and we felt that it was worth delaying the LOG in order to get this important information to the members.

Lower June Job Figures Don't Tell Real Story

Jobless Rate May Be Higher, BLS Says

Despite a decline in the overall jobless rate last month, the United States remains in the most serious unemployment crisis since the 1930's, and because of a possible inaccuracy in the Bureau of Labor Statistics' computations the lower jobless figure may not tell the real story.

The figures released by the Bureau show that the number of unemployed dropped during the month of June to 8.6 percent from 9.2 percent in May, which was not unexpected. However, the Bureau itself warned in mid-June that a sharp decline was likely due to a "deficiency in the seasonal-adjustment procedures," and noted that the "true" June rate may be higher than that published.

BLS Commissioner Julius Shiskin said that the nation won't know if the job picture actually improved last month "until we see the July figures" which will come out next month.

AFL-CIO President George Meany, commenting on the lower figures for June, declared that "this is phony good news. It would be the height of folly for anyone to take satisfaction from these figures for statistically they show that the unemployment crisis has not eased at all."

The AFL-CIO chief cited statistics in other areas—what he termed the "cold facts"—to support his charge that the unemployment picture is as bleak, if not worse, than it was two months ago.

Unemployment in the construction industry still stands at 21 percent; factory unemployment is 12 percent; among heads of households it is 6.1 percent, and among black adults the rate is 11.9 percent.

Both the numbers of long-term unemployed (jobless for 15 weeks or longer) and those too discouraged to seek work jumped significantly. The figure for long-term unemployed rose to 2.9 million, a jump of 250,000 over the month. And, the figure of those too discouraged to even seek work reached a record high of 1.2 million during the April-June period.

The average duration of unemployment in June reached its highest level in 13 years, climbing from 13.4 to 15.4 weeks. And, the total number of unemployed for the 12 month period from June 1974 to June 1975 rose 3.1 million, an increase of 65 percent.

Meany also decried the Ford Administration and Congress for failure to take steps to remedy the crisis. Noting that the unemployment outlook for the 70's continues to be bleak, Meany called the inaction by the Administration and Congress, "deplorable."

In explaining how their June figures may not be truly representative, the Bureau of Labor Statistics pointed out that changes in unemployment in June are strongly affected by large numbers of students and graduates entering the labor market.

"The seasonal adjustment method currently used assumes that the number of young jobseekers who enter the labor market between May and June is proportional to the level of unemployment," BLS stated.

"However, when the unemployment

level becomes exceptionally high, as in 1975, the proportional relationship does not hold," the Bureau added. "The rate was probably overstated in May and understated in June, so that an average of the two months provides a better estimate," the Bureau said.

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.

the PRESIDENT'S REPORT:



Paul Hall

One of the Best Contracts Ever

Reports coming into Headquarters from the outports and from the Union's contracted vessels show that the SIU membership is overwhelmingly accepting our new three-year contract—a contract that for many reasons is one of the best that we in the SIU have ever negotiated.

It is one of our best contracts ever because its terms, reached after long negotiations with the companies by the SIU's contract department, work to enhance the Seafarer's part in three very important roles—as a professional sailor, as a breadwinner and head of a household, and as a solid trade unionist.

As a professional seaman, the SIU member will benefit because the new contract both firms up the work jurisdiction of the Seafarer aboard ship, and outlines in more detail the duties of individual ratings. In addition, the contract now calls for paid transportation to the Seafarer traveling from one designated port to fill a job that another designated port could not fill, thus guaranteeing that all unlicensed jobs on SIU-contracted ships will be taken by SIU members. And as importantly, the new contract empowers the SIU to conduct a detailed study of our shipping rules and shipping procedures to ensure that these rules do not fall behind new and projected long term trends in shipping on American-flag vessels.

For the SIU member as a breadwinner, the overall terms of the new contract, which include substantial across-the-board increases in base monthly wages, premium rates and overtime rates and vacation pay, bolster the Seafarer's earning power by a minimum of 20 percent in the first year alone. This increase, along with the outlined increases for the second

and third years of the agreement, will enable the Seafarer to successfully keep on top of the continuing tide of inflation and recession. And should there be any drastic inflationary change in the nation's economy beyond expected levels, the new contract includes a cost-of-living increase clause to compensate.

In addition, the contract provides important increases in SIU welfare benefits to cover the continually rising costs of medical care; and a \$100 a month increase in benefits for new pensioners to help the Seafarer provide for his family after retirement as well as he had while actively sailing. Seafarers already on pension will have their pensions reviewed in the coming months with the view of improving them.

Most importantly, though, our new agreement enables the SIU's contracted companies to remain globally competitive with other U.S. operators as well as with the operators of foreign national merchant fleets. This guarantees that Seafarers will continue to enjoy good employment opportunities even in the face of the highest U.S. unemployment rate in 34 years which has idled 8½ million American workers. Without sufficient jobs for all Seafarers to fill, the best contract in the world isn't worth the paper it's written on.

To the Seafarer as a trade unionist, our new three-year agreement holds special significance because it is a contract by Seafarers for Seafarers.

In negotiating the terms of the agreement, the SIU's contract department followed the suggestions and guidelines set forth by the 66 Seafarers who were elected to serve as delegates to the special Seafarers Conference held last April at Piney Point. In turn, the suggestions of these 66 men, 22 from each shipboard department, were a direct reflection of the needs and desires of the vast majority of Seafarers throughout the country.

The delegates from each department met separately to discuss the problems within their own departments, as well as meeting jointly to discuss the problems facing both professional Seafarers as a class of workers, and the U.S. maritime industry as a whole. Out of these meetings the delegates formulated suggestions they felt would benefit the largest number of Seafarers in the largest number of ways.

In the final count, the April Seafarers Conference produced two very significant results—a contract which will provide for the needs of Seafarers and their dependents for the next three years, and a special victory for the continuing tradition of democracy in the trade union movement.

We owe these 66 Seafarers as well as the SIU contract department a special vote of thanks for a fine job. However, the overwhelming acceptance of the contract by the SIU membership, I'm sure, is thanks enough.

MTD's Peter M. McGavin Passes Away at 66

WASHINGTON—AFL-CIO Maritime Trades Department executive secretary-treasurer Peter M. McGavin, 66, succumbed to cancer at his home in Bethesda, Md. on July 6.

Brother McGavin was elected unanimously to the MTD post in November, 1960 and began his duties there on Jan. 1, 1961. Prior to this he had served as assistant to AFL-CIO President George Meany.

Born in Grand Rapids, Mich., McGavin entered the trade union movement in 1939 and was a member of the International Assn. of Machinists and Aerospace Workers.

In a letter to McGavin's widow, Dorothy, Meany and AFL-CIO secretary-treasurer Lane Kirkland wrote:



Peter M. McGavin

"We are deeply saddened by Pete's untimely passing. There is no way to express what his gifts and dedication

have meant to the labor movement over the last 35 years, or what his friendship has meant to us personally. His loss is irreparable. His contributions to the AFL, and the AFL-CIO and the Maritime Trades Department are of permanent value, and they will not be forgotten."

Paul Hall, President of the MTD and the SIU, on hearing of the death said:

"The Maritime Trades Department and the entire labor movement has lost an able spokesman and trusted friend, but the accomplishments of Peter McGavin on behalf of all of our affiliates will long endure and be remembered."

"All of us who knew Pete will remember him for his loyalty and dedication to the labor movement he served so long and so well. More than that, we will also remember him as a warm human being and valued friend whose judgment and counsel has meant so much to all of us throughout the years."

As Meany's aide with AFL, McGavin handled hundreds of jurisdictional disputes, worked with state and local central bodies and Federal labor unions and assisted national and international unions.

After the merger of the AFL and CIO in December 1955, Meany retained McGavin as his assistant assigning him many of the most difficult problems involved in the merger of state and local central bodies and in conflicts among various national and international unions.

Joined AFL in 1940

McGavin first joined the AFL organizing staff in 1940. He served in the U.S. Army in World War II from February 1942 to Jan. 1, 1946 when he returned to the AFL.

In November 1949, AFL President William Green named him regional director for Pennsylvania and West Virginia where he worked under AFL director of organization Harry E. O'Reilly handling state organizations, local central bodies and serviced Federal labor unions.

Four years later, he was appointed assistant national organization director by then AFL President George Meany.

A requiem Mass was said for Brother McGavin in Our Lady of Lourdes R.C. Church, Bethesda. Burial was in the Gate of Heaven Cemetery, Silver Spring, Md. Surviving, beside his widow, is his son, Stephen.

Contracts Overwhelmingly Ratified

The SIU membership continues to overwhelmingly approve the new Tanker and Freightship contracts which were negotiated last month with all SIU-contracted operators. The new three-year agreements were submitted again for ratification at all regular July membership meetings, after members voted on it at special meetings held in all ports in June. The approval both times was overwhelming.

To enable the SIU to poll complete membership, patrolmen have been boarding our ships as they come into port, holding Union meetings and tallying the votes. The ratification vote on the 80 ships polled so far has also been overwhelmingly in favor.

Headquarters has received communications from some of our ships commenting on the new agreements. The crew of the *Sea-Land Economy* wrote: "Congratulations to all you officials and port delegates who participated in negotiating this outstanding contract." The men on the *Fort Hoskins* sent this message: "On behalf of the crew, congratulations on new contract. Well done."

The new agreements, which went into effect at 12:01 a.m. on June 16, 1975, provide for across the board wage increases in each of the three years of the contract. They also call for substantial increases in vacation, pension and welfare benefits.

The Union's Negotiating Committee based their demands on the recommendations received from the members and evaluated by the 66 Seafarers who attended the two-week Seafarers Conference at Piney Point in April and submitted a detailed set of proposals.

The entire texts of the new Tanker and Freightship contracts were published in a special edition of the Seafarers LOG in July.

The special edition indicated by shading all revised sections, additions and others changes contained in both agreements.

Disability Time

In order to clarify some recent inquiries by members, the LOG is printing the following information concerning disability time as credit towards a pension:

All periods that an employee was considered Not Fit For Duty prior to July 1, 1962 are counted day for day towards an applicant's qualifications for either a Normal or Disability Pension, provided that an employee had accumulated employment with signatory companies previous to such disability. On and after July 1, 1962, only paid periods of disability for which an employee received either the Sickness and Accident Benefit or In-Hospital Benefit under the Seafarer's Welfare Plan or Main-

tenance and Cure Benefits from a former employee can be credited towards a member's pension.

An employee can receive up to one-half of his actual seetime in disability credit, but in no event can this total exceed one-third of the total number of days required to qualify for pension. For example, to be eligible for a Disability Pension an employee must have 4,380 days. Of this total an employee could not receive more than 1,460 days in disability credit—one-third of 4,380 days.

Disability credit does not count towards an employee's qualification for the receipt of an Early Normal Pension. Only actual employment in the amount of 7,300 days (20 full years) qualifies a member for this type of pension.

Solzhenitsyn at AFL-CIO



Aleksandr Solzhenitsyn, center, who last year was exiled from the Soviet Union for his open criticism of the communist government there, greets SIU President Paul Hall, left, and AFL-CIO President George Meany after speaking to a packed audience of labor leaders and government officials in Washington, D.C. late last month. Solzhenitsyn, the Nobel prize winning author, told the audience that widespread repression of the individual's rights still takes place in Russia and that the West's policy of detente with the USSR is a peril to worldwide freedom.

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Philadelphia Port Agent John Fay (at rostrum) fills in the seated membership on the then ongoing contract negotiations, the status of shipping and the President's Pre-Balloting Report.



Philadelphia Seafarers listen attentively to the port agent's report at the port's monthly informational membership meeting held on June 3.

Port of Philadelphia Monthly Meeting

A report on shipping in the port of Philadelphia, the President's Pre-Balloting Report and a status report on the then ongoing contract negotiations were presented during the informational meeting held in Philadelphia last month. Chaired by Philadelphia Port Agent John Fay, these membership meetings are held on the first Tuesday after the first Sunday of each month at the modern SIU hall on South Fourth Street. As in all SIU ports, the Union conducts a monthly meeting to keep area Union members up-to-date on Union activities, developments in the maritime industry and the Union's legislative activities in Washington. After hearing these various reports, Seafarers are encouraged to ask questions, offer opinions and participate in the meeting as part of the Union's process of serving the interests of the majority of its members.



Playing rummy to wile away the time while waiting for the meeting to begin are (clockwise from left): Fireman-Watertender Jack Jacobs; SIU Pensioner Danny Harris; Chief Steward Bob Tomas; Chief Cook Will Wentling, and Pensioner "Diamond Jim" Bergeria.



Dapper Seafarer Casimir Szymanski (right) and Brother William Millison take it easy just before the meeting begins.



Seafarer A. Benzuk spends his waiting time by perusing a newspaper, the SEAFARERS LOG, we hope.



Also just prior to the start of the meeting, members have their cards stamped by an SIU patrolman.

So Peacetime Fleet Can Meet Wartime Emergencies

House Unit Witness Urges Shipping Self-Sufficiency

WASHINGTON—The House merchant marine subcommittee continued its review of U.S. maritime promotional policies and programs with two more sessions held late in June and early this month.

At its session on June 19 the committee heard testimony from three witnesses: Raymond J. Waldman, deputy assistant secretary for Transportation and Telecommunications, Bureau of Economic and Business Affairs, Department of State; Alfred Maskin, executive director, American Maritime Association, and Philip J. Loree, chairman, Federation of American Controlled Shipping.

In his testimony Maskin told the committee that the United States should work to achieve U.S.-flag "self-sufficiency in shipping" as a means of assuring enough ocean carriage for defense emergencies. Maskin noted that a percentage goal for U.S.-flag cargo already exists in law, 100 percent of domestic trade, and "implicitly" 50 percent of the

foreign government generated aid cargo.

The AMA official urged policies to promote the achievement of these goals so the peacetime commercial activity and capacity of the merchant fleet may come close to providing wartime shipping needs.

Maskin also told the committee that the view of "effective control" of U.S.-owned vessels under foreign flag is a myth, and that the ships aren't readily available to the U.S. in emergencies.

Loree's testimony put him at odds with witnesses from the Defense Department, who at the opening session on June 5, had stated that the "effective control" fleet was not reliable and "failed us in the Mideast . . . and could fail us tomorrow."

Deputy Assistant Secretary of State Waldman told the subcommittee that his department does support the U.S.-flag merchant fleet and tries to tend to its needs abroad and in international forums within the framework of U.S. foreign policy. But he also stated that

the department remains opposed to cargo preference because it allegedly violates both commercial treaties and might work against U.S.-flag interests in some trades.

The subcommittee, however insisted that Waldman present a "legal brief" justifying State's opposition to cargo preference, and showing how the treaties of friendship, commerce and navigation would be violated.

At the subcommittee's next session it heard testimony from Robert Vastine, deputy assistant secretary of the Treasury for trade, and James J. Reynolds, president of the American Institute of Merchant Shipping (AIMS).

Reynolds told the subcommittee members that it is imperative for the government to define the size and composition of the merchant fleet, and to determine what is needed to meet the demand of both the military and economic aspects of national security. He also said that the same steps should be taken with regard to shipbuilding and ship repairing.

In noting the contribution to the country's balance of payments by a U.S. merchant fleet, Reynolds said that employment aboard ship and ashore was at least "a prudent way to provide substantial employment" particularly with today's sagging economy.

Sea-Land Withdraws From 2 Far East Conferences

Sea-Land Service, Inc., along with 11 other American-flag and foreign national-flag operators, last month pulled out of two Far East shipping conferences which govern rates from Hong Kong and Taiwan to U.S. ports.

The two conferences, originally set up to stabilize competition and prevent rate wars among the companies, are the Transpacific Freight Conference of Hong Kong and Taiwan, which sets rates on the U.S. West Coast, and the New York Freight Bureau, which sets rates from the Far East to U.S. East Coast ports.

A spokesman for Sea-Land said the company was forced to withdraw because the inflexibility of conference rate schedules made it impossible to effectively compete with non-conference independents, dominated by cut-rate third-flag operators who charge anywhere from 10 to 40 percent less than conference carriers.

The spokesman also pointed out that a system of cash rebates to shippers, illegal under U.S. law, but carried out unchecked by some foreign national lines also contributed to the forced move.

By far, though, it is the third-flag operators, led by the Russian Far East Shipping Company (FESCO) which operates 18 containerships between the Far East and the U.S. West Coast, who are causing the fiscal confusion and threatening the business life of many West Coast shipping companies.

In the four years since U.S. ports were opened to Soviet ships, Russia's FESCO, along with other third-flag carriers such as Zim Israel Navigation and Orient Overseas Lines, has captured more than half of all container trade on the conference-governed routes.

Senator Daniel K. Inouye (D-Hawaii) several months ago introduced a bill in the Senate that could alleviate the worsening crisis. The measure, which is receiving the complete support of the SIU, would require that a shipping firm show proof that the rates charged are compensatory on a commercial cost basis, or more simply that the company is making a profit from its service. Any rates found to be non-compensatory would be suspended by the Federal Maritime Commission, which holds jurisdiction in this area.

Seafarer Gets 1-Gallon Pin



Seafarer John Ryan (right) of the Puerto Rico Marine shoregang accepts an SIU Blood Bank One-Gallon pin last month from Headquarters Medical Clinic Director Dr. Joseph E. Logue for donating the precious, life-giving fluid.

U.S. Shipyards Hit Hard By Poor Tanker Market

The U.S. shipbuilding industry, which reached record peace-time production levels under the SIU-backed Merchant Marine Act of 1970, is now beginning to feel serious adverse effects brought on by the depressed state of the world tanker market for both old and new crude carriers. And if the depressed tanker situation continues or worsens, American yards could foreseeably come to a complete standstill.

The first sign of a U.S. shipyard decline was the temporary shutdown last January of the Seatrain Shipbuilding Co. operations at the former Brooklyn Navy Yard, which halted work on two 225,000-ton supertankers and idled 2,800 SIU-affiliated UIW shipyard workers. Only now are these men beginning to return to their jobs.

On the heels of the Seatrain shutdown, contract orders for five 89,000-ton tankers to be built at Todd Shipyards in San Pedro, Calif. were cancelled.

Robert J. Blackwell, assistant secretary of Commerce for Maritime Affairs, stated at a trade conference recently: "I do not foresee any additional crude oil carriers being built for foreign trade

until the present world surplus is worked off."

Since passage of the 1970 Merchant Marine Act, the U.S. Maritime Administration, through fiscal year 1974, had approved subsidized construction for 59 new vessels, mainly energy carriers, and 18 ship conversions.

This year, though, MARAD has given the go ahead on only three new ships, all 51,000-ton tankers, and two ship conversions. This number compares with 12 new vessels last year, and 20 and 21 the previous two years.

The problem is simply that U.S. tanker operators have grown reluctant to submit new ship contract orders because they have no guarantee that there will be steady employment for their ships after they are built.

This problem is further complicated by the fact that 80 to 90 percent of all U.S. tanker tonnage in layup is operated by American shipping companies independent of the multinational oil cartel. And this situation is not expected to change since the oil companies have historically used their own ships as well as hundreds of third-flag vessels for their liquid cargoes.



Hall Accepts Award for SIU

SIU President Paul Hall (left) accepts special award plaque for the Union from former New York City Mayor Robert F. Wagner "for offering educational opportunity to youth" through the SIU's annual scholarship program. The award was given by the trustees of the Educational and Cultural Fund of the Electrical Industry of the city-based Local 3 of the International Brotherhood of Electrical Workers. Hall accepted the award "in behalf of the professional sailors of the SIU and their children" at the local's 27th Annual Scholarship Awards Breakfast recently.

The Committee Page

Borinquen Committee



Waiting for a payoff July 8 in the port of New York is the Ship's Committee of the C4 SS *Borinquen* (Puerto Rico Marine) of (l. to r.) AB W. Davis, ship's chairman; Chief Steward F. Di Carlo, secretary-reporter; Steward Delegate D. Rios, and Deck Delegate Xavier Whalen. The vessel is the former SS *Trenton* (Sea-Land).

Lyman Hall Committee



Recertified Bosun Claude "Blackie" Bankston (front left) ship's chairman of the C4 SS *Lyman Hall* (Waterman) sits with his Ship's Committee of (l. to r.): AB Ronald Davis, deck delegate; Chief Steward Joseph Moody, secretary-reporter, and Cook and Baker Charles Smith, steward delegate at a payoff on July 3 in the port of New York at Brooklyn's Pier 7. The vessel is on the run to the Mideast.

Golden Endeavor Committee



Recertified Bosun Jim Foti (seated) ship's chairman of the tanker SS *Golden Endeavor* (Westchester Marine) awaits payoff June 26 in the port of New York with his Ship's Committee of (l. to r.): Steward Delegate Clyde Gibson; Chief Steward Carl Jones, secretary-reporter, and QMED Cecil Sapp, engine delegate, who's firmly holding on to his latest copy of the SEAFARERS LOG.

Tamara Guilden Committee



Ship's Chairman, Recertified Bosun Peter Sernyk (2nd left) of the SS *Tamara Guilden* (Transportation Com.) is with the Ship's Committee of (l. to r.): Steward Delegate Frank Okoorian; Chief Steward Nicholas Hatgimisiou, secretary-reporter; Deck Delegate Bill Eckles, and Engine Delegate Craig Conklin. The bulk carrier paid off on June 20 in the port of New York before going into layup at Todd Shipyard, Erie Basin, Brooklyn, N.Y. On her last run she was out six months carrying coal from the port of Philadelphia to Rotterdam and Haifa, Israel.

Cities Service Norfolk



The Ship's Committee on board the SS *Cities Service Norfolk* are, from the left: Engine Delegate Thomas Dodson; Deck Delegate Arthur Finnell; Bosun Bill Darley, ship's chairman, and Steward Delegate Jack Manuel. The tanker paid off on June 18 at Stapleton Anchorage, Staten Island in the port of New York. She's on the coastwise run from Texas City, Tex.

Boston Committee



Recertified Bosun Loyal Joseph (far right) ship's chairman of the SS *Boston* (Sea-Land) with the Ship's Committee of (l. to r.): Steward Delegate Stan Bell; Chief Steward James Keno, secretary-reporter; Engine Delegate P. Ayers, and Deck Delegate George Alexander. The containership paid off in the port of New York on June 6 after a coastwise run



Headquarters Notes

by SIU Vice President Frank Drozak

Our members continue, both at the July membership meetings in the ports and aboard our contracted ships, to overwhelmingly approve the new standard Freightship and Tanker agreements negotiated last month. This is gratifying because I think that these new contracts, providing for significant increases in wages, and vacation, pension, and welfare benefits, as well as a number of beneficial work rule changes, are two of the best contracts ever negotiated in the maritime industry.

However, it would be a serious mistake for all of us in the SIU to now sit back and relax because we have excellent work agreements for the next three years. It is just when we in this industry tend to relax a little that we find that someone, somewhere is trying to take from us what we have obtained.

Over the next three years many important issues, affecting both the SIU and indeed the entire maritime industry, will be decided, most of them in Washington in the Halls of Congress. Actions may be taken on such vital matters as cargo preference legislation, a regulatory third-flag bill, reduction of the present three-watch system to a two-watch system, the Jones Act and the constant efforts to waive or abolish it; and many other significant issues.

In the past the SIU has always been in the forefront of fights to insure that merchant seamen are fairly dealt with by all the governmental agencies which have a say in how the maritime industry is run. I cannot stress too much how vital it is for us to continue to take strong stands on matters which ultimately concern the job security of us all.

The most useful way to accomplish this is with our continued support of SPAD. It is through the membership's voluntary contributions to SPAD that we make our voice heard in Washington. The strength we have, the power which enables us to talk with the lawmakers of this country, comes from SPAD. Without it, we would never be able to offset the powerful interests, such as the

giant, multinational oil lobby, which are constantly trying to pass legislation that in many instances would be very detrimental to the U.S. merchant sailor.

As vice president in charge of contracts and contract enforcement I am very pleased to see our members receive salary and benefit increases obtained in the new contracts. But I also fervently hope that all SIU brothers do not forget that the best contract in the world is not worth the paper it's written on without one important thing: jobs. Only through the continued support of SPAD by the entire SIU membership can the job security of all of us be assured, now, as well as for the future.

SABINE TANKERS

I have been informed that the National Labor Relations Board has overturned the February, 1974 election in which the SIU was narrowly defeated in an attempt to obtain SIU representation for crewmembers of the Sabine Towing and Transportation Company. Following the election, the SIU filed charges of irregularity with the NLRB against the company.

Now, the NLRB has ruled that a new election will be held. The SIU is determined to go back this time and win the new election. More details on this matter will be in the next issue of the LOG.

BOSUNS RECERTIFICATION PROGRAM

With the graduation this month of the 24th class of Recertified Bosuns, the SIU's Bosuns Recertification Program is now two years old. In that time the Seafarers who have participated in this two-month program have gained valuable knowledge about their Union and also learned quite a bit about the entire maritime industry. More and more of our contracted vessels now have Recertified Bosuns leading the crews, and this in turn has made for smoother voyages with less problems aboard ship. I would like to congratulate the 12 most recent graduates of the program and wish them good luck and smooth sailing.

'A' SENIORITY UPGRADING

Six more Seafarers received their full Union 'A' Books this month after completing the SIU's 'A' Seniority Program. These men join the ranks of other full book members, and they now have greater shipping opportunities, as well as added responsibilities. They form the foundation of a solid membership which, by its interest and knowledge can assure the job security of us all.

I strongly urge all 'B' book members who are eligible to apply for this program as soon as possible.

FIREFIGHTING

The recently expanded two-day firefighting course conducted at the Harry Lundeberg School and at the MSC's facility at Earle, N.J. is continuing to turn out Seafarers expertly trained in the techniques of firefighting. It is a course well worthwhile for all seamen, and I urge all who have not done so to contact any SIU representative and attend this valuable course.

Juan Reinosa Is Appointed New Puerto Rico Port Agent

The SIU has appointed a new port agent in Puerto Rico—Brother Juan Reinosa who has been a member of the SIU for over 30 years, and a Union patrolman for the past 11 years.

Brother Reinosa will be in charge of the SIU Hall in Santurce, and he is there

to help and service all SIU members who ship and register out of that Hall. All members are urged to take advantage of the facilities in Santurce where they can obtain assistance and information on any problems they may have concerning their job or their SIU Wel-

fare benefits.

Brother Reinosa joined the SIU in the port of New York in 1944. Prior to that he had been going to sea since the late 1930's, when he was just a young man.

Throughout his sailing career with the SIU Reinosa shipped in the steward department. For many years he shipped as chief steward, sailing with Robin Lines, Isthmian Lines, Bull Lines, South Atlantic and Waterman.

A very active Union member, Brother Reinosa assisted the SIU in many beefs, including the Bull Line beef of 1946, and later the Robin Line beef and the Battle of Wall Street.

Worked on West Coast

In 1964 Reinosa became a Union

patrolman and began working on the West Coast out of the port of San Francisco. While in San Francisco he was the Regional Port Director of the San Francisco branch of the Andrew Furuseth Training School. In that role he helped many young Seafarers start their careers at sea.

Reinosa was also active in other segments of the labor movement while on the West Coast. He served as delegates to both the Central Labor Council of Alameda County and Central Labor Council of San Francisco.

A native of Puerto Rico, the 54-year old Reinosa and his wife Leova will be returning to his home after a 20-year absence. He says he is looking forward to doing his best to assist all the SIU members in his port.

Sound Pension Plan

"I came to this country from Ireland as a very young man looking for steady work and a secure future. I took what work I could find when I first got to America and after a few years I hooked up with a trucking outfit that paid pretty good for that time. I stuck with the place as a driver for 37 years. I married, raised a family who grew up and got married, too. I looked forward to retirement. In my 37th year with the company, however, I was informed that tough times had driven the place out of business. I was 64, without a job, and to top it off, without a pension. I have a part-time job now to supplement my and my wife's Social Security to make ends meet."

Above are the words of Charles McCarthy, a resident of Boston, Mass. It is an unfortunate story but what is more unfortunate, is that McCarthy is just one of countless thousands of American workers who have worked all their lives only to be cheated out of their rightful pension at retirement age.

This very serious problem many times can be attributed to illegal mismanagement of pension funds, but more often than not it is a simple case of improper funding, a situation that occurs when a pension plan is paying out

more than it is taking in, and eventually goes broke.

A recent example of this kind of situation regrettably occurred last May when the United Mine Workers Anthracite Health and Welfare Fund sent a letter of explanation to their retired hard coal members instead of the usual \$30 monthly allotment. The letter told the pensioners that the fund was temporarily depleted because of lack of royalty payments during the coal strike last April.

Throughout the history of our Union's Pension Plan, the SIU has always made sure that the Plan would never be in danger of going broke. Regularly the SIU conducts actuarial studies of the Seafarers Pension Plan to ensure that SIU members will never be caught short on pension payments.

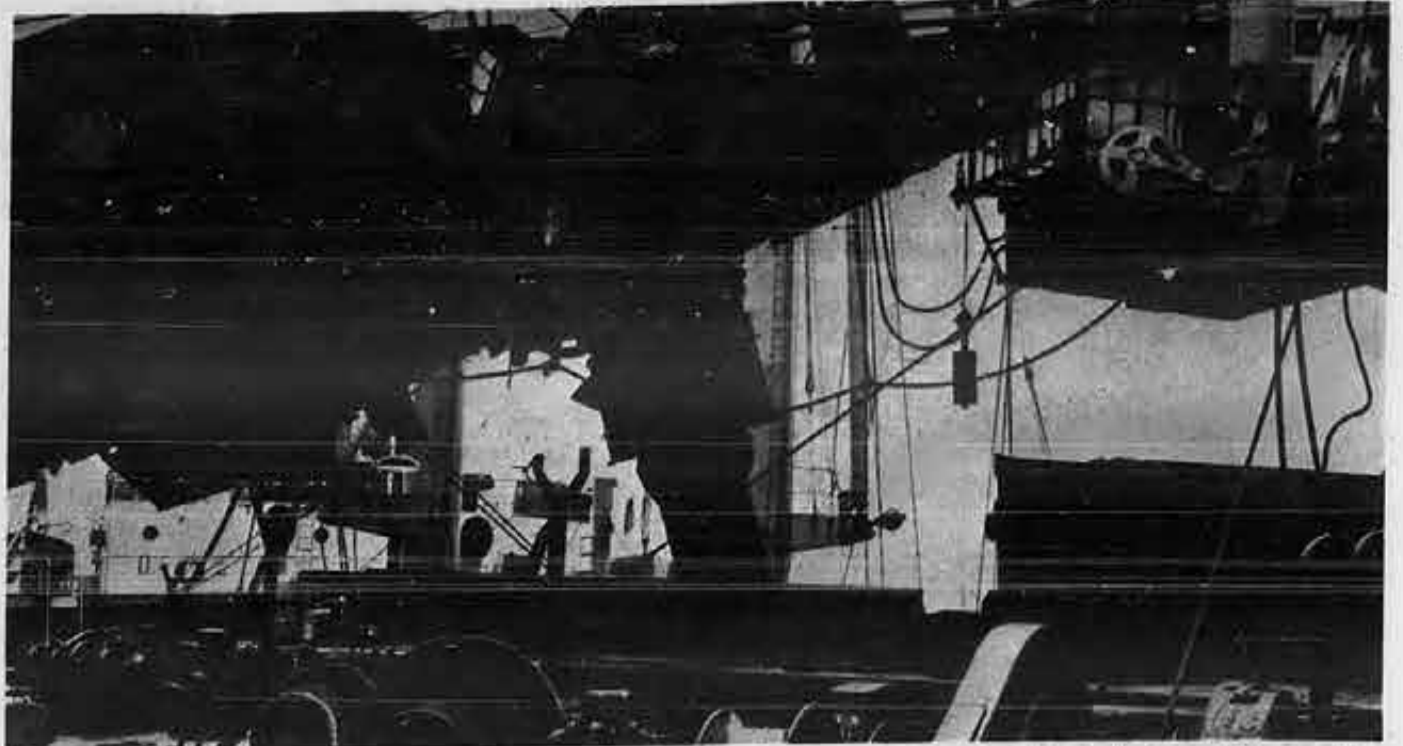
This is the main reason why the SIU has one of the strongest and most financially secure pension plans in any U.S. industry. It is also the main reason why the SIU in the contract just negotiated was able to grant a \$100 a month raise in pension benefits to new pensioners. The SIU is still in negotiation with the operators for the purpose of upgrading the pensions of SIU members already out on retirement.



Juan Reinosa (left), who was recently appointed SIU Puerto Rico port agent, fills out dues receipt for AB A. Maldonado aboard the *Borinquen* (Puerto Rican Marine). Brother Reinosa spent a few days in New York servicing SIU-contracted vessels before assuming his new duties in the port of Santurce.



Tied up next to a coal chute crane (top) is the *Merrimac*. Next (below) AB J. Morris helps to store a box of rutabagas with Chief Steward Fred Hicks (rear) coming on to assist. Then, next, ABs Mosel Myers and Carson Jordan check the Upgrading Page in the SEAFARERS LOG. Finally (bottom) OS Tom Taylor stands his gangway watch.



Coal unloader crane chutes cargo into the hold of the *Merrimac* with the aid of winches. The mechanism also levels out the coal in the hold.

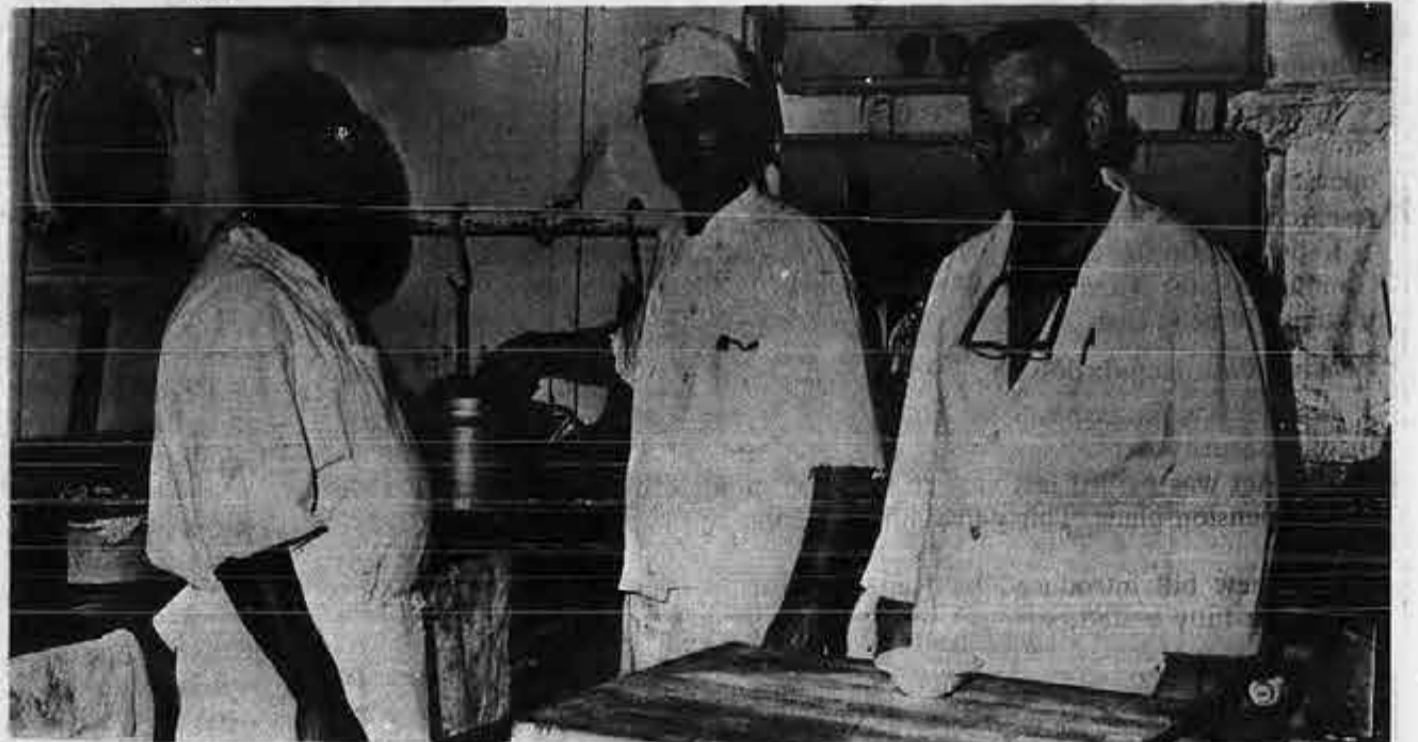
The SS Merrimac Pays Off

After delivering coal to Antwerp, the crew of the *SS Merrimac* (Ogden Marine) a converted T-2, was paid off in the port of Philadelphia last month as their ship took on another load of coal bound for The Netherlands.

Under MSTS charter, the *Merrimac* is, according to the ship's articles, "bound on a tramp freighter voyage, either direct or via one or more coastwise ports, to ports on this U.S. Atlantic, Gulf, Pacific or Great Lakes and/or in the Caribbean Sea and/or South America and/or European ports and/or African ports and/or ports in the Far East and/or Near East and/or Australia."

The bulk carrier was brought out of layup last February and crewed in Jacksonville after Ogden Marine secured a year MSTS charter to carry bulk cargo.

Though the ship has been running regularly between the East Coast and Europe, crewmembers who have read her articles haven't ruled out the possibility that they may be called on to sail her to any port in the world.



The *Merrimac's* galley crew of (l. to r.) Third Cook George Armstead, Chief Cook Peter Batayias, and Chief Steward Fred Hicks get ready to go into action.



At the shipboard meeting in the *Merrimac's* messroom are Recertified Bosun Ward Wallace, ship's chairman (center, front), and other members of the Seafarer crew.

Washington Activities

By B. Rocker



Merchant Marine Oversight

The Legislative Reorganization Act of 1946 directed standing committees of Congress to exercise "continuous watchfulness" over execution by administration agencies of laws whose subject matter falls within their jurisdiction.

Acting under that mandate, the House Merchant Marine Subcommittee is holding oversight hearings on a broad range of U.S. maritime policies.

In testimony given during the hearings, Herb Brand, Transportation Institute president, outlined ways in which the U.S. maritime policy could be implemented to build a strong, balanced, and competitive U.S. merchant marine to serve the nation's economy and assist our military forces in national emergencies.

SIU President Hall has been invited to testify.

Oversight hearings will continue through July 30.

Seafreeze Atlantic H.R. 5197

H.R. 5197, to authorize employment of foreign citizens on the fishing vessel *Seafreeze Atlantic*, was introduced by Robert Leggett (D-Calif.) in March and referred to the Merchant Marine and Fisheries Committee. The bill provides that during the period when foreign fishermen are being employed, the owners would train Americans to take their place.

O. William Moody, representing SIU, and Herb Brand, Transportation Institute, have testified in subcommittee hearings in favor of the bill.

There would be a number of major benefits for the maritime industry and the fishing industry from enactment of H.R. 5197. The ship could go back into service with a crew of 20 U.S. seamen and eventually an American fishing crew.

The House passed H.R. 5197 by voice vote.

Maritime Authorization for Fiscal Year 1976

A conference committee has been named to resolve differences between the House and Senate versions of the authorization bill for maritime programs—operating differential subsidies, construction differential subsidies, Title XI, research and development, maritime academies, etc.

Leonor Sullivan, chairman of the House Merchant Marine and Fisheries Committee, and Warren Magnuson, chairman of the Senate Commerce Committee, will head their respective delegations.

Pension Plan Regulation

A policy committee has been named to implement the Employee Retirement Income Security Act.

The Act was passed last year to establish minimum federal standards for private pension plans. Thirty-five million people are covered by such private plans.

In a new bill introduced by Rep. Richard Ottinger (D-N.Y.), he proposes that fully vested persons over 55 be entitled to pension benefits if employment is terminated by the employer. Rep. Ottinger feels such protection is of particular importance to older Americans who lose their jobs because of plant closings.

Third Flag Rates

S. 868, to provide minimum ocean rates for cargo carried on third-flag ships, has been favorably reported out of the Senate Commerce Committee. Identical bills will be considered in the House Merchant Marine and Fisheries Committee.

The bill requires that third-flag carriers justify their rates whenever they are lower than the lowest rate charged by a carrier in the liner conference; it does not prohibit them from carrying American cargo.

A recent study made for the Maritime Administration (the government agency which administers maritime funds) showed that the seven major foreign maritime nations—Japan, the United Kingdom, France, Norway, Spain, West Germany and Sweden—provide direct and indirect subsidies totaling over \$2 billion a year to their shipbuilding and shipping industries. Russian ships, government supported, are not required to operate at a profit, and can drive U.S. ships out of the market by undercutting costs.

We do not have cargo preference protection and our State Department does not sufficiently implement use of U.S. ships for Public Law 480 shipments. (According to this Law 50 percent of government generated aid cargo is supposed to go on American-flag ships.) This lack of support is costing us jobs and job security.

SIU supports S.868 and the protection it offers our industry.

Florida Gas Pipeline

In hearings before the Federal Power Commission, we are opposing permission for Florida Gas Transmission Company to convert a 24-inch gas pipeline to carrying petroleum products. The pipeline, now running from Baton Rouge, La., to Florida, will eventually extend to Texas.

The pipeline conversion would cost SIU 1,000 jobs on tugs, barges and tankers which serve in the Gulf Coast area.

Employment Conference

Upgraders and bosuns from the Harry Lundeberg School participated in the National Conference on Full Employment, sponsored by the Full Employment Action Council June 24. The Council is a coalition of representatives from labor, education and public interest groups.

Four panel sessions were devoted to the problems of unemployment and ways of creating more jobs for more Americans.

200 Mile Limit

The Fisheries, Wildlife Conservation and Environment Subcommittee of the House Merchant Marine and Fisheries Committee will hold hearings July 15 through 29 on H.R. 200 and related bills to extend the fisheries jurisdiction of the United States.



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.

Tanker Overseas Traveler Pays Off in Newport News



Recertified Bosun Arne Hoyde (left), ship's chairman of the *SS Overseas Traveler* (Maritime Overseas), stands by while (seated) Chief Steward Jasper C. Anderson, secretary-reporter of the tanker explains a point in the SIU Shipping Rules and the Union contract to the remainder of the Ship's Committee looking on of (l. to r.): Steward Delegate Robert Rowe; Engine Delegate Robert Sawyer, and Deck Delegate Charles Majette. Note the Seafarers LOG which they had just read on the table. In the photo on the right, during the payoff on June 2 at the C&O Piers in Newport News, Va., a member in the back row raises hand at the shipboard meeting to ask a question. After payoff, the vessel headed for Rotterdam.

ANNUAL REPORT

For the fiscal year ended December 31, 1974

SEAFARERS HIRING HALL TRUST FUND

(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, Two World Trade Center, New York, New York 10048.

(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. If you are interested in a more comprehensive treatment refer to Page 4 under the heading "Additional Information is Available."

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

Item	ADDITIONS TO FUND BALANCE	
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$1,308,577.46	
(b) Employee		
(c) Other (Specify) Interest on delinquent accounts	187.02	
(d) Total Contributions		\$ 1,308,764.48
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	77,718.71	
(b) Dividends		
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		77,718.71
4. Profit on disposal of investments		
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a)		
(b)		
(c) Total Other Additions		
7. Total Additions		\$ 1,386,483.19
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		\$ 51,119.14
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		737,286.89
12. Administrative Expenses:		
(a) Salaries (Schedule 2)		
(b) Allowances, Expenses, etc. (Schedule 2)	11,925.93	
(c) Taxes		
(d) Fees and Commissions (Schedule 3)	20,143.13	
(e) Rent		
(f) Insurance Premiums	499.07	
(g) Fidelity Bond Premiums		
(h) Other Administrative Expenses (Specify) Tabulating service & other administrative expenses	78,913.74	
(i) Total Administrative Expenses		111,481.87
13. Loss on disposal of investments		
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a) Collection	293.96	
(b)		
(c) Total Other Deductions		293.96
16. Total Deductions		\$ 900,181.86

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$ 703,207.52
18. Total Additions During Year (Item 7)	1,386,483.19

19. Total Deductions During Year (Item 16)	900,181.86
20. Total Net Increase (Decrease)	486,301.33
21. Fund Balance (Reserve for Future Benefits) at End of Year (Item 14, Statement of Assets and Liabilities)	\$ 1,189,508.85

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		\$ 21,628.28
2. Receivables:		
(a) Contributions:		
(1) Employer		
(2) Other (Specify) Due from other Plans		4,722.10
(b) Dividends or Experience Rating Refunds		
(c) Other (Specify)		
3. Investments: (Other than Real Estate)		
(a) Bank Deposits at Interest and Deposits or Shares in Savings and Loan Associations		1,167,470.17
(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)		
(1) %		
(2) %		
4. Real Estate Loans and Mortgages		
5. Loans and Notes Receivable: (Other than Real Estate)		
(a) Secured		
(b) Unsecured		
6. Real Estate:		
(a) Operated		
(b) Other Real Estate		
7. Other Assets:		
(a) Accrued Income		
(b) Prepaid Expenses		
(c) Other (Specify) Fixed assets—\$15,962.47 less 100% reserve		-0-
8. Total Assets		\$ 1,193,820.55
LIABILITIES		
9. Insurance and Annuity Premiums Payable		
10. Unpaid Claims (Not Covered by Insurance)		
11. Accounts Payable		1,503.26
12. Accrued Expenses		
13. Other Liabilities (Specify) Due to other Plans		2,808.44
14. Reserve for future benefits (Fund balance)		1,189,508.85
15. Total Liabilities and Reserves		\$ 1,193,820.55

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.

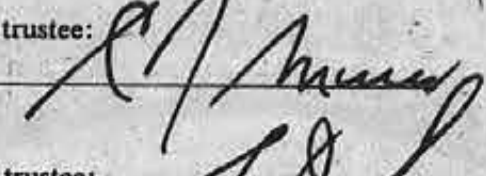

ADDITIONAL INFORMATION IS AVAILABLE

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, Two World Trade Center, New York 10048.

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: 

DISPATCHERS REPORT

JUNE 1-30, 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	4	3	0	3	3	0	16	3	2
New York	107	10	0	68	18	4	208	25	0
Philadelphia	6	4	0	1	1	0	27	8	0
Baltimore	26	2	0	22	10	0	57	3	0
Norfolk	18	6	0	12	3	1	25	10	0
Tampa	5	2	0	3	0	0	14	2	0
Mobile	19	1	0	9	2	0	60	7	0
New Orleans	60	10	0	58	38	0	134	15	0
Jacksonville	31	2	0	33	7	0	59	2	0
San Francisco	46	4	0	19	6	0	110	11	0
Wilmington	26	2	0	1	2	0	49	6	0
Seattle	31	8	0	30	10	0	59	9	1
Puerto Rico	4	0	0	4	2	0	16	1	0
Houston	78	9	0	84	40	0	126	8	2
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	6	0	0	3	4	0	15	2	0
Totals Deep Sea	467	63	0	350	149	5	975	112	5
Great Lakes									
Alpena	6	4	0	15	15	0	12	2	0
Buffalo	4	2	0	4	2	0	5	3	0
Cleveland	7	3	0	4	7	0	11	5	1
Detroit	17	2	3	32	10	2	15	2	2
Duluth	10	3	0	5	6	0	11	5	2
Frankfort	5	0	0	13	5	5	1	0	0
Chicago	6	1	0	4	0	0	9	1	0
Totals Great Lakes	55	15	3	76	45	7	64	18	5
Totals Deep Sea & Great Lakes	522	78	3	426	194	12	1,039	130	10
ENGINE DEPARTMENT									
Boston	4	3	0	0	1	0	6	4	0
New York	87	34	1	65	25	0	150	55	2
Philadelphia	10	1	0	3	3	0	20	6	0
Baltimore	21	5	0	19	3	0	49	13	2
Norfolk	18	6	1	4	5	0	25	6	1
Tampa	2	2	0	1	2	0	4	3	0
Mobile	16	3	0	10	4	0	36	11	0
New Orleans	49	15	0	44	29	0	118	20	0
Jacksonville	22	5	0	27	8	0	36	13	0
San Francisco	48	13	0	18	7	0	96	42	0
Wilmington	12	2	0	8	2	0	28	8	0
Seattle	11	5	0	18	17	0	36	15	0
Puerto Rico	7	1	0	8	2	0	15	2	0
Houston	54	16	0	69	27	0	105	18	1
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	4	3	0	2	4	0	2	3	0
Totals Deep Sea	375	114	2	296	132	0	726	219	6
Great Lakes									
Alpena	1	7	0	6	12	1	6	6	0
Buffalo	5	0	0	2	0	0	3	0	2
Cleveland	2	1	0	1	0	0	8	3	0
Detroit	21	1	1	18	1	0	14	4	1
Duluth	5	1	1	2	1	0	12	4	2
Frankfort	4	6	0	3	4	0	4	3	1
Chicago	1	1	0	3	0	0	5	2	1
Totals Great Lakes	39	17	2	35	18	1	52	22	7
Totals Deep Sea & Great Lakes	414	131	4	331	150	1	1,091	152	13
STEWARD DEPARTMENT									
Boston	4	1	0	0	1	0	5	2	0
New York	37	2	0	25	27	6	78	8	1
Philadelphia	5	0	0	0	0	0	17	1	0
Baltimore	7	2	0	116	5	0	20	5	0
Norfolk	10	2	0	7	5	0	16	3	0
Tampa	1	0	0	1	0	0	4	0	0
Mobile	20	0	0	6	3	0	49	0	0
New Orleans	33	1	0	42	36	0	71	4	0
Jacksonville	9	1	0	15	5	0	21	5	0
San Francisco	26	4	0	18	9	0	64	8	0
Wilmington	7	2	0	2	1	0	12	5	0
Seattle	11	1	0	19	2	0	34	3	0
Puerto Rico	3	1	0	3	1	0	10	2	0
Houston	46	0	0	35	21	0	77	3	0
Piney Point	0	3	0	0	17	0	0	0	0
Yokohama	1	0	0	2	3	0	2	1	0
Totals Deep Sea	220	20	0	191	136	6	480	50	1
Great Lakes									
Alpena	2	1	0	6	4	0	1	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	0	0	0	1	1	0	2	0	0
Detroit	3	0	0	11	1	0	3	0	0
Duluth	3	0	0	1	0	0	5	0	0
Frankfort	1	0	0	5	1	0	2	0	0
Chicago	2	0	0	0	0	0	3	0	0
Totals Great Lakes	11	1	0	24	7	0	16	0	0
Totals Deep Sea & Great Lakes	231	21	0	215	143	6	496	50	1
ENTRY DEPARTMENT									
Boston	3	4	6				3	8	8
New York	27	85	21				56	197	41
Philadelphia	9	18	0				19	43	0
Baltimore	15	22	1				35	42	8
Norfolk	10	13	2				14	24	3
Tampa	0	4	0				7	6	1
Mobile	14	13	0				21	38	0
New Orleans	37	53	1				72	75	4
Jacksonville	12	21	0				15	55	0
San Francisco	31	54	3				51	110	7
Wilmington	4	11	1				12	26	2
Seattle	11	19	1				27	45	2
Puerto Rico	6	11	1				16	24	2
Houston	30	56	3				43	77	21
Piney Point	0	21	0				0	0	0
Yokohama	0	1	0				2	4	0
Totals Deep Sea	209	406	40				394	774	99
Great Lakes									
Alpena	5	17	2				4	17	19
Buffalo	4	6	4				6	6	12
Cleveland	6	6	4				11	13	21
Detroit	17	9	14				24	15	38
Duluth	9	6	5				11	6	19
Frankfort	12	7	5				7	7	1
Chicago	5	1	0				9	4	10
Totals Great Lakes	58	52	34				72	68	120
Totals Deep Sea & Great Lakes	267	458	74				466	832	219
Totals All Depts. Deep Sea	1,271	603	42	847	417	11	2,575	1,155	111
Totals All Depts. Great Lakes	163	85	39	135	60	8	204	108	132
Totals All Depts. Deep Sea & Great Lakes	1,434	688	81	982	477	19	2,779	1,263	243

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

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Frank Drozak Paul Drozak

HEADQUARTERS

675 4 Ave., Bklyn. 11232
(212) HY 9-6600

ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616

BALTIMORE, Md.
1216 E. Baltimore St. 21202
(301) EA 7-4900

BOSTON, Mass. 215 Essex St. 02111
(617) 482-4716

BUFFALO, N.Y. 290 Franklin St. 14202
(716) TL 3-9259

CHICAGO, Ill. 9383 S. Ewing Ave. 60617
(312) SA 1-0733

CLEVELAND, Ohio
1290 Old River Rd. 44113
(216) MA 1-5450

DETROIT, Mich.
10225 W. Jefferson Ave. 48218
(313) VI 3-4741

DULUTH, Minn. 2014 W. 3 St. 55806
(218) RA 2-4110

FRANKFORT, Mich. P.O. Box D
415 Main St. 49635
(616) EL 7-2441

HOUSTON, Tex. 5804 Canal St. 77011
(713) WA 8-3207

JACKSONVILLE, Fla.
3315 Liberty St. 32206
(904) 353-0987

JERSEY CITY, N.J.
99 Montgomery St. 07302
(201) HE 5-9424

MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754

NEW ORLEANS, La.
630 Jackson Ave. 70130
(504) 529-7546

NORFOLK, Va. 115 3 St. 23510
(804) 622-1892

PADUCAH, Ky. 225 S. 7 St. 42001
(502) 443-2493

PHILADELPHIA, Pa. 2604 S. 4 St. 19148
(215) DE 6-3818

PINEY POINT, Md.
St. Mary's County 20674
(301) 994-0100

PORT ARTHUR, Tex. 534 9 Ave. 77640
(713) 983-1679

SAN FRANCISCO, Calif.
1321 Mission St. 94103
(415) 626-6793

SANTURCE, P. R.
1313 Fernandez, Juncos,
Stop 20 00908
(809) 724-2848

SEATTLE, Wash. 2505 1 Ave. 98121
(206) MA 3-4334

ST. LOUIS, Mo. 4581 Gravois Ave. 63116
(314) 752-6500

TAMPA, Fla. 2610 W. Kennedy Blvd. 33609
(813) 870-1601

TOLEDO, Ohio. 935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.
510 N. Broad St. 90744
(213) 549-4000

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935

Shipping at the deep-sea ports during the month of June remained relatively stable. Despite record unemployment in the nation, employment opportunities for seafarers continue to be good. This is clearly shown in that each month upwards of 35 percent of all jobs shipped are taken by other than 'A' seniority men. Shipping for the near future is expected to remain stable.

Dues Resolution Presented to Members

The following Resolution on a dues increase for working members only, was presented by the SIU Secretary-Treasurer on behalf of the Union's Executive Board and all of its officers at July meetings in all Constitutional and Non-Constitutional ports. It was overwhelmingly passed by the membership. (The vote in each port appears below the Resolution.)

Appearing on the next page is the full report of the Constitutional Committee elected on July 18 at Headquarters to act on the Resolution and make any changes, corrections, substitutions and/or recommendations. In their report, the Committee recommended that the Resolution and their own report appear in the Seafarers LOG prior to the secret, mail ballot referendum on the Resolution.

This Constitutional Committee's Report and Recommendation will be voted on at the regular membership meetings in August.

WHEREAS, the Union successfully negotiated an increase in wages and overtime for the first year in the new contract which was overwhelmingly approved by the membership; and

WHEREAS, the contract also provides for continued increases in earnings for the membership in each year of the contract; and

WHEREAS, as a result of these negotiations, the membership will also receive substantial increases in vacation benefits which will raise the vacation payments to \$1,400, \$1,800, \$2,200 and \$2,400 for the respective groups and ratings; and

WHEREAS, these higher vacation payments represent an average of 50% rise in benefits; and

WHEREAS, new vacation benefits over and above those already obtained are being negotiated; and

WHEREAS, serious threats to employment and job security have been made recently on both national and foreign fronts; and

WHEREAS, the Union has a responsibility to its members to continue its fight to preserve and protect the job security of its membership; and

WHEREAS, in order to continue the fight for jobs and job security, it will be necessary to have the financial resources available to take whatever actions are necessary; and

WHEREAS, the cost for staff salaries, communications, postage, rents, utilities and other expenses that must be paid in order to effectively represent the membership have risen; and

WHEREAS, these higher costs resulting from current inflation create great pressures on the Union to curtail its multiple services to the membership; and

WHEREAS, in these times it would not only be unwise but self-defeating to permit the slightest reduction of existing operations and services to the membership; and

WHEREAS, the only constructive measure would be to obtain additional dues from working members; and

WHEREAS, these additional dues would be payable only by those who may receive monetary benefits over and above those that they are presently receiving or to which they will be entitled to receive as a result of the new contract that is in effect; and

WHEREAS, such additional dues would also be payable by any member who is employed by this Union, its subsidiaries and affiliates or who is employed at the Union's direction; and

WHEREAS, this action will require a Constitutional amendment; and

WHEREAS, under our Constitution all

proposed amendments and actions to be taken upon such amendments must first be authorized by the membership; and

WHEREAS, after such approval is granted, a Constitutional Committee must be elected which will have the authority to act on the amendments and make changes, corrections, substitutions and/or recommendations; and

WHEREAS, any recommendations of the Committee may include other proposed Constitutional changes; and

WHEREAS, the report of the action of the Committee must be submitted to the membership for acceptance, modification or rejection; and

WHEREAS, if the Committee recommends the approval of the amendment, and if the membership accepts the report of the Committee, a referendum vote of the membership must then be conducted on such Constitutional amendment.

NOW, THEREFORE, BE IT RESOLVED: That Article V, Section 1 of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District Constitution, be amended to read as hereafter set forth; provided that subparagraph (b) of the amendment hereafter set forth, shall become applicable only to those members who, subsequent to September 15, 1975 shall be entitled, over and above that provided for through collective bargaining agreements in effect September 15, 1975, for days worked thereafter, an additional vacation benefit payment for twelve consecutive months worked with contracted employers, or for ninety day multiples so worked in such twelve consecutive month period, the sum of \$50.00, and proportionate amount for days worked in excess thereof. Such amendments shall become effective October 1, 1975, and with respect to members whose vacation benefit payments may thereafter be increased as above, it shall become effective the first day of the month immediately after the month in which such increased vacation benefit provision is authorized.

AMENDMENT

Article V, Section 1. All members' dues shall consist of:

(a) dues in effect on July 1, 1975, which shall be paid quarterly on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided; and;

(b) the sum of \$50.00 for each ninety days worked in twelve consecutive months for contracted employers and for days worked subsequent to such first ninety days in such twelve consecutive months, which are less than ninety,

a proportionate sum of such \$50.00 which shall be equal to the percentage which such worked days bears to ninety days. Dues payable under this subsection (b), shall be payable on the day that the member receives payment for his earned compensatory credit on account of having worked such days, anything to the contrary herein notwithstanding, and shall become effective as to members in the manner designated and determined by majority vote of the membership by secret ballot. When so determined by its membership, members in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction as provided for in Article XII, Section 1(a) & (c) shall pay in addition to that provided for in paragraph (a) immediately above, the sum of Fifty (\$50.00) Dollars quarterly on a calendar year basis, no later than the first business day of each quarter, while so employed.

(c) changes of the above dues shall only be by Constitutional amendment.

RESOLVED, that the voting upon this proposed amendment be by secret ballot and that the procedure or details of such mail balloting be contained in the recommendations of a Constitutional Committee to be elected in the event this proposed Resolution is accepted by the membership as Constitutionally required, and that such Constitutional Committee make such other recommendations on mail balloting procedure along with recommendations on changes, corrections, and/or substitutions on the proposed amendment as the Committee may feel needed or appropriate.

RESOLVED, as Constitutionally provided, this Resolution be voted upon by the membership at the Constitutional

Ports of New York, Philadelphia, Baltimore, Detroit, Houston, New Orleans, Mobile and San Francisco, and in addition at all non-Constitutional Ports, and if concurred in, a Constitutional Committee of six book members to be elected at the Port of New York-Headquarters at a Special Meeting to be held at 2:00 p.m. on July 18, 1975; and finally

RESOLVED, in the event that such Constitutional Committee's Report and recommendations are thereafter accepted by the membership for voting as Constitutionally required, such referendum vote shall be held as provided for in the Constitutional Committee's report and recommendations.

Fraternally submitted:

Paul Hall, President, H-1

Cal Tanner, Executive Vice President, T-1
Frank Drozak, Vice President, D-22
Lindsey Williams, Vice President, W-1
Joe DiGiorgio, Secretary-Treasurer, D-2
Earl Shepard, Vice President, S-2
Paul Drozak, Vice President, D-180

Leon Hall, Headquarters Representative, H-125

William Hall, Headquarters Representative, H-272

Edward X. Mooney, Headquarters Representative, M-7

John Fay, Philadelphia Agent, F-363

Ben Wilson, Baltimore Agent, W-217

E. Aubusson, Detroit Agent, A-8

C. J. Stephens, New Orleans Agent, S-4

Louis Neira, Mobile Agent, N-1

Steve Troy, San Francisco Agent, T-485

A. Campbell, NY Patrolman, C-17

T. Babkowski, NY Patrolman, B-1

J. Blujitt, NY Patrolman, B-15

L. Iovino, NY Patrolman, I-11

P. Marinelli, NY Patrolman, M-462

G. McCartney, NY Patrolman, M-948

F. Mongelli, NY Patrolman, M-1111

K. Terpe, NY Patrolman, T-3

A. Bernstein, Philadelphia Patrolman, B-3

A. Kastina, Baltimore Patrolman, K-5

R. Pomerlane, Baltimore Patrolman, P-437

H. Fischer, Mobile Patrolman, F-1

R. Jordan, Mobile Patrolman, J-1

William Morris, Mobile Patrolman, M-4

T. Gould, New Orleans Patrolman, G-267

L. Guarino, New Orleans Patrolman, G-520

H. Troxclair, New Orleans Patrolman, T-4

S. Zeagler, New Orleans Patrolman, Z-60

R. Lightfoot, Houston Patrolman, L-562

F. Taylor, Houston Patrolman, T-180

R. Wilburn, Houston Patrolman, W-6

Following are the votes in each port on the dues increase Resolution. In the Constitutional ports, voting took place at the regular July membership meetings, and at the non-Constitutional ports, voting took place on July 17.

PORT	MEMBERS PRESENT	VOTED FOR	NO VOTES & AGAINST
PINEY POINT	81	81	0
JACKSONVILLE	72	72	0
NORFOLK	51	51	0
BALTIMORE	95	95	0
BOSTON	32	32	0
PHILADELPHIA	77	75	2
DETROIT	96	96	0
WILMINGTON	48	48	0
FRANKFORT	No Quorum		
HOUSTON	178	178	0
DULUTH	22	22	0
NEW YORK	350	350	0
TAMPA	39	39	0
CHICAGO	26	26	0
NEW ORLEANS	278	278	0
MOBILE	143	143	0
CLEVELAND	18	18	0
ALPENA	10	10	0
YOKOHAMA	16	16	0
SEATTLE	47	45	2
SAN FRANCISCO	184	184	0
PUERTO RICO	30	30	0
BUFFALO	10	10	0
TOTALS	1,903	1,899	4



Seafarers at Headquarters vote to elect a Constitutional Committee at a special meeting held in New York on July 18. The Committee was elected to act on a dues increase resolution which was passed at all regular July membership meetings and at special meetings held on July 17.

REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at a special meeting at Headquarters—Port of New York—on July 18, 1975, in accordance with Article XXV, Section 2, of our Union Constitution. We have had referred to us and studied the Constitutional amendment resolution submitted jointly by all our Officers, Headquarters Representatives, Agents and Patrolmen. The amendment resolution prior to its submission to us, was adopted by a majority vote of the membership at Headquarters and all Ports. The Resolution's entire provisions including its whereas clauses is attached to this, our Report and Recommendation, so that all members will have available to them its full text for their review and study at the same time that they read this, our Report and Recommendations.

As the Resolution sets forth, we in the maritime industry are faced with serious threats to our job opportunities and security. Events on foreign fronts in petroleum and other energy sources, make clear the cutback in our importation of energy material. Similarly, with heavy increased cost for foreign fuel, there is a sharp drop in our Nation's use of imported energy. All of this results in less U.S. bottoms with equivalent drop in job opportunities. Nor does contemplated expansion of our domestic fleet pick up the full slack, particularly when modern technique and automatic equipment results in less job opportunities and at the same time, other transportation means stand by to replace water transportation.

Faced with this reality, we must undertake actions and methods to reduce this impact and at the same time, find alternatives for employment in maritime. Furthermore, it is most important that steps be taken to fight the substandard maritime operators so as to make their standards comparable to ours with resulting increased job opportunities. This program is a necessity and those of us working in maritime for many years, recognize the extreme importance of what has to be done.

The efforts required to be successful will be great. At the same time, the cost will be most substantial. This is all the more so in today's inflationary climate. The combined efforts of manpower, facility's use, legislative, clerical, legal, etc., will obviously be heavy with a comparable high cost.

At the same time that this effort gets under way, we are faced with constantly increased costs across the board in staff, salaries, postage, rent, taxes, utilities, professional services, supplies, materials and other expenses. And while this condition continues to spiral, the paramount interest and concern of providing maximum services to the membership must constantly be observed. Our examination of Union records, experience, conferences and discussions with our elected and appointed representatives, makes clear to us the importance of going forward and simultaneously maintaining our existing standards for membership protection and security.

Normally in our opinion, the raising of money to support Union needs such as the above, is through across the board increase in dues or assessments applicable to all members in equal amount. However, the proposed resolution which seeks to raise the necessary moneys recognizes that such increased Union money should come only from working members and then only for their period of employment and equally important, come out of moneys received solely from increased benefits to be secured as a result of negotiated efforts, over and above those now in existence. In effect, the moneys needed to be raised in the form of dues will be from future benefit increases received as a result of negotiations and shipping.

We note that the Constitutional Amendment part of the Resolution providing for

increased dues comes into play only after two conditions are met. First, it applies only to those members who sometime after September 15, 1975 as a result of shipping thereafter, are entitled to receive vacation benefits as a result of collective bargaining agreements, which are higher than those already in effect on September 15, 1975 and second, the increased vacation benefit must be at least the sum of \$350.— for 12 consecutive months shipping or \$87.50 for 90 days shipping and higher amounts proportionately if above 90 days.

We further note that by our recent negotiated contract for the membership, excluding Great Lakes who negotiated their contract last year, vacation benefits were raised to group levels for annual shipping to \$1,400.—, \$1,800.—, \$2,200.— and \$2,400.—, respectively. Under the proposed Resolution, before the dues change will become effective, another \$350.— for annual shipping or \$87.50 for 90 days shipping would have to be added on to the sailing member's benefit. Only part of that increased benefit would be paid as increased dues, leaving the remainder for the use of the member.

In effect, the increased dues would be payable only by working members for time worked of 90 days and in excess and then only provided there is an increased vacation benefit of at least \$87.50 for such 90 days over and above vacation benefits in effect on September 15, 1975. As we see it, in this way the source of increased Union revenue to fill the needs discussed above comes from new and higher vacation benefits available and paid to working members, without taxing the nonworking, ill or disabled members or touching any part of existing negotiated vacation benefits.

The Resolution further carries out one of its underlying themes that such increased Union dues should come from working members, by providing that the maximum increase in dues shall be applicable as well to Union member officers, other members in the Union's employ, its subsidiaries or affiliates or in employment at the Union's direction.

For the foregoing reasons, we report and recommend the following Resolution for membership vote:

"RESOLVED: That Article V, Section 1 of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District Constitution, be amended to read as hereafter set forth; provided that subparagraph (b) of the amendment hereafter set forth, shall become applicable only to those members who, subsequent to September 15, 1975 shall be entitled, over and above that provided for through collective bargaining agreements in effect September 15, 1975, for days worked thereafter, an additional sum of \$350 vacation benefit payment for twelve consecutive months worked with contracted employers, or for ninety day multiples so worked in such twelve consecutive month period, the sum of \$87.50, and proportionate amount for days worked in excess thereof. Such amendment shall become effective October 1, 1975, and with respect to members whose vacation benefit payments may thereafter be increased as above, it shall become effective the first day of the month immediately after the month in which such increased vacation benefit provision is authorized.

AMENDMENT

Article V, Section 1. All members' dues shall consist of:

(a) dues in effect on July 1, 1975, which shall be paid quarterly on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided, and;

(b) the sum of \$50.00 for each ninety days worked in twelve consecu-

tive months for contracted employers and for days worked subsequent to such first ninety days in such twelve consecutive months, which are less than ninety, a proportionate sum of such \$50.00 which shall be equal to the percentage which such worked days bears to ninety days. Dues payable under this subsection (b), shall be payable on the day that the member receives payment for his earned compensatory credit on account of having worked such days, anything to the contrary herein notwithstanding, and shall become effective as to members in the manner designated and determined by majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction as provided for in Article XII, Section 1 (a) & (c) shall pay in addition to that provided for in paragraph (a) immediately above, the sum of Fifty (\$50.00) Dollars quarterly on a calendar year basis, no later than the first business day of each quarter, while so employed.

(c) changes of the above dues shall only be by Constitutional amendment." We further recommend that the Resolution as quoted above, be voted upon Yes or No, by the membership.

The proposed Resolution also directs this Constitutional Committee to recommend the details for a secret ballot vote of the membership upon the Resolution. If this Constitutional Committee's Report and Recommendation is concurred in by the membership at the next regular membership meetings in August, 1975, it is recommended that:

(a) No later than August 16, 1975, a copy of the Constitutional Committee's Report and Recommendation with attachment, be mailed to all members and ships.

(b) The ballot on the above Resolution be held by mail referendum vote over a 30 day period by secret ballot and that voting shall commence at all ports on August 25, 1975 and end on September 23, 1975, between the hours of 9:00 A.M. and 12:00 Noon Monday through Saturday, excepting therefrom legal holidays; and that on September 29, 1975 at 10:00 A.M. at Headquarters, a special meeting of the membership be held for the purpose of electing a Tallying Committee consisting of six full book members who upon their election shall take possession of the ballots, tally the same, make its report and

notify the Secretary-Treasurer as to the results of the referendum as soon as possible thereafter. No ballot received after September 29, 1975 shall be counted.

(c) The balloting procedure for the mail referendum shall be as provided in our Constitution's Article XIII, Sec. 3(c), (d) and (e), except that with respect to absentee voting under Sec. 3(e) the qualifying employment period for a member at sea shall be the period of this mail referendum vote, August 25, 1975 to September 23, 1975, and for members confined in a USPHS Hospital, the period shall be from August 25, 1975 to and including September 3, 1975. All such absentee ballot requests, in the manner provided by such Subsection (e), shall be postmarked no later than September 3, 1975, and if eligible for such ballot, transmitted by the Secretary-Treasurer in the manner provided by such Subsection (e), no later than September 8, 1975. The Secretary-Treasurer shall designate a bank depository for the ballots.

At the time of writing this Report, we inquired and were advised, that the next Seafarers Log issue is about to be published. We recommend if, it is reasonably possible, that a copy of our Committee's Report, together with a copy of the proposed Resolution and membership action taken to date, be printed in such next Log issue, so that the membership will be kept abreast as to all facts to this time. This advice to the membership is in addition to the further notice which may be given to them by mailings to their homes and ships, as we have previously set forth in this Report and Recommendation.

Your Constitutional Committee wishes to thank the Union, Officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolution proposition will serve the Union and the membership well.

We recommend that the above Resolution proposition be approved by the membership and submitted to a mail referendum in the manner recommended by your Committee.

Fraternal submitted:
July 22, 1975

Ronald B. Shaw, Book No. S-1993
Nicholas D'Amante, Book No. D-696
William G. Cofone, Book No. C-808
Jack V. Dixon, Book No. D-863
Warren H. Cassidy, Book No. C-724
Lonnie S. Dukes, Book No. D-786



The Constitutional Committee meets to act on a dues increase resolution passed this month in all ports. They are, from (l. to r.): William Cofone; Nicholas D'Amante; Ronald Shaw (chairman); Jack Dixon; Lonnie Dukes, and Warren Cassidy.

ASHORE



Jacksonville

Seafarer F. M. Rose, who ships out of this port, recently won Best-Of-Show for the third time at the Spring Coin and Stamp Show of the Fort Lauderdale Coin Club. His prize-winning exhibit was entitled "When Coins Got Around." A five-case display, the exhibit showed trade dollars of many countries, which were unmarked, counterstamped and chopmarked. (A chopmark was a mark stamped on a coin by merchants and bankers in China as a guarantee that the coin was not a counterfeit. The custom, whose origin is unknown, lasted as long as silver circulated in China).

Brother Rose started collecting coins as a result of a revolution in South Korea. On a voyage to South Korea before the overthrow of the country's President Syngman Rhee, Rose accumulated many of the 100 Won coins, which bear a portrait of Rhee. On a return voyage a couple of years later, he found that the coin was outlawed, so he gave away about 30 of them. Then he found out that the coins were worth about a dollar apiece, and so, he bought a catalog on world coins to "Find out what else I was doing wrong."

"I'm glad I got started, but if I had known what I was getting into, how involved I'd get, I'd have been scared to death," he said. "Of course, I love coin collecting, but it has its complications. My collection is big enough now so that I have to keep it all in bank vaults, and that takes a lot of fun out of it. And that one book has gotten to be 22 shelf feet of books on coins and allied subjects."

Asked about future coin collecting plans, Seafarer Rose said that he hopes that he can make the national convention of the American Numismatic Assn. at Los Angeles next month. He said, "I've exhibited at two previous A.N.A. conventions, but I ran out of money each time. This time, I think I have a chance of winning at least third place in the Modern Foreign coins category, that is, coins since 1500."

Los Angeles

For the first time in seven years, the 11th edition in a century of the book, "Coast Pilot 7", and "mariner's Bible" for the Pacific Coast and Hawaii is now available from the U.S. Commerce Department's National Oceanic and Atmospheric Administration Survey, 6501 Lafayette Ave., Riverdale, Md.

The 395-page volume surveys the coast, bays, harbors and rivers of the three West Coast states and the eight Hawaiian Islands. Wharves, depths, storage and cargo-handling equipment are outlined for the ports of Los Angeles, San Francisco, Seattle, Long Beach, San Diego, Portland, Tacoma and Honolulu. Included are the Channel Islands of Southern California, Sacramento, Columbia and San Joaquin Rivers, Straits of Juan de Fuca and Georgia and Puget Sound.

There are eight "Coast Pilots" published covering data which can't be shown graphically on marine charts, such as navigation regulations, landmarks, channel and anchorage quirks, hazards, weather, ice, freshets, routes and pilotage.

Algeciras, Spain

Sea-Land Service last month inaugurated a new containership run to this Mediterranean port. The deepwater port will be the first and last port-of-call on the weekly run. Plans call for the building of a container crane, large maintenance garage and other support facilities.

Washington, D.C.

Fatalities in commercial marine accidents rose 16 percent last year from 1973 with 379 deaths in 1974 and 320 the year before, according to the U.S. National Transportation Safety Board here.

Geneva, Switzerland

The United Nations Conference on the Law of the Sea here last month came up with a draft charter to govern the world's use of the oceans and their resources at their second negotiating session. Real negotiations for an agreement will commence in March. Two thousand delegates from 140 nations attended.

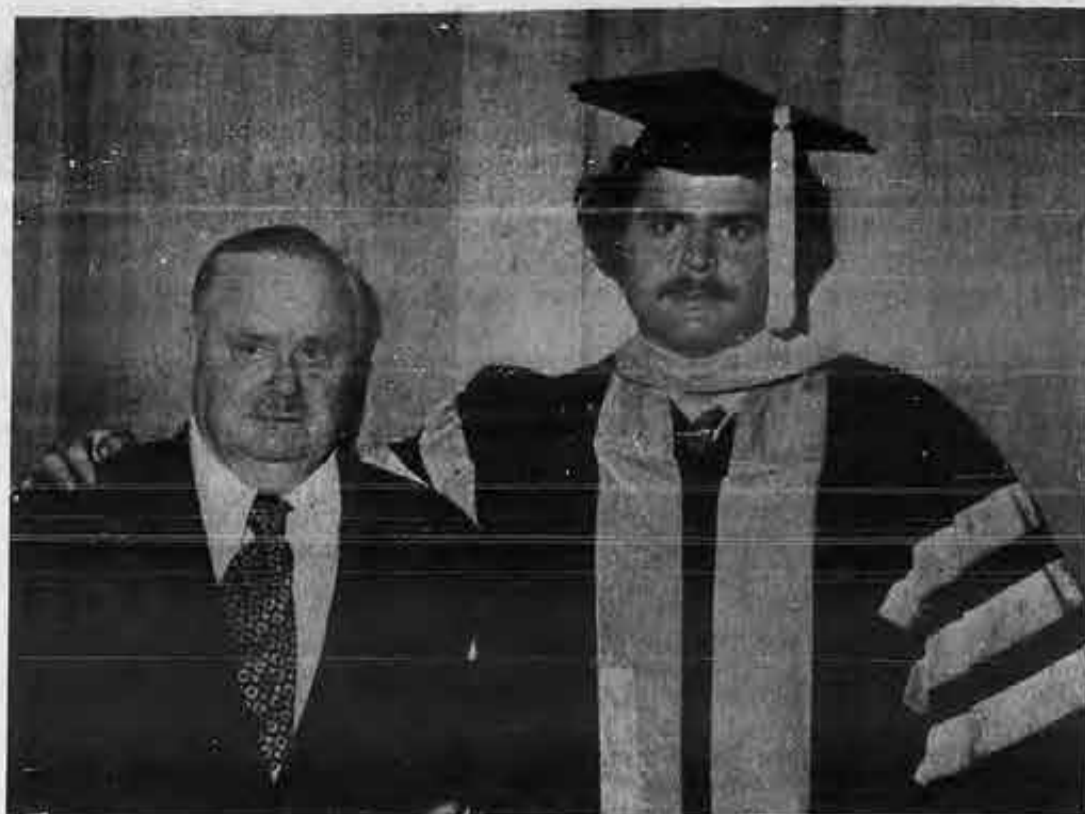
The draft charter calls for a 12-mile territorial sea and an "economic zone" extending out 200 miles. In the zone, the coastal state would have sovereignty over the fishing, oil and mineral resources.

Other proposals concern unimpeded navigation rights through straits which are now international waters under the existing three-mile limit, but would become territorial waters under a 12-mile limit. Also developing nations want to vest all rights for exploitation of the seabed beyond national jurisdiction in an international authority.

Valdez, Alaska

The U.S. Coast Guard will establish divided sealanes in Prince William Sound here near the Trans-Alaskan Pipeline port of Valdez on Aug. 1. The lanes are expected to increase vessel safety and stop pollution here. Full implementation of the operation will start in 1977.

The new traffic scheme will consist of inbound and outbound lanes 1,500 yards wide buffered by a 2,000 yard separation zone. At the end of the lanes there will be precautionary area 4,000 yards in radius which will warn ships that they may encounter other vessels approaching from other directions. They will be west of Cape Hinchinbrook and on the sound west of Bligh Reef.



SIU Seafarer Sydney (Aussie) Shrimpton (left) poses with his son Philip upon his graduation from Ohio State's School of Veterinary Medicine. Philip was awarded an SIU College Scholarship in 1967.

Seafarer's Son Thanks

In 1967, Philip Shrimpton, son of SIU member Sydney (Aussie) Shrimpton, was awarded an SIU four-year, \$6,000 college scholarship. Today, after eight years of hard work, Philip is about to start a career as a veterinarian, in all probability the first veterinarian to come out of the SIU Scholarship Program.

Philip was present at this month's membership at Headquarters with his dad, and after being introduced, gave a personal thanks to the SIU for putting him through college.

"This is the first chance that I have had to publicly thank the SIU membership and Paul Hall for the Andrew Furuseth Scholarship," he said. "Thanks to you I was able to complete my undergraduate work and continue my studies in veterinary medicine. This scholarship has made the difference in my being able to complete my education. Thank you."

Degree in Zoology

Philip used his scholarship to attend the University of Kentucky. He gradu-

ated in 1971 with a Bachelor of Science Degree in Zoology. He then went on to Ohio State University's College of Veterinary Medicine, only one of four students chosen that year out of 70 applicants from the state of Kentucky. After four more years of study he was graduated last month.

While completing his undergraduate work at the University of Kentucky, Philip held down a job at the University's Animal Pathology Research Center. He worked there for the last three years of his undergraduate study, and the money he earned enabled him to pay his first year of tuition at Ohio State.

"If it wasn't for the SIU scholarship," Philip says, "I would not have been able to put the money I earned aside for my veterinary studies. I would have had to work just to pay off my tuition for my undergraduate work."

"As it turned out the \$2,800 I saved from my job paid for my first year at veterinary school. It got me off to a good start. For the next three years I took out various loans and today I'm still \$16,000 in debt. So you can see why I'm very grateful to the SIU mem-



About to embark on a career as a veterinarian, Philip gives a personal thanks to the SIU membership for help in starting him on his way. He was present at the July membership meeting at Headquarters.



This picture was originally published in a 1958 issue of the LOG. It shows 9-year-old Philip (a young "chess wiz") playing against David Pontes, an SIU Seafarer at the Headquarters Hall.

SIU For Help in Career

bership for that scholarship. I don't see how I could have made it without it."

Philip, who is 26-years-old, grew up in Lexington, Ky. around animals, specifically horses. When he was asked why he chose veterinary medicine he replied,

"I've always had an affinity for working with animals; it's something I enjoy doing very much. And, aside from that I'd probably only last about two weeks in industry, or any 9-5 routine. It's too structured for me—too regimented."

Although he studied Zoology at Kentucky, Philip says that's not the normal procedure for a prospective veterinarian. Most students who wish to become vets usually study Agriculture or Animal Sciences in college, he noted.

"But over the past few years," he explains, "veterinary medicine has been expanding more and more. And as it expands the schools have been taking students from wider backgrounds like psychologists and lawyers. I think it's very good, too."

Philip had no desire to follow in the footsteps of his father, who has been in

the SIU for over 30 years and is hoping to retire soon. Brother Shrimpton sails as a chief steward. However, Philip is no stranger to Seafarers or Union halls. As a youngster he frequently visited the New York hall and very often played chess with some of the members. At the age of nine he was a "chess wiz" and a picture of him defeating a Seafarer appeared in a 1958 issue of the LOG.

Following the July membership meeting earlier this month Philip's dad gave him a small graduation party in one of the rooms at the hall. Brother Shrimpton, obviously very proud of his successful son, told an anecdote about why he thought his Philip became a veterinarian. Suffice it to say that the reason was a little different from the one Philip gave.

As for his immediate plan, the young veterinarian says he's in the process of trying to set up a practice, which will take him a few months. Then he'll have launched a successful career as a veterinarian—something that, as Philip is the first to acknowledge the SIU helped him obtain.

Delayed Benefits

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

NAME	SOCIAL SECURITY NO.	UNION
Daly, R.	080-38-7654	A&G
Moore, A.	260-30-3676	A&G
Weels, J.	215-18-2304	A&G
Cospito, A.	715-10-1434	A&G
Vance, C.	406-82-8875	IBU
Maldonado, R.	124-05-2986	A&G
Marath, R.	090-44-9019	UIW
Bucci, P.	561-10-5797	A&G
Alexander, W.	462-70-3228	IBU
Lowe, L.	277-34-1349	UIW
Meekins, W.	229-14-3260	IBU
Cosom, F.	122-34-8469	UIW
Conrad, H.	056-05-4017	A&G
Hernandez, E.	062-24-7025	A&G
Morency, S.	081-44-7640	UIW
Bohon, O.	226-01-8992	UIW
Neal, W.	225-22-6037	UIW
Kobielnik, T.	211-46-6773	UIW
Polsen, A.	107-10-7239	IBU
Allen, J.	262-20-4559	A&G
Knoles, K.	550-04-1449	A&G

AT SEA



SS Delta Uruguay

It has been two years since the *SS Delta Uruguay* (Delta Line) pioneered the first trial shipment of 48 tons of refrigerated frozen, cooked beef at 20 degrees Fahrenheit in 36 40-foot fiberglass covered containers from Buenos Aires to New Orleans. Now, the ship can also carry chemicals, frozen seafood, cheese and fruits.

SS Notre Dame Victory

Following a May 30 payoff in the port of Philadelphia, the 37,784-ton tanker *SS Notre Dame Victory* (Ecological) was disabled and drifting in the middle of the Caribbean Sea late last month after an engine room fire. Repairs were made and she headed for the island of Curacao in The Netherlands Antilles. She is on the run to Africa.

SS Sugar Islander

The bulk carrier *SS Sugar Islander* (Pyramid) whose home port is Crockett, Calif., left there on May 24 to carry 25,000-tons of phosphate rock from the port of Tampa to the port of Ulsan, South Korea.

SS Delta Norte

This Delta Line LASH ship of New Orleans will carry gratis high school student Neal S. Perlmutter of St. Louis on a voyage from a Gulf port to a port in northern Brazil and back. Young Perlmutter won a prize in the 1975 National Harold Harding Memorial Maritime Essay Contest for high schoolers sponsored by the Propeller Club.

An SIU-contracted vessel of the Puerto Rico Maritime Transportation Corp. will sail with essay winner Norma Angelica Troche of Ponce, P.R. from the port of San Juan to the port of New York and return.

A barge of the SIU-affiliated IBU's American Commercial Barge Line Co. of Jeffersonville, Ind. will have on board another essay winner, Scott B. Epling of Gallipolis, Ohio.

Finally, Sea-Land Service Corp. of Port Elizabeth, N.J. awarded a \$100 U.S. Savings Bond to essay winner Kristal C. East of Philadelphia.

While making the awards, the club's president, Capt. Ray C. North declared "The many companies that have made these prize voyages available are to be commended for their public-spirited generosity. . . ."

All told, 19 high school pupils won ocean trips on American-flag ships. Two others won a savings bond and an honorable mention in the contest dedicated to the memory of the late Harold J. Harding, club secretary-treasurer from 1931 to 1952.

The 40-year contest focuses on broadening the education of the coming generation in maritime matters and to acquaint them with the need for a strong U.S. merchant marine to insure our national security and economic prosperity.

USCG Boston

"Men have pushed her around . . . they've used red paint to make her conspicuous. They have belted her with unrestrained weight. She's been raped . . . ravaged. And when she wasn't there, they put her sister in her stead. They've made her stay outside in the blistery cold . . . she's withstood many Nor'easters. She's never complained and she has been around for 81 years. She was the *U.S.C.G. Boston Lightship*."

The cutter was officially decommissioned recently by Rear Adm. James P. Stewart retiring to a calmer life as her pennant was lowered and her crew thanked for a job well done.

She was replaced by a "revolutionary new, sophisticated concept in warning devices," a nicknamed "mechanical monster" called the Large Navigational Buoy (LNB). It warns seafarers of coast hazards up to 60 miles at sea in all weather. The buoy operation is monitored from shore and only needs refueling or logistics every 18 months.

The *Portland Lightship* was replaced by a buoy in March. Once, 56 lightships dotted the U.S. coastline; today there are two left: the stout *Nantucket Lightship* off Cape Cod and *Columbia River Lightship* off the rugged Oregon coast.

SS Lyman Hall

On the return voyage home May 5 after unloading grain in the port of Chittagong, Bangladesh, Seafarer Melvin O. Moore of the *SS Lyman Hall* (Waterman) was buried at sea. The master, officers and crew extended their deepest sympathies to the widow in a cablegram which read: "In accordance with your request, Melvin O. Moore was buried at sea at sunset May 10, 1975. We extend our deepest sympathies."

SS Cities Service Miami

On June 18 the tanker *SS Cities Service Miami* voyaged from the Gulf of Mexico to the port of Port Everglades, Fla. with 34,000 tons of crude oil.

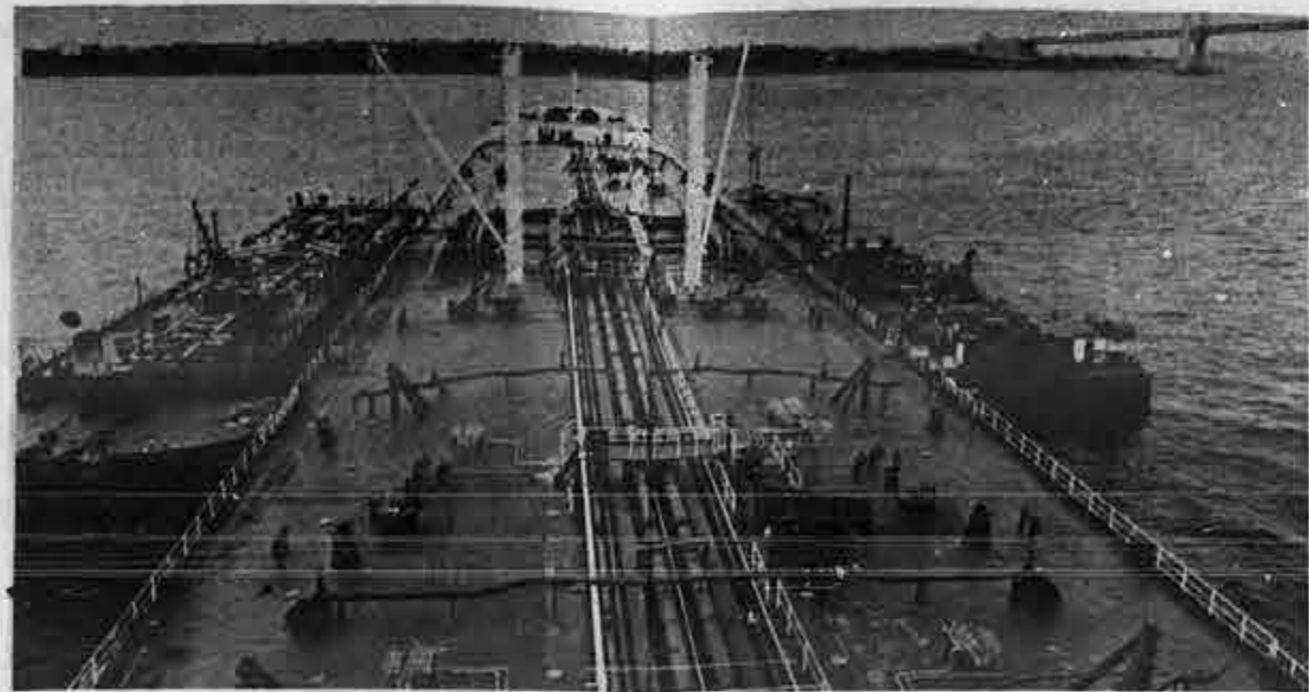
SS Carter Braxton

The total tarpaulin muster collected by Seafarer crewmembers for ill Deck Maintenceman Jesse R. Bolling of the *C4 SS Carter Braxton* (Waterman) came to \$205, notes Recertified Bosun Sylvester Monardo of Slidell, La. Brother Bolling was sent a check for the amount after he was repatriated home from the port of Bremerhaven, West Germany.

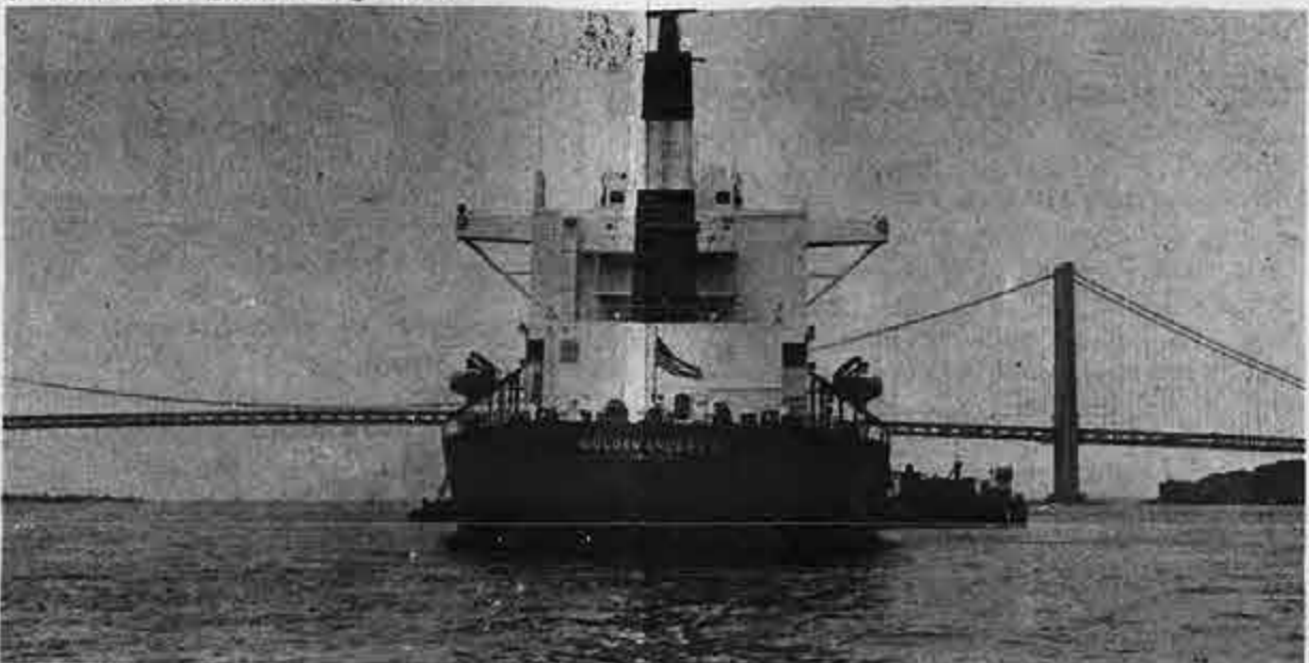
Chief Steward Carl Jones dishes out a noontime meal for one of the *Endeavor's* crewmembers.



Able-seamen Jim Mates, left, and Ed Wilisch secure cargo line after unloading at Stapleton Anchorage in the port of New York. Seafarer Mates is a part-time cartoonist whose excellent work about life aboard ship has been published in the LOG. Ed Wilisch, a native of Rockville, Md., got his AB's ticket last May at the Lundeberg School.



Two views of the new SIU-manned *Golden Endeavor* show, from the bridge looking forward, the 90,000-ton crude carrier transferring her cargo to oil barges alongside port and starboard, and from off astern, the ship's towering deck house and bridge which seems to dwarf New York's Verrazano Bridge in background.



Seafarer Henry Delprado, who sails as QMED, tends to routine duties in the ship's automated engine room.

Seafarer William Robles, sailing as cook and baker, serves lunch to Ed Wilisch, able-seaman, in the ship's cafeteria style galley.



Seafarer Frank Colon, sailing as messman, works in the galley. Brother Colon is a recent graduate of the Harry Lundeberg School.



New York Port Agent Leon Hall, seated third from left, reads terms of the new contract to the SIU crew of the *Golden Endeavor*.



Seafarer Terry Morton receives two SPAD receipts from Patrolman Ted Babkowski for his voluntary donation to the SIU's political fund.



After a discussion on how the new contract will add to the earning power of Seafarers, the *Golden Endeavor's* crew unanimously accepts by a hand vote.



Recertified Bosun Jim Gorman, communicates with bridge via walkie-talkie as the ship unloads her cargo. Brother Gorman was taking over for Recertified Bosun Jim Foti who was getting off the ship after a six-and-a-half month voyage.

SIU-Manned *Golden Endeavor*, 1 of 3 Sisterships, Sails 'Round the World on Maiden Voyage

The SIU manned *Golden Endeavor*, one of three new identical 90,000-ton tankers under contract to the SIU, last month paid off at Stapleton Anchorage in the port of New York marking the end of a six and a half month maiden voyage which took her virtually around the world.

The *Golden Endeavor*, along with her sisterships the *Golden Dolphin* and the *Golden Monarch*, was built under the Title XI federal differential subsidy pro-

gram of the Merchant Marine Act of 1970. All three vessels were constructed at the National Steel and Shipbuilding Co. yard in San Diego, Calif. The *Dolphin* and the *Endeavor* were launched back in 1974 and the *Monarch* in February of this year.

The environmentally advanced vessels, all constructed with double bottom hulls to lessen the possibility of oil spillage in case of collision, are each 894 feet in

length and are capable of carrying 25 million gallons (500,000 barrels) of crude oil. The ships, the largest ever built on the U.S. West Coast, cruise at a speed of 16.5 knots and are powered by 24,500 horses. They are also equipped with automatic buterworthing systems for safe, efficient tank cleaning as well as many other highly automated operation and safety features. Each crewmember has his own private stateroom with semi-private bathrooms.

The *Golden Endeavor*, after the usual series of seaworthiness trials, left on her maiden voyage from the NASSCO shipyard on Dec. 12, 1975. She sailed west/southwest through the waters of the South

Pacific, the Indian Ocean and into the Persian Gulf where she took on a full load of crude in Saudi Arabia. From there she sailed around the Cape of Good Hope and north to Wales, also calling on ports in Italy and Trieste. On the final leg of her trip, she sailed back out through the straits of Gibraltar to Nigeria, across the Atlantic to St. Croix and finally dropped anchor for payoff in the port of New York.

The *Endeavor's* ship's committee, headed by Recertified Bosun Jim Foti, said "It was a good voyage on a good ship." More than half the crew got off in New York after the six month plus trip and flew back to their home ports to spend some time with their families.

At the Union meeting conducted aboard the *Endeavor* by SIU New York Port Agent Leon Hall and Patrolman Ted Babkowski, the crew held a discussion on

the terms of the new contract and then unanimously accepted it by a hand vote.

After unloading her cargo aboard barges at her anchorage off Staten Island near New York's Verrazano Narrows Bridge, the *Endeavor* sailed south to a Jacksonville shipyard where she will undergo a routine checkup and minor repairs. It was not immediately known if the ship would remain on the same trade route as on her maiden voyage.



SAN JUAN (Puerto Rican Marine Operating), May 19—Chairman, Recertified Bosun Robert Gorbea; Secretary F. Vega; Deck Delegate James W. Galloway. No disputed OT. All hands to be on board for a fire boat drill by the U.S. Coast Guard. The crew of the San Juan thanks God for the safety of the crew of the *Mayaguez*. A vote of thanks to the steward department for a job well done.

LOS ANGELES (Sea-Land Services), May 4—Chairman, Recertified Bosun C. James; Secretary R. Donnelly; Educational Director C. Wagner. \$103.50 in ship's fund. No disputed OT. A film was shown by C. Wagner on safety and how to work the life rafts that are on board. Repair lists are to be made up and a vote of thanks to the steward department for a job well done.

BALTIMORE (Sea-Land Services), May 18—Chairman, Recertified Bosun J. Dixon; Secretary W. Nihem; Educational Director G. McAlpine. No disputed OT. Flowers were sent to Mrs. Waino Kleimola the last bosun's mother on the death of her husband. Also, a money order for \$60. A discussion was held on the new contracts. A vote of thanks to the steward department for a job well done. Next port Elizabeth.

SEA-LAND CONSUMER (Sea-Land Services), May 4—Chairman, Recertified Bosun F. A. Pehler; Secretary C. J. Mitchell; Educational Director Herbert P. Calloe; Deck Delegate Ralph Dougherty; Engine Delegate Robert Kelley; Steward Delegate Robert Kennedy. Some disputed OT in steward department. One crewmember had a fall and was taken to a hospital in Boston for surgery and is doing fine. Observed one minute of silence in memory of our departed brothers.

INGER (Reynolds Metals), May 4—Chairman, Recertified Bosun Woodrow Drake; Secretary Duke Hall; Educational Director Bert Reamey; Steward Delegate Joseph Simpson. Suggestion was made to donate to SPAD to keep up our fight for jobs. Bosun Woodrow Drake hurt his foot in Longview, Wash. and was sent to doctor again in Honolulu and his foot is broken. He left the ship on May 6, and will be flown back to San Francisco and Seattle. \$45 in ship's fund. Some disputed OT in deck department. The Seafarers LOG came aboard in Longview, Wash. and passed around to all crewmembers. A vote of thanks to the steward department for a job well done.

MERRIMAC (Ogden Marine), May 25—Chairman, Recertified Bosun W. M. Wallace; Secretary F. R. Hicks; Educational Director R. Shaymick; Deck Delegate J. Yates; Steward Delegate P. Batayias. Some disputed OT in engine department. Educational Director held a discussion to advise all new brothers of matters concerning Union functions and shipboard matters. Also noted that the new Piney Point members appear to be doing quite well and stressed to them and all crewmembers the importance of studying for new ratings. The Seafarers LOG was read by all hands and all important highlights of the LOG were posted. Observed one minute of silence in memory of our departed brothers. Next port Philadelphia.

GUAYAMA (Puerto Rico Marine Operating), May 25—Chairman, Recertified Bosun Alfonso Rivera; Secretary J. Prats; Deck Delegate C. Maynard; Engine Delegate Allen Ellis. No disputed OT. Chairman suggested that a donation be made to SPAD. A vote of thanks to the steward department. Everything running smoothly.

AQUADILLA (Puerto Rico Marine Operating), May 4—Chairman, Recertified Bosun Victor Carbone; Secretary O. Vola. \$3.60 in ship's fund. Some disputed OT in deck department. Bosun to hold a safety meeting with Captain and Mates. A vote of thanks to the steward department for a job well done. Next port Baltimore.

ARTHUR MIDDLETON (Waterman Steamship), May 11—Chairman, Recertified Bosun E. Wallace; Secretary J. W. Sanders; Educational Director Delaney. No disputed OT. Held a discussion on the importance of voluntarily donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port Assab, Ethiopia.

HOUSTON (Sea-Land Services), May 11—Chairman, Recertified Bosun Jose Aguiar; Secretary W. Datzko; Educational Director D. Papageorgiou. No disputed OT. All members should attend ship's meetings and not have to be called. Educational Director requested that this be kept a safe ship at all times and to report anything that is not safe. Lights on the gangway have been fixed. A vote of thanks to the steward department for a job well done.

DELTA MAR (Delta Steamship), May 18—Chairman, Recertified Bosun R. Lambert; Secretary D. Collins; Educational Director E. Synan; Engine Delegate M. T. Morris; Steward Delegate Peter V. Hammel. \$22.34 in ship's fund. No disputed OT. The Seafarers LOG was received in Santos and was distributed by the Chairman. It was suggested that all members read it as it contained good reading material. Next port New Orleans.

C.S. LONG LINES (Isco Inc.), May 4—Chairman, H. Libby; Secretary Brown; Educational Director Williams. \$70.95 in ship's fund. Some disputed OT in deck department. Chairman discussed the importance of voluntarily donating to SPAD. Everything running smoothly.

SEA-LAND COMMERCE (Sea-Land Services), May 18—Chairman, L. G. G. Reck; Secretary Gus Kendela; Engine Delegate John Wright. \$36 in ship's fund. No disputed OT. A safety meeting was held and the chairman suggested that more members should attend. It was suggested that crewmembers continue to donate to SPAD. A letter was received from the Merchant Marine library and the crew agreed to donate for up-to-date books. A vote of thanks to the steward department for a job well done. Next port Seattle.

MOUNT WASHINGTON (Victory Carriers), May 18—Chairman, Recertified Bosun L. Paradise; Secretary A. Brodie; Steward Delegate James Temple. Chairman held a discussion on upgrading at Piney Point, on the new contract coming up in June and suggested to members to give generously to SPAD. \$45 in ship's fund. No disputed OT. Next port Subic Bay.

NOTRE DAME VICTORY (Ecological Shipping), May 4—Chairman, Recertified Bosun John Pierce; Secretary Jim Golder; Deck Delegate Richard Heffley; Engine Delegate Edward Murray; Steward Delegate James Robinson. No disputed OT. The importance of the meeting on the new contract which just ended in Piney Point was discussed. Everything running smoothly.

SAN JUAN (Sea-Land Services), May 4—Chairman, Recertified Bosun William Mitchell; Secretary Angelo Maldonado; Educational Director Alfred Krogly; Deck Delegate John Barone; Engine Delegate Juan Guaris. \$30.25 in ship's fund. No disputed OT. Crewmembers were briefed on activities at Piney Point and about the new contract and pension plan. The movie fund and the way it works to buy extra movies was also discussed. Everything running smoothly.

DELTA MEXICO (Delta Steamship), May 4—Chairman, Recertified Bosun Michael Casanueva; Secretary C. Corrent; Deck Delegate Castillo Zapata; Engine Delegate Frank O. Catchot; Steward Delegate Walter Dunn. \$5 in ship's fund. No disputed OT. Secretary suggested to chairman that crewmembers be advised about SPAD. Everything running smoothly. A vote of thanks to the steward department for a job well done. Next port Dakar, Africa.

LYMAN HALL (Waterman Steamship), May 12—Chairman James Biehl; Secretary J. D. Wilson; Deck Delegate Thomas J. Lynch. \$20 in ship's fund. Some disputed OT in engine department. Brother Moore passed away and his burial took place at sea according to his wishes and those of his wife. The burial took place at 1750 hours on May 10, 1975. All crewmembers attended and were sorry for the loss of Brother Moore. A vote of thanks was given to the whole crew for the help they all gave when Brother Moore was sick. A vote of thanks to the steward department for a job well done. Next port Savannah.

AMERICAN EXPLORER (Hudson Waterways), May 4—Chairman, Recertified Bosun K. Gahagan; Secretary R. Fagan; Educational Director S. Browning; Deck Delegate J. C. Arnold; Engine Delegate C. Merritt; Steward Delegate J. Rogers. \$11 in ship's fund. Some disputed OT in engine department. The baker's mother passed away and he had to leave the ship in Panama and all crewmembers took up a collection for him to take to buy needed things. Everything running smoothly.

OVERSEAS ULLA (Maritime Overseas), May 11—Chairman, Recertified Bosun F. Johnson; Secretary R. Devine; Deck Delegate L. Stevens; Engine Delegate W. Mc Neil; Steward Delegate H. Hollings. Some disputed OT in deck department. Flowers were sent to Brother Gallo on the passing of his wife. Next port in Jordan.

SEA-LAND ECONOMY (Sea-Land Services), May 24—Chairman, Recertified Bosun A. E. Bourgot; Secretary L. Nicholas; Educational Director H. L. Stegall; Deck Delegate J. P. Pettus; Engine Delegate I. Galeas; Steward Delegate P. L. Hunt. No disputed OT. Two important factors were brought to the attention of the meeting from the April issue of the Seafarers LOG, survivor pension benefits and also the reading and understanding of the emergency hospital care away from USPHS. Under safety regulations it was suggested that a ladder be installed or furnished to reach release and secure grips on lifeboat. Observed one minute of silence in memory of our departed brothers. Next port Rotterdam.

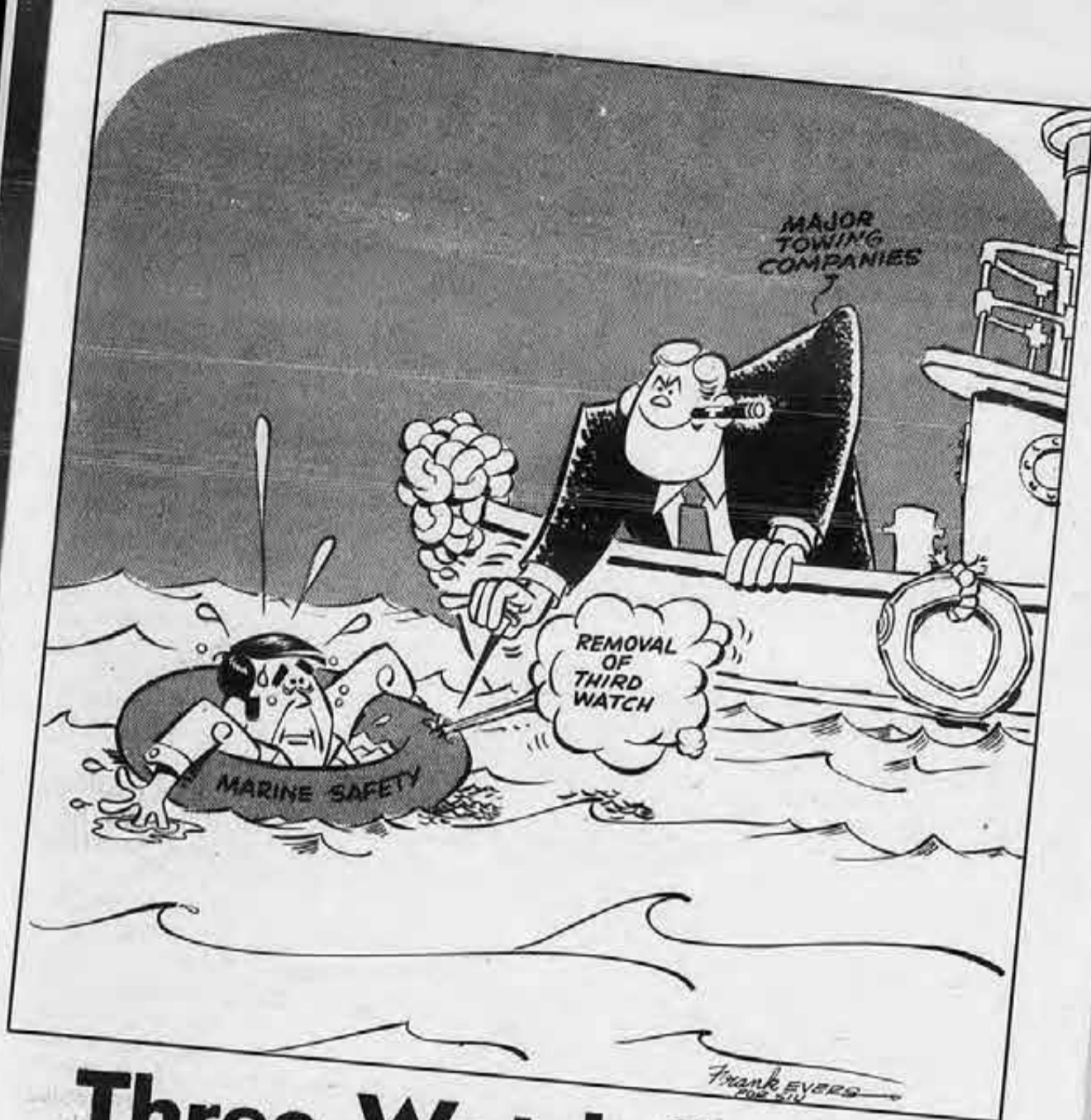
SEA-LAND MARKET (Sea-Land Services), May 26—Chairman, Recertified Bosun Walter Nash; Secretary Ange Panagopoulos. No disputed OT. Brother Thomas Kegney who attended conference in Piney Point explained to membership about the new contract, benefits, pension etc. Everything running smoothly.

SEA-LAND PRODUCER (Sea-Land Services), May 4—Chairman, Recertified Bosun William Bushong; Secretary B. Guarino; Educational Director J. A. Quintella; Deck Delegate William E. Showers III; Engine Delegate John Deinn; Steward Delegate Henry W. Roberts. \$70 in ship's fund. No disputed OT. Chairman gave a talk on the importance of voluntary SPAD donations—where the money goes—what it is used for. All communications were read and posted. Observed one minute of silence in memory of our departed brothers. Next port Port Everglades.

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

TAMARA GULDEN
ELIZABETHPORT
SEA-LAND McLEAN
CHARLESTON
GATEWAY CITY
PORTLAND
DELTA BRASIL
SEA-LAND GALLOWAY
SEA-LAND EXCHANGE
NEW YORKER
ARECIBO
SEA-LAND NEWARK
ROBERT E. LEE
SEATTLE
OGDEN WILLAMETTE
IBERVILLE
SEA-LAND TRADE
SEA-LAND RESOURCE
OAKLAND
BROOKLYN

TEX
PANAMA
TRENTON
COUNCIL GROVE
LONG BEACH
THOMAS JEFFERSON
CAROLINA
BETHFLOR
SUGAR ISLANDER
JOHN B. WATERMAN
FORT HOSKINS
ST. LOUIS
SEA-LAND FINANCE
ANCHORAGE
MOUNT VERNON VICTORY
MIAMI
POTOMAC
MONTICELLO VICTORY
MOUNT EXPLORER
SHENANDOAH



Three-Watch System Must Be Maintained

A bill was recently introduced in the House of Representatives which could have seriously affected the safety precautions on both deep-sea and tug-barge operations. The legislation, which fortunately was withdrawn earlier this month, would have reduced the presently required three-watch system to a two-watch system on all vessels engaged in voyages of less than 1,800 miles.

There are no real advantages to this bill, and in fact its enactment could have placed the safety of an entire crew and the vessel itself in jeopardy. To reduce the requirement to a two-watch system would reduce the efficiency and effectiveness of those men who are manning that watch.

This is not the first time that a move has been made in the Congress to change the 39-year-old requirement of a three-watch system. Since 1969 alone, similar legislation had been proposed on three other separate occasions. Each time the SIU had been in the forefront of the opposition, and each time the measures failed to get the needed support.

Once again it was time to voice our opposition to this dangerous proposal. The bill in the Congress was being backed largely by the major U.S. towing companies who obviously cannot see the dangers involved if the legislation is ever enacted. If their objective is to save money by cutting down on manning, they should stop and contemplate the consequences should a very tired and overworked watchstander fail one foggy night to see that other ship or tug.

In fact, the SIU made its position known, in a letter sent to one of the sponsors of the bill by SIU Vice President Frank Drozak. He wrote:

"The primary intent of the three-watch system is to promote safety at sea. We in

the SIU are not aware of any developments which might have minimized the reasons which led to this provision's enactment in 1936. In fact, we feel that the responsibilities and pressures which crews are subject to today are greater than ever before, which demands that the three-watch system remain in effect."

In his letter Vice President Drozak also took note of the marked increase in barge traffic on coastwise, intercoastal and oceangoing runs, and he pointed out that the "size and power of the vessels which push these tows demand crews which are not only well trained, but also physically and mentally alert at all times. A three-watch system, as the law currently provides, insures that crewmembers will be properly rested and thus will perform at peak efficiency when on watch."

What the operators who supported this bill also failed to realize is that not only are they playing with the safety of the crews' lives, but they may be leaving themselves open to huge financial losses as well.

Operators are subject to large fines whenever they are found to be responsible for any polluting cargo spills. The likelihood of preventing a costly spill decreases when a two-watch system is instituted. Only when a man is properly rested and alert can he give the constant vigilance necessary to preventing a large cargo spill.

For the present time, the attempt to pass this very dangerous legislation has been effectively stopped. However, as history tells us, this victory may only be temporary. But the SIU fervently hopes that the sponsors of this bill rethink their position and consider the consequences of their proposal. They could be very costly indeed.

Letters to the Editor



U.S. Colleges Need Aid

We sincerely appreciate your recent contribution of student scholarship aid for Vassilios Livanos, the son of one of our members.

As you know, qualified students today are finding it increasingly difficult to finance their education and they are grateful for your help.

Likewise, without such help, the colleges themselves would otherwise have to carry the expense of scholarship aid alone. In these times of increasing costs, this would place an additional burden on the resources we so vitally need for our basic educational programs.

Thank you for your interest and support.

Sincerely,
Elton Renfro
Asst. to the President
Stevens Institute of Technology
Hoboken, N.J.

Fine Article by Bellinger

Congratulations to the fine article by Bill Bellinger of the crew of the *Mayaguez* which was printed in the June LOG.

I was not on the *Mayaguez*, but was in Egypt at the time on another ship. We were in constant contact with the latest news. Thanks for the cooperation of the President and the SIU for the safe recovery of the ship and crew.

Fraternally,
Harold Overton
Houston, Tex.

USPHS—Needed Hospitals

I want to express my deepest and sincere gratitude for the excellent service that was given to me by the doctors and the nurses while at the USPHS hospital in Baltimore, Md. They were very pleasant and willing to aid me in any way possible, especially once they found out that I was an SIU member.

The SIU's determination to keep these Public Health Hospitals in existence has been definitely rewarding to all connected with the hospitals, especially the SIU member.

Fraternally,
Harold Rapp
Piney Point, Md.

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New SIU Pensioners



Eric R. W. Dahl, 67, joined the SIU in the port of New York in 1958 sailing as a fireman-watertender. Brother Dahl had sailed since 1925 and was involved in the beefs of the American Coal Shipping Co. in 1957 and one in 1958. Born in Sweden, he is now a resident of Houston.



Leslie Johnston, 82, joined the Union in the port of Seattle in 1957 sailing as an AB. Brother Johnston started sailing in 1917. He was born in Idaho and is now a resident of Manhattan Beach, Calif.



Richard J. Delaney, 71, joined the SIU in 1946 in the port of New York sailing in the steward department. He had sailed for 29 years and is a U.S. Army veteran of World War II. Brother Delaney was born in New York City and is a resident of Honolulu, Hawaii.



Danny P. Tacub, 63, joined the SIU in 1944 in the port of New York sailing in the steward department. Brother Tacub had sailed for 35 years. He was born in the Philippines and is a resident of New York City.



Sylvester J. Brzozowski, 62, joined the Union in the port of Detroit in 1960 sailing as an AB and wheelsman. Brother Brzozowski had sailed for 36 years. A native of Buffalo, he is a resident of Depew, N.Y.



Jack B. Cheramie, Sr., 52, joined the SIU in 1947 in the port of New York and sailed as a bosun. He had sailed for 29 years. Born in Louisiana, he is presently a resident of Marrero, La.



Georgios Spiliotis, 64, joined the Union in the port of San Francisco in 1959 sailing as a fireman-watertender. Brother Spiliotis had sailed for 26 years. Born in Athens, Greece, he is a resident of Springfield, Mass.



Graciano L. Fraustio, 59, joined the SIU in the port of Galveston in 1951 sailing as a chief cook. Brother Fraustio was born in Curco, Tex. and is a resident of Houston.



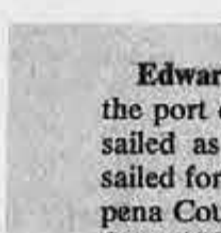
Charles D. Stennett, 53, joined the SIU in the port of New York in 1959 and sailed as a bosun. Brother Stennett had sailed for 25 years, was an applicant for the Bosuns Recertification Program and is a U.S. Army veteran of World War II. He is a native of North Bend, Wash. and is a resident of New Orleans.



Grady W. Faircloth, 55, joined the SIU in 1944 in the port of New York and had sailed as a chief steward. Brother Faircloth had sailed for 32 years and had been a ship's delegate. Born in Moore County, N.C., he is a resident of Cape May Court-house, N.J.



Arthur Botelho, 52, joined the SIU in 1943 in the port of Boston sailing as an OS. Brother Botelho also attended an SIU Crews Conference in 1970 at the HLSS in Piney Point, Md. Born in Fall River, Mass., he is a resident of Boston.



Edward Kihn, 63, joined the SIU in the port of Alpena, Mich. in 1950 and sailed as a bosun. Brother Kihn had sailed for 33 years. He was born in Alpena County, Mich. and is now a resident of Herron, Mich.

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

Politics Is Porkchops
Donate to SPAD



Final Departures



Arturo Villamar, 54, died of a heart attack while on the *SS Eagle Traveler* (United Maritime) as the vessel was anchored in the port of Alexandria, Egypt on May 19. Brother Villamar joined the SIU in 1961 in the port of New York sailing as a fireman-water-tender. He had sailed for 30 years. Born in Guatemala, he was a resident of Houston when he passed away. Surviving are his widow, Josephine and two sons, Arthur and Avel.



Matthew Wilkes, 26, died aboard the *SS Guayama* (Puerto Rico Marine) on Apr. 22. Brother Wilkes joined the SIU in the port of New York in 1969 sailing as an AB. He was a graduate of the HLSS in 1969 and attended a Piney Point Conference in 1972. A native of Jacksonville, he was a resident there when he passed away. Surviving are his widow, Laura and his parents, Mr. and Mrs. Eugene and Mattie Wilkes of Jacksonville.



Donald J. Williamson, 48, expired in a San Francisco hospital on Apr. 20. Brother Williamson joined the SIU in the port of New York in 1964 sailing as an AB. He was in the U.S. Naval Reserve since World War II. Seafarer Williamson was born in the Bronx, N.Y. and was a resident of San Francisco when he died. Surviving are his mother, Mary of Carmel, N.Y. and four daughters, Kathleen, Claire, Donna and Patricia.



James A. "Jimie" Winget, 50, died of arteriosclerosis on Apr. 19. Brother Winget joined the SIU in 1944 in the port of Galveston sailing as an AB. He had sailed for 20 years and was a post-war veteran of the U.S. Army. Interment was in Chapelwood Cemetery, Texarkana, Ark. Surviving are his widow, Julia Ann; his parents, Mr. and Mrs. Jesse and Mattie Winget of Texarkana; a son, Russell; six daughters, Mrs. Linda Carol Winger, Kerry Lee, Sheryl, Debra Lee Lynn Hope and Leslie Helen and a sister, Opal of Texarkana.



SIU pensioner **Oliver Thompson**, 76, passed away on May 18. Brother Thompson joined the SIU in 1938 in the port of New York sailing as a chief cook. Seafarer Thompson had sailed for 44 years. He was on the picket line in the Greater N.Y. Harbor strike in 1961. A native of Georgia, he was a resident of Elmhurst, Queens, N.Y. when he died. Surviving are his widow, Katie; a son, Robert; a daughter, Estel and a stepson.



SIU pensioner **Amado S. Telan**, 69, died of heart disease in Ibaday, the Philippines on Feb. 14. Brother Telan joined the SIU in the port of Baltimore in 1955 sailing as a chief steward. He had sailed for 35 years and became a U.S. naturalized citizen in 1947. Seafarer Telan was a native of Ibaday and a resident there when he died. Burial was in Roman Catholic Cemetery, Ibaday. Surviving are his mother, Severa and a sister, Rosario, both of Ibaday and another sister, Monueta of Quezon City, P.I.



SIU pensioner **Timothy R. Holt**, 56, died in the New Orleans USPHS Hospital on Feb. 18, 1974. Brother Holt joined the SIU in 1943 in the port of New York sailing as an AB. He had sailed for 30 years. Born in New York City, he was a resident of Jacksonville at the time of his death. Surviving is a half-sister, Mrs. John Cummings of Miami.



SIU pensioner **Edward W. McNamar**, 68, passed away on May 14. Brother McNamar joined the SIU in 1939 in the port of Philadelphia sailing as a bosun. He had sailed for 43 years. A Baltimore native, he was a resident there when he died. Surviving are a son, Edward of Baltimore and two sisters, Mrs. Minnie M. Cook of Wakleney, Kans. and Mrs. Helen Bernardini of Baltimore.



SIU pensioner **John Pastrano**, 69, died of heart disease at home on May 1. Brother Pastrano joined the SIU in 1958 in the port of New York sailing as a chief cook. He attended a Piney Point Conference in 1970. Born in the Philippine Islands, he was a San Francisco resident. Interment was in Olivet Memorial Park, Colma, Calif. Surviving are his widow, Chow Kah of Singapore; a son, Kew Kai and a daughter, Suzanne Mei Lin, both of San Francisco.



SIU pensioner **John R. Taurin**, 86, succumbed to heart disease at home on Apr. 25. Brother Taurin joined the SIU in 1938 in the port of Baltimore sailing as a bosun. He had sailed for 65 years. Seafarer Taurin was a native of Russia and was a resident of Baltimore at the time of his death. Interment was in Woodlawn Cemetery, Baltimore. Surviving is his widow, Malvina.



SIU pensioner **Roy A. Poston**, 71, drowned on May 10 in Marion, Va. Brother Poston joined the SIU in 1946 in the port of Baltimore sailing as a third cook. He had sailed for 24 years. Seafarer Poston was born in Elingsborough, N.C. and was a resident of Marion. Burial was in Mt. View Cemetery, Meadowview, Va. Surviving are his widow, Amanda; a son, Ernest and two daughters, Phyllis and Nancy.



Frank E. Parsons, 54, succumbed to cancer in the New Orleans USPHS Hospital on Apr. 19. Brother Parsons joined the SIU in 1944 in the port of Boston sailing as a bosun. He had sailed for 29 years. A native of Brockton, Mass., he was a resident of Mobile when he died. Burial was in Catholic Cemetery, Mobile. Surviving are his widow, Sharon; six sons, Frank, John, Paul, Wayne, David and Michael of Mobile and two daughters, Mary and Patricia.



Theodore T. Oneal, Jr., 45, passed away on Aug. 19, 1974. Brother Oneal joined the Union in the port of Norfolk in 1968 sailing as a wiper for Southern Carriers from 1965 to 1974 and for the Allied Towing Co. from 1969 to 1971. He was a post-war veteran of the U.S. Army. Born in Seranton, N.C., he was a resident of Elizabeth City, N.C. when he died. Surviving are his widow, Norma and three daughters, Phyllis, Victoria and Betti Joellen.



William L. Strike, Jr., 43, died on Jan. 19. Brother Strike joined the SIU in the port of San Francisco in 1961 sailing in the steward department. He had been sailing since 1948 and was on the picket line in the San Francisco strike of 1961. Seafarer Strike also served in the post-war USAF's Strategic Air Command as a radio operator staff sergeant at March Air Force Base, Calif.; Tynadall Air Force Base, Fla. and Larson Air Force Base, Wash. He was born in Bell, Calif. and was a resident of San Francisco. Surviving are his widow, a son, William of Long Beach, Calif.; his mother, Mrs. Wonder Bonowic of San Francisco and his father, William L. Strike, Sr. of Long Beach.



SIU pensioner **George T. Chandler**, 55, died of natural causes in Mobile on Apr. 17. Brother Chandler joined the SIU in 1938 in the port of Mobile sailing as a bosun. A native of Mobile, he was a resident there when he passed away. Surviving are his widow, Ada and a brother.

Personals

Clarence Knudsen

Frieda Lundeberg Betancourt requests that you contact her as soon as possible at 215-D Burke Dr., Glen Falls, N.Y. 12801, or call her at (518) 793-4723.

Jose Mirto

John Sanchez, Jr. requests that you contact him as soon as possible at 419 55th St., Brooklyn, N.Y. 11220.

Fred Raymond Hattaway

Mrs. Herman Hattaway requests that you contact her as soon as possible at 3013 Pickell Dr., Mobile, Ala. 36605.

Joseph Kusmierski

Your daughter Sandra Ehlers requests that you contact her at 735 Milton Ct., Reno, Nev. 89503.

Robert Rogue Emitt Thompson Charles MacDonald

Bill Doran asks that you contact him at his Brooklyn address.

Charles W. Thorpe

Patricia Thorpe requests that you contact her as soon as possible at 8745 1st N.W., Seattle, Wash. 98117, or call her at 784-5955.

David Johnson

Johnella Johnson requests that you contact her as soon as possible at P.O. Box 215, Ellsworth A.F.B., South Dakota 57706.

Edward Lee Arthur, Jr.

Please contact Cathleen Kelly who is now living in New York. She asks that you contact her immediately by calling John at the Thomas Flower Shop for address and number.

Joaquim Santos

Please contact your wife immediately.



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.



At Piney Point and Earle, N.J., Seafarers



Seafarers attempt to extinguish a simulated gasoline bilge fire using a "fog stream" of water at the Military Sealift Command's Firefighting School in Earle, N.J.

Each month more and more SIU members are receiving a fire-fighting endorsement from the Maritime Administration after participating in a course conducted at the MSC facility in Earle, N.J. The course has recently been expanded to include one day of classroom instruction at the Harry Lundeberg School in Piney Point, Md. to be followed by the one day of actual firefighting at the New Jersey school.

This firefighting course is open to all SIU members who wish to take it. This endorsement is becoming increasingly important, and it will not be long before the Coast Guard will require all seamen to have it before they may ship on U.S.-flag vessels. With the construction of the new, technologically-advanced vessels, particularly LNG/LPG, a knowledge of the proper way to fight a shipboard fire could very well mean the difference between life and death.

The one day of classroom instruction in Piney Point emphasizes basic firefighting procedures, methods of extinguishing fires and various types of extinguishers and how to utilize them. Seafarers learn about various fire haz-



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.



Learn How to Combat and Extinguish Fires

ards and types of fires (chemical fires, electrical fires, etc.).

The classroom instruction also includes operation of extinguishing equipment such as water, foam and dry chemicals, along with special equipment such as oxygen breathing apparatus and gas masks. The men are also shown slides on firefighting techniques.

On the day spent at the MSC facility in New Jersey, the men put to use the knowledge they have obtained in the classroom at Piney Point. They use different extinguishing apparatus to try and put out various types of fires. Situations which they may encounter aboard ship are re-created, including simulated cabin and bilge fires.

Last month the bosuns attending the Headquarters section of the Bosuns Recertification Program and two of the Seafarers attending the 'A' Seniority Upgrading Program, completed the second part of their firefighting course at the MSC school. The pictures on these pages show some of their day-long practical experience in the techniques of firefighting. What they learned about safety and fighting a fire may one day save their lives. It is something all Seafarers should know.



MSC instructor (far right) explains to bosuns and upgraders the procedure for extinguishing a fire with CO₂ (carbon dioxide).



Seafarers walk through cabin full of smoke with gas masks on to get the proper feel of the equipment.



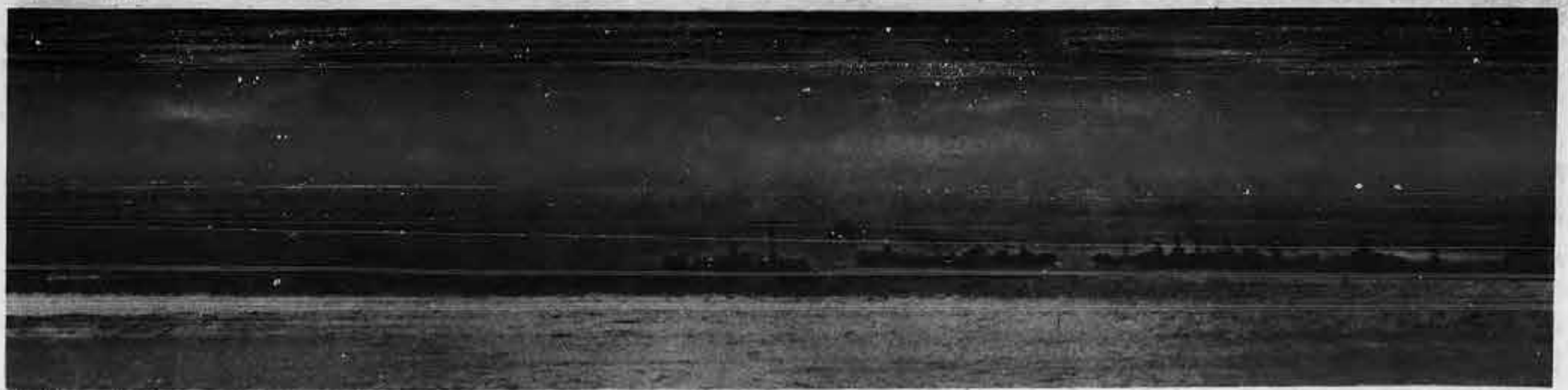
Recertified Bosun Luther Myrex extinguishes a gasoline fire with CO₂ while instructor looks on.



Seafarers use "fog stream" of water to extinguish simulated gasoline cabin fire as instructor (second from left) assists on bull horn.



PQ-17 Convoy to Murmansk on July 4,



Nazi torpedo planes attack the PQ-17 convoy in the Barents Sea on the Arctic route to Murmansk. Heavy ack ack fire broke up the bomb run forcing many of the planes to jettison their tin fish and climb to safety. Two Heinkels were shot down.

Thirty-three years ago on June 28, 1942, 33 Allied merchant ships left Reykjavik, Iceland and headed for the Denmark Strait, Archangel and Murmansk loaded with strategic materials desperately needed on the Russian front.

Officially designated PQ-17, the ill-fated convoy was soon to become known as the "Fourth of July" Murmansk run when German air and submarine attacks would sink all but 11 of the lightly armed merchant ships, killing hundreds of the convoy's seamen and sending 130,000 tons of planes, tanks, guns, ammo, TNT and gasoline to the bottom.

Seafarers and sailors in the SIU-

affiliated SUP manned 13 of the 20 American merchant ships in PQ-17, including the *SS Bellingham*, *Ironclad*, *Pan Kraft*, *Pan Atlantic*, *Alcoa Ranger*, *Benjamin Harrison*, *Honomu* and *Olopana*, as well as the Liberty ships *SS Samuel Chase* and *Christopher Newport*.

These supply runs around the North Cape of Norway to Murmansk were among the most important of World War II as the Allied convoys began delivering supplies that were needed to help strengthen Russian resistance to the advancing Nazi armies.

From the latter part of 1941 to March of 1942 convoys along this Arctic run were, for the most part,

unmolested. But in 1942 Hitler, fearing a Second Front attack on his flank in Norway, sent the battleship *Tirpitz*, the pocketbattleship *Adm. Scheer* and the heavy cruiser *Hipper* to Trondheim in Norway to protect his flank and to harass the Allied convoys.

Heavily Protected

So when PQ-17 left Iceland it was heavily protected by a task force that included the British battleship *Duke of York*, the U.S. battleship *Washington*, several cruisers, a flotilla of destroyers, several armed trawlers, two British submarines and three rescue vessels.

For two days the convoy enjoyed uneventful sailing until, on July 1 as

PQ-17 steamed past Jan Mayen Island, a single Nazi reconnaissance plane was spotted shadowing the convoy.

Though the reconnaissance plane returned the next day and there were sporadic sightings of Nazi Heinkel seaplanes, the next two days passed without the expected air and submarine attack.

Then at 0230 on July 4, as the convoy sailed between Spitzbergen and Bear Island, 10 Junker 88s and Heinkel torpedo bombers attacked. As the escorts manned their AA guns and began launching depth charges to ward off a menacing U-boat wolfpack, one Heinkel managed to penetrate the wall of flak and send a torpedo into the SIU-manned Liberty ship *SS Christopher Newport*. The explosion ripped a hole in the side of the ship, drowning the black gang watch, and as the *Christopher Newport's* 9,000 tons of war supplies sank, the surviving crewmembers abandoned ship.

That evening as the convoy was still licking its wounds, 24 Heinkels attacked, roaring in only 20 or 30 feet above the waves. Again, despite heavy fire from the escorts and merchant ships, five planes managed to send torpedoes into the British freighter *SS Navarino*, the American Liberty ship *SS William Hooper* and the Russian tanker *Azerbaijan*, sinking the British and American ships.

Seafarer Gordon Small, sailing on the SIU-manned *SS Ironclad* during the attack, said "the bombers plowed right up through the convoy lanes against terrific fire, loosing their torpedoes and firing at the ships with their machine guns."

"A plane passed so close to the *Ironclad*," Seafarer Small recounted, "we could see the faces of the pilot and the gunner."

"Bullets from the old Browning .50 caliber machine guns on the *Ironclad*," he added, "seemed to bounce off the bombers like hail on a tin roof."

"Scatter Fanwise"

Soon after this attack the convoy commodore signaled "Convoy is to scatter fanwise. Proceed independently to destination at utmost speed."

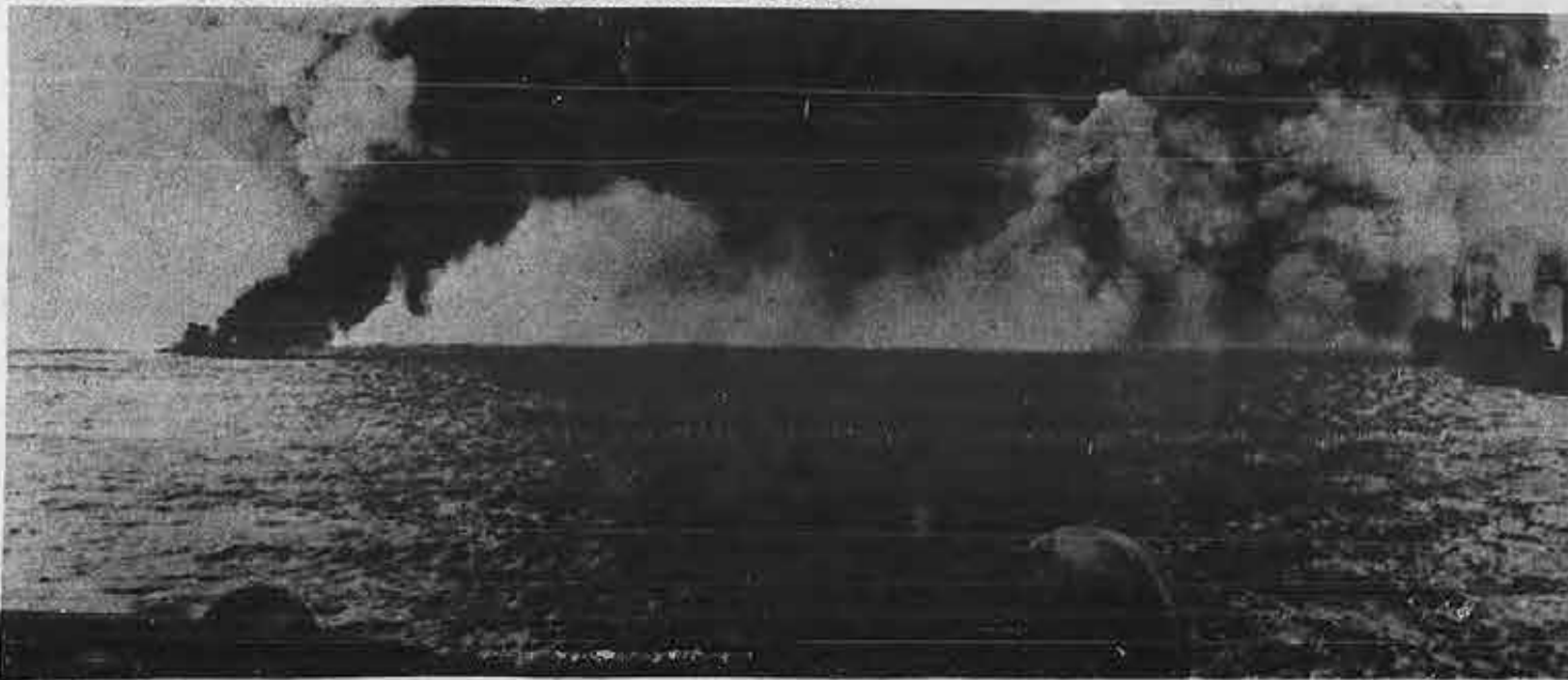
The captains of the merchant ships were astonished by this order. Still 800 miles from Archangel and under constant surveillance by the Germans, slow merchant ships armed only with .30 or .50 caliber machineguns were to be abandoned by their escort. The ships, with their precious cargoes, would be easy pickings for German bombers and subs.

Long after the decimated remnants of PQ-17 reached Russia, the surviving

For a related story on an interview with a SIU pensioner, an actual survivor of the first ship sunk in the ill-fated PQ-17 convoy, turn to Page 26.



Seen at the top is a surface view of a merchant ship in the convoy at the moment of impact with an enemy aerial torpedo as seen from an accompanying vessel. Below is a second view of the hit merchantman as she disappeared beneath the waves while a rescue ship hurries toward the area.



1942: 22 Out of 33 Allied Ships Sunk

merchant seamen learned the reason for their abandonment. According to historian John Bunker, in his book *Liberty Ships*, "The British Admiralty believed that the German battleship *Tirpitz* and battlecruiser *Scheer* had left their Norwegian bases to intercept PQ-17. Scattering the convoy was the best, but tragic, alternative to having the Germans pounce on all the ships in one compact group, a target which their big guns would have eliminated in short order . . . and freeing the German fleet for raiding operations in the North Atlantic."

The first ship to go under as the convoy fanned out was the *SS Carlton*. Torpedoed in her deep tanks, some of the *Carlton's* survivors were picked up by a Nazi seaplane. The other survivors managed to get to the coast of Norway where they were taken prisoner. Ironically, months later they also survived the torpedoing of their German POW ship transport.

Down in 10 Minutes

The SUP-manned *SS Honomu* was the next ship to go under. Torpedoed by German planes, she went down in 10 minutes taking 19 of her crew.

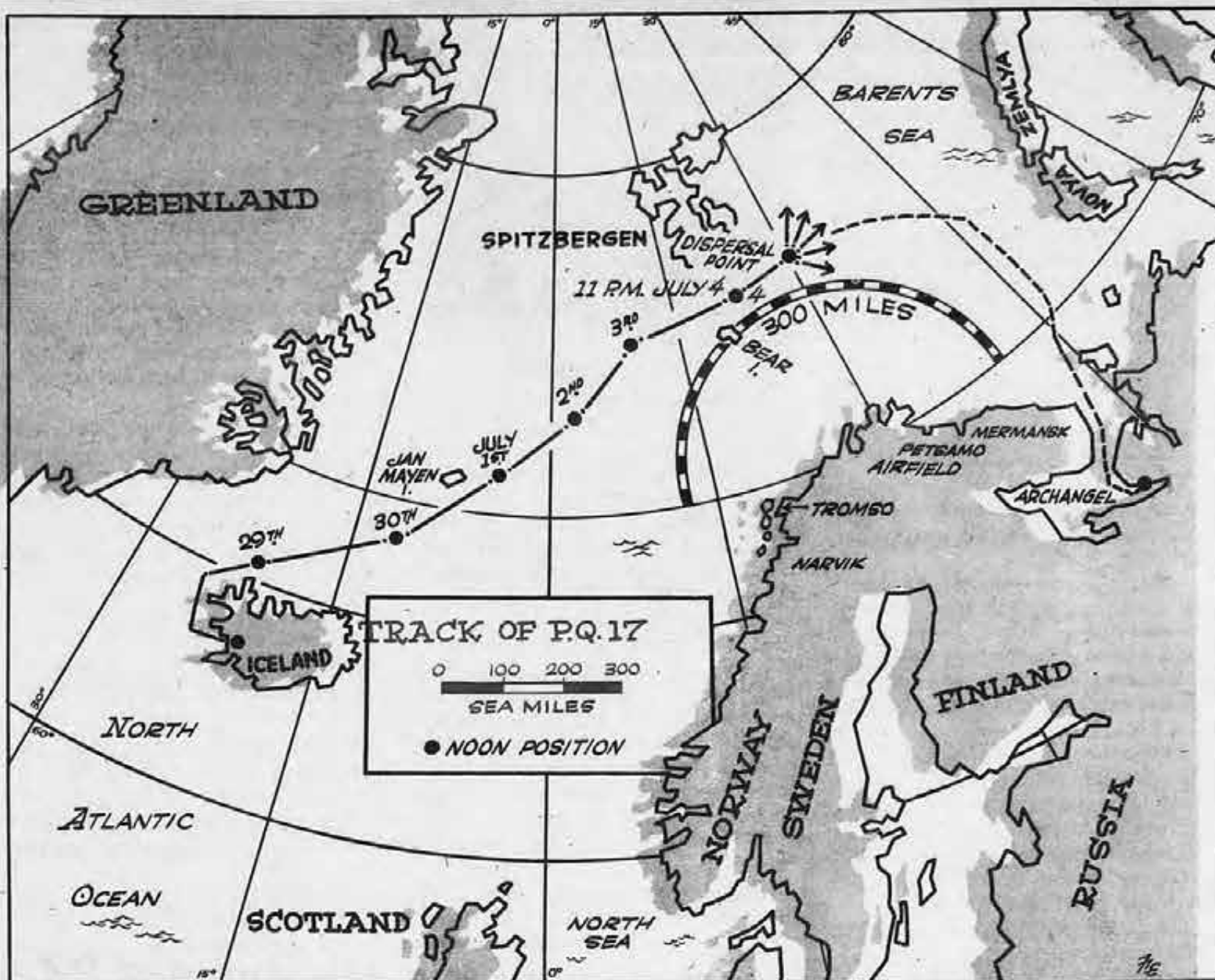
Soon after, the SIU's *SS Pan Kraft* was attacked by three JU-88s. The crew was unable to fight the bombers off with the ship's small guns and the JU-88 pilots managed to set her on fire, sending her to the bottom of the Barents Sea.

As the scattered remnants of PQ-17 limped on, the German attacks continued. In quick succession the British freighters *SS Empire Byron*, *Earlston*, and the convoy flag ship *River Afton* were sunk by enemy submarines and dive bombers.

As the days slowly passed and the remaining ships neared the coast of Nova Zembla, an island off the coast of Russia, the U.S. freighter *SS Peter Kerr* was sunk by seven Heinkel torpedo bombers, while the U.S. freighter *SS Washington*, the British *SS Bolton Castle* and the Dutch *SS Paulus Potter* were dive-bombed and destroyed.

Gusts of Snow

Rowing to Nova Zembla amid gusts of snow and large chunks of drifting ice, the survivors of the *SS Washington* were



intercepted by the SUP-contracted *SS Olopana* but refused to board the ship, shouting to the crew "You'll only get sunk, too!"

A few hours later the *SS Olopana* was sunk and her survivors joined the *SS Washington* crew on Nova Zembla where they were picked up by other ships from the convoy.

Many of the lightly-armed merchantmen exacted heavy tolls from the raiding German bombers before going under. With only four .50 caliber machineguns the SIU-contracted *SS Pan Atlantic* lost 19 of its crewmembers and seven Navy gunners in a fierce battle with JU-88s before bombs cut the ship in two.

When the Liberty ship *SS Daniel*

Morgan was attacked by Junker bombers, her crew downed two of the raiders with the ship's three-inch gun before ruptured hull plates forced them to abandon ship. The crew was soon picked up by the Russian tanker *Donbass* and manning the guns on that ship, they managed to shoot down another bomber before they reached the White Sea.

By July 7 Convoy PQ-17 had lost 20 ships and the surviving merchantmen were scattered all along the route to Russia.

Last Leg of Voyage

Off the coast of Nova Zembla part of the unfortunate fleet, including the SIU-contracted *Samuel Chase* and *Benjamin Harrison*, was joined by a number of corvettes and armed trawlers for the last leg of their voyage to Cape Kanin.

Just short of their destination this regrouped portion of the convoy was attacked by JU-88s. Two ships, the *SS El Capitan* and the *SS Hoosier*, were sunk, but the SIU-manned *SS Samuel Chase* fought off the attackers. In a raging fight with the Nazi raiders, bombs snapped all of the freighter's steam lines and the ship lay dead in the water. An escort corvette quickly took the *Samuel Chase* in tow while her crew continued to man the ship's guns and downed two of the bombers.

Another portion of the convoy which consisted of the SIU-manned *SS Ironclad*, the *Troubador*, the *Silver Sword* and the armed trawler *Ayershire*, was headed for Archangel when the vessels ran into a thick ice pack. Seeing safety in what might be considered a hazard in peacetime, the ships painted their hulls white and covered their topsides with sheets and white blankets. The camouflage worked and the four ships got to Archangel without another Nazi bomber attack.

One of the luckiest ships in the convoy was the SIU-manned *SS Bellingham*. This ship, as she neared Russia, was hit by a German torpedo which misfired and, though it knocked the watch off their feet, the ship was left undamaged. The reprieved *Bellingham* continued on its way and was one of the few ships which delivered her cargo.

When the final count was taken PQ-17 had lost 22 of its freighters, including the SIU's *SS Christopher Newport*, *Alcoa Ranger*, *Pan Kraft* and *Pan Atlantic*, and the SUP's *Honomu* and *Olopana*.

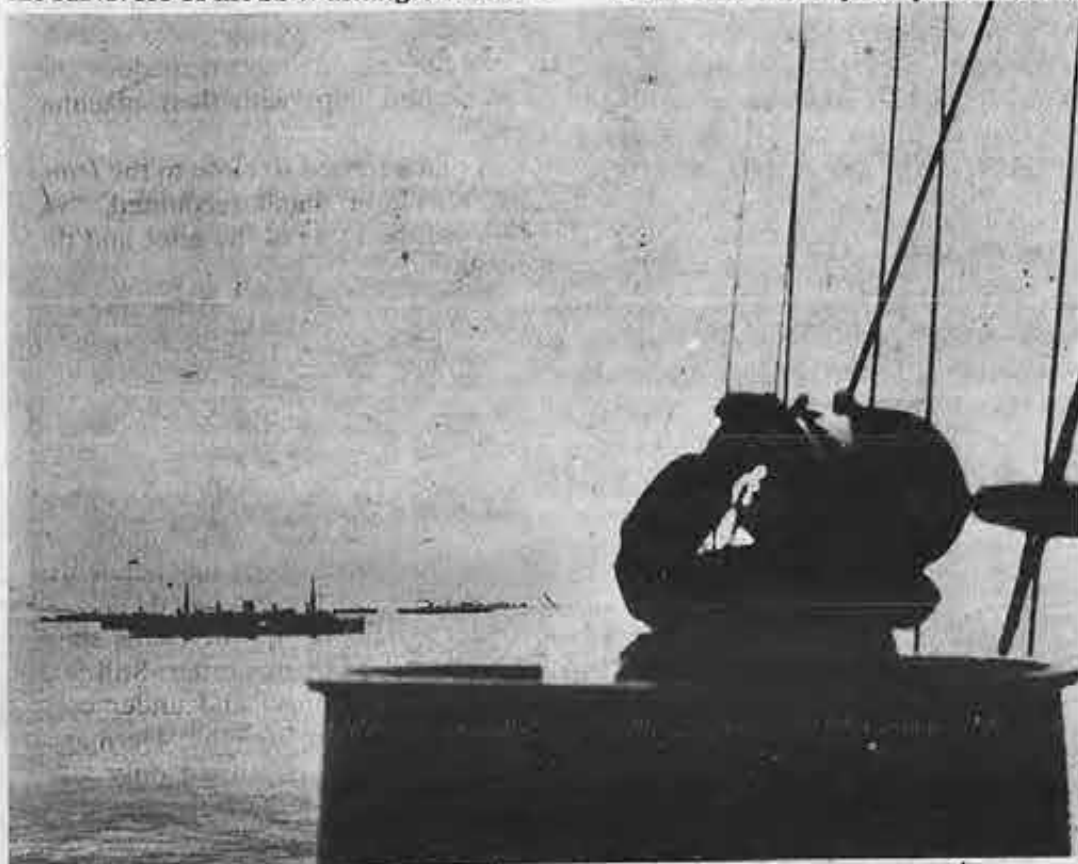
Only 11 ships survived the German air and submarine attacks. Among the 11 were the SIU's *SS Ironclad*, *Samuel Chase*, *Benjamin Harrison* and the *Bellingham*.

This convoy had delivered 87 planes and "lost" 210, delivered 164 tanks and lost 430, delivered 896 vehicles and lost 3,350, and had lost two-thirds of all other cargo.

Melancholy Episode

In the years after the war, many naval experts questioned the decision to scatter PQ-17 and leave the unprotected merchantmen as easy victims for planes and submarines, and Winston Churchill called the convoy "one of the most melancholy episodes in the whole of the war."

Considered expendable under the pressures of wartime priorities, the dead Seafarers and the lost ships they sailed in PQ-17 cannot be brought back by regrets over errors in judgement. But the seamen who gave up their lives on the "Fourth of July" Murmansk run, as well as the 1,200 Seafarers who lost their lives during World War II, will always serve as grim reminders to their country of the dedication of America's professional sailor and the active role he has always played in our nation's defense.



A sailor of an Allied warship protecting the PQ-17 convoy enroute to Northern Russia keeps a sharp watch on the skies for German aircraft as the big convoy moves through the Barents Sea. Ships of the convoy are in the background.

Survivor of 1st Ship Sunk in Convoy Tells of Rescue

"I was scared to death!"

That's how Fred A. Delapenha, 81, of New York City, described the "stress and anxiety" he underwent being rescued when his Liberty ship, the *Christopher Newport* (Calmar) was the first ship in the Fourth of July (1942) convoy to Murmansk to be torpedoed and sunk by a Nazi plane and two German U-boats in the Barents Sea.

"We were torpedoed by a plane. A Heinkel 111. Everybody saw it and got very excited. The torpedo hit the engine room on the starboard side and blew a big hole in her side," the veteran of 54 years at sea said in an interview at the LOG.

"We had approximately 15 minutes to get off. She didn't sink right away. Later she had to be blown up by a British warship," he added.

Looking backward to that most fateful day of his life, the still tall, erect and well-spoken Seafarer who was 81 last September, recalls:

"There was a warning bell. An attack was imminent. We had seen Nazi observation planes July 1. I was at my post on the top stack where the clouds were hanging low. Below the machine gunners were scared, too. They couldn't hit a pea or score off a fly.

"When the ship got it I was knocked down bleeding from the stomach. My life-jacket was blown off by the concussion. Then AB Homer L. Tipton of Cincinnati's Rhineland put another life-jacket on me and led me to Lifeboat No. 1. He saved my life."

The naturalized British West Indies-born steward said that the light-complexioned Tipton later was arrested by the Russians who thought he was a German.

Delapenha continued: "We got into the lifeboat on the port side. On the starboard side the lifeboats were smashed. The guncrew was on rafts. Second Assistant Engineer Andrew J. Platt of Baltimore, the fireman and oiler on watch were all lost.

"All around us were calm seas, ice floes and a small iceberg. It was very cold. Luckily there were no attacks on the lifeboats. While back at the *Christopher Newport* were a U.S. ack ack ship and gun-bearing trawlers. Two English destroyers' crews boarded the dying ship to take off flour, sugar and hams. Then the ship broke in two with her bow and stern up and sank.

"An hour and a half later at eight minutes to 3 p.m. the Egyptian 5,000-ton *Zamlek* flying the British flag with 1,700 survivors aboard picked us up. She was attacked every hour by five or six planes at a time trying to sink her. They had dive bombers and high level bombers and subs were around. But we had good gunners who knocked down a few of them."

In the other lifeboats before they were picked up were 80-year-old, English-born Bosun Matthew Little, Capt. C. E. Nash, a "good man" says Delapenha of the skipper who was to drown off Chile years later, Chief Cook Albert Platts of Savannah, Cook George W. Curry of Baltimore and Messboy Fred Dutton of Morristown, Pa. They all started out together on the 87-day voyage from Baltimore to Scotland landing in Iceland on June 28.



Fred A. Delapenha

"When we got to Nova Zembla the Russians chased us off the island. They didn't want Nazi planes around," grimaced the chief steward who retired from the SIU in 1961.

"We arrived at Archangel on the White Sea on July 11. The Germans had bombed the city in the Midnight Sun days. They stopped when it got darker. There was no food there, only dried fish, oatmeal and cabbage soup. One time on the street I saw an old lady who was starving. I gave her a piece of bread and meat and she gave me some rare coins of Catherine the Great. I had them in a box but they disappeared on a British destroyer on the way home."

Delapenha told how U.S. presidential aspirant Wendell L. Willkie in those "dangerous war times" had promised to get them out of Russia and back home safely.

So in November 1942 the survivors on shore drew lots for places on the convoy going to Iceland. Delapenha lost. He said he finally got on an outgoing ship but she had to turn back because of steering trouble. At last he got on the battlewagon *USS Washington* which took all of the remaining survivors out.

On the way to Iceland in a convoy of 40 ships, 36 sailed as one went aground. The steward was aboard one of the three ships which arrived in Reykjavik safely.

"We spent four months there until one day we got on a convoy guarded by English battleships, two destroyers and ack ack ships to Scotland's Scapa Flow. From there we took a train to a Glasgow rest camp. Then we took the *Queen Elizabeth* back to the U.S.

"I took a rest when I got home. Then I went back to sea in 1943 on the coal run to Rio. But I didn't go on anymore runs to Murmansk! Just on the grain run to Liverpool.

"I was in Halifax when V-E Day was announced in '45."

Delapenha continued sailing on the *SS Yorkmar* (Calmar) in 1947. From

1949 to 1956 and from 1959 to 1960 he sailed with the Isthmian Line until his last berth with them.

He walked the picket line in the Greater N.Y. Harbor 1961 strike and retired to stay home with his wife, Ella when she suffered a stroke.

"Six years ago," he said, "a Detroit newsman called me up to do a story on the Murmansk run. He mentioned a PQ-17 book."

The steward said he started to sail in 1918 with the World War I Army Transport Service and later on private ships to Europe. He joined the SIU on April 9, 1942 on the *Christopher Newport*.

Ironically, as one of the last living survivors of the Fourth of July Convoy to Murmansk took his leave of the LOG, he grimly confided that his younger brother had been killed August, 1942 when his ship was torpedoed off the U.S. East Coast.

Another survivor of the July 4 convoy, SIU pensioner Paul Stovall, 89, sailed on the *SS Ironclad* (Calmar). He's a resident of the U.S. Soldiers Home in Washington, D.C. His son, Walter Stovall, 71, sails for Seatrain Lines in the deck department.

To Seafarers who were on the Murmansk run, the legend will never die, nor will those who made the supreme sacrifice be forgotten.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

May 22-June 25, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	6	71	\$ 12,835.45	\$ 201,945.30
In Hospital Daily @ \$1.00	337	3,773	337.00	3,773.00
In Hospital Daily @ \$3.00	253	1,035	759.00	3,105.00
Hospital & Hospital Extras	6	82	209.00	7,696.61
Surgical	1	14	20.00	945.92
Sickness & Accident @ \$8.00	6,372	40,639	50,976.00	325,112.00
Special Equipment	—	14	—	1,759.41
Optical	161	1,108	4,882.24	29,822.52
Supplemental Medicare Premiums	14	199	1,216.90	9,898.20
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	275	2,178	52,337.20	457,974.81
Doctors' Visits In Hospital	49	359	2,031.77	14,217.73
Surgical	85	639	11,148.00	84,812.48
Maternity	11	86	3,000.00	24,180.25
Blood Transfusions	—	12	—	883.00
Optical	122	790	3,239.82	20,185.74
PENSIONERS & DEPENDENTS				
Death	12	83	36,000.00	249,000.00
Hospital & Hospital Extras	137	983	10,007.46	149,558.33
Doctors' Visits & Other Medical Expenses ..	110	690	3,791.80	26,046.74
Surgical	10	83	907.00	12,883.25
Optical	67	431	1,509.80	10,218.91
Blood Transfusions	—	1	—	72.00
Special Equipment	3	16	86.11	3,589.15
Dental	—	5	—	1,706.00
Supplemental Medicare Premiums	1,977	9,826	13,997.20	69,200.40
SCHOLARSHIP PROGRAM				
	1	73	1,250.00	27,679.50
TOTALS				
Total Seafarers Welfare Plan	10,009	63,190	210,541.75	1,736,266.25
Total Seafarers Pension Plan	2,338	11,694	564,443.60	2,893,384.15
Total Seafarers Vacation Plan	951	5,525	504,587.38	3,055,530.75
Total Seafarers Welfare, Pension & Vacation	13,298	80,409	\$1,279,572.73	\$7,685,181.15

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

Israel Farhi

Seafarer "Izzie" Farhi, 50, has been a member of the SIU since 1958, and started shipping out as bosun nine years ago. A native of Bulgaria, he now makes his home in New Caney, Tex. Brother Farhi ships from the port of Houston.

Steve Bergeria

Seafarer Steve Bergeria, 53, has been a member of the SIU since 1941, and started shipping out as bosun in 1945. A native of Philadelphia, he ships from that port and continues to make his home there.

Frank Rodriguez

Seafarer Frank Rodriguez, 42, has been sailing with the SIU since 1963, and began shipping out as bosun in 1970. A native of Brooklyn, N.Y. he now makes his home in Queens, N.Y. with his wife Delia. Brother Rodriguez ships from the port of New York.

William Hale

Seafarer William Hale, 41, has been a member of the SIU since 1950 and started shipping out as bosun 10 years ago. A native of Louisiana, Brother Hale now makes his home in Slidell, La. with his wife Naomi. He ships from the port of New Orleans.

Douglas Laughlin

Seafarer Douglas Laughlin, an Air Force veteran, began sailing with the SIU in 1968. Seafarer Laughlin obtained his QMED endorsement at the Lundeberg School before the 'A' Seniority Program. A native of Mississippi, Brother Laughlin now lives in Sacramento with his wife Jane and their daughter. He ships out of the port of San Francisco.

Robert Milici

Seafarer Robert Milici graduated from the port of San Francisco's Andrew Furuseth Training School in 1968 after a two-year tour of duty with the Army in Viet Nam. Sailing as AB, Brother Milici ships out of the port of New York. He was born in Jersey City, N.J. and now lives in Cannan, Conn.

Bosuns Program Two Years Old 24th Recertified Class

The 24th Class of Seafarers graduated from the Bosuns Recertification Program this month, and 260 of our members have now had the opportunity to learn more about the Union and the entire maritime industry.

The Bosuns Recertification Program is now two years old, and in that time the Seafarers who have spent the one month at the Harry Lundeberg School and one month at Union Headquarters have gained invaluable knowledge about the SIU, the problems it faces and the way it deals with them.

The Bosun is the top unlicensed man on our SIU-contracted ships; he is the leader of the crew. The Seafarers who have participated in the Recertification Program are more qualified to lead their crews, are able to hold better shipboard meetings, and should be more able to answer questions by any crewmember.

It is more important now than ever before that the SIU membership be an informed membership. In order for that to happen, the members themselves must take an interest in all that affects them and their Union, from events on the waterfront to actions in the Halls of Congress. This objective was one of the main reasons for establishing this program: to keep the SIU membership better informed, to take the message right to the ships, rather than only hearing it at the Union Halls.

After two years of putting Seafarers through this program, with more and more Recertified Bosuns leading our crews, that goal is being accomplished. But more work must be done. For only when that goal is completely realized, when the entire SIU membership is more fully informed, will the job security of all be assured for the future.

Joseph Busalacki

Seafarer Joe Busalacki, 49, has been sailing with the SIU since 1945, and started shipping out as bosun in 1958. A native of St. Louis, he now makes his home in Shallot, N.C. with his wife Myrtle. Brother Busalacki ships from the port of Jacksonville.

William Parker

Seafarer Bill Parker, 51, started shipping with the SIU in 1944, and took his first bosun's job in 1957. A native of Illinois, Brother Parker now makes his home in Lacombe, La. with his wife Mary. He ships from the port of New Orleans.

Angelo Antoniou

Seafarer Angelo Antoniou, 64, has been a member of the SIU for 28 years, and started shipping out as bosun 16 years ago. A native of Greece, he now makes his home in Boston with his wife Soula. Brother Antoniou ships from the port of New York.

Jack Bowman

Seafarer Jack Bowman, 56, has been a member of the SIU since 1947, and started shipping out as bosun 10 years ago. A native of New London, Conn., he now makes his home in Newport, R.I. Brother Bowman ships from the port of Seattle.

John Green

Seafarer John Green, 47, has been sailing with the SIU since 1946, and got his first bosun's job in 1955. A native of Virginia, Brother Green now ships from the port of Baltimore where he makes his home with his wife Lila.

Felix Aponte

Seafarer Felix Aponte, 61, has been a member of the SIU since 1947. He started shipping out as a bosun in 1959. A native of Puerto Rico, Brother Aponte now makes his home in Brooklyn, N.Y. and ships from that port.

William Cofone

Seafarer Bill Cofone, 51, has been sailing with the SIU since 1954, and began shipping out as bosun in 1958. A native of New York, he now makes his home in the state of Washington with his wife Laura. Brother Cofone ships from the port of Wilmington.

Nick Palmer

Seafarer Nick Palmer, 46, has been sailing with the SIU for 30 years, and started shipping out as a bosun 15 years ago. A native of New Bedford, Mass., he now makes his home in El Cerrito, Calif. with his wife Hiroko. Brother Palmer ships from the port of San Francisco.

Six Graduate With 'A' Book

The SIU's 'A' Seniority Upgrading Program has six more graduates this month, bringing the total number of Seafarers who have completed this program to 167. They are Robert Milici, Arthur Mallory, Stan Frak, Douglas Laughlin, John Ruiz and Craig Spencer.

These men spent two weeks at the Harry Lundeberg School in Piney Point where they attended Union classes, reviewed the administrative procedures of the Lundeberg School and spoke to trainees during their engine, deck or steward training session.

The six seniority upgraders then spent two weeks at Union Headquarters

in New York. While in New York they visited all of the various departments that administer the Union's funds, keep employment records, publish the LOG and keep track of SIU-contracted ships. They also accompanied Union patrolmen servicing SIU ships.

By going through this in-depth study of their Union's activities, both at the SIU's training facilities in Piney Point and at the administrative offices in New York, these Seafarers leave the 'A' Seniority Program with a better understanding of their Union, its purpose, its membership, its role in the modern maritime industry and its problems.

Arthur Mallory

Seafarer Arthur Mallory has been sailing with the SIU for seven years. Before attending the 'A' Seniority Upgrading Program, Seafarer Mallory received his AB ticket at Piney Point. Shipping from the port of Jacksonville, Brother Mallory lives in that Florida port with his wife Ethel and their three children.

Stan Frak

Seafarer Stan Frak has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1972. Seafarer Frak also received his AB's endorsement at Piney Point. An Army veteran who served in Viet Nam, Brother Frak was raised in Philadelphia. He lives in Mexico City and ships from the port of Houston.

John Ruiz

Seafarer John Ruiz, 20, has been sailing in the engine department since graduating from the Harry Lundeberg School in 1971. Seafarer Ruiz returned to Piney Point to earn his FOWT endorsement before attending the 'A' Seniority Upgrading Program. A native of Houston, Brother Ruiz continues to live in that city and ships out of that port.

Craig Spencer

Seafarer Craig Spencer, 19, graduated from the Harry Lundeberg School in 1973 and returned there to earn his FOWT endorsement before attending the 'A' Seniority Program. A native and resident of Norfolk, Brother Spencer ships out of that port.



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

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

Starting Dates: August 7, October 2, November 13.

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:

August 7, 21; 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:

August 7, 21; September 18; October 16; November 13; December 11.

FOWT

The course of instruction leading to endorsement as FOWT (Fireman, Waretender 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-



ADVANCED ELECTRICAL PROCEDURES—Eight Seafarers achieved certificates after completing an intensive course in Advanced Electrical Procedures at the Harry Lundeberg School. Graduates posed for a class photo with Charlie Nalen, center, head of the HLS Engine Upgrading Department. Standing from left are Nestor Cueva; Elwyn Ford; James Dryden; Nalen; Peter Shuffels; Jack Munsie; John Ashly, and Jay Campbell. Kneeling is Bob Prentice.



QUARTERMASTER—Graduates of the advanced deck department course for Quartermaster received graduation certificates last month. Seated from left are Richard Piaskowski; Rudel Ramage; Charles Ross; Ted Williams; Randolph Ferebe, and Robert Mahone. Standing from left are Seafarer Arnold Busillo and HLS Instructor Chuck Dwyer.

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:

August 18; September 15.

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.

ADVANCED PUMPMAN PROCEDURES

The course of instruction leading to HLS certification as Pumpman will consist of both classroom study and practical work to include: Tanker Regula-

tions; Loading and Discharging; Pumps and Valves Operation and Maintenance; Ballasting; Tank Cleaning and Gas Freeing; Safety and Fire Fighting.

Course Requirements: Must already hold Coast Guard endorsement as QMED—Any Rating, or Pumpman.

Starting Date: July 28.

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: August 7; September 4; October 2, 30.



LIFEBOAT—Six more SIU and IBU members completed Lifeboat Training and received certificates at the Harry Lundeberg School. Standing from left are Seafarers Randolph Archer; James Myers; Juan Patino, and Inland Boatman Michael Culpepper. Kneeling from left are HLS Lifeboat Instructor Paul Allman and Seafarers William Goff and Antonio Arellano.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

- | | | |
|--|--------------------------------------|---|
| DECK | ENGINE | STEWARD |
| <input type="checkbox"/> AB 12 Months | <input type="checkbox"/> QMED | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FWT | <input type="checkbox"/> Dk. Eng. |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Oiler | <input type="checkbox"/> Jr. Eng. |
| <input type="checkbox"/> Lifeboatman | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Pumpman |
| | <input type="checkbox"/> Reefer | <input type="checkbox"/> Machinist |
| | <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Welder |
| | <input type="checkbox"/> LNG-LPG | <input type="checkbox"/> Advanced Pumpman Procedures |
| | <input type="checkbox"/> Diesel | <input type="checkbox"/> Advanced Electrical Procedures |

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

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

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

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

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

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

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

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

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

1. One year's seetime.
2. Initiation 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 Lundeberg High School Program.

Name _____ Book No. _____

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

Last grade completed _____ Last year attended _____

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

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:
August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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 Lundeberg School and show a desire to advance in the Steward Department must have a minimum of three months seetime.

Starting Dates:
August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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:
August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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.

Starting Dates:
August 7, 21; September 4, 18; October 2, 16, 30; November 13, 28; December 11.

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

Two More Seafarers Earn GED Diplomas

Two more Seafarers, Phillip Eipp and John Sherpinski, recently earned their high school diplomas through the Lundeberg School's General Educational Development (GED) Program.

Brother Eipp is from California. He graduated from the Lundeberg School in 1972, and he has been shipping as AB for the past three years.

When asked why he decided to return to HLSS for his high school diploma, Seafarer Eipp replied, "I knew I would need it either now or in the future." He added that he plans to attend college someday, and said "My home state has a GED program available, but I came back to Piney Point because I think the program here is the best around."

In comparing the academic program at the Lundeberg School to his experiences in high school, Brther Eipp said, "In high school, the teachers don't deal with the students as people. They just give assignments, and you feel like a jerk if you even ask a question. Here they've got a great bunch of teachers.

They enjoy what they're doing and they really care about each student."

Seafarer John Sherpinski is 33-years old and lives in Baltimore, Md. He and Brother Eipp were classmates at HLSS and completed the GED program at the same time.

Brother Sherpinski has been a Seafarer since 1965. During that time, he has been around the world seven times, and he says that the education obtained through traveling is a big help in the GED program.

Seafarer Sherpinski added, "What I learned in the GED program here would have taken at least two years to learn in a regular high school. I dropped out of school in the sixth grade. When I came here I could barely multiply or divide fractions. Now I'm doing algebra."

According to Brother Sherpinski, "The main thing that encouraged me to study at the school is the way the people here treat you. If you have a problem, you'll get help. All you have to do is try—just a little—and they will do any-



HLSS academic teacher Jean Magrini (center) goes over a classroom assignment with GED grads John Sherpinski (left) and Phillip Eipp.

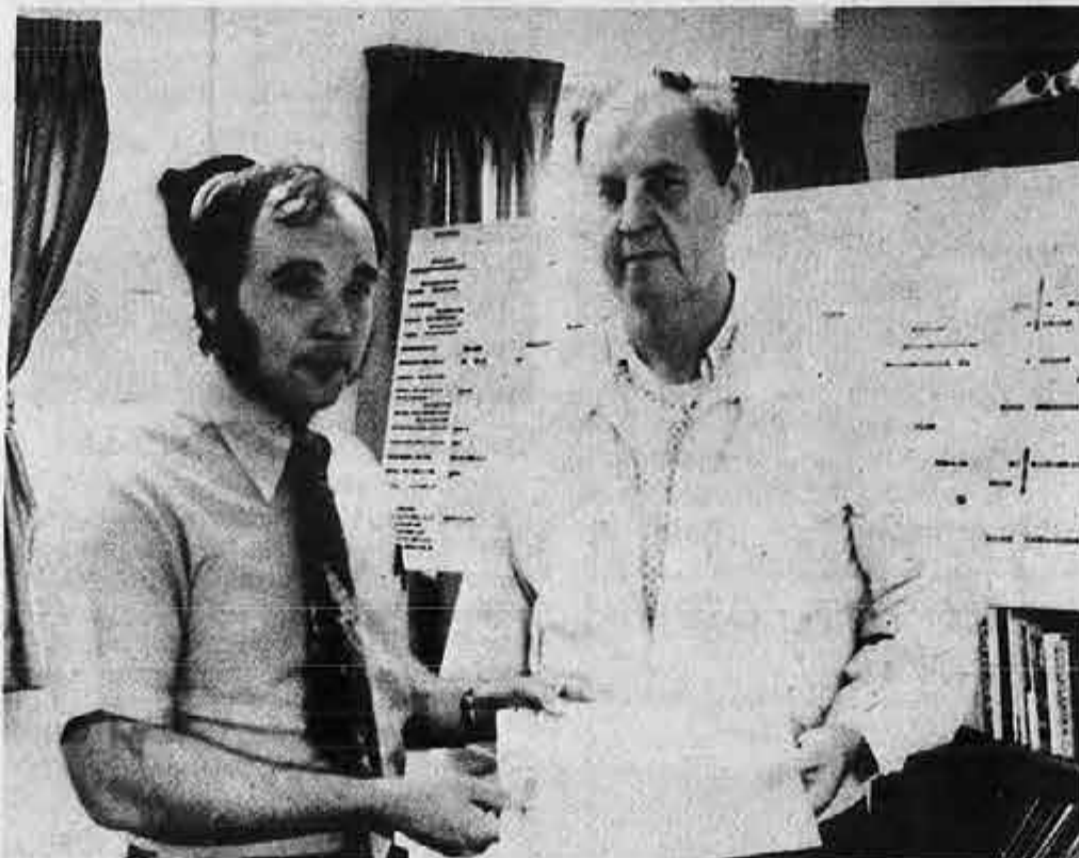
thing for you." He added: "The teachers had confidence in me and so I had confidence in myself. I wanted to succeed for their sake as well as my own."

The high school equivalency program at the Lundeberg School is open to all Seafarers who do not have a high school diploma.

Notify Hdqrts. 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.



Upgrader Gets QMED Diploma

Piney Point Instructor Charlie Nalen (left) presents HLSS upgrader Charles Ashcom with his diploma for completing the QMED Course recently.

Lifeboat Training

Lifeboat training for Seafarers is of vital importance in the interest of safety at sea; and a well-trained lifeboat crew can make the difference between life and death in an emergency. In addition, though, the possession of a Lifeboat Ticket can make the difference for two Seafarers, with the same seniority, who are competing for an entry rating job.

According to the SIU's shipping rules (Section 5, subsection 7): "Within each class of seniority rating in every department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard."

So if you have not already done so, get your Lifeboat endorsement as soon as possible for your own safety and the safety of your shipmates, as well as your own job security.

9th Smithsonian Festival Focuses on Seafarers



In photo at left, Seafarer E. "Scotty" Aubusson, SIU representative (center) explains a bit of sea lore included in the Union exhibit at the 9th Smithsonian Institution's Festival of American Folklife to (left) U.S. Secretary of Labor John T. Dunlop and AFL-CIO President George Meany. In the background are members of the Fourth Estate and TV and radio mediamen. At right, SIU, soon-to-be Recertified Bosun William "Bill" Joyner demonstrates to the fair sex, "young uns" and men how to rig a bosun's chair, and tie a bowline hitch knot. The Washington, D.C. summer festival held on the Mall in a 50-acre stretch between the Lincoln Memorial and the Washington Monument concentrated this year on the know-how of the nation's transportation workers in eight unions—including the SIU's deep sea and inland boatmen contingents. Co-sponsor of the event is the U.S. National Park Service.



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. **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.

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.



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**

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

177 Have Donated \$100 or More to SPAD

The following Seafarers, 177 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.) Two 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.

SPAD Honor Roll

Abrams, R. A.	Campbell, D.					Shappo, M.	Tyler, E.
Adams, W.	Carbone, V.					Shepard, E.	Walsh, J.
Air, R. N.	Carlip, P.	Guarino, L.	McCartney, G.	Mortenson, O. J.	Riley, E.	Smith, H. C.	Weeks, J.
Algina, J.	Compton, W.	Guertin, L.	McFarland, D. R.	Muwallad, M. A.	Robertson, L.	Spencer, G.	White, W.
Allen, J.	Conklin, K.	Gutierrez, A. S.	McKay, D.	Napier, D. E.	Robertson, T.	Spiegel, H.	Wilburn, R.
Anderson, D.	Connolly, M. W.	Hall, Jr., L.	McMullin, C.	Neira, L.	Rondo, C. P.	Spuron, J.	Williams, L.
Anderson, E.	Corietta, P.	Hall, Sr., W.	Mesford, H.	Paladino, F.	Ruhl, M.	Stephens, C.	Wilson, B.
Anderson, J. E.	Coutant, W. E.	Hardin, J. V.	Messer, C.	Papuchis, S. J.	Sacco, J.	Surrick, R. H.	Wilson, C.
Aronica, A.	Curtis, T.	Hauf, M. A.	Michael, J.	Parkin, G. C.	Sacco, M.	Tanner, C.	Wilson, J.
Avery, R. H.	Davis, J.	Hernandez, R.	Miller, C. E.	Parsons, L. R.	Salazar, H.	Taylor, F.	Wolf, P.
Babkowski, T.	De Guzman, P.	Honeycutt, R.	Miller, J.	Payne, O.	Siegler, J.	Telegados, G.	Worley, M.
Batchelor, A.	Didomenico, J.	Ingelbrigtsen, E. S.	Mitchell, R.	Pazos, J.	Selzer, R.	Terpe, K.	Yarmola, J.
Bathia, N. N.	Di Giorgio, J.	Iovino, L.	Mitchell, W. L.	Peralta, R.	Selzer, S.	Troy, S.	Zeagler, S.
Bellinger, W.	Dolgen, D.	Jenkins, W.	Molina, F.	Perez, J.		Troxclair, H.	
Berger, D.	Drozak, F.	Jordan, R.	Mollard, C.	Peth, C.			
Bergeria, S.	Drozak, P.	Justus, J.	Mongelli, F.	Porter, J.			
Bernstein, A.	Ducote, C.	Kanoa, M.	Moody, O. W.	Pulver, E. B.			
Blanton, M.	Dwyer, J.	Kelly, C.	Mooney, E. X.	Reinosa, J.			
Bluitt, J.	Edwards, R.	King, S.	Morris, E.	Rettenbacher, W.			
Bonfont, J. D.	Elberson, N.	Koen, J.	Morris, W.	Richardson, N.			
Bonser, L.	Ellis, P. D.	Kusumoto, K.	Morrison, J. A.	Riddle, D.			
Boudreau, P.	Farnen, F.	La Haye, F.					
Boyle, C.	Fay, J.	Lee, J. F.					
Boyne, F.	Fischer, H.	Leeper, B.					
Brand, H.	Florous, C. D.	Lewis, J.					
Brannan, G.	Furukawa, H. S.	Lilbedahl, H.					
Brown, G.	Garcia, R.	Lindsey, H. S.					
Brooks, S. T.	Gard, C. L.	Loleas, P.					
Browne, G.	Gentile, C.	Lomas, A.					
Bryant, B.	Gill, F. D.	Mansfield, L. R.					
Butts, W.	Glaze, R. W.	Martian, T. A.					
Caffey, J.	Glidewell, T.	Martin, J.					
Campbell, A.	Gould, T.	Martinez, O. A.					

\$500 Honor Roll

Pomerlane, R.

\$300 Honor Roll

Bubaks, H.

\$200 Honor Roll

Gatewood, L.

Hall, P.

\$20⁰⁰SEAFARERS POLITICAL ACTIVITY DONATION
875 FOURTH AVENUE
BROOKLYN, N. Y. 11232\$20⁰⁰

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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.)

\$20⁰⁰

Signature of Solicitor

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SPAD Donation This Year?