

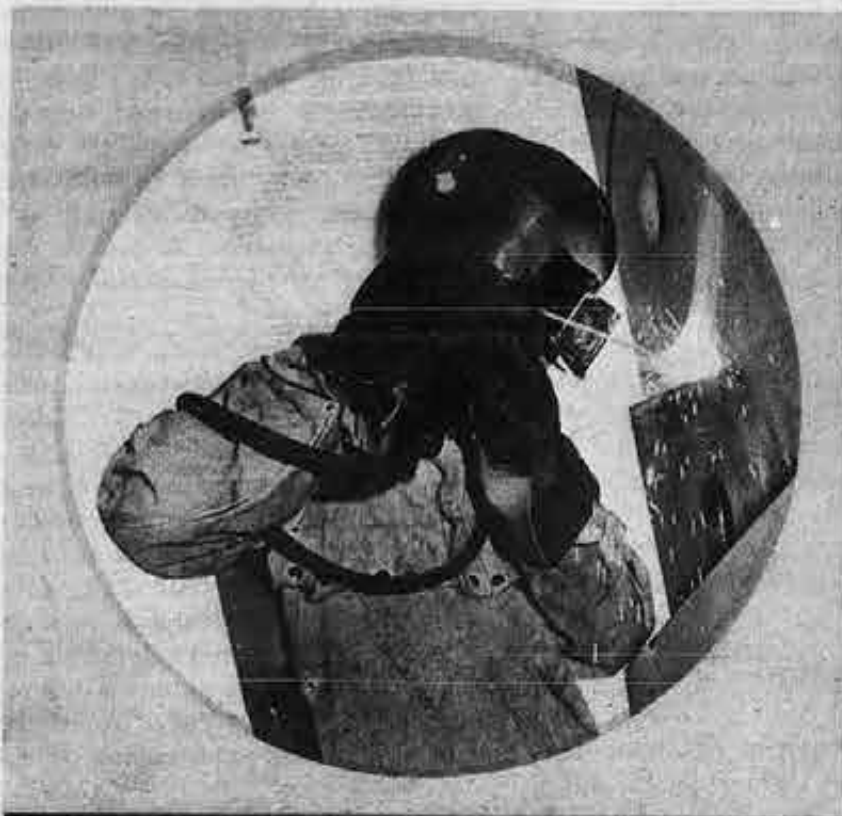


# SEAFARERS LOG

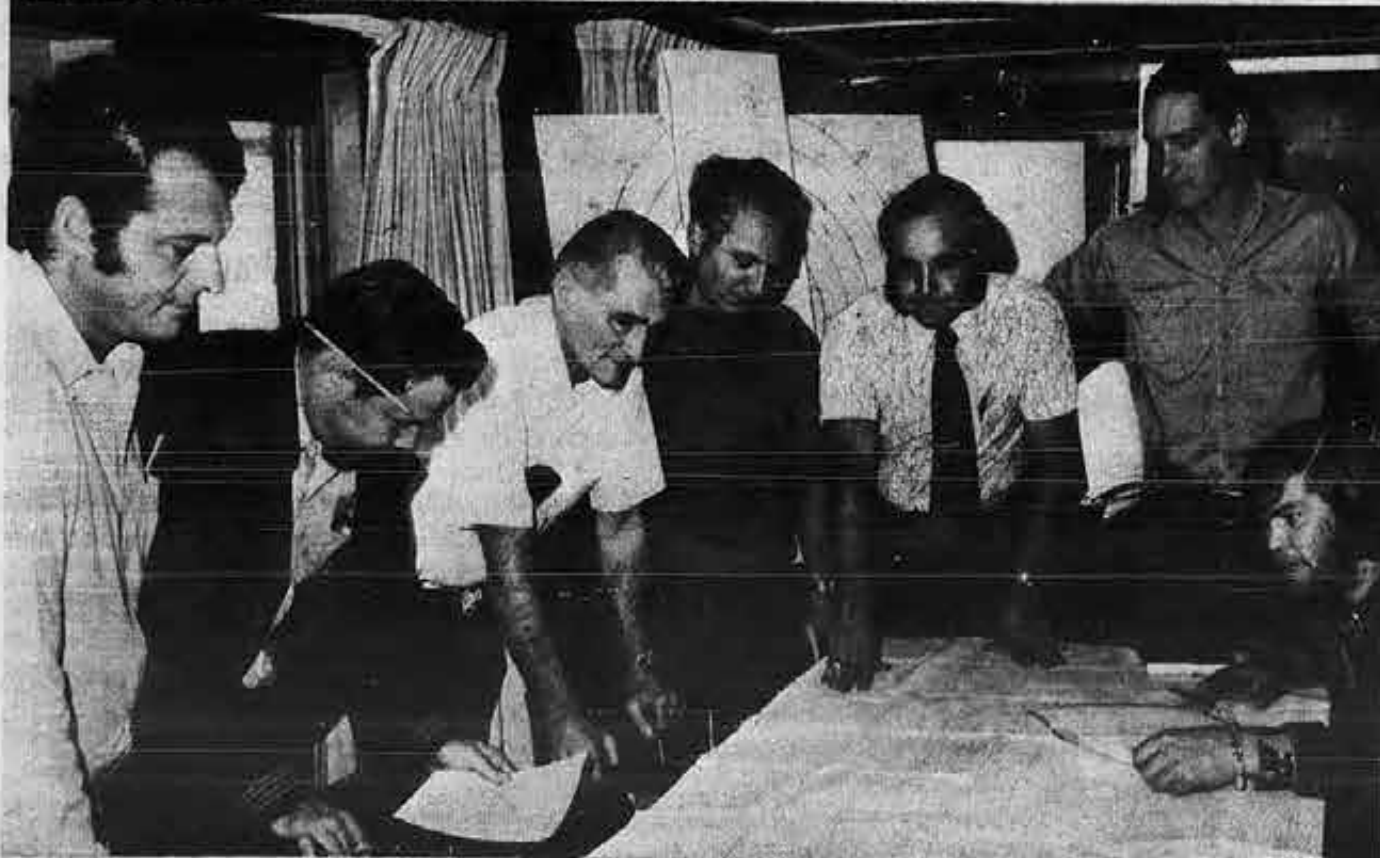
HARRY LEVY  
Piney Point, Maryland 20874

Vol. XXXVI, No. 11

November, 1974



## Education Is a Key to the Future



Here are just some examples of how Seafarers can advance themselves through the vocational and academic programs at the Lundeberg School. Clockwise from left: many jobs on today's ships require a knowledge of burning and welding, see page 30; bosun participates in first aid course, see page 7; Brother Pierangelo Poletti gets high school diploma, see page 30, and SIU members in LNG course, see centerfold.

**Annual Reports  
Of UIW Pension,  
Welfare Funds**

See Pages 23, 26

**Senate Vote Due  
This Month  
On Oil Imports Bill**

See Page 3

**Great Lakes Seafarers  
Overwhelmingly Ratify  
New 3-Year Contract**

See Page 3

*Happy Thanksgiving to All Seafarers and Their Families*

## Democrats Post Big Election Gains

WASHINGTON — Democrats in congressional and state elections swept to landslide victories in their biggest election day gain in more than ten years.

In the Senate—with one race still undecided in North Dakota—the Democrats won a net gain of three seats, giving them a 61-38 majority in the 94th Congress which will take office Jan. 1, 1975.

The five Democratic members of the Senate Commerce Committee — all strong supporters of the U.S. merchant marine—easily won re-election to six-year terms. These included Commerce Committee Chairman Warren A. Magnuson (D-Wash.) and Senate Merchant Marine Subcommittee Chairman Russell B. Long (D-La.).

In the House, the Democrats posted substantial gains which will give them a two-thirds majority. Although some races are still undecided, the Democrats appear to have picked up 40 seats—giving them a 292-141 majority in the 94th Congress.

House Merchant Marine and Fisheries Committee Chairman Leonor K. Sullivan (D-Mo.) easily won re-election, but Merchant Marine Subcommittee Chairman Frank Clark (D-Pa.) lost his bid for re-election. Clark will be replaced as the head of the Merchant Marine Subcommittee by either John D. Dingell (D-Mich.) or Thomas L. Ashley (D-Ohio).

Thomas N. Downing (D-Va.), chair-

man of the House Subcommittee on Oceanography, was re-elected and John M. Murphy (D-N.Y.), chairman of the House Subcommittee on Coast Guard and Navigation, also won his bid for re-election.

The sweep of the Democratic landslide was symbolized by two of its most politically important victories — the election of Rep. Hugh L. Carey (D-N.Y.) as Governor of New York,

and Edmund G. Brown as Governor of California.

Carey's election was the most stunning victory in this year's political campaign. Coming from behind after he lost his party's endorsement in the primary campaign, Carey rolled to victory in the state primary election and then went on to rack up a victory margin of over 800,000 votes over incumbent Governor Malcolm Wilson.

### LOG to Explain Effect on SIU Plan

## New Pension Law's Provisions Aired

The Employee Retirement Income Security Act of 1974, signed into law in September by President Ford, represents a massive piece of legislation covering and regulating over 300,000 pension plans and upwards of 45 million American workers.

The complexity of the law is represented by its almost 250 pages of detailed statutory language, which is to be added to, probably in an equal amount, by regulations to be drawn by the U.S. Labor and Treasury Departments.

It is unquestioned that it will be many years before we know exactly the meaning, reach and effect of the law and all its provisions. However it is clear that pension plans will have to establish and follow minimum basic rules set up under the law.

In the December issue of the SEAFARERS LOG a special centerfold will appear to lay out and discuss the basic provisions of this new pension law, with emphasis upon its application

to the Seafarers Pension Plan.

Most of the pension plans which will be regulated by the new law are single company plans, as distinguished from multi-union-management joint plans, such as the Seafarers. In some aspects under the law, different rules apply depending upon the type of the plan — joint union-management or single company.

The thrust of the law is to establish minimum standards and conduct for pension plans. Those standards include: the time when a worker becomes a participant in a plan; how he builds up service or credit toward his pension; the circumstances under which he may lose such service credits; the manner and method by which time worked becomes vested, or phrased differently, when it is considered banked for a person; how vesting may be interpreted or applied for the purpose of a man being able to draw his proportionate or full share as the case may be, upon his

normal retirement age and standards as to funding the monies received for pension benefits. By this it is meant, the procedures to be followed regarding adequate monies to provide the earned benefits and what must be done where the funding is insufficient, so as to assure the availability of monies when needed for an eligible person's retirement.

Other standards include: provisions for joint and survivor options, which means upon a retired worker's death, the surviving husband or wife may secure a continued pension payment but at the expense of a reduced amount, both for the survivor and the pensioner during his or her retirement; the establishment of a government insurance company so as to make available necessary monies in a situation where a pension plan is insolvent or cannot meet pension payment requirements or when

Continued on Page 5

## the PRESIDENT'S REPORT:



Paul Hall

### Shaping Our Own Future

By using the same basic principle that fostered the growth of the American labor movement and still keeps it strong today, the maritime industry will overcome the many problems that have plagued it for so many years.

What I am talking about is unity—all segments of the maritime industry—unions, ship operators, shipbuilders—working together despite personal likes or dislikes to achieve the common goal of a completely revitalized, globally competitive merchant marine.

By standing together on certain issues we have already taken significant steps forward in reaching our goal.

Four years ago, a concerted effort brought about passage of the Merchant Marine Act of 1970—a bill which has greatly benefited all areas of the industry. It has enabled American operators to upgrade their fleets to compete with the foreigner; 200,000 man years of employment have been created for U.S. shipyard workers, and Seafarers are manning a majority of the new ships built under the Act.

In 1971, the National Maritime Council, a coalition of labor, management and government was initiated to develop effective marketing programs

to gain new cargoes for American-flag ships. In three years, the NMC has alerted thousands of U.S. importers and exporters to the advantages of shipping American. Continued participation in this organization will have substantial effects on U.S. flag cargo percentage in the future.

In 1972, unity in maritime brought to fruition the precedent setting bilateral trade agreement with the USSR. As a result, scores of laid up American vessels received cargoes, and 1,500 jobs were created for Seafarers on 50 SIU-contracted tankers employed on this route.

More recently, the SIU received the active support of organized labor throughout the United States in our campaign for enactment of the Energy Transportation Security Act of 1974 which would guarantee that a certain percentage of imported oil be carried on American-flag ships.

There is no question that the accomplishments we have made to date are of extreme importance to the survival of the U.S. maritime industry. Yet, they are still only a part of our overall revitalization program for the merchant marine.

We are now meeting in Washington under the auspices of the AFL-CIO with the other maritime unions to develop a coordinated plan of attack for the future.

Our immediate goal is the final enactment of the oil bill. From there, we will work for a fair share of other cargoes for American-flag ships, and we will continue to press for new bilateral trade agreements with other nations.

At the same time we will be fighting for the formation of one governmental maritime agency to implement the provisions of both new and long standing maritime laws. Presently there are many federal maritime agencies with only scattered duties and diluted implementation powers. We cannot let the progress of the maritime industry get bogged down in bureaucracy.

As always, though, the cornerstone of our efforts still is and will continue to be the unified support of SPAD by thousands of individual Seafarers. Your support of SPAD has enabled us to break ground on the long-term construction project of a viable U.S. merchant marine. And it will be your continued support of SPAD that will enable us to shape our own future instead of having it shaped for us.

# SIU Unifies Labor Support For Oil Import Bill

WASHINGTON—As Congress prepares to reconvene on Nov. 18 after a month-long pre-election recess, the SIU has mobilized the labor movement across the nation in support of the Energy Transportation Security Act of 1974 which is expected to come before the Senate this month.

The bill (H.R. 8193) was reported out of the House-Senate Conference Committee early last month, and the compromise version of the bill was passed later in October in the House by a vote of 219-40. The Senate had been expected to act on the measure in the last week before recess, but the press of President Ford's emergency anti-inflation bills prevented a vote on the Oil Bill.

The bill will require that 20 percent of all petroleum imports—including crude and residual fuel oils—be carried on U.S.-Flag ships. The import quota will increase to 25 percent on July 1, 1975, and to 30 percent in 1977.

In anticipation of the Senate vote, the Maritime Trades Department—under the leadership of the SIU—has held two planning meetings which brought together the legislative representatives of a number of AFL-CIO unions and committees. Assignments were made to personally contact Senators in all 50 states to reemphasize the importance of the bill to the economy and national defense.

In addition, letters have been sent to the presidents of all AFL-CIO state

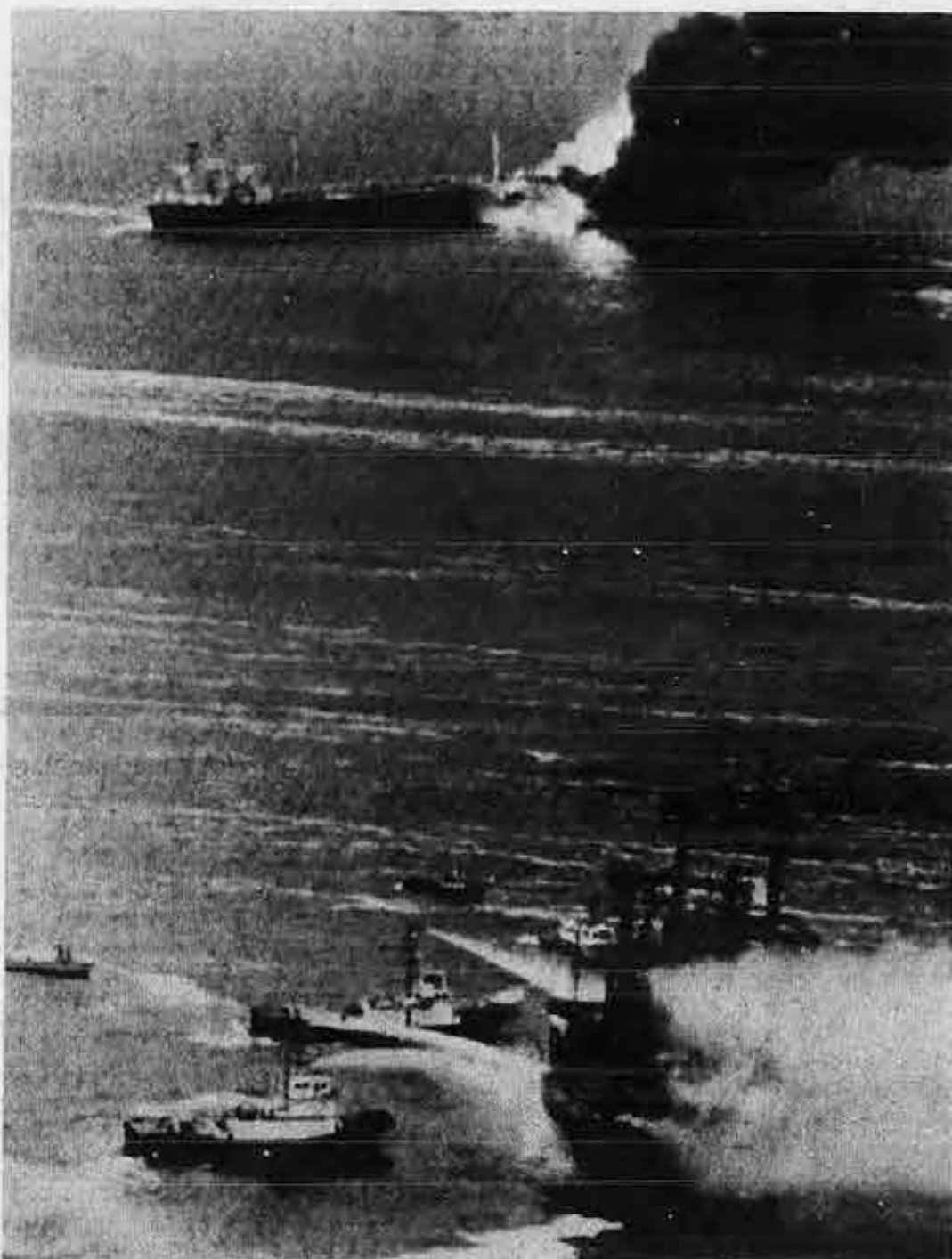
central bodies asking them—and their local union affiliates—to urge Senators in their states to support the bill. AFL-CIO regional directors have also been contacted and urged to coordinate the efforts of affiliates in their areas in this legislative drive.

Meanwhile, the giant multi-nation oil lobby—directly and through well-financed front organizations—has launched a massive campaign in a last-ditch effort to scuttle the import bill. Editorials written on information sup-

plied directly by the oil lobby's public relations group have appeared in the *Wall Street Journal* and other anti-labor publications, and a number of Senators are being pressured to vote against the bill.

However, the SIU—with the active participation of a united labor movement—is vigorously campaigning for final passage of the bill, and will continue to keep the forces of the AFL-CIO marshalled until the bill is passed and signed into law.

## 50% of Tonnage Lost Is in Runaway Fleet



In the background, the liquid petroleum carrier *Yuyo Maru* burns, as fireboats attempt to control the fires aboard the Liberian freighter *Pacific Ares*, a flag of convenience vessel, following their collision in Tokyo Bay. At least 19 seamen are dead and 14 missing as a result of the Nov. 9th crash which occurred despite calm seas and fair visibility. Carrying liquid petroleum products butane and naphtha, the fire aboard the LPG carrier *Yuro Maru* was successfully extinguished using recently developed LNG and LPG firefighting techniques like those covered in the LNG program at Piney Point (see centerfold of this LOG).

Flag of convenience vessels comprise 23 percent of the world's merchant fleet but last year they accounted for more than 50 percent of all tonnage lost, according to a keynote paper delivered at a recent conference in Berlin of the International Union of Marine Insurance.

Written by the chairman of the Liverpool Underwriters' Assn., Peter Quaile, the paper compared the average loss ratio (the ratio between tonnage lost and tonnage registered) of the principal flags of convenience to the loss ratio for the rest of the world during the last five years.

"In every case the loss ratio is very much higher than the figure for the rest of the world—for Somalia it is nine times higher—but there are, nevertheless, significant differences in loss ratio, tonnage afloat and average age between flags," Quaile said.

Quaile qualified this statement by adding that "there are many fleets registered under flags of convenience . . . whose records are at least as good as those of fleets registered by other nations," but he admitted that "if an owner wishes to put to sea an ill found, undermanned and wornout ship, a flag of convenience is probably his best vehicle for doing so."

Continuing, Quaile concluded that "the problem is not one of flag but of ownership or management." This conclusion was reached despite observations made in the beginning of his paper that the cause of the overwhelming majority of shipping casualties was human failure and that "Flag of convenience ships have suffered a vastly greater incident of human failure and ship failure" than other ships in the world fleet.

In either case, flag of convenience fleets have proved to be unsafe vehicles operated without regard for crew safety, environmental protection or any consideration other than profit.

## Lakes Seafarers Ratify New Contract

Final ratification of a three-year Great Lakes contract was reached last month when Lakes Seafarers voted overwhelmingly to accept a new contract and independent operators signed the SIU agreement.

The new contract gives Lakes Seafarers the best wage, benefit and working rules conditions ever negotiated for unlicensed seamen on the Great Lakes.

Among the highlights of the new contract are large hourly rate increases spread out over the next three years. Retroactive to Aug. 1, 1974, all ratings will receive a 28 or 30 cents an hour

increase and a 67 cents per hour cost of living adjustment. Further hourly wage increases will be added to the wage scales of all ratings on Aug. 1, 1975 and again on Aug. 1, 1976.

In addition, cost of living adjustments will be added to hourly wage rates four times a year.

These cost of living adjustments will add another 13 cents an hour to all wages earned after Aug. 1, 1974 and an additional 16 cents an hour to wages earned after Nov. 1, 1974.

The cost of living increases are considered "add-on" adjustments until

Jan. 1, 1976, when they will be rolled into the wage scale and treated as part of the standard hourly wage rate.

The new contract also offers Lakes Seafarers an early normal pension. This means that after Jan. 1, 1975, any Seafarer on the Lakes with 20 years seafaring time and 55 years of age or older may be eligible for retirement. By working beyond this point, Lakes Seafarers will be able to raise their pension benefits.

Increased fringe benefits and substantial changes in working rules have also been won by SIU members on the Great Lakes.

### INDEX

#### Legislative News

Oil bill vote due in Senate . . . Page 3  
President's Report . . . . . Page 2  
Washington Activities  
column . . . . . Page 9

#### Union News

Membership meeting in port  
of Norfolk . . . . . Page 4  
Headquarters Notes  
column . . . . . Page 8  
Money due in Falcon  
takeover . . . . . Page 5  
Great Lakes Seafarers  
ratify new contract . . . Page 3

#### General News

Blackwell predicts 300  
new ships . . . . . Page 5  
Tonnage lost on flag of  
convenience ships . . . Page 3  
AFL-CIO labor studies  
center opens . . . . . Page 9  
U.S. pension bill . . . . . Page 2

#### Shipping

Dispatchers Reports . . . Page 12  
Ships' Digests . . . . . Page 22  
Ships' Committees . . . . Page 6  
*Delta Brasil* . . . . . Page 13  
*TT Brooklyn* . . . . . Page 21  
*Robert E. Lee* . . . . . Page 27  
*Transhuron* wrecked  
on reef . . . . . Page 15

#### Training and Upgrading

Seafarers participate in  
bosun recertification  
and 'A' seniority  
upgrading . . . . . Pages 10-11  
Upgrading class schedule,  
requirements and  
application . . . . . Pages 30-31  
GED requirements and  
application . . . . . Page 30  
LNG program at  
Piney Point . . . . . Centerfold  
Welding course . . . . . Page 30  
First aid course for  
bosuns . . . . . Page 4

#### Membership News

First SIU pensioner to get  
high school diploma  
at HLS . . . . . Page 9  
Seafarer gets first  
assistant engineer  
license . . . . . Page 8  
Seafarer Poletti  
successfully completes  
GED program . . . . . Page 30  
New SIU pensioners . . . Page 20  
Final Departures . . . . Pages 28-29



When veteran Seafarer F. J. Mears, left, attends the Norfolk informational meeting, he makes it a family affair. Bosun Mears' wife, Tony, a Norfolk cab driver, drives the 30-year SIU veteran to the Hall and his son Phillip comes along because he is interested in sailing with the SIU.



Meeting officers and SIU patrolmen Richard Avery, left, Steve Papuchis, center, and Marvin Hauf chair Norfolk's October informational meeting. Norfolk holds a membership meeting on the Thursday following the first Sunday of each month.

## Norfolk Members Have Informational Meeting Each Month



Two SIU members, 24-year veteran Seafarer Dallas Hall, left, and 12-year veteran Seafarer C. C. Williams, wait in Norfolk's modern Union Hall for their membership meeting to begin.

**S**eafarers in the port of Norfolk hold an informational meeting on the Thursday following the first Sunday of each month.

An informational meeting is held each month in every SIU port not designated as a Constitutional port. These informational meetings perform the essential task of keeping all Seafarers abreast of the latest Union business and activities.

At Norfolk's October informational meeting, over 120 interested Seafarers heard Union reports on the status of the Oil Bill, the number of new ships coming under SIU contract, the total amount of welfare payments made to Union members during the month, as well as a report on shipping in Norfolk.



Piney Point graduate John Roundtree, right, brought his friend Davey Davis to the Norfolk Hall to take his physical for the Harry Lundeberg School. Davis talked to his friend about sailing with the SIU and decided he would like to go to HLSS and start a seafaring career.



SIU patrolman Steve Papuchis, standing, talks to veteran SIU members Floyd Simmons, left, Clyde Marriner, center, and P. C. Adkins about shipping out of Norfolk after the membership meeting. These three veteran seamen have a combined 88 years of sailing with the SIU.



Clockwise from the left, Seafarers David Johnson, C. C. Williams, R. Allen, Lloyd Bright and F. Payton pass time playing cards as they wait for a job call after the Norfolk meeting.



An active port, many Seafarers in Norfolk turn out for their monthly informational meeting. At the October meeting, over 120 Norfolk Seafarers attended.



The modern SIU Hall in Norfolk is the center of all Seafaring action in that port.

# Blackwell Predicts 300 New Ships by 1985

Projection of deliveries on new U.S. ship construction through 1985 include 66 containerships of various types, 8 barge carriers, 5 roll on/roll off vessels, 35 liquid natural gas carriers, 63 tankers for domestic trade as well as 19 for carriage of Alaskan oil, and 104 tankers for offshore operations, according to a detailed report recently submitted by Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell to the seapower subcommittee of the House Armed Services Committee.

Blackwell told the subcommittee hearings that his projection was based on "an analysis of the current fleet, the expected demand for replacement of existing capacity at the end of its economic life, and certain growth factors to reflect increase in the levels of U.S. foreign commerce."

The Assistant Secretary of Commerce also reported that there are presently 94 merchant vessels either under construction or on order at American shipyards.

These vessels, valued at \$4.2 billion and aggregating 7.9 million deadweight tons, include 9 LASH, 4 roll on/roll off vessels, 2 ore-bulk-oil carriers, 22 tankers in the 35,000 to 89,000 dwt range, 13 supertankers and 9 LNG carriers already under construction, as well as 34 ships, mostly energy carriers, on order.

Blackwell credits the great upsurge in shipbuilding to the passage of the Merchant Marine Act of 1970, and said that the present orderbook for the shipbuilding industry is four times greater than in the months prior to the 1970 program's enactment. He reported that the Act had already created over 200,000 man years of employment for the American maritime worker.

Blackwell's projections do not include provisions for the additional tonnage that would be needed if the Energy Transportation Security Act is finally signed into law. He did report, though, that if the oil bill is enacted, it would require an additional 69 tankers in the 265,000-ton class by 1980 and 100 of these ships by 1985.

Since 1970, Blackwell estimated that American shipbuilders had invested \$371 million in shipyard improvements and expects that an additional \$342 million will be spent in the next few years. He said: "With modernization and expansion currently planned, there will be sufficient U.S. shipyard facilities to handle commercial shipbuilding requirements in the near future."

Blackwell said that the present shortage of steel and other ship construction materials is having an effect on the boom in American shipbuilding, and he warned that if the shortage continues

"it would mean longer building periods and delayed ship deliveries."

For the past six months, Blackwell said the Maritime Administration had been considering awards of construction differential subsidy for the building of nuclear powered merchant vessels. Five companies: Pacific Lighting Marine Co., Globtik Tankers, Zapata Corp., Seres Shipping, Inc., and Aberdeen Shipping, Inc. have applied, but no decision has been forthcoming. The awards, though, would be granted only for the construction of nuclear supertankers. Blackwell said that construction subsidy for these type vessels would probably not be granted until further research was done on nuclear ship propulsion.

In addition to his basically optimistic report on merchant shipbuilding, Blackwell said that the long term outlook for shipping remains "very good" despite

inflation and cutbacks in consumer spending.

He said that "forward cargo bookings" on American-flag vessels "seem to be holding up well, and I don't see any recession-like fall off in shipping coming."

Blackwell backed up his statement with statistics showing that overall U.S. foreign trade had grown from 426 million tons in 1969 to 623 million tons in 1973, with the share of cargo carried on American-flag ships rising from 4.5 percent to 6.4 percent.

The Assistant Secretary of Commerce for Maritime Affairs also revealed that American shipping officials would soon be meeting with the Soviets to make a start on modifying and renewing the unique U.S.-USSR bilateral shipping agreement which expires in little more than a year.

## In Takeover of Falcon Tankers

### Arbitrator Rules Money Due Union and Crewmembers

Seafarers who served as crewmembers aboard the *Falcon Countess*, *Falcon Duchess*, *Falcon Lady* and *Falcon Princess* before Mar. 13, 1974 and were released by Falcon after that date, should contact SIU Headquarters.

These men have money due them as the result of a labor arbitrator's ruling that, because Falcon had failed to notify the SIU 90 days in advance of the Military Sealift Command takeover of these four tankers, the operator must pay compensation to both the Union and eligible crewmembers.

This award was ordered by the arbitrator because Falcon was bound by the SIU tanker agreement to notify the Union 90 days in advance of any transfer or sale of SIU-contracted ships.

Falcon had notified the SIU on Mar. 13, 1974 of MSC's intention to take over the ships, but after periods ranging from 35 to 51 days, Falcon released the crews of each ship. Crewmembers who had come aboard one of the four tankers before this date, and remained aboard their ship until released by Fal-

con, will receive compensation for their wages based on the number of days left in the 90 day period when they were released.

However, because all Seafarers have lost the right to sail aboard these vessels, the arbitrator ruled that the total amount of wage compensation be divided equally between the SIU and those specific crewmembers released by Falcon. The compensation for lost wages includes payment of overtime premiums as well as base wages.

The SIU will also receive the operator's contributions to the various Seafarers Plans for each day of the 90 day period, even though the crews were released before the end of that period.

To receive the money due them, ex-crewmembers who served aboard the *Falcon Countess*, *Falcon Duchess*, *Falcon Lady* and *Falcon Princess* before Mar. 13, 1974 and who were released after that date, should contact Edward X. Mooney, Headquarters Representative, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn, New York 11232, telephone (212) 499-6600.

## Warrior Committee in Rotterdam



Members of the ship's committee on the *Warrior* (Sea-Land) posed for a picture when the ship docked in Rotterdam, Holland recently. Seated are Frank Naklick, secretary-reporter (left) and Pablo Laterre, steward delegate. Standing are, from left: Laverne Quantz, ship's chairman; D. Papageorgiou, educational director; R. Hutchinson, engine delegate, and I. Perez, deck delegate. The *Warrior* is on a shuttle run from Felixstowe, England to Rotterdam.

## Pension Law's Provisions

Continued from Page 2

it is terminated and standards as to conduct of trustees with appropriate obligations to meet certain requirements.

Also, the law sets up standards for extensive reporting and disclosure of pension plan matters of interest to worker beneficiaries and of course methods of enforcing the law's com-

mands and different effective dates for different sections of the law.

The above capsuled summary sets forth highlight captions of the law's provisions, as well as some of the technical language used.

The special centerfold in the December LOG will attempt to break down some of these subjects and their technical expressions into language more readily understandable by the average person, as distinguished from professionals and technicians.

Of course the special centerfold will contain explanations based upon the law as analyzed by our general counsel, certified public accountant, actuaries, technicians and staff.

However, the law as interpreted, explained and applied by the courts will be the controlling factor at all times, and as with other laws, will probably take several years before final court interpretations are handed down.

### Unclaimed Wages

The following two Seafarers have unclaimed wages due them from the time they spent on vessels of Motorships of Puerto Rico.

The Seafarers are Joaquin DaSilva and Charles Nicola. Please contact George Van Ausdall at Motorships Inc., 482 Hudson Terrace, Englewood Cliffs, N.J. 07632, or call (201) 871-0700.

## Lapenteur Earns GED Diploma



Ken Lapenteur receives help in preparing for his GED examinations from social studies teacher Jean Magrini. Brother Lapenteur became the twenty-fifth GED graduate of the Harry Lundeberg School. He also achieved his QMED-FOWT ratings through the school's upgrading program. Seafarer Lapenteur ships from the port of New Orleans, which is also his hometown.

# The Committee Page

## Sea-Land Venture



The ship's committee aboard the *Sea-Land Venture* goes over some contractual questions with SIU Patrolman Tom Gould, seated center, at a payoff in the port of New Orleans last month. Committee members, standing from the left are: Joe Pettus, deck delegate; Bayard Heimer, engine delegate, and Johnny Young, steward delegate. Seated left is Charles Boyle, ship's chairman, and seated right is Sam Davis, secretary-reporter. Formerly known as the SL-180, the *Sea-Land Venture* was launched in 1971 in Bremerhaven, West Germany. She is 720 feet in length and carries 733 containers with capacity for 152 temperature controlled units. Usual run for the *Sea-Land Venture* is the Gulf to Europe.

## Eagle Voyager Committee



The head of the *Eagle Voyager's* deck crew and chairman of the ship's committee is Recertified Bosun R. Johnson, right. Right to left from Brother Johnson are fellow committee members Jim Matheson, deck delegate; Jesus D. Reyes, steward delegate; Robert Kiedinger, secretary-reporter, and Felipe Torres, engine delegate. Photo was taken at the vessel's payoff on Nov. 4 at Stapleton Anchorage off Staten Island. The *Eagle Voyager* has been running coastwise, but is now enroute to the Gulf of Mexico to pick up a load of corn destined for the USSR.

## Panama Committee



Recertified Bosun Arthur Beck, left, of San Francisco joins brother Seafarers in the *Panama's* committee for a quick photo while discussing Union business with SIU Patrolman Ted Babkowski, seated, at the ship's payoff Oct. 12 in Port Elizabeth, N. J. Standing left to right from Ship's Chairman Beck are committee members J. Lujan, deck delegate; Abe Rosen, steward delegate; H. Vina, educational director, and Tom Holman, engine delegate. Before signing articles on Sept. 20, the *Panama* had been laid up at the Willamette Shipyard in Richmond, Calif. for repairs. The containership *Panama* runs intercoastal and to Europe.

## Maumee Committee



J. R. Thompson of Houston, standing right, a graduate of the Bosuns Recertification Program, is now sailing as head of the deck gang aboard the SIU-contracted T-5 Navy tanker *Maumee*. Standing to Ship's Chairman Thompson's right are committee members Joseph Spell, deck delegate; Benjamin Davis, engine delegate; Vasser Szymanski, secretary-reporter, and crewmember Allen Spell, a QMED. Seated is SIU Representative Ted Babkowski filling out a patrolman's report on the *Maumee's* payoff in Carteret, N. J. last month. On her most recent voyage, the *Maumee* called at ports in Spain, Scotland, Trinidad and South America.

## Sam Houston Committee



The ship's committee aboard the *Sam Houston* headed by Recertified Bosun Otto Pedersen, third from left, poses for a photo in the new LASH vessel's lounge during a payoff in the port of New York last month. The entire committee is, from the left: Gary Bryant, engine delegate; Eden Ezell, Jr., deck delegate; Bosun Pedersen, ship's chairman; Michael Toth, secretary-reporter, and Ambrosia Fachini, steward delegate. The *Sam Houston*, one of three new LASH/containerships operated by Waterman, was built under provisions of the Merchant Marine Act of 1970. This Act has enabled Waterman, as well as many other American shipping companies, to once again compete effectively with foreign-flag operators.

## Delta Brasil Committee



At a payoff in the port of New Orleans, the ship's committee of the SIU-contracted *Delta Brasil* headed by Recertified Bosun Edward Rihn, right, gathers for a photo in the ship's lounge. They are from the left: Bill Coley, educational director; Nathaniel Garcia, engine delegate; John Klondyke, deck delegate; Edward Sinush, steward delegate; Bill Marion, secretary-reporter, and Bosun Rihn, ship's chairman. The committee reported no beefs or contractual disputes at the New Orleans payoff. The *Delta Brasil* is on the South America service.

# Bosuns at HLSS Take Red Cross First Aid Course

At the suggestion of bosuns attending the Recertification Program

at Piney Point, a first aid course, taught by a certified Red Cross in-

structor, has been added to their program. In the future, all Seafarers

going through the Bosuns Recertification Program will be required to take this course.

This Red Cross first aid course includes instruction in all aspects of practical first aid work, including the use of artificial respiration, the application of emergency methods to stop bleeding, as well as various bandaging and splinting techniques.

Upon completing the one-month course, the bosuns in the Recertification Program will take a one hour Red Cross test. If they pass, they receive a first aid certificate and a cardiac pulmonary resuscitation certificate.

By taking this course, the bosuns going through the Recertification Program will add another facet to their ability to help maintain a safety conscious, alert and well trained SIU crew that can remain on top of any situation.



Bosun John Hazel practices artificial respiration on a specially constructed dummy during the Red Cross first aid course that has been incorporated into the Bosuns Recertification Program.



Looking like the Spirit of '76, SIU Patrolman Mark Evans sits quietly as Bosun Tom Brooks applies a full head bandage. This bandage is used when a man has injured a temple or the top of his head.



Bosun Stanley Krawczynski ties a bandage around the head of Bosun Bertil Hager. This bandage is used to bind an ear wound.



Practicing his tourniquet technique, Bosun Walter LeClair uses the arm of Bosun Bill Funk to sharpen his emergency first aid skills.



First-Aid Instructor Jimmy Houser (standing) lectures on the symptoms of heart failure during the Red Cross-sanctioned course.



Using a spiral bandage on the arm of Bosun Michael Casanueva, Bosun Ed Wallace practices a technique used to stop the bleeding from a laceration, as Bosun T. A. Tolentino looks on.



## Headquarters Notes

by SIU Vice President Frank Drozak

### War Bonus Arbitration

This past spring, an impartial arbitrator ruled that all claims for the payment of Vietnam War bonuses prior to Jan. 9, 1974 must be honored. Such payments after that date are denied.

Therefore, any Seafarer who has Vietnam War bonus payments due for work done prior to Jan. 9, 1974, should contact the company for his money.

It had been the contention of the Military Sealift Command that they were not required to reimburse steamship companies for war bonus payments after the date of July 1, 1973 with the end of the Selective Service Act.

However, the arbitrator decided that claims up till Jan. 9, 1974 must be honored.

### Sabine Tankers Organizing Drive

Our organizers are continuing to meet with Sabine Tankers' unlicensed seamen in order to maintain our strength aboard these ships and we find that our support keeps growing.

Presently we are awaiting the decision of the National Labor Relations Board in the case of Sabine Tankers' dismissal of one of its workers for supporting the SIU.

At the same time, we are also preparing our position for the NLRB hearing which will be held this month on the broader issue of Sabine's alleged illegal conduct during a pre-election campaign for the certification election held last February to decide what union will represent Sabine's unlicensed seamen.

### Bosuns Recertification Program

I am proud to tell you that 11 Seafarers graduated this month from the Bosuns Recertification Program bringing to 165 the number of our men who have successfully completed the two-month program.

On page 11 of this issue of the LOG you can see the photos of each of these brothers and read some background about them. You will also find on that page a list of the bosuns who have graduated the program since it began in June of 1973.

I want to congratulate these 11 Seafarers and wish them smooth sailing in the years ahead. They are: "Ole" Olson; Mack Brendle; Arne Eckert; P. G. Wingfield; Jimmy Foster; Tony Palino; Nick Bechlivanis; J. W. Allen; Roy Meffert; Vincent Grima, and Cyril Mize.

Also, in an effort to constantly improve our upgrading programs, we have instituted a first aid course as part of the bosuns' curriculum. Given on Tuesday and Thursday while the bosuns are in Piney Point, the first aid course is certified by the American Red Cross. A full page photo layout on the program can be found on page seven of this issue of the LOG.

### Firefighting

Until the U.S. Maritime Administration's new firefighting school opens in Earle, N.J.—probably sometime in late January—courses are being held at the Navy Damage Control School in Norfolk, Va.

Dates for this month are: Nov. 18 and Nov. 29.

This is a one-day course that may prove to be among the most useful classes you have ever taken. Not only could the course mean the difference between life and death aboard ship, but it could also help you get a job aboard the high technology vessels of the future on which a firefighting endorsement may be mandatory.

Anyone who hasn't obtained this endorsement should see the Port Agent or any SIU patrolman in his port and find out how he can take the one-day course.

### 'A' Seniority Upgrading

In connection with firefighting, it was good to see at this month's membership meeting in New York that some of our seven 'A' seniority upgraders received their firefighting endorsement along with their full books.

These men are securing their jobs by not only getting their full 'A' book but also by making sure they have an endorsement that may be required by the Coast Guard in the future.

The seven brothers who received their full 'A' book this month bring to 120 the number of Seafarers who have completed this one-month program.

I congratulate each of them and wish them good luck in the future. They are: James McParland; Frank Adams; Bob Keith; Doug Heller; Ronnie Laner; "Bud" LeClair, and Duane Stevens.

### New Ships

Aries Marine/Westchester Shipping's *Golden Endeavor* will tentatively be delivered this month while their *Golden Monarch* is scheduled to be launched in March or April of 1975.

Delta Steamship is chartering the *Marymar* for one year from Calmar Lines. The ship was laid up when Calmar had to cut back on her intercoastal service. Delta hopes to crew the vessel this month for runs from the Gulf of Mexico to the West Coast of Africa.

## GED Program's First Pensioner

# WW 2 PW Escapee, Moval, Gets High School Diploma



Brother Leo Moval, right, the first SIU pensioner to receive his high school diploma through the GED program at the Lundeberg School, studies with a Trainee who will soon be going out to sea. Young trainees and older Seafarers often work together at the HLSS and help each other both in academic and vocational areas.

Seafarer Leo Moval, 57, recently became the first SIU pensioner to receive his high school diploma through the GED Program offered at the Lundeberg School in Piney Point, Md.

Born in Aland Island, a possession of Finland, Brother Moval went to sea for the first time at the age of 13. The story of his career is typical of the great heroism shown by the Brothers of the SIU during the Second World War.

Seafarer Moval came to the United States in 1940 and shipped on an American oil tanker that was sailing under the Panamanian flag. The ship was on a run to Dunkirk, France and was sunk in the Battle of Dunkirk. He was rescued in the English Channel and made his way to Bordeaux. In Bordeaux, he caught a British tanker, one of the last Allied ships in the area.

However, the Bordeaux Harbor had been mined and the tanker hit a German minefield as it left the port and was destroyed. One of four survivors, Brother Moval was again rescued, but he was later captured by the German Army and placed in a prison camp in France.

Seafarer Moval escaped twice and was caught twice. His third escape attempt was successful, and he managed with the help of the French and German undergrounds, to make his way to Sweden. One month later he caught an English ship making a run to South America and finally made his way back to the United States.

He worked ashore during 1942 until he succeeded in getting his necessary seaman's documents. After joining the SIU, Brother Moval's first ship took him to the invasion of Casablanca. He returned to the U.S. and immediately shipped out again, this time as a chief steward. For the duration of the war, Moval shipped as a member of the SIU. He served in the D-Day invasion of Anzio Beach and the invasion of Okinawa.

Seafarer Moval continued sailing in the steward department until he had a heart attack while serving aboard the *SS Manhattan*, and had to retire. "The SIU has been so good to me," said Brother Moval. "I remember our hard fight for the pension plan and our great victory when we got it. It is the best

thing that could happen for Seafarers. I know. I saw too many oldtimers thrown away like old dishrags. Without this plan, myself and so many other Seafarers just simply couldn't make it."

After retirement, Seafarer Moval did volunteer work for awhile but found it didn't take up enough of his time. "I feel that a day you don't learn something is a day wasted," Brother Moval said. "I decided that I'd wasted too many days since I retired." So he applied for admission to the Lundeberg School GED program.

"The GED program is great, and the teachers are outstanding," he said. "They take a personal interest in each student and I'm especially grateful to Margaret Nalen for all the help and encouragement she's given me." Mrs. Nalen is the director of academic education.

When Leo Moval, who first learned to speak English by reading newspapers and consulting a dictionary, received his high school diploma a few weeks ago, he said, "The SIU made it possible. They won our fine pension plan and they built this beautiful school. I'm proud to be a member."

He returned home to Baltimore where he lives with his wife, daughter and stepdaughter. "When I get home," Brother Moval said, "I'm going to attend the community college. I want to work on a major in history or political science."

## Notify Union Of Address Change

In order to insure that every Seafarer continues to receive all benefits due him, when a member changes his address he should immediately notify Union Headquarters.

Members should notify the Records Department, Seafarers International Union, 675 Fourth Avenue, Brooklyn, N.Y. 11232. They should also include their Social Security number and book number with the new address.



# Washington Activities

By B. Rucker



## Cargo Preference Bill

SIU has been deeply committed for many months in a struggle to win passage of H.R. 8193, to guarantee a percentage of oil imports to U.S.-flag ships. Our representatives have met with other labor organizations to prepare information and statements to clarify some of the points to members of the House of Representatives and the Senate.

Last month the bill was in a House-Senate conference committee to work out some differences in the House and Senate versions. That committee finished work and sent the final draft back for approval. The House passed the conference report; the Senate did not take action.

We are awaiting the return of the Congress from its month-long recess so that the Senate can vote. While members are out—many of them at home campaigning—we have not been idle. An ad hoc committee has been formed with other labor groups and this committee is continuing to hold meetings to discuss further action as we come down to the wire.

## Reorganization of the House of Representatives

The Bolling Report, which proposed major changes in the standing committees of the House, has failed. The proposal which would have hit Seafarers hardest was that the Merchant Marine and Fisheries Committee be dismantled and its functions scattered to several other committees.

A report from another committee, chaired by Chairman Julia Hansen, was offered as a substitute for the Bolling Report. The Hansen Report gave added jurisdiction to Merchant Marine and Fisheries.

On Oct. 8, the House voted to accept the Hansen Committee Report.

## Deepwater Ports

On Oct. 9, the Senate passed S. 4076, its version of the deepwater port bill, which authorizes the Department of Transportation to issue licenses to own, build and operate deepwater ports. The House version, H.R. 10701, gives licensing authority to the Interior Department.

## Appoint SIU Official to Committees On Puerto Rican Minimum Wages

An elected SIU official has been appointed by the U.S. Secretary of Labor to two Puerto Rico Minimum Wage Industry Committees as a representative of labor.

Headquarters Representative Edward X. Mooney was nominated for appointment to these committees by AFL-CIO President George Meany.

The first committee met in October to hold hearings on new proposed Federal minimum wages for the plastic, rubber and jewelry workers in Puerto Rico. The second committee will meet this month to study minimum wage rates for Puerto Rico's tobacco workers.

As required by law, all committees reviewing new minimum wage propos-

als in Puerto Rico are composed of representatives from labor, business and the public.

SIU official Mooney was joined by C. Stephen Clem, Jr. of the United Rubber Workers and Benjamin Feldman of the Leather Goods, Plastics and Novelty Workers International Union as the labor representatives on the Committee hearing new wage proposals for the plastic, rubber and jewelry workers.

On the second committee which will review minimum wage rates for tobacco workers, Brother Mooney will be joined by Wallace Mergler of the Tobacco Workers International Union and Anne Draper of the AFL-CIO Department of Research as labor's representatives.

## Delayed Benefits

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

Name	Social Security Number	Union
Antonopoulos, A.	112-50-0840	UIW
Lewis, Sr., D.	297-01-0726	IBU
Fitte, B.	433-20-3774	IBU
Charette, E. G.	363-36-7788	A & G
Julien, R.	019-40-5970	UIW
Young, W.	212-20-6272	A & G
Ayers, J. W.	236-80-5966	A & G
Dewally, O.	435-16-2901	IBU
Warden, G. O.	423-05-3272	A & G
Anderson, S.	278-46-2628	UIW
Salowsky, P.	070-70-3602	A & G

## Pension Plan Regulation

Our representatives in Washington have kept in close contact with Labor Department and Treasury Department people since the Pension Bill was passed and signed into law.

The law gives broad guidelines for private pension plans, but Labor and Treasury representatives are still charged with the responsibility for regulations. These regulations help to clarify the broad guidelines spelled out in the law. The SIU is working closely with those charged with writing regulations to make certain that the rights of Seafarers are fully protected and guaranteed. (See story on Page 2.)

## National Maritime Council

At its regular meeting this month, attended by SIU President Paul Hall, the National Maritime Council set up a special committee to determine public relations policy.

The Council seeks to promote the interests of the American merchant marine by encouraging U.S. businesses to ship American.

The new committee will coordinate a speakers' bureau, prepare texts and spell out policy. This will give unity to statements made by high-level management members of the Council when they appear and speak throughout the country.

## Congressional Budget Reform

Government spending has a direct effect on the cost of living of every American family. Studies show that increased costs are a leading concern of most Americans. Recent Congressional action may reflect the concern of the people.

Congress has lost much of its power of legislative initiative to the Executive branch over the years. In large part, the problem has been the inability of this rather cumbersome body, with many powerful leaders, to speak with a single voice for its 535 members. Government is complex, and growing, and each member has interests which are specifically related to his constituents and his district.

In an effort to reassert Congressional control over government spending, a joint study committee was appointed to make recommendations. As a result, a bill was passed to create new House and Senate committees to analyze budget options and prepare budget resolutions. The way the system operates now, the President prepares his budget, with input from his departments, coordinated through the Office of Management and Budget. He submits the budget to Congress and they act on his proposal.

Existing practices foiled Congressional control over how much the federal government spent. The bill will provide procedures to limit backdoor spending and to force the President to spend impounded funds.

House and Senate Budget committees will study and recommend changes in the President's budget. They will then draw up a resolution with a tentative, alternative Congressional budget.

The bill creates a Congressional Budget Office to provide experts and computers to absorb and analyze data.



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.

## AFL-CIO Labor Studies Center

WASHINGTON — The AFL-CIO Labor Studies Center was formally dedicated this month by President George Meany before a large audience of trade union leaders and educators.

Speaking on the grounds of the 47-acre campus located in Silver Spring, Md., President Meany said:

"We realize the need for education—not just for the citizenry as a whole—but special education for our own people . . . to make our people better, more intelligent trade unionists so that they can do their job better and make a better contribution not only to the people we represent but to this nation."

AFL-CIO Secretary Treasurer Lane Kirkland said the new education center will "contribute greatly to the future growth of the trade union movement."

The SIU was represented at the dedi-

cation ceremonies by Harry Lundeberg School Vice President Mike Sacco and a group of Seafarers who are in the Bosuns Recertification program and in various upgrading programs at the Lundeberg School.

The purposes of the Labor Studies Center are to develop trade union leadership through training and educational programs; to develop educational programs which will carry labor's basic philosophy to all parts of the community, and to involve trade unionists in the problems of the total labor movement.

Plans for a college degree program leading to a bachelor's degree in labor studies are now under way, and a number of men and women in the labor movement are now studying for their degrees.

**Mack Brendle**

Seafarer Mack Brendle, 46, has been a member of the SIU since 1947, and has been sailing as a bosun for the past 15 years. A native of Louisiana, Seafarer Brendle now ships from the port of Houston where he makes his home with his wife Carolan and their son.

**Arne Eckert**

Seafarer Arne Eckert, 38, has been sailing with the SIU since 1963, and has been shipping as a bosun for the past two years. Brother Eckert ships from the port of Seattle and makes his home in that city with his wife Diana and their three sons.

**P. G. Wingfield**

Seafarer P. G. Wingfield, 52, has been sailing with the SIU since 1948, and has been shipping as a bosun for the past five years. Born in Roanoke, Va., Brother Wingfield now ships from the port of Jacksonville and makes his home there with his wife Margie and their son.

**James Foster**

Seafarer Jimmy Foster, 51, has been sailing with the SIU since 1944, and has been shipping out as a bosun since 1947. A native of Mobile, Ala., he ships from that port and makes his home there with his wife Bonnie and their two children.

**Anthony Palino**

Seafarer Tony Palino, 47, has been a member of the SIU since 1946, and started shipping out as a bosun 15 years ago. A native of New Jersey, Brother Palino still makes his home there. He ships out of the port of New York.

**Vincent Grima**

Seafarer Vincent Grima, 54, has been shipping out with the SIU since 1962, and has been sailing as a bosun for the past five years. A native of Malta, Brother Grima now makes his home in Brooklyn, N.Y. and ships from that port.

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

**Bosuns Recertification Program****Providing More Knowledge**

Another class of bosuns graduated from the SIU's Bosun Recertification Program this month, and soon they will go aboard the SIU's contracted ships with a greater knowledge and understanding of their Union and the entire maritime industry.

Through this program, the SIU is continuing to provide its contracted companies with Seafarers who are highly qualified to be leaders of the unlicensed seamen aboard ship.

With the graduation of this class, the total number of bosuns to have gone through the program is now up to 165.

Bosun Rich Newell, from the port of Houston, was originally in this class. However, upon coming up to Headquarters—after completing the one-month stay at Piney Point—Brother Newell was taken ill and had to return home.

**Recertification Honor Roll**

Following are the names and home ports of the 165 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

- |                                       |                                    |
|---------------------------------------|------------------------------------|
| Allen, J. W., Seattle                 | Jandora, Stanley, New York         |
| Allstatt, John, Houston               | Jansson, Sven, New York            |
| Anderson, Alfred, Norfolk             | Johnson, Ravaghn, Houston          |
| Anderson, Edgar, New York             | Kerngood, Morton, Baltimore        |
| Annis, George, New Orleans            | Kleimola, William, New York        |
| Armada, Alfonso, Baltimore            | Knoles, Raymond, San Francisco     |
| Atkinson, David, Seattle              | Koen, John, Mobile                 |
| Baker, Elmer, Houston                 | Kouis, Perry, New York             |
| Barnhill, Elmer, Houston              | Koza, Leo, Baltimore               |
| Baudoin, James, Houston               | Lambert, Reclus, New Orleans       |
| Beavers, Norman, New Orleans          | Landron, Manuel, San Juan          |
| Bechlivanis, Nicholas, New York       | Lasso, Robert, San Juan            |
| Beck, Arthur, San Francisco           | Latnple, Jean, New Orleans         |
| Beeching, Marion, Houston             | Lavalne, Raymond, Baltimore        |
| Berger, David, Norfolk                | Lee, Hans, Seattle                 |
| Beys, Jan, New York                   | Levin, Jacob, Baltimore            |
| Bojko, Stanley, San Francisco         | Loyal, Joseph, Philadelphia        |
| Boney, Andrew, Norfolk                | Libby, George, New Orleans         |
| Bourgois, Albert, Mobile              | Mackert, Robert, Baltimore         |
| Brendle, Mack, Houston                | Manning, Denis, Seattle            |
| Bryan, Ernest, Houston                | Mattoli, Gaetano, New York         |
| Bryant, Vernon, Tampa                 | McCaskey, Earl, New Orleans        |
| Burch, George, New Orleans            | McGinnis, Arthur, New Orleans      |
| Burke, George, New York               | Meehan, William, Norfolk           |
| Burton, Ronald, New York              | Mize, Cyril, San Francisco         |
| Bushong, William, Seattle             | Merrill, Charles, Mobile           |
| Butterton, Walter, Norfolk            | Michael, Joseph, Baltimore         |
| Butts, Hurmon, Houston                | Miller, Clyde, Seattle             |
| Caldeira, Anthony, Houston            | Meffert, Roy, Jacksonville         |
| Carbone, Victor, San Juan             | Monardo, Sylvester, New Orleans    |
| Castro, Guillermo, San Juan           | Morris, Edward Jr., Mobile         |
| Chestnut, Donald, Mobile              | Morris, William, Baltimore         |
| Christenberry, Richard, San Francisco | Moss, John, New Orleans            |
| Christensen, Christian, San Francisco | Moyd, Ervin, Mobile                |
| Cislecki, John, San Francisco         | Mullis, James, Mobile              |
| Clegg, William, New York              | Murry, Ralph, San Francisco        |
| Colson, James, Seattle                | Nash, Walter, New York             |
| Cooper, Fred, Mobile                  | Nicholson, Eugene, Baltimore       |
| D'Alonco, Charles, Houston            | Nielsen, Vagn, New York            |
| Darville, Richard, Houston            | O'Brien, William, New York         |
| Delgado, Julio, New York              | O'Connor, William, Seattle         |
| Dickinson, David, Mobile              | Olson, Fred, San Francisco         |
| Dixon, James, Mobile                  | Olson, Maurice, Boston             |
| Drake, Woodrum, Seattle               | Oromstar, Albert, San Francisco    |
| Drewes, Peter, New York               | Palino, Anthony, New York          |
| Dunn, Maurice, Houston                | Parker, James, Houston             |
| Eckert, Arne, Seattle                 | Pederson, Otto, New Orleans        |
| Edgus, John, Baltimore                | Pelzer, Frederick, Mobile          |
| Favre, Raymond, New Orleans           | Pence, Floyd, Houston              |
| Flynn, Eugene, New York               | Perry, Wallace, Jr., San Francisco |
| Foster, James, Mobile                 | Pierce, John, Philadelphia         |
| Fuji, Sebastian, Wilmington           | Pollanen, Viekko, New Orleans      |
| Galagan, Kenneth, Houston             | Poutsen, Varner, Seattle           |
| Garner, James, New Orleans            | Preddy, Donald, New York           |
| Gaugfordson, Dennis, Philadelphia     | Puchabki, Kasimir, San Francisco   |
| Gillain, Robert, Jacksonville         | Pulliam, James, San Francisco      |
| Gillilan, Leo, San Francisco          | Radich, Anthony, New Orleans       |
| Gonzalez, Jose, New York              | Rains, Horace, Houston             |
| Guthrie, Robert, New York             | Richburg, Joseph, Mobile           |
| Gorman, James, New York               | Riha, Ewing, New Orleans           |
| Greenwood, Perry, Seattle             | Riley, William, San Francisco      |
| Grima, Vincent, New York              | Ringuette, Albert, San Francisco   |
| Hauback, Burt, New York               | Rivera, Alfonso, San Juan          |
| Hansveit, Alfred, New York            | Rodriguez, Lancelot, San Juan      |
| Heitman, Karl, Seattle                | Rodriguez, Ovidio, New York        |
| Hicks, Donald, New York               | Ruley, Edward, Baltimore           |
| Hodges, Raymond, Mobile               | Schwarz, Robert, Mobile            |
| Hodges, Raymond W., Baltimore         | Self, Thomas, Baltimore            |
| Hogge, Elbert, Baltimore              | Selx, Floyd, San Francisco         |
| Honka, Stephen, New York              | Sheldrake, Peter, Houston          |
| Hoyde, Arne, Philadelphia             | Smith, Lester, Norfolk             |
| Ipsen, Orin, New York                 | Sokol, Stanley, San Francisco      |
| James, Calvin, New York               | Spuron, John, San Francisco        |

**Nicholas Bechlivanis**

Seafarer Nick Bechlivanis, 58, has been sailing with the SIU since 1947, and started shipping out as bosun five years ago. A native of Greece, Brother Bechlivanis ships from the port of New York and makes his home in Brooklyn, N.Y. with his wife Despina and their three children.

**J. W. Allen**

Seafarer J. W. Allen, 47, has been a member of the SIU since 1953, and has been sailing as a bosun for the past 10 years. A native of Tennessee, Brother Allen now makes his home in Edmonds, Wash. with his wife Bea and their four children. He ships out of the port of Seattle.

**Roy Meffert**

Seafarer Roy Meffert, 56, has been sailing with the SIU since 1956, and has been shipping out as a bosun for the past 13 years. A native of Louisville, Ky., he now makes his home in St. Petersburg, Fla. Brother Meffert ships out of the port of Jacksonville.

**Maurice Olson**

Seafarer Maurice "Ole" Olson, 56, started shipping with the SIU in 1944, and began sailing as a bosun in 1946. A native of Milwaukee, Wisc., Brother Olson now makes his home in Somerville, Mass. where he lives with his wife Doris and three children. He ships out of the port of Boston.

**Cyril Mize**

Seafarer Cyril Mize, 52, has been a member of the SIU since 1943, and began sailing as a bosun 10 years ago. A native of Oakland, Calif., Brother Mize now makes his home in Ajo, Ariz. with his wife Josephine and their daughter. He ships out of the port of San Francisco.

- |                                |
|--------------------------------|
| Stockmarr, Sven, New York      |
| Sweetman, Farns, Jacksonville  |
| Swiderski, John, New York      |
| Tell, Frank, New York          |
| Thompson, J. E., Houston       |
| Ticer, Dan, San Francisco      |
| Tilman, William, San Francisco |
| Tirelli, Enrico, New York      |
| Todd, Raymond, New Orleans     |
| Turner, Paul, New Orleans      |
| Wallace, Ward, Jacksonville    |
| Wallace, William, Mobile       |
| Wardlaw, Richard, Houston      |
| Weaver, Harold, Houston        |
| Whitmer, Alan, New York        |
| Wingfield, P. G., Jacksonville |
| Woods, Malcolm, San Francisco  |
| Workman, Homer, New Orleans    |
| Zaragoza, Roberto, New York    |

**Robert Keith**

Seafarer Robert Keith, 22, graduated from the Harry Lundeberg School in 1971 and returned to Piney Point in 1974 to obtain his AB ticket. Brother Keith lives in Philadelphia with his wife, Kathryn and ships from the port of San Francisco.

**Doug Heller**

Seafarer Doug Heller, 20, graduated from the Harry Lundeberg School in 1971. Prior to attending the Seniority Upgrading Program, Brother Heller obtained his third assistant cook's rating at Piney Point. Born in Detroit, Brother Heller makes his home in New Orleans and ships out of that port.

# 120 Have Completed Program

This month seven more Seafarers successfully completed the SIU's 'A' Seniority Upgrading Program and took the oath of obligation at the general membership meeting in New York.

Established to help prepare our membership for the innovations aboard newly constructed ships, the Seniority

Upgrading Program also serves to provide these Union members with a better understanding of the SIU's operations and problems.

These seven Seafarers bring the total number of men who have attained full 'A' book status through the program to 120.

**Duane Stevens**

Seafarer Duane Stevens, 23, graduated from the Harry Lundeberg School in April of 1972. Brother Stevens returned to Piney Point to obtain his AB ticket before attending the Seniority Upgrading Program. A native and resident of Husser, La., he ships out of the port of New Orleans.

**James McParland**

Seafarer James McParland, 24, has been sailing with the SIU since 1971. Prior to attending the Seniority Upgrading Program, Brother McParland obtained his QMED rating at Piney Point. A native of Brooklyn, he still makes his home there and ships out of the port of New York.

**Ronnie Laner**

Seafarer Ronnie Laner, 28, graduated from the Harry Lundeberg School in 1970. Prior to obtaining his full A book, Brother Laner earned his QMED rating at Piney Point. A resident of Franklin, N. J., he ships out of the port of New York.

**Lester LeClair**

Seafarer Lester "Bud" LeClair has been sailing with the SIU for eight years. Prior to attending the Seniority Upgrading Program, Seafarer LeClair upgraded to chief steward at Piney Point. He makes his home in San Francisco and ships from that port.

**Francis Adams**

Seafarer Francis Adams, 20, graduated from the Harry Lundeberg School in 1971. Brother Adams returned to HLSS and received his AB ticket before attending the Seniority Upgrading Program. A resident of Baltimore, he ships out of that port.

## Upgrading Honor Roll

Following are the names and departments of 120 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck  
Allen, Lawrence, Engine  
Allison, Murphy, Engine  
Andrepoint, P. J., Engine  
Arnold, Mott, Deck  
Bartol, Thomas, Deck  
Baxter, Alan, Engine  
Bean, P. L., Deck  
Beauverd, Arthur, Engine  
Bellinger, William, Steward  
Blacklok, Richard, Engine  
Bolen, Timothy, Deck  
Burke, Lee Roy, Engine  
Burke, Timothy, Deck  
Castle, Stephen, Deck  
Clark, Garrett, Deck  
Conklin, Kevin, Engine  
Cunningham, Robert, Deck  
Daniel, Wadsworth, Engine  
Davis, William, Deck  
Day, John, Engine  
Derke, Michael, Engine  
Deskias, William, Steward  
Dising, Maximo, Engine  
Ewing, Larry, Steward  
Farmer, William, Deck  
Fila, Marion, Deck  
Frost, Stephen, Deck  
Galka, Thomas, Engine  
Garry, Stephen, Deck

Garcia, Robert, Deck  
Gilliam, Robert, Steward  
Gotay, Raul, Steward  
Gower, David, Engine  
Graham, Patrick, Deck  
Grimes, M. R., Deck  
Hart, Ray, Deck  
Hawker, Patrick, Deck  
Haynes, Blake, Engine  
Heick, Carroll, Deck  
Heller, Douglas, Steward  
Humason, Jon, Deck  
Hummerick, James, Jr., Steward  
Hutchinson, Richard, Jr., Engine  
Ivey, D. E., Engine  
Johnson, M., Deck  
Jones, Leggett, Deck  
Kegney, Thomas, Engine  
Keith, Robert, Deck  
Kelley, John, Deck  
Kerney, Paul, Engine  
Kirksey, Charles, Engine  
Kliffeson, L. Q., Deck  
Knight, Donald, Engine  
Kopetes, Johnnie, Deck  
Kunc, Lawrence, Deck  
Kundrat, Joseph, Steward  
Laner, Ronnie, Engine  
LeClair, Lester, Steward  
Lehmann, Arthur, Deck

Lentsch, Robert, Deck  
Lundeman, Louis, Deck  
Makarewicz, Richard, Engine  
Manning, Henry, Steward  
Marcus, M. A., Deck  
McAndrew, Martin, Engine  
McCabe, John, Engine  
McCabe, T. J., Engine  
McParland, James, Engine  
Mintz, R. G., Jr., Engine  
Miranda, John, Engine  
Moore, C. M., Deck  
Moore, George, Deck  
Moore, William, Deck  
Mortier, William, Deck  
Painter, Philip, Engine  
Paloumbis, Nikolaos, Engine  
Papageorgion, Dimitrios, Engine  
Parker, Jason, Deck  
Poletti, Pierangelo, Deck  
Reamey, Bert, Engine  
Restaino, John, Engine  
Ripley, William, Deck  
Rivers, Sam, Engine  
Roback, James, Deck  
Rodriguez, Charles, Engine  
Rodriguez, Robert, Engine  
Rogers, George, Engine  
Sabb, Caldwell, Jr., Engine  
Salley, Robert, Jr., Engine

Sanders, Darry, Engine  
Sanger, Alfred, Deck  
Shaw, Ronald, Engine  
Simonetti, Joseph, Steward  
Simpson, Spurgeon, Engine  
Sisk, Keith, Deck  
Smith, D. B., Steward  
Smith, Robert, Deck  
Spell, Gary, Engine  
Spell, Joseph, Deck  
Spencer, H. D., Engine  
Stauter, David, Engine  
Stevens, Duane, Deck  
Svoboda, Kvetoslav, Engine  
Tanner, Leroy, Engine  
Thomas, Robert, Engine  
Thomas, Timothy, Deck  
Trainor, Robert, Deck  
Utterback, Larry, Deck  
Vain, Thomas, Deck  
Vaiton, Sidney, Engine  
Vanyi, Thomas, Steward  
Vukmir, George, Deck  
Walker, Marvin, Engine  
Wambach, Albert, Deck  
Wilhelm, Mark, Engine  
Wilson, Richard, Steward  
Wolfe, John, Deck  
Woodhouse, Ashton, Engine  
Zukler, Hans, Engine

## Get Passports

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

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

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

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

## To Preserve a 'Lifeline', Seafarers Donate to Blood Bank



'A' Seniority Upgrader Ronnie Laner (left) and Recertified Bosun Cyril Mize make their contribution to the SIU Blood Bank by donating a pint of blood at the SIU Medical Clinic at Headquarters. Both men know the necessity of keeping the Blood Bank as full as possible because it is a lifeline for SIU members and their families. Seafarers Laner and Mize were in New York last month completing their necessary time in the Upgrading and Recertification Programs. Nurse Cheryl Edel assists in the process.

# DISPATCHERS REPORT

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	6	1	1	2	0	0	12	3	1
New York	103	21	0	66	20	0	195	48	4
Philadelphia	10	1	0	13	4	0	20	5	0
Baltimore	28	7	0	25	7	0	65	9	0
Norfolk	11	3	0	10	1	0	20	9	1
Tampa	3	1	2	8	3	1	13	2	1
Mobile	26	4	0	19	7	0	61	13	0
New Orleans	79	10	1	48	23	0	144	23	1
Jacksonville	46	7	1	30	10	1	68	15	2
San Francisco	51	9	0	35	7	0	128	25	0
Wilmington	22	8	1	9	2	0	60	16	1
Seattle	20	10	0	12	5	0	63	23	1
Puerto Rico	14	0	0	7	3	0	26	0	0
Houston	58	12	0	41	3	0	186	43	7
Piney Point	0	0	0	0	11	0	0	0	0
Yokohama	0	2	2	1	4	2	4	1	2
Alpena	2	0	2	8	3	8	5	1	3
Buffalo	0	1	0	1	1	2	3	2	4
Cleveland	9	3	2	11	9	24	8	2	3
Detroit	13	2	2	25	13	21	18	2	0
Duluth	8	3	2	12	8	14	5	1	1
Frankfort	9	0	0	13	0	9	4	1	0
Chicago	3	1	2	6	3	3	5	1	3
<b>Totals</b>	<b>521</b>	<b>106</b>	<b>18</b>	<b>402</b>	<b>147</b>	<b>85</b>	<b>1,123</b>	<b>245</b>	<b>35</b>

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
	ENGINE DEPARTMENT								
Boston	2	4	1	0	1	0	4	6	3
New York	98	44	2	55	25	0	154	109	10
Philadelphia	8	5	0	9	7	0	12	7	0
Baltimore	29	10	1	29	16	1	54	21	4
Norfolk	13	7	0	8	1	0	28	14	3
Tampa	6	3	0	1	1	0	11	3	1
Mobile	19	3	0	19	2	0	58	18	0
New Orleans	71	17	1	22	15	0	132	45	3
Jacksonville	19	8	0	14	9	0	39	30	0
San Francisco	45	19	1	38	10	0	95	42	1
Wilmington	7	7	0	5	3	0	26	17	0
Seattle	19	10	0	13	5	0	30	23	0
Puerto Rico	9	3	0	4	4	0	18	7	0
Houston	43	16	0	46	4	0	129	67	2
Piney Point	0	0	0	0	5	0	0	0	0
Yokohama	1	2	0	4	3	0	2	2	2
Alpena	3	2	0	3	1	8	3	2	0
Buffalo	0	0	0	1	0	0	1	0	0
Cleveland	4	3	1	3	7	2	3	0	1
Detroit	19	2	1	21	5	3	21	2	2
Duluth	6	6	3	7	9	3	5	5	2
Frankfort	2	2	3	2	2	4	4	1	2
Chicago	2	0	2	3	0	0	1	2	4
<b>Totals</b>	<b>425</b>	<b>173</b>	<b>16</b>	<b>312</b>	<b>135</b>	<b>21</b>	<b>830</b>	<b>413</b>	<b>40</b>

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
	STEWARD DEPARTMENT								
Boston	0	0	1	0	1	0	3	2	1
New York	43	11	0	38	26	1	87	23	0
Philadelphia	4	0	0	1	8	0	12	0	0
Baltimore	11	2	0	17	6	0	32	2	0
Norfolk	7	0	0	5	6	0	20	2	0
Tampa	3	0	0	2	2	0	6	1	0
Mobile	18	1	0	14	7	0	45	1	0
New Orleans	35	0	0	29	12	0	79	5	0
Jacksonville	21	5	0	20	8	0	36	7	1
San Francisco	30	6	0	30	10	0	61	19	0
Wilmington	8	2	0	5	2	0	20	6	0
Seattle	23	8	0	15	9	0	31	10	0
Puerto Rico	11	0	0	4	2	0	25	1	0
Houston	48	1	1	24	3	0	125	14	1
Piney Point	0	2	0	0	9	0	0	0	0
Yokohama	0	0	3	1	1	5	2	0	1
Alpena	0	0	0	3	1	8	1	0	0
Buffalo	1	0	0	1	1	0	0	0	1
Cleveland	0	0	1	2	1	6	0	0	0
Detroit	5	1	0	11	4	0	4	0	0
Duluth	3	2	0	3	3	2	1	1	0
Frankfort	1	0	1	6	1	1	0	1	1
Chicago	0	0	0	3	2	0	0	0	2
<b>Totals</b>	<b>272</b>	<b>41</b>	<b>7</b>	<b>234</b>	<b>125</b>	<b>24</b>	<b>590</b>	<b>95</b>	<b>8</b>

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
	ENTRY DEPARTMENT								
Boston	0	2	7	0	0	0	4	7	14
New York	40	100	30	64	210	61	64	210	61
Philadelphia	4	15	1	9	20	1	9	20	1
Baltimore	21	26	1	32	58	11	32	58	11
Norfolk	5	14	2	19	38	14	19	38	14
Tampa	2	6	0	6	6	0	6	6	0
Mobile	8	15	0	20	48	0	20	48	0
New Orleans	38	43	6	70	98	20	70	98	20
Jacksonville	9	35	2	13	56	6	13	56	6
San Francisco	26	55	5	44	131	12	44	131	12
Wilmington	1	12	0	8	43	0	8	43	0
Seattle	12	30	3	21	42	5	21	42	5
Puerto Rico	7	11	2	16	35	4	16	35	4
Houston	31	43	18	48	117	73	48	117	73
Piney Point	0	22	0	0	0	0	0	0	0
Yokohama	1	2	6	0	1	8	0	1	8
Alpena	4	4	26	3	2	67	3	2	67
Buffalo	5	2	5	5	5	16	5	5	16
Cleveland	8	3	25	7	5	28	7	5	28
Detroit	21	8	24	22	10	67	22	10	67
Duluth	4	6	16	6	7	16	6	7	16
Frankfort	18	3	17	12	5	14	12	5	14
Chicago	5	2	15	4	2	39	4	2	39
<b>Totals</b>	<b>270</b>	<b>459</b>	<b>211</b>	<b>433</b>	<b>946</b>	<b>476</b>	<b>433</b>	<b>946</b>	<b>476</b>
<b>Totals All Depts.</b>	<b>1,488</b>	<b>879</b>	<b>252</b>	<b>948</b>	<b>407</b>	<b>130</b>	<b>2,982</b>	<b>1,699</b>	<b>559</b>

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& Inland Waters  
Inland Boatmen's Union  
United Industrial Workers

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Politics Is  
Porkchops  
Donate to  
SPAD

As reported at this month's general membership meeting in New York, shipping has slowed down somewhat over the past month. This is do mainly to the rush in shipping we experience each year after Labor Day, and the fact that a number of U.S.-flag vessels are laid up awaiting cargoes. The slowdown in shipping, however, is only a temporary situation. Several ships are crewing up this month and as usual shipping picks up around the Christmas holidays. We are also expecting a successful vote on the Energy Transportation Security Act late this month, which should have an immediate effect on U.S. flag shipping.

# Delta Brasil Pays Off After South American Run

The SS *Delta Brasil* (Delta Line) had a smooth payoff last month in New Orleans after one of her South America runs. The 522-foot long vessel has two regular runs: from the U.S. Gulf to West Africa, and from the Gulf to Central America and North Brazil. The general cargo ship is a floating "grocery store," and carries all types of cargo from "soup to nuts." The *Delta Brasil* was built in 1968 at Ingalls Shipyards in Pascagoula, Miss. She is one of five sister ships built for Delta Line that year; the others are the *Delta Argentina*, *Delta Paraguay*, *Delta Uruguay* and *Delta Mexico*. The C-2 ship has a deadweight tonnage of 13,039, a horsepower of 11,660, and travels at a speed of 18.6 knots. She carries a full crew of 39 men.



Cook and Baker Calvin Troxclair at work in the galley on the *Delta Brasil*.



The *Delta Brasil* (Delta Line) at the docks in New Orleans at payoff last month.



Able-seaman John Klondyke gets his book back from SIU Patrolman Stanley Zeagler as Crew Messman R. B. Kelly looks on.



Wiper Antonio Villanueva (left) and Steward Bill Marion get receipts from Patrolman Zeagler after making SPAD donation at payoff.

## 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.

## AT SEA



### SS Summit

Crewmembers of the containership *SS Summit* (Sea-Land) donated \$106 from the ship's fund to Mrs. Larry B. Kelly of Fallbrook, Calif., widow of AB Larry Kelly who died in a crane accident aboard this vessel at Captain's Bay, Unalaska, Alaska on Sept. 1.

### SS Wacosta

After running aground off Freeport, the Bahamas, the 8,673-ton container vessel, *SS Wacosta* (Sea-Land) was refloated showing bottom damage, but no leaks. On a coastwise run, the crew was paid off in New York on Oct. 21.

### SS Warrior

Following a run from Rotterdam, the crew of the *SS Warrior* (Sea-Land) was paid off in New York on Oct. 23. Then the 27,135-dwt ship left for the West Coast to deliver oil to Japan.

### SS Overseas Arctic

The *SS Overseas Arctic* (Maritime Overseas) carried 50,000 tons of wheat to Chittagong-Chalna, Bangladesh this month after a payoff in New Orleans on Oct. 14. Her last voyage was to Nigeria.

### SS Sugar Islander

Sailing from New Orleans and San Francisco, the SIU-contracted *SS Sugar Islander* (Pyramid) carried a 24,100-ton cargo to Japan late last month.

### SS Delta Norte

Three exchange teachers from Latin America—Eduardo Taroco and Mary Rivero of Uruguay and Nelida Giacobbe of Argentina—received a complimentary voyage aboard the SIU-contracted *SS Delta Norte* (Delta Line). The educators will teach Spanish history, language and culture in New Orleans high schools this term.

### SS Delta Argentina

Another free cruise aboard the *SS Delta Argentina* (Delta Line) went to Merchant Marine Essay Contest winner Robert T. Morgan of Gallipolis, Ohio who vacationed in Central America, north Brazil and Caribbean ports. The contest is sponsored annually by the Propeller Club of the United States.

### SS Bradford Island

The master of the *SS Bradford Island* (International Transport) received a letter of commendation and thanks from the crew for his "quick handling of a sick crewmember," Robert Lenleck, who was lifted off the ship while at sea by an Air Force helicopter.

The ill seaman who suffered a heart attack was flown to a hospital in Honolulu.

### SS Arizpa

After the *Arizpa* laid up in Port Elizabeth, N.J. late last month, Recertified Bosun Stanley J. Jandora thanked the crew for "their willing cooperation in everything." Chief Steward W. Seltzer expressed his thanks to the bosun by saying he's "one of the best I ever sailed with."

### SS Council Grove

Coming from Yokosuka, Japan, the *SS Council Grove* (Cities Service) docked in Rota, Spain and Dognes, France early this month before heading for the Azores and the Gulf.

### USNS Maumee

It was reported at a payoff in Carteret, N.J. last month that B/R Terry Ostermier was sent home ill from Rota, Spain.

### SS Potomac

We have a bit of poetry from the *SS Potomac* (Ogden Marine). Chief Steward Newelle Johnson, Jr. wrote: "A beautiful woman pleases the eye, a good woman pleases the heart; one is a jewel, the other a treasure." And, "I am a strenuous advocate for liberty and property, but when these rights are invaded by a pretty woman, I am neither able to defend my money nor my freedom."

### SS Seatrain Maryland

Seafarers aboard the *SS Seatrain Maryland* (Hudson Waterways) gave "an extra vote of thanks to the steward, F. Urias, for the lobster dinner and the music and news supplied in the messroom."

### SS Vantage Defender

Crew Messman Ray Herrin was put ashore to a hospital on the Cape Verde Islands early last month.

### SS Marymar

SIU-contracted Delta Steamship has chartered the C-4 general cargo ship *Marymar* on a one-year contract from Calmar Lines. The *Marymar*, laid up for over a month, is one of the seven Calmar C-4s affected by the company's cutback on intercoastal service. The *Marymar* will crew this month in Baltimore and she will run from the Gulf to the west coast of Africa.

## "Old Timers" From Virginia



"Old Timers" from Mathews County, Va., AB C. Majette (l.) and Recertified Bosun W. Meehan pose together on the *Azalea City* (Sea-Land) during a recent voyage. Bosun Meehan, as the ship's chairman, reported in the ship's minutes that the crewmembers of the *Azalea City* had read an editorial in the Washington Post concerning oil imports on American ships during a shipboard meeting, and decided that "This story made the seamen look like a bunch of thieves and completely distorted the whole issue."

## Union Brotherhood in Action

In a recent letter to the editor of the SEAFARERS LOG, SIU Brother Daniel D. Backrak wrote that, "... (at) Piney Point, you will see the Seafarers of the future." And this is indeed true. Union Brotherhood is a way of life at the Harry Lundeberg School.

Seafarer John Rozmus came to HLSS as an upgrader to achieve his QMED. While there, he requested that, in addition to the individualized mathematics instruction he received in class, he get extra help in fractions and decimals.

Trainee Gary Smuck volunteered to help Brother Rozmus, and they worked together in the evenings and on weekends. According to both himself and his teachers, Brother Rozmus made excellent progress. In a recent letter to Margaret Nalen, Director of Academic Education at the Lundeberg School, he wrote, "Mrs. Nalen, I owe you a debt of gratitude for having assigned Gary



John Rozmus

Smuck to help me with mathematics while at Piney Point."

Once both men had left HLS, Seafarer Rozmus was able to return trainee Smuck's favor. "Last week I took a job as an oiler on an overseas supertanker called the "Overseas Arctic," Rozmus wrote. "We're on our way to Nigeria, West Africa. Gary Smuck is a member of the engine department here." Brother Rozmus became the young former-trainee's teacher while at sea.

In a letter to Mrs. Nalen, Seafarer Smuck wrote, "Do you remember John Rozmus? He was going for his QMED, and you let me give him a little help in math. Well, John's on this ship now. He's a cool dude. We get along good."

Success has come to both men through the highest tradition of mutual help and Union Brotherhood. Brother Rozmus is maintaining his QMED endorsement to allow himself a variety of career options, and Brother Smuck has just completed upgrading to FOWT at Piney Point.



Gary Smuck



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.



Brother Norbert Patrick, standing, shows his new first assistant engineer's license to SIU New York Port Agent Leon Hall.

After sailing with the SIU for three years and graduating from the MEBA/District 2 School as a third assistant engineer in 1968, Brother Norbert Patrick recently earned his first assistant engineer's license.

A native of the West Indies, ex-Seafarer Patrick began sailing with the SIU in 1965 as a FOWT and within a year had earned his full SIU "A" book through the Union's "A" Seniority Upgrading Program. And though a member of the MEBA/District 2 since 1968, Brother Patrick has maintained his book and his membership in the SIU.

One of the reasons that Brother Patrick feels strongly bound to the SIU and its membership is that in 1967 he was encouraged by the Union to attend the engineers training school offered by MEBA/District 2 and earn his third assistant engineer's license.

To Brother Patrick, sailing since the age of 16, this was an important opportunity to continue advancing in the field he had chosen as his career while still a young man, and he elected to remain an active member of the Union.

Brother Patrick graduated from the

## Transhuron Runs on Reef Off Indian Island

The SIU-manned *Transhuron* (Hudson Waterways) ran aground on a reef off an Indian island in September cracking her hull in the process and was damaged beyond repair. Twenty-eight of the crewmembers were forced to abandon ship and took refuge on the nearby island until they were brought to the mainland of India three days later.

The *Transhuron's* troubles began on Sept. 24 when a major fire in the engine room caused all loss of power. The vessel had been enroute from the Persian Gulf to Subic Bay in the Philippines with a shipment of oil.

The tanker drifted for two days until she ran aground on the reef off the island of Kiltan, about 200 miles off the western coast of India. While the master and four officers remained on board, 28 crewmembers took shelter on the island. They remained there for three days until they were rescued by an Indian tug (the *Gaj*) and transported the 200 miles or so to Cochin, India.

Here is a perfect example of the importance of lifeboat training. The men

Joined the SIU in 1965

Now 1st  
Assistant  
Engineer

engineers training school in 1968 and began shipping as third assistant engineer.

Happy with his new Coast Guard license, but anxious to take his training one step further, Brother Patrick returned to school in 1971 and stayed there until he had earned his second assistant engineer's license.

A few years of sailing in his new position followed, and then earlier this year, Brother Patrick had accumulated enough seetime as second assistant engineer to again return to school.

A good student, Brother Patrick spent three hard months studying before he passed the Coast Guard exam and was awarded his first assistant engineer's license last month.

Now First Assistant Engineer Patrick has shipped out on the SIU-contracted *Transcolumbia* (Hudson Waterways) and will stay aboard this ship for awhile.

But this active seaman's plans for the future don't end there. Never content to rest on his laurels, career seafarer Patrick is already counting the days left until he will be eligible to take the exam for his chief engineer's license.

of the *Transhuron* were able to man the lifeboats and get to the nearby island quickly and without injury.

Chief Steward Kasmirz Lynch and Recertified Bosun Wallace Perry, Jr. were two of the SIU crew which spent three days on Kiltan. Seafarers Lynch and Perry said the conditions on the island could not be described as "luxurious."

"We were housed in shacks about 12' x 12' and we got food only once a day," Lynch said. "At first they took our lifeboats and supplies, but later we were permitted to go back to the ship for more stores," said Perry.

While the *Gaj* was taking the men from the island another tug (the *Challenger*) picked up the remaining officers from the ship. The crew had praise for the able assistance rendered by the Indian navy and the tugs.

After being detained by the Indian government for 13 days, the crew was flown back to the West Coast by Hudson Waterways. The Coast Guard will hold an investigation into the mishap.

## ASHORE



### Washington, D.C.

Aerial color photography called "photobathymetry" is being used to measure ocean depths off the U.S. coasts to map nautical charts, says the U.S. Commerce Department's National Oceanic and Atmospheric Administration Ocean Survey.

One aircraft and 11 ships conducted tests for several years off Puerto Rico, the Virgin Islands, the Florida Keys, Beaufort and Oregon Inlets, N.C., the Pacific Coast and the Great Lakes.

A new experimental film specifically for clearer underwater detail is being tested.

### Portland, Me.

A protest to the U.S. State Department recently by Michael Orlando, an official of the SIUNA-affiliated Atlantic Fishermen's Union in Gloucester, Mass. resulted in the seizure of a Japanese fishing dragger's cargo and 22-man crew at a dock here.

The seizure of the *Koto Shiro Maru* was for violating the international pact which bans foreign fishing within 12 miles of the U.S.

### Piney Point

Egyptian maritime delegate, Alfonse Sadek visited here recently on a U.N.-sponsored tour of American merchant marine schools. He was impressed with HLSS and the trainees.

Sadek was here as an observer for the United Nations which is building a merchant marine and maritime shoreside training school for Arab students.

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

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(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.)

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## First Tripper Gives to SPAD



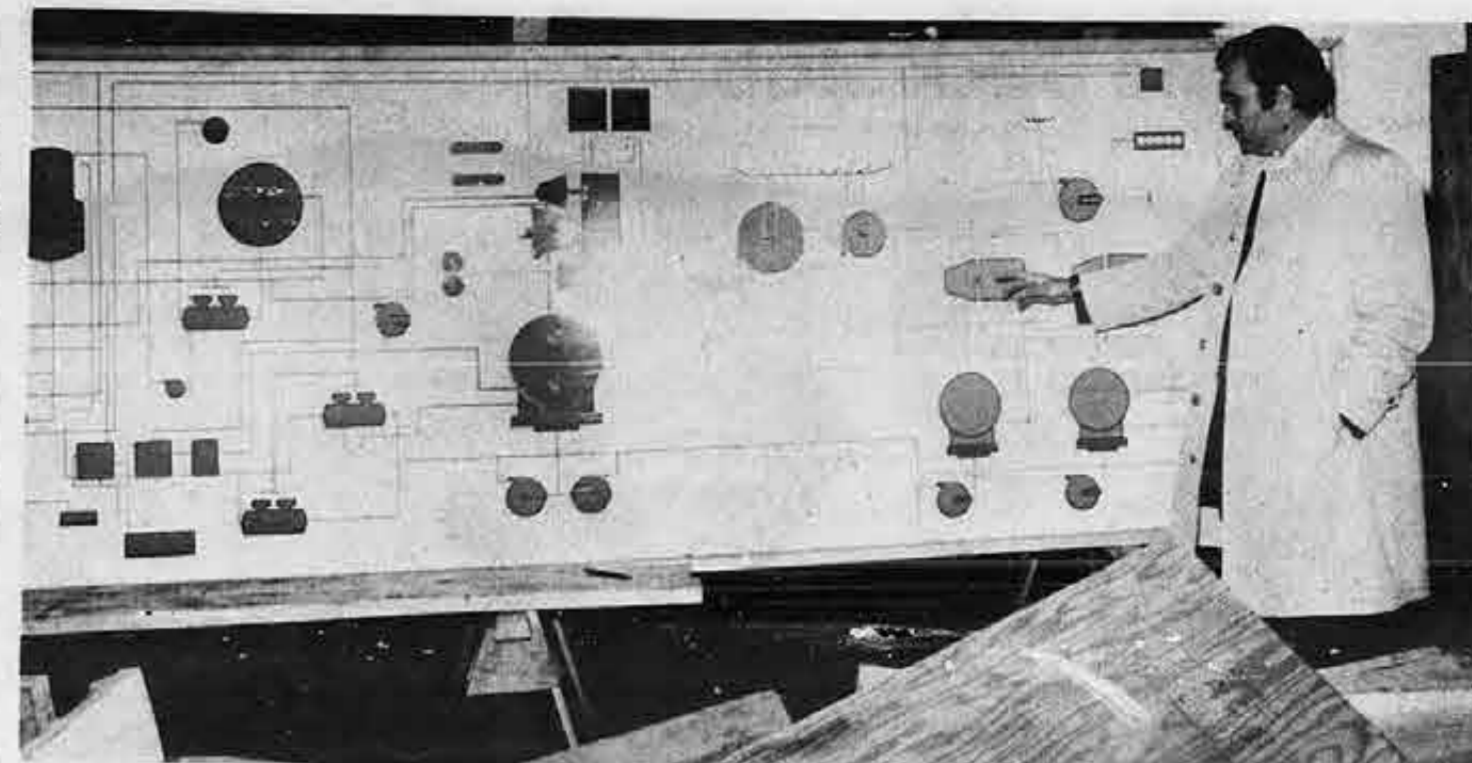
Messman K. Lawdry, left, gets SPAD receipt from SIU Patrolman Stanley Zeagler at the *Sea-Land Venture's* payoff last month in the port of New Orleans. Brother Lawdry completed his first trip as a Seafarer aboard the vessel since graduating the Harry Lundeborg School. Our members' support of SPAD has enabled the SIU to begin the work of revitalizing the U.S. merchant marine. A healthy maritime industry means more jobs and job security for SIU members.



Seafarers in the LNG course at Piney Point study a detailed diagram of an LNG storage system. They are, clockwise from the left: Seafarers Earl Chappel; Eric Frederickson; Clyde Miller; Jean Cicconardi; LNG instructor Charlie Nalen; Seafarers William Berulis; Bob Butorski, and Tom McLandon.

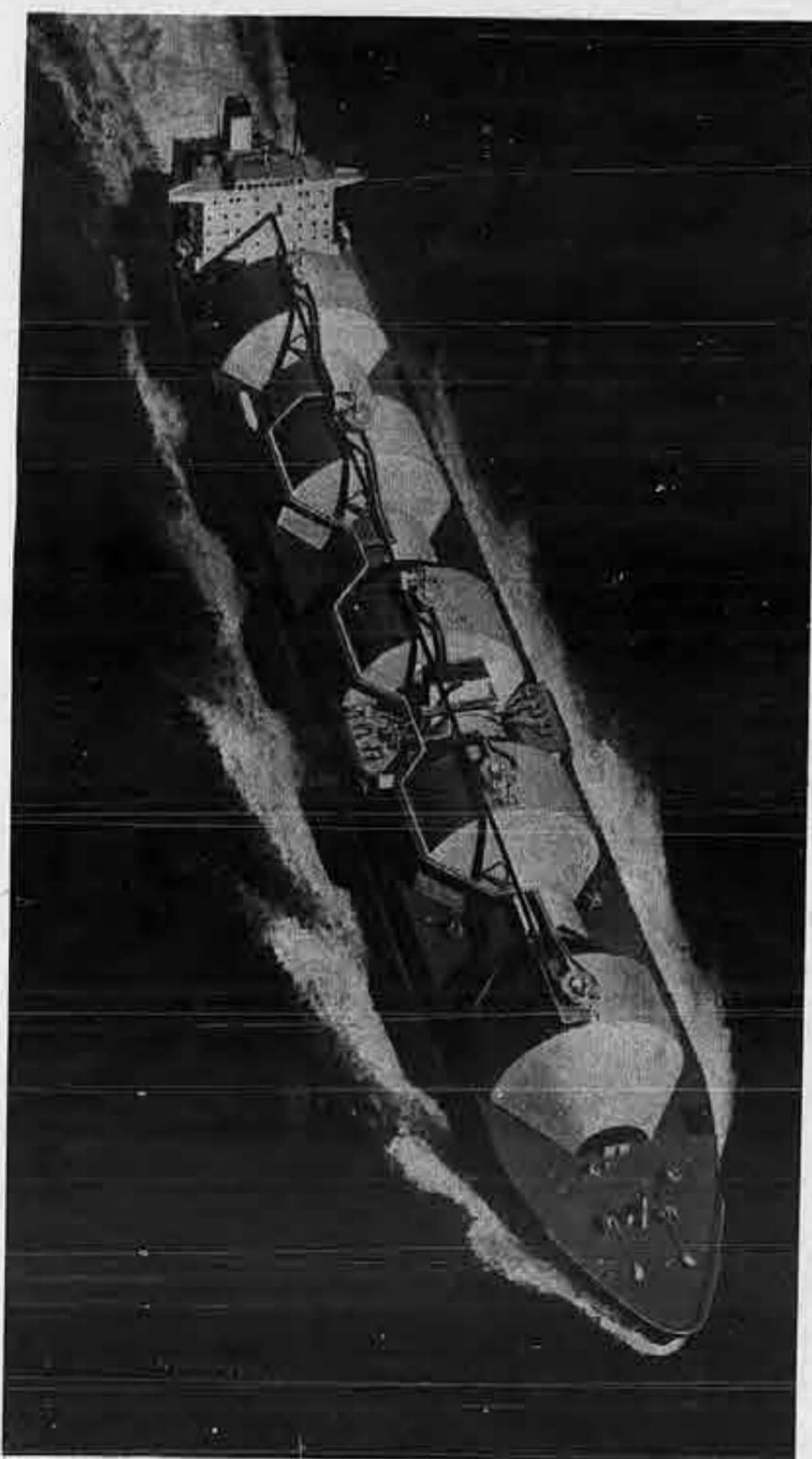


The LNG tanker *Montana* (Interstate Bulk), shown here near completion, will be one of the first SIU-contracted LNG carriers manned by the Lundeberg School-trained Seafarers.

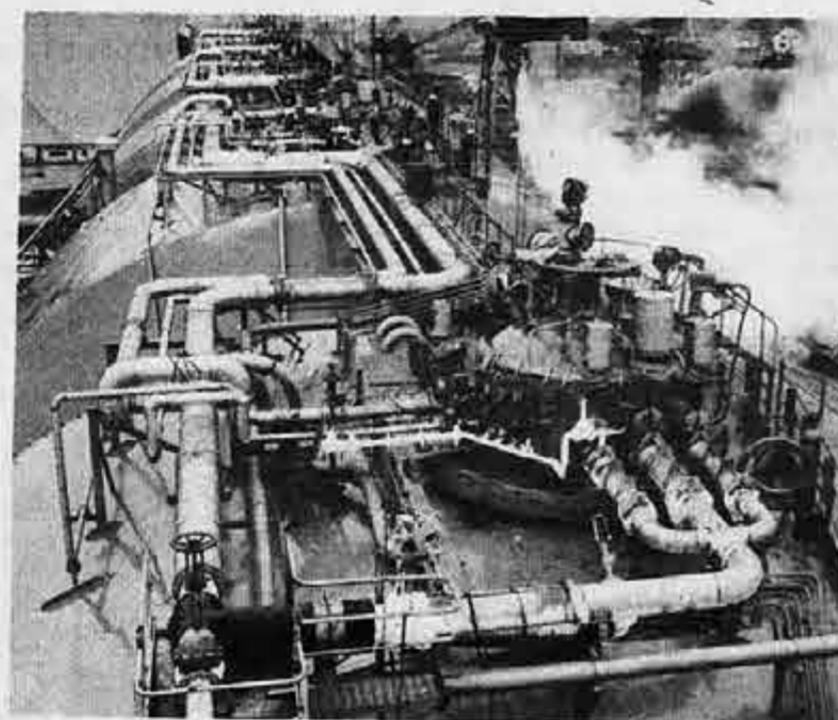


Bob Kalmus, the director of vocational education at the Lundeberg School, uses this blueprint to explain the safety systems found aboard the LNG carriers.

## The LNG Training Program at the Lundeberg School: Seafarers Secure Jobs for the Future



This artist's conception of an LNG tanker shows the special tanks that will carry the LNG at minus 260°F.



View forward over an LNG carrier's five cargo tanks.

Courtesy of Marine Engineering/Log



The LNG carried by these new ships will be stored in special tanks like this one in Brooklyn, N.Y., until needed during peak gas consumption periods, when it will be converted back to its gaseous state and piped to the consumer.

Courtesy of Brooklyn Union Gas Company

If the SIU is to grow with the expanding American merchant marine, Seafarers will need special training to keep pace with the technological advances that are making this expansion possible.

Among the most important and complex of the new types of ships beginning to crew-up are the Liquid Natural Gas carriers. These ships are able to carry large amounts of natural gas that has been converted to a liquid state through a super cooling process. In this liquid state, the natural gas, transported at minus 260 degrees F. in special containers, occupies only 1/600 of the space needed to hold the same product in its gaseous state.

The SIU realizes that these highly sophisticated energy carriers will be required to carry well trained crews that have received special training in all phases of operating these ships and handling their cargo. To meet this need, an LNG program has been set up at the Lundeberg School to give Seafarers in all departments the training necessary to safely man LNG vessels.

The course at the Lundeberg School begins with an introduction to the chemistry of LNG and its physical properties. This section also covers the dangers of skin contact with LNG and other toxic effects associated with this cargo.

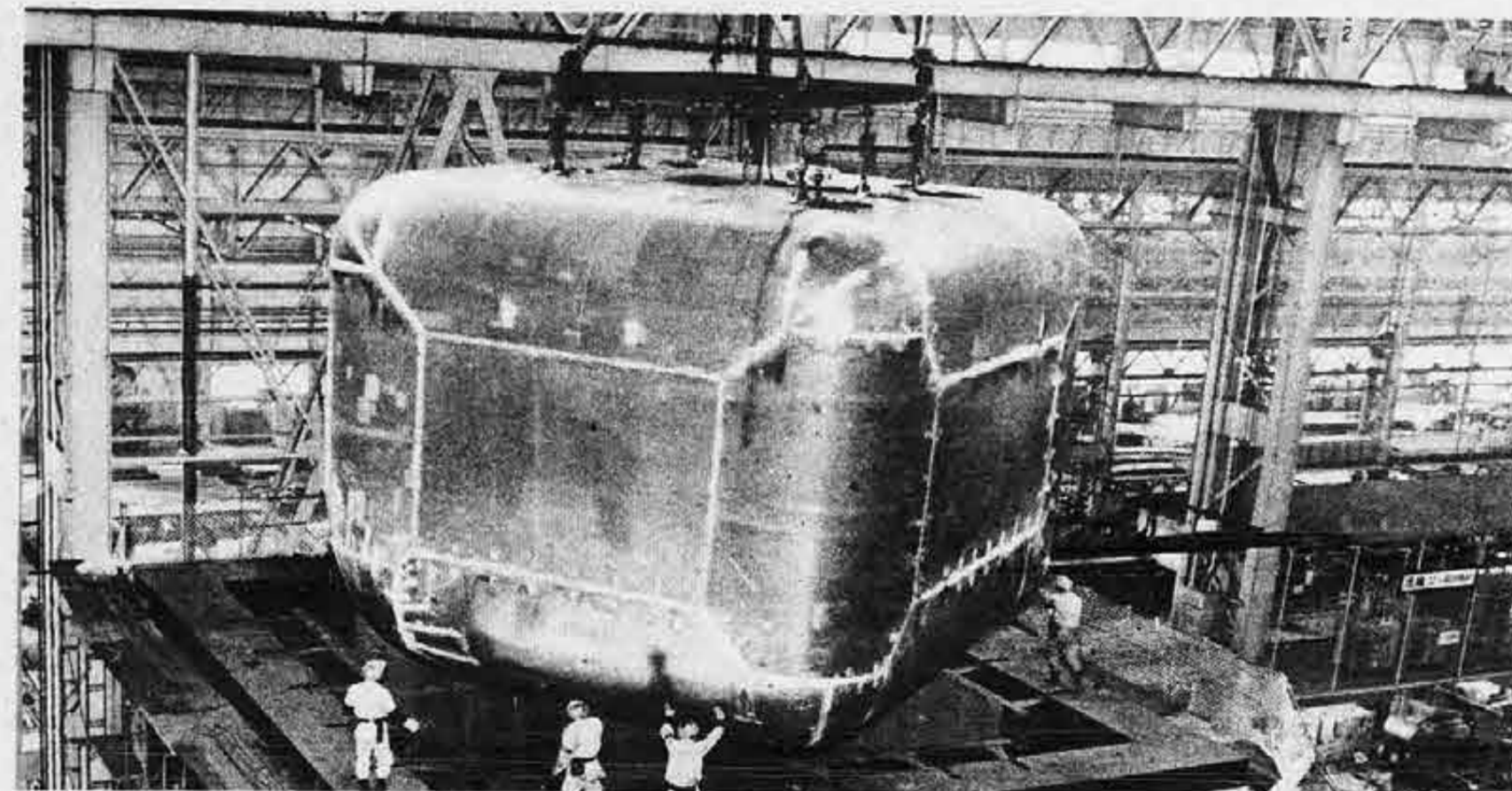
It then covers fire prevention techniques aboard LNG carriers and the use of special safety equipment needed to handle LNG.

After this introduction, Seafarers enrolled in the course will receive instruction in the use of equipment used in pumping and storing the LNG, as well as the operation of inert gas systems used to clean the tanks. This section will also cover the loading and unloading procedures, and the various monitoring systems used to insure safe handling of this special cargo.

The SIU's LNG program at the Lundeberg School, praised by the U.S. Maritime Administration as "one of the best examples of labor support of improved ships capabilities," is designed to provide members of the deck, engine and steward departments with the information needed by all Seafarers who will sail aboard these vessels.

To be eligible to attend this comprehensive four week course, Seafarers in the deck and steward departments must hold a rating in their department, and black gang members must hold a QMED rating.

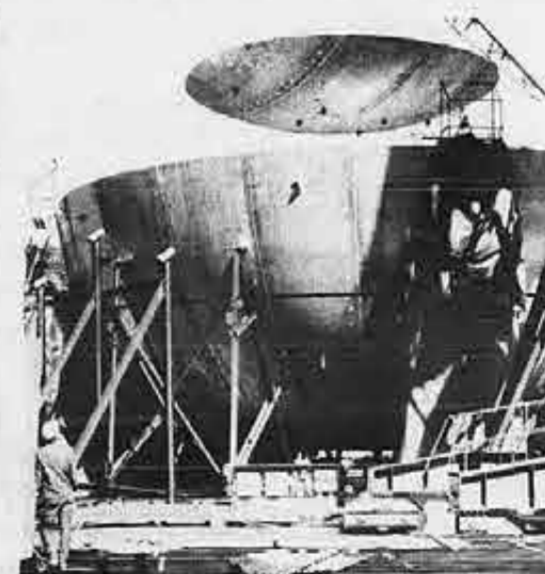
The LNG carriers have been carefully designed to provide safe transportation of this important cargo. By offering this LNG course, the SIU can be assured that Seafarers will be among the best trained and most safety conscious sailors manning these energy carriers of the future. (For an application to the program, see page 31 of this LOG.)



Shipyard workers guide the huge shell of an LNG tank into an outer shell. When completed, the unit will be hoisted into the tanker's hull.



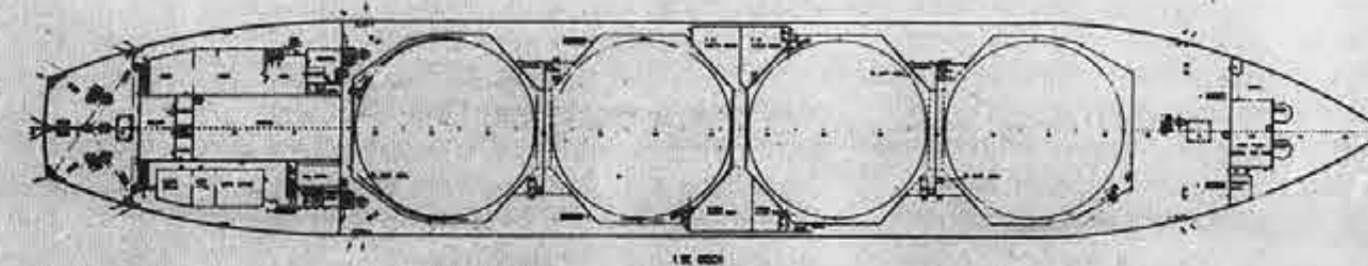
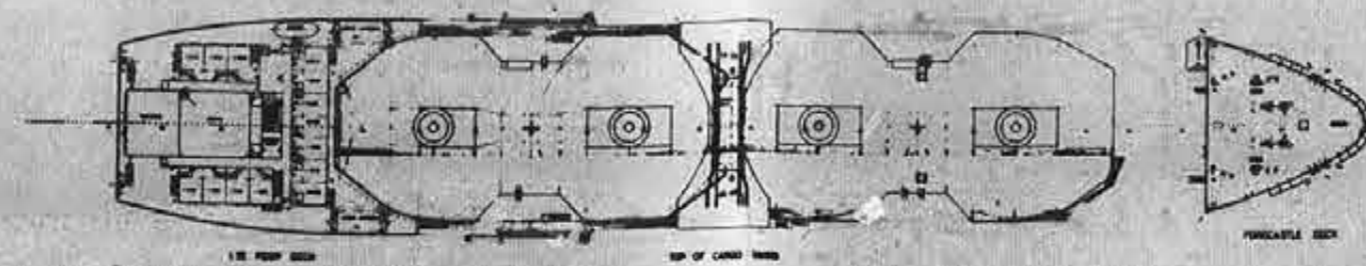
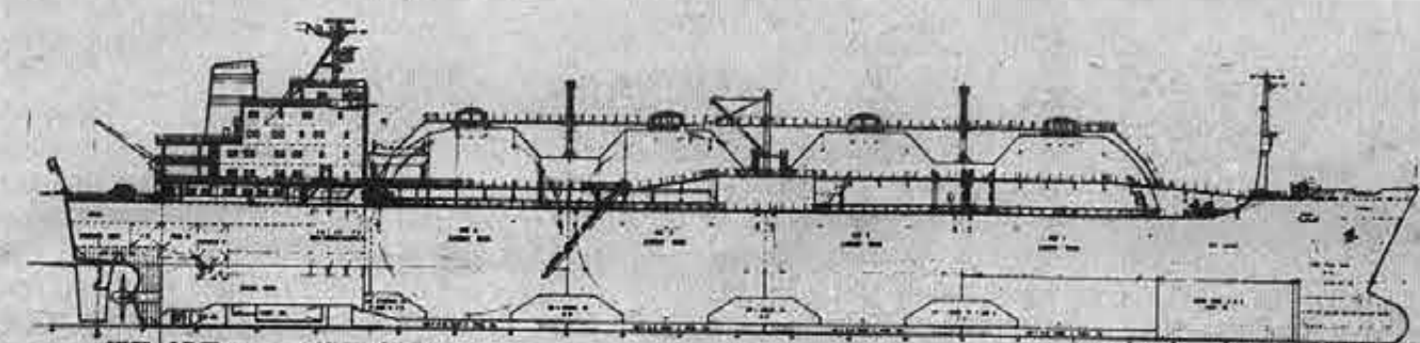
A gas industry representative demonstrates the conversion of natural gas to a liquid state. Courtesy of Brooklyn Union Gas



Here, shipyard workers construct a spherical LNG tank.



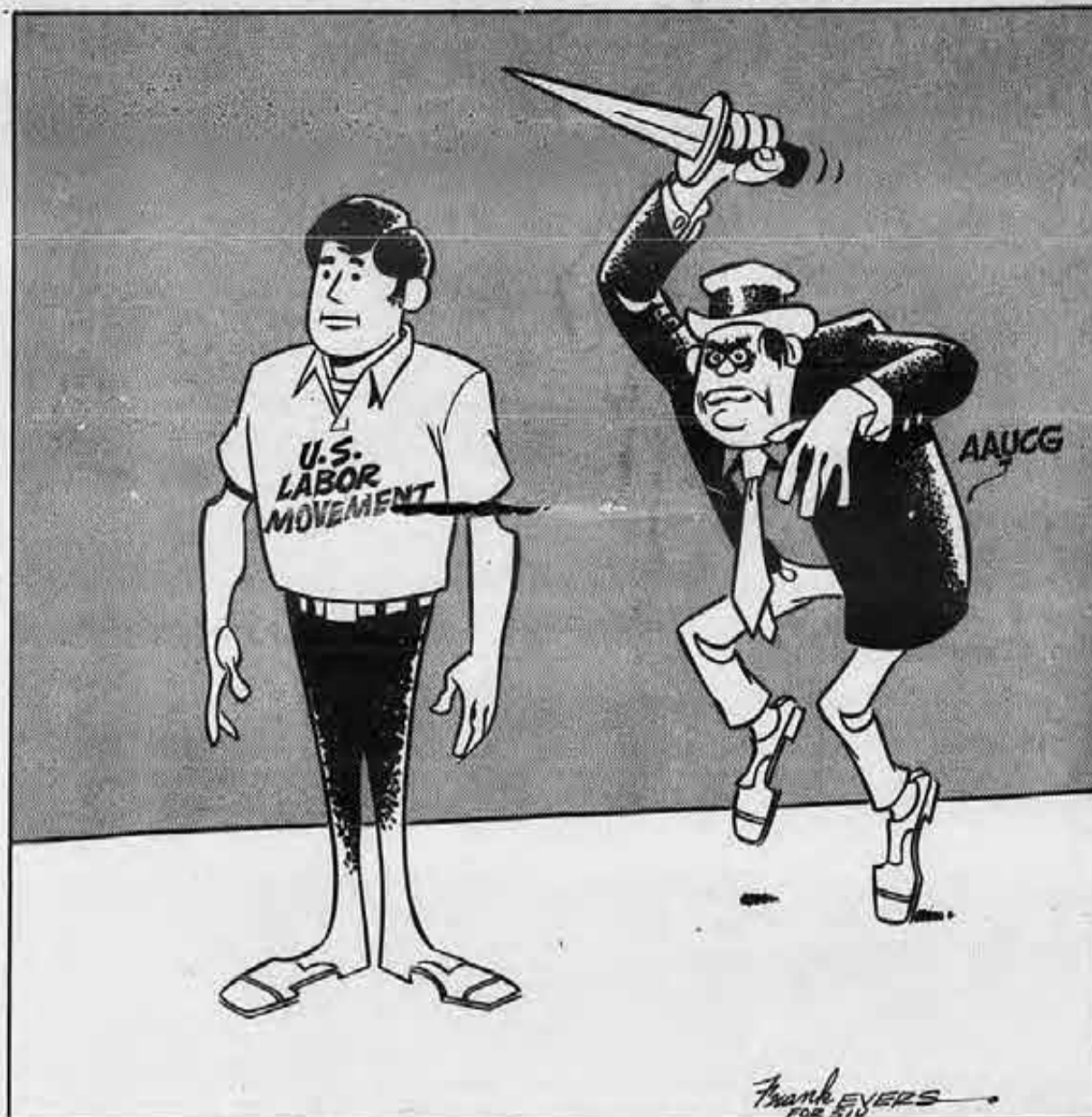
Coast Guard Lt.-Commander Fred Halvorsen discusses the safe carriage of LNG with trainees and upgraders at the Lundeberg School.



Courtesy of Marine Engineering/Log



## The Back Stabber



## A Threat to Freedom

An organization exists in this country today which presents a real and serious threat to the U.S. labor movement and the millions of American workers it represents.

The organization calls itself Americans Against Union Control of Government (AAUCG). Its ultimate goal is the destruction of the basic principles—the right to organize and the right to strike—upon which the American labor movement was built.

Americans Against Union Control of Government, invariably, are those in the upper class of business and political society—people least in need of union representation and best in a position to benefit by breaking the back of the labor movement. They have been trying to get their “message” to the general public through widespread letter writing campaigns initiated by well-known figures in business and government.

A typical AAUCG letter claims that because of the political activities of labor unions “freedom’s days are numbered.” Labor, they say, will accomplish this coup on democracy by working for a “veto-proof” Congress that will push for “further regulation and strangulation of private business, and expansion and enforcement of the Occupational Safety and Health Act.”

These letters of course neglect to say that it was the American labor movement that ended the slavery of seven-day work weeks, sweat shops and abusive child labor. Coal miners no longer have to “sell their souls to the company store,” and American seamen are no longer underpaid, overworked, second class citizens. In fact, it is the American labor movement, through its years of work, that has elevated the standard of living for the working man in this country to the high-

est in the world. This doesn't sound much like a threat to freedom.

In the political arena, the goal of the labor movement is not a blind “veto proof” Congress. Labor's goal is, though, an openminded Congress that has the best interests of the working man at heart and the courage of conviction to vote accordingly despite outside pressures.

In the area of business, labor does not advocate over regulation or strangulation. However, business must be regulated by the government to prevent the price gouging and windfall profit making that took place during last year's energy crisis at the expense of the American consumer.

Turning to the Occupational Safety and Health Act, AAUCG claims this also is a threat to freedom. OSHA is a law which regulates and enforces safety standards in work areas. Violators are not prosecuted, though, unless unsafe conditions are not corrected. Safety costs money; that is what AAUCG protests.

There does exist a real and serious threat to freedom in this country today, but it does not stem from the American labor movement. It is the AAUCG and organizations like it that have adopted the policy of ‘profit over people’ that is creating the crisis.

The SIU, along with the entire American labor movement, will fight these organizations on any front they choose. Seafarers can join in this fight simply by their continued support of SPAD.

AAUCG correspondence usually contains apologetic passages like: “Frankly we were reluctant to add to your burdens—realizing that you may very well have the inclination to toss this letter and its enclosures into the trash can.”

We fully agree. The trash can is just where it belongs.

## Letters to the Editor



## A Happy Coincidence

We received our son Paul's September copy of the Seafarer's Log yesterday. Imagine my husband's surprise when he read page 12 and read that the SS *Panama* was formerly the SS *Marine Jumper*. Allow me to explain. When our son completed the basic course at the Lundeberg School in September, 1973, he signed on the *Panama* as a wiper, and sailed on it before he returned to Lundeberg to upgrade as an oiler.

My husband had a long voyage on the *Marine Jumper* back in 1947 as an enlisted man in the U.S. Army. He boarded her at Yokohama, Japan, travelled to Shanghai, China, the island of Ceylon, through the Suez Canal to Bremerhaven, Germany and then to Staten Island, New York.

To think that 26 years later our son sails on the same ship. How often does that happen? Of all ships that fly the U.S. flag, it really is something for such a coincidence. We must write Paul and tell him. He's on the *Alaska* now.

Thank you for letting us share this bit of nostalgia with you.

Mrs. Edwin Mass  
Rock Island, Ill.

## 'Keep Up the Good Work'

I am 55 years old and have been sailing with the SIU for over 20 years. I've yelled about the Union as much as anyone, but after coming to Piney Point and seeing what the school is all about, I think that the training and upgrading here is the best thing the SIU can do for its young members. Some day you young fellows will realize it yourselves. Keep up the good work!

Leon Lockey,  
Bosuns Recertification Program  
Piney Point, Md.

November 1974 Volume XXIV, No. 11

**SEAFARERS LOG**

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369

## "Forty Years, Plus, At Sea"

1.  
I've Rumbled and Gambled All Over the World,  
Had Sweethearts In Every Port,  
Spanish, German, French and Greek,  
Girls of Every Sort.

2.  
I've Certainly Seen Most of the Sights,  
That Most of the Salors Have Never Seen,  
And After Thinking it over Several Times,  
It Seems to me, Just a Dream.

3.  
St. Paul's Cathedral, Buckingham Palace,  
House of Parliament and British Museum,  
I've Stood at their Doors and Pondered,  
Still Seems to me Only a Dream.

4.  
St. Marks Cathedral and the Grand Canal,  
The Leaning Tower of Pisa, Too,  
I've seen them all, and then some more,  
While Sailing on the Blue.

5.  
From Antwerp to Brussels by Fast Train,  
To Catch the Cooks Bus Tour of the Town,  
Where they took us to Laacken Palace,  
Then, to Waterloo, where Napoleon Acted the Clown.

6.  
London, Liverpool and Belfast  
Of Course, Dublin, Glasgow, Bristol too,  
Yes, I Saw them Folks, Many Times,  
While Sailing on the Blue.

7.  
Le Havre, Antwerp and Rotterdam,  
In the Twenties, and Thirties, Was Nice,  
You Had Your Fun, Lots of it,  
For Really Nothing, Just Be Nice.

8.  
Bremen, Hamburg and Danzig  
Were Tops of most of the Men,  
You Made your Trip, Then came back Again,  
"She" was Waiting, That's Sure, She was Your Friend.

9.  
Barcelona, Marseille and Genoa,  
Was Really Traveling First Class.  
For a Few Pesetas, Francs or Liras,  
You Could Live It Up, What a Gas.

10.  
I saw the Acropolis of Athens,  
And It's Ancient Relics, Too,  
The Olympic Stadium and Others,  
Yes, Again, While Sailing the Blue.

11.  
I Could Go On Writing Like this for Days  
With Never the Same Line Twice,  
Saying How Wonderful it was to Travel,  
Seeing Such Wonderful Places, People, So Nice.

12.  
But I Realize You Have Just so much Space,  
After That, It Makes the Bucket, Called Waste.  
So, I'll Say Adieu to my old Shipmates and Friends,  
This is just a God-Bye, and Not The End.

Harry Wolowitz

## Wandering the Seas

### Life

I.  
Man is but a symbol  
Clay in the Master's hand  
He comes into a troubled world  
Where he alone must make his stand.

II.  
Each one has his purpose  
Be it large or small  
Some fall by the wayside  
While others stand proud and tall.

III.  
Not all can be a leader  
For God has made it so  
Man strives to make life better  
But there must be followers you know.

IV.  
So try and make a go of life  
No matter what your birth  
Always do the best you can  
For your days are numbered on earth.

V.  
Sometimes we make decisions  
And unknowingly hurt a friend  
But life is an uphill struggle  
Try and do the best that you can.

VI.  
And when this life has ended  
And you are reborn again  
You will be judged by what you did  
And how you treated your fellow man.

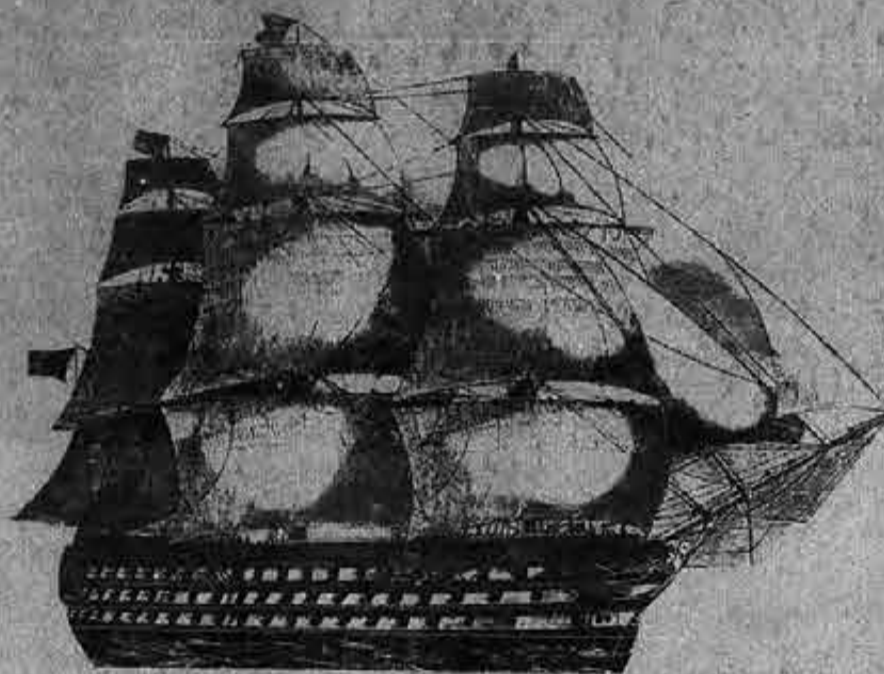
VII.  
If I should die tomorrow  
I can truthfully say, I tried  
I really did the best I could  
And I have nothing to hide.

VIII.  
So please try and see my purpose  
In these few words of rhyme  
For I may die a pauper,  
You see, I was born before my time.

IX.  
I am just one of the millions  
Of the people who pass this way  
And not a voice that cries out in the dark  
But I do have something to say

X.  
You can take all my worldly possessions  
Everything I obtained from the start  
But I will go right on living  
For I have the love of the Lord in my heart.

James C. Mitchell



### Tempest

The white ship in the harbor lay,  
Serene and resting from her woe,  
Ambitious to be underway.  
At once, I came with heart aglow.  
My hours of peace were all too few  
as wind and wave together reigned,  
the beaches soon were lost to view,  
and sail and mizzen masts were strained.  
Aloft the stays, the sounds of gale  
were spirits raging thru the night;  
the treach'rous winds strained on the sail  
and life aboard became a fight.  
My life will always tempest be,  
On warm dry earth or raging sea.

Tom Lamphere

### Attention Seafarers:

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

### To Eric Hoffman

(Eric Hoffman has sailed many SIU ships as cook. He is losing his leg but hopes for an artificial limb and to be able to return to sea.)

I saw a crippled robin  
Whose limb was marred  
(By some callous child  
Who can be forgiven.)

This lovely bird  
Balancing not well  
In the grass,  
Flew to the safety of a leafy tree.  
Yet even this familiar habitat  
Could give him no comfort.

Then—  
Leaving earth below,  
This red-breasted bird  
Flew up, and up, and up,  
Injured limb tucked  
Into soft underbody.

I saw him not again.  
And yet I choose to believe  
That somewhere, somehow  
The good Lord breathed strength  
Into the brave fluttering breast.

And there, even though  
On one limb,  
The bird could rest  
And find his food.

Aye! and carry food  
To his young—  
If male robins do such things.  
And also sing—  
If robins do such things...

Best wishes, Eric.

"Thirsty"

Thurston J. Lewis

# New SIU Pensioners



**Henry T. Buckner, 62**, joined the SIU in 1938 in the port of Savannah sailing as an AB. Brother Buckner had sailed for 44 years. Born in Hampton, S.C., he is now a resident of New Orleans.



**Lawrence F. McGlone, 59**, joined the SIU in the port of New York in 1957 sailing as a bosun. Brother McGlone is an Army veteran. Born in Philadelphia, he is now a resident of Tuckahoe, N.J.



**Raymond L. Perry, 72**, joined the SIU in 1943 in the port of Boston sailing as a chief steward. Brother Perry was born in Malden, Mass. and is now a resident of Houston.



**Charles Dixon, 65**, joined the Union in 1944 in the port of New York sailing as a chief electrician. Brother Dixon had sailed for 38 years. A native of Florida, he is now a resident of Tickfaw, La. with his wife, Estelle.



**Blas Torres, 56**, joined the Union in 1944 in the port of New York sailing as a fireman-watertender. Brother Torres was born in Puerto Rico and is a resident of Rio Piedras, P.R. with his wife, Matilde.



**Oliver M. Ames, 68**, joined the Union in the port of Detroit in 1960 sailing as an AB. Brother Ames is a native of Michigan and is now a resident of Deland, Fla. with his wife, Edith.



**Alver Stenman, 65**, joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender. Brother Stenman is a native of Ashland, Wisc. and continues to be a resident there.



**Stanley R. Yodris, 66**, joined the SIU in 1938 in the port of Mobile sailing as an AB. Brother Yodris had sailed for 46 years. Born in Baltimore, he is now a resident of San Francisco.



**George L. Bales, 63**, joined the SIU in 1939 in the port of Mobile sailing as a bosun. He had sailed for 44 years. Brother Bales is a pre-war veteran of the U.S. Navy. Born in Louisiana, he is now a resident of Mobile with his wife, Alma.



**Antero M. Gaspar, 64**, joined the Union in 1955 in the port of New York sailing as a chief steward. Brother Gaspar had sailed for 45 years. Born in the Philippines, he is now a resident of Teaneck, N.J. with his wife, Circe.



**Lester J. Mahaffey, 63**, joined the Union in 1943 in the port of Norfolk sailing in the steward department. Brother Mahaffey had sailed for 45 years. A native of New Orleans, he is now a resident there.



**Daniel B. Fitzpatrick, 48**, joined the Union in 1948 in the port of Baltimore sailing as an AB. Brother Fitzpatrick is an Army veteran of World War II. A native of Massachusetts, he is now a resident of Dorchester, Mass.



**Newton A. Huff, Jr., 55**, joined the Union in 1938 in the port of New Orleans sailing as a bosun. Brother Huff had sailed for 37 years. He was born in Mississippi and is now a resident of Slidell, La. with his wife, Christina.



**Miguel C. Llovet, 67**, joined the SIU in 1945 in the port of New York sailing as a 2nd cook. Brother Llovet was born in Puerto Rico and is now a resident of Ponce, P.R., with his wife, Petrin.



**Willis A. Harper, 57**, joined the SIU in 1938 in the port of Norfolk sailing as an AB. Brother Harper was a veteran of the Army Coast Artillery Corps in World War II. He was born in Camden County, N.C. and is now a resident of Norfolk.



**Howard E. Kight, 54**, joined the SIU in the port of Detroit in 1951 last sailing as an oiler aboard the *SS McKee Sons* (American Steamship). Brother Kight is an Army veteran of World War II. Born in Maryland, he is now a resident of Charlotte, N.C.



**William R. Heischman, 56**, joined the SIU in the port of Elberta, Mich. in 1954 sailing as a chief cook. Brother Heischman is a wounded Air Force veteran of the New Guinea campaign in World War II. A native of Bellevue, Ohio, he is now a resident of Frankfort, Mich.



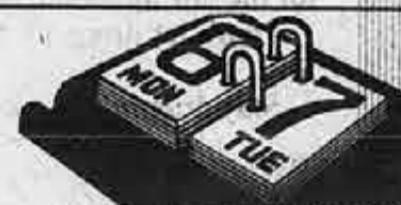
**Arnold Kunnapas, 59**, joined the Union in 1944 in the port of New York sailing in the engine department. Brother Kunnapas had sailed for 40 years. Born in Estonia, he is a naturalized U.S. citizen and is now a resident of Teaneck, N.J. with his wife, Martha.

## 1st Check for Lakes Pensioner



SIU pensioner Howard Kight (right) accepts his first pension check from Union representative Roy Boudreau in the Detroit hiring hall last month.

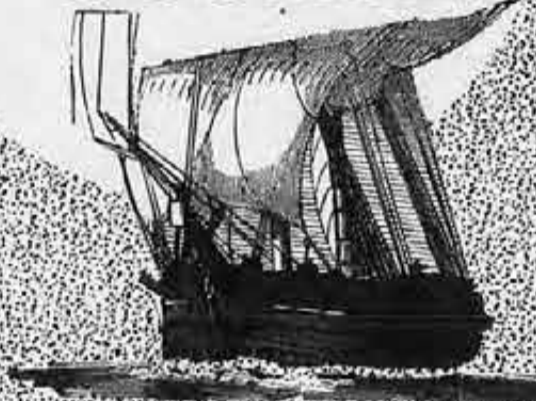
## MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Dec. 2	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Dec. 3	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Dec. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Dec. 5	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Dec. 5	2:00 p.m.	—	—
Detroit	Dec. 6	2:30 p.m.	—	—
	Dec. 9	—	5:00 p.m.	—
Houston	Dec. 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Dec. 10	2:30 p.m.	5:00 p.m.	—
Mobile	Dec. 11	2:30 p.m.	5:00 p.m.	—
San Francisco	Dec. 12	2:30 p.m.	—	—
Wilmington	Dec. 16	2:30 p.m.	—	—
Seattle	Dec. 20	2:30 p.m.	—	—
Columbus	Dec. 21	—	—	1:00 p.m.
Chicago	Dec. 10	—	5:00 p.m.	—
Port Arthur	Dec. 10	—	5:00 p.m.	—
Buffalo	Dec. 11	—	5:00 p.m.	—
St. Louis	Dec. 12	—	5:00 p.m.	—
Cleveland	Dec. 12	—	5:00 p.m.	—
Jersey City	Dec. 12	—	5:00 p.m.	—



**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.

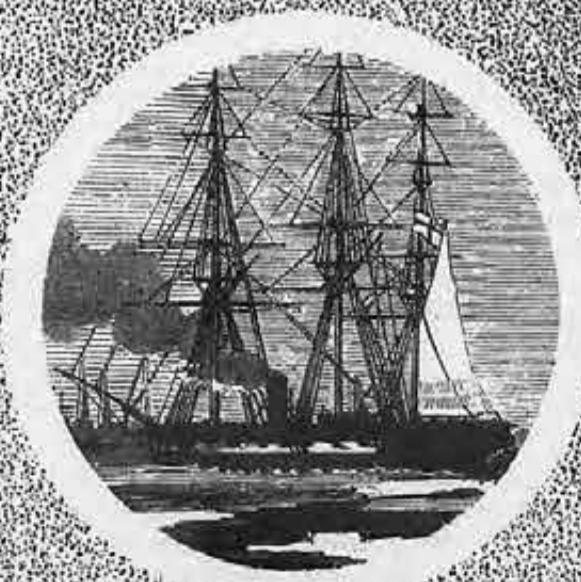
It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

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.



## TT Brooklyn Pays Off In Finart, Scotland

The SIU-contracted supertanker *TT Brooklyn*, the largest merchant vessel ever built in the United States, paid off in Finart, Scotland Aug. 30. SIU Representative Jack Caffey was sent from New York to service the vessel which is presently on a run between South Africa, the Persian Gulf and Northern Europe. The *Brooklyn* may eventually carry foreign crude to the U.S., but this will not be possible until offshore deepwater ports are built in this country.

The *Brooklyn*, one of the first vessels to receive government subsidy money under provisions of the Merchant Marine Act of 1970, was built at the former Brooklyn Navy Yard by members of the SIU-affiliated United Industrial Workers.



The *TT Brooklyn* tied up at her berth in Finart, Scotland.



HLSS Graduate Richard Smith, right, will get some good steward department experience aboard the *Brooklyn* with the help of veteran SIU Chief Steward Jimmy Bartlett.



Above photo was taken by a *TT Brooklyn* crewmember while the ship was anchored at an offshore port near Durban, South Africa. Helicopters are used for emergency services for the crew, as well as deliveries of stores and mail.



From the left are *TT Brooklyn* ship's committee members, Cecil Martin, steward delegate; Recertified Bosun Robert Lasso, ship's chairman; Jimmy Bartlett, secretary-reporter; D. A. LaFrance, deck delegate, and I. Solomons, engine delegate.



## Robert Toombs Committee



Ship's committee members on the *Robert Toombs* (Waterman) pose for a photo in the crew's mess when ship docked at the Bayonne, N.J. Army Terminal last month for a payoff and sign-on after a 30-day coastwise run. Committee members are, seated from left: Joseph Spirito, steward delegate; T. DeLoach, chief steward; E. L. Odom, deck delegate. Standing are G. W. Anderson (left), engine delegate, and Jack Nelson, ship's chairman. The *Robert Toombs* was headed for the Middle East, with scheduled stops in South Africa, Ethiopia, Jordan, Saudi Arabia, Iran and India.

**SEA-LAND VENTURE** (Sea-Land Service), September 23—Chairman F. Boyle; Secretary S. J. Davis. \$58 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Everything running smoothly.

**TRANSCOLUMBIA** (Hudson Waterways), September 1—Chairman, Recertified Bosun W. H. Wallace; Secretary D. G. Chafin; Educational Director W. L. Holland. Some disputed OT in deck and steward departments. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Yokohama.

**LONG BEACH** (Sea-Land Service), September 29—Chairman, Recertified Bosun M. Landron; Secretary J. E. Higgins; Educational Director Carroll. \$55 in movie fund. No disputed OT. Everything running smoothly. Next port San Juan.

**VANTAGE HORIZON** (Vancor Steamship Co.), September 1—Chairman J. E. Tanner; Secretary J. B. Harris; Educational Director J. E. Bailey; Steward Delegate William Johnson. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done.

**TRANSCOLORADO** (Hudson Waterways), September 1—Chairman Paul L. Whitlow; Secretary F. Fletcher; Educational Director H. Hunt; Deck Delegate Bernard Shultz; Engine Delegate Leon Fountain; Steward Delegate Joseph Roberts. Request that all crewmembers attend shipboard Union meetings. No disputed OT. A vote of thanks to all departments for their fine cooperation. Next port Guam.

**SEA-LAND TRADE** (Sea-Land Service), September 22—Chairman, Recertified Bosun Perry Greenwood; Secretary C. E. Bell; Educational Director Schineder; Deck Delegate S. Wolfson; Steward Delegate William Goff. \$225 in ship's fund. No disputed OT. Everything running smoothly. Next port Seattle.

**SEA-LAND FINANCE** (Sea-Land Service), September 8—Chairman, Recertified Bosun J. W. Pulliam; Secretary Herb Knowles; Educational Director Jim Smitko; Deck Delegate J. Long; Engine Delegate G. R. Speckman; Steward Delegate E. Tinsley. No disputed OT. A vote of thanks to the steward department and to the movie projectionist for a job well done. Next port Seattle.

**THOMAS LYNCH** (Waterman Steamship), September 1—Chairman, Recertified Bosun R. Wardlaw; Secretary J. W. Sanders; Educational Director C. C. Lial; Deck Delegate C. Pryor; Engine Delegate D. May; Steward Delegate V. Barfield. Some disputed OT in steward department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Savannah, Ga.

**AMERICAN VICTORY** (Victory Carriers Inc.), September 22—Chairman T. Price; Secretary S. McDonald; Educational Director D. K. Kelley; Deck Delegate E. J. Rokicki; Engine Delegate Charles Smith; Steward Delegate A. Z. Deheza. Some disputed OT in engine and steward departments. Everything running smoothly. Next port in Panama.

**BROOKLYN** (Andep Shipping Co.), September 29—Chairman, Recertified Bosun G. Mattioli; Secretary Jimmie Bartlett; Educational Director D. Orsini; Steward Delegate Cecil H. Martin. \$5 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Kharg, Iran.

**CHICAGO** (Sea-Land Service), September 22—Chairman, Recertified Bosun Ovidio Rodriguez; Secretary F. Vega; Educational Director Radam. No disputed OT. Vote of thanks to the steward department for a job well done.

**CARTER BRAXTON** (Waterman Steamship), September 22—Chairman, Recertified Bosun R. Hodges; Secretary J. F. Castronover; Educational Director Rodney Dell. No disputed OT. Everything running smoothly. Next port Panama.

**BRADFORD ISLAND** (International Ocean Transport Corp.), September 15—Chairman G. Ruf; Secretary Nicholson; Educational Director J. Bodgett. A vote of thanks to the Captain for his quick handling of a sick crewmember who was taken off the ship at sea by Air Force helicopter and sent to Honolulu. No disputed OT. Telegram from Paul Hall on Senate passage of oil bill dated September 7, 1974 received and posted. Everything running smoothly. Next port Puerto Rico.

**BALTIMORE** (Sea-Land Service), September 30—Chairman, Recertified Bosun S. Stockmarr; Secretary W. Nihem; Educational Director W. Fitzgerald; Deck Delegate H. Hansen; Steward Delegate Jose Chacon. \$19.29 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Elizabeth.

**TAMPA** (Sea-Land Service), September 2—Chairman, Recertified Bosun George Burke; Secretary Jose Ross. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

**ANCHORAGE** (Sea-Land Service), September 15—Chairman, Recertified Bosun Jan Beye; Secretary S. Piatak. Chairman stressed to all crewmembers the importance of donating to SPAD. \$14 in ship's fund. No disputed OT. Telegram from Paul Hall on Oil Imports Bill was read and discussed and noted again how contributions to SPAD help to pass this and other legislation in Washington. A vote of thanks to the steward department and to the movie projectionist. Next port New York.

**SEA-LAND COMMERCE** (Sea-Land Service), September 15—Chairman L. Reek; Secretary W. Benish; Deck Delegate John McLaughlin; Engine Delegate Kevin Conklin. \$25 in movie fund. Some disputed OT in deck and engine departments. A vote of thanks to Paul Hall for a job well done on the Oil Bill. Chairman noted that this was made possible by donations to SPAD. Next port Seattle.

**JACKSONVILLE** (Sea-Land Service), September 8—Chairman W. H. Butts; Secretary H. Galicki; Educational Director H. Duhadaway. Radiogram received from Paul Hall on Oil Bill and posted on the bulletin board. No disputed OT. Vote of thanks to the deck department for keeping the messhall and pantry clean during the night. Everything running smoothly.

**SEA-LAND PRODUCER** (Sea-Land Service), September 22—Chairman, Recertified Bosun William Bushong; Secretary W. J. Moore; Educational Director S. Senteny. No disputed OT. Chairman held a discussion on upgrading and the benefit to all crewmembers. Next port New Orleans.

**SEA-LAND ECONOMY** (Sea-Land Service), September 8—Chairman, Recertified Bosun Charles D'Amico; Secretary L. Nicholas; Educational Director R. W. Zeller. Held a discussion on the oil bill. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Rotterdam.

**GEORGE WALTON** (Waterman Steamship Co.), September 22—Chairman Robert Johnson; Secretary B. Guarino; Educational Director J. Bussell. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. One minute of silence observed for all our departed brothers. Next port New Orleans.

**ELIZABETHPORT** (Sea-Land Service), September 22—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director Robert C. Miller. A new water cooler was put on board and the air conditioner was fixed. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Genova, Italy.

**TRANSOREGON** (Hudson Waterways Corp.), September 8—Chairman P. Sermyk; Secretary C. L. White; Steward Delegate Frank LaRosa. Chairman suggested to all crewmembers that it is necessary to donate to SPAD. Some disputed OT in engine department. Observed one minute of silence in memory of our departed brothers.

**SUAMICO** (Hudson Waterways), September 8—Chairman J. Bertobno; Secretary L. Bennett. \$26.10 in ship's fund. Some disputed OT in deck and engine departments. Everything running smoothly. Next port San Diego.

**LOS ANGELES** (Sea-Land Service), September 15—Chairman, Recertified Bosun C. James; Secretary R. O'Connor. \$103.50 in ship's fund. Some disputed OT in deck, engine and steward departments. Suggestion was made that money be taken from the ship's fund for library books. Observed one minute of silence in memory of our departed brothers.

**OGDEN YUKON** (Ogden Marine Inc.), September 15—Chairman, Recertified Bosun H. Weaver; Secretary F. Kustura; Educational Director D. Dizon; Deck Delegate Charles T. Scott; Engine Delegate H. R. Newell. A vote of thanks to all departments for a job well done. \$42 in ship's fund. No disputed OT. Read communication from Paul Hall on the oil bill. Everything running smoothly. Next port Singapore.

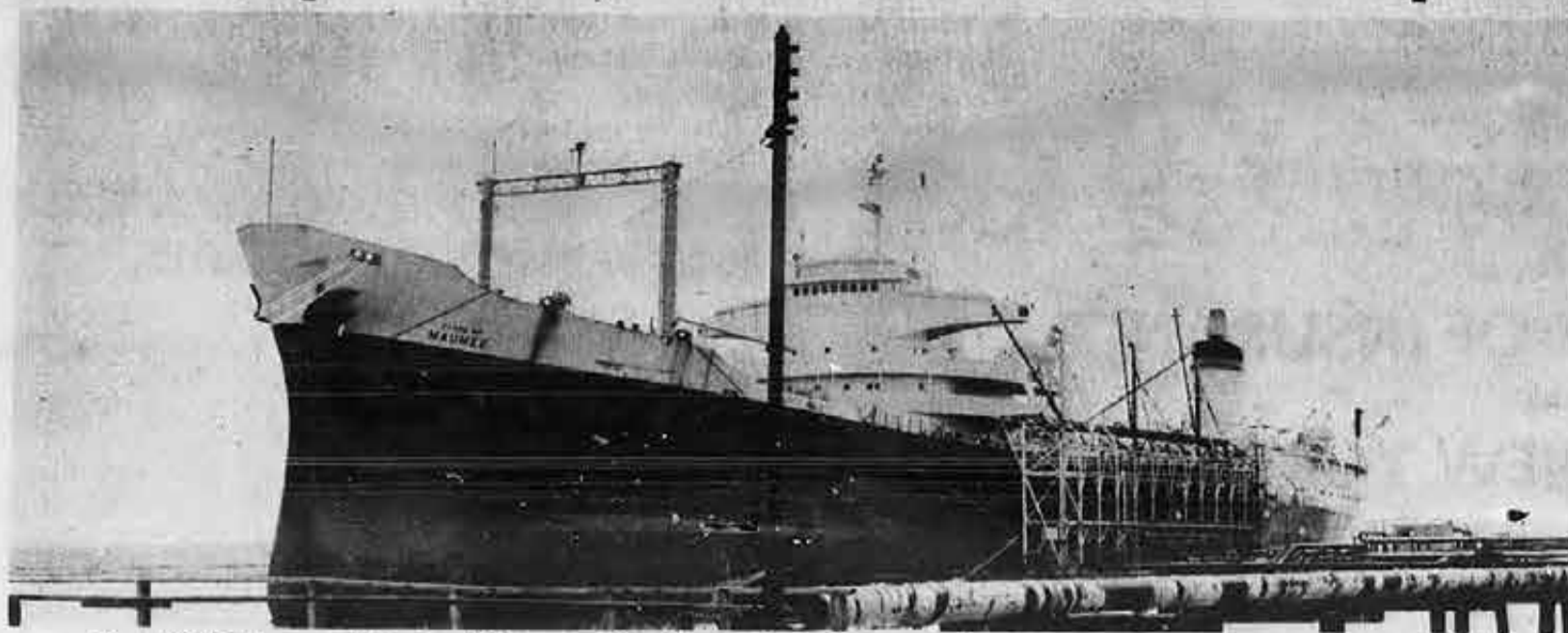
**TRANSHAWAII** (Hudson Waterways), September 29—Chairman, Recertified Bosun Jose Gonzalez; Secretary O. Vola. Chairman held a discussion on crewmembers donating to SPAD and the importance of safety aboard ship. Vote of thanks to the crew for keeping mess halls and pantry clean. No disputed OT. A vote of thanks to the steward department for a job well done. Next port San Juan.

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

WALTER RICE  
MISSION SANTA INEZ  
SEA-LAND EXCHANGE  
SEA-LAND MARKET  
SEATTLE  
BOSTON  
ARTHUR MIDDLETON  
BETHFLOR  
LYMAN HALL  
CANTIGNY  
BALTIMORE  
SEA-LAND GALLOWAY



# Europe to South America and up the East Coast,



The USNS *Maumee* (Hudson Waterways) at the docks in Carteret, N.J. last month for a two-month payoff.

The SIU-contracted USNS *Maumee* (Hudson Waterways) had a two-month payoff last month at Carteret, N.J. after returning from Europe, South America and Trinidad, and coming up the U.S. coast with a stop at Piney Point, Md. She also frequently makes trips to both the Arctic and Antarctic regions.

The 620-foot long tanker was built in 1956 at the Sun Shipyards in Phila-



Able-seamen M. S. McDuffie, left, and D. Ellette carry acetylene bottles ashore at the GATX docks.



Wiper Doug Wolcott had been on the *Maumee* for three months when she paid off last month. A native of San Francisco, Brother Wolcott made his first trip aboard the ship after graduating from Piney Point earlier this year. The 19-year old Seafarer, who was getting off the vessel for a short vacation, hopes to catch a ship to the Far East on his next trip. He will remain in the engine room.



Able-seaman James Camp, left, and OS Frank Rediker, right, at work on the deck of the *Maumee* while AB Ray Bunce looks on.



Three members of the *Maumee's* steward department pose for a picture in the ship's galley. They are, from left: Cook and Baker Francisco Monsibals, Jr.; Third Cook Warren Cassidy, and Chief Steward Vasser Szymanski.



SIU Patrolman holds shipboard meeting with crew of *Maumee* as they await two-month payoff.



Crew Messman Larry Artrip works in the galley. Brother Artrip, a recent graduate of Piney Point, had been making his first trip. A 19-year old native of Norfolk, Va., Seafarer Artrip had been aboard the vessel for two months; he was getting off for a short vacation on the beach.

# The Maumee Comes Home to Payoff in Carteret

Philadelphia, Pa. She is owned by the Navy's Military Sealift Command and operated for the Navy by Hudson Waterways. The *Maumee* carries different types of fuel including jet propulsion fuel (jp-4 and jp-5) and Navy distillate.

A steam turbine vessel, the *Maumee* has a dead-weight tonnage of 26,875. She has a horsepower of 20,460 and a speed of approximately 18 knots.

In addition to the veteran members of the SIU crew, led by Recertified Bosun J. R. Thompson, the *Maumee* has aboard her three recent graduates of the Harry Lundeberg School making their first trip. The three novice Seafarers are BR Bob Birdwell, Wiper Doug Wolcott and Crew Messman Larry Artrip.

During her two-month trip, the *Maumee* docked in Trinidad and at ports in Scotland, Spain and South America. After paying off at Carteret she was scheduled to run coastwise calling at Port Arthur, Norfolk, Jacksonville and Houston.



BR Bob Birdwell relaxed in the crew's mess when the *Maumee* docked in Carteret. A native of Lexington Park, Md., he graduated from the nearby Lundeberg School in Piney Point recently and caught the *Maumee* when she docked at Piney Point last month.

## Personals

### Jack Richard Utz

Please contact your wife at #331-14 Jung Reem Dong, Seoul, Korea.

### Tom Smith, Kashshong, Taiwan

Please contact Martin Jarvis as soon as possible at 123 Second St., San Francisco, Calif. 94105.

### Stanley S. Tomes

Please contact Rueben Belletty as soon as possible at 614 Phillip St., New Orleans, La. 70130, or call 522-1695 at night.

### Salvador Ramirez, Jr.

Please contact your father as soon as possible at 206 West Barbara St., Harlingen, Tex.

### James Edward Hughes

Please contact your sister as soon as possible at the Religious Education Commission, 6364 North Sheridan Rd., Chicago, Ill. 60660.

### James Elrod

Please contact Miss Opel Gordon as soon as possible at 3030 South Bannock St., Englewood, Colo. 80110.



Able-seaman Ray Bunce turns valve on *Maumee's* deck.



QMED Allen Spell (left) turns-to, relieving QMED Charlie Callahan.

## Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Sept. 26-Oct. 23, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	13	140	\$ 43,000.00	\$ 383,595.88
In Hospital Daily @ \$1.00 .....	736	6,484	736.00	6,484.00
In Hospital Daily @ \$3.00 .....	276	2,817	828.00	8,451.00
Hospital & Hospital Extras .....	13	156	736.77	21,729.22
Surgical .....	5	43	934.76	4,918.26
Sickness & Accident @ \$8.00 .....	5,745	72,986	45,960.00	583,888.00
Special Equipment .....	1	14	231.10	3,821.50
Optical .....	200	2,138	4,513.19	48,702.54
Supplemental Medicare Premiums .....	5	253	279.10	12,565.50
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	368	4,367	67,748.21	878,168.80
Doctors' Visits In Hospital .....	60	701	2,234.68	22,758.76
Surgical .....	108	1,260	12,930.45	160,327.40
Maternity .....	11	217	3,300.00	57,734.75
Blood Transfusions .....	2	36	107.00	2,542.65
Optical .....	127	1,509	2,728.56	32,214.25
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	5	94	15,000.00	277,000.00
Hospital & Hospital Extras .....	125	1,615	15,987.09	247,309.40
Doctors' Visits & Other Medical Expenses ..	109	1,179	3,264.32	44,061.69
Surgical .....	12	125	1,453.00	16,510.25
Optical .....	77	607	1,430.40	13,364.15
Blood Transfusions .....	—	5	—	330.75
Special Equipment .....	4	27	1,515.15	6,654.51
Dental .....	1	10	450.00	2,616.86
Supplemental Medicare Premiums .....	1,916	16,779	13,025.30	120,488.60
<b>SCHOLARSHIP PROGRAM</b>				
	13	81	3,556.56	28,662.87
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	9,932	113,643	241,949.64	2,984,901.59
Total Seafarers Pension Plan .....	2,263	19,989	536,971.36	4,812,969.50
Total Seafarers Vacation Plan .....	791	10,350	407,536.77	5,449,171.18
Total Seafarers Welfare, Pension & Vacation	12,986	143,982	\$1,186,457.77	\$13,247,042.27



# ANNUAL REPORT

For the fiscal year ended April 30, 1974

## UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION PLAN (Name of Welfare Fund)

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

to the

## SUPERINTENDENT OF BANKS

of the

## STATE OF NEW YORK

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

### ANNUAL REPORT OF THE UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION PLAN

#### ASSETS<sup>1</sup>

1. Cash:		
a. On interest .....	\$ 585,689.92	
b. Not on interest .....	43,266.37	
c. In office .....		\$ 628,956.29
2. Bonds:		
a. Government obligations .....	\$	
b. Other obligations .....	861,473.70	861,473.70
3. Stocks:		
a. Preferred .....	\$	
b. Common .....	725,411.33	725,411.33
4. Mortgage loans on real estate .....		
5. Real estate, less \$..... encumbrances and less \$..... allowance for depreciation .....		
6. Interest and other investment income due and accrued .....		17,745.45
Other assets (List each separately):		
7. Contributions receivable .....		155,395.23
8. ....		
9. ....		
10. Total Assets .....		\$ 2,388,982.00

#### LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers ...	\$	169.50
12. Other amounts set aside for payment of benefits .....		
13. Premiums and annuity considerations due to insurance carriers for member benefits .....		
14. General expenses due or accrued .....		11,414.44
Other liabilities (List each separately):		
15. Unapplied contribution .....		3,113.18
16. Due to other Plans .....		3,108.04
17. ....		
18. Total Liabilities .....		17,805.16
19. Balance of Fund .....		2,371,176.84
20. Total .....		\$ 2,388,982.00

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

### PART IV—SECTION B

### STATEMENT OF RECEIPTS AND DISBURSEMENTS

File No. WP-222 427

Name of Plan United Industrial Workers of North America Pension Plan  
For Year Beginning May 1, 1973 and Ending April 30, 1974

#### CASH RECEIPTS

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
a. Employer (Schedule 1) .....	\$ 974,868.25	
b. Employee .....		
c. Other (Specify) .....		
d. Total Contributions .....		\$ 974,868.25
2. Dividends and Experience Rating Refunds From Insurance Companies .....		
3. Receipts From Investments:		
a. Interest .....	\$ 67,264.72	
b. Dividends .....	17,895.32	
c. Rents .....		
d. Other (Specify) .....		
e. Total Receipts From Investments .....		85,160.04
4. Receipts From Sale of Assets:		
a. Sales to parties-in-interest .....	\$	
b. Sales to others .....	1,269,884.76	
c. Total Receipts From Sale of Assets (Schedule 2) .....		1,269,884.76
5. Other Receipts:		
a. Loans (Money borrowed) .....	\$	
b. Other (Specify) Exchanges, misc., other plans .....	\$ 95,211.93	
c. Total Other Receipts .....		95,211.93
6. Total Receipts .....		\$2,425,124.98

#### CASH DISBURSEMENTS

7. Insurance and Annuity Premiums Paid to Insurance Carriers and Payments to Service Organizations (Including Prepaid Medical Plans) .....	\$	
8. Benefits Provided Directly by the Trust or Separately Maintained Fund .....		43,056.77
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.) .....		
10. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, hospitals, doctors, etc.) .....		
11. Administrative Expenses:		
a. Salaries (Schedule 3) .....	\$ 23,754.44	
b. Allowances, expenses, etc. (Schedule 3) ..	2,908.34	
c. Taxes .....	2,291.10	
d. Fees and commissions (Schedule 4) .....	12,785.98	
e. Rent .....	5,039.90	
f. Insurance premiums .....	280.93	
g. Fidelity bond premiums .....	54.00	
h. Other administrative expenses (Specify) Tabulating, Emp. Ben., Office .....	51,273.86	
i. Total Administrative Expenses .....		98,388.55
12. Purchase of Assets:		
a. Investments: (Other than real estate)		
(1) Purchased from parties-in-interest .....	\$	
(2) Purchased from others .....	1,627,771.36	
b. Real Estate:		
(1) Purchased from parties-in-interest .....		
(2) Purchased from others .....		
c. Total Purchase of Assets .....		1,627,771.36
13. Loans (Money loaned) .....		
14. Other Disbursements: (Specify)		
a. Exchanges, misc., other Plans .....	\$ 100,301.09	
b. ....		
c. Total Other Disbursements .....		100,301.09
15. Total Disbursements .....		\$1,869,517.77

### ANNUAL REPORT OF THE UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION PLAN

STATE OF NEW YORK

COUNTY OF KINGS

} SS.

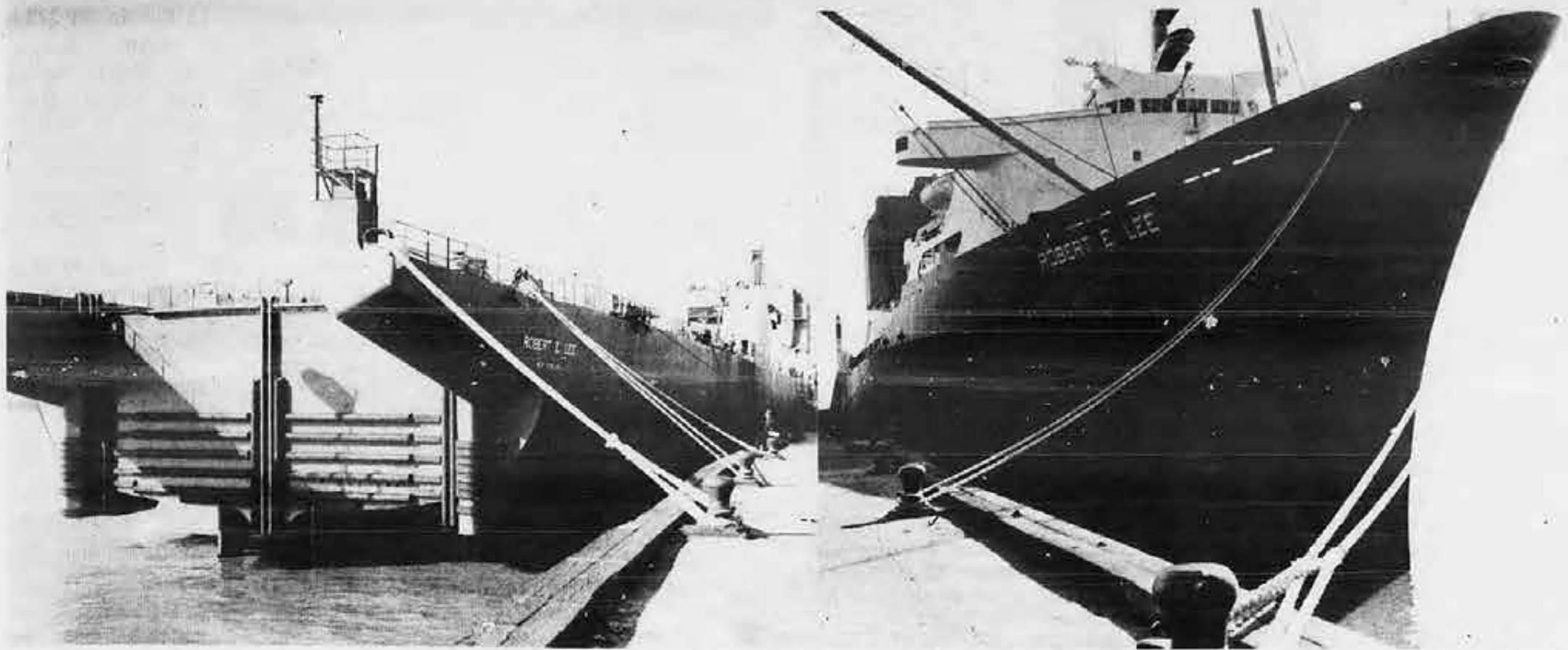
and

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

Employer trustee

Employee trustee

# Robert E. Lee Completes 3 Month Maiden Voyage



Two good views of the LASH containership *Robert E. Lee*, tied up at the Washington Ave. wharf in New Orleans after completing three-month maiden voyage.



Chief Electrician H. H. Patterson, standing, squares away dues with New Orleans Patrolman Stanley Zeagler. To the left is steward department member Ed Fuselier.



Chief Electrician H. H. Patterson, Recertified Bosun Jimmy Garner, Able-seaman W. Adams, and SIU Representative Tom Gould (l. to r.) discuss sections of the contract and their interpretations.



Patrolman Stanley Zeagler, center, gives SPAD receipts to *Robert E. Lee* Crewmembers Jimmy Jones, left, Joe Galliano, second from left, and Jimmy Garner, right. It was our members' strong support of SPAD which enabled the SIU to get the Merchant Marine Act of 1970 enacted in Congress.

The SIU-contracted LASH/containership *Robert E. Lee* came into the port of New Orleans early last month to complete a three-month maiden voyage to ports on the Red Sea, the Persian Gulf, and in India. The Mideast will be her usual run. On this trip, she refueled in Durban, South Africa on her way back to the States.

Waterman officials commended the SIU crew for their "skill and professionalism" in running the vessel on its maiden voyage without any problems.

The *Robert E. Lee*, along with her sisterships, the *Stonewall Jackson* and the *Sam Houston*, was built under the provisions of the Merchant Marine Act of 1970. Because of the 1970 Act, Waterman was able to build her new LASH fleet and compete effectively with the foreign-flag operator. The four-year old Act, spearheaded through Congress by the SIU, has paved the way for the U.S. to regain her once worldwide leadership in merchant shipping.



Cook and Baker Billy Wells prepares lunch in the *Robert E. Lee's* ultramodern galley.



Members of the ship's committee are, from the left: Tony Novak, engine delegate; Ed Fuselier, steward delegate; William Adams, deck delegate; Recertified Bosun Jimmy Garner, ship's chairman; Harris Patterson, educational director, and James Sumpter, secretary-reporter.



## Pensioners and Dependents Must Apply for Medicare

by A. A. Bernstein  
SIU Welfare Director

Each month the SIU Social Security and Welfare staff receives many inquiries regarding SIU pensioners, their dependents and Medicare.

In answer to these inquiries, I would like to remind SIU pensioners that, under the provisions of the Seafarers Welfare and Pension Plan, both they and their dependents must apply for Medicare as soon as they are eligible to insure adequate coverage for medical expenses.

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

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

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

## The LOG Gets Around



Waiting in Yokohama to ship out on the *Bienville* (Sea-Land), Seafarer John Curlew is given the latest LOG by Keiko Nakategana, an SIU secretary in the Japanese port.

### Change of Address Or New Subscriber

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

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

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SIU-IBU members please give:

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TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below or send mailing label from last issue received.

ADDRESS .....

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

## Final Departures



**Francisco F. Argenal**, 53, died aboard the *SS Pennmar* (Calmar) off San Francisco on Sept. 20. Brother Argenal joined the SIU in the port of Baltimore in 1955 sailing as an oiler. Born in Honduras, he was a resident of Baltimore at the time of his death. Surviving is his widow, Ella.



**Stanley F. Sek**, 44, died aboard the *SS Sea-Land Producer* on Sept. 16. Brother Sek joined the SIU in the port of Seattle in 1965 sailing as a chief cook. He was a post-war Navy veteran. Born in Buffalo, he was a resident of Lynnwood, Wash. at the time of his death. Surviving are his widow, Ann of Wayne, Mich.; two stepsons, Robert and Edward Lewis and a sister, Mrs. Helen Wallace of Elba, N.Y.



SIU pensioner **Calvin S. Bettinger**, 47, died on Oct. 4. Brother Bettinger joined the Union in the port of Wilmington, Calif. in 1957 sailing as a bosun. He was an Army veteran. A native of New York, Seafarer Bettinger was a resident of Long Beach, Calif. when he passed away. Surviving is his mother, Ethel of Mexico, N.Y.



SIU pensioner **Julius Smythe**, 68, passed away on Oct. 11 in Tampa. Brother Smythe joined the Union in 1942 in the port of New Orleans sailing as a bosun. A native of New Orleans, he was a resident of Mandeville, La. when he died. Surviving is his widow, Pauline.



**Howard L. Collins, Sr.**, 56, succumbed to cancer in the Clarksburg (W. Va.) Veterans Hospital on Aug. 26. Brother Collins joined the Union in the port of New York sailing as an AB. He was a Navy veteran of World War II. A native of Toledo, Ohio, he was a resident of Baltimore when he died. Burial was in the Holy Cross Cemetery, Clarksburg. Surviving are five sons, Larry, John, George, Howard, Jr. and Daniel and a stepson, Paul C. Kalleel, all of Clarksburg.



**Worley E. Wilkinson, Jr.**, 46, died on Sept. 13. Brother Wilkinson joined SIU in the port of New York in 1967 sailing as a pumpman. He was a post-war Army veteran. A native of Alva, Okla., he was a resident of Lynnwood, Wash. at the time of his death. Surviving are his mother, Mrs. W. D. Austin of West Covina, Calif. and a daughter, Mrs. Irene Anthony of Lynnwood.



SIU pensioner **Marion Luksa**, 75, succumbed to a heart attack in the Norfolk USPHS Hospital on Oct. 7. Brother Luksa joined the SIU in 1947 in the port of New York sailing as a bosun. A native of Austria, he was a resident of Portsmouth, Va. when he died. Interment was in Princess Ann Memorial Gardens, Virginia Beach, Va. Surviving are a son, Gerald of the U.S. Army's 41st Field Artillery Group stationed in West Germany and a daughter, Mrs. Helen M. Smith of Portsmouth.



**Ignatius P. Gomes**, 79, passed away on Dec. 20, 1973. Brother Gomes joined the Union in the port of New York in 1955 sailing as a cook. He was born in British Guiana, South America and was a resident of St. Petersburg, Fla. at the time of his death. Surviving is his widow, Hilda.



**Wetsel A. Stickler**, 37, drowned in the Mississippi River when he apparently fell off the towboat *Meece* while she was towing a barge near Ridgley, Tenn. four miles south of the Tiptonville ferry on Mar. 16. Brother Stickler joined the SIU-affiliated IBU in the port of St. Louis in 1967 sailing in the engine department for the American Commercial Barge Line and the Inland Tug Co. He was a native of Hamlin, W. Va. and was a resident of Gallipolis, Ohio. Burial was in Kirkland Memorial Gardens, Pt. Pleasant, W. Va. Surviving are his widow, Virginia; four sons, Wetsel with the U.S. Army in Korea; Gregory of Pt. Pleasant; Tracy and Anthony of Ypsilanti, Mich.; a daughter, Elizabeth; his parents, Mr. and Mrs. Oma G. Stickler; five sisters, including Mrs. Regina K. Stowers of Pt. Pleasant and two brothers.



**George L. Clayton**, 48, passed away on Oct. 18. Brother Clayton joined the SIU in the port of Baltimore in 1968 sailing as a chief electrician. He was a Navy veteran of World War II. Born in Ridgeley, W. Va., he was a resident of Baltimore when he died. Surviving are his widow, Marjorie and two sons, George, Jr. and Eugene, all of Baltimore.

Politics Is  
Porkchops  
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SPAD



# Final Departures



**Joseph Kordich**, 60, died of acute pulmonary edema in the Beebe Hospital, Lewes, Del. Brother Kordich joined the SIU in the port of New Orleans in 1961 sailing as a fireman-watertender. He had sailed for 32 years and was a Navy veteran of World War II. A native of San Pedro, Calif., he was a resident of San Francisco when he passed away. Burial was in the Green Hill Memorial Park Cemetery, San Pedro. Surviving are a brother, Anthony; a sister, Katie and a half-brother, John Vitalich, all of San Pedro.



**Peter P. Gaivelin**, 60, passed away on July 29. Brother Gaivelin joined the SIU in the port of New York in 1959 sailing the steward department. He was a Navy veteran of World War II. A native of Hawaii, he was a resident of San Leandro, Calif. when he died. Surviving are his widow, Laura and two daughters, Sally and Mrs. Julie Delk of San Leandro.



**Peter W. Gerardi**, 43, succumbed to a cerebral hemorrhage in Moutonboro, N.H. on Aug. 20. Brother Gerardi joined the Union in the port of Baltimore in 1962 sailing as a third cook. He was a post-war veteran of the Navy. Born in Malden, Mass., he was a resident of Everett, Mass. at the time of his death. Interment was in Glenwood Cemetery, Everett. Surviving is his mother, Rosa of Everett.

**Delmar B. Crafton**, 61, succumbed to kidney disease in the New Orleans USPHS hospital on Nov. 30, 1973. Brother Crafton joined the SIU in the port of Toledo in 1973 sailing in the steward department for the American Steamship Co. He was born in Holcomb, Mo. and was a resident of St. Louis at his death. Interment was in Corning (Ark.) Cemetery. Surviving are his widow, Evelyn of Toledo, and two sisters, Mrs. Belle C. Blanton of St. Louis and Mrs. Lillian Pulliam of Toledo.

SIU pensioner **Joseph E. Cantin**, 75, died on June 24. Brother Cantin joined the Union in 1942 in the port of New York sailing as a bosun. He had sailed for 38 years. A native of Holyoke, Mass., he was a resident of Inglewood, Calif. at his death. Surviving are two brothers, Joseph of Winter Haven, Fla. and Ronald of Inglewood, and a sister, Mrs. Lillian Gridriod of Cornwells Heights, Pa.

**Drew C. Gay**, 47, died of cardiac failure at sea aboard the SS *Ultramar* (Westchester Marine) off the coast of Kobe-Osaka, Japan on June 12. Brother Gay joined the SIU in 1944 in the port of New York sailing as a bosun. A native of Brooker, Fla., he was a resident of Orange Park, Fla. at his death. Interment was in Orange Park. Surviving are his widow, Elizabeth; a son, Jesse, and a daughter, Anita.



**Philip L. Martin**, 31, died in Rotterdam, the Netherlands on Sept. 8. Brother Martin joined the Union in the port of Seattle in 1968 sailing as a QMED. He was a Navy veteran and was a HLSS upgrader last year. Born in Portland, Ore., he was a resident of Vancouver, Wash. when he passed away. Burial was in Vancouver. Surviving are his widow, Marilyn; his father, Charles of Vancouver and a daughter, Julie Ann.



**Winfred S. Daniel**, 52, succumbed to a gastrointestinal hemorrhage in San Francisco on Sept. 16. Brother Daniel joined the Union in the port of New York in 1954 sailing as a fireman-watertender. He had sailed for 25 years and had received a personal safety award in 1960 while on the SS *De Soto*. Born in Burke County, Ga., he was a resident of Waynesboro, Ga. when he died. Burial was in Magnolia Cemetery, Waynesboro. Surviving are his mother, Myra; two sons, Walter and Thomas and two daughters, Myra and Toni Ann, all of Waynesboro.



IBU pensioner **Joseph P. Wojciechowski**, 64, passed away on July 28. Brother Wojciechowski joined the Union in the port of Baltimore in 1957 sailing as a captain for the Charles H. Harper Associates Towing and Lighterage Co. since 1936. Born in Maryland, he was a resident of Baltimore when he died. Burial was in Holy Cross Cemetery, Baltimore. Surviving is his widow, Estelle.



**Kentis (Kurts) K. Binemanis**, 60, expired from a liver ailment in the USPHS Hospital, Galveston on Aug. 8. Brother Binemanis joined the SIU in the port of New York in 1959 and had been sailing as a QMED. He graduated from the Andrew Furuseth Training School in 1959, was on the Vietnam run in 1967, walked the picket line in the Greater N.Y. Harbor strike in 1961 and was a member of the Norwegian Seamen's Union from 1936 to 1951. Born in Riga, Latvia, he was a resident of Houston when he died. Burial was in the Forest Park East Cemetery, Houston. Surviving are his widow, Helen and a stepson, Charles P. Banga of New York City.

SIU pensioner **Otto L. Nitz**, 85, died of an accidental head injury in Oakwood Hospital, Dearborn, Mich. on June 8. Brother Nitz joined the Union in 1939 in the port of Detroit sailing as a wheelsman. He was a member of the ISU in 1936-7. A Michigan native, he was a resident of River Rouge, Mich. at his death. Interment was in Evergreen Cemetery, Alpena, Mich. Surviving are his mother, Minnie of Alpena; a sister, Mrs. Mithilda Phillips of River Rouge and two nieces, Mrs. Naomi Tersinar and Helen Hube, both of Dearborn.



IBU pensioner **Thomas K. Englesbee**, 64, died of heart failure in the Ashtabula (Ohio) Hospital on July 21. Brother Englesbee joined the Union in the port of Ashtabula in 1961 sailing as a tugman for the Great Lakes Towing Co. and Merritt, Chapman and Scott. A native of Ashtabula, he was a resident there when he passed away. Burial was in St. Joseph's Cemetery, Ashtabula. Surviving are two sisters, Mrs. Ruth K. Andrejack of Ashtabula and Sarah.



**Joseph M. Daly**, 48, died in San Francisco on Sept. 10. Brother Daly joined the Union in the port of San Francisco in 1971 sailing as a fireman-watertender. He was on the Vietnam run in 1973 and was a Navy veteran of World War II. A native of San Francisco, he was a resident there when he passed away. Surviving is an aunt, Katherine Kenney of San Francisco.



**Jacob N. Fritzler**, 56, succumbed to a gastrointestinal hemorrhage at home on Sept. 28. Brother Fritzler joined the SIU in the port of San Francisco in 1968 sailing as a fireman-watertender. He had sailed for 25 years. Seafarer Fritzler was a pre-war veteran of the U.S. Marine Corps, a World War II veteran of the U.S. Army and a post-war veteran of the U.S. Air Force. He was born in Spokane, Wash. and was a resident of San Pablo, Calif. when he died. Cremation took place in the Fairmont Memorial Park, Martinez, Calif. Surviving is a sister-in-law, Mrs. Inez M. Fritzler of San Pablo.



SIU pensioner **Samuel N. Hurst**, 70, died in a hepatic coma in the Wayne Memorial Hospital, Jesup, Ga. on Oct. 2. Brother Hurst joined the Union in 1948 in the port of New York sailing as a deck engineer. Born in Appling County, Ga., he was a resident of Jesup at the time of his death. Burial was in Forest Lawn Cemetery, Savannah. Surviving are a daughter, Mrs. J. G. (Sarah) Stephens of Odum, Ga.; a brother, Jack of Savannah; a sister, Mrs. Lula H. Tyre of Jesup, and an aunt, Nettie I. Pye of Wayne County, Ga.

SIU pensioner **Edward J. Nooney**, 53, succumbed to arteriosclerosis in Meadowview Hospital, Secaucus, N.J. on Apr. 10. Brother Nooney joined the Union in 1946 in the port of New Orleans sailing as a bosun. He attended the HLS-MEBA District 2 School in Brooklyn, N.Y. in 1968 graduating as a third mate in the deck officer training course. Seafarer Nooney was a veteran of the Army Engineers Corps in World War II. Born in Jersey City, N.J., he was a resident there at his death. Burial was in Jersey City. Surviving is his mother, Josephine of Jersey City.



SIU pensioner **Charles A. Moss**, 75, died of a heart attack in the Thomas Jefferson University Hospital, Philadelphia on Nov. 11, 1973. Brother Moss joined the Union in 1945 in the port of Boston sailing as a chief steward. He had sailed for 47 years. Seafarer Moss attended the 1970 Pensioners Conference at the HLSS in Piney Point, Md. Born in Rhode Island, he was a resident of Philadelphia when he passed away. Interment was in Forestdale Cemetery, Malden, Mass. Surviving is an aunt, Josephine Roblee of Everett, Mass.



SIU pensioner **Frederick B. Oliver**, 75, passed away on Oct. 16. Brother Oliver joined the SIU in 1942 in the port of New York sailing as a chief cook. He was on the picket line in the Greater N.Y. Harbor strike in 1961. A native of the British West Indies, he was a resident of Brooklyn, N.Y., when he died. Surviving are his widow, Agatha and two sons, Theodore and Ernest.



SIU pensioner **Juan Villa Santamaria**, 68, expired while on vacation visiting his sister in Spain on July 11. Brother Villa Santamaria joined the Union in the port of Baltimore in 1955 sailing as an AB. He received a personal safety award in 1960 while aboard the SS *Fairport*. Born in Santa Eugenia de Riveira, La Coruna, Spain, he was a resident of Kearney, N.J. at the time of his death. Burial was in Spain. Surviving are his widow, Leontina of La Coruna, Spain; a brother, Antonio of Kearney and a sister, Maria Villa Santos of Chacin-Palmeira, La Coruna.



**Robert M. Werkau**, 53, succumbed to cardiac arrest on the way to the Ingalls Memorial Hospital, Harvey, Ill. on Sept. 13. Brother Werkau joined the Union in the port of Chicago in 1961 sailing as an oiler for the Great Lakes Towing Co. from 1973 to 1974 and the Chicago Towing Co. from 1952 to 1973. He was an Army veteran of World War II. A native of Chicago, he was a resident of Oaklawn, Ill. Interment was in Evergreen Cemetery, Evergreen, Ill. Surviving are his widow, Elaine; three sons, Robert, Daniel and Kenneth, and four daughters, Darlene, Linda, Alice and Doris.

**Walter Conley**, 62, succumbed to a cerebral artery thrombosis in New Orleans on Sept. 18. Brother Conley joined the SIU in the port of New Orleans in 1957 sailing as a fireman-watertender. He had sailed for 29 years. A native of Kentucky, he was a resident of New Orleans when he died. Interment was in Greenwood Cemetery, New Orleans. Surviving are his widow, Antoinette and a step-daughter, Mrs. Evelyn V. Ringe.



## Welding Course

On today's ships, many jobs require a knowledge of burning and welding. In response to this need, the Harry Lundeberg School offers a course in welding every other two-week period.

During this two-week course, practical on-the-job training is stressed. Students work on various projects and the different types of welding joints used, depending on the desired finished product. These projects must be completed before

certification can be issued.

Welding techniques are taught on modern, up-to-date equipment, with safety procedures emphasized. An instructor is in attendance at all times to give individualized attention so that each student will be thoroughly qualified to perform his duties aboard any U.S. vessel.

The course is open to all men who have a rating in any department. The next course will be taught Nov. 29.

# High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

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

Name \_\_\_\_\_ Book No. \_\_\_\_\_

Address \_\_\_\_\_  
(Street) (City or Town) (Zip)

Last grade completed \_\_\_\_\_ Last year attended \_\_\_\_\_

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



Seafarer Pierangelo Poletti receives individual help in mathematics from math teacher Jean Polack. Brother Poletti is the twenty-sixth SIU brother to earn his GED diploma at the Harry Lundeberg School. He recently received his full 'A' book through the SIU's 'A' Seniority Upgrading Program.

## Through HLS Program

# Seafarer Receives High School Diploma

Seafarer Pierangelo Poletti, who came to Lundeberg School originally as an upgrader, last month achieved his GED diploma with test scores which were exceptionally high.

Brother Poletti, who is the twenty-sixth Seafarer to receive his diploma through the HLS program, is a native of La Spezia, Italy. He grew up in post-war Italy and went to sea at the age of 13.

"My main problem areas in getting ready for the GED test were math and English grammar," said Brother Poletti. "I was used to the decimal system rather than fractions and, of course, grammar is difficult even for people who have spoken English all their lives."

Brother Poletti credits the individualized instruction he received at HLS for a large part of his outstanding success in the GED program.

Seafarer Poletti became a member of the SIU in 1967 and a quartermaster in 1972. He learned of the GED program in 1974 when he came to the

Lundeberg School to prepare to achieve his full book through the SIU's 'A' Seniority Upgrading Program. At that time, he took the pre-GED test and scored very well. The academic staff at the school encouraged him in his desire to earn his diploma, and after achieving his full 'A' book, he returned to HLS and enrolled in the GED program.

"I really love sailing," said Seafarer Poletti, "and I can't wait to get back to sea. But now that I've got my high school diploma, I may go to junior college in a few years. I'm really interested in electronics, and I'd like to take some courses in that. Then I'll have a backup career for my retirement. Thanks to the SIU and the great work it's doing at Piney Point, there's a whole lot of new options and opportunities for me and for all Seafarers."

The Harry Lundeberg School's GED Program is open to all Seafarers and trainees who come to the school and do not have a high school diploma.

## Upgrading Class Schedule

Nov. 29	— QMED, Lifeboat, FOWT, Welding, and all Steward Department Ratings
Dec. 12	— QMED, Lifeboat, and all Steward Department Ratings
Dec. 26	— QMED, Lifeboat, and all Steward Department Ratings
Jan. 6	— FOWT
Jan. 9	— QMED, Lifeboat, Quartermaster, and all Steward Department Ratings
Jan. 13	— Diesel
Jan. 23	— QMED, Lifeboat, Welding, and all Steward Department Ratings
Feb. 3	— FOWT
Feb. 6	— QMED, Lifeboat, Able Seaman, and all Steward Department Ratings
Feb. 20	— QMED, Lifeboat, Welding, and all Steward Department Ratings
Mar. 3	— FOWT
Mar. 6	— QMED, Lifeboat, and all Steward Department Ratings

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



# Lundeberg School



## Deck Department Upgrading

### Quartermaster

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

### Able-Seaman

#### Able-Seaman—12 months—any waters

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

#### Able-Seaman—unlimited—any waters

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

### Lifeboatman

1. Must have 90 days seetime in any department.

## Engine Upgrading

### FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

### QMED—any rating

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

### Welding

1. Must hold endorsement as QMED—any rating.

### LNG/LPG Program

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

### Pumpman (Special)

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

## Steward Upgrading

### Assistant Cook

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

### Cook and Baker

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

### Chief Cook

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

### Chief Steward

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

### HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Name \_\_\_\_\_ Age \_\_\_\_\_  
(Last) (First) (Middle)

Address \_\_\_\_\_  
(Street)

Telephone \_\_\_\_\_  
(City) (State) (Zip) (Area Code)

Book Number \_\_\_\_\_ Seniority \_\_\_\_\_

Port and Date Issued \_\_\_\_\_

Social Security # \_\_\_\_\_ Ratings Now Held \_\_\_\_\_

HLS Graduate: Yes  No  Lifeboat Endorsement: Yes  No

Dates Available For Training \_\_\_\_\_

I Am Interested In:

- |  |                                      |  |
|--|--------------------------------------|--|
| <b>DECK</b>                            | <b>ENGINE</b>                        | <b>STEWARD</b>                             |
| <input type="checkbox"/> AB 12 Months  | <input type="checkbox"/> QMED        | <input type="checkbox"/> Electrician       |
| <input type="checkbox"/> AB Unlimited  | <input type="checkbox"/> FWT         | <input type="checkbox"/> Dk. Eng.          |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Oiler       | <input type="checkbox"/> Jr. Eng.          |
| <input type="checkbox"/> Lifeboatman   | <input type="checkbox"/> Dk. Mech.   | <input type="checkbox"/> Pumpman           |
|  | <input type="checkbox"/> Reefer      | <input type="checkbox"/> Machinist         |
|  | <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Welder            |
|  | <input type="checkbox"/> LNG-LPG     | <input type="checkbox"/> Pumpman (Special) |
|  |                                      | <input type="checkbox"/> Assistant Cook    |
|  |                                      | <input type="checkbox"/> Cook & Baker      |
|  |                                      | <input type="checkbox"/> Chief Cook        |
|  |                                      | <input type="checkbox"/> Steward           |

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT \_\_\_\_\_ DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

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

## Upgrade for Job Security

## Leave Welfare Claim

### Information



Because of the Seafarer's many pressing responsibilities in the performance of his job at sea, in upgrading his skills and in meeting the continually rising cost of living, less urgent responsibilities are many times overlooked, yet they are nonetheless extremely important.

When a Seafarer ships out, he will frequently neglect to leave with his wife or dependents certain information absolutely necessary in filing a claim for benefits under the Seafarers Welfare Plan. Without this information, the SIU is forced to hold up payment of the claim because of tight New York State regulations governing welfare plans. This can cause serious but unnecessary financial burdens on a member's family while he is at sea.

Before shipping out, be sure you supply your wife or dependents with the following information: your book number, social security number, the ship you will be sailing, and the names and dates of ships sailed during the last calendar year. This simple act will alleviate some frustrating problems for your family in filing a claim during your absence.

The SIU printed over a year ago convenient cards entitled "Information for SIU Dependents" containing open spaces for the information mentioned above. The cards, obtainable at any SIU Hiring Hall, should be filled out and given to your dependents for easy reference.

If you are already out at sea and think your dependents do not have the information, get a card from the ship's chairman and mail it home immediately. It will keep things running smoothly at home while you are away.



## With Your Dependents

**INFORMATION FOR SIU DEPENDENTS**  
(Mail this card home to your dependents)

Seafarer's Name ..... Date .....

SIU Book No. .... Social Security No. ....

Current Ship .....

Ships during last year .....  
(for 90 day eligibility) .....

---

**DEPENDENTS:** The above information is necessary to facilitate processing of benefits under the SIU Welfare and Pension Plan. Please keep this card for reference when applying for benefits. It has information we need to insure prompt, efficient service.

Please fill this card in completely.  
If you need help ask your delegate.

A. A. Bernstein, Director  
Social Security and Welfare Services

(Member Sends This Card Home)