



# SEAFARERS LOG

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## SIUNA Holds 17th Biennial Convention

See Pages 12-21; Related Stories on Pages 3, 5, 7



Among the prominent speakers who addressed the SIUNA Convention were: Secretary of Labor John Dunlop (top photo, left); AFL-CIO President George Meany (top photo, right, shown with SIUNA President Paul Hall); and Assistant Secretary of Commerce for Maritime Affairs Robert Blackwell (bottom photo, right). There were many guests at the Convention including Seafarers attending the Bosuns Recertification and 'A' Seniority Upgrading programs who are shown here at the Convention's registration desk.



### A&G Report to Convention

See Page 2

### Credentials Committee Report

See Pages 9-11

# Union Made 'Great Strides' in Past 2 Years

On behalf of the Atlantic, Gulf, Lakes and Inland Waters District of the SIU, the following report was delivered by SIU Vice President Lindsey Williams to the delegates attending the 17th Biennial Convention of the Seafarers International Union of North America held in Washington, D.C., Sept. 2-4.

**Report of SEAFARERS  
INTERNATIONAL UNION OF  
NORTH AMERICA, ATLANTIC,  
GULF, LAKES AND INLAND  
WATERS DISTRICT to the 17th  
Biennial Convention of the Seafarers  
International Union of North America,  
AFL-CIO**

Even though the nation as a whole has been experiencing record inflation and growing unemployment rates which have required many labor organizations to struggle merely to prevent a deterioration of their members' economic existence, the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, since November 1973, when the Seafarers International Union of North America held its last convention, has made great strides not only to

protect and increase the hard won economic gains and job security of its membership, but also to obtain substantial improvements in the Union's ability to provide multiple services to its members.

It is quite evident that in the past few months, the maritime industry has experienced difficulties, arising in part out of economic conditions, and in part from the nature of the industry itself. The effects of these conditions are more pronounced in some areas than in others. As has been pointed out, the SIU's Atlantic, Gulf, Lakes and Inland Waters District has managed to improve its position despite the general conditions. And the SIU Atlantic, Gulf, Lakes and Inland Waters District has been commended for its aggressive role and leadership in the effort to protect the U.S. merchant marine, and in seeking ways and means of expanding its operations and opportunities.

In the past two years the SIU-AGLIWD has completed negotiations for new contracts for its Deep Sea and Great Lakes members, expanded its membership, strengthened and enhanced its financial position and expanded its training programs at the Harry Lundeberg School in Piney Point,



Lindsey Williams

Maryland. In the important area of collective bargaining negotiations, contracts with our Great Lakes' operators expired in August 1974. Because of the efforts of the District, a new three-year contract was negotiated which provided the membership with the best wage, benefits and work rules package ever negotiated for unlicensed seamen on the Lakes.

In the District's continuing effort to

involve its members in all decisions affecting their lives, two months prior to the expiration of the Deep Sea contracts, 66 rank and file delegates, representing the membership in all departments were elected by the SIU membership from all Deep Sea ports. These delegates were chosen to attend a conference to outline for the SIU Contract Department the needs and desires of the membership.

During the two weeks spent at Piney Point, the delegates studied contract suggestions from questionnaires, which had been sent to all members. Having the benefit of the members' thoughts and their own experience, the delegates worked out contract proposals that reflected the needs of the membership.

It was those proposals that became the framework which the District used in negotiating the new Deep Sea contract. This new three-year agreement contained substantial increases in wage and overtime in each of its three years. Great gains were also made in improv-

*Continued on Page 21*

## For More Convention News, See Pages 12-21

## the PRESIDENT'S REPORT:



### Key to Victory—Unity

When the SIUNA's 17th Biennial Convention was called to order earlier this month, the most important national issue involving the American labor movement was the unanimously labor-backed boycott by Gulf longshoremen of the loading of American wheat on ships bound for Russia.

The boycott was prompted by the new and potentially economically disastrous sale of 10 million metric tons of American wheat to the Russians. In the first sale of grain to the Russians in June 1972, the Soviets similarly bought millions of tons of grain at the going price of \$1.45 a bushel. And as American consumers can unfortunately recall, by December 1973 the Russian "grain deal" had pushed the price of grain to \$5.33 a bushel and the price of all grain-related products had skyrocketed for the American consumer as a result.

In general, the American people got shafted while a few big grain dealers got rich. The AFL-CIO, which represents 13 million American workers and their families, all of them consumers, did not want to see a repeat performance.

Because of the grain loading boycott, the American labor movement in general, and AFL-CIO President George Meany and Longshoremen's President Teddy Gleason in particular, came under heavy fire from high Administration officials, some Senators and Congressmen from the grain-belt states and wide segments of the press. Meany was called a "pirate" and Gleason was sardonically called the "foreign minister of the labor movement."

Despite the unfair charges, the AFL-CIO called the boycott in a sincere effort to protect the economic interests of all American workers. And the boycott was called only after numerous attempts by the labor movement failed to produce any concrete proof from the Administration that the American consumer would not suffer.

When the new grain deal was made public back in July, labor first voiced its objections. Then on Aug. 6, 1975, along with ILA President Gleason and National MEBA President Jesse Calhoun, I met with Secretary of

Agriculture Earl Butz to more formally present labor's demands for protection of the American consumer against the new grain deal.

Nearly two weeks later on Aug. 18, still with no public concessions from the Administration other than a sketchy prediction that food prices would rise "only" 1.6 percent due to the sale, the Ad Hoc Committee on Maritime Industry Problems met with AFL-CIO President Meany and unanimously backed the just-announced ILA boycott.

Almost immediately a district court judge in Texas issued an injunction against the work stoppage. On Aug. 26 and again on Aug. 28 further meetings were held with President Ford and Secretary of Labor John Dunlop. However, these meetings resulted in no appreciable gains.

On Aug. 27 a second injunction was issued in a Federal court in Corpus Christi, Tex. in effect extending the back-to-work order until Sept. 30. It was obvious that serious efforts were being made to break the boycott.

Labor then took an important stand, a unified stand, concerning the Russian grain sale at the SIUNA's Convention. On Sept. 3, AFL-CIO President Meany addressed the Convention and publicly reasserted the labor movement's stand on the boycott. And on Sept. 4, ILA President Gleason vowed to continue the boycott and to fight the injunctions in court. These two addresses, and their enthusiastic response from the delegates, reinforced the fact that labor would not fold in the face of mounting pressure on the Russian grain issue.

At the close of the Convention, President Ford called for another meeting with labor representatives to reopen discussions on the grain issue. The meeting was held Sept. 9 and it resulted in the establishment of important safeguards for American consumers.

In exchange for a one-month end to the boycott, President Ford initiated a moratorium on new grain sales to Russia until mid-October. In addition he announced the dispatch of an emissary to Russia to begin negotiations on a long-term grain sale, rather than a short term one, as in 1972, which caused such economic havoc in this country. The President also called for the establishment of a new board to deal with the problems of exports and food prices. And he said the U.S. would continue to bargain with the USSR on new shipping rates for American shippers to ensure that at least one third of all grain to Russia is carried on U.S.-flag ships.

Although the battle over the Russian grain deal is not yet over, the labor movement, in particular maritime labor, has won a significant victory. And what this victory all boils down to is unity. Historically, anything American labor has won has been achieved through unity. The Seafarer, too, has achieved his victories through this same kind of unified stand.

**Unity—or more specifically the ability to understand and pinpoint our problems and then stand together on the issue despite personal likes or dislikes—is the key to victory in any tough fight. The SIU membership has achieved this unity and Seafarers have won many tough fights. And, we as Seafarers and members of America's labor movement must retain our unity if we are to continue to build on our record.**

# Meany Attacks Detente, USSR Grain Deal

AFL-CIO President George Meany, focusing on the economic implications of the latest Soviet grain deal, labeled the U.S. policy of detente as "a policy of appeasement" and called for a basic "reassessment of our foreign policy," in his keynote address to a jammed session of the SIUNA's 17th Biennial Convention.

Meany told the swelled crowd of Convention delegates, guests and representatives of the nationwide news media that the new Russian grain deal was "a rip-off of the American consumer" and that the "wheat deal is part and parcel of this policy known as detente, which adds up very simply to conceding anything and everything to help the Soviet Union no matter what it does to the American worker, no matter what it does to the American housewife. Under detente, any conces-



AFL-CIO President George Meany, left, and SIU President Paul Hall get a chance to talk with each other before Meany delivered the keynote address to the SIUNA's 17th Biennial Convention. Meany focused on the Russian grain deal in his talk.

alone went up 255 percent." He added that "we now have an inflation rate of 14 percent annually, and the food price rise, due to the wheat sale in 1972, is a major factor in this situation."

Meany then interrogatively stated: "What did the Administration do about this situation which created a tremendous rise in food prices... What plans did they make to prevent this thing from happening again... Did they impose any restrictions to prevent the Soviet Union from playing games with our millionaire grain dealers to the detriment of the American housewife." He flatly affirmed: "They did nothing. Nothing was done or planned in the three years since this disastrous Soviet wheat sale."

Turning to the new grain deal, the AFL-CIO president stated that the Russians "have again taken advantage of our free market economy by making a back door deal with our big grain operators to the tune of over 10 million metric tons, with more to come."

He continued by noting that already "we see the prices starting to climb. On July 1, 1975 flour was \$8.40 a hundredweight, on Aug. 20 flour was \$10.75 a hundredweight—up 28 percent. A bushel of wheat on July 1, was \$3.80, on Aug. 20 it was \$4.40. Corn is up 14 percent since July 1 and soybeans are up 43 percent since July 1."

Continued on Page 21

## For More Convention News, See Pages 12-21

sion that we can make to the Soviet Union, we should make. This is what the policy of detente is all about in the simplest form. In other words, it's a policy of appeasement."

The AFL-CIO President also reaffirmed labor's full support of the longshoremen's boycott of loading U.S. grain on ships headed to Russia, and he

noted that since the boycott he had "received a tremendous amount of mail, running at a favorable ratio of 12 to one."

[The labor-backed boycott by longshoremen has forced a change in the Administration's stand on the Russian grain deal question. See complete details, below.]

In his attack on the new wheat deal, Meany recalled the history of the orig-

inal deal in 1972, pointing out that "in June 1972, just before the Soviet wheat sale, wheat was at \$1.45 a bushel. By December of 1973, before deliveries were complete, it was \$5.33 a bushel. And in March of 1974, it was \$6.50 a bushel. In the 18 months from June 1972 to December 1973, American wholesale farm prices increased 51 percent. Feed grains in the same period were up 163 percent and wheat

# Russians OK \$16 a Ton Grain Shipping Rate

The ILA's labor-backed boycott of loading American grain on ships bound to Russia is beginning to pay off for the nation's consumers and the U.S. merchant marine as the Ford Administration announced this month tentative agreements with the Soviet Union on a new long-term grain sale to the USSR and sharply higher freight rates for carriage of the grain cargoes.

The announcement came just one week after AFL-CIO President George Meany and International Longshoremen's Association President Teddy Gleason announced a temporary halt to the grain boycott in exchange for President Ford's promise of new negotiations with the Russians on the grain question.

Under the tentative new trade pacts, the Soviet Union has agreed to pay a competitive \$16 per ton freight rate to

American operators, up from \$9.50 per ton under the old 1972 agreement.

**The tentative new rate will enable U.S.-flag ships to participate competitively in the carriage of grain to Russia and it should assure that U.S.-flag ships will carry at least one third of all the grain cargoes. The new rate should also provide substantial employment for a good number of America's 34 laid up tankers.**

The Russian's have also tentatively agreed on a long-term purchase of grain from the U.S. of at least five-million tons per year for the next five years with the stipulation that the U.S. would sell up to eight-million tons if the Russians needed it. This long-term agreement, which labor had demanded during the boycott, should stabilize the

U.S. grain market thereby holding consumer prices down.

The Administration's chief negotiator on the grain issue is Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell who relayed the news of the tentative agreements by phone from Moscow to Secretary of Commerce Rogers C. B. Morton.

The \$16 freight rate will last until at least Dec. 31, 1976 when the old shipping agreement with the Russians runs out. At that time the rates could either be extended in a new pact or raised depending on world-wide rates for grain carriage.

The longshoremen's boycott began on Aug. 18 after repeated attempts by

labor failed to produce assurances from the Administration that the massive grain sale to the Russians would not drive up consumer prices as a similar sale had done in 1972.

A temporary end to the boycott was called on Sept. 9 after President Ford initiated a moratorium on new grain sales to the Soviets until mid-October, set up new negotiations with the Russians and laid plans for the establishment of a government board to deal with the parallel problems of exports and food prices.

If the tentative agreements hold up, unemployed U.S. tankers should begin breaking out by the end of this month or the beginning of next month.

## INDEX

### Legislative News

Washington Activities . . . . . Page 11

### Union News

SIUNA holds Convention . . . . . Pages 12-21  
 Credentials Committee report . . . . . Pages 9-11  
 President's Report . . . . . Page 2  
 SPAD Honor Roll . . . . . Back Page  
 A&G report to Convention . . . . . Page 2  
 Welfare benefits . . . . . Page 8  
 Membership meeting in Piney Point . . . . . Page 4  
 Headquarters Notes . . . . . Page 8

### General News

Recession continues . . . . . Page 7  
 Meany on grain deal . . . . . Page 3  
 Dunlop praises Committee . . . . . Page 5

Hall receives Tulane award . . . . . Page 7

### Shipping

Dispatchers Reports . . . . . Page 23  
 Ships' Committees . . . . . Page 6  
 Ships' Digests . . . . . Page 26

### Training and Upgrading

Upgrading class schedule, requirements & application . . . . . Pages 28-29  
 Seafarers participate in bosuns recertification and 'A' seniority upgrading . . . . . Page 30  
 GED requirements and application . . . . . Page 29

### Membership News

New SIU pensioners . . . . . Page 24  
 Final departures . . . . . Page 27



The AFL-CIO Ad Hoc Committee on Maritime Industry Problems met in a special session called by AFL-CIO President George Meany in Washington Aug. 18 to discuss the implications of the massive grain sale to the Soviet Union. Among those attending were, from left, Ed Carlough, Sheet Metal Workers; SIU President Paul Hall; Frank Scavo, Master, Mates & Pilots; Teddy Gleason, Longshoremen, and AFL-CIO Secretary-Treasurer Lane Kirkland. President Meany chaired the meeting.

# Piney Point Meeting Aboard Zimmerman



At the rostrum (above) Seafarer Andrew Leshansky of San Francisco tells the audience the importance of SPAD in supporting SIU political activities in Washington, D.C. Below, 'A' Seniority Upgrader John Haller of Philadelphia declares to Seafarers and Trainees that "Everything here at Piney Point is here for you and nobody else."



Chairman of the meeting, HLSS VP Mike Sacco (left) explains SIU opposition to Russian grain sales. Center, Seafarer Eligio La Soya addresses the membership. Reading Clerk Peter Schuffels, (right) engine department instructor, reports on shipping and the legislative battle in the nation's capital against attacks on the Jones Act.



An informational meeting was held on Aug. 9 in the Port of Piney Point for Seafarers and Trainees at the Lundberg School. Such meetings are held monthly at HLS, and the purpose is to keep the members up-to-date on such matters as shipping, legislation, developments in the maritime industry, and educational opportunities and programs being offered at the School.

In order to accommodate the large number of Seafarers who attend, the meetings are held in the auditorium of the schoolship *Charles S. Zimmerman*. Seafarers who wish to express opinions about Union opportunities and activities are featured speakers at the Piney Point meetings, and all SIU and IBU members are encouraged to participate.

During the August meeting, the following speakers addressed the members: Seafarers Andrew Leshansky; Eligio La Soya; Darrell McCorvey; Vertis Smith; James Davis; John Biletz, and John Haller; Trainees Gary Hetherington; Scott Egdahl; Paul North; Bruce Egdahl, and Peter Felt.

The meeting was chaired by HLSS Vice President Mike Sacco. Brother Peter Schuffels acted as reading clerk, and Brother Hans Spiegel served as recording secretary.



Trainee Scott Egdahl (above) stressed the importance of the SIU Constitution at the meeting when he stated, "In my Union Education classes, I've often heard our Union compared to a house. The foundation of this house is the Constitution and as long as the foundation is strong, the house will stand." Listening attentively (below) is Trainee S. Pohlman.



Some of the Trainees who spoke at the meeting were, from the left: Paul North, who talked about the Union contract; Scott Egdahl who dealt with the SIU Constitution, and Gary Hetherington who spoke on the Union's political efforts for job security. At the speakers rostrum (right) is the Harry Lundberg School of Seamanship vice president, Mike Sacco.

# Dunlop Commends Ad Hoc Committee

Delivering the day's keynote address to the third and final session of the SIUNA's 17th Biennial Convention, Secretary of Labor John Dunlop commended the SIU and America's maritime labor movement for making the AFL-CIO's Ad Hoc Committee on Maritime Industry Problems a viable force in fostering a strong U.S. merchant marine.

Secretary Dunlop, who formerly served as chairman of the Maritime Ad Hoc Committee, told the Convention delegates that his seven months as the Committee's chairman gave him "a great appreciation of the problems facing the maritime industry today." Dunlop confessed that he first balked at taking the chairmanship because he "wanted to make sure that the maritime unions were serious" about the work of the Committee. He noted that his seven months "gave him a real education about how serious the unions actually were in solving the industry's problems."

Referring to the success of the maritime labor committee, the Labor Secretary suggested that maritime management and maritime unions set up a similar kind of committee "because there is a great need for a common, regular forum to appraise our problems."



Secretary of Labor John Dunlop (left) and SIUNA President Paul Hall are shown here conferring on the last day of the International's 17th Convention.

Secretary Dunlop, a professor of economics at Harvard University who has served as mediator in many labor-management disputes, also pointed out to the Convention that "in the maritime industry, for that matter as in any industry, there is a need for all segments of the industry to take a long-term perspective view of our problems."

He affirmed that to conclusively solve common problems "we must learn

to put them in their proper perspective so we can lay a foundation for success for the next five or ten years." Referring to the maritime industry's current problems, Dunlop said: "I am confident that they can be resolved."

#### Commends Terpe

In addition, the Secretary of Labor expressed the U.S. Labor Department's continuing appreciation to Keith Terpe, president of the SIU of Puerto Rico,

Caribe and Latin America, for "fostering healthy labor-management relations." Terpe was awarded a Certificate of Recognition several months ago by the Labor Department for his work in these areas.

Before concluding his address to the Convention, Secretary Dunlop also expressed his appreciation to SIU President Paul Hall for his contributions to the success of the Ad Hoc Committee on Maritime Industry Problems and his role in the revitalization of the U.S. merchant fleet.

Prior to his appointment as Secretary of Labor, Dunlop served as Director of the Cost of Living Council during the period of wage and price controls, as chairman of the Construction Industry Stabilization Committee for which he received high praise from labor and management for his practical approach to the industry's problems. Dunlop also served as chairman of President Ford's Labor Management Committee, set up late last year to help solve the nation's economic problems. SIU President Paul Hall was also appointed to this panel.

Dunlop has served as arbitrator in disputes in the coal, railroad, airline, atomic energy, missile, steel and other industries and has been a member of the Harvard University faculty since 1938.

## IBU Convention Report Shows Rapid Growth Rate

The following report was submitted by the SIU-affiliated Inland Boatmen's Union to the 17th Biennial Convention of the Seafarers International Union of North America held in Washington, D.C., Sept. 2-4.

### REPORT OF

#### INLAND BOATMEN'S UNION

At the time of the 16th Biennial SIU Convention in November of 1973, the Inland Boatmen's Union of the SIU-AGLIWD held its Fourth Quadrennial Convention. The most significant step taken was the abolishing of the IBU's former regional structure and the adoption of one, central Constitution. Now, almost two years later, we can appreciate the foresight of the delegates in making this change. The restructuring of the IBU has greatly increased our efficiency, improved our potential for future growth, and strengthened the job security of our members.

IBU-contracted companies continue to play an active part in the rapid growth of the towing industry. More than 50 vessels were added to our contracted fleet in the past two years. Because of a shortage of steel and other materials, and because of the phenomenal growth rate of our industry, shipyards have literally been unable to turn out equipment fast enough, and many of our companies have had contracts for new construction pending for over a year. If all present construction contracts are fulfilled, our contracted fleet will continue to expand at a healthy rate.

Not only are our companies expanding, but the IBU is also increasing the number of companies under contract. Since the last Convention, the IBU has organized five new companies, and IBU organizers are currently engaged in a

number of new drives. There is a tremendous potential for organizational activities in the towing industry, particularly in the Rivers and Gulf areas. The IBU plans to step up its efforts to organize the thousands of unorganized boatmen on the waterways.

Another major achievement for the IBU has been in the area of contract negotiations. Fifty-six new contracts have been negotiated since the last Convention, and major rounds are under way in the ports of Philadelphia, Baltimore, Norfolk, and Houston. IBU negotiating committees will continue to strive to gain better wages and working conditions for inland boatmen.

Progress has also been made in raising and standardizing levels of welfare contributions. Contributions are continually increasing, and we plan to raise the benefits for IBU members in the near future.

In mid-1973 the IBU became actively engaged in training men for work on the inland waterways. Since that time our training programs at both the entry and upgrading levels have proved effective in filling our manpower needs. Obtaining new personnel from the Harry Lundeberg School rather than off the bank has also greatly helped stabilize our fleet. Almost 400 entry trainees have graduated from the IBU program since its inception.

All IBU courses are constantly being evaluated and revised, and new upgrading courses are added as the need for them arises. Some of the IBU upgrading courses which have been added since the last Convention are Towboat Operator, First-Class Pilot, and Chief and Assistant Diesel Engineer. We will continue to evaluate and improve the IBU training programs in order to keep pace with a growing and changing industry.

Because the towing industry is so heavily regulated, the IBU has been and must continue to be very active on the political front. We must be on the alert for important political matters which affect our members' working conditions and job security. And, we must be alert on all fronts—legislative, executive, and judicial; local, state, and federal.

Since the last Convention, the IBU has been quite successful on the political front. To name just a few of our victories: we helped defeat the Surface Transportation Act, a bill which would have aided the railroads at the expense of the towing industry; we helped knock down two threats to the Jones Act; and we aided in killing a bill which would have permitted a two-watch system on many deep sea tugs which are now required to carry three watches.

But we cannot afford to rest on our past success. Many issues of vital importance to our Union are currently under consideration and require our

### Drozak Attends First LNG Study Group

The functioning of LNG storage tanks and transportation projects already in use in New York, the state's projected natural gas supplies for the coming winter and the state's jurisdiction over LNG storage and movement were among the topics discussed at the first meeting of the LNG study group to which SIU Vice President Frank Drozak has been appointed by New York Governor Hugh Carey.

The aim of this panel, whose first meeting was held on Aug. 21 at the Governor's New York City office, is to consider viewpoints from all groups interested in LNG, including consumers of gas, environmentalists, utility com-

panies, shippers and workers in the field, and then to make recommendations to Governor Carey.

Other matters which the IBU is currently monitoring include a petition by a Florida natural gas company before the Federal Power Commission to convert their gas pipeline to the carriage of petroleum products, a draft proposal by the Coast Guard to eliminate tankermen from hazardous tows while underway, and several different proposals to impose a user tax on the waterways. For the sake of our members' job security, we must continue to be active on all political fronts.

The IBU will continue to work in all areas—organizing, negotiations, training, and political activities—in order to achieve a more viable organization for representing inland boatmen.

In addition to SIU Vice President Drozak, the 11-member LNG study group also includes Elwin Larson, Senior Vice President of the Brooklyn Union Gas Co.; James Flanagan, President of the Greenpoint Civic Association; Dr. Alfred Kahn, Chairman of the N.Y. Public Service Commission; Ogden Reid, Commissioner of the N.Y. Department of Environmental Conservation and a number of New York State senators and assemblymen.

It is hoped that this group will be able to recommend a course of action for New York that will satisfy all segments of this country interested in LNG and that will allow New York to lead the way in expanding LNG use.

**For More Convention News, See Pages 12-21**

# The Committee Page

## Sea-Land Resource Committee



Recertified Bosun Pete Drewes (2nd left) ship's chairman of the container-ship *Sea-Land Resource* stands by at a payoff Sept. 9 in Port Elizabeth, N.J. With him are the Ship's Committee of (l. to r.): Steward Delegate Charles Wilson; Deck Delegate Evans Verveniotis, and Engine Delegate James McParland. At the table SIU Patrolman Ted Babkowski looks at one of the brother's membership book. The *Sea-Land Resource* is on the run to Rotterdam.

## Los Angeles Committee



SIU Patrolman Teddy Babkowski (seated center) gesticulates to Deck Delegate Jose Bonafont (left) at a payoff on the containership *Los Angeles* (Sea-Land) Sept. 8 in Port Elizabeth, N.J. Seated Engine Delegate O. M. Myers waits to pay his dues as other members of the Ship's Committee are in the background, (l. to r.): Steward Delegate John Sullivan, and Educational Director James Brock. The ship is on the run to the Med.

## Jacksonville Committee



Recertified Bosun Woody Lawton (seated left) ship's chairman of the containership *Jacksonville* (Sea-Land) at a payoff on Sept. 18 in Port Elizabeth, N.J. He's with other members of the crew and the Ship's Committee (on his left) of: AB Tony Zaleskin and AB William Cooper, deck delegate. Standing (l. to r.) are: Cook and Baker Raymon Aguiar, steward delegate, and Chief Steward Bill Hand, secretary-reporter. The *Jacksonville* is on the coastwise run.

## George Walton Committee



Recertified Bosun Gregory Troche (seated left rear) Ship's Chairman of the C4 SS *George Walton* (Waterman) watches N.Y. Port Agent Leon Hall (seated front right) go over an overtime report with Educational Director Ross Lyle as Deck Delegate Ralph Moore (seated center) looks at the camera. Behind Hall are (r. to l.): Chief Steward Jake Longfellow, secretary-reporter; visiting Recertified Bosun Billy Price, and (seated) Messman D. Vazquez, steward delegate. Standing far left is Engine Delegate Joseph Gallent. The ship paid off on Aug. 28 and on Sept. 2 she was on her way to India.

## Alex Stephens Committee



At a payoff Aug. 25 at Pier 7 in the port of Brooklyn, N.Y., is Recertified Bosun William Feil (2nd right standing) ship's chairman of the C4 SS *Alex Stephens* (Waterman) prior to going on a run to the Mideast. Other members of the Ship's Committee are (seated) Chief Steward James Morton, secretary-reporter and in the rear (l. to r.) Oiler John Caldwell, engine delegate; Utility Messman John Kennedy, steward delegate; Feil and Deck Maintenance man Mickol Johnson, deck delegate.

## Arecibo Committee



Recertified Bosun Eugene Dakin (standing center) ship's chairman of the containership SS *Arecibo* (Puerto Rico Marine) stands by with the Ship's Committee at a payoff Aug. 26 in Port Elizabeth, N.J. following a coastwise run. On the right (sitting) is SIU Patrolman Teddy Babkowski with Crew Messman Servando Castro, steward delegate, at his side. Flanking Dakin is Chief Steward Jacinto Guilles, secretary-reporter and Oiler Angel Morales, engine delegate.

# Tulane University Grad School Honors Hall for Contributions

In recognition of the interest and support SIU President Paul Hall has given the Tulane University Institute on Foreign Transportation and Port Oper-

ations over the past 15 years, he was presented a plaque by the institute at the SIUNA Convention earlier this month in Washington, D.C.



Doris Campbell, executive secretary of the Graduate School of Business Administration of Tulane University in New Orleans, presents SIU President Paul Hall with a plaque expressing the University's gratitude for his "constructive interest in the school's Institute on Foreign Transportation and Port Operations" over the past 15 years.

Doris Campbell, executive secretary of the Graduate School of Business Administration at Tulane presented the award. The institute is sponsored by the business school at the university, which is located in New Orleans, La.

The inscription on the plaque was in the form of a letter sent to President Hall from Herbert Longenecker, who up until recently was the president of Tulane University.

The inscription read:

"On behalf of Tulane University, I want to express to you the university's and my appreciation for your constructive interest in the Institute on Foreign Transportation and Port Operations and for the valuable contribution you have made to it over these past 15 years.

"We particularly feel that your knowledge and your availability to our enrollees with the consequent clarifying discussion of issues have been important strengths of the program.

"Please accept our thanks for your faithful support."

In accepting the award, President Hall said, "It has been my great pleasure to work with the institute. I am

grateful to the institute because at a time when there wasn't much interest in other sectors in foreign transportation, the institute was the exception to the general rule. We've had an arena in which to tell our story."

## Optical Benefit Change

The Board of Trustees of the Seafarers Welfare and Pension Plan has accepted a revision in the optical benefit.

Effective Jan. 1, 1976 Seafarers meeting the basic eligibility requirements and their dependents need no longer patronize a contracted optician in order to receive the optical benefit of up to \$30 every two years for an eye examination and a pair of glasses.

Under the revised provision, eligible Seafarers may go to any optician and must submit the paid bill, along with the SIU claim form to the Plan office. The Plan will then directly reimburse each man up to \$30 for each eligible claim.

## Labor Leaders Call for Reassessment of U.S. Policies

Top labor movement officials have called for a complete reassessment of America's domestic and foreign policies in order to better serve the interests and welfare of this country's working men and women.

In a series of nationwide radio broadcasts on Labor Day, the AFL-CIO's President George Meany and Secretary-Treasurer Lane Kirkland discussed the state of the sagging U.S. economy and the economic impact of detente on the American consumer. They called on the Ford Administration to reconsider its opposition to essential social and employment programs and its continued policy of presidential vetoes.

President George Meany said that the present economic policies which have brought about high levels of un-

employment and inflation coupled with recession must be drastically changed.

"We won't accept the idea that our children have to live in a society crippled by massive unemployment, skyrocketing prices, deteriorating public services, municipal bankruptcies, rising crime—in short, a collapse in the quality of life of the American people.

"We in the American labor movement don't think it has to be that way," he said.

### People Above Dollars

Meany said that the nation could overcome this deterioration with "proper leadership and sound policies that put people above dollars," the same combination which pulled the country out of the depression of the 1930's.

The AFL-CIO leader also stated that complicating a search for solutions were current international conditions and American involvement in them. He said that neither the American labor movement nor the nation itself can afford to be isolationist and he stressed that all citizens must have a voice in the country's foreign policies.

"Drive into your local gas station and you'll run smack into the crisis in the Middle East and Arab oil blackmail. Walk into your grocery store, and your pocketbook will feel the consequences of the Soviet wheat deal in the name of detente," Meany said.

"On this Labor Day 1975, the American labor movement calls upon the nation's leaders to reassess not only the disastrous economic policies which have brought misery to millions, but the equally disastrous foreign policies that would seek to stop evil by appeasing it."

### Unemployment Insurance

In a separate speech, AFL-CIO Secretary-Treasurer Lane Kirkland said that the trade union movement is dedicated to improving the unemployment insurance program to help ease the plight of the nation's millions of unemployed.

Stating that the current benefit average of \$68 a week replaces only about 20 to 30 percent of a worker's lost

wages in many cases, Kirkland then noted that "this is a complete distortion of the original intent of unemployment insurance to restore to jobless workers at least one-half of their former weekly wage. And even 50 percent—a target we are a long way from reaching

—is much too low."

He also said that immediate steps should be taken to increase and extend unemployment benefits and coverage and set an overall goal of strengthening the financing of the jobless benefits program.

## Convention Report: Unification Strengthened UIW

The following report was submitted by the SIU-affiliated United Industrial Workers to the 17th Biennial Convention of the Seafarers International Union of North America held in Washington, D.C., Sept. 2-4.

### REPORT OF

### UNITED INDUSTRIAL WORKERS

The United Industrial Workers of the SIU-AGLIWD held a Convention at the time of the last SIU Convention in November of 1973. The delegates to the UIW Convention voted to abolish the UIW's former regional structure and to adopt one central Constitution. This unification has strengthened the UIW and enabled us to better serve our members in such areas as organizing activities, contract negotiations, and fringe benefits.

Since the last SIU Convention in November of 1973, four new companies have been brought under the UIW banner. The new UIW companies range from St. Croix, Virgin Islands to Norfolk, Virginia to Columbus, Ohio. We will continue in our efforts to organize the unorganized shoreside worker, who often has to work under substandard conditions for low wages and little or nothing in the way of fringe benefits.

The last two years have been very busy for the UIW in the area of contract negotiations. Since the last Convention, over ninety (90) UIW contracts have been negotiated in every part of the country. Substantial wage increases, improved working conditions, and increased fringe benefits have been obtained in all our new contracts. The UIW will continue to fight hard in all upcoming negotiations to obtain the

best possible contracts for our members.

Our welfare benefits program has increased considerably since the last Convention. We have negotiated increased employer contributions, and, as a result of these increases, we are considering the possibility of broadening our welfare benefits still further. UIW members and their families are already protected by one of the finest welfare plans in shoreside industry, and we plan to keep it that way by increasing the benefits whenever possible.

Our UIW Pension Plan, which has been in effect for about three years, continues to expand rapidly. Not only have employer contributions doubled for most companies, but also more UIW members have been brought under the protection of our plan. We are considering further improvements in the plan as employer contributions continue to increase.

The UIW will continue to seek ways of improving assistance to the membership. We must step up our organizing program so that all shoreside workers can have the kind of trade union representation they need. Contract negotiations are a never-ending process, and we will continue to work for even better wages and benefits in order to improve the livelihood of those shoreside workers who have turned to us to represent them in collective bargaining with management.

**For More  
Convention News,  
See Pages 12-21**

## SAB Ruling On Laid-Up Vessels

On June 16, 1975 a change was made in the shipping rules that extended the lay-up rule period from seven days to 30 days. This rule allows a Seafarer aboard a ship which is laid-up to reclaim his job if that ship is broken out within 30 days and he has registered in the hiring hall which renews that ship.

Because of confusion about when a man must register in order to reclaim his job, the Seafarers Appeals Board has ruled that, effective Oct. 1, 1975, you must register within three days after the date your ship has been laid-up in the hiring hall which will renew the ship if you wish to be eligible to reclaim your job within the 30-day period. If the third day falls on a Sunday or a holiday, you may register on the following day.

If the laid-up ship is recrewed within the three day period, you may register in the hiring hall which renews the ship at anytime up to and including the day of recrewed.



## Headquarters Notes

by SIU Vice President Frank Drozak

The 225,000 dwt tankers *TT Brooklyn* and *TT Williamsburg*, the OBO's *Ultramar* and *Ultrasea*, and Waterman and Delta's LASH carriers are all new ships which the SIU is currently manning. These, and other new vessels, represent a substantial number of jobs for this membership for the many years it is predicted that they will be in operation.

And yet these new ships won't generate one job unless there is cargo for them to carry.

The long range answer to providing cargo for U.S. tankers lies in obtaining a cargo preference law. The SIU began the battle for an oil cargo preference bill in 1971 and renewed the struggle again in 1973. And though the last oil preference bill was finally defeated by a presidential veto, the SIU will not give up its struggle for a fair share of our oil imports. It is the only permanent solution to providing employment for U.S. tankers and insuring this membership's job security.

The U.S. liner trades have benefited greatly from the Merchant Marine Act of 1970. Our liner fleet is one of the most efficient and most modern in the world, and Seafarers man a large percentage of these ships.

Yet we cannot afford to rest from our efforts to protect and improve this vital trade. No matter how efficient our fleet it cannot compete with the state-owned fleets of the Soviet Union and Poland which are now engaged in a ruthless rate cutting attack on our West Coast and Gulf operators.

Again the only practical answer to protecting our jobs lies in getting legislation which will control the rate cutting of the state-owned fleets.

For this reason we are throwing all our support behind the non-national carriers bill first introduced into the U.S. Congress by Senator Daniel Inouye. This bill would require rate cutters to prove that they are operating profitably at the lower rates.

The need for these legislative efforts on our part is obvious. Without these laws there will be no cargoes for U.S. ships and no jobs for Seafarers who man those ships.

The only way we can carry on these battles, and the many others that I report on every month, is through SPAD. The money voluntarily given to SPAD represents the only funds the SIU can use to carry on its vital political actions.

So again I ask you to consider your job security, the political battles we must wage to protect that security and the strength of our enemies when you think about donating to SPAD.

### CONTRACT RATIFICATION

The crews on the majority of our ships have now overwhelmingly ratified the new Tanker and Freightship Agreements which were negotiated with our contracted operators in June. Patrolmen are continuing to board SIU-contracted ships and are voting the few remaining members who have been at sea since June.

These three-year agreements provide this membership with excellent contract terms, including across-the-board wage increases and substantial increases in vacation, pension and welfare benefits.

The entire texts of the new Tanker and Freightship contracts were published in a special edition of the July LOG and sent to each member and all ships.

### FIREFIGHTING

The two-day Firefighting course held at Piney Point and at the Military Sealift Command's School in Earle, N.J. is continuing to serve the important function of training Seafarers in shipboard fire control.

Seafarers trained through this program have the knowledge necessary to keep a small fire on a ship from spreading and endangering the lives of everyone aboard that ship.

I urge all who have not done so to contact an SIU representative and attend this course.

### BOSUNS RECERTIFICATION PROGRAM

Twelve more Seafarers have successfully completed the two-month Bosuns Recertification Program, bringing to 284 the number of our seamen who have upgraded through the program.

This has proven to be one of the most important and successful programs the SIU has ever conducted. The bosun is the key unlicensed Seafarer aboard a vessel, and the knowledge these recertified bosuns have obtained from attending classes in Piney Point and observing the Union's operations at Headquarters has enabled them to handle their job as ship's chairman with greater efficiency and has resulted in smoother voyages for the crews with whom they sail.

For more information about the Bosuns Recertification Program see page 30 of this LOG.

### 'A' SENIORITY UPGRADING PROGRAM

Six more Seafarers have received their full 'A' Books through the 'A' Seniority Upgrading Program and are ready to ship out as full SIU members with all the accompanying rights, duties and responsibilities.

I strongly urge all eligible brothers who have not already done so to apply for this program. It will serve to benefit each member as well as the Union.

For more information on the 'A' Seniority Upgrading Program see page 30 of this LOG.

### SCHEDULE OF INCREASED BENEFITS MADE POSSIBLE FROM INCREASED CONTRIBUTIONS

BENEFITS	CURRENT BENEFITS	INCREASED BENEFITS
Death	\$4,000.00	\$5,000.00 payable only to designated beneficiary of eligibles who are included in the following category, spouse, child, stepchild, mother, father, grandparent, brother, sister, half-brother, half-sister, grandchild, stepbrother, stepsister, stepmother, step-father.
Accidental Dismemberment	None.	If any eligible <i>employee</i> suffers an accidental loss not arising out of or in the course of employment will receive as follows: <ol style="list-style-type: none"> <li>1. Loss of 2 hands . . . . . \$5,000.00</li> <li>2. Loss of 2 feet . . . . . \$5,000.00</li> <li>3. Loss of 2 eyes . . . . . \$5,000.00</li> <li>4. Loss of 1 hand and 1 foot . . . . . \$5,000.00</li> <li>5. Loss of 1 hand and 1 eye . . . . . \$5,000.00</li> <li>6. Loss of 1 foot and 1 eye . . . . . \$5,000.00</li> <li>7. Loss of 1 hand . . . . . \$2,500.00</li> <li>8. Loss of 1 foot . . . . . \$2,500.00</li> <li>9. Loss of sight of 1 eye . . . . . \$2,500.00</li> </ol> Total amount payable on account of more than one of the losses listed and sustained by the injured employee in any one accident—Maximum: \$5,000.00.
Surgical	Per schedule up to a maximum of \$450.00 per confinement.	Plan will pay cost of surgery per Surgical Schedule up to a maximum of \$600.00. <b>NOTE: Detailed surgical schedule will appear in upcoming issue of the LOG.</b>
In Hospital Doctors Visits	\$4.00 per day up to date of surgery—Maximum 31 days.	\$15.00 for the first day. \$10.00 for the second day. \$ 6.00 per day thereafter for 58 days—Maximum 60 days. When surgery is performed, benefits are payable only up to date of surgery.
Maternity	\$300.00 maximum for each child.	\$500.00 Maximum for each child. May be payable to hospital, doctor or member.
Optical	\$25.00 for eligibles/dependents who live in a city where there is no contracted optician. Once every 2 years.	\$30.00 for eligibles/dependents who live in a city where there is no contracted optician. Once every 2 years.
Hospital Room & Board	\$30.00 daily—Private room.	Private room—plan pays the hospital's average semi-private rate.
Intensive Care	\$75.00 per day.	Full cost of Intensive Care.
Hospital Extras	\$300.00 for 1st 31 days; thereafter up to another \$300.00—Maximum \$600.00.	<i>Actual charges</i> for miscellaneous hospital expenses with exception of Radiation therapy, physicians services, private nurses or luxuries or conveniences not directly associated with hospital care. Maximum 60 days for each confinement.
Pension	\$250.00 per month.	\$350.00 per month for employees who retire and submit applications <i>on or after June 16, 1975.</i>



# REPORT OF CREDENTIALS COMMITTEE

Following is the full report of the Credentials Committee elected at the New York August membership meeting to review nominations for the SIU general election of 1976, 1977, 1978 and 1979. The report is being read and voted upon in all ports at the September meetings.

## REPORT OF CREDENTIALS COMMITTEE ON CANDIDATES FOR GENERAL ELECTION OF 1976-77-78-79

We, the undersigned Committee on Credentials, were duly elected at the regular business meeting at Headquarters on August 4th, 1975, in accordance with the Constitution. Your Committee has examined the credentials of the candidates for elective office or job in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, for the years of 1976-77-78-79, as per Article XI, Section 1, and submit the following report:

We qualified or disqualified those men who submitted for office by our Constitution and particularly by the rules of our Constitution as contained in Articles XII and XIII. Article XII is known as Qualifications For Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs. The Article reads as follows:

"Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

- He has, at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and
- He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and
- He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment with, or any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes, in which event he shall have at least sixty-five (65) days of

such seetime instead of the foregoing one hundred (100) days; and

- He is a citizen of the United States of America; and
- He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing."

Article XIII, is known as, Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen. Sections 1 and 2 of that Article read as follows:

"Section 1. Nominations. Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.
- Proof of citizenship.
- Proof of seetime and/or employment as required for candidates.
- In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.
- Annexing a certificate in the following form, signed and dated by the proposed nominee:  
"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a mem-

ber of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated .....

Signature of Member

Book No. ....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15th and no later than August 15th of the election year.

The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

### Section 2. Credentials Committee.

a) A Credentials Committee shall be elected at the regular meeting in August of the election year, at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting, with two (2) members to be elected from each of the Deck, Engine and Stewards Departments. No officer, Headquarters Representative, Port Agent or Patrolman, or candidate for office or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In the event any committee member is unable to serve, the Committee shall suspend until the President or Executive Vice President, or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote, with any tie vote being resolved by a majority vote of the membership at a special meeting called for that purpose at that Port.

b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified", the reason therefor must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted, with sufficient detail. The report shall be signed by all of the Committee members, and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes, and then posted on the bulletin board in each Port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in Headquarters by midnight of closing day.

c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing the reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port, where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the

Continued on Page 10



SIU Credentials Committee, elected at the August New York membership meeting, reviews nominations for election of SIU officers to be held later this year. They are, clockwise from near left: Warren Cassidy, steward department; Jack Dixon, engine department; Frank Teti, chairman, deck department; Theodore R. Goodman, steward department; William G. Cofone, deck department, and Carroll Patrick Dwyer, engine department.

# REPORT OF CREDENTIALS COMMITTEE

Continued from Page 9

applicant may appear in person before the Committee within two days after the day on which the telegram is sent, to correct his application or argue for his qualification.

The Committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first regular meeting after its election.

d) A majority vote of the membership shall, in the case of such appeals, be sufficient to over-rule any disqualification by the Credentials Committee, in which event the one so previously classified shall then be deemed qualified.

e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Headquarters Representative, Port Agent or Patrolman, has met all the requirements of Section 1(a) of Article XII. (End of quote.)

Further, in order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

"Section 9. The term, 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, 'member' shall mean a member in good standing."

After full and thorough deliberations, the Committee made its decisions and sent appropriate notification to candidates. In the course of their deliberations the Committee ultimately came to decisions which are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union, which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required. (Article XIII, Section 7.) Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all men who submitted their credentials to the Committee. The men's names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters' offices, beginning with Boston, be arranged on the ballot geographically, as has been done in the past. After each man's name and book number is his qualification or disqualification, followed by the reason for that decision.

## PRESIDENT

Louis C. Babin, B-826	Qualified	Credentials in order.
Paul Hall, H-1	Qualified	Credentials in order.
Walter LeClaire, L-636	Qualified	Credentials in order.
Glenn Wells, W-792	Qualified	Credentials in order.

## EXECUTIVE VICE-PRESIDENT

Frank Drozak, D-22	Qualified	Credentials in order.
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## SECRETARY-TREASURER

Joseph DiGiorgio, D-2	Qualified	Credentials in order.
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## VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Gary J. Bryant, B-1330	Disqualified	Was not in continuous good standing for three (3) years previous to nomination.
Cal Tanner, T-1	Qualified	Credentials in order.

## VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Earl Shepard, S-2	Qualified	Credentials in order.
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## VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Lindsey J. Williams, W-1	Qualified	Credentials in order.
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## VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

Paul Drozak, D-180	Qualified	Credentials in order.
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## HEADQUARTERS REPRESENTATIVE

Fred Farnen, F-656	Qualified	Credentials in order.
Leon Hall, Jr., H-125	Qualified	Credentials in order.
William W. Hall, H-272	Qualified	Credentials in order.
Edward X. Mooney, M-7	Qualified	Credentials in order.

## NEW YORK AGENT

George McCartney, M-948	Qualified	Credentials in order.
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## NEW YORK JOINT PATROLMAN

Ted Babkowski, B-1	Qualified	Credentials in order.
Jack Caffey, C-1010	Qualified	Credentials in order.
Angus Campbell, C-217	Qualified	Credentials in order.
Perry D. Ellis, E-295	Qualified	Credentials in order.
Luigi Iovino, I-11	Qualified	Credentials in order.
Frank Mongelli, M-1111	Qualified	Credentials in order.
Michael Sacco, S-1288	Qualified	Credentials in order.
Keith Terpe, T-3	Qualified	Credentials in order.
Herman M. Troxclair, T-4	Qualified	Credentials in order.

## PHILADELPHIA AGENT

John F. Fay, F-363	Qualified	Credentials in order.
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## PHILADELPHIA JOINT PATROLMAN

Albert (Al) Bernstein, B-3	Qualified	Credentials in order.
William (Red) Morris, M-4	Qualified	Credentials in order.

## BALTIMORE AGENT

Benjamin Wilson, W-217	Qualified	Credentials in order.
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## BALTIMORE JOINT PATROLMAN

Tony Kastina, K-5	Qualified	Credentials in order.
Robert Pomerlane, P-437	Qualified	Credentials in order.

## MOBILE AGENT

Louis Neira, N-1	Qualified	Credentials in order.
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## MOBILE JOINT PATROLMAN

David L. Dickinson, D-227	Qualified	Credentials in order.
Harold J. Fischer, F-1	Qualified	Credentials in order.
Robert L. Jordan, J-1	Qualified	Credentials in order.

## NEW ORLEANS AGENT

C. J. "Buck" Stephens, S-4	Qualified	Credentials in order.
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## NEW ORLEANS JOINT PATROLMAN

Thomas E. Gould, G-267	Qualified	Credentials in order.
Louis Guarino, G-520	Qualified	Credentials in order.
Stanley Zeagler, Z-60	Qualified	Credentials in order.

## HOUSTON AGENT

Robert F. (Mickey) Wilburn, W-6	Qualified	Credentials in order.
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## HOUSTON JOINT PATROLMAN

Frank "Scottie" Aubusson, A-8	Qualified	Credentials in order.
Peter E. Dolan, D-829	Qualified	Credentials in order.
Roan Lightfoot, L-562	Qualified	Credentials in order.
Lewis L. Stanton, S-1484	Disqualified	Does not have one hundred (100) days' seetime from January 1, 1975 to date of nomination.

Franklin Taylor, T-180	Qualified	Credentials in order.
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## SAN FRANCISCO AGENT

Arthur C. Lehmann, L-750	Qualified	Credentials in order.
Steve Troy, T-485	Qualified	Credentials in order.

## SAN FRANCISCO JOINT PATROLMAN

Pasquale (Pat) Marinelli, M-462	Qualified	Credentials in order.
Joseph Sacco, S-1287	Qualified	Credentials in order.

## DETROIT AGENT

Jack Bluit, B-15	Qualified	Credentials in order.
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## DETROIT JOINT PATROLMAN

Roy Boudreau, B-1473	Qualified	Credentials in order.
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As will be noted in the foregoing sections of the Committee's report, the provisions of the SIU Constitution governing election procedure made it mandatory that some of the men who had been nominated be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from a decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2, paragraph (b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, Carroll Dwyer, Book No. D-824, and William Cofone, Book No. C-808, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Friday, August 15, 1975, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee points out, that in the President's Pre-Balloting Report approved by the membership as per the Constitution, and published in the May SEAFARERS LOG, the exact offices and jobs for which nominations were to be made, was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make a number of disqualifications, and the following are the details relative to each of those disqualifications:

1. Gary L. Bryant, B-1330—Candidate for Vice President in Charge of Contracts and Contract Enforcement.

Union records reveal that Brother Bryant did not pay his third quarter dues for 1972 until September 2, 1972, when they should have been paid no later than July 30, 1972. The Union records further reveal that he also failed to pay his fourth quarter dues for 1972 until January 29, 1973, when they should have been paid no later than October 30, 1972. Our Union records further reveal that the above Union monetary payment requirements were not excused by reason of provisions of Article III, Section 3, hereinafter set forth. Therefore, Brother Bryant was disqualified under Article XII, Section 1, paragraph (b) of our Constitution, which reads as follows:

"Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;". This section of the Constitution is further supported by Article V, Section 1, which reads as follows: "Section 1. All members shall pay dues quarterly, on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided. The dues shall be those payable as of the date of adoption of this Constitution as amended and may be changed only by Constitutional amendment.", and Article XXIV, Section 9 of our Constitution which reads as follows: "Section 9. The term 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing.", and Article III, Section 3 of our Constitution, which reads as follows:

"Section 3. Members more than one quarter in arrears in dues shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the applicable quarter, but this time shall not run;

"(a) While a member is actually participating in a strike or lockout.

"(b) While a member is an in-patient in a USPHS or other accredited hospital.

"(c) While a member is under an incapacity due to activity in behalf of the Union.

"(d) While a member is in the armed services of the United States, provided the member was in good standing at the time of entry into the armed forces, and further provided he applies for reinstatement within ninety (90) days after discharge from the armed forces.

"(e) While a member has no opportunity to pay dues, because of employment aboard an American flag merchant vessel."

(Underlining supplied by the Committee.)

Continued on Page 11

# Washington Activities

By B. Rocker



## Maritime Ad Hoc Committee

On Aug. 20, representatives of the SIU participated in a meeting of the Legislative Subcommittee of the AFL-CIO Ad Hoc Committee on Maritime Industry Problems. The Committee was set up last year by AFL-CIO President George Meany to promote the merchant marine through joint efforts of maritime unions.

The Legislative Subcommittee will develop a list of priorities for a program to improve the state of the U.S. shipping industry and to promote jobs for seamen. The combined efforts of participants will be directed toward protection against violation of the Jones Act, encouraging cargo preference laws, vigilance against countries which attempt to fish or mine our coastal waters, improvement of the inland waterways system or whatever other areas we believe can make a better life for Seafarers.

## Joint Maritime Union Meetings

There have been a number of meetings held among the various maritime unions to work on joint programs to monitor Coast Guard policies on manning, safety and other important matters. SIU has been participating in these meetings in order to prepare a unified maritime union position to present at the next meeting of the International Labor Organization and Intergovernmental Maritime Consultative Organization in Europe later this year.

## In Congress

Congress was in recess for the month of August; members returned Sept. 3. Listed below are some of the bills which we will be following.

### The 200 Mile Limit Bill

H.R. 200 was reported out of the House Merchant Marine and Fisheries Committee. It gives the United States exclusive jurisdiction over management and conservation of coastal fisheries up to 200 miles from the shore. It allows other nations to negotiate fishing privileges within the 200-mile zone. American fishermen need such protection from foreign fishing vessels which use large fish trawlers and fishing techniques which American fishermen are prohibited from using by U.S. conservation laws.

### War Risk Insurance

H.R. 1073 would extend war risk insurance on "effective U.S. controlled vessels" for a three year period. The Commerce Department, in testimony before the Merchant Marine Subcommittee, recommended reducing the number of vessels covered by the program under Title XII of the 1936 Merchant Marine Act.

The purpose of war risk insurance is to provide protection during the early part of a war among major powers, when commercial shipping insurance terminates, and SIU opposed coverage of U.S.-owned foreign-flag ships registered in Liberia and Panama.

The House of Representatives passed H.R. 1073 on Sept. 9.

## Merchant Marine Authorization

H.R. 3902 and S. 1542, to authorize funds for maritime programs for fiscal year 1976, are in a conference committee which will reconcile differences between the two bills.

A tax provision of the House bill is being held up in the Ways and Means Committee.

## Third Flag Rates

A bill to provide for minimum ocean rates for foreign-flag carriers has been reported out of the Senate Commerce Committee. A companion bill is in the House Merchant Marine and Fisheries Committee.

## Seafreeze Atlantic

No action has been taken yet in the Senate Commerce Committee on H. R. 5197—a bill already passed by the House—which would authorize employment of foreign fishermen on the fishing trawler *Seafreeze Atlantic* until such time as U.S. seamen are trained and available for the jobs. American seamen would be employed in the non-fishing shipboard jobs.

## Tariff Preference

This bill, H.R. 5897, would give the President authority to grant trade preferences to OPEC countries which did not participate in the oil embargo against the United States in 1973. H.R. 5897 is pending before the Trade Subcommittee of the House Ways and Means Committee.

## SIUNA Convention

The 17th Biennial Convention of the SIUNA was held in Washington on Sept. 2, 3 and 4. Twenty-eight affiliates were represented.

Throughout the Convention—in reports, speeches and meetings—there were repeated references to important pieces of legislation or activities of government agencies which will have great impact on the future of the industry and the Seafarer.

Our Union has come a long way since the days when the fight was on the dock and the issues were related to poverty wages, crimps and rotten food. We are in an era in which laws, agency regulations and Presidential proclamations can give new vitality to our building program or can wipe out our protection and contribute to the further decline of the U.S.-flag fleet.

It is for this very practical reason that our officers are ever alert to the Washington scene and our Union representatives in the capital take every opportunity to provide information to the lawmaker and Administration about our industry.

**Support SPAD**

To Protect Your  
Job Security in  
the Fight for  
Favorable Legislation

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.

Continued from Page 10

Since this Committee is bound by the Constitution, it had to decide the qualifications of Brother Bryant on the basis of the Constitution alone. The Committee had no other choice. Based upon the applicable Constitutional provisions and the available records, this Committee disqualified Brother Bryant for the office of Vice President in Charge of Contracts and Contract Enforcement.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Bryant of his disqualification by telegram sent on August 12, 1975 to the address listed by him in his letter of nomination. Moreover, the telegram was followed by an air mail, registered, special delivery letter dated August 13, 1975 from the Committee to Brother Bryant that set forth the reason for his disqualification.

2. **Lewis L. Stanton, S-1484**—Candidate for Patrolman, Port of Houston.

Based upon an examination of available Union records, Brother Stanton has failed to establish that he has one hundred (100) days of seetime between January 1, 1975 and the time of nomination as required by Article XII, Section 1, paragraph (c) of our Constitution, which reads as follows:

"Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels covered by contract with this Union, or one hundred (100) days of employment

with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes, in which event he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days."

This Committee is bound by the Constitution, and it had to decide on the basis of the Constitution. The Committee was given no choice. Based upon the foregoing and the available records, the Committee disqualified Brother Stanton for the job of Patrolman, Port of Houston.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Stanton of his disqualification by telegram sent on August 12, 1975 to the address listed by him in his letter of nomination. Moreover, the telegram was followed by an air mail, registered, special delivery letter dated August 13, 1975 from the Committee to Brother Stanton that set forth the reason for his disqualification.

In addition, each man disqualified received a copy of our Constitution, together with the letter from the Committee mentioned above indicating his disqualification, so that the disqualified nominee would have available the procedure to be used in appeal from the decision of the Credentials Committee.

The membership can readily see from the foregoing report, that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials received as of Tuesday, August 5, 1975,

were turned over to the Committee in good order at 9:00 A.M. on that date, and those received by mail subsequently, but not later than August 15, 1975, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

This Committee, having completed its duties, adjourned at 2:00 P.M. on August 21, 1975 in the Headquarters offices of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, 275 20th Street, Brooklyn, New York 11215.

Fraternally submitted:

Dated: August 21, 1975

/s/ FRANK TETI T-93

Frank Teti, T-93, Deck Dept., Chairman

/s/ WILLIAM G. COFONE C-808

William G. Cofone, C-808, Deck Dept.

/s/ CARROLL P. DWYER D-824

Carroll P. Dwyer, D-824, Engine Dept.

/s/ JACK V. DIXON D-863

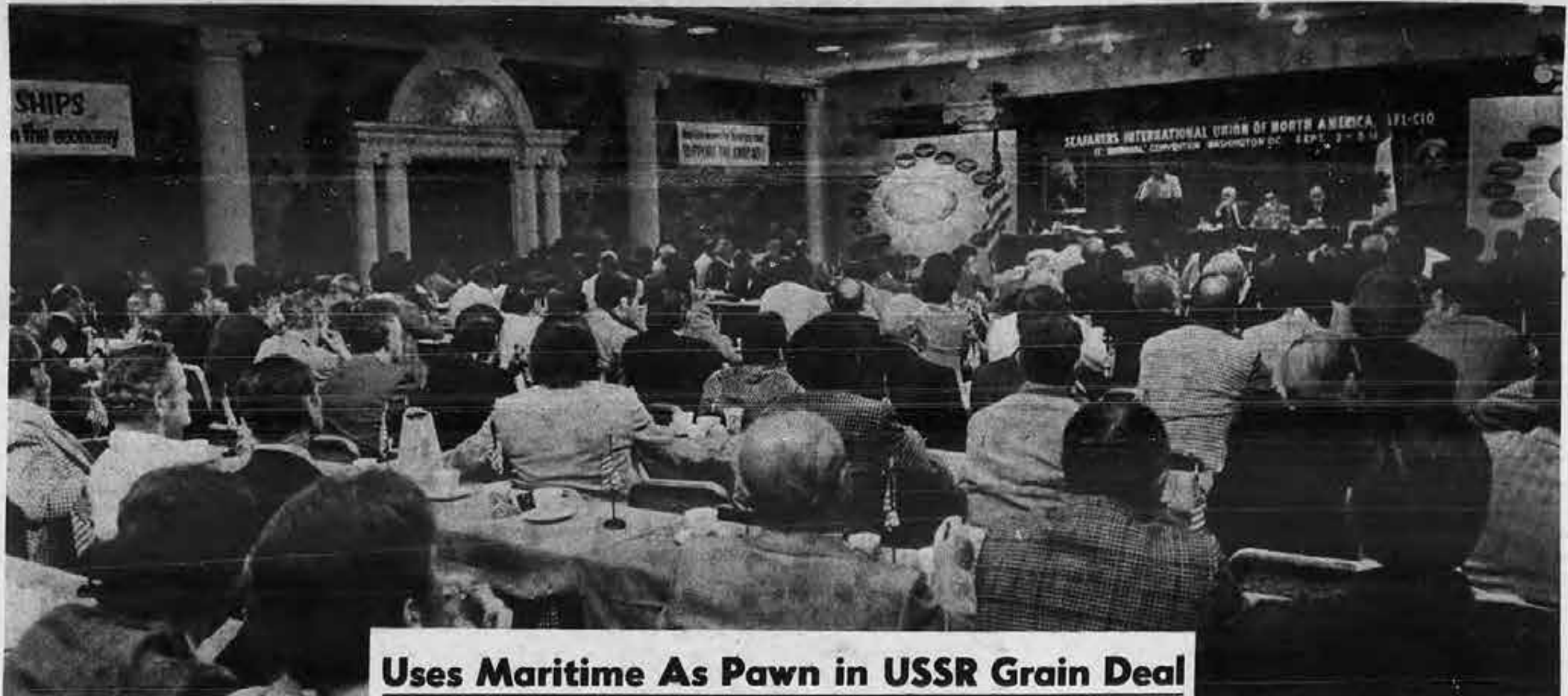
Jack V. Dixon, D-863, Engine Dept.

/s/ THEODORE R. GOODMAN G-134

Theodore R. Goodman, G-134, Steward Dept.

/s/ WARREN CASSIDY C-724

Warren Cassidy, C-724, Steward Dept.



**Uses Maritime As Pawn in USSR Grain Deal**

## Hall Blasts State Department at Convention

The growing incursion of third-flag liner operations into the U.S. foreign trades, the need for a new national maritime policy to insure cargo for American-flag vessels, and the political and economic implications of the new Russian grain deal were some of the main issues, involving the jobs and job security of Seafarers, discussed and acted on by delegates to the SIUNA's 17th Biennial Convention, held Sept. 2-4 at the Shoreham-Americana Hotel in Washington, D.C.

Focusing on these serious problems, SIUNA President Paul Hall, who chaired the three-day Convention, issued a strong attack on the U.S. State Department for its continued opposition to a healthy maritime industry and called it "the most serious detractor and opponent of the U.S.-flag merchant marine."

Hall forcefully affirmed that "on any issue, whether it is legislation to improve or protect American-flag shipping, or Administrative policy to promote the industry, State Department spokesmen almost always testify in opposition, alleging that such efforts would run counter to our friendship and navigation treaties, or that they could weaken 'free trade' or some other such invalid argument."

Hall further asserted that the State Department "offers up the U.S. merchant marine whenever something has to be traded off for State Department advantage," and he continued that "this practice has been intensified under the present Secretary of State, Henry Kissinger."

Hall then cited State's vigorous opposition of the vetoed Energy Transportation Security Act of 1974, and its present call-for-rejection of Senator Daniel K. Inouye's Non-National Carrier Bill as just two recent examples of continuous State Department opposition to measures concerning the needs of the U.S. maritime industry.

Hall also accused the State Department of leaking stories to the

press that Senator Inouye's bill—which simply requires third-flag carriers like Russia's FESCO fleet to prove their rates are compensatory on a commercial cost basis—is "a brainchild of the maritime unions which were able to get it introduced by virtue of political contributions."

**Hall labeled this "a despicable lie" and he concluded: "We might well warn State and its Secretary that he had better stop trying to package the U.S. merchant marine for delivery as tribute to his partners in detente. We are not going to lie down and play willing hostage."**

In addition to President Hall's statements, the SIUNA Convention was highlighted by addresses from AFL-CIO President George Meany; Labor Secretary John Dunlop; ILA President Teddy Gleason; Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell; National MEBA President Jesse Calhoun; Federal Maritime Commissioner Helen Delich Bentley and Radio Operators President Ed Fitzgerald. Details on these addresses and others can be found throughout this issue of the Seafarers LOG.

SIUNA Convention delegates representing 90,000 workers in 28 affiliated unions, unanimously passed 38 resolutions dealing in large part with the problems facing all segments of the U.S. maritime industry and affiliates of the International.

### National Cargo Policy

In some of the more specific resolutions affecting Seafarers, the Convention delegates called for a national cargo policy "that will assure the U.S. fleet a substantial share of U.S. cargoes in all the trade routes of the world, which could be achieved through cargo preference requirements, bilateral shipping arrangements and other cargo sharing procedures."

The Convention also passed a resolution to concur with the position of the AFL-CIO Executive Council, which at its mid-Summer

1975 meeting, condemned the "ruthless rate-cutting practices" of Russia's FESCO fleet and other state-owned fleets operating as third-flag carriers. The resolution also concurred with the Executive Board's position that "any large scale grain purchase deals with Soviet Bloc nations should be stopped until adequate safeguards for the Free World, the American people and the U.S. merchant marine are firmly established on the basis of complete reciprocity, in the spirit of true detente, not the Administration's calamitous one-way detente with the Communist superpowers."

### Inland Waterways

In a resolution concerning America's inland waterways, the Convention scored the Navy and the Army Corps of Engineers for encroachment into the private sector of tug operations and hopper dredge projects, respectively. And the Convention expressed strong opposition "to any imposition of any type of tax, toll, or user charge on commerce or fuel for inland water transportation."

### Fishing Industry

Turning to the nation's fishery policies, the Convention resolved to work for "prompt passage of H.R. 200, a bill to set up a 200 mile fishing conservation zone around the U.S. that would protect U.S. coastal fisheries," and it further resolved to fight for a program "to provide assistance to U.S. fishing operators to enable them to modernize and upgrade their fleets and to obtain insurance and other protection on a commercially viable basis."

The Convention also adopted resolutions to include the Virgin Islands into the provisions of the Jones Act; to continue the fight to maintain the USPHS system; to work for a new progressive U.S. maritime policy, and many more. (A more detailed article on resolutions passed is contained in this LOG.)

The SIUNA Convention delegates submitted progress reports of the

activities of their respective unions since the last Convention two years ago, and they served on a number of important committees.

The Convention also conducted elections for International officers, and unanimously reelected Paul Hall as International President; Morris Weisberger, SIUNA Executive Vice President, and Joe DiGiorgio SIUNA Secretary-Treasurer.

Among the SIUNA's guests at the Convention were groups of trainees from the Lundeborg School, escorted by HLSS Vice President Mike Sacco. SIU upgraders and bosuns from both New York and Piney Point participating in the Bosun Recertification Program and the 'A' Seniority Upgrading program also visited sessions of the Convention.

## SIUNA Will Hold Conventions Every 3 Years

Delegates to the SIUNA's 17th Biennial Convention unanimously voted to amend Article VII, Section 2 of the International's Constitution for the purpose of rescheduling the Union's International Conventions from the present two years to every three years.

The amendment was suggested to the Convention by the Constitutional and Legal Committee, which was chaired by Henry "Whitey" Disley, president of the Marine Firemen's Union on the West Coast.

The Committee pointed out that the change was warranted because "with rapidly increasing costs, holding regular conventions every two years as has been the practice may become a serious financial burden to the International and affiliates." The Committee noted, however, that "if the need arises, we may convene a special convention within a relatively short time."

## Gleason Tells SIUNA Delegates

# 'Bushel of Wheat for Barrel of Oil'

Thomas W. Gleason, president of the International Longshoremen's Association, affirmed in an address to the SIUNA's 17th Biennial Convention that his union would continue its boycott of the loading of American grain on ships bound for Russia by fighting two state court injunctions ordering his men back to work. Gleason expressed confidence that the back-to-work orders would be overturned.

[In the latest developments, longshoremen have gone back to work after President Ford promised actions to prevent a repeat of the 1972 "grain deal" with Russia. See full details page 3.]

The ILA president said that his union is taking its boycott actions in an effort to prevent a repeat performance of the 1972 Russian grain deal which caused such devastating inflationary effects on the U.S. economy by driving up the price of all grain-related products for the American consumer.

In his address to the SIUNA Convention, Gleason also recalled the Arab oil embargo and pointed to the economic problems caused in this country by the high cost of imported oil from the Mideast. He urged the U.S. to adopt a policy of a "bushel of wheat for a



Teddy Gleason

barrel of oil" to even the economic scale.

Gleason also blasted the way the 1972 bilateral trade agreement between the U.S. and Russia on the carriage of the grain was handled by the U.S. Government. He pointed out that American ships, which had been guaranteed 33 percent of the grain cargoes, actually only got 11 percent with the remainder being carried by Russian ships and third-flag vessels predomi-

nantly owned and operated by Russian satellites.

The ILA president also stated that his union's actions were not self-motivated because "no matter what country's ships move the grain, ILA longshoremen would perform the work." He said the ILA wanted "to protect everything that's American."

### In Best Interest

Gleason said that with the aid of AFL-CIO President George Meany, he would try to set up a meeting with maritime union leaders and a cross-section of American society, such as small farmers, truckers and independent gas station owners, to prove to the Administration that support for the boycott was nationwide and in the best interest of the American consumer.

Turning from the grain boycott question, the ILA president attacked the growing encroachment of Russian third-flag operations into most U.S. liner trades, especially the U.S. West Coast-Far East trade where the Russians and other third-flag carriers have captured more than half the business.

The ILA president called for the passage of Senator Daniel K. Inouye's Non-National Carrier bill to help alleviate the third-flag situation. The bill would require that an operator prove

that his rates are compensatory on a commercial cost basis, or, in other words, that he is making a profit.

The ILA president also charged that the Russians are now offering rate cuts in an effort to capture the carriage of whiskey from Scotland to the U.S. East Coast. However, Gleason said that the ILA would not unload any of these ships.

### Guaranteed Cargo

In addition, Gleason called for a widespread policy of bilateralism in which U.S.-flagships would be guaranteed 50 percent of the cargoes moving between the U.S. and its trading partners.

Gleason reiterated the fact that no matter what country's ships move the cargoes it was ILA labor that would load and unload. He said that the ILA was calling for such programs because "whatever is good for the U.S. merchant marine is good for the country."

In his concluding remarks, Gleason said that the ILA wanted to see "Americans working," and that the ILA "would support America's unions 100 percent."

After the ILA president wrapped up his address, SIU President Paul Hall thanked Gleason and the ILA for their continuous contributions in fostering a healthy U.S. maritime industry.

## Politics and Cargo Key to Maritime Revival: Bentley

Federal Maritime Commissioner Helen Delich Bentley addressed the final session of the SIUNA's 17th Biennial Convention and centered her talk on the economic and political necessity of a large, viable merchant fleet to any strong nation or to any nation that wishes to remain strong.

Mrs. Bentley, who will be leaving her government post to enter the private sector of the U.S. maritime industry, pointed out that "historically the strongest nations have had the strongest merchant fleets," citing Egypt, Greece, Rome and Carthage in the Ancient World, and Spain and England during the colonization of the New World.

She also reviewed "the great maritime heritage" of America noting that America's merchant navy helped this country to win independence.

However, Mrs. Bentley expressed deep concern over the anti-maritime attitude of many U.S. legislators and other government officials since World War II.

She recalled the old axiom "the nation that controls the seas controls the world," and affirmed that "no na-

tion is practicing this axiom today better than the Russians."

Mrs. Bentley told the Convention that the Russian merchant fleet has grown from 4½-million deadweight tons in 1963 to 14-million dwt today, and that "at the present rate of growth, the announced Russian goal of 20-million dwt by 1980 will be reached considerably before that year."

She also noted that the Russian merchant fleet is made up of 7,000 vessels of over 1,000 tons.

Mrs. Bentley then compared the U.S. fleet with the Russian, noting that the U.S. Merchant Marine has only 550 ships and the fleet carries less cargo today than in 1960 "even though U.S. foreign trade has increased greatly since that time." She affirmed "the U.S. has relegated her merchant fleet to second class status while the Soviet Union has given its fleet top priority."

The FMC head continued that "a country's merchant fleet is an instrument of national politics," and she cited the planned Arab build-up of its tanker fleet despite the drastic economic problems of the worldwide tanker market, and Russia's build-up of passenger ship capacity regardless of profit loss considerations.

"Shipping is far more than merely a commercial venture," she added, "it is in every country's best interest to keep its shipping capabilities strong."

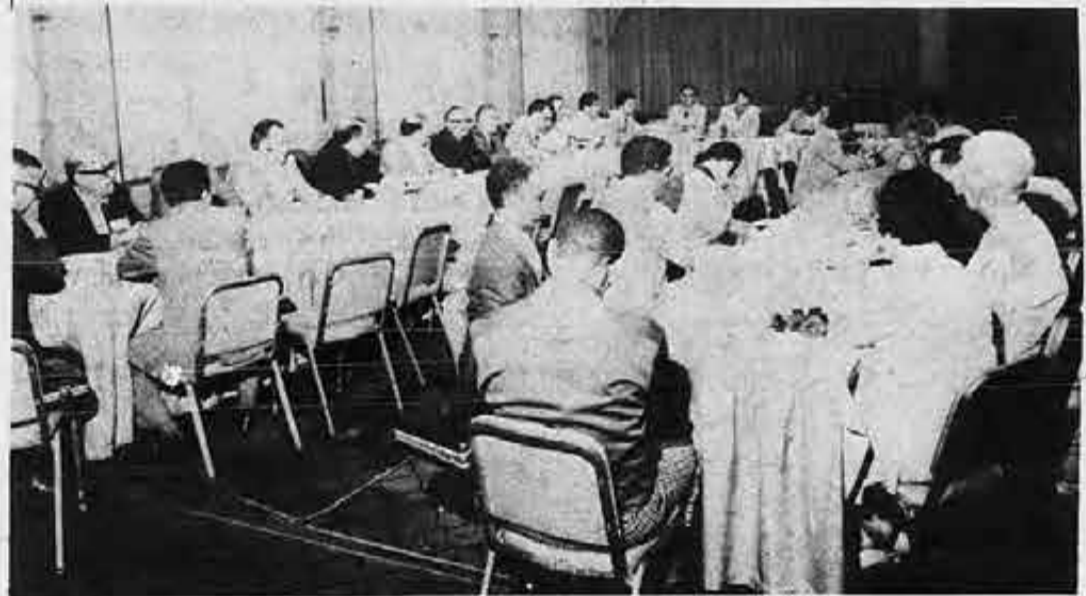
### Politics and Shipping

Mrs. Bentley reaffirmed that "politics and shipping are intertwined," and she encouraged the SIU to keep up its political activities on behalf of a strong U.S. maritime industry.

In her concluding remarks, Mrs. Bentley stated that "merchant shipping has been the mark of great nations, and great nations that have fallen have done so because they allowed the decay of their merchant fleets."



Helen Delich Bentley



## Fish Conference Is Held

SIUNA Convention delegates representing the International's affiliated fishermen's and fish cannery workers unions held an evening conference during the three-day Convention to discuss, in depth, the problems facing the American fisherman today. Among the issues discussed was a bill pending in the House of Representatives to extend America's 12-mile offshore limit to 200 miles.



## ANEC Cites Energy Problems

A representative of the American Nuclear Energy Council tells members of the SIUNA executive board and other convention delegates at a special meeting that the development of America's nuclear energy capabilities is necessary if the U.S. is to some day become energy independent. The SIUNA is the first international union that the ANEC ever addressed.

## Blackwell Tells Delegates

# Will Negotiate Competitive Freight Rate

Speaking during the second day of the SIUNA Convention in Wash., D.C., Assistant Secretary of Commerce for Maritime Affairs Robert Blackwell announced that he would be traveling to Moscow in order to negotiate a competitive freight rate for the shipment of grain to Russia to enable U.S. shippers to carry a portion of proposed grain sales. At present the rate for grain is well below even the operating cost of U.S. shippers.

Telling the assembled delegates that he would be leaving for the Moscow negotiations on Sept. 8, Blackwell said, "I can assure you I won't be coming back until I get a rate that promises employment for a substantial portion of our laid-up tanker fleet."

Thirty-four U.S. tankers are now laid-up according to Blackwell, and a competitive grain rate would mean at least 134 voyages.

These laid-up U.S. tankers are part of the 40 million deadweight tonnage laid-up throughout the world. Blackwell predicted that this figure will hit 80 million dwt by next year and that this slump in the tanker market will prevail for three to five years.

### Versatile Fleet

But Blackwell stressed that the U.S., largely because of the provisions of the Merchant Marine Act of 1970, now has a balanced, versatile merchant marine with "the largest and most efficient intermodal fleet in the world."

He also praised the efforts of the National Maritime Council in promoting the U.S. merchant marine, pointing to a 73 percent increase since 1972 in foreign cargo carried by U.S. ships.

Calling the SIU a major force in bringing the industry together to forge a modern merchant marine, Blackwell

told the delegates that the success of the NMC has largely been due to the maritime unions' assurance of depend-



Robert J. Blackwell

able service and their reliance on the bargaining table to work out differences with ship operators.

Predicting the effects on the industry of the 1970 Merchant Marine Act for the next five years, Blackwell told the Convention delegates that U.S. shipyards will enjoy high employment if adjustments are made to build new types of vessels, including LNGs, VLCCs, ULCCs, Ro-ros and LASH vessels, as well as desperately needed dry bulk carriers.

Blackwell added that although the U.S. merchant marine faces many difficult problems, there is "no reason to despair." He said that if labor, management and government can continue to attack these problems with perseverance and political muscle then, "Looking back five years from now, we will see we've come a long way."

## Calhoon Disputes Ford's Maritime Policies



Jesse Calhoon

Speaking on the last day of the Convention, Jesse M. Calhoon, president of the National Maritime Engineers Beneficial Association, pointed out the contradictions between President Ford's professed interest in the U.S. Merchant Marine and his actions.

"Ford says he wants to build a strong merchant fleet," Calhoon told the delegates, "but we have to see what he means by this."

Calhoon noted that Ford has vetoed the Oil Cargo Preference Bill and that there has been an absence of any Russian-bound grain on American flag ships from January until now, even though one third of the vessels are supposed to be under the U.S. flag.

Speaking of the oil bill veto, he recounted that President Ford felt the bill was inflationary because the price of oil

would have been raised by 10 cents per barrel.

Yet a month later, Calhoon said, President Ford added a \$2 per barrel tariff and now has decontrolled the price of oil, an action which could raise the price of oil by \$5 per barrel.

"That's \$7 of non-inflation," Calhoon quipped.

Turning to the sale of U.S. grain to Russia, the NMEBA president disagreed with Ford's assessment that labor was saying "you can't sell grain" when it threatened to boycott the loading of ships bound for Russia.

"What we have said," he continued, is that there must be "protection of the U.S. Merchant Marine" and that the U.S. must examine the way in which Big Business sells grain to foreign countries.

Calhoon also blasted detente, saying that it had been brought about, not by political considerations, but by Big Business interests which saw Russia as "an orderbook a foot thick."

In closing, Calhoon said that Ford's attitude towards the U.S. Merchant Marine reminded him of a story about the prize fighter, Max Baer.

As Baer, being badly beaten by heavyweight champ Joe Louis, took his corner after the fifth round, Calhoon recalled, his manager told Baer to "Get out there and fight! He hasn't laid a glove on you yet!"

Baer, both eyes cut and swollen, turned to his manager and said, "Well you'd better watch that referee then, because somebody in that ring is beating the hell out of me!"

## SIU Counsel Sees 'Heavy Legal Seas' for Unions

"America's labor unions are in for some pretty heavy legal seas," according to the SIU's General Counsel Howard Schulman who delivered the initial address to the opening session on Sept. 2 of the SIUNA's 17th Biennial Convention in Washington, D.C.

Recalling his first general counsel's report to an SIUNA Convention back in 1963, Schulman reflected that "in the last dozen years or so, the many statutes enacting regulations of trade unions with concomitant bureaucratic edicts, proliferation of court and agency decisions and creation of new legal concepts and strictures has resulted in a deluge of litigation and a forest of requirements so thick and involved that even the finest legal woodsman would have difficulty in picking his path and traverse the forest without falling into a deep ravine."

Schulman pointed out some of the more common legal problems of the labor union today, noting federal and state agency regulatory laws, inter-union jurisdictional disputes, various kinds of law suits, indictments, summonses and subpoenas, federal investigations and court injunctions against strikes or other job actions.

The general counsel affirmed, however, that many of the legal actions brought against labor unions today are unwarranted and unfair legal harass-



Howard Schulman

ment. He warned that these unwarranted legal suits carry with them "the seeds of destruction" for labor organizations, and he stated that unions "must learn to cope with legal problems to continue effectively as a union."

Schulman also pointed out to the Convention some of the more specific legal issues facing the maritime industry and its workers today.

He said there would be "heavy litigation" over the proposal by Florida Gas Transmission to convert their gas pipeline to the carriage of liquid petroleum products. If the Federal Power Commission grants permission to the project, the pipeline conversion could knock out hundreds of maritime jobs

involved in the carriage by barge and tanker of liquid petroleum in the Florida-Gulf trade.

Schulman also noted that more litigation involving the USPHS system could be expected in the Department of Health, Education and Welfare's continuing efforts to close the system. He recalled that the SIU was able to prevent the hospitals' closure back in 1973 by virtue of a court injunction first and then legislative action.

In addition, the general counsel told the Convention that maritime unions,

specifically, would be involved in continuing legal actions involving runaway-flag fleets, the multinational oil cartel, the Jones Act, the new pension reform law, the new campaign election law, and internal relations among affiliates.

In his closing remarks, Schulman said that since the last SIUNA Convention "the International has done well legally," but warned that the good record "doesn't mean we can now sit back. To be successful in legal matters we must continue to take the offensive as the SIUNA has done in the past."

## Levine Talks on Employment

Louis Levine, labor commissioner of the State of New York, delivered an impromptu address to the final session of the SIUNA's Convention and talked about the serious 11 percent unemployment rate in his own state and affirmed that "we can have full employment in this country." He said that this would only become possible, though, when the government decided "to subsidize jobs for Americans instead of subsidizing unemployment."



# HLS Aim: 'Total Education for Whole Man'

Harry Lundeberg School President Hazel Brown told delegates during the second day of the 17th SIUNA Biennial Convention that while Piney Point focuses on vocational training because it is "very important that Seafarers be qualified to man new ships" and to be able to advance as far as each desires, she noted that the School was dedicated to providing "total education for the whole man."

This total education, aimed at helping each Seafarer reach his goals, has been behind the School's highly successful GED program, reading and writing workshops, and other non-vocational programs, she said.

This philosophy has resulted, Ms. Brown reported, in 667 high school equivalency diplomas for participants in the school's GED program, including 36 for working members.

This academic education goes hand in hand with the many vocational programs at Piney Point, helping men who might have been away from school for a long time to cope with course textbooks and Coast Guard tests, Ms. Brown pointed out.

The vocational training at Piney Point, the core of any trade union school, has resulted in new licenses and endorsements, including, Ms. Brown said, 448 QMEDs, 235 FOWTs, 29 tankermen, 111 quartermasters, 151 ABs, 2,105 firefighting certificates and 43 LNG endorsements.



Hazel Brown

Another aspect of the School's goal of total education has been the establishment of an alcoholism center. This center, manned by professional counselors, provides Seafarers who have a serious drinking problem with an opportunity to help themselves recover.

Pointing out that trade unions are at "the grass roots" in helping people to receive a useful education, Ms. Brown told the delegates of the worldwide interest of educators and others in the programs at Piney Point. This interest has resulted in numerous articles about the School in magazines and since Jan. 1 of this year alone, over 5,000 people have visited Piney Point.

In closing, Ms. Brown said that the School's next step in providing total education would be to set up an asso-

ciate degree program in maritime studies in conjunction with one of the colleges in the area.

After her speech, SIU President Paul Hall praised Ms. Brown's work at the

Harry Lundeberg School and noted that in order for a trade union to survive today it must "bring its members the tools needed to learn how we can all resolve our problems."

## Fitzgerald Says Union Chiefs Should Engage in Grain Talks

Edward F. Fitzgerald, president of the Radio Officers and United Telegraph Unions, told Convention delegates on Sept. 4 in Washington, D.C. that "perhaps when negotiations on the Russian grain deal begin, we should bring in some of the labor leaders."

Earlier in this address to the SIUNA delegates he pointed out that "We are coming together in the maritime unions," emphasizing that "What the mariner has done, he's done through his unions."

Fitzgerald initially paid a glowing tribute to the SIU when he said: "I first saw the 'heart of the Seafarers' in World War II when I was on an SIU ship carrying vital supplies." He noted the high casualty rates for merchant seamen during the War.

Continuing to reminisce, he went on to say that the generous hearts of the Seafarers came to the fore as they took up a tarpaulin collection for his ill, future spouse.

Preceding the Radio Officers Union



Edward Fitzgerald

head on the speakers rostrum were Jesse M. Calhoun, president of the National Marine Engineers Beneficial Association; Federal Maritime Commission Chairman Helen D. Bentley; ILA legislative representative Anthony Scotto; SIU house counsel Carolyn Gentile and Marietta Homayonpour, editor of the Seafarers LOG.

## SIU Special Counsel Discusses New Pension Law

On the final day of the Convention, Carolyn Gentile, Special SIU Counsel who represents the Union and its various funds, centered her remarks to the delegates on the Pension Reform Act of 1974, known as the Employee Retirement Income Security Act.

Ms. Gentile told the delegates that there are some good aspects of the new law and also some bad ones. She said that while there is an increased measure of protection for employees, the trustees of the various plans are not necessarily so protected.

She also told those in attendance that there are a number of misconceptions about the new law, one of which is that all pension benefits and all pension plans are guaranteed.

The special counsel pointed out some of the other areas in the legislation about which there are different opinions and many misunderstandings. "First, the insurance that you hear about is not complete," she stated. "There are limitations to it."

"Also, people are in love with the word 'vesting,' and when they hear that

their pensions are 100 percent vested, they automatically assume they will get the full pension benefit at the time of retirement. This is also not true.

"The one hundred percent vesting applies to what is called an accrued benefit—in some cases it may in fact be the full benefit, but in other cases it is not."

Ms. Gentile also warned the delegates that some management trustees will use the new law to make changes in various plans which she said would not necessarily be required by law.

She cautioned the delegates that before they agree to these changes, they should consult counsel to make sure that all the changes are needed to comply with the new legislation. Ms. Gentile also stated that trustees should review procedures and controls in the various funds to assure that there is compliance with the new requirements.

### Prohibitive Transactions

One very important part of the new law that Ms. Gentile described in detail, is the prohibited transaction sections. These sections deal with transactions between a plan and a party in interest.

There are different types of prohibitive transactions, and Ms. Gentile ran down a list of them for the delegates.

### Avoid Over-reaction

While she advised all the representatives from International affiliates to keep extensive records to justify any transactions which may come under question, Ms. Gentile also told them that "although the law is extremely technical . . . we should all avoid over-



Carolyn Gentile

reacting to it. The best thing is to take it slowly, consider it in conjunction with your advisers, and to make whatever changes are required by the law."

In conclusion, Ms. Gentile informed the delegates that President Hall had designated her as a representative for the International on the National Coordinating Committee for Multi-employer Plans which was formed originally by the Building Trades Department of the AFL-CIO to present the position of multi-employer plans to those agencies in the Government which would be charged with the responsibility of issuing regulations under the pension bill.

She then told all the affiliates' representatives that "as soon as we are made aware of the problems that you are encountering, we will do our best to either give you an answer to that problem, if the information is available, or pass the question on to the National Coordination Committee for their appropriate action."

## Null Says IBPAW Wants Affiliation With SIUNA



Lester Null

Lester Null, president of the International Brotherhood of Pottery and Allied Workers told SIUNA delegates during the second day of the Convention that 17,000 members of the Pottery Workers were eagerly looking forward to their proposed affiliation with the SIUNA.

At a special convention last July, the

Pottery Workers "voted 99½ percent in favor of affiliation" according to Null.

The Pottery Workers, organized in 1889, has "been eaten away by foreign imports," which have closed over three quarters of their plants, according to President Null.

As an affiliate of the Maritime Trades Department, Null pointed out that the Pottery Workers "look to the MTD for help" in combating the low priced foreign imports.

SIU President Paul Hall, as keynote speaker at the Pottery Workers' special convention last July, had noted that both members of the SIU and the Pottery Workers have been severely affected by job losses resulting from the nation's foreign trade policies.

### Great Leadership

In closing his speech to the SIUNA Convention, Null said that his union was "looking forward to the great leadership of Paul Hall."

Details of the affiliation are still to be resolved by the executive boards of both unions.

**DEPOSIT IN THE SIU BLOOD BANK —  
IT'S YOUR LIFE**



AFL-CIO President George Meany calls for a basic "reassessment of our foreign policy" during his keynote address to the 17th SIUNA Convention.



U.S. Secretary of Labor John Dunlop praises the success of the Ad Hoc Committee on Maritime Industry Problems.



SIUNA President Paul Hall blasts the State Department and its Secretary as the "most consistent detractor and opponent" of the U.S. merchant marine.



## Meany, Hall, Dunlop, Gleason Addresses Highlight SIUNA 17th Biennial Convention



Sailors Union of the Pacific Secretary-Treasurer Morris Weisberger thanks the delegates after his reelection to the post of Executive Vice President of the SIUNA.



Reelected as the SIUNA's Secretary-Treasurer, Joseph Di Giorgio, Secretary-Treasurer of the SIU-AGLIWD addresses the delegates.



Steve Edney, president of the United Cannery and Industrial Workers of the Pacific, reads the Fishermen's and Fish Cannery Workers Organizational and Grievance Committee report.



Reading the Alaska Fishermen's Union report is Kenneth Olsen, secretary-treasurer of that SIUNA affiliate.



Staff Officers Association of America Secretary-Treasurer Burt Lanpher reads the Credentials Committee report.



Marine Cooks and Stewards Union President Ed Turner delivers his union's report to the Convention.



The Fishermen's Union of America, Pacific and Caribbean report is given by that union's secretary-treasurer, V. Jim Bozzo.

## Officers Elected, Affiliates Report, Resolutions Passed, Sept. 2-4 in Washington, D.C.



SIU of Puerto Rico President Keith Terpe listens to one of the Convention's speakers.



Anthony Scott, legislative director for the International Longshoremen's Association, assures the delegates that his union is "committed to the American merchant marine."



SIU of Canada President Roman Gralawicz delivers the Great Lakes Organizational and Grievance Committee report.



Gordon Ellis, a Sailors Union of the Pacific delegate to the Convention, reads his union's report.



Reading the Inland Boatmen's Organizational and Grievance Committee report is IBU of the Pacific President Merle Adlum.



Marietta Homayonpour, editor of the Seafarer's Log, expresses her gratitude "to the officers and members of the SIU for helping to make the LOG a success."



Secretary-Treasurer of the Military Sea Transport Union, Roy Mercer, gives the Civil Rights Committee report.



# Highlights of Committee Reports

The following are brief excerpts from some of the Committee reports presented to the SIUNA delegates. All were overwhelmingly accepted.

## GREAT LAKES GRIEVANCE AND ORGANIZATIONAL COMMITTEE

*"The Great Lakes Grievance and Organizational Committee is happy to be able to report that the prospects for our segment of the maritime industry are better than they have been in many years. In recent years, we have seen a number of long-sought goals achieved, including the return of U.S. ocean carriers to the Lakes.*

*"We strongly support one of the major contributions to the renewed vitality of the Great Lakes: the on-going experiments designed to lengthen the navigation season. This program has been so successful that during the 1974-75 shipping season, the four lakes experienced a full twelve month navigation season."*



The Great Lakes Organizational and Grievance Committee reported that "the prospects for our segment of the maritime industry are better than they have been in many years." This committee was chaired by Roman Gralewicz, the president of the SIU of Canada, and SIU Vice President Fred Farnen, served as secretary.

## INDUSTRIAL AND TRANSPORTATION WORKERS ORGANIZATIONAL AND GRIEVANCE COMMITTEE

*"The Industrial and Transportation Workers Committee has reviewed the activities of our affiliates since the last convention. Almost without exception, these affiliates have noted the economic difficulties that have faced our membership over the past year and which continue to threaten the welfare of our workers and the gains we have made in recent years.*

*"Combating the effect of the nation's economic problems on our members has thus been one of our chief areas of concern. Working through the International and through the AFL-CIO, we have sought programs to assist the industries in which our members are employed and we have strived to insure that the maximum benefits were extended to all of those out of work."*



Gordon Spencer, a delegate for the IBU, was the chairman of the Industrial and Transportation Workers Organizational and Grievance Committee and Everett Clark, president of the Democratic Union Organizing Committee, Local 777, was the secretary. This committee was especially interested in the energy crisis and its impact on SIUNA transportation affiliates.

## COMMITTEE ON OFFICERS AND AFFILIATES REPORTS

*"In first reviewing the President's Report, the Committee felt that this report fully documented the broad scope of our President's activities and concerns over the past two years. The report notes that the SIUNA's President provided leadership in not only our International's activities, but in the American labor movement and many areas of the national interest. In his activities, it was clear that our President had, as his first consideration, the welfare of our membership and their families.*

*"The Reports of the affiliates also indicate that they have been extremely active in a wide variety of endeavors designed to increase the economic security of their members and contribute to the collective benefit of our International. These Reports highlight the day-to-day activities of our affiliates and their officers and the aggressiveness and hard work that characterize all of their endeavors.*

*"In conclusion, these Reports are an indication that the SIUNA is composed of strong individual parts which together form a vigorous and united labor union that can protect and enhance its members' security and welfare."*

## CIVIL RIGHTS COMMITTEE

*"Despite the fact that significant progress has been made in providing increased opportunities for minorities in employment, education and housing, the economic difficulties encountered by the nation in the years since our last convention threatens this progress. We therefore recognize the need to reaffirm our previous accepted recommendation that the policies of the International in support of economic and social justice for all our people, be maintained."*



The Civil Rights Committee, chaired by Ed Turner of the Marine Cooks and Stewards Union and recorded by Roy Mercer of the Military Sea Transport Union, recommended that the SIUNA "continue efforts to eliminate discrimination and segregation from all aspects of American life."

## INTERNATIONAL AFFAIRS COMMITTEE

*"The SIUNA has a long tradition of active participation in international affairs that affect the livelihoods of its membership. We realize that many decisions that affect our livelihoods take place outside our country and that only by participating actively in such meetings can we be assured our interests will be protected. In the two years since the last Convention of the SIUNA, we have continued this active role in international affairs in the interest of both U.S. and Canadian members. Through a wide variety of international organizations, the SIUNA has been able to project its policies and seek solutions to its problems in forums of influence throughout the nation and the world.*

*"These international bodies cover all of the areas of concern to our Union, including cargo for U.S. ships, health care, working conditions, and safety."*

# Delivered at SIUNA Convention



Chaired by SIU Vice President Frank Drozak and recorded by Staff Officers Association of America Secretary-Treasurer Burt Lanpher, the Seamen's Organizational and Grievance Committee reported "despite the difficult and serious challenges that we have had to encounter in the past several years, our industry continues to battle to revitalize the U.S. fleet."

## SEAMENS ORGANIZATIONAL AND GRIEVANCE COMMITTEE

*"In reviewing the developments involving the Seamen's Organizational and Grievance Committee, the Committee can report that despite the difficult and serious challenges that we have had to encounter in the past several years, our industry continues to battle to revitalize the U.S. fleet and to assure it a base of cargo on which to build.*

*"Notwithstanding economic and operating difficulties which the maritime industry has recently faced, we conclude that some of our affiliates have generally fared well, while others are experiencing difficulties in varying degrees. Encouragingly, we point to many positive achievements over the course of the past two years which are an indication that our industry can yet attain its goal of carrying a major share of U.S. cargoes on all U.S. trade routes."*

## COMMITTEE ON LEGISLATION AND GOVERNMENT AGENCIES

*"In addition to concerning itself with legislation affecting its memberships, the International is involved in broad issues of importance to the entire trade union movement. In this regard, the SIUNA supports the policies and objectives of the AFL-CIO.*

*"The Committee has reviewed the Union's legislative activities as well as its participation in matters before various government agencies since our last Convention. The Committee notes that in this time, Union representatives have appeared frequently before these legislative and executive branch bodies to express the views of the International and its affiliates on a variety of issues."*

## Delegates from UIW and SIU of Puerto Rico



IBU of the Pacific President Merle Adlum chairs and SIU Vice President Paul Drozak records the Inland Boatmen's Committee meeting. The delegates on this committee dealt with the many current legislative actions affecting the towing industry.

## INLAND BOATMENS ORGANIZATIONAL AND GRIEVANCE COMMITTEE

*"In the two years since our last convention, the SIUNA has become increasingly involved in issues affecting the future and well-being of our inland waterways, harbors and coastwise tug operations.*

*"Cognizant of the tremendous importance of waterway and tug operations within our national transportation system, the SIUNA has endeavored to do all it can to insure that the tug and barge industry continues to be a healthy and fast growing mode of transportation.*

## FISHERMAN AND CANNERY WORKERS ORGANIZATIONAL AND GRIEVANCE COMMITTEE

*"The livelihoods of U.S. fishermen and fish cannery workers continues to be threatened by the actions of foreign nations. On the one hand, U.S. coastal fishermen face huge foreign fleets that operate off U.S. shores and plunder U.S. fish stocks, while U.S. distant water tuna fishermen are harassed, seized and fined. At the same time, U.S. fish cannery workers face a growing threat from runaway cannery and the possibility that tariff barriers keeping out foreign canned fish may be done away with.*

*"As a result of these and other fishing matters, the SIUNA has taken an active role in assisting its fish and cannery worker affiliates. The International's aid has been instrumental in many cases in achieving a favorable conclusion to a number of our concerns."*



Delegates to the Convention make notes and listen attentively to proceedings. On left are two delegates from the United Industrial Workers, AGLIWD. At right are delegates from the SIU of Puerto Rico.

# Hall, Weisberger, DiGiorgio, Affiliate VPs Elected

On the final day of the Convention, the officers of the SIUNA were unanimously elected to their respective posts for three-year terms.

Elected unanimously to the post of SIUNA President was Paul Hall, who expressed his gratitude and told the delegates, "We can win the struggles we are in, and improve the organizations to which each of us are members."

Morris Weisberger, secretary-treasurer of the SIUNA-affiliated Sailors Union of the Pacific, was unanimously elected to the position of International executive vice president.

Joseph DiGiorgio, secretary-treasurer of the SIU, AGLIWD, was unanimously elected to serve as secretary-treasurer of the International.

## SIUNA Vice Presidents

Twenty-one representatives of the affiliates of the SIUNA were unanimously elected as vice presidents. They are:

Kenneth Olsen, secretary-treasurer, Alaska Fishermen's Union; Gilbert Gauthier, president, Canadian Marine Officers Union; Everett Clark, presi-



SIUNA General Counsel Howard Schulman (back to camera) swears in the newly elected officials to the SIUNA's executive board. Among those elected were Paul Hall, president; Morris Weisberger, executive vice president, and Joe DiGiorgio, executive secretary-treasurer.

dent, Democratic Union Organizing Committee; Merle Adlum, president, Inlandboatmen's Union of the Pacific; Carroll G. Clark, president, International Union of Petroleum and Indus-

trial Workers; Ed Turner, president, Marine Cooks and Stewards Union, and Henry Disley, president, Marine Firemen's Union.

Also, Roy A. Mercer, secretary-trea-

surer, Military Sea Transport Union, John Burt, secretary-treasurer, New Bedford Fishermen's Union; Jack Dwyer, assistant secretary-treasurer, Sailors Union of the Pacific; Frank Drozak, vice president, SIU-AGLIW District; Fred J. Farnen, vice president, SIU-AGLIW District; Earl Shepard, representative, SIU-Inland Boatmen's Union, and Lindsey J. Williams, representative, SIU-United Industrial Workers.

Also, Keith Terpe, president, Seafarers International Union of Puerto Rico, Caribe and Latin America; Roman Gralewicz, president, Seafarers International Union of Canada; Burt E. Lanpher, secretary-treasurer, Staff Officers Association of America; John Aguilar, president, Sugar Workers Union No. 1 of Crockett, Calif.; Michael Spadacini, president, Transportation and Allied Workers of California; Steve Edney, president, United Cannery and Industrial Workers of the Pacific, and Jack Tarentino, president, Fishermen's Union of America, Pacific and Caribbean.

## Issues on Maritime, Affiliates, Labor Movement

# Convention Delegates OK 38 Resolutions

Delegates at the recently concluded SIUNA 17th Biennial Convention held in Washington, D.C. on Sept. 2-4 unanimously passed 38 resolutions concerning maritime matters affecting affiliates, and subjects vital to the entire labor movement.

The resolutions were presented to the delegates by the chairman of the Resolutions Committee Joe Goren of the Marine, Cooks and Stewards Union. The Committee's recommendations were accepted unanimously.

Resolutions passed on maritime issues included:

- The development of a national cargo policy that will assure the U.S. fleet a substantial share of American cargoes in all the trade routes of the world. This could be achieved through cargo preference requirements, bilateral shipping arrangements and other cargo sharing procedures.

- Complete support of the AFL-CIO Executive Council position on detente with the Soviet Union, adopted on July 31, 1975, which stated that "any large-scale grain purchase deals with Soviet Bloc nations should be stopped until adequate safeguards for the Free World, the American people and the U.S. Merchant Marine are firmly established on the basis of complete reciprocity, in the spirit of true detente, not the Administration's calamitous one-way detente with the Communist superpowers."

- Immediate passage of legislation in Congress to place the Virgin Islands under the provisions of the Jones Act and repeal of the 1950 law which allows administrative waivers of this Act.

- Strong opposition to enactment of any type of tax, toll or user charge on commerce or fuel for inland water transportation; support for the immediate resumption of construction of Locks and Dam No. 26 at Alton, Ill., in order that efficient waterway operations may be maintained; urging the Congress to end all appropriations for new hopper dredges for the U.S. Corps of Engineers and that instead, private hopper dredges

be chartered by the Corps to complete its projects; and that the Interstate Commerce Commission should maintain its control over the flexibility of regulated railroads to raise and lower rates on water competitive routes, so that the rails do not use sharpshooting rate practices to drive out water competition, to the detriment of U.S. consumers.

- Strong support for the consolidation of maritime responsibilities in a unified maritime agency.

- Strong opposition to the Coast Guard rules approving a new rating of apprentice mate.

- Congress should promptly pass H.R. 200, a bill to set up a 200 mile fishing conservation zone around the United States which would protect U.S. coastal fisheries, but which would leave the U.S.-distant fishermen free to fish off other nations' coasts for tuna and other migratory species, and that a program should be set up to provide assistance to U.S. fishing operators to enable them to modernize and upgrade their fleets and to obtain insurance and other protection on a commercially viable basis.

- Strongly urge Congress to continue its opposition to all future HEW plans to close or transfer the USPHS Hospitals and to continue to provide additional funds to modernize the hospitals and expand their missions.

- Two separate resolutions pledging the continued full support of the National Maritime Council, and also the AFL-CIO Ad Hoc Committee on Maritime Industry Problems in their respective endeavors.

- Support and endorsement of the efforts of the SIUNA-affiliated Staff Officers Association of America to require that every American vessel have on board a crewmember trained to provide medical services of a Marine Physician Assistant.

- Urge the development of a new maritime program toward which the SIUNA will work in close conjunction with all segments of the maritime industry.



Joseph Goren

- Demand that the Secretary of Commerce end the injustice of the discrimination against American fishermen, and enforce existing fishing laws equally for foreign nationals as well as American fishermen.

- A call for bilateral action on the part of both the United States and Canada to protect the Great Lakes waters from being exploited by runaway foreign-flagships. A call for legislation to be enacted restricting trade on the Great Lakes to the U.S. and Canada.

- Endorsement of an act which would amend current Congressional legislation prohibiting gambling devices in interstate and foreign commerce.

## Other Resolutions

Other resolutions passed by the Convention delegates were:

- A tribute to the late Peter McGavin, former executive secretary-treasurer of the Maritime Trades Department, who passed away on July 6, 1975.

- Congress should enact divorce-of-operations legislation to break the monopolistic hold of the multinational oil companies over America's energy industry.

- In two separate resolutions, a call upon the Congress to increase the minimum wage in stages over the next two years to reach \$3 an hour in early 1977; and to repeal section 14(b) of the Taft-

Hartley Act which has led to the adoption of Right to Work laws in 19 states.

- A pledge to work to bring all diverse small groups and organizations in different neighborhoods together, and to organize community, city and state conferences with elected delegates from the neighborhood groups as well as delegates elected from unions and other organizations to tackle many day-to-day problems.

- To work for the rapid adoption and implementation of H.R. 50 and S. 50, the Full Employment and Equal Opportunity Act. Also, to urge Congress to act more quickly in authorizing government expenditure, sufficient to turn our economy around and increase the overtime premium under the Fair Labor Standards Act and related legislation from time-and-one-half to double time.

- Urge the U.S. Government to seek to negotiate an end to foreign preferences and financial advantages that assist foreign-based service industries in competing against U.S. service companies.

- Strong support for a policy of full employment for the United States.

- Strongly urge the Congress to develop and enact a coordinated national energy policy that fully protects the best interests of the American people.

- Full support and cooperation to the organizing efforts of the AFL-CIO Department of Public Employees.

- Support enactment of a comprehensive reorganization of the unemployment compensation system to be set up under a single Federal program.

- Urge the Congress to pass, during this session, a national system of post-card voter registration.

- Call upon the Congress to adopt a Constitutional Amendment to give the District of Columbia full voting representation in Congress.

- The SIUNA makes every possible additional effort to have the goods manufactured by its unions identified by their union label through negotiated

Continued on Page 21

# Meany Attacks Detente, USSR Grain Deal

Continued from Page 3

To combat this situation, Meany called for the establishment of a government Wheat Board, similar to the

one now operating in Canada, to oversee foreign grain sales. Under the Canadian system, their private grain operators are allowed to make trans-

actions with countries of the Free World as agents of the Canadian Wheat Board. However, in dealing with Communist countries with state controlled economies, all negotiations are on a government to government basis.

The AFL-CIO president strongly affirmed that the Soviet Government must not be allowed to "deal with our profit-hungry, greedy private interests over the heads of our American government to the detriment of the American consumer."

With a note of sarcasm, Meany pointed out that Earl Butz, secretary of agriculture, and Clarence Palmby, former assistant secretary of agriculture during the 1972 grain deal and now vice-president of the multi-million dollar Continental Grain Co., "won't buy the idea of a government controlled wheat board."

According to the AFL-CIO president, both Butz and Palmby have said that the grain companies are better equipped to deal with the Soviet Union than the government of the United States, and that the grain companies, "get along wonderfully" with the U.S. government. Meany forcefully stated: "You're damn right they get along wonderfully. That's a nice cozy set-up. And maybe the fact that they get along so wonderfully... tells us something about the whole big deal."

He continued that "all these she-nanigans and maneuverings, all this double talk from government indicates that the American consumers are getting the short end of the stick as the result of what could be jokingly referred to as 'a foreign policy'."

Meany asserted that "the Soviet wheat deal with its potential economic misery for the American people is a clear indicator of the need for a drastic turn-around in American foreign policy in the direction of reasonableness and fair play for all the people of the world, including our own people." He also affirmed that "the time has come for a real reassessment of what our foreign policy means and what effect it has on the day-to-day aspects of American life."

In wrapping up his address to the SIUNA Convention, the AFL-CIO

president rebutted a recent statement by North Dakota Senator George McGovern, a constant critic of labor's stand on the grain question, who said: "The function of a labor union is to protect the conditions of work of its members, period. Not to interfere with foreign policy."

Meany staunchly stated that "what we've got to understand is that the foreign policy of this country affects the daily lives of all the American people. I say the people of this country have a right to have their say about foreign affairs."

AFL-CIO President Meany concluded: "I can tell you, speaking for the AFL-CIO, I'm sure, speaking for the Seafarers International Union, that come what may we're going to continue to have our say, loudly and clearly, on American foreign policy."

## Participating in Convention



Henry Disley, president of the SIUNA-affiliated Marine Firemen's Union and head of his union's delegation, participates in Convention proceedings.

## 'Great Strides' Made

Continued from Page 2

ing pension, welfare and vacation benefits.

In line with the AGLIWD's continuing efforts to provide better multiple services to the membership, we have instituted a program of expanding the Union Halls in our ports. Under this program, we have constructed a new facility in Jacksonville, Florida, and established a new hall in Wilmington, California. Union facilities in Tampa, Puerto Rico and San Francisco are also being enlarged and improved. Since this project was initiated, it has proven to be of great benefit to the members, not only because these facilities provide more pleasant surroundings for the members' activities, but because they permit a more efficient service delivery system to the membership.

In the all important area of education, the Seafarers' Scholarship Program which has awarded over 100 scholarship grants to members and their dependents, has been expanded. It now annually awards two \$5,000 scholarships to members wishing to attend two-year junior colleges or advanced technical training programs, as well as five \$10,000 scholarships for members and their dependents wishing to enroll in four-year college programs.

In addition, our nationwide network of SIU clinics and blood banks continue to serve hundreds of members and their families annually with free-of-charge examinations, tests, and other health care services.

## Alabama Sets Wage Tax

The SIU has received a notice that the Alabama Legislature has reinstated the employee deduction for the state unemployment compensation tax.

Under this provision all Seafarers working ships under contract to Waterman, which is located in Mobile, Ala., will have 0.5 percent deducted from the first \$4,200 of their taxable earnings.

This tax will be deducted from wages paid on or after Oct. 1, 1975.

On the financial front, the District has fared extremely well. Since the last convention, we have scored appreciable gains in our financial position, and we are striving to maintain and strengthen it. In addition, our pension, welfare and vacation plans continue to increase in size and financial soundness; thus insuring the greatest possible benefits and security to our members.

Our training and upgrading programs at the Harry Lundeberg School in Piney Point have multiplied in number and degree of sophistication during the past two years. They now include courses for advanced pumping procedures, automation and LNG training. These programs are enabling our members to keep abreast of the many new technological developments in the maritime industry.

The members of the District have also continued their participation in political action and legislative efforts through SPAD which enables them to have an effective voice on all matters affecting their economic and personal life. These efforts have included giving our all out support to the fight for an oil cargo preference law, maintaining a vigilant watch for attacks against the Jones Act, continuing the battle to keep USPHS hospitals open, and opposing third-flag moves aimed at undercutting the U.S. liner trade.

In addition, the District has maintained its status as a participant in port councils throughout the United States, as well as in state and local central bodies in order to insure that the views of maritime are heard and the interests of the maritime industry are protected.

Because of economic indicators, we view the conditions that are likely to occur in the next few months as requiring our constant efforts, as in the past, to preserve the progress we have made and to forge ahead. However, we are most optimistic that in the fairly foreseeable future there will be an upturn which will afford greater employment opportunities for our membership with resultant economic return to them, and, simultaneously, improvement of the District's standing and its overall strength as a Trade Union institution.

## MTD to Hold 1975 Convention

The AFL-CIO Maritime Trades Department, which is comprised of 44 unions representing nearly eight million American workers, will conduct its 1975 Biennial Convention Sept. 29-30 at the Hyatt Hotel on Union Square in San Francisco, Calif. MTD President Paul Hall will chair the two-day Convention.

One of the major themes of the Convention will be "The American Worker and Unemployment." The Convention will discuss the economic and political factors which have led to the nation's highest unemployment rate since the Depression, and it will outline steps that must be taken to overcome the unemployment problem.

The Convention will also focus on the problems of the U.S. maritime industry and is expected to adopt a series of resolutions calling for legislative and other actions to foster a healthy U.S. merchant marine.

Guest speakers at the MTD Convention will include AFL-CIO President George Meany and AFL-CIO Secretary Treasurer Lane Kirkland.

## OK 38 Resolutions

Continued from Page 20

contracts or union license agreements.

- Two separate resolutions expressing the thanks and appreciation of the International to AFL-CIO President George Meany for his support, encouragement and leadership, and to the headquarters staff and departments of the AFL-CIO for the assistance they have given.

- Resolutions dealing with the problem of runaway industries in the Commonwealth of Puerto Rico and the continental U.S. and a call upon the governor and legislature of Puerto Rico to take steps to stop this practice; strong opposition to a proposal to eliminate certain aspects of Federal jurisdiction over certain labor matters in Puerto Rico.

- Support any effort to pass a City Ordinance that will eliminate the possibility of any corporation or business—under an existing contract with any labor organization—deviating from the agreement as long as such agreement is still in force and effect.

- A resolution calling for support

of the plan to select an all American, Trans-Alaska route for transporting natural gas down the North Slope to the lower 48 states. The Committee also recommended that the resolution be sent to the Executive Board of the MTD and AFL-CIO for study and action.

## Personals

William Hamilton and Frank Hall

John E. Anderson requests that you contact him as soon as possible at 1-38 Mimaru Cho, Yokosuka, Japan 238.

Paul J. Wilkinson

George F. Wilkinson requests that you contact him as soon as possible at 849 Beacon St., Boston, Mass. 02215.

Thomas H. Malone, Jr.

Missy Ferguson asks that you contact her as soon as possible at 4830 84th St. NE, Marysville, Wash. 98270, or call her at 659-8815.



## A Warning to State

Our State Department has always viewed the U.S. merchant marine as the most expendable pawn in its game plan for international dealings.

Traditionally the most consistent detractor and opponent of the U.S.-flag merchant fleet, under the present Secretary of State the Department has intensified its efforts to offer up our merchant marine as a lure intended to draw foreign governments into State-conceived "friendships".

One of the loudest voices calling for a veto of the Energy Transportation Act of 1974 belonged to the State Department which threatened that the bill would invite reprisals by foreign nations. Not once did State mention that over 20 nations already have cargo preference laws protecting their national fleets, all implemented without any objection from the State Department.

Now the State Department is again acting as a self-styled protector of foreign-flag fleets, calling for the rejection of a Non-National Carrier Bill which would only require that third-flag carriers in our foreign commerce charging freight rates below those set by the various shippers' conferences prove that these low rates are compensatory, or in other words, that a profit is being made.

This legislation was introduced in the U.S. Senate by Hawaii's Senator Daniel Inouye and in the House by Reps. Leonor Sullivan, Paul McCloskey and Thomas Downing after the state-owned fleets of the Soviet Union and Poland began a conscious campaign to drive out all competition by systematically undercut-

ting the rates of U.S., German and Japanese carriers.

By undercutting rates by as much as 33 percent, Soviet bloc carriers are making deep inroads in the U.S. liner trade and seriously threatening the very existence of the U.S. merchant fleet. These rate cuts are made possible, not by a more efficient Soviet fleet, but by the Russian's willingness to temporarily forego profit in return for political advantage and eventual monopolistic control of ocean freight movement.

Of course the State Department has urged the rejection of this bill in hearings before the Senate.

Not satisfied with the impact of its public testimony, State has now apparently begun leaking stories to the press that the bill was conceived by the maritime unions and introduced as a result of political contributions.

Whether these stories are simply lies consciously fabricated by State to help kill the Non-National Carrier Bill, or are the result of its inability to understand why anyone, no less the U.S. Congress, would want to protect our merchant marine, we want to warn the State Department that the SIU's attempts to protect the U.S. fleet cannot be stopped by underhanded methods or whispering campaigns.

As President Paul Hall told the delegates at the 17th SIUNA Convention, "We might well warn State and its Secretary that he had better stop trying to package the U.S. merchant marine for delivery to his partners in detente. We are not going to lie down and play willing hostage."

# SECURITY IN UNITY

## Letters to the Editor



HISTORIC PRESERVATION

## USPHS Appreciates 'Kind Comments'

We very much appreciate Seafarer Harold Rapp's kind comments about our Baltimore hospital in the July 1975 issue of the *Seafarers Log*.

It is rewarding to hear that our patients are pleased at the care and services provided at our hospital and to know that they feel we are doing the job we set out to do.

We would like the Union and its members to know that we are grateful for the continuing support given to the Public Health Service hospitals.

Sincerely,  
Edward J. Hinman, M.D., M.P.H.  
Director USPHS  
Division of Hospitals and Clinics

## Seafarer Thanks Shipmates

I would like to express my thanks to Bosun S. Monardo and the ship's crew of the *SS Carter Braxton* for all they did for me when I needed them. I am doing well.

Fraternally,  
Jessie Ray Bolling  
Mobile, Ala.

## Welfare Plan Has Helped

I wish to take this opportunity to try to express my feeling of gratitude to the Seafarers Welfare Plan. I know above all else that I dread thinking of what would happen to me and my family if I did not have the Plan to fall back on.

Fraternally,  
Thomas Dinwiddie, Pensioner  
Caryle, Ill.

September 1975 Volume XXVII, No. 10

### SEAFARERS LOG

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

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389

# DISPATCHERS REPORT

AUG. 1-31, 1975

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	8	4	1	5	4	0	16	5	1
New York	67	6	0	51	8	0	194	20	1
Philadelphia	17	1	0	4	4	0	32	4	0
Baltimore	23	3	0	19	5	0	67	4	1
Norfolk	17	3	0	9	4	0	27	11	0
Tampa	7	3	0	1	0	0	18	4	0
Mobile	29	3	0	4	1	0	63	6	0
New Orleans	54	6	0	43	0	0	132	15	0
Jacksonville	23	2	0	26	4	0	61	6	0
San Francisco	26	3	0	4	1	0	99	6	0
Wilmington	14	2	1	5	1	0	43	5	1
Seattle	33	2	0	23	9	0	66	8	0
Puerto Rico	7	1	0	5	3	0	14	1	0
Houston	82	3	0	61	7	0	179	7	0
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	3	0	0	4	1	0	10	1	0
Totals Deep Sea	410	42	2	264	58	0	1,021	103	4
<b>Great Lakes</b>									
Alpena	16	3	0	26	19	0	7	0	0
Buffalo	3	1	0	6	5	0	4	1	0
Cleveland	5	1	0	9	9	0	11	2	1
Detroit	21	2	0	34	9	2	16	1	1
Duluth	5	1	0	8	5	0	10	4	0
Frankfort	6	0	0	15	7	0	2	0	0
Chicago	5	1	0	4	1	0	9	2	0
Totals Great Lakes	62	9	0	102	55	2	59	10	2
Totals Deep Sea & Great Lakes	472	51	2	366	113	2	1,080	113	6
<b>ENGINE DEPARTMENT</b>									
Boston	1	1	0	1	0	0	5	8	0
New York	61	26	1	46	20	0	136	64	2
Philadelphia	10	3	0	3	2	0	24	6	0
Baltimore	22	4	0	13	2	0	56	18	0
Norfolk	10	0	0	10	2	0	30	7	1
Tampa	6	3	0	1	0	0	12	5	0
Mobile	22	4	0	1	1	0	49	8	0
New Orleans	64	13	0	27	6	0	131	32	0
Jacksonville	16	6	0	19	1	0	31	18	1
San Francisco	30	11	0	16	1	0	94	40	0
Wilmington	15	6	0	4	2	0	27	8	0
Seattle	23	5	0	20	6	0	47	15	0
Puerto Rico	10	2	0	2	0	0	21	3	0
Houston	61	14	0	52	12	0	118	28	1
Piney Point	0	0	0	1	5	0	0	0	0
Yokohama	1	0	0	2	3	0	2	1	0
Totals Deep Sea	352	98	1	219	63	0	783	261	5
<b>Great Lakes</b>									
Alpena	6	3	1	19	23	1	0	1	0
Buffalo	5	1	0	6	3	0	4	0	0
Cleveland	4	1	1	6	3	0	6	1	1
Detroit	14	0	0	19	2	0	17	1	2
Duluth	3	0	0	3	0	0	4	1	1
Frankfort	7	1	0	6	3	0	3	0	0
Chicago	1	0	0	2	1	0	2	2	0
Totals Great Lakes	40	6	2	61	35	1	36	6	4
Totals Deep Sea & Great Lakes	392	104	3	280	98	1	819	267	9
<b>STEWARD DEPARTMENT</b>									
Boston	0	1	0	1	1	0	3	2	0
New York	26	7	0	33	9	0	72	15	0
Philadelphia	9	1	0	3	2	0	16	1	0
Baltimore	9	2	0	3	1	0	24	4	0
Norfolk	6	0	0	4	4	0	18	2	0
Tampa	2	0	0	2	1	0	4	0	0
Mobile	13	0	0	2	0	0	37	1	0
New Orleans	29	2	0	27	0	0	66	3	0
Jacksonville	12	1	0	21	3	0	25	2	0
San Francisco	15	2	0	6	2	0	60	8	0
Wilmington	6	0	0	3	0	0	11	4	0
Seattle	14	1	0	23	8	0	26	1	0
Puerto Rico	3	0	0	2	4	0	12	1	0
Houston	30	2	0	26	8	0	81	2	0
Piney Point	0	3	0	0	11	0	0	0	0
Yokohama	0	1	0	2	0	0	0	1	0
Totals Deep Sea	174	23	0	158	54	0	455	46	0
<b>Great Lakes</b>									
Alpena	2	0	0	6	10	0	2	0	0
Buffalo	3	0	0	3	0	0	3	0	0
Cleveland	2	0	0	1	0	0	1	0	0
Detroit	1	0	0	5	0	0	3	0	1
Duluth	2	0	0	4	3	0	4	0	0
Frankfort	2	1	0	6	2	0	2	0	0
Chicago	0	0	0	1	0	0	1	0	0
Totals Great Lakes	12	1	0	26	15	0	16	0	1
Totals Deep Sea & Great Lakes	186	24	0	184	69	0	471	46	1
<b>ENTRY DEPARTMENT</b>									
Boston	2	5	3				5	9	13
New York	28	57	16				47	175	44
Philadelphia	7	13	0				13	43	0
Baltimore	16	22	1				40	63	3
Norfolk	7	12	1				10	28	3
Tampa	2	3	0				7	9	0
Mobile	11	15	1				24	39	1
New Orleans	36	52	0				66	116	2
Jacksonville	12	19	0				78	50	0
San Francisco	26	24	4				55	96	8
Wilmington	4	12	0				9	28	2
Seattle	17	27	0				21	43	2
Puerto Rico	9	6	0				21	23	1
Houston	38	43	3				54	104	12
Piney Point	0	20	0				0	0	0
Yokohama	4	3	0				3	3	0
Totals Deep Sea	219	333	29				393	829	91
<b>Great Lakes</b>									
Alpena	3	13	7				3	4	9
Buffalo	3	2	1				2	5	6
Cleveland	6	6	6				5	12	9
Detroit	26	11	9				23	13	30
Duluth	5	6	5				8	12	10
Frankfort	12	13	1				6	9	2
Chicago	7	3	1				9	3	5
Totals Great Lakes	62	54	30				56	58	71
Totals Deep Sea & Great Lakes	281	387	59				449	887	162
Totals All Depts. Deep Sea	1,155	496	32				2,652	1,239	100
Totals All Depts. Great Lakes	395	403	61				560	903	169
Totals All Depts. Deep Sea & Great Lakes	1,550	899	93				3,212	2,142	269

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

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HEADQUARTERS  
675 4 Ave., Bklyn. 11232  
(212) HY 9-6600  
ALPENA, Mich. 800 N. 2 Ave. 49707  
(517) EL 4-3616

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

BOSTON, Mass. 215 Essex St. 02111  
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(216) MA 1-5450

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(313) VI 3-4741

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(218) RA 2-4110

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

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(713) WA 8-3207

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(904) 353-0987

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(205) HE 2-1754

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

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

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

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

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(713) 983-1679

SAN FRANCISCO, Calif.  
1311 Mission St. 94103  
(415) 864-7400

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

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

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

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

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

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

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

As reported by SIU Atlantic Area  
Vice President Bill Shepard at the  
September membership meeting at  
Headquarters, shipping in most ports  
remained fair to good in the month of  
August. The fact that a high percent-  
age of "B" seniority men are filling  
permanent jobs at SIU halls, as shown  
in this month's Dispatcher's Report,  
is a good indication that the present  
stability in shipping will continue de-  
spite the nation's unemployment.

# New SIU Pensioners



**Blair Allison, 62**, joined the SIU in 1938 in the port of New York sailing as an AB. Brother Allison had sailed for 37 years. He was born in Pennsylvania and is now a resident of New York City.



**Francisco Alvarez, 65**, joined the SIU in 1944 in the port of New York sailing as a cook. Brother Alvarez had sailed for 26 years. Born in Tampa, he is now a resident of Miami.



**Virgil J. Appleton, 61**, joined the SIU in the port of Frankfort, Mich. in 1953 sailing as an OS for the Ann Arbor Railroad Co. Brother Appleton had sailed for 24 years. He was born in Arcadia, Mich. and is now a resident of Elberta, Mich.



**John G. Atherton, 67**, joined the SIU in 1944 in the port of New York sailing as an electrician. Brother Atherton had sailed for 29 years. A native of Canada, he is now a resident of Leesburg, Fla.



**Joseph B. Bobola, 64**, joined the SIU in the port of Alpena, Mich. in 1956 sailing as an AB for the Huron Cement Co. Brother Bobola was born in Michigan and is now a resident of Onaway, Mich.



**John I. Calamia, 51**, joined the SIU in the port of New York in 1961 sailing as an oiler. Brother Calamia had sailed for 26 years and is a World War II veteran of the U.S. Navy. Born in New Orleans, he is now a resident there.



**Vincent J. Cali, 64**, joined the SIU in 1939 in the port of New Orleans sailing in the steward department. Brother Cali had sailed for 35 years. He was born in Louisiana and is now a resident of New Orleans.



**Clyde T. Clark, 53**, joined the SIU in the port of New York in 1952 and sailed as a bosun. Brother Clark had sailed for 28 years. He is a wounded World War II veteran of the U.S. Marine Corps. A Mississippi native, he is now a resident of Oceanway, Fla.



**Eduvigis De Jesus, 55**, joined the SIU in 1940 in the port of Philadelphia sailing as an oiler. Brother De Jesus sailed for 35 years. He walked the picket line in the Greater N.Y. Harbor strike in 1961. Born in Puerto Rico, he is now a resident of Fajardo, Puerto Rico.



**Louis G. Dennis, 62**, joined the SIU in 1939 in the port of Boston sailing as a chief cook. Brother Dennis sailed for 45 years. He was born in Virginia and is now a resident of St. Albans, Queens, N.Y.



**Salvatore A. Di Maggio, 50**, joined the SIU in 1948 in the port of New York and sailed as a bosun. Brother Di Maggio sailed for 29 years. He was on the picket line in the N.Y. Harbor strike in 1961 and was at the January 1965 rally of the District Council 37 beef. Seafarer Di Maggio is a U.S. Navy veteran of World War II. Born in New York, he is a resident of Brooklyn, N.Y.



**Joseph J. Keating, 65**, joined the SIU in 1941 in the port of New York and sailed as a chief electrician and third assistant engineer. Brother Keating has sailed for 29 years and walked the picket line in the N.Y. Harbor strike in 1961. Born in New York, he is now a resident of Vernon, N.J.



**Roland E. Lanoue, 62**, joined the SIU in 1948 in the port of New York sailing as a chief electrician. Brother Lanoue had sailed for 33 years. He received a Personal Safety Award in 1960 for sailing aboard an accident-free ship, the SS *Frances* and served on a picket line in the N.Y. Harbor strike in 1961. A native of Canada, he is now a resident of New Port Richey, Fla.



**Glenious C. Lawson, 57**, joined the SIU in 1944 in the port of Norfolk sailing as a bosun. Brother Lawson had sailed for 30 years. He is a veteran of the pre-World War II U.S. Army. Seafarer Lawson was born in Moutash, Ky. and is now a resident of Erwin, Tenn.



**Dary Letourneau, 65**, joined the SIU in 1944 in the port of New York sailing as a cook. Brother Letourneau had sailed for 31 years and walked the picket line in the N.Y. Harbor strike in 1961. He was born in Canada and is now a resident of Levis, Quebec, Canada.



**Paul Frankmanis, 56**, joined the SIU in 1945 in the port of Norfolk sailing as a fireman-watertender. Brother Frankmanis sailed for more than 28 years and was on the picket line in the N.Y. Harbor strike in 1961. A native of Latvia, he is now a resident of San Francisco.



**Francis L. Grissom, 62**, joined the SIU in the port of Houston in 1959 sailing as a cook. Brother Grissom is a U.S. Army paratroop veteran of World War II. He was born in Waco, Tex. and is now a resident of Dallas.



**Clodis Marceaux, 66** joined the SIU in 1949 in the port of Mobile sailing in the steward department. Brother Marceaux had sailed for 28 years. He was born in Louisiana and is now a resident of Bayou La Batre, Ala.



**Richard G. Martinez, 65**, joined the SIU in 1941 in the port of New York and sailed as a chief steward. Brother Martinez had sailed for 34 years. He was born in Tampa and is now a resident of Nuevo Laredo, Tampico, Mexico.



**Christos Mavroudis, 71**, joined the SIU in 1948 in the port of San Francisco sailing as a fireman-watertender. Brother Mavroudis had sailed for 47 years. Born in Greece, he is now a resident of New York City.

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

July 24 - Aug. 27, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	15	97	\$ 45,833.70	\$ 288,279.00
In Hospital Daily @ \$1.00 .....	290	4,184	290.00	4,184.00
In Hospital Daily @ \$3.00 .....	147	1,381	441.00	4,143.00
Hospital & Hospital Extras .....	21	117	2,013.19	11,097.82
Surgical .....	6	21	471.00	1,442.92
Sickness & Accident @ \$8.00 .....	6,593	53,100	52,744.00	424,800.00
Special Equipment .....	4	19	543.75	2,411.62
Optical .....	157	1,430	5,939.56	40,123.05
Supplemental Medicare Premiums .....	68	268	2,269.10	12,325.40
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	520	3,085	120,209.50	674,481.62
Doctors' Visits In Hospital .....	82	491	2,838.41	18,836.57
Surgical .....	142	876	21,987.26	119,437.74
Maternity .....	10	119	3,600.00	33,980.25
Blood Transfusions .....	3	15	595.00	1,478.00
Optical .....	145	1,053	4,006.53	27,135.30
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	8	102	26,000.00	310,000.00
Hospital & Hospital Extras .....	209	1,361	25,739.50	195,804.97
Doctors' Visits & Other Medical Expenses ..	144	923	7,961.22	37,043.49
Surgical .....	15	105	2,551.66	16,351.91
Optical .....	58	549	2,268.76	13,623.72
Blood Transfusions .....	—	1	—	72.00
Special Equipment .....	4	20	810.01	4,399.16
Dental .....	1	6	300.00	2,006.00
Supplemental Medicare Premiums .....	1,994	13,788	13,999.20	96,655.50
<b>SCHOLARSHIP PROGRAM</b>	3	77	1,419.00	29,329.90
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	10,639	83,188	344,831.35	2,369,442.94
Total Seafarers Pension Plan .....	2,358	16,400	573,067.00	4,040,362.30
Total Seafarers Vacation Plan .....	749	6,915	400,991.78	3,801,812.43
Total Seafarers Welfare, Pension & Vacation	13,746	106,503	\$1,318,890.13	\$10,211,617.67



# 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.



## Know Your Rights



**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, Chairman, Seafarers Appeals Board  
275 - 20th Street, Brooklyn, N. Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY—SEAFARERS LOG.** The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATION—SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

## MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Oct. 6	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Oct. 7	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Oct. 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Oct. 9	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Oct. 9	2:00 p.m.	—	—
Detroit	Oct. 10	2:30 p.m.	—	—
	Oct. 13	—	5:00 p.m.	—
Houston	Oct. 13	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Oct. 14	2:30 p.m.	5:00 p.m.	—
Mobile	Oct. 15	2:30 p.m.	5:00 p.m.	—
San Francisco	Oct. 16	2:30 p.m.	—	—
Wilmington	Oct. 20	2:30 p.m.	—	—
Seattle	Oct. 24	2:30 p.m.	—	—
Piney Point	Oct. 11	10:30 a.m.	10:30 a.m.	—
Columbus	Oct. 18	—	—	1:00 p.m.
Chicago	Oct. 14	—	5:00 p.m.	—
Port Arthur	Oct. 14	—	5:00 p.m.	—
Buffalo	Oct. 15	—	5:00 p.m.	—
St. Louis	Oct. 16	—	5:00 p.m.	—
Cleveland	Oct. 16	—	5:00 p.m.	—
Jersey City	Oct. 13	—	5:00 p.m.	—

Politics Is Porkchops  
Donate to SPAD





**TRANSCOLUMBIA** (Hudson Waterways), July 20—Chairman, Recertified Bosun Jack Kingsley; Secretary T. Ulisse; Educational Director John Meo; Deck Delegate Pedro Aloa; Engine Delegate Stanley Phillips; Steward Delegate Gilbert Murray. Secretary reported "We can write our own guide to 'Faraway Places and Exotic Ports' after this voyage. Iskenderum, Turkey near the Syrian border with two weeks port time gave plenty of time for trips inland to ancient glories of the past. Livorno, Italy near Pisa, Piraeus, Greece with Athens in all its splendor. Rota, Spain with nearby ancient Cadiz. Now homeward bound for the city by the Golden Gate, San Francisco, Calif." \$3.00 in ship's fund. Some disputed OT in engine department.

**PANAMA** (Sea-Land Service), July 28—Chairman, Recertified Bosun Cyril Mize, Jr.; Secretary J. Mar; Educational Director Ford; Deck Delegate Howard C. Alberson; Engine Delegate S. A. Barbara. Chairman issued new contracts to crew. Suggested that all members support SPAD. No disputed OT. Next port Long Beach.

**DELTA ARGENTINA** (Delta Steamship Lines), July 13—Chairman, Recertified Bosun Arthur McGinnis; Secretary J. Sumpter; Educational Director Union Sanders, Jr.; Engine Delegate A. Clark; Steward Delegate J. E. Bell. \$450 received from crew and officers on voyage No. 38 for the movie fund and 20 movies were purchased for the benefit of the crew for the present voyage. No disputed OT. Crewmembers welcomed aboard two recent graduates of Piney Point, Ronald Celious and Mark S. Johnson in true SIU fashion. All members were reminded of the importance of voluntarily donating to SPAD. A vote of thanks to the steward department for the preparations and serving of the good chow for the present voyage. Next port Abidjan.

**CANTIGNY** (Int. Ocean Transport), July 5—Chairman J. Nava; Secretary W. Todd; Educational Director J. Cline; Deck Delegate Thomas Walker. No disputed OT. A letter was forwarded to Headquarters requesting educational material. Pat Smouthers joined the vessel upon graduating from HLSS and is doing an outstanding job and is a good shipmate.

**MERRIMAC** (Ogden Marine), July 27—Chairman, Recertified Bosun W. M. Wallace; Secretary F. R. Hicks; Educational Director V. D'India; Deck Delegate J. Arellanes; Steward Delegate Peter Batayias. No disputed OT. Latest Seafarers Log was received with contract and the members were asked to read carefully. A motion was made to accept the new contract and was carried unanimously. Crewmembers were asked to show any new members from HLSS anything that would be helpful to these brothers. Observed one minute of silence in memory of our departed brothers. Next port Norfolk, Va.

**SEA-LAND MARKET** (Sea-Land Service), July 20—Chairman, Recertified Bosun Walter Nash; Secretary A. Panagopoulos. No disputed OT. Chairman explained to membership new contract and everybody agreed that it was a very good move that the membership participated in negotiating.

**BALTIMORE** (Sea-Land Service), July 9—Chairman, Recertified Bosun James Dixon. \$29.90 in ship's fund. No disputed OT. Chairman discussed the new contract as to its many benefits for the Seafarers welfare. Also, he discussed the importance of having an enrollment beneficiary card up-to-date. We will not forget our tobacco chewing and long story telling wiper C. R. Brackett who is leaving us for a well earned rest. We wish him well and we will sure miss him. Educational Director reports that the crew has shown a great amount of intelligence and sound sensible thinking which is a great asset as to the safety and welfare of the ship and personnel. Flowers were sent by the crew for First Assistant Engineer Gilson who passed away while at Jacksonville. A vote of thanks to the steward department for a job well done. The steward department expresses sincerest thanks to all of the crew for keeping pantries and messhalls clean and orderly. The crew wishes to go on record for a vote of thanks to our negotiating committee for a beneficial contract concerning the welfare of the membership.

**SEA-LAND ECONOMY** (Sea-Land Service), July 7—Chairman, Recertified Bosun A. E. Bourgot; Secretary L. Nicholas; Educational Director K. L. Hart; Deck Delegate J. P. Pettus; Engine Delegate I. Galeas; Steward Delegate P. L. Hunt. No disputed OT. Communications received from Headquarters were read and accepted. Reported to the Seafarers Log "Everyone seems to be happy working under the new contract also with the feeling that the rank and file played a most important part in bringing to a close the new contract." A vote of thanks to chief electrician for the prompt installation of a new washing machine and dryer. Next port New Orleans.

**MOHAWK** (Ogden Marine), July 6—Chairman, Recertified Bosun Pete D. Sheldrake; Secretary F. E. Burley; Educational Director W. D. Kawick. No disputed OT. Chairman held an open discussion on the new contract and how it would benefit all of SIU seamen and of the merits of the new working clauses. Everyone commended the steward department on an excellent variety of food and the immediate service of same. Next port Antonio, Chile.

**NOTRE DAME VICTORY** (Ecological Steamship), July 13—Chairman, Recertified Bosun Gaetano Mattioli; Secretary J. Golder; Educational Director George Thompson; Deck Delegate Richard Heffley; Engine Delegate Edward Murray; Steward Delegate James Robinson. Some disputed OT in deck department. Chairman held a discussion on SPAD and pointed out to the new members the progress attained by these donations. Steward discussed the opportunities for all of going to Piney Point for upgrading. A vote of thanks to the steward department for a job well done.

**OGDEN YUKON** (Ogden Marine), July 6—Chairman, Recertified Bosun H. Weaver; Secretary O. Frezza; Educational Director Blanchard. \$62 in ship's fund. No disputed OT. Chairman brought up the importance of donating to SPAD. A vote of thanks to the steward department. Next port Rota, Spain.

**JEFF DAVIS** (Waterman Steamship), July 13—Chairman, Recertified Bosun G. E. Annis; Secretary J. E. Long; Educational Director Bennet. No disputed OT. Chairman reported on the new contract and explained various new sections and clarifications pertaining to sailing board and wages and OT rates. Will try to get a copy of the new contract for each department delegate in Mobile or N.O. Suggested that all remember SPAD. Next port Houston.

**BEAUREGARD** (Sea-Land Service), July 6—Chairman, Recertified Bosun W. L. Tillman; Secretary L. Thompson; Educational Director W. J. Linberg. \$20 in ship's fund. Some disputed OT in deck department. Chairman reports that he has called Frank Boyne in Yokohama concerning a number of minor beefs and Frank Boyne will meet the ship in Naha and will bring the new contracts. Next port Inchon.

**STONEWALL JACKSON** (Waterman Steamship), July 6—Chairman, Recertified Bosun Carl Lineberry; Secretary G. Tolliver; Educational Director John Cantrell; Steward Delegate Eddie Bowers. \$498.25 in movie fund. \$10.50 in ship's fund. No disputed OT. A motion was made and passed to post all communications. Everything running smoothly.

**SEA-LAND COMMERCE** (Sea-Land Service), July 6—Chairman L. G. G. Reck; Secretary Gus Skendelas; Educational Director Herbert S. Martin. \$127 in ship's fund. No disputed OT. Articles about maritime activities were received and posted. Copies of the new contract were xeroxed and given to each department. Chairman suggested that members donate to SPAD. A vote of thanks to the steward department for a job well done. Next port Kobe.

**ARTHUR MIDDLETON** (Waterman Steamship), July 20—Chairman, Recertified Bosun B. Edelson; Secretary J. W. Sanders; Educational Director A. E. Delancy. No disputed OT. Chairman held a discussion on the reports in the Seafarers Log and also on the new contracts. Everything running smoothly. Next port Bombay.

**SEA-LAND VENTURE** (Sea-Land Service), July 20—Chairman, Recertified Bosun Charles Boyle; Secretary C. L. Shirah; Educational Director A. Acosta; Deck Delegate J. F. Ryan; Engine Delegate Robert Tompkins; Steward Delegate David Sacher. No disputed OT. The crew of the *Sea-Land Venture* want to go on record and give the contract negotiators a vote of thanks for a job well done. Next port New Orleans.

**POTOMAC** (Ogden Marine), July 27—Chairman, Recertified Bosun Maurice C. Duet; Secretary Mario Canalejo, Sr.; Educational Director Bill Ball; Deck Delegate Donald D. Fleming; Engine Delegate H. E. Diaz; Steward Delegate Charles J. Hickot. The members of the committee give a vote of thanks to the crew for the way they performed in Colombo, Sri-Lanka, especially to the boys from Piney Point. The new contract has been received and posted. No disputed OT. Observed one minute of silence in memory of our departed brothers.

**OVERSEAS ANCHORAGE** (Maritime Overseas), July 13—Chairman, Recertified Bosun A. Boney; Secretary S. J. Davis; Educational Director D. Busby; Deck Delegate M. Hammond; Engine Delegate S. V. Marano; Steward Delegate B. Winfield. This ship is equipped with a high seas radio phone and has the ability to call the U.S.A. from anywhere in the world. Any calls made must be collect. No disputed OT. A vote of thanks to the steward department for the fine July 4 porch cookout with live charcoal and barbecue spare-ribs.

**SEA-LAND McLEAN** (Sea-Land Service), July 13—Chairman, Recertified Bosun J. Richburg; Secretary R. Sadowski; Educational Director K. Katsalis. \$30 in ship's fund exclusive of the fund for extra movies. No disputed OT. Thanks to the Yokohama Agent for a thorough explanation of the new contract. Everything running smoothly. Next port Hong Kong.

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

OAKLAND  
TRANSCOLORADO  
ROBERT E. LEE  
CAROLINA  
ELIZABETHPORT  
SCHUYLER  
SUMMIT  
PORTLAND  
JOINTYLE  
DELTA SUD  
SEA-LAND EXCHANGE  
WALTER RICE  
SEA-LAND GALLOWAY  
OVERSEAS ALUTIAN  
AGUADILLA  
LONGBEACH

THE  
JACKSONVILLE  
BOHNIQUE  
SANTO ESPERANZA  
SUGAR SANDER  
BETHLEHEM  
SEA-LAND PRINCE  
YELLOWSTONE  
VANTAGE DEFENDER  
AROUND NAVIGATOR  
SAN JUAN  
LOS ANGELES  
DUCHESS  
VANTAGE HORIZON  
BOSTON  
CHARLESUN  
SEA-LAND RESOLUTE  
NEWAGE  
PITTSBURGH  
HUMACAO  
BRADFORD ISLAND  
IRREVILE  
OGDEN CHALLENGER  
MOUNT EXPLORER  
ROBERT TOMBS  
PORTLAND  
SEA-LAND TRADE  
JOHN B. WATERMAN  
SEA-LAND CONSUMER  
MAUMEE  
OVERSEAS TRAVELER  
SAN FRANCISCO  
OVERSEAS ILLA  
OVERSEAS ARCTIC  
HOUSTON



# Final Departures




**Freddie J. Landry**, 61, passed away in a Louisiana hospital on July 3. Brother Landry joined the SIU-affiliated IBU in the port of Port Arthur in 1964. He had sailed as a captain for the Higman Towing Co. from 1933 to 1941 and Slade Inc. from 1941 to 1975. He was born in Jeanerette, La. and was a resident of Thibodaux, La. Surviving are his widow, Mrs. F. J. Landry; a son, Edmond, and four daughters, Mrs. Loney Champagne, Mrs. Deanna Mae Filice, Betty Ann and Judy May, all of Thibodaux.



**Orville L. Arndt**, 47, succumbed to arteriosclerosis in Harahan, Tex. on June 21. Brother Arndt joined the SIU in 1948 in the port of Mobile sailing as a chief cook. He had sailed for 30 years. Born in Minnesota, he was a resident of Longview, Tex. Burial was in Lakeview Memorial Gardens Cemetery, Longview. Surviving are his widow, Frances; a son, Dale, a daughter, Diane and a sister, Mrs. G. M. Buck of Marshall, Minn.




**Freddie Bailey**, 62, died in San Francisco on June 12. Brother Bailey joined the SIU in the port of San Francisco in 1962 sailing as a chief cook. Born in Louisiana, he was a resident of San Francisco when he passed away. Surviving are his widow, Bessie; five sons, Freddie, Jr., Graling, Percy, Louis and Isiah; three daughters, Mrs. Lucille Williams of San Francisco, Jo Ann and Marie and an uncle, D. Monroe of San Francisco.




**Marshall E. Foster**, 57, passed away on July 6. Brother Foster joined the SIU in 1947 in the port of New Orleans sailing as both a chief steward and bosun. He had sailed 35 years. A native of New Orleans, he was a resident there when he died. Surviving are his widow, Claudette; his mother, Mrs. J. J. Murry of New Orleans; a son, Gary and a daughter, Debra Ann.



SIU pensioner **Oscar Lee**, 67, died of heart disease in Providence Hospital, Mobile on June 7. Brother Lee joined the Union in the port of Mobile in 1951 sailing as a fireman-watertender. He had sailed for 22 years. A native of Gilbertown, Ala., he was a resident of Irvington, Ala. Burial was in Barrytown (Ala.) Cemetery. Surviving are his widow, Willie Ruth; a stepson, Philip Ray Odom, and a stepdaughter, Brenda Odom.



**Ronald F. Belew**, 37, died of a fractured spinal cord in Lake Huron Hospital, Alpena, Mich. on June 20. Brother Belew sustained the injury when he fell 20 feet into the hold of the *MVSS John A. Kling* (Reiss Steamship) at the coal dock of the Huron Cement Co. in Alpena. He joined the SIU in the port of Alpena in 1964 sailing as an AB. A native of Alpena, he was a resident there. Interment was in Holy Cross Cemetery. Surviving are his widow, Mary; a son, Daemond Don of Alpena; a daughter, Candace Marie and a daughter-in-law, Mrs. Bonnie Belew.




**Oral F. Burleson**, 67, died of heart disease on June 13. Brother Burleson joined the SIU in the port of Wilmington, Calif. in 1969 sailing as a chief cook. A native of Gatesville, Tex., he was a resident of Canoga Park, Calif. when he passed away. Surviving is a son, Fred of Canoga Park.



SIU pensioner **William A. Hedlund**, 68, died on June 12. Brother Hedlund joined the SIU-affiliated IBU in the port of New York in 1960 sailing for the New York, New Haven & Hartford Railroad from 1928 to 1972. He was a resident of The Bronx, N.Y. Surviving are his widow, Helen and a nephew, John Myer of New York City.



**Doris C. Massengill**, 39, was dead on arrival of pneumonia at the Vicksburg (Miss.) Hospital on June 21. Sister Massengill joined the SIU-affiliated IBU in 1972 sailing as a towboat cook for the Orgulf Transportation Co. from 1972 to 1975. She was born in Centralia, Ill. and was a resident of Paducah, Ky. at the time of her death. Interment was in Mt. Kenton Cemetery, McCracken County, Ky. Surviving is her husband, Willard.




**Billie J. Brewer**, 47, died on July 15 in Humble, Tex. Brother Brewer joined the SIU in 1945 and sailed as a chief pumpman. He was a post-war veteran of the U.S. Army. Seafarer Brewer was born in Birmingham, Ala. and was a resident of Conroe, Tex. when he passed away. Surviving are his widow, Sharlene; his mother, Jeannie of Hackelberg, Ala.; a son, David and a daughter, Shelia, both of Birmingham.




**Don C. Stevens**, 18, died in Charity Hospital, New Orleans, of injuries sustained in an auto crash on May 10. Brother Stevens joined the SIU in the port of Piney Point, Md., in August, 1974 following his graduation from the Harry Lundeberg School of Seamanship there. He sailed as an OS. Seafarer Stevens was born in New Orleans and was a resident of Husser, La., at the time of his death. Burial was in New Sharon Baptist Cemetery, Husser. Surviving are his father, Billy E. Stevens of Loranger, La.; his mother, Mrs. Ruby Fletcher; his stepfather, Buddy Fletcher; his stepmother, Mrs. Doris Stevens; his grandmother, Mrs. Eva S. Bahan of Lorange his brother, Seafarer Duane E. Stevens of Loranger, who is a 1971 HLSS graduate; a sister, Gay Stevens; four step-sisters, Mrs. Karen Perrilloux, Mrs. Felicia Parker, Mrs. Vicky Crowe and Shelia Fletcher, and a nephew, Hank Parker, Jr.



**Bernard L. Kishel**, 65, died on June 21. Brother Kishel joined the SIU in the port of Detroit in 1969 sailing as a second cook. He was a U.S. Army veteran of World War II. Born in Virginia, Minn., he was a resident there when he died. Surviving are his mother, Marie of Virginia, Minn. and a brother, C. E. Kishel.




SIU pensioner **August Adam Smith**, 78, died of heart failure in Community Hospital, La Follette, Tenn. on June 4. Brother Smith joined the Union in 1947 in the port of New York sailing as a bosun. He had sailed for 23 years. Born in Mt. Pulaski, Ill., he was a resident of La Follette. Interment was in Mt. Pulaski Cemetery. Surviving are his widow, Nellie; a son, Clarence of Chicago, and a sister, Mrs. Grace E. Buckles of Mt. Pulaski.



SIU pensioner **Ernest C. De Baulte**, 55, died on July 4 in South America. Brother De Baulte joined the Union in 1948 in the port of New York sailing as an AB. He had sailed for 27 years and walked the picket line in the 1961 N.Y. Harbor strike. Seafarer De Baulte was an infantry veteran of the U.S. Army in World War II and received a SIU Personal Safety Award in 1960 for sailing aboard the accident-free ship, the *SS Frances*. He ran for Union office in 1969-1972 and was a Ship's Delegate on the *SS Beatrice*. Born in Louisiana, he was a resident of Sao Paulo, Brazil. Surviving is his widow, Ana Maria.



**Victor J. Puliafico**, 55, died of cancer of the pancreas in Johns Hopkins Hospital, Baltimore on June 22. Brother Puliafico joined the SIU-affiliated IBU in the port of Baltimore in 1957 sailing as both a captain and pilot for the Curtis Bay Towing Co. from 1951 to 1975. He was born in Pitco, Pa. and was a resident of Baltimore. Surviving are his widow, Mary; a son, Victor, and a daughter, Theresa.



**Carlos Labiosa**, 50, died on July 4. Brother Labiosa joined the SIU in 1944 in the port of New York and sailed as a bosun. He had sailed for 34 years. A native of Puerto Rico, he was a resident of New York City when he passed away. Surviving are his widow, Emma, and two sons, Carlos and Edwin.



SIU pensioner **Harry L. Coker**, 74, died of heart failure in the Galveston USPHS Hospital on June 7. Brother Coker joined the SIU-affiliated IBU in the port of Houston in 1957 sailing as a marine engineer for G & H Towing Co. from 1957 to 1972. Born in Oklahoma, he was a resident of Galveston. Burial was in Galveston Memorial Park Cemetery in Hitchcock, Tex. Surviving are his widow, Mary, and two sons, Harry Jr. and R. L. Coker.

**Preston J. St. Amant**, 56, succumbed to cancer in the New Orleans USPHS Hospital on June 13. Brother St. Amant joined the SIU-affiliated IBU in the port of New Orleans in 1972 sailing as a cook for National Marine Service. He was born in Vermillion, La. and was a resident of Bay St. Louis, Miss. Interment was in Kaplan Catholic Cemetery, Kaplan, La. Surviving are his widow, Isabelle and three daughters, Glenda, Elizabeth and Linda.

SIU pensioner **Edward A. Fitzhugh**, 67, died of a chronic illness in Paul Oliver Hospital, Frankfort, Mich., on May 22. Brother Fitzhugh joined the Union in the port of Elberta, Mich. in 1953 sailing as an oiler for the Ann Arbor Railroad Carferries Co. from 1924 to 1963. He was born in Michigan and was a resident of Arcadia, Mich. Interment was in Conway Cemetery, Arcadia. Surviving is a stepdaughter, Deanna D. Newberry.



**Theodore A. Hatgimios**, 29, died on May 12. Brother Hatgimios was a member of the SIU-affiliated IBU sailing for the Interstate Oil Co. out of the port of Philadelphia. He had sailed for 11 years. Seafarer Hatgimios was a resident of Philadelphia. Surviving are his widow, Lucille; a son, Theodore, Jr., and a brother, Nicholas who is a member of the SIU in Philadelphia.

SIU pensioner **Lyle A. Burns**, 64, died of cancer of the lung in Samaritan Hospital, Bay City, Mich., on May 17. Brother Burns joined the Union in the port of Detroit in 1951 last sailing as a wheelsman for the Eric Sand Steamship Co. from 1974 to 1975. Born in Barberton, Ohio, he was a resident of Bay City and Saginaw, Mich. Burial was in St. Andrew's Cemetery, Saginaw. Surviving are a son, William, and a cousin, Dennis W. Wrynn of Harper Woods, Mich.



# LUNDEBERG SCHOOL

EDUCATION • TRAINING • UPGRADING



## Course Descriptions and Starting Dates

### Deck Department

#### ABLE SEAMAN

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

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

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

**Starting Dates:**

October 16, November 28, January 26, March 8.

#### QUARTERMASTER

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

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

**Starting Dates:** October 2, November 13, January 8, February 19, April 1.

#### LIFEBOATMAN

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

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

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

**Starting Dates:**

October 2, 16, 30; November 13, 28; December 11, 26; January 8, 22; February 5, 19; March 4, 18; April 1.

### Engine Department

#### QMED—Any Rating

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

tomated Ships; Firefighting and Emergency Procedures.

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

**Starting Dates:**

October 16; November 13; December 11; January 8; February 5; March 4; April 1.

#### FOWT

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



Advanced Pumpman Procedures Course Instructor Charlie Nalen (right) at the Harry Lundeberg School of Seamanship in Piney Point, Md. with two recent graduates of the class, James Dryden (left) and Jim McBride.



HLSS Instructor Bill Eglinton (center) with the latest graduates of his QMED class of (l. to r.): Raymond Anderson; Dan Nelson; John Sherpinski, and Elvert Welch.

iliary Equipment; Starting and Securing Main Engines.

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

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

**Starting Dates:**

November 3, January 12, February 23, April 5.

#### DIESELS

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

## SIU Scholarship Program

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

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

These are the scholarships offered:

1. Four-year college degree scholar-

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

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

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

Eligibility requirements are as follows:

1. Must be under 35 years of age.

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

2. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan (three years for \$10,000 scholarship).

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

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

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

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

## Scholarships For Dependents

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

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



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

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

Starting date: January 5.

### WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and

cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

**Course Requirements:** Engine department personnel must hold endorsement as QMED—Any Rating; deck and steward department personnel must hold any rating.

Starting Dates: November 28; December 11, February 5, March 18.

### OPERATION AND MAINTENANCE OF REFRIGERATED CONTAINERS

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

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

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

Starting Date: November 17.

## HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

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

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

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

Date Book Was Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) Now Held \_\_\_\_\_

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

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

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

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

Dates Available for Training \_\_\_\_\_

I Am Interested In:

- |  |   |   |
|--|---|---|
| <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"/> Advanced Pumpman Procedures    |
|  | <input type="checkbox"/> Diesel                           | <input type="checkbox"/> Advanced Electrical Procedures |
|  | <input type="checkbox"/> Refrigeration Container Mechanic |   |

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

## High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

I meet the requirements listed above and I am interested in furthering my education. I would like more information on the Lundeberg High School Program.

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

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

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

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

### Steward Department

#### CHIEF STEWARD

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

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

Starting Dates:  
October 2, November 13, December 26,  
February 5, March 18.

#### ASSISTANT COOK

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

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

Starting Dates:  
October 30, December 11, January 22,  
March 4.

#### COOK AND BAKER

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

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

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

Starting Dates:  
October 2, 16, 30; November 13, 28;  
December 11, 26; January 8, 22; February 5, 19; March 4, 18; April 1.

#### CHIEF COOK

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

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

Starting Dates:  
October 16, November 28, January 8,  
February 19, April 1.

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

**Billie Price**

Seafarer Billie Price, 48, has been a member of the SIU since 1945, and he started shipping as bosun in 1952. A native of North Carolina, Brother Price makes his home in Portsmouth, Va. He ships from the port of Norfolk.

**Robert Sipsey**

Seafarer Robert Sipsey, 49, has been shipping with the SIU since 1943, and he began shipping out as bosun in 1950. A native of Lawrence, Mass., Brother Sipsey now makes his home in Sonoma, Calif. He ships from the port of San Francisco.

**Clayton Engelund**

Seafarer Clayton Engelund, 50, has been a member of the SIU since 1956, and he started shipping out as a bosun in 1966. A native of Phelps, Wisc. he now ships from the port of New York where he makes his home.

**John Japper**

Seafarer John Japper, 44, has been shipping with the SIU since 1962, and since then has sailed at various ratings in the deck department. A native of New York, he ships from that port and continues to make his home there with his wife Theresa.

**John Farragut**

Seafarer John Farragut has been sailing with the SIU since 1966 when he graduated from the New Orleans Andrew Furuseth Training School. A U.S. Navy veteran, Brother Farragut sails as an AB. A native of Mobile, he now lives in New Orleans with his wife Suzy and their daughter. Brother Farragut ships out of Houston.

**John Haller**

Seafarer John Haller has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1972. A member of the black gang, Brother Haller returned to Piney Point for his QMED endorsement before attending the 'A' Seniority Upgrading Program. Seafarer Haller is a native and resident of Philadelphia and ships from that port.

# 26th Bosuns' Class

Twelve Seafarers graduated from the 26th SIU Bosuns Recertification Program this month and they now resume shipping with a much better knowledge of their Union and the entire maritime industry. It is their responsibility to re-join their vessels and inform the rest of the membership about the role all Seafarers must play if there is to be a future for the American merchant marine.

The recertified bosuns who have completed this very important two-month program are asserting their leadership aboard all our contracted vessels.

As the top unlicensed man on ship, and as the leading representative of the SIU at sea, it is the bosun's job to see that all voyages run as smoothly as possible, with of course full cooperation from the rest of the crew.

The recertified bosun is also better qualified to handle the new technologically-advanced equipment which is found on many of the modern ships being built today.

It is for this very reason that the Bosuns Recertification Program was established. The SIU must adapt to a constantly-changing industry if we wish to play a part in it in the years to come. With the battles now being fought in the Halls of Congress rather than on the waterfront, and with radical changes in vessels and manning, our entire membership must be kept informed at all times in order to insure the job security of everyone in the years ahead.

This then, is the main objective of the bosuns program: better communication. And, it is the job of every member, not only the recertified bosun. The bosun is the leader of the crew, but only if his crew actively participates and takes an avid interest in the affairs of our Union, by attending shipboard and membership meetings, by asking questions and reading all pertinent information. And, with full membership cooperation, we will be a much stronger, secure Union for many years to come.

**Herwood Walters**

Seafarer Herwood Walters, 31, has been a member of the SIU since 1966 and has shipped in various ratings in the deck department since 1967. A native of Jamaica, West Indies, Brother Walters now makes his home in Miami, Fla. He ships from the port of New York.

**Dave LaFrance**

Seafarer Dave LaFrance, 27, has been a member of the SIU since 1966 and began shipping out as bosun in 1970. A native of Scranton, Pa., he continues to make his home there. Brother LaFrance ships from the port of New York.

**Dick Ware**

Seafarer Dick Ware, 49, has been shipping with the SIU since 1947, and he started sailing as bosun in 1954. A native of Mississippi, he now makes his home in Shepard, Tex. with his wife Katherine. Brother Ware ships from the port of Houston.

**Calixto Gonzalez**

Seafarer Calixto Gonzalez, 48, has been a member of the SIU since 1947, and began shipping as bosun in 1965. A native of Rio Piedras, Puerto Rico he continues to make his home there with his wife Carmen. Brother Gonzalez ships from the port of San Juan.

**Macon Welch**

Seafarer Macon Welch, 48, has been a member of the SIU since 1945, and he began shipping out as bosun in 1949. A native of Georgia, he now makes his home in Texas City, Tex. with his wife Josephine. Brother Welch ships from the port of Houston.

**Albert Doty**

Seafarer Albert Doty, 62, has been a member of the SIU since 1940, and started shipping out as bosun that same year. A native of Illinois, he now ships from the port of New Orleans where he makes his home with his wife Arlene.

**Herbert Leake**

Seafarer Herbert Leake, 42, has been a member of the SIU since 1960, and has been sailing as bosun for the past five years. A native of Winchester, Va., he continues to make his home there with his wife Martha. Brother Leake ships from the port of Baltimore.

**John Logan**

Seafarer John Logan, 50, has been a member of the SIU since 1951, and he began shipping out as bosun in 1964. A native of Deerpark, Ala., he now ships from the port of Mobile where he makes his home with his wife Jeanette.

## 'A' Book Program

With the successful completion by six more members this month, the 'A' Seniority Upgrading Program has now graduated 179 Seafarers with full 'A' book status. The six graduates this month are Richard Butch, Gennaro Esposito, John Farragut, Steve Venus, John Biletz and John Haller.

The purpose of this program is to give new full book members a chance to sharpen their seafaring skills and at the same time gain a better understanding of our Union's operations, functions

and goals.

Not only does the 'A' Seniority Program benefit the new full book member who will have greater shipping opportunities with his 'A' book, but it also benefits the entire membership. The brothers who graduate from this program are valuable additions to our Union's membership because they are well prepared to take on the responsibilities and obligations of a full 'A' book member, thereby increasing the SIU's strength and unity.

**Steve Venus**

Seafarer Steve Venus has been sailing with the SIU for seven years. A graduate of the Harry Lundeberg School, Brother Venus returned there for his third cook's endorsement before attending the seniority program. Brother Venus is a native of New York. He now lives in New Orleans and ships from that port.

**John Biletz**

Seafarer John Biletz has been sailing with the SIU since his graduation from the Lundeberg School three years ago. Brother Biletz got his QMED endorsement at Piney Point before attending the 'A' Seniority Program. A native of Philadelphia, Brother Biletz continues to live in that city and ships out of that port.

**Gennaro Esposito**

Seafarer Gennaro Esposito has been sailing with the SIU since 1968. Before attending the 'A' Seniority Upgrading Program, Brother Esposito obtained his QMED rating at the Harry Lundeberg School. A veteran of the Italian Navy, Brother Esposito makes his home in Naples with his wife Rosa and their four children. He ships out of the port of New York.

**Richard Butch**

Seafarer Richard Butch has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1972. Sailing in the engine room, Brother Butch returned to Piney Point to obtain his QMED endorsement before attending the 'A' Seniority Program. A native of Union, N.J., Brother Butch now lives in Warminster, Pa. He ships out of the port of San Francisco.

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

## HOW DOES SPAD WORK?

SPAD supports and contributes to political candidates for elective office.

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

## Legislation That Affects Your Job

1. **JONES ACT**—Guarantees that all cargo shipped from one American port to another goes on U.S.-flag ships. This Act is constantly being attacked by powerful lobbies in Washington, such as the oil companies. We must be able to fight these attacks.

2. **VIRGIN ISLANDS LOOPHOLE**—We must try to close the loophole in the Jones Act which exempts the Virgin Islands from its provisions. The cargo that is daily shipped from a refinery in the Virgin Islands to U.S. east coast ports, if carried on U.S. ships, would be sufficient to put a major portion of the laid-up U.S. tanker fleet back to work. Presently this oil is moved entirely by foreign-flag vessels.

3. **THIRD FLAG BILL**—This piece of legislation would control the predatory rate cutting of non-national shipping lines which are competing unfairly with our American shipping operators. If these U.S. shipping lines leave certain foreign trades because of the rate cutting, it means less jobs for American seamen.

4. **THREE-WATCH SYSTEM**—Attacks have been made on the three-watch system for voyages under 1,800 miles. Certain groups are trying to switch to a two-watch system thereby endangering the job security and the safety of seamen. We must be able to combat these attacks.

5. **TRADE REFORM ACT OF 1974**—The SIU helped enact provisions in this law covering service industries of which the maritime industry is a part. This means among other things, that the harmful effects that discriminatory trade practices by foreign nations have on U.S. service industries, including maritime, will be considered for the first time at the international trade talks in Geneva this fall.

6. **NAVY ENCROACHMENT**—The Navy has been expanding its operations at the expense of the privately owned, union-manned U.S. merchant marine. We must be able to stop these encroachments such as the Navy's construction of three tugs to "commercial standards". These tugs should be chartered from private operators. The Navy must go to Congress for its funds and SPAD donations are essential to help us fight against the Navy in the halls of Congress.

7. **CARGO PREFERENCE**—If we could get a cargo preference law into effect it would guarantee that a certain amount of U.S. cargo would be carried on American-flag ships. Last year we were successful in getting an oil cargo preference law through Congress but it was pocket vetoed by President Ford.



## SPAD IS VOLUNTARY

All contributions to SPAD are voluntary.

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

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

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

## 243 Have Donated \$100 or More to SPAD

The following Seafarers and other concerned individuals, 243 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1975. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions.) Eleven who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, and one \$600. For the rest of the year, the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming years our political role must be maintained if the livelihoods of Seafarers are to be protected.

Abrams, R. A.	Corletta, P.	Imperial, B.	Morris, E.	Robertson, L.	Telegados, G.	Wilburn, R.
Adams, W.	Coutant, W. E.	Ingelbrigtsen, E. S.	Morris, W.	Robertson, T.	Terpe, K.	Williams, C.
Air, R. N.	Cross, M.	Iovino, L.	Morrison, J. A.	Rondo, C. P.	Therman, E. W.	Williams, L.
Algina, J.	Davis, J.	Jackson, C. D.	Mortenson, O. J.	Royal, F.	Troy, S.	Wilson, B.
Allen, J.	Davis, T.	Jenkins, W.	Muwallad, M. A.	Ruhl, M.	Troxclair, H.	Wilson, C.
Almasco, B.	De Guzman, P.	Jordan, R.	Meyers, J.	Sacco, J.	Tyler, E.	Wilson, J.
Anderson, D.	Didomenico, J.	Justus, J.	Napier, D. E.	Sacco, M.	Vaughan, R.	Wolf, P.
Anderson, E.	Di Giorgio, J.	Kanoa, M.	Nash, W.	Saeed, F.	Viles, L.	Worley, M.
Anderson, J. E.	Dolgen, D.	Kastina, A.	Neira, L.	Salazar, H.	Walsh, J.	Yahia, S.
Annis, G.	Donnellan, A.	Keller, P.	Nelson, J.	Saleh, F.	Weeks, J.	Yarmola, J.
Aronica, A.	Dotterer, J.	Kerngood, M.	O'Keefe, A.	Saleh, H.	White, C.	Yoichi, S.
Arndte, L.	Drozak, F.	Kelly, C.	Paladino, F.	Sanchez, M.	White, W.	Zeagler, S.
Aubusson, E.	Drozak, P.	King, S.	Papuchis, S. J.	Sawin, M.	Wiehl, T.	
Avery, R. H.	Ducote, C.	Koen, J.	Parkin, G. C.	Selzer, R.		
Babkowski, T.	Dwyer, J.	Kusumato, K.	Parsons, L. R.	Selzer, S.		
Bailey, J.	Edwards, R.	La Haye, F.	Payne, O.	Shappo, M.		
Bathia, N. N.	Elberson, N.	Lamphere, T.	Pazos, J.	Shepard, E.		
Baum, A. J.	Ellis, P. D.	Langford, C.	Peralta, R.	Sigler, J.		
Bellinger, W.	Farnen, F.	Lee, J. F.	Perez, J.	Sjamsuryzal, J.		
Berger, D.	Fay, J.	Leeper, B.	Peth, C.	Smith, H. C.		
Bergeria, S.	Ferrara, A.	Lewis, J.	Porter, J.	Sorel, J.		
Bernstein, A.	Ferreira, J.	Lilbedahl, H.	Pow, J.	Spencer, G.		
Blanton, M.	Fischer, H.	Lindsey, H. S.	Rattray, W.	Spiegel, H.		
Bligen, A.	Florous, C. D.	Loleas, P.	Reinosa, J.	Spuron, J.		
Bluitt, J.	Furukawa, H. S.	Lomas, A.	Rettenbacher, W.	Stephens, C.		
Bonefont, J. D.	Garay, F.	Lonbardo, J.	Riddle, D.	Surrick, R. H.		
Bonser, L.	Garcia, R.	Maley, T.	Riley, E.	Tanner, C.		
Boudreau, R.	Gard, C. L.	Mann, C.	Rivera, R.	Taylor, F.		
Boyle, C.	Gaskill, H.	Mansfield, L. R.				
Boyne, F.	Gentile, C.	Mardenes, E.				
Brand, H.	Gill, F. D.	Martian, T. A.				
Brannan, G.	Glaze, R. W.	Martin, J.				
Brown, G.	Glidewell, T.	Martinez, O. A.				
Brooks, S. T.	Goethe, F.	McCartney, G.				
Browne, G.	Golder, J.	McFarland, D. R.				
Bryant, B.	Goncalves, A.	McKay, D.				
Butts, W.	Gould, T.	McMullin, C.				
Caffey, J.	Guarino, L.	Mesford, H.				
Campbell, A.	Guertin, L.	Messer, C.				
Campbell, D.	Gutierrez, A. S.	Michael, J.				
Capella, F.	Hall, Jr., L.	Miller, C. E.				
Carbone, V.	Hall, Sr., W.	Miller, J.				
Carlip, P.	Hardin, J. V.	Mitchell, R.				
Castronover, J.	Hargrove, D.	Mitchell, W. L.				
Compton, W.	Hart, R.	Molina, F.				
Cirignano, L.	Hauf, M. A.	Mollard, C.				
Compton, W.	Hernandez, R.	Mongell, F.				
Conklin, K.	Heimila, E.	Moody, O. W.				
Connolly, M. W.	Honeycutt, R.	Mooney, E. X.				

### \$600 Honor Roll

Pomerlane, R.

### \$300 Honor Roll

Bubaks, H. Hall, P. Pulver, E.

### \$200 Honor Roll

Batchelor, A. Paradise, L.  
Brooks, S. T. Gatewood, L. Parrish, J. M.  
Curtis, T. Loper, C. Richardson, N.  
Jones, L. Makin, W. Seabron, S.

\$20<sup>00</sup>

**SEAFARERS POLITICAL ACTIVITY DONATION**  
675 FOURTH AVENUE  
BROOKLYN, N. Y. 11232

\$20<sup>00</sup>

Date \_\_\_\_\_

Contributor's Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

S.S. No. \_\_\_\_\_ Zip Code \_\_\_\_\_

SPAD is a separate segregated fund. Its proceeds are used to further the objects and purposes including, but not limited to, furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union cooperation in connection with such objects. SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union (SIUNA AGLIWD) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union interests and Seafarer seamen.

(A copy of our report filed with the appropriate supervisory officer is (or will be) available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.)

\$20<sup>00</sup>

1975

Signature of Solicitor \_\_\_\_\_ Post \_\_\_\_\_

\$20<sup>00</sup>

**Have You Made Your SPAD Donation This Year?**