



SEAFARERS LOG

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SIU-Manned St. Clair Launched on Great Lakes

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
P.O. Box 100, Point, Maryland 20674

See Page 5



**SOVIET
DOUBLECROSS!**
Where Is Our
State Department?

This Protest Is Intended To
Let The Public Know What
The State Department Is Doing
To Your National Security

Submitted to
The Committee of
U.S. Flag Shipping Companies
and
AFL-CIO Maritime Workers



How SPAD Works for You
See Back Page

**Members Approve
SIU-IBU Merger**

See Page 2

Protests
Around the
Country
See Special Supplement

After Month-Long Vote

SIU, IBU Members OK Merger of the Two Unions

The majority of both the SIU and IBU memberships have okayed the proposed merger of the Inland Boatmen's Union into the SIU Atlantic and Gulf District in a month-long secret mail ballot referendum. As a result of the two memberships' concurrence with the Resolution for Merger and Constitutional Amendments, the SIU and IBU are now one strong Union governed by one unified Constitution.

The ballots, which were stored at the Sterling National Bank in New York, were counted separately by SIU and IBU membership-elected Tallying Committees. The IBU Tallying Committee, which counted only IBU ballots, was elected at a special membership meeting in the port of New York on Aug. 17, 1976. The SIU Tallying Committee was elected at a special meeting at Headquarters the following day.

A final tabulation of the votes show that SIU members voted 2625 for the merger, and 90 against. IBU members voted 2040 for the merger, and 212 against.

Since the Tallying Committee released its report just as this issue of the paper was going to press, the *Log* will print the full text of the Committee's report in the October issue.

The wheels for merger were first set

in motion at the June membership meeting in New York when the SIU Executive Board introduced a resolution calling for the merger of the two unions. The resolution was overwhelmingly accepted by the membership, first at the New York meeting and then at subsequent meetings in all SIU ports.

A similar resolution was submitted

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Jobless Rate Rises to 7.9%; Hits High for '76

U. S. unemployment soared last month for the third straight month to a year's record high of 7.9 percent from 7.8 percent in July. Last December, the jobless rate was 8.3 percent—the highest level in more than 30 years.

The Federal Government has predicted that unemployment would be cut to 7 percent by the end of this year.

Last month the number of jobless jumped by 80,000 to 7.5 million, the largest hike since 7.8 million people couldn't find work last December. Those with jobs total 87,981,000.

Commenting on the rise, AFL-CIO President George Meany declared "In the two years of Mr. Ford's presidency, the official rate of unemployment has risen from 5.5 percent to 7.9 percent. That means there are 2.5 million more

Americans unemployed now than when he took office."

Meany further observed that there are 1 million fewer manufacturing workers (jobless rate 8.2 percent) and 600,000 fewer construction workers (jobless rate 17.1 percent) today than two years ago and that these statistics show only the "official, understated record."

He added that if the Government's figures included those workers too disillusioned to look for work and those compelled to work part time due to the lack of full time jobs, an "honest count" would reveal that the unemployment rate today is a true 10.5 percent with 10.1 million jobless.

Unemployment rates among heads of households almost tripled between

1969 and August 1976. The rate for black workers moved up last month to 13.6 percent from 12.9 percent the month before. The jobless rate for women between 20 and 24 jumped substantially. The rate for adult women rose to 7.7 percent from 6.6 percent in July.

Teenage Jobless Rate

For black teenagers, the jobless rate this August was 40.2 percent from 34.1 percent in July! For other teenagers 16 to 19, unemployment climbed to 19.7 percent from 18.1 percent in July.

The economic cost loss from unemployment means that for every 1 percent of joblessness, the Government loses \$14 billion in uncollected taxes. If we could go from our 7.9 percent

unemployment to 3 percent, it would give the Government \$70 billion in new tax revenues each year.

In lost buying power for the American worker, prices rose 14.1 percent under the Ford Administration. Grocery prices rose 71 percent in the last eight years with potatoes, bacon, sugar and coffee prices more than doubled. A retired couple living in an urban area had their cost of living go up 7 percent this year.

And finally, residential electricity rates have gone up a startling 76.4 percent; natural gas prices went up to .96 cents per 1,000 cubic feet; home heating prices increased .24 cents; gasoline prices also jumped 76 percent and interest rates have gone sky high during the GOP reign.

the PRESIDENT'S REPORT:



Paul Hall

Why We Can't Sit Still

Thirty years ago this month, the American maritime labor movement, after years of struggling for recognition and dignity, achieved one of its greatest victories. This milestone event, which in a very real sense marked the coming of age for maritime labor, was the General Strike of 1946 during which thousands of American seamen shut down virtually every port in the United States.

It was such a tremendous victory because not only did we win huge increases in our wages and benefits, but the maritime labor movement emerged from the strike as the most powerful force within the U.S. maritime industry.

However, 30 years is a long time, and since the General Strike of 1946 the U.S. maritime industry has undergone a more radical change in regard to technology and methods than any other traditional American industry. The old ships are gone, the old companies are gone, and some of the traditional seafaring skills are no longer applicable aboard the automated merchant vessels of today.

Think about it! In 1946, there were several thousand liberty ships alone in the U.S. merchant fleet. Today, the entire U.S. fleet has no more than 500 ships, including tankers, dry bulk carriers and containerships.

In 1946 the U.S.-North Atlantic liner cargo run required 250 ships for proper service. Yet today, just 10 SL-7's could conceivably do the same job. It should be clear to all of us that a great many changes have taken place and will continue to take place in our industry.

Our oldtimers will remember that in 1946 the SIU had 11 companies

under contract, not one of them a tanker outfit. And of these original 11, only two companies, Delta and Waterman, are still in existence. Gone are such familiar names on the old ships as Alcoa, Bull Line, Eastern, Robin and more.

Back in 1946, we could have sat back and lived comfortably with what we had achieved—for a few years anyway. But if we had done this, the SIU would unfortunately be lying in the same graveyard with Bull Line, Robin Line and the rest.

Instead, we worked hard to better ourselves, and as a result, the SIU today is the strongest maritime union in America holding contracts with 85 deep-sea and Great Lakes liner, bulk and tanker operators, as well as contracts with 90 tugboat outfits.

I believe we have achieved our stature as a strong, viable labor Union for three very important reasons: we have had the intelligence to recognize our problems, and with an eye on the future, have worked hard to solve them; we have maintained the flexibility necessary to accept radical change instead of fighting it; and most importantly, we as a membership have maintained a high degree of internal unity—the ability to work together for the collective good of the organization despite personal likes or dislikes.

Internal unity has always meant a great deal to us as an organization because without a united membership the SIU could not have organized the shipping companies which are the basis of our job security structure.

Without a united membership we could not have successfully entered into politics, which today and in the future holds the fate of the maritime industry.

And without a united membership we could not have established the training and upgrading programs at the Harry Lundeberg School, which is providing the SIU membership with the seafaring job skills of the future, such as LNG/LPG.

Oddly enough, the SIU of 1976 is in much the same position as the SIU of 1946. We can sit back and live comfortably with the gains we have made, and we could probably do well for a few years. But eventually we would fall by the wayside.

Or in the tradition of the SIU, we can continue and intensify our organizing, political and educational programs, not only to keep the SIU strong for 1977 and 1978, but to break new ground in developing a base of security for all Seafarers—both the young men just starting out and the oldtimers ready to retire—for years to come.

The opportunity for growth and increased security for the SIU as a viable labor organization is well within our reach. By remaining a united membership and working together as we have always done, we can boost U.S. maritime back to the top of the competitive world merchant marine, while at the same time solidifying our own role within the industry.

When you look at it closely, nobody can stop us but ourselves.

AFL-CIO General Board Sets 6-Point Plan

The labor movement launched its "all-out campaign" to elect the Democratic presidential ticket of Jimmy Carter and Walter Mondale when last month's meeting of the AFL-CIO General Board unanimously adopted a six-point program of political action and education "to make the nation a winner on Nov. 2."

The General Board, which is made up of representatives of the AFL-CIO's 109 affiliated unions and seven departments, affirmed that "Jimmy Carter has earned the support of labor and all Americans through his record of positive accomplishments as governor of the State of Georgia, the policies and programs he stands for, and his conduct of the campaign for the Democratic nomination which displayed the characteristics of leadership, dedication and hard work needed in the office of the President."

The Board, which was meeting for the first time in more than three years, also noted that Carter "has made jobs his number one issue and has addressed himself to the major concern of working Americans—fear of losing their jobs."

On the other hand, the General Board tagged the 1976 Republican Party Platform as "anti-worker, anti-labor and anti-progress," and the Board charged that "in every instance where the Republican Party had an opportunity to choose between a moderate, progressive, firmly-rooted program and the strident, divisive rhetoric of the extreme right, it chose the extreme right."

Six Point Program

Along with a pledge of "united, untireless efforts . . . in support of the Carter-Mondale ticket," labor's six-point program will include:

- A massive voter registration drive among union members that sets a target of 100 percent registration of union members and their families.
- Full labor support of the A. Philip Randolph Institute, the Concerned Seniors for Better Government, the Labor Council for Latin American Advancement and Frontlash in their efforts to register minorities, the elderly and the young.
- Intensified efforts to inform



Democratic Presidential nominee Jimmy Carter waves to AFL-CIO General Board meeting after hearing labor's program to elect him in November. With Carter, from the left are AFL-CIO President George Meany; AFL-CIO Secretary-Treasurer Lane Kirkland; Georgia AFL-CIO President Herbert H. Mabry and Machinists President Floyd E. Smith.

union members of the issues in the election, where the candidates stand, their records, and the proposals contained in the platforms of the two parties.

- Continued and intensified efforts to elect a liberal, progressive House and Senate that will give Carter the support he will need as President to get America back to work.

- The strongest, most effective get-out-the-vote campaign ever conducted by the labor movement, including the establishment of phone banks, car pools, babysitting services and other mechanisms to help union members get to the polls on Nov. 2.

- Total support of COPE (labor's political arm) as the best, most effective vehicle to achieve these goals.

The General Board made it clear, however, that "achieving victory on Nov. 2 requires more than resolutions, endorsements and rhetoric. It will require millions of volunteer hours, millions of telephone calls, massive mailings and the personal commitment that trade unionists bring to politics."

Responds Appreciatively

In response to labor's support, Car-

ter told the General Board gathering, which also included the 50 AFL-CIO State Federation presidents, that he expected a close race, which "makes labor's support even more vital and more appreciated," and he declared, "the difference in winning and losing will be in the hands of people like you and those you represent."

Calling full employment "the most important thing of all" for economic recovery, Carter affirmed: "Some people say it costs too much to put our people back to work. I think it costs too much not to put our people back to work."

In addition to full employment, Car-

ter cited balanced growth, stable prices and well-managed Government as the "basic ingredients that must go into the correction of our economic woes."

Carter also paid tribute to labor for its historic fights on behalf of minimum wage laws, adequate health care, tax reform and Social Security.

Supports Maritime

Even before the AFL-CIO pledged their "all-out support" for Carter, the former Georgia governor came out strongly for a U.S. merchant marine capable of hauling "a major portion of our own foreign cargo."

More than three months ago, Carter announced a four-point program for rebuilding the U.S. merchant fleet, as follows:

- Assure continuing presidential attention to the objective of having our nation achieve and maintain the desired U.S.-flag merchant marine.
- Dedicate ourselves to a program which would result in a U.S.-flag merchant marine with ships that are competitive with foreign-flag ships in original cost, operating cost and productivity.
- Enact and develop a national cargo policy which would assure our U.S.-flag merchant marine a fair share of all types of cargo.
- Continue to enforce our American cabotage laws, such as the Jones Act, which requires that U.S.-flag ships trade between our U.S. domestic ports.

In addition to Carter's pledge, the Democratic National Convention voted to incorporate a strong maritime plank into its 1976 platform. The Republicans rejected a similar maritime plank. (See related story in this Log).

"Consider Mental Health"

Hall Submits Challenge To Automation Planners

WASHINGTON — SIU President Paul Hall told 300 delegates from 15 countries attending an international conference on shipboard automation that they must concern themselves with the "human consequences" of improved technology.

Speaking at the Second International Symposium on Ship Operation Automation held here recently, President Hall said that what alarms him more than the elimination of jobs through automation is the "degradation of jobs" and the threat to "workers' mental health."

He said that boredom aboard ship has always been a fact of seafaring life, but with an automated ship—with no real duties to perform—"men's minds and reflexes could degenerate beyond any hope of revival." But, Hall said, consideration of the "human element" in designing automated ships could dampen the debilitating effects of mindless automation. He stated:

"Job design may be the key and when highly automated ships are laid out, the role of crewmen should be taken into account by striving to build in such factors as interest and mental stimulation."

Hall said that maritime labor does not oppose automation. He said: "We recognize how much it is contributing to the safety and comfort of the ships we sail. It can continue to make our fleets more competitive in the transportation race, and create more jobs than it eliminates."

But he pointed out that automation must be applied with "due concern for the human beings—seafarers—who are committed to live on a small floating world for long periods of time."

Hall said that employers have for some time been required by law to preserve the riches of nature and safeguard the physical well-being of employees, and he asked if it wasn't reasonable to see the same consideration for workers' mental health. He said:

"As sure as industry has a legal obligation to care for the physical health of workers, it has a moral obligation to care for their sanity."

Summing up with a personal observation on the meaning of scientific advancement, Hall said:

"What is obvious above all is that mankind, not science, must be in control—that scientific progress is not the ultimate purpose of the human race, but human progress must be and is the ultimate purpose of science."

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Emphasis on Upgrading at N.Y. Meetings

There's always something new cropping up in the maritime industry and within the Union itself, and what better place to find out about it than at a monthly membership meeting. In fact, the monthly meeting can be better than reading about new developments, because the meeting provides an open forum for discussion and action on the issues.

At the last two membership meetings, August and September, in the port of New York, the emphasis has been on the need for continuing the

upgrading of job skills and ratings for Seafarers.

This message was primarily carried on the lips of graduating 'A' Seniority Upgraders who had completed the 30-day course and were receiving their full books. At August's meeting, the first expanded class of 12 seniority upgraders graduated, with the second expanded class getting their books at the Sep-

tember meeting. In all, 262 Seafarers have achieved 'A' Seniority through this program in the last three years.

Each upgrader took his turn on deck, passing on some good words to the membership. And the good word almost always was to take full advantage of the training and upgrading program at the Lundeberg School, because, from their own ex-

perience, education holds "unlimited opportunities" for Seafarers.

As at every membership meeting at Headquarters, SIU President Paul Hall brought Seafarers up-to-date both on the most pressing issues affecting maritime today, and what the SIU is doing about them to protect our job structure and security.

In addition, SIU Vice President Frank Drozak gave a rundown on the Union's progress in contracting new companies and new ships, as well as what ships had been laid up or lost in the previous months.



The happy Seafarer displaying his new full 'A' book after September meeting is Seniority Upgrader Gilbert Payton.



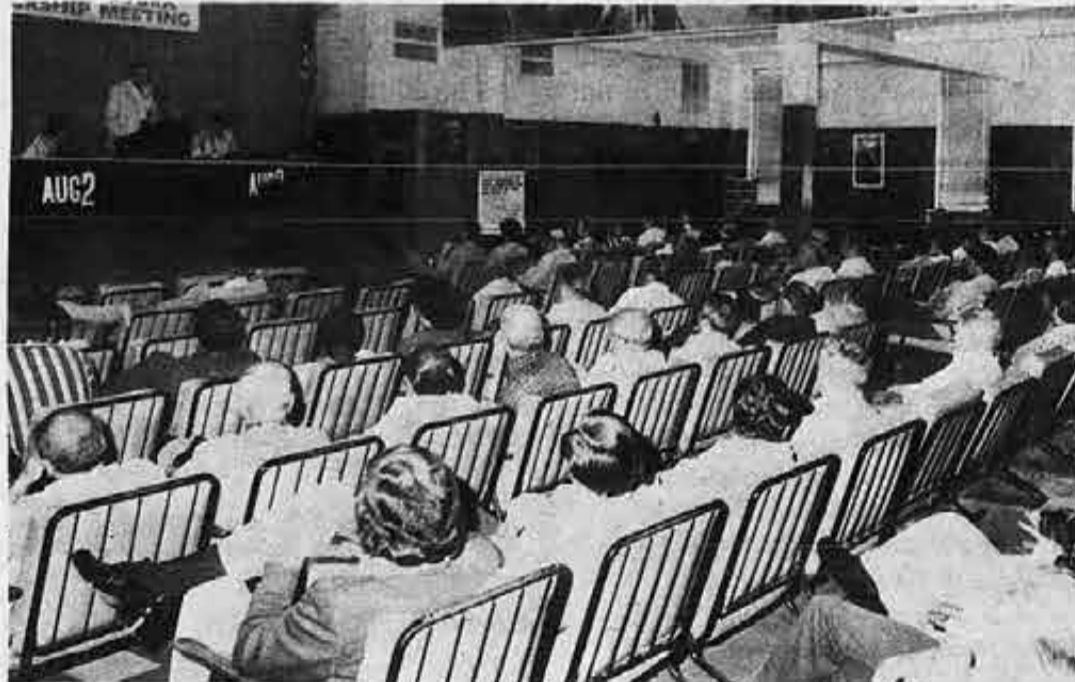
SIU Representative Pete Loleas, left, registers three Seafarers for work before meeting. They are, from the left, Dan Mullins and B. Bergrund, able-seamen, and Ed Kaznowsky, chief steward.



At August meeting 'A' Seniority Upgrader George Lusk encourages Seafarers to take advantage of educational opportunities at Lundeberg School.



SIU Executive Vice President Frank Drozak talks about the SIU's progress in contracting new companies and new ships.



August membership meeting in port of New York, Atlantic Coast Vice President Bull Shepard, standing at dais, chairs meeting.



SIU President Paul Hall gives the membership a rundown on the most pressing issues affecting maritime today and what the Union is doing about them to protect jobs and job security.



Upgrader Roberto Duron is shown at the September meeting after receiving full book, firefighting endorsement and first aid certificate he achieved through 'A' Seniority Upgrading Program.



Upgrader Joe Townsend, a cook and baker, has his chance on deck as he graduates during August membership meeting.



Upgrader Barney Loane is part of the first expanded class of 12 seniority upgraders. A total of 262 Seafarers have received their full books through this program in the last three years.

At Navy League, NMC Symposium

Hall Urges U.S. Adopt Total Seapower Concept

NEW ORLEANS — Fear that the United States could "fade as a great power" unless it strengthens its seapower concept was expressed recently by SIU President Paul Hall.

Speaking at a Symposium on Seapower, sponsored jointly by the Navy League and the National Maritime Council, Hall warned that the decline of America's Navy and merchant marine would continue until the U.S. "adopts a total seapower perspective."

Citing what he termed "the precipitous decline" of both the U.S. Navy and the merchant marine, Hall called for greater cooperation between these two seaborne services. He said: "Too often we have lacked the breadth of vision to see America's seapower as an integrated whole."

In urging closer cooperation between the Navy and the merchant marine, Hall said that the use of the merchant fleet for certain auxiliary services would result in a saving of Navy shipbuilding funds which could be "reprogrammed to build more of the Navy combat ships

our nation so desperately needs."

Hall said that the feasibility of such programs was adequately demonstrated

when the SIU-contracted *Erna Elizabeth* successfully participated in an experimental program to see if privately-

operated U.S. tankers could supply U.S. Navy combat ships at sea.

He said that in its broadest sense, a nation's "seapower" includes all those elements that permit it to use the oceans to its advantage—"its Navy, the merchant fleet, its shipbuilding, its fishing industry and its knowledge of marine science and engineering."

Office of Maritime Affairs

Hall also called for the creation of an Office of Maritime Affairs at the White House level to coordinate various civilian maritime activities, and to "permit more constructive interfacing with the Navy." Such an office, he said, would give "greater visibility and emphasis to total seapower needs."

Pointing to the increasing dependence of the United States on waterborne imports of energy and raw materials, Hall urged the development of a national cargo policy to provide for a "more reliable transport capability" for strategic imports—and he expressed confidence that a guaranteed share of oil imports for U.S.-flag ships "will ultimately become law."



Taking part in the Seapower symposium were, from the left seated: Paul Richardson, vice chairman of Sea-Land Service, Inc.; Robert Blackwell, U.S. maritime administrator; Paul Hall, president of the SIU, and E. B. Potter, professor of History at the U.S. Naval Academy; from the left standing: Frank McNerney, central regional director of the U.S. Maritime Administration; Norman Polmar, editor of the U.S. section of *Jane's Fighting Ships*; Don Walsh, professor at the Institute of Marine and Coastal Studies at the University of Southern California, and Rear Admiral William H. Livingston, U.S. Navy, retired.

Platforms Compared

Republicans Make No Mention of Merchant Marine

The Republican Party's 1976 presidential campaign platform released late last month does not contain even one specific reference to the U.S.-flag merchant marine, unlike the Democratic Party's platform which includes a three-point plank calling for a national maritime policy.

SIU President Paul Hall, along with Moore-McCormack Resources Chairman James R. Barker, spoke before both parties' platform drafting committees on behalf of the U.S. maritime industry, presenting strong arguments in favor of protecting and expanding our merchant fleet.

The maritime proposals they presented had been drawn up by the Committee for a New Maritime Program, formed through the SIU's initiative, and composed of over 60 maritime unions, companies and associations.

The Democrats reacted to the pro-

posals by drafting and approving a specific maritime plank which commits them to a revitalization of the U.S. fleet.

Dealing directly with the American merchant marine's problems, this three-point plank calls for, "a strong and competitive merchant fleet, built in the United States and manned by American seamen, as an instrument of international relations and national security. In order to revitalize our merchant fleet, the (Democratic) party pledges itself to a higher level of coordination of maritime policy, reaffirmation of the objectives of the Merchant Marine Acts of 1936 and 1970, and the development of a national cargo policy which assures the U.S. fleet a fair participation in all U.S. trades."

Republicans Avoid Maritime

Although the transportation section of the Republican Party's platform men-

tions the interstate highway system, developing new automobile and rail systems, aiding railroads by abolishing present regulatory restraints and the unfair treatment of U.S. airlines at foreign airports, it fails to even specifically mention ocean transportation.

The only section which can be indirectly related to maritime states that "The Federal Government has a special responsibility to foster those elements of our national transportation system that are essential to foreign and interstate commerce and national defense."

In its section on energy proposals the Republican platform calls for a reduced dependence of foreign energy sources. Once again the role of the U.S. maritime industry is ignored and ocean transportation of energy is not mentioned.

Overall Republican Platform

Organized labor's overall opinion of

the Republican platform has been characterized by AFL-CIO President George Meany as a platform "only a William McKinley could love," written in a tone that is "condescending and paternalistic towards workers, minorities, the elderly and the poor."

"For the elderly," Meany charges, "there are kind words. For the poor, charity from private institutions. For workers, more so-called 'right-to-work' laws."

A comparison of the two parties' platforms shows that the Democrat's coincides with the proposals made by the AFL-CIO "in jobs, the economy, social programs, foreign policy, civil rights and education, in nearly every area," Meany said.

The Democratic platform opposes "right-to-work" laws while endorsing full employment, tax reform and other pro-labor legislation.

Congressional Bill Would Gut Food Stamp Program

If conservatives in Congress have their way, striking workers will not be able to receive food stamps. In August, some Congressmen got a bill approved in the House of Representatives Agriculture Committee that would gut the food stamp program. This measure, H.R. 13613, also would cut benefits for unemployed and low wage workers.

The Amalgamated Meatcutters and Butcher Workmen is spearheading labor's fight against this bill, which will be debated on the House floor in September. "This fight is crucial," Leon Schachter, international vice president of the meatcutters union warned in a letter to the SIU and other unions. "The food stamp program has been extremely important to the welfare of unemployed workers and their families in the current recession. It has been vital to the success of many unions during long strikes."

Churches, civil rights and civic groups, together with unions, are now gearing up to strike out the bad provi-

sions of this bill while protecting the good parts.

Major Aims

Labor and its allies will seek certain major aims concerning this bill. The most important is to eliminate the ban on strikers. Even though striking workers meet all the eligibility requirements of the program, the House Agriculture Committee voted 20-17 to prevent strikers and their families from receiving food stamp benefits.

Second, unions and their allies will seek to restore some of the benefits that were cut by the Committee. Although low wage workers need food stamps to supplement their income, under H.R. 13613 only families living at or below the Government fixed poverty level would qualify. The new limiting yearly income for a family of four would be \$5,500 compared with \$6,636 under the current program.

Under the new bill, standard deductions allowable from gross income are

severely limited. These deductions are used in calculating a family's net income to determine if they are eligible.

Also slipped into the bill is the re-

quirement that states contribute two percent more of the program's cost. Third, then labor is opposing this pro-

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Giant, New Lakes M/V St. Clair Hauls Coal to Detroit

The SIU-manned 770-foot *M/V St. Clair* (American Steamship Co.), which holds a record as the largest vessel ever side-launched on the Great Lakes, is now hauling 45,000 short tons of Montana low sulphur, clean-burning coal from the twin ports of Duluth-Superior, Wisc. to the Detroit Edison Company's new electric generating plant on the St. Clair River in Michigan.

The \$24-million carrier, which is on a long term contract to haul coal for the utility, was built by the Bay Shipbuilding Corp. of Sturgeon Bay, Wisc. which will build two more sisterships to the 43,500 dwt *M/V St. Clair*. At this

very moment, an even larger coal carrier, the 1,000-foot *M/V Belle River* (American Steamship Co.) is now under construction at the Bay Shipyard. She'll be delivered next summer and also go into service for the Detroit Edison Co.

This year alone 2.6-million tons of Montana coal will be carried on the Lakes to the Detroit utility and 8-million by 1980.

The *M/V St. Clair* has a self-unloading capacity of 7,000 short tons an hour. Her diesel engines produce a 10,500 shaft hp at a speed of 16 mph. The ship's draft is 30 feet.

The Committee Page

Eagle Voyager Committee



Deck Delegate Don Paccio (left) has his arm around Recertified Bosun Elbert Hogge, ship's chairman of the *SS Eagle Voyager* (Sea Transport) as they pose for a photo with the rest of the Ship's Committee of Steward Delegate James E. Ward (left), and Engine Delegate E. P. Burke. The ship paid off on Aug. 11 at Stapleton Anchorage, S.I., N.Y.

Thomas Jefferson Committee



Seated above Engine Delegate John "Zero" Fedesovich gets his photo taken with the Ship's Committee of the *SS Thomas Jefferson* (Waterman) at a payoff recently in Port Newark, N.J. The other members of the committee are (l. to r.): Deck Delegate George Glennon; Recertified Bosun Albert J. Doty, ship's chairman; Steward Delegate Fred Washington, and Chief Electrician Ross Guymon, educational director

Charleston Committee



Two recertified bosuns, Jan Beye (2nd right), ship's chairman, and Deck Delegate Walter Gustavson (right) are on the Ship's Committee of the *SS Charleston* (Sea-Land). Other members are (l. to r.): Chief Steward J. Nash, secretary-reporter; Steward Delegate Righetti, and Engine Delegate Jose Del Rio. The ship paid off Aug. 20 in Port Elizabeth, N.J.

Houston Committee



Recertified Bosun Frank Teti (2nd right) ship's chairman of the *SS Houston* (Sea-Land) sports a neat sun tan at a payoff on Aug. 26 in Port Elizabeth, N.J. The other members of the Ship's Committee are (l. to r.): Chief Steward C. J. Gibson, secretary-reporter; Steward Delegate Tom O'Brien, and Deck Delegate H. McCue.

Yukon Committee



Bosun B. R. Kitchens (2nd right), ship's chairman of the *USNS Yukon* (Hudson Waterways), is on deck with the Ship's Committee of (l. to r.): Steward Delegate John Thomas; Engine Delegate Calvin Wilson, and Deck Delegate E. Beverly at a payoff on Aug. 18 in Port Reading, N.J.

Tampa Committee



Recertified Bosun Guillermo Castro (right), ship's chairman of the *SS Tampa* (Sea-Land), leads a happy crew and Ship's Committee at a payoff on Aug. 20 in Port Elizabeth, N.J. From left are: Pantryman Sam Sotomayor; Steward Delegate Edgar Vazquez; Chief Steward B. B. Henderson, secretary-reporter, and Deck Delegate Nick Caputo. Seated is Third Cook Roberto Escobar.



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

Through shipboard Union meetings, Seafarers let the SIU know about their problems and their views on Union affairs. Problems on board ship, except for petty personal quarrels, can be aired and settled. The minutes are sent to Union Headquarters so SIU officials can learn what the members are thinking and patrolmen learn about outstanding beefs that need to be settled at payoff. For a vigorous and democratic Union, all men at sea should actively participate in the meetings.

The shipboard meeting is also the Union's way of keeping the members informed about what is going on. Copies of the *Log* with up-to-date news about industry and Union affairs are sent out to the ships with a list of the most important articles. Headquarters sends telegrams about urgent Union matters to the ship's chairman.

Sometimes members complain that they cannot think of anything to discuss at their meetings. Reading aloud articles from the *Log* and discussing them is the best idea.

Meetings are held each Sunday while a ship is at sea. All members except those standing watch should attend.

The bosun serves as the ship's chairman, the chief steward acts as the secretary-reporter and the treasurer and keeps the minutes, and the chief electrician, pumpman or day working QMED serves as the education director. In addition to these three men, the ship's committee consists of an elected delegate from each department.

So the meeting will run smoothly, there is an agenda, which simply means the order in which the meeting is conducted. First, the chairman calls the meeting to order. Second, the secretary-reporter reads the minutes of the previous meeting. Third, the delegates from each department read their reports which can include any problems in the department such as disputed overtime. The members vote whether to accept or reject all reports.

Fourth, old business is discussed. Every member has a right to speak, but if everyone speaks at once, that infringes on the rights of people who have some-

thing to say. Therefore, no one should speak unless he has been recognized by the chair. You may be recognized by holding up your hand or standing up.

The method of bringing anything to the attention of the crew for action is to make a motion. Discussion can only take place after a motion has been made and seconded, except in that part of the agenda entitled "good and welfare." Motions should deal only with the business at hand. After the discussion, a vote is taken.

After the old business is finished, the fifth item—new business—is discussed. Sixth is good and welfare.

During good and welfare, you can get up and talk about what you think should be done by the Union and for the benefit of the Union. This is a good place for the oldtimers to clarify issues and give the score to the newcomers. Any questions can be asked. No motions can be made or actions taken. It is strictly a discussion period where the membership can clear the air and give and get information.

To be effective when you get the floor, remember to keep to the point—convince with facts—don't become personal—and keep it short. A pint of tact is worth more than a case of Scotch!

Last, we observe one minute of silence in honor of our departed brothers. Then the meeting is adjourned.

Shipboard meetings are conducted according to Robert's Rules of Order, which are standard for running meetings in the English speaking world. For details on the fine points of running a meeting, consult the Robert's Rules which are found on every ship and in every Union Hall.

In Union business occurring this month, 11 more Seafarers graduated from the "A" Seniority Program. This brings to 262 the number of men who have guaranteed their security by earning their "A" book. At the same time, they build the future of the Union by replacing our older brothers who are now retiring and have passed away.

Guaranteeing the future of the Union and looking out for our job security is every member's business. The best way to do this is through upgrading at the Lundeberg School in Piney Point, Md.

There are many programs each month down at the school which lead to specific endorsements. Of these, perhaps the most important is the firefighting course, one day of which is spent in Piney Point and one in Carle, N.J. In the future, all U.S. seamen will be required to have a firefighting certificate.

Looking to the very near future, LNG/LPG tankers will soon be sailing in the U.S. merchant fleet. To work on board one of these technologically advanced tankers, special training is required which you can get at the Lundeberg School. (See the upgrading schedule in this issue of the *Log* for details).

The plans for the Steward Department Recertification Program are coming along well. A curriculum is being worked out and will soon be presented to the members.

SIUNA Official Named to Fishery Management Council

John Burt, secretary-treasurer of the SIUNA-affiliated New Bedford Fishermen's Union and a vice president of the SIUNA, has been appointed to a two-year term on the New England Fishery Management Council, one of the largest of eight regional councils set up for the management and conservation of U.S. fisheries within the newly established 200-mile fishery conservation zone off America's coasts.

Burt, one of 68 voting members of the eight regional councils, was appointed to the post by Secretary of Commerce Elliot Richardson at the request of Massachusetts Gov. Michael S. Dukakis. He represents the only voice of an AFL-CIO-affiliated union on the eight councils, which are made up mostly of people from industry, government and environmental groups.

In addition to the New England Council, the Fishery Conservation and Management Act of 1976, which goes into effect Mar. 1, 1977, calls for regional councils to represent the Mid-

atlantic, South Atlantic, Caribbean, Gulf, Pacific, North Pacific and Western Pacific areas. The councils' jurisdiction will cover the 200-mile conservation zone limits off the Atlantic, Gulf and West Coasts, Alaska and Hawaii.

These regional councils, considered the basic tool for the management and conservation of America's fisheries, are designed to fulfill six vital functions:

- To develop fishery management plans and amendments to them.
- To submit periodic reports to the secretary of commerce (the Commerce Department is responsible for enforcement of the 200-mile limit).
- To review and revise assessments of optimum yield and allowable foreign fishing. Optimum yield is defined by the Commerce Department as that part of a fishery that will provide "the greatest overall benefit to the nation, with particular reference to food production and recreational opportunities."
- To conduct public hearings on development of fishery management plans

and on the administration of the 200-mile law.

• To establish scientific and statistical committees and necessary advisory panels.

• To undertake any other activities necessary to carry out the provisions of the law.

Council members say they will take all economic, social, biological and ecological factors into serious consideration

in developing their programs for America's fisheries.

Burt says that he hopes his participation on the council will help "give New England fishermen an even break."

Currently, Burt is an industry advisor to the International Commission for the Northwest Atlantic Fisheries, which has attempted to manage fisheries stocks in the Northwest Atlantic for the past two decades on an international basis.

Unclaimed Steuart Wages

Below is a list of Seafarers who have unclaimed wages due them from Steuart Tankers. According to the company, none of the amounts is less than \$5.98 and most are from \$20 to \$45. The largest is \$586.

If your name appears below, the company asks that you send your request along with your Social Security number to:

Steuart Tankers Company, P.O. Box 25398, Houston, Tex. 77005.

Nicholas Andreadis
William E. Babbitt
Randy S. Bailey
Alfonso Betancourt
James F. Brack
James E. Brewer
Kevin R. Carlson
Stanley J. Cieslak
Frank J. Connell

Anastacio Cruzado
Carl Byron Davis
Pedro T. DeAkino
Stephen Demetri
James R. Davis
Charles W. Eastwood
Farook Mohamed Essa
Daniel W. Franck
William J. Gagne

Johnnie L. Hodges
Francis McIntyre
Joseph Milakas
Joaquin Nolasco
Victor Prado
Peter Sernyk
Ray L. Strength
Raymond Turner
Francis X. Wherrity

Three "SPAD" Contributions



First tripper US Kevin Taylor (right), second tripper Steward Utility Alvin Robinson (left), and AB A. Maldonado happily hold their \$20 SPAD receipts after making contributions at a payoff recently aboard the SS *Borinquen* (Puerto Rico Marine) in Port Elizabeth, N.J. Brothers Taylor and Robinson are graduates of the Lundeberg School of Seamanship.

Tell Court Promises Unfulfilled

Two Snug Harbor Residents in N.Y. Battle Trustees

The two Snug Harbor residents who remained behind when the home for old sailors moved from its 143-year-old Staten Island site to a new location in Sealevel, N.C.—76-year-old Johan Bugel and 60-year-old Anthony Pujol—are still living on the abandoned Snug Harbor grounds.

The two retired seamen have refused to leave the Staten Island grounds where they have been living since June in a deserted mansion-like building without hot water, heat or companionship in an attempt to force the Harbor's trustees to honor their promise to arrange for accommodations and to supplement the income of men not wishing to move to North Carolina.

When the trustees had sought permission two years ago to move the Harbor from Staten Island they had agreed to aid any resident wishing to remain in New York.

22 Signed Letter

Although at least 22 men had signed a letter stating that they would not move to Sealevel, the trustees waited until only two weeks before the move to begin arranging for other accommodations.

Under the pressure of hasty and confused last-minute arrangements all but nine of the old sailors felt they had no choice but to move to the isolated North Carolina site.

Arrangements were made for five of the nine to move into nursing homes in the area, one was assisted in finding an apartment and one man disappeared. Bugel and Pujol, however, refused to be forced into accepting what

they considered unsatisfactory settlements.

Before the move, Bugel said, the trustees "just had a man from the attorney general's office walk in and say, 'Here's a place to live; go live there.' They said I had to pay for all of it myself. And they were helping out the other men."

After the Harbor moved the trustees began eviction proceedings against Bugel and Pujol. In the court proceedings which followed, the two old mariners have stated that they need a minimum of \$600 dollars per month to continue living in the New York area and that the trustees should supplement their income to bring it up to that level.

The trustees have made a number of offers, but all were well below the \$600 level.

Resolved to Remain

Unable to reach an agreement, Bugel and Pujol have resolved to remain at the deserted estate, which is being converted into a cultural center by area residents, until either properly provided for or evicted. Meanwhile, the trustees are continuing their eviction proceeding.

Serious problems also plague many of the Snug Harbor residents who did move to the new facilities in Sealevel.

Set in an isolated section of the North Carolina coast, Harbor residents with complaints find that they have no recourse if the Harbor's director or trustees choose to ignore their problems.

Men who lost most of their personal belongings in the move or who were



Protesting the Snug Harbor Board of Trustees' failure to live up to its promise of aid, old Harbor residents Anthony Pujol (left) and Johan Bugel (center) explain to a local TV reporter why they have refused to leave the deserted Staten Island home for old sailors.

promised reparation for possessions they had to leave behind now find themselves unable to collect the money due them.

29 Miles From Town

New to the area, as well as 29 miles from the nearest town and without public transportation, these men are now unable to bring their unanswered complaints to an outside arbitrator. In the past the SIU, the N.Y. Attorney General's Office and other public watchdog agencies with offices in N.Y. City were quick to offer assistance and protection to residents with problems or un-

answered complaints about Harbor management.

The isolated location and lack of public transportation also means that most of the old sailors who were accustomed to moving freely around New York now find it nearly impossible to even leave the Harbor grounds.

A poorly stocked library, only one public phone for all the residents, as well as unfinished construction and landscaping at the new site are also major sources of discomfort which are compounding the problem of isolation for the old mariners.

SIU's Alcohol Rehabilitation Center Has Helped 80 Seafarers

In the seven months since it opened its doors, the SIU's Alcohol Rehabilitation Program has helped nearly 80 Seafarers come to terms with their drinking problems.

Before the inception of this unique program, a Seafarer with a serious drinking problem had few alternatives. He could try to overcome his problem by himself; he could turn to shoreside organizations such as AA which are not geared to the specific problems of sailors, or, as was all too often the case, he could just keep drinking.

Because there are Seafarers who suf-

fer from alcoholism and because we realize the special problems of a Seafarer's life, the SIU established the Rehab Center at Piney Point.

It will, we believe, help hundreds of Seafarers to recover from the disease of alcoholism, Seafarers who might otherwise have shortened their lives and their careers without the aid of this special alcoholic rehabilitation program.

In an attempt to spread the word about this unique project, The Center will be publishing a newsletter which will explain what's going on at the Piney

Point facility, as well as provide members with the real facts about alcoholism.

The first issue should be available at SIU Union Halls within the next few months.

In the meantime, if you have any questions about our alcoholism program talk to your port agent or contact the program's director Bill Hibbert at Piney Point.



Alcoholism is a major problem.

One out of every 10 Americans who drink has a serious drinking problem.

Alcoholism is a disease. It can be treated.

SIU Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the SIU Alcoholic Rehabilitation Center. I understand that this will be kept **strictly confidential**, and that no records or information about me will be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

Finance Committee in Action



Quarterly Finance Committee Chairman Warren Cassidy (center), who sails in the steward department, goes over the figures of his fellow committeemen early this month. From left, clockwise are: Recertified Bosun Donato Giangior-dano; Cook and Baker F. Motus; Recertified Bosun Luis A. Polanco; AB Nick Damante, and Third Cooks Melvin W. Bass and Otis Paschal. The committee was elected at the September meeting at Headquarters.

Washington Activities

By B. Rucker



Congress recessed from Aug. 11 to 23 for the Republican Convention. They were out for Labor Day, and expect to adjourn for the year Oct. 2.

All members of the House and one-third of the Senate must stand for reelection every two years. They will go back to meet with their constituents and campaign before the election on Tuesday, Nov. 2.

The House Merchant Marine and Fisheries Committee, which has jurisdiction over most of the House bills affecting Seafarers, will lose Chairman Leonor Sullivan (D-Mo.) and Rep. Thomas Downing (D-Va.) who is second in seniority; both are retiring.

Chairman Sullivan was honored Aug. 25 by maritime industry and labor at a dinner in Washington. She has been a member of Congress for 24 years and served as chairman for the last four years. She has demonstrated concern for the condition of the U.S.-flag fleet and expertise about maritime matters.

[For a rundown on other changes in Congress because of retirements, see story below.]

PUBLIC HEALTH SERVICE HOSPITALS

The appropriation for the Department of Health, Education and Welfare has gone to a Senate-House Conference Committee where conferees are working out differences between the two versions of the bill. They have agreed to a figure of \$128 million for PHS hospitals in the budget for Fiscal Year 1977—an increase of \$10 million over 1976.

The SIU is urging that facilities in Galveston, which are in a bad state of disrepair, be moved to a new hospital building available nearby.

OUTER CONTINENTAL SHELF

A resolution has been reported out of the House Administration Committee to authorize additional funds for expenses of the Ad Hoc Select Committee on the Outer Continental Shelf. The Committee, chaired by Rep. John Murphy (D-N.Y.), has jurisdiction over legislation covering exploration and development of resources and environmental protection of OCS lands.

In addition, there are under consideration House and Senate versions of a bill to reform the leasing and management of Federal Outer Continental Shelf lands. If sponsors of the two versions can reach agreement, Rep. Murphy will try to take the compromise measure to the floor of the House without going to conference.

Some of the provisions of the bill deal with leasing systems, exploration, review of recommendations by state governors or by advisory boards.

The Mines and Mining Subcommittee has tentatively scheduled hearings on another bill to promote orderly development of hard mineral resources of the deep seabed, with Rep. Patsy Mink (R-Hawaii) to chair.

OCEAN POLICY

The Oceanography Subcommittee has scheduled hearings and will take testimony on jurisdiction of national ocean policy. Secretary of Commerce Elliot Richardson, Secretary of Interior Thomas Kleppe and Secretary of the Navy William Middendorf have been invited to testify.

ALASKA GAS AND OIL

The Subcommittee on Public Lands is continuing to hold hearings on transportation and distribution of Alaska crude to the Lower 48 states.

The House Interior and Insular Affairs Committee and the Interstate and Foreign Commerce Subcommittee on Energy are holding hearings on proposals for the delivery of natural gas from Alaska.

SIU TAKE STAND ON PREJUDICE AGAINST AMERICAN SEAMEN

SIU President Hall, in a Sept. 1 letter to President Gerald Ford, asked for removal of John Hill, deputy administrator, Federal Energy Administration.

Hill had been quoted in the daily press recently, President Hall said, with irresponsible remarks which are an affront to American seafaring workers whose loyalty to the United States is unsurpassed.

President Hall's letter pointed out:

"Mr. Hill's characterization of American merchant seamen as less reliable than the Arabs shows him to be lacking in good judgment and ignorant of our long history of service to the United States."

SENATE COMMITTEE REORGANIZATION

The Senate Select Committee to Study the Committee System met in July and will hold hearings this month to study the present system. Members hope to make recommendations concerning organization and ways to improve the system before Congress adjourns so that the Senate can act on the recommendations when Congress reconvenes in January.

HOUSE COMMITTEES

The House Democratic Caucus has announced that it will meet Dec. 7 and 8 to study assignments to committees for the First Session of the Ninety-Fifth Congress when it opens in January.

TAX BILL

The Senate has completed consideration of the Tax Reform Bill, H.R. 10612, and the House Senate Conference Committee has just finished working out differences between the two versions. The Senate spent 25 days considering its version, voted on 209 amendments or motions, and finished with 1,500 pages.

The Conference Committee passed the section of the bill which concerned the maritime industry most. It allows a 5 percent tax credit for building ships in U.S. yards to be registered under the U.S. flag. The report of the Conference Committee must be approved by both houses, and also needs Presidential approval.

SYMPOSIUM ON AUTOMATION

At the Second International Symposium on Shipboard Operation Automation, SIU President Paul Hall spoke to 300 delegates from 15 nations on the "human consequences" of improved technology. (See story on Page 3).

President Hall said that maritime labor recognizes that automation will make our fleets more competitive in the transportation race, but said that the industry has an obligation to care for the health of the men and women who sail American ships. "Scientific progress" he said, "is not the ultimate purpose of the human race, but human progress must be and is the ultimate purpose of science."



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.

Record Retirements Shake Up Congress

WASHINGTON—A record number of Congressmen in both the House and Senate—some of them chairmen of committees whose legislative power directly affects the maritime industry—will not be running for reelection this year. The list of influential Congressmen who have announced their retirement includes the Speaker of the House Carl Albert, Senate Majority Leader, Mike Mansfield and Senate Minority Leader Hugh Scott.

Among those who will leave the Congress this year and who were the chairmen and members of committees with jurisdiction over legislation affecting the welfare of Seafarers are:

• Merchant Marine and Fisheries Committee. *Congresswoman Leonor Sullivan* (D-Mo.) chairman of this committee since 1973, is retiring after 24 years in Congress. Rep. Sullivan has

been a staunch advocate of the U.S. merchant marine for many years. This committee has jurisdiction over all matters affecting the U.S. maritime and fishing industries.

• Merchant Marine Subcommittee. *Congressman Thomas Downing* (D-Va.) is chairman of this committee which is directly responsible for legislation affecting U.S.-flag deep sea, Great Lakes and inland waterways shipping. Congressman Downing is retiring, as is *Congressman Charles Mosher* (R-Oh.) and *Congressman Pierre duPont* (R-De.).

• Public Works and Transportation Committee. *Congressman Robert Jones* (D-Ala.) will not run for reelection. He is the chairman of this House committee which has jurisdiction over many matters affecting the inland waterways including improvement of rivers and harbors, pollution, and inland water

transportation.

• Public Works Subcommittee. Subcommittee *Chairman Joe Evins* (D-Tenn.) is retiring. This subcommittee of the House Appropriations Committee has initial jurisdiction over Administration money requests for the Corps of Engineers hopper dredge program, and for other projects such as the construction for a replacement for Locks and Dam No. 26.

• International Relations Committee. *Congressman Thomas Morgan* (D-Pa.) is retiring. Included as part of this House committee's legislative responsibility are such matters as international fishing agreements, international commodity agreements, and other areas affecting international maritime negotiations.

• Interior and Insular Affairs Committee. *Chairman James Haley* (D-Fla.) is not seeking reelection. This House

committee has jurisdiction over such legislation affecting the maritime industry as ocean mining, oil and gas pipelines, and domestic marine transportation systems.

• Interstate and Foreign Commerce Committee. Four members of this committee are retiring. They are *Rep. W. S. Stuckey* (D-Ga.), *Rep. James Symington* (D-Mo.), *Rep. John McCollister* (R-Neb.), and *Rep. John Heinz* (R-Pa.). This committee has important legislative control over the nation's inland waterways system.

The retirements in these Congressional committees—which include a number of Congressmen who have been strong advocates of a viable U.S. merchant marine—will require a renewed effort on the part of Seafarers to help elect new legislators who support the goals of America's maritime industry.

Cargo Preference Is What Ailing U.S. Merchant

This article is reprinted with permission from the June 1976 issue of Seapower, official publication of the United States Navy League. It was written by Donald C. Leavens, a transportation consultant, formerly on the staff of the Assistant Secretary for Policy Plans and International Affairs, U.S. Department of Transportation.

In recent years there has been a determined effort on the part of U.S. maritime interests to improve the position of the U.S. merchant fleet in the carriage of cargoes in America's foreign trade. The Maritime Administration reports (in its publication *Essential United States Foreign Trade Routes*, June 1975) that participation of the U.S. merchant fleet in America's total seaborne foreign trade has fallen off in recent years by about 33 percent and, in the non-liner segment of that trade, by as much as 75 percent.

That decline in U.S.-flag participation has given rise to an increasingly grave concern in the maritime community. Unfortunately, both inside and outside of Government, there has been effective resistance to corrective measures suggested by maritime interests to improve U.S.-flag participation. That resistance has, for the most part, stalemated such efforts to the present time. Most interested parties seem to agree that carriage of a greater share of America's foreign trade in U.S. ships is a desirable goal, but substantial disagreement persists as to how that goal should be achieved.

It is seldom recognized, unfortunately, exactly how massive an impact a reasonable "fair share" or "cargo preference" law would have on the U.S. merchant marine, and on the U.S. shipbuilding industry in particular. The fact is, however, that there is probably no action which would benefit and strengthen the U.S. merchant marine more than would enactment of legislation leading to use of U.S.-flag ships for carriage of a greater share of all goods and commodities in America's two-way foreign trade.

Grain Agreement Precedent

Using as an example, and perhaps precedent, the "one-third" share for U.S.-flag ships negotiated in the U.S./Soviet Agreement on grain shipments to the USSR, the following are but a few of the benefits which would accrue from enactment of corollary legislation on a more general basis:

- In cargo terms alone, U.S.-flag ships, which now annually carry less than 40 million tons (exports and imports combined), would see that total boosted more than five-fold, to over 210 million tons.

- Some 255 new ships, built in U.S. shipyards with U.S. labor, and later manned by U.S. seamen, would have to be built to carry the increased cargo. Included in that total would be approximately 16 general cargo ships—container and Ro-Ro (roll-on, roll-off) ships, each displacing about 20,000 deadweight tons—155 bulk ships (50,000 DWT), and 84 tankers (100,000 DWT). (All estimates are based on straight-line projections of current Maritime Administration data, and admittedly could vary somewhat, depending on the various qualifications, assumptions, and guidelines used in developing alternate estimates. The fact remains, however, that a very large number of new ships—250, more or less—would be needed following enactment of a "one third" fair share law.)

- The ship construction program generated would amount, at current prices, to about \$9 billion in additional revenues for the hard-pressed U.S. shipyard industry and would provide an estimated 510 million manhours in employment. Follow-on shipboard employment for the 255 ships would total approximately 15 million manhours annually, and provide the U.S. economy some \$150 million annually in additional shipboard wages.

There are additional benefits—substantial, if unquantifiable. U.S. shipyards, ship owners, and ship operators would be strengthened financially; a long-term program would permit series production of ships, creating additional savings and substantially reducing the need for Government construction-differential or operating-differential subsidies (CDS and ODS); and, most important, the United States as a nation would finally be disentangled from its present precarious position of almost complete dependence on foreign ships for transport of the strategic raw

Marine Needs



materials needed for maintenance of a modern industrial society.

Trade Routes and Commodities Carried

To bring the problem of U.S.-flag participation in foreign trade into even sharper focus, an understanding of related subject areas is also essential, including at least: (1) the present situation, particularly with respect to U.S.-flag carriage of cargoes moving in U.S. foreign trade; and (2) the services, trade routes, and commodity flows in the foreign trade where U.S.-flag participation should be improved.

According to Maritime Administration publications (for calendar year 1973, the latest year for which final data is available), total U.S. seaborne foreign trade amounts to about 632 million long tons of cargo of all types, with imports accounting for about two-thirds, or 406 million tons, and exports about one-third, or 226 million tons.

Of all imports, 23 million tons, or about 5 percent, are carried in the liner service; 104 million tons, or about 25 percent, are carried in the non-liner service; and by far the largest share, 279 million tons, or about 70 percent, are carried in the tanker service.

(Liner service refers to shipping service provided on a definite advertised schedule between specific U.S. and foreign ports; non-liner service refers to shipping service provided on an unscheduled or irregular basis as cargo is offered—usually in bulk and with no specific trading limits; tanker service refers to shipping service provided by ships designed to carry liquid cargoes in bulk, especially petroleum—but which may also be used to transport dry bulk commodities, such as grain.)

Of the U.S. export tonnage, some 28 million tons, or 13 percent, is carried in the liner service; the largest share, 178 million tons, or 80 percent, is carried in the non-liner service; 19 million tons, or 7 percent, is carried in the tanker service.

Tanker, Non-Liner Weaknesses

Overall U.S.-flag participation in U.S. trade amounts to about 40 million long tons, or 6.3 percent of the total movement. On the import side—which represents the larger directional movement in tonnage—U.S.-flag participation also amounts to about 6.3 percent and breaks down as follows: liner—23.5 percent; non-liner—1.4 percent; and tanker—6.7 percent.

On the export side, overall participation amounts to 6.4 percent, with the service breakdown as follows: liner—27.7 percent; non-liner—1.7 percent; and tanker—18.4 percent.

In the liner services, where both construction and operating subsidies are generally provided, participation of U.S.-flag ships, it is apparent, is relatively good. In contrast, in both the non-liner and tanker

services—in both directions—participation of U.S.-flag ships is generally poor particularly in the non-liner service, where overall participation of U.S.-flag ships has declined in the last 10 years by about 75 percent.

To put U.S.-flag shares (or lack thereof) in perspective, it is instructive to review the percentages of U.S.-flag participation both by specific trade routes and on a "commodity consist" basis (the "consist" is the specific mix of goods, materials, and/or merchandise carried on a particular voyage or over a particular trade route).

There are 38 "Essential Trade Routes and Trading Areas" over which virtually all U.S. imports and exports are carried; they may be defined as those specifically designated channels through which U.S. commerce flows between a particular U.S. coastal area or areas and a specific foreign coastal area or areas.

Using liner exports in 1973 as the first example, the 10 principal trade routes (over which were carried 18.6 million long tons of cargo, or 66.1 percent of the 28.3 million long tons carried in all U.S. export liner trade that year), and the tonnage on each route—in thousands of long tons (with the percentages carried by U.S.-flag ships shown in parentheses)—were as follows:

1. U.S. Pacific/Far East, 4,228 (40%);
2. U.S. North Atlantic/Western Europe, 2,587 (36%);
3. U.S. Gulf/Western Europe, 2,342 (26%);
4. U.S. Gulf/Far East, 2,009 (34%);
5. U.S. Atlantic/Far East, 1,776 (26%);
6. U.S. Atlantic & Gulf/India, Persian Gulf & Red Sea, 1,404 (24%);
7. U.S. Atlantic/Mediterranean, 1,267 (42%);
8. U.S. Atlantic/Caribbean, 1,164 (17%);
9. U.S. South Atlantic & Gulf/Mediterranean, 1,088 (31%); and
10. U.S. Atlantic & Gulf/Western Africa, 817 (29%).

With a low of 17 percent and a high of 42 percent, and most other U.S. shares running between 24 percent and 36 percent, U.S.-flag participation on the principal liner export routes can be considered at least satisfactory—healthy, if not robustly so.

The situation is somewhat similar in the liner import trade, where 15.1 million long tons out of a total U.S. liner import tonnage of 23.0 million long tons (the same 66.1 percent) is carried on the 10 principal liner import routes. U.S.-flag participation on those routes ranges from a low of 10 percent (of the 789,000 tons carried on the U.S. North Atlantic/Scandinavia & Baltic route) to a high of 38 percent (of the 2,722,000 tons carried on the U.S. Pacific/Far East route); most U.S. shares in the other eight of the top 10 liner import trade routes fall into the 20 percent to 30 percent category.

The tonnage totals on the routes, which vary from a high of 3,683,000 long tons carried on the U.S. North Atlantic/Western Europe route (U.S. share 37 percent) to a low of 612,000 tons on the U.S. Atlantic & Gulf/India, Persian Gulf & Red Sea route (U.S. share 19 percent), both illustrate the dramatic dropoff which occurs even in the top 10 and indicate how important a fair share percentage on even a limited number of routes, or between specific trading areas, could be in affecting overall cargo totals carried by U.S.-flag ships.

Shifting the focus to non-liner export service:

- Over 144 million long tons, or about 81 percent of the over 178 million tons carried in the total U.S. non-liner export trade, is carried on the 10 principal trade routes; U.S.-flag participation ranges from a "zero" (or statistically negligible) share of the 4,306,000 tons carried on the U.S. Gulf/East Coast of South America route—10th route in the top 10 to a "high" of 10 percent on the U.S. Atlantic & Gulf/India, Persian Gulf & Red Sea route (9th on the list, with 4,424,000 tons).

- The U.S.-flag share on the top eight routes ranges from 1 percent to 4 percent; the routes themselves show tonnage totals ranging from a low of 4,768,000 tons (U.S. share 4 percent) on the U.S. Gulf/Caribbean route to a high of 30,812,000 tons (U.S. share 1 percent) on the U.S. Pacific/Far East route.

Continued on Page 11

It is apparent that even an extremely modest shift in the U.S. percentage share, now only about 1.7 percent of the overall non-liner export total, would generate huge shifts in absolute tonnages. If, for example, the 10 percent share carried by U.S. ships on the U.S. Atlantic & Gulf/India, Persian Gulf & Red Sea route prevailed throughout the entire non-liner export trade, the new total of tonnage carried in that trade would be higher than the total export tonnage now carried by all U.S.-flag ships—liners, non-liners, and tankers—combined.

With that in mind, it is also instructive to look at the commodity consist in the U.S. non-liner export trade—in which various Maritime Administration "Ship American" programs presumably would be most helpful following passage of fair share or cargo preference laws.

(Rates are not fixed in the non-liner or tanker services as they are in the liner or conference service. Hence, any "Ship American" program in the former two services would, in the absence of fair share legislation, be of a persuasive nature only.)

Using as an example the U.S. Pacific to Far East trade route (the most heavily tonned of all routes in the U.S. non-liner export trade), following, in thousands of long tons (again, with U.S. shares in parentheses), are the 10 most important items in the consist and the tonnages of each carried on that route and in that trade:

1. Wood in the rough, 10,612 (2%);
2. Wheat, unmilled, 7,050 (0%, or statistically negligible);
3. Wood veneers, plywood, 5,638 (2%);
4. Iron & steel scrap, 2,215 (0%);
5. Petroleum products, 1,340 (0%);
6. Wood, shaped, 911 (0%);
7. Barley, unmilled, 644 (0%);
8. Iron ore & concentrates, 457 (0%);
9. Cereal, unmilled, 256 (0%); and
10. Pulp & waste paper, 246 (1%).

State Department 'Exertions'

Most of the goods shipped by American shippers to foreign destinations on the most important non-liner export trade route, it is obvious, are carried in foreign-flag ships, a situation which is unfortunately characteristic of U.S.-flag participation on all routes in the non-liner export service. That fact in itself, however, suggests, if nothing else, where "fair share" cargo preference would be most effective. U.S.-flag ships manned by American seamen are the most modern and safest in the world and have many advantages to offer foreign buyers of U.S. goods. U.S. exporters working with U.S. State Department officials could be helpful in working with foreign purchasing countries to stimulate a more equitable distribution of cargo.

(Although it is clearly a very important part of the State Department's overall mission to promote the

U.S. merchant marine, neither the results nor the overt evidence indicates that State Department officials, do, in fact, exert themselves too vigorously on behalf of the U.S. maritime industry.)

The U.S. share of non-liner imports is even lower: 1.4 percent of the 103,661,000 long tons carried. All of the major commodity (iron ore) on the two most important inbound routes—U.S. Gulf/Caribbean and East Coast of Mexico and U.S. Atlantic/Caribbean—is carried by foreign-flag ships.

Since the selection of carrier is presumably controlled by the importer, a "Ship American" policy by American industry should be helpful in directing some of this important cargo to American ships. "Fair share" legislation, by providing cargo for U.S.-flag ships, will guarantee the continued availability of shipping for strategic imports.

In the tanker service the U.S. share is appreciably higher than in the non-liner service—although still considerably below the percentage carried by U.S.-flag ships in the liner service.

The total two-way U.S. tanker trade in 1973 was 298,418,000 tons, of which 7.4 percent was carried by U.S. ships—6.7 percent of the 278,942,000 long tons of tanker imports, and a more equitable 18.4 percent of the much smaller total of 19,476,000 tons exported.

Those figures cannot be considered in the absolute, however; they need considerable amplification.

To begin with, the truly massive volume of tanker imports—almost 15 times the tonnage of tanker exports—clearly demonstrates how truly dependent the United States has become on foreign raw materials, particularly petroleum, for its own economic and industrial survival.

Caribbean Contingencies

But there is more to it than that. By far the single most important shipping lane for U.S. purposes is the U.S. Atlantic/Caribbean route, over which passed some 105 million long tons of cargo (almost all of it petroleum) in 1973—with U.S.-flag ships carrying about 5 percent of the total. How well prepared the U.S. Navy is to defend and protect that route is questionable, but it is a matter which certainly merits top priority in the Pentagon's contingency plans.

U.S.-flag participation in the top 10 tanker import routes ranged from a low of 4 percent (U.S. Pacific/Caribbean) to a high of 22 percent (U.S. South Atlantic & Gulf/Mediterranean).

So important is the U.S. Atlantic/Caribbean route,



however, and so heavy is the tanker traffic using that route, that a one-third "fair share" percentage for U.S. ships on that one route alone would represent a total of over 35,000,000 tons reserved for U.S. tankers, or more than the 1973 combined total carried by all U.S. tankers, exports and imports, on all trade routes. The fact should suggest something to those at the State Department charged with promoting the interests of the U.S. merchant marine.

It is in the tanker export service, however, where the implications of a fair share law can be most clearly demonstrated. U.S.-flag participation in the top 10 trade routes in that service ranges from zero (on four routes—U.S. Gulf/Caribbean; U.S. Pacific/West Coast of Mexico, Central & South America; U.S. Pacific/Western Europe; and U.S. North Atlantic/Western Europe), to between 1 and 3 percent on four other routes, to 30 percent on the U.S. Atlantic & Gulf/India, Persian Gulf & Red Sea route, to a high of 52 percent on the leading tanker export route, U.S. South Atlantic & Gulf/Mediterranean.

An examination of the commodity consist reveals that most tanker tonnage on the latter two routes is represented by wheat and cereals.

On such cargoes, which represent commodities either given outright to foreign nations by the United States (or purchased with the financial aid of the United States), contract terms between the Governments involved (as in the U.S.-Soviet Agreement on grain shipments) usually require that at least 50 percent of the cargo resultant from the agreement must move on U.S.-flag ships.

A Mandatory Question

The question must be asked: If it is important enough to U.S. decisionmakers—for whatever mix of political, economic, and/or national security reasons—to negotiate fair share arrangements for U.S.-flag carriage of certain commodities on certain trade routes, why is it not equally important, for the same reasons, to negotiate the same arrangements for U.S.-flag carriage of any and all other commodities on any and all other trade routes?

The answer should be obvious: Fair share agreements across-the-board (or fair share legislation) would benefit U.S. national security immensely, and the U.S. economy in numerous ways.

A strong and healthy U.S.-flag merchant marine is as vital to U.S. national security as are strong and healthy naval and military forces—and, in peacetime, at least, the merchant marine is much more important in economic terms than is the uniformed naval/military establishment.

That U.S. policy planners and decision makers—in the Pentagon, at the State Department, in the White House, and on Capitol Hill—continue to neglect the U.S. merchant marine has been, in peacetime, a political and economic mistake of major dimensions.

In time of war, that same mistake—which will take years to fully rectify, in any case—would quickly escalate into a national disaster.

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.

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.



SS Mount Navigator

Scheduled to carry 26,000-tons of bulk wheat to the ports of Inchon or Pusan, Korea the middle of this month from a Northwest Pacific port was the 19,498-dwt tanker the *SS Mount Navigator* (Mount Shipping) which had gone aground late last month.

SS Samuel Chase

Sailing from a Gulf port in the middle of last month was the *SS Samuel Chase* (Waterman) carrying 11,500 metric tons of bagged rice to the port of El Ladhqia, Syria.

SS Sugar Islander

This month the *SS Sugar Islander* (Pyramid Transport) sails from a Gulf port to the port of Haifa, Israel with 25,000 tons of heavy grains.

SS Overseas Anchorage

On Sept. 1, the 29,278-dwt tanker the *SS Overseas Anchorage* (Maritime Overseas) was taken in tow to Gibraltar Roads for repairs after she reported engine trouble some 12 miles west of the Rock.

SS San Juan

Brother Frank Sarmento would like to thank the officers and crew of the *SS San Juan* (Puerto Rico Marine) for the collection they made when his wife passed away from cancer on Aug. 13. He would also like to thank the members of the shore gang and the longshoremen who contributed to the collection on hearing of his wife's death. Seafarer Sarmento, who has sailed for 35 years, ships out as an able seaman.

SS Overseas Joyce

Seafarers on the *SS Overseas Joyce* (Maritime Overseas) gave the steward department "... a rising vote of thanks for the outside barbeque steak and rib supper on the poop deck with all kinds of beverages" on July 4 at sea on the way to a port of call in Ilicheusk, Russia. The photos below illustrate what a good time was had by all.



Capt. R. Gibbons (left center) skipper of the *SS Overseas Joyce* cuts the Fourth of July Bicentennial birthday cake for the crew at the cookout as (left) Cook and Baker Clarence Harvin and Chief Steward Vasser Szymanski smile their approval. In the right photo, Chief Cook Ed Collins (right) tends to the barbecue on the coals while (l. to r.) Utility A. Battle, Third Cook C. Hollings, Sr. and BR Herb Hollings wait for the goodies.

Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.



Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

Don't Buy Seagram's Boycott Asked in Distillery Lockout

A Don't Buy Seagram's Products boycott campaign appeal to the American consumer has been made by the Retail, Wholesale and Department Store Union (RWDSU), AFL-CIO for 240 distillery workers of Local 604 locked out of their jobs in Vancouver, B.C., Canada since February 1975.

RWDSU requests that Americans not buy alcoholic products made or distributed by Seagram's until the company signs a new contract with its Vancouver employees.

Some of the most frequently-purchased products here are: Canadian Seagram's V.O. and Crown Royal whiskies; Seagram's 7 Crown; Calvert; Four Roses; Wilson and Carstairs blended whiskies; Chivas Regal; Hudson Bay and White Horse Scotch whiskies; Old Bushmills Irish whiskey; and vodkas, gins, rums, liqueurs and wines made or distributed by the company.

Since October 1975, British Columbians and other Canadians have supported the boycott by refusing to buy Seagram's alcoholic products in order to help the workers regain their jobs with increased pay and benefits and better working conditions in a fair and reasonable agreement with the company.

The workers were locked out of the Vancouver Seagram's Distillery, the largest in the world, during collective

bargaining negotiations as a two-year contract expired. The union says the company, which closed its bottling operations at the locked up plant, "... is embarked on union-busting course equalled only by the contempt for law and humanity displayed by the J.P. Stevens Co.," a Southern U.S. textile giant.

The growing effectiveness of the boycott in both countries, the union says, is shown by the increasing advertising space Seagram's is buying in the labor press.

The history of the lockout began in 1973 when Local 604, affiliated with the RWDSU, continued to work under an existing agreement which was essentially nationwide in wages and fringes. But, since wage levels in British Columbia are the highest in Canada, RWDSU feels Seagram's fears that a separate settlement there will set a pattern for its other distilleries in Canada and the U.S.

The British Columbia Labour Relations Board ruled the lockout illegal and ordered the firm to resume operations there. Seagram's appealed to the Provincial Supreme Court which refused to overturn the Board's decision. The company, however, has failed to lift the lockout. The union has proceeded with a contempt of court action against the company.

Seafarers Plans Must Have Member's Latest Address

Because of the Employee Retirement Income Security Act of 1974 (often referred to as the Pension Reform Act) it is extremely important that the latest correct address of each member be on file. If the Seafarers Plans have your latest address, you will be able to receive all the necessary and vital material which is required to be sent to you under the new Law.

It is also very important that the Plans be aware of your marital status. Therefore, you are strongly urged to fill in the form below and send it to: Claims Department, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

Seafarers Welfare and Pension Plans

SIU IBU Soc. Sec. #
check one

Name
Print Last Name First Name Middle Initial

Permanent Address
Print Number and Street City State Zip Code

Date of Birth
Mo / Day / Year

First Year of SIU, IBU Employment

Spouse's Name
Print Last Name First Name Middle Initial

Permanent Address
Print Number and Street City State Zip Code

Date of Birth
Mo / Day / Year



ASHORE



Washington, D.C.

A good example of what an individual Seafarer and others can do to help our maritime industry get revitalized and on the move again is the letter Seafarer Herbert D. Braunstein of the port of Wilmington wrote this year to President Ford in the White House:

"Dear Mr. President:

"I have been an active merchant seaman all my adult life. For service during World War II, we received citations from a grateful Government and signed by President Truman. Enclosed are copies of my citations.

"Now my question is, 'What is the country going to do for the seamen?' Shipping is the slowest and in the worst slump since Depression years. President Nixon did much for the shipping industry, but that has been nullified by your Administration's stand on cargo preference and shipping rate stabilization. We need a strong merchant fleet to keep our nation strong and free, and to supply our Armed Forces as we have in the past.

"The maritime industry needs your support to keep this nation strong economically and sound. As you called on us once to answer the call, we ask you now to answer our call with proper legislation."

Seafarer Braunstein received a three-page letter from U.S. Assistant Secretary for Maritime Affairs Robert J. Blackwell who said in part:

"The President has asked me to reply to your letter . . . concerning Government support for the U.S. merchant marine . . .

" . . . In 1974, the construction and operating-differential subsidy programs available for bulk carrier operators were deemed sufficient to provide the necessary liquid bulk ocean lift capacity to adequately meet U.S. energy requirements thus obviating the need for cargo preference legislation. Furthermore, it was considered that such a law would subvert the principles of free trade, invite foreign retaliation, and contravene existing treaties and agreements with other maritime nations. It was for these reasons that President Ford pocket vetoed oil cargo preference legislation two years ago.

"Matters relating to shipping rate stabilization are covered by the Shipping Act, 1916. The 1916 Act is administered by the Federal Maritime Commission which is an independent regulatory agency. We are forwarding a copy of your letter to that agency for their consideration with respect to your reference to shipping rates."

Morgantown, W. Va.

"Since I retired from the SIU, "writes Joseph Pasinosky," I have been pursuing my favorite subjects, philosophy and psychology. At present, I am a special student at West Virginia University. Last summer I wrote a sea story, a novel of about 30,000 words."

New York

Members who have savings in New York State banks should be aware that the state can now impound bank account funds which have remained in an inactive state—no deposits or withdrawals—after five years. Previously, it took 10 years before impoundment.

The New York State Legislature amended the Abandoned Property law this year requiring all banks in the state to report to the state comptroller, as abandoned, all savings accounts which have been inactive for the past five years. Inactive also means the bankbook has not been presented for the updating of dividends or interest earned.

Also by Nov. 10 of each year, the banks have to turn over to the comptroller all deposits regarded as abandoned if the depositor does not respond to the bank's notice and claim the account by depositing or withdrawing funds, or by presenting the bankbook for updating of dividends or interest.

Detroit

Andrew Furuseth recently was posthumously inducted into Labor's International Hall of Fame here. A scroll honoring his induction will be kept in the Labor Hall of Fame Archives.

A number of universities and labor organizations have offered the institution possible permanent sites. It would like to establish the archives at a place accessible for the public to view the documents and history of the labor movement and honor those individuals who have been inducted into the Labor Hall of Fame for having contributed so much to the growth of the organized labor movement.

Yokohama



Yokohama Port Agent Frank Boyne (center) accepts the Boy Scouts of America century membership plaque award recently from Scout executives Vernon Lane Newman (left) and Robert M. Lambert for services to the organization at the Seamen's Club here.

Seafarer Rose Has Caught the 'Numismatic Bug'

Seafarer F. M. "Rosey" Rose, along with a few million other people, is a chronic sufferer of a not-so-rare affliction called "numismatism."

It's tough to pick a numismatist out of a crowd because he or she looks just like the next guy or gal. But flash a box of old coins in front of a numismatist and the symptoms begin to surface. If a person is a serious numismatist, like F. M. Rose, the eyes will bulge slightly, the nerves will get tense, and the wit will get keen as he picks up any one of the coins, foreign or domestic, and tells you its monetary or intrinsic value as well as its history and the history of the era from which it came.

You see, F. M. Rose is a coin collector, and a pretty good one at that, and he has several awards to show for it.

Last January at the Miami International Mid-Winter Coin Convention, he won first prize in the foreign coins category with a five-case exhibit of chop-marked and counter stamped trade coins, which originally were used for international commerce. With much the same exhibit, Brother Rose recently won the John S. Davenport Award for foreign coins at the 85th Annual Convention of the American Numismatic Assn. in New York.

Though Brother Rose, who joined the SIU in 1962, enjoys collecting all sorts of coin, his main interest is foreign currency with a specialty in old Chinese coins. F.M. has quite a collection of so-



called barter-shaped Chinese coins dating back as far as 1100 B.C. He also has a collection of Chinese coins with holes in the center dating back to the pre-pocket days when money was worn outside the clothing on a string.

His Favorite Coin

Oddly enough, F.M.'s favorite coin

dates back only 100 years or so to the Great Ching Dynasty, 1852-1858. The coin is quite heavy and is nearly six inches in diameter. Brother Rose claims it's his favorite because it is a mystery. He says: "I've shown this piece to some of the foremost experts in the world on Chinese coins, and no one has ever seen anything like it, nor do they have any idea of its value or original purpose. Several people have offered to buy it from me, but I say it's not for sale."

F.M., who ships in the deck department and is a resident of Fort Lauderdale, Fla., will tell you that to be a good coin collector you have to be a bit of a gambler, but most importantly, you have to know your coins. He buys coins by the hoard, or a 76-pound box of assorted coins. Once in a while, he finds a particularly interesting piece that many others have passed over. Incidentally, he found his six-inch wide Ching Dynasty coin in a hoard.

After he extracts what he wants from the hoard, he'll try to sell it off to another collector, who might pick up something of interest that F.M. passed over.

Dutch Daalder

His most valuable coin, at least in terms of monetary worth, is a silver Dutch daalder, the ancestor of the dol-

lar, emblazoned with a rider on horseback. It's worth about \$600.

His profession of seafaring, which can take him to many parts of the world, is an added advantage to a coin collector, especially a serious collector of foreign coins. He has picked up many interesting pieces on his voyages overseas.

All in all, coin collecting keeps Seafarer F. M. Rose pretty busy.

Visit a Shipmate In Foreign Hospital

For a Seafarer, there's just about nothing more depressing than being confined in a hospital in a foreign port with no friends or relatives nearby to offer some comfort or consolation. Many times there is not even another English speaking patient at the hospital with whom to talk.

If you know of a fellow Seafarer in this situation, and if it is possible, you should try to visit the confined patient to boost his spirits and to see if there are any small items which he might need.

You might also check when you are in a port to find out if any brother Seafarer is confined in a nearby hospital and give him a visit. It will do wonders for him, and will make you feel pretty good, too.

Automation: Human Being Must Be Considered

The rush to automate vessels on the deep seas has created many threats to the sanity and safety of Seafarers which are being ignored by the Coast Guard, the maritime industry, and the Federal Government.

Boredom, which has always been a problem on long sea voyages, is the first outstanding menace. Even in the logs of the early European explorers, when shipboard maintenance and navigation took tremendous effort, boredom loomed as a plague worse than fear.

Today, as automated equipment takes over much of the meaningful work on board ship, sailors are left with fewer interesting physical and mental tasks. Confined to fast turn-around automated vessels for weeks on end, sailors must struggle to keep from going crazy.

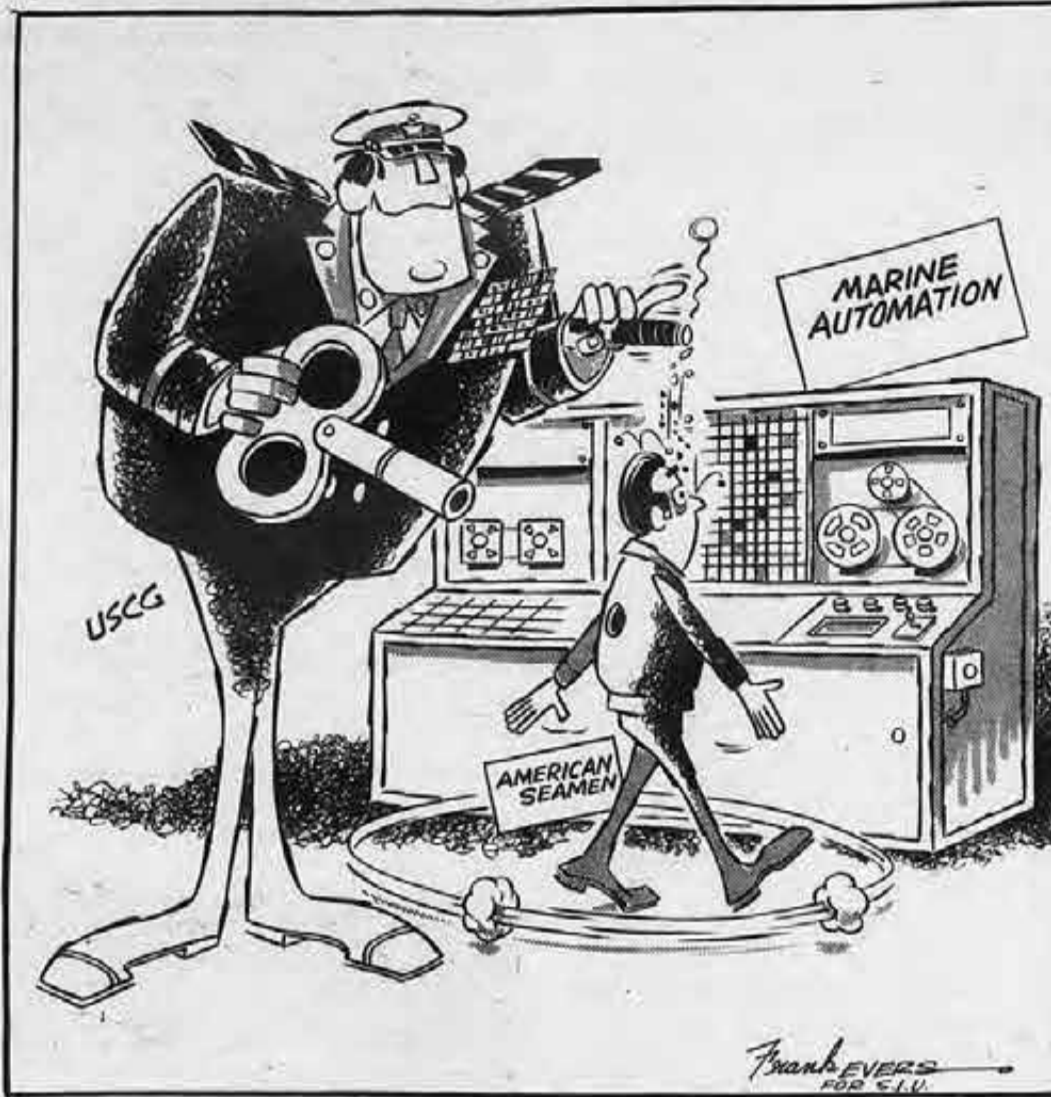
On the other end of the pole, the Coast Guard and maritime industry dream of a push-button world with totally automated vessels. They are prematurely attempting to make seamen obsolete. Manning levels have been cut by the Coast Guard to a point where there are not enough men to run a ship when the automated equipment breaks down.

Men who are left on these understaffed ships often work overtime round the clock for several days in a row. As a result of fatigue, the accident rate increases.

The SIU recognizes that automation can increase the efficiency, safety and competitive position of the American merchant marine. We have not opposed automation on board our contracted ships. Instead, we have trained Seafarers at the Lundberg School to deal with advanced technology.

However, recently we have been forced to repeat our original reservation, that automation should be regulated rather than resisted, with emphasis on the regulation.

In August, at the Second International Symposium on Ship Operation in Washington, D.C., SIU President Paul Hall predicted that "as far ahead as we can see, all commercial ships will have a crew aboard." Even on automated ships, he explained, human direction will be needed "on at least a standby basis at all times" in



IF HE HAD HIS WAY

case of emergency. (See news story on Page 3)

But he warned the delegates about the effects of eliminating shipboard duties that require meaningful mental and physical effort. "With no real duties to perform in an automated vessel, men's minds and reflexes could degenerate beyond any hope of revival."

He reminded the 300 technical delegates that "human progress" must be the ultimate purpose of science and said. "In that common conviction we can welcome automation together."

"Job design can be the key," Hall declared. "As automation is introduced at each point," the role that the crew will take should be considered. "And that consideration should include the degree of interest, of mental stimulation, that can be built into the tasks."

Hall gave the example of experiments being conducted in the auto and electrical industries with a view to "humanizing" repetitive tasks. He

noted that employers, by law, must often sacrifice some profits and efficiency to protect the environment and the safety of the workers. "Isn't it reasonable to ask the same consideration for the worker's mental health?" Hall asked.

At the same conference, Robert J. Blackwell, assistant secretary of commerce for maritime affairs, criticized the "outdated notion . . . that the more humans you take out of the system the better off you will be. In an age where the fuel bills of ocean-going vessels are dramatically higher than manning costs, it is pointless to direct all of our attention to removing an additional wiper from the ships' complement," he said.

"Rather we should be directing our advanced technology toward improvements in vessel productivity and safety. . . . Automation, with or

without manning reductions, can be a profitable investment," Sec. Blackwell declared. He described several techniques that could go a long way in preventing the \$300 million worth of marine casualties that affect the U.S. fleet each year.

Perhaps Sec. Blackwell should deliver a lecture to the U.S. Coast Guard which foolishly cuts manning scales even when it advocates stricter safety regulations in other respects.

In June, the Coast Guard proposed new structural designs and safety equipment for vessels carrying toxic or flammable liquid cargoes. The proposed rules would isolate living areas and engine rooms from cargo ballast piping and cargo areas to protect the crew from vapors and contaminated ballast. Forced ventilation in enclosed areas and wider accessways to pump rooms would be required.

However during cargo transfer procedures, only a licensed officer, who may or may not also be a certified tankerman, would be supervising at the point of transfer. The certified tankerman rating would be eliminated.

In a letter to the Marine Safety Council, SIU Executive Vice President Frank Drozak commended the Coast Guard's effort to prevent vessel collisions and expressed support for most of the proposed safety regulations. But he pointed out, "It has been our experience that the combination and consolidation of safety-related shipboard duties and responsibilities reduce safety and increase the possibility of accidents and pollution."

The SIU battle with the Coast Guard over manning levels and the position of unlicensed seamen is nothing new. Even back in 1959, as shown in the SIUNA's Convention proceedings for that year, the SIU was fighting Coast Guard attempts to eliminate unlicensed seamen from American-flag ships. Now that automation has become the Coast Guard's excuse for cutting unlicensed ratings, the battlefield will simply be expanded.

LETTERS TO THE EDITOR

Compassion, Diligence Save Seafarer

On the SS Mount Navigator, enroute from Odessa, Russia to Portland, Ore., about five days out of Antigua in the Caribbean, SIU Fireman Bill Turpin was stricken with a heart attack while standing watch.

Captain Hanify, Radio Operator Warriner and the chief mate did an outstanding job day and night communicating, getting medical instructions and administering the proper medicines, which were aboard.

No ships were in the area so during daylight, communicating was either non-existent or very poor due to dead areas.

Members of the deck department and the wiper took turns standing watch over Brother Turpin, who was finally taken ashore in Antigua in good shape.

Captain Hanify is a man of great compassion. He stated he had never lost a man at sea. He's still batting 1,000 percent.

Fraternally,
M. S. Howard, H-1003

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Among those participating in the protest in New Orleans were, from left: SIU Port Agent Buck Stephens; an SIU brother; Lindsey Williams, SIU vice president; a National Maritime Union patrolman; SIU Representative Norman DuBois, and Sailors Union of the Pacific Agent Henry Johansen.

On Soviet Shipping Deal

Maritime Workers Protest State Dept's Inaction

The footsteps of Federal buildings in port cities throughout the country were the scenes of some hot controversy last Aug. 17 as hundreds of angry American maritime workers, many of them SIU members, marched in protest of the State Department's lack of action in dealing with Russia's blatant violation of the 1972 U.S.-USSR bilateral shipping agreement.

The workers had a right to be angry, because in violating the shipping agreement, which stipulates that at least one-third of all grain cargoes moving from the U.S. to Russia be carried on American-flag ships, the Russians set "conditions" that effectively shut U.S. ships out of carrying any grain cargoes to Russia for the month of August. And since 360,000 metric tons of U.S. grain did go to Russia in August, one-third on Russian and the rest on third-flag ships, American seaman got beat out of a lot of jobs rightfully belonging to them.

Among the new shipping "conditions" set by the Russians early last month was a refusal to accept any more grain deliveries in tankers, insisting that all shipments be carried in dry bulk vessels. However, the U.S. merchant fleet relies almost totally

on tankers for grain movement, and of the few dry bulk carriers in the U.S. fleet, none met further Russian "conditions," such as size and draft requirements, for the transport of grain to Soviet ports. The net result, then, was a total ban on the use of U.S. ships for his trade.

State Department Inaction

It became apparent by the middle of the month that the State Department was taking no actions to correct the situation, so an ad hoc committee of U.S.-flag shipping companies and AFL-CIO maritime workers was formed and the demonstrations were called.

Maritime workers carried out protests in the ports of Norfolk, Baltimore, San Francisco, Seattle, Mobile, Philadelphia, New Orleans, New York, Chicago, Detroit and Houston. The protestors carried picket signs and passed out thousands of leaflets to passersby proclaiming a "Soviet Double-Cross." The protestors also charged that the State Department was a "contributing factor" in the controversy because of its "long standing unwillingness to support an American-flag shipping capability and its failure to insist on the Russian's strict observance of the terms

of the bilateral shipping agreement."

The demonstrators also charged that the refusal to use U.S. ships in the grain trade was another indication of Russia's attempts to bolster their own massive seapower buildup, and they warned that the Soviet Union's "stepped up shipbuilding of both naval and commercial ships have as their objectives the elimination of American-flag shipping from the oceans of the world."

The demonstrators further warned that "unless our Government displays some firmness and insists on full observance of the letter of the agreement, the United States stands to lose respect and prestige in the world community and we as Americans stand to lose our self respect."

Heard in Washington

The message of the nationwide demonstrations, which received widespread labor support and good coverage in the media, was clearly heard in Washington, D.C.

The day after the demonstrations, the State Department announced that they had sent a note of protest to the Russians and would pursue it further.

A spokesman for the Maritime Administration claims that MARAD has sent as many as nine protesting

telegrams to the Russian Foreign Ministry, as well as setting up a meeting with the Soviets for the end of this month to correct the situation.

In addition, Rep. Jack Murphy (D-N.Y.), a staunch supporter of maritime, introduced a House resolution urging President Ford to terminate the 1972 "wheat deal" with Russia until the Soviets agree to abide by the terms of the 1972 bilateral trade and shipping agreements with the U.S.

Murphy labeled Russia's refusal to use U.S. ships in the grain trade "another example of their apparent inability to deal in good faith. Apparently they have no qualms about ripping off American maritime if it will save them a few rubles. It is high time we stop looking the other way while they make a mockery of the commercial trade agreements which bailed out their troubled economy."

Rep. Murphy has also called on Leonor Sullivan, chairman of the House Merchant Marine and Fisheries Committee, to schedule immediate hearings regarding the controversy with testimony from the Departments of State, Agriculture and Commerce, and the Federal Maritime Commission. Murphy affirmed: "I want unemployed mer-

Continued on Page 18

NORFOLK



PHILADELPHIA



BALTIMORE

Protests Held in Ports Throughout the Country Against Soviet Violations of Grain Deal

DETROIT



NEW YORK

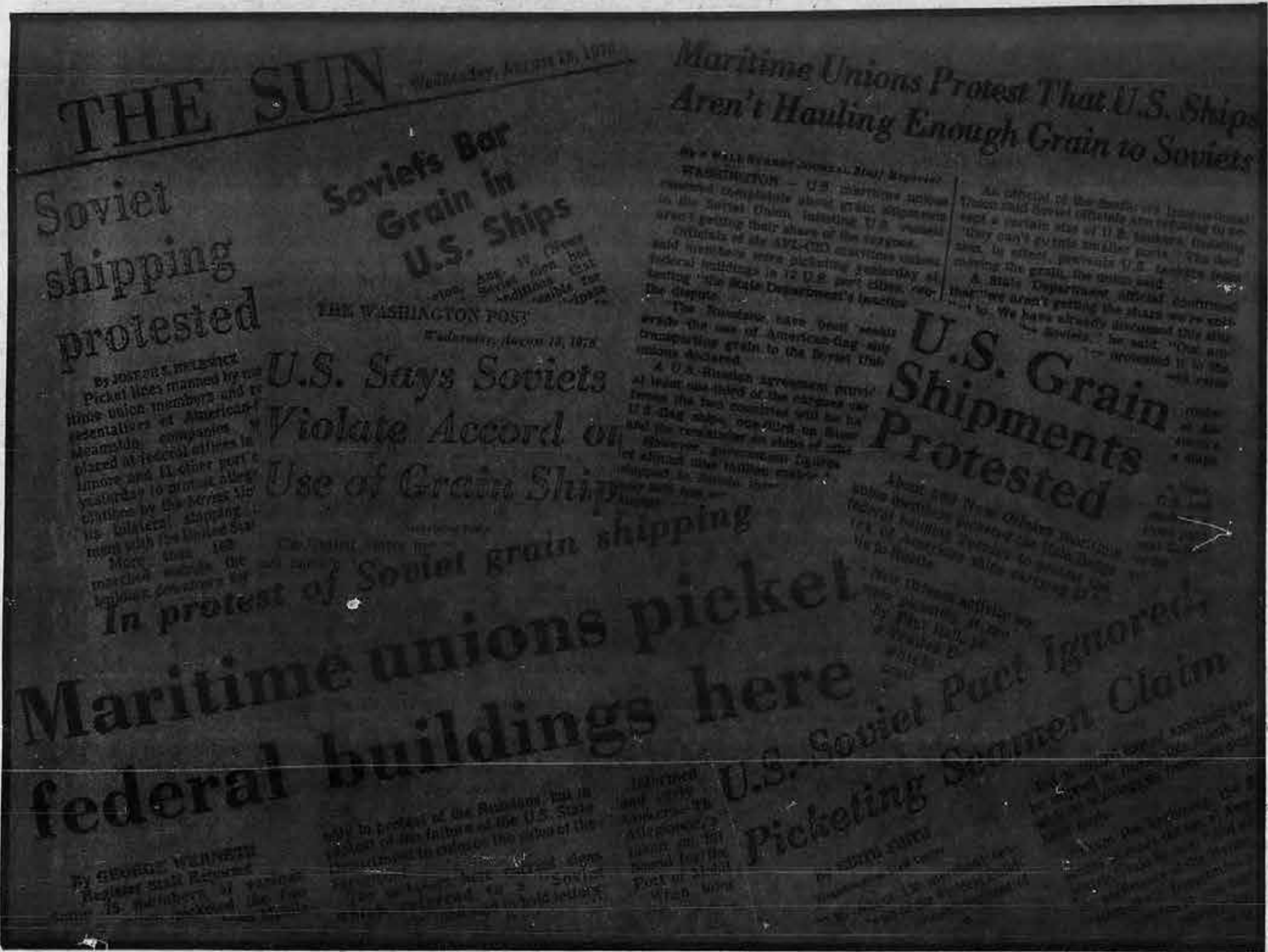


MOBILE

CHICAGO

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



Continued from Page 15

chant seamen in this nation to hear their Government explain why we sit idly by while the Russians ignore their commitments. My resolution

would halt further deliveries until our timid trade negotiators and diplomats, as well as a seemingly unconcerned Administration, can bring some justice and fair play to Ameri-

can merchant seamen."

Always Hedging

Russia's refusal to use U.S. ships in the grain trade is just one more in a long line of Soviet balks, maneuvers and violations of the 1972 agreement aimed at cutting out the use of U.S. ships in this trade.

One such Russian maneuver has caused at least 11 American ships to lose grain cargoes because unrealistic time schedules set by the Soviets made it impossible for these ships to be on time for loading in a designated U.S. port. Yet, U.S. ship after U.S. ship waits idly in the harbor up to two weeks at a time to unload at a Russian port.

The record clearly shows that despite the 1972 shipping agreement, U.S. ships have carried only 22 percent of the 50 million metric tons of grain that has gone to Russia in the last four years. That's 11 percent less than U.S. ships are supposed to receive under the treaty. American ships would not have carried even this much if maritime labor, by virtue of a grain loading boycott last year, hadn't forced the Russians to

renew the treaty to cover the October 1975 grain sale.

The Maritime Administration says that their is no program for shipment of grain to Russia for the month of September. However, a MARAD spokesman revealed that a few shipments have gone out in September, none of which went on U.S.-flag ships. MARAD also claims that Russia is not exactly refusing to accept delivery of grain in tankers. However, they are demanding that huge portions of the grain be delivered to ports not equipped with evacuator systems for the unloading of grain from tankers. Whatever the reason, the net result is the same—U.S. ships are illegally being shut out of carrying grain to Russia.

The nationwide demonstrations was labor's first move to correct the situation and ensure that American ships, manned by American seamen, get their fair share of grain cargoes to Russia.

Maritime labor is now awaiting the outcome of MARAD's meeting with the Russians to see if diplomatic means will be sufficient to set the Russians straight on the grain issue.



SIU Detroit Port Agent Jack Bluitt (left) goes over some material for the protest with Congressman John Dingell (D-Mich.). Looking on are SIU Headquarters Representative Fred Farnen (second from right) and Amos Stewart, president of the Maritime Trades Department Detroit Port Council and president of Carpenters Local 19.

Scholarship Winner Hopes to Be College Teacher

"I really want to be teaching in a large urban university where there are students from all backgrounds," Christine Kalke told the *Log* as she thought about her future career.

Twelve years have passed since Miss Kalke won the SIU scholarship award in 1964. Since then she has held a variety of jobs. Now, 1976 finds her back in one of the top schools, Brown University, in Providence, R.I., studying for a doctorate in classics—ancient Greek and Roman literature and history.

Once she completes her studies, she

will be able to combine her enthusiasm for ancient literature and teaching in one career, that of a college professor. "The classics bring such joy to people," she explained, "although teaching classics is hard since American public education is so weak. Often students at the university can barely read. But it is very exciting."

Miss Kalke first discovered the classics when she went to Wayne State University in Detroit on a full SIU scholarship. The scholarship allowed her to devote most of her time to her studies, so she was able to keep up her usual high grades.

She graduated Phi Beta Kappa, which is a distinct honor, and won the only award given to graduating students at her college, the Howard A. Donnelly Award for leadership, scholarship and service.

"I believe community service in impoverished areas was the most interesting thing I did while at school," Miss Kalke told the *Log*. Through the university's Association of Women, and as vice president of the nationwide Inter-

Collegiate Association of Women, she dealt with the personal, political, and social problems facing women—"in pre-women's lib times," she noted. Social service for the poor and elderly was a part of their program.

Masters Degree in Latin

After graduation, Miss Kalke picked up her stakes and set out for New York to get a Masters Degree in Latin at Columbia University, financing her studies through savings, parttime jobs and loans. She received the degree in 1970 but was penniless by that time and had to look for a job to pay off her debts.

She was offered a teaching position at the exclusive Abbott Academy, a private school for girls in Andover, Mass. "It was a fantastic experience," she said. "The classes were small and the students bright. My happiness while I am teaching cannot be described."

As Miss Kalke put it, the fact that her father was a Seafarer did not specifically influence her life, but the fact that he was a working man did.

Brother William Kalke was an or-

ganizer and union official in the old International Seaman's Union of America and in the Sailor's Union of the Great Lakes. He also worked as an organizer with the SIU in its early days. Now he is about to retire, she said.

"My father's activism gave me an open mind and an understanding of unions. I think this is passed on to my students," she said. "At Abbott Academy the students had never come in contact with children from the working class. I helped them learn about other aspects of American life."

"Since I have worked at Abbott and studied at Brown and Columbia I have gained an understanding of people from all walks of life. But I feel tied to a working class ethic. I know I will enjoy teaching and helping students at an urban university."

Another of Miss Kalke's lifelong interests which she got from her parents is her Finnish heritage. While visiting home in Detroit, Miss Kalke performs with the Hoijakat Finnish Folk Dancers of Detroit and Windsor.

Personals

Bob Bensen

William Schneider asks that you contact him at 3198 16th St., San Francisco, Calif. 94103.

James Kissick

Your son asks you to contact him immediately at the Shiloh Boys Ranch, Box 538, Ware Shoals, S.C. 29692.

Maumee Gets Jaws Gash in Duel With Ice

Sustaining heavy damage to her hull in a losing duel with the blue, thick ice pack drifts of Antarctica, the T5 USNS *Maumee* (Hudson Waterways) forged on to deliver her much-needed cargo to the U.S. Navy's McMurdo Bay Station earlier this year.

She sustained a 30-foot long, 10-foot deep gash in her bow temporarily shored up in a shipyard near Christchurch, New Zealand. Today, fully repaired, she's on the U.S. coastwise run to nearby foreign ports of call.

In his own words, Chief Steward James R. "Jimmie" Prestwood, secretary-reporter of the *Maumee*, gives us an overall picture of what happened:

"... we made the news (New Zealand TV and newspapers) everywhere. I know the membership would like to hear, firsthand, what happened to us

enroute to the South Pole.

"We were steaming at about 18 knots (on a) late Monday afternoon of Jan. 19 when we sighted our first iceberg. This sighting set a 24-hour lookout as we knew we were approaching ice fields.

"Tuesday about noon we began the battle with the ice as we entered the first heavy icefield. At slow speed ahead we maneuvered through it. After several hours with no mishaps, then (we had) several hours in open sea till we reached the second icefield.

"This icefield was so heavy that when we could move it was at dead slow ahead. We had very little room to steer the ship through and if we managed to dodge one hunk of blue ice another one would catch us.

"To show you how hard this blue ice is, when we hit one we were going dead slow with the engines astern. The weight and size still managed to cave in the bow like it was tissue paper.

"Upon finding out we had a hole in the bow and we were in very heavy ice at the time, the captain (H. H. Church) called for the icebreaker to come get or lead us in. While waiting 40 hours for the icebreaking Coast Guard ship, the wind changed and cleared the ice enough that we managed to move forward on two or three occasions as the Coast Guard ship had called the captain that they were in heavy ice and couldn't make the speed to us as first was anticipated.

"Thanks to the captain and him staying on the bridge for three days and three nights, the cutter spotted us about noon Thursday, Jan. 22 and lead us on in to McMurdo (Bay) Station, Antarctica.

"We stayed there five days and left on Friday, Jan. 30 with the cutter leading us. We encountered heavier ice coming out than we did coming in and averaged about 75 to 100 miles a day. Stopping several times for several hours till the wind and ice shifted to let us out.

"On Wednesday, Feb. 4 the cutter lead us through the last icefield and we then proceeded to Lyttelton (Harbour) New Zealand at half speed.

"We made big news there as we came

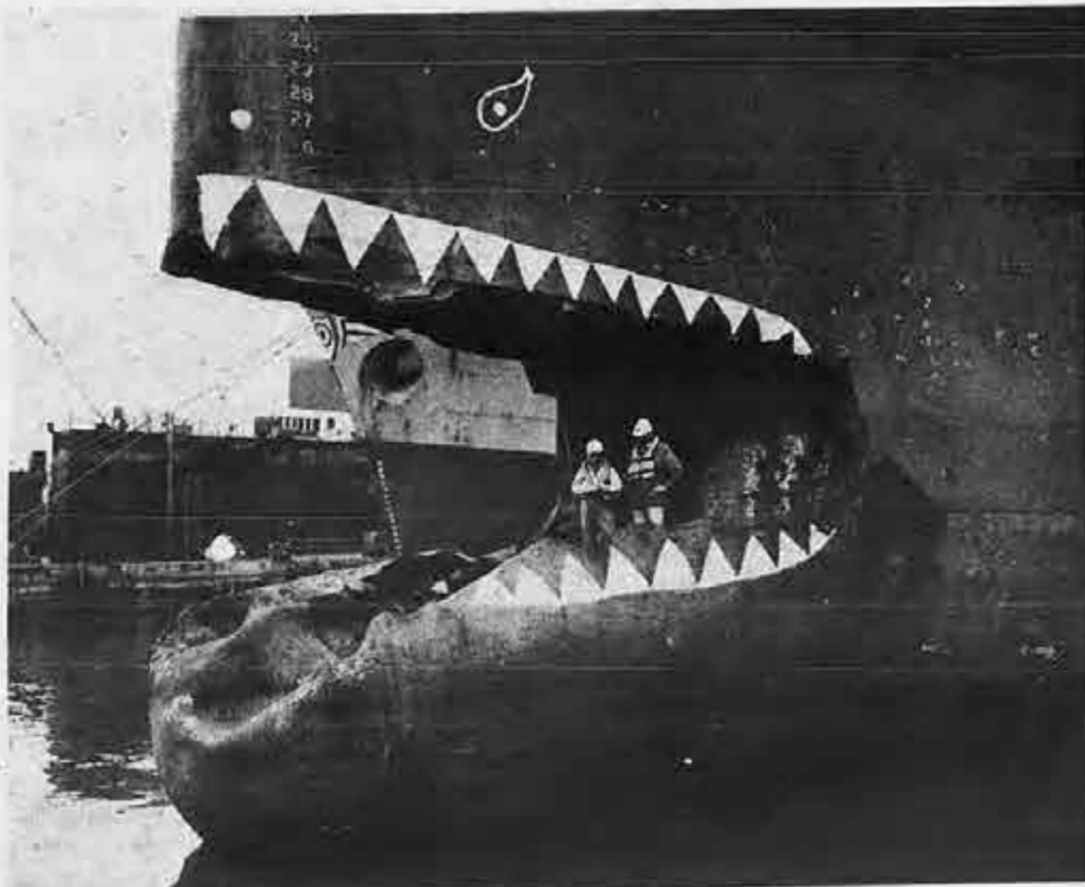
in and we were on TV as well as in the papers. Upon examining they decided to let us proceed back to the U.S. for repairs, turning only 60 revs or about 10 knots. So after a five-day battle on the beach at Lyttelton, we sailed Sunday, Feb. 14 at 16:00 hours on our slow trip back home (port of Baltimore on Mar. 30) and shipyard for the USNS *Maumee* after a stop in Panama for bunkers.

"We were never in danger of sinking and the collision bulkheads were not damaged at all. Coming out we did put a couple of small holes in the deep tanks but there again, no danger. True

to SIU style, it never entered into any of our minds to turn back but to deliver the cargo to McMurdo Station where it was very much needed. And they were waiting for us to do just that.

"The commander of the McMurdo base, along with other high ups, came aboard and personally thanked the captain and crew for a job well done.

"Aboard here we have Recertified Bosun James Northcutt, QMED Pumpman James Spell, Deck Delegate Nick Zeruos, Engine Delegate Blanton Jackson and Steward Delegate Frank Rakas, (among others).



A "son of jaws" 30-foot long, 10-foot deep gash in the bow of the damaged 25,000-ton T5 USNS *Maumee* (Hudson Waterways) sustained in a losing duel with McMurdo Sound Antarctica ice early this year inspired Lyttelton Harbour, Christchurch, New Zealand welders bracing and patching up the damage temporarily to paint a shark's mouth on the bow to point up the resemblance. Here, Bethlehem Steel shipbuilders in Baltimore survey the 20-year-old, stove in hull about to undergo permanent repairs. The tanker was beat up by ice pack drifts which ripped the one-inch steel plating of the bow just above the waterline like they were sheets of tinfoil. In a seven-day voyage from Antarctica, she was never in danger of sinking as the damage did not extend as far as her collision bulkhead. Though, at six knots, pounding seas opened the gash 10 feet wider.

Notice to Members

On Shipping Procedure

When throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card
- clinic card
- seaman's papers

In addition, when assigning a job the dispatcher will comply with the following Section 5, Sub-section 7 of the SIU Shipping Rules:

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

Injuries Are the Cause

Union Official Leroy Jones— St. Louis Port Agent— Retires

In November of 1973 a speeding car went out of control on a St. Louis street, careened up onto the sidewalk and crashed through the storefront-like windows of the Inland Boatmen's Union Hall striking several people. IBU Port Agent Leroy Jones, then 45-years-old was critically injured and very nearly died.

He spent four months bedridden in a hospital after the accident and then four more months on crutches going through painful therapy. He still walks with a cane.

However, after three years of struggle for complete recovery, his near fatal injuries, from which he has never fully recovered, have forced Brother Jones, a 30-year veteran of shipping, organizing and other Union activities, into an early retirement.

Jones, a native of Mississippi, started out his long and active career sailing on towboats at the age of 16. In 1947, he joined the SIU in the port of Mobile and worked as an onboard organizer. Most notably, he was involved in the organizing drives that brought Isthmian Lines, Cities Service and the Mobile shore gang under the SIU banner.

After his early organizing days, Jones shipped regularly both as bosun on SIU ships and master on IBU boats in the Gulf. He almost always served as ship's delegate on his vessels. He holds full

book membership in both the IBU and SIU.

In 1968, Jones came back to organizing, this time with the IBU. In little more than a year, he had helped organize five companies for the Union.

From 1970 to 1972 he worked for the IBU-contracted G&H Towing Company of Houston. Later in 1972, he was appointed port agent in St. Louis where he continued his organizing activities in addition to his duties as agent.

Also in 1972, he was elected secretary-treasurer of the Maritime Trades Department Port Council for St. Louis, and helped build the council from eight member unions to more than 30.

On Gov's Task Force

About a year after his accident, Jones was appointed to the Governor's Task Force on Port Development and he helped prepare and present an important port development bill to the Missouri State Legislature. The bill was subsequently passed in the Legislature and signed into law by Missouri Governor Julian Bond. Jones was on hand in the governor's office when the bill was signed.

Despite Brother Jones' determination to make a complete comeback, his injuries never really responded to therapy. So last month, under orders from



Leroy Jones

his doctor, he finally decided to retire.

Looking back on his career as a seaman and union official, Jones said, "If I had to do it all over again, I really wouldn't change much. In my 30 years, I've seen us progress tremendously not only in our working conditions and benefits at sea, but in our lives ashore as well.

"Years ago," he recalled, "on a ship

with 40 men, probably no more than five had a family and a home. But now, it's just the opposite. Working on ships or on tugs today is a respected profession and most seamen are family men and respected members of their communities."

He went on to say: "I guess the real reason I always tried to become so involved in the Union, and the seamen's movement, is because years ago there was so much to be done. And the reason I hate leaving now is because there is so much more still to be done, especially in the areas of organizing and legislation, to insure our security for the future."

Jones concluded: "Maybe in a few years, I'll be well enough to get back into it. I'm certainly going to try."

Brother Jones, who lives with his wife Elly, plans to buy a place in Florida for his permanent residence. He is the father of two, a 21-year-old daughter, Iris, and a 19-year-old son, Thomas. His son is a graduate of the Harry Lundeberg School in Piney Point and is now shipping on the SIU tanker *Transeastern* on a grain run to Russia.

To keep it all in the family, his daughter married a captain of an IBU boat. The couple have a two-year-old son, Randy, and if he's anything like his grandfather, he'll probably be out there fighting for seamen in a few years.

Coast Guard Seizes \$9.5-M in Drugs, 2 Boats Off Florida; Hold 9

The U.S. Coast Guard has seized more than \$9.5-million in dangerous drugs found floating off the Florida coast and nine persons were arrested on two boats in separate incidents.

Almost 44 pounds of cocaine worth \$9 million and 13 bales of marijuana worth \$560,000 were recovered.

On routine patrol, a Coast Guard helicopter attached to a cutter, spotted the floating bales of pot and the hard drugs 140 miles south of Miami.

Near the area, the chopper radioed to the cutter the presence of the 45-foot fishing boat, *Senora Hortensia*. A boarding party from the cutter, which included a U.S. Customs officer, seized the three-man crew of the fishing smack

when they found a residue of marijuana on board.

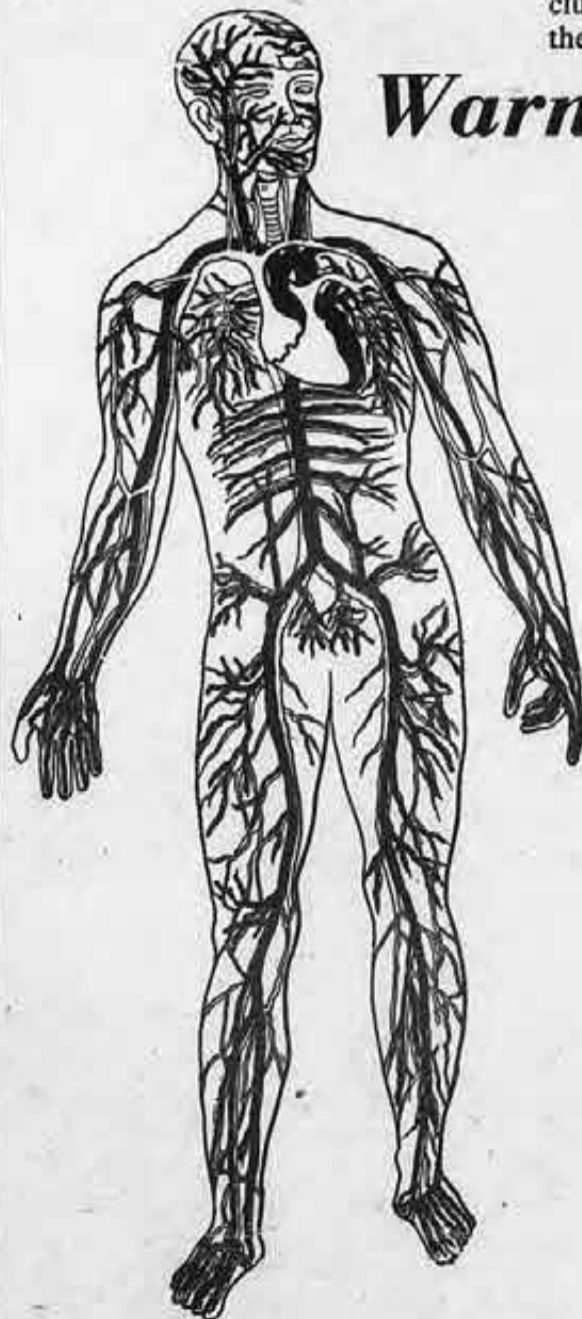
Two days later, a Coast Guard patrol boat from Fort Meyers, Fla. on a search and rescue mission, picked up a suitcase containing 20 kilograms of cocaine floating in the Gulf Stream.

A little while later, the cutter approached a 57-foot pleasure boat near Fort Meyers to ask if they were lost and

in trouble. Two aboard the craft said no and continued on their way.

As they left, the Coast Guardsmen alertly saw a black suitcase floating nearby. At the Coast Guard base it was opened and found to hold cocaine which was turned over to the U.S. Customs Service in Tampa.

Later, the pleasure boat was located and seized with six persons aboard.



Warning to Seafarers Young and Old: Drug Possession Means Loss of Seaman's Papers

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.



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

DISPATCHERS REPORT

AUGUST 1-31, 1976

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Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Frank Drozak

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Earl Shepard Lindsey Williams
Cal Tanner Paul Drozak

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(904) 353-0987

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99 Montgomery St. 07302
(201) HE 5-9424

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(205) HE 2-1754

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

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(215) DE 6-3818

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St. Mary's County 20674
(301) 994-0010

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(713) 983-1679

SAN FRANCISCO, Calif.
1311 Mission St. 94103
(415) 626-6793

SANTURCE, P. R. 1313 Fernandez Juncos,
Stop 20 00909
(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 Odori
Naka-Ku 231-91
201-7935

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	8	5	0	9	4	0	10	4	0
New York	87	8	4	94	35	1	135	6	2
Philadelphia	12	7	0	9	10	0	25	5	0
Baltimore	33	3	0	29	11	1	60	5	1
Norfolk	17	4	0	3	3	0	34	8	0
Tampa	6	1	0	4	0	0	7	1	0
Mobile	25	30	0	16	3	0	40	3	0
New Orleans	78	11	0	50	13	0	152	19	0
Jacksonville	29	0	0	31	11	0	48	1	0
San Francisco	34	2	0	16	1	0	73	5	1
Wilmington	8	1	0	5	3	0	23	3	0
Seattle	36	3	0	29	5	0	72	4	0
Puerto Rico	7	2	0	11	3	0	10	3	0
Houston	77	7	0	72	10	0	167	10	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	3	1	0	5	0	0	5	2	0
Totals Deep Sea	460	58	4	383	112	2	863	79	4
ENGINE DEPARTMENT									
Boston	5	5	1	3	4	2	4	4	0
New York	62	30	4	58	38	2	91	30	3
Philadelphia	13	4	0	6	6	0	18	6	0
Baltimore	24	9	0	20	6	0	43	12	0
Norfolk	13	1	0	6	5	0	34	2	1
Tampa	4	1	0	1	0	0	9	4	0
Mobile	21	6	0	26	6	0	27	6	0
New Orleans	69	12	0	38	8	0	128	19	0
Jacksonville	36	4	0	28	10	0	32	3	0
San Francisco	30	5	0	16	2	0	55	13	0
Wilmington	10	0	0	1	0	0	24	6	0
Seattle	34	3	0	25	8	0	48	5	0
Puerto Rico	7	2	0	5	4	0	14	1	0
Houston	58	5	1	55	12	0	113	12	1
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	1	2	0	0	0	0	1	3	0
Totals Deep Sea	387	87	6	278	109	4	641	126	5
STEWARD DEPARTMENT									
Boston	3	1	0	7	3	0	2	0	0
New York	38	6	0	59	32	0	40	3	1
Philadelphia	5	0	0	2	3	0	9	0	0
Baltimore	20	3	0	22	5	3	24	3	0
Norfolk	10	2	0	5	1	0	21	3	0
Tampa	3	1	0	1	0	0	4	1	0
Mobile	18	0	0	5	5	0	29	1	0
New Orleans	45	1	0	25	15	0	83	1	0
Jacksonville	19	0	0	21	9	0	17	0	0
San Francisco	26	1	0	13	6	0	49	2	0
Wilmington	3	2	0	4	2	0	8	2	0
Seattle	15	1	0	20	10	0	21	2	0
Puerto Rico	5	0	0	6	5	0	9	0	0
Houston	42	3	0	33	20	1	71	4	0
Piney Point	0	2	0	0	2	0	0	0	0
Yokohama	1	0	0	1	0	0	0	2	0
Totals Deep Sea	253	33	0	224	118	4	387	24	1
ENTRY DEPARTMENT									
Boston	1	3	2				1	3	5
New York	29	81	26				38	88	38
Philadelphia	11	17	0				14	25	0
Baltimore	20	33	6				33	47	4
Norfolk	9	7	1				14	23	1
Tampa	5	1	0				9	5	0
Mobile	10	19	0				19	23	0
New Orleans	40	52	0				68	98	0
Jacksonville	10	21	0				19	25	0
San Francisco	14	24	5				29	44	5
Wilmington	4	6	1				5	10	1
Seattle	20	22	0				30	37	0
Puerto Rico	8	16	2				12	22	4
Houston	27	34	3				49	76	3
Piney Point	0	0	0				0	0	0
Yokohama	3	2	0				2	4	0
Totals Deep Sea	211	338	46				342	530	61
Great Lakes									
Alpena	4	22	6				4	10	9
Buffalo	1	5	7				2	1	11
Cleveland	5	6	0				2	6	2
Detroit	11	5	23				4	4	31
Duluth	2	4	6				1	2	15
Frankfort	4	4	8				2	3	10
Chicago	4	0	0				1	0	6
Totals Great Lakes	31	46	50				16	26	84
Totals Deep Sea & Great Lakes	242	384	96				358	556	145
Totals All Depts. Deep Sea	1,311	516	56	885	339	10	2,235	759	67
Totals All Depts. Great Lakes	132	71	57	181	85	14	70	44	101
Totals All Depts. Deep Sea & Great Lakes	1,443	587	113	1,066	424	24	2,305	803	168

Shipping remained good last month, falling off only slightly from last month. Over 1,500 Seafarers found jobs through SIU hiring halls in August and it is expected that shipping will remain at this level for at least the next few months.

New SIU Pensioners



Aurelio A. Asuncion, 71, joined the SIU in the port of Seattle in 1960 sailing in the steward department for 28 years. Brother Asuncion was born in Binalonan, Pangasinan, P.I. and is a resident of Seattle.



Robert W. Schoolcraft, 68, joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. Brother Schoolcraft sailed 52 years and is a wounded veteran of the U.S. Navy in World War II. He was born in St. Paul, Minn. and is a resident of Wilmington, Calif.



Recertified Bosun Thomas J. Hegarty, 49, joined the SIU in 1947 in the port of New York. Brother Hegarty sailed 34 years, hit the bricks in both the 1961 N. Y. Harbor strike and 1965 District Council 37 beef, was on the Bosuns Recertification Program Committee in 1972 and graduated from that program in March, 1976. He was born in Larne, Ireland, is now a naturalized U.S. citizen, and is a resident of Mesa, Ariz.



Clarence Bazley, 71, joined the SIU in the port of New Orleans in 1962 sailing in the steward department for 30 years. Brother Bazley was born in New Orleans and is a resident there.



Melicio M. Serquina, 68, joined the SIU in the port of Seattle in 1963 sailing as an AB. Brother Serquina sailed 33 years and is a naturalized U.S. citizen. A native of San Nicolas, Pangasinan, P.I., he is a resident of Seattle.



Damaso De Jesus, 62, joined the SIU in 1938 in the port of New York sailing as a bosun. Brother De Jesus sailed 40 years and was on the picket line in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. He was born in Puerto Rico and is a resident of Fajardo, P.R.



George A. Brown, 73, joined the SIU in the port of Jacksonville in 1960 sailing as an AB and steward utility for 31 years. Brother Brown is a U.S. Army Quartermaster Corps veteran of the Aleutian Islands, Alaska campaign in World War II. He was born in Laredo, Tex. and is a resident of St. George, Ga.



James Tong, 72, joined the SIU in the port of Baltimore in 1956 sailing as a second cook and baker. Brother Tong sailed 39 years and during the Korean War. He was born in China, is a naturalized U.S. citizen and is a resident of San Francisco.



Edward A. Wicak, 65, joined the SIU in 1942 in the port of Mobile sailing as a fireman-watertender. Brother Wicak sailed 35 years. He was born in Philadelphia and is a resident of New Orleans.



Roy C. Bru, 58, joined the SIU in the port of San Francisco in 1955 sailing as a cook. Brother Bru sailed 29 years. He was born in Mobile and is a resident there.



Recertified Bosun Peter A. Ucci, 66, joined the SIU in 1946 in the port of New York. Brother Ucci was in the April 1975 Bosuns Recertification class. He was born in Buffalo, N.Y. and is a resident of San Francisco.



Victor Mlynek, 65, joined the SIU in 1944 in the port of Norfolk sailing as a second cook. Brother Mlynek sailed 30 years. He was born in Massachusetts and is a resident of Warren, R.I.



John V. "Saki Jack" Dolan, 60, joined the SIU in 1947 in the port of New York sailing in the engine department and as a chief steward for 42 years. Brother Dolan, a former member of the SUP, was on the picket line in the 1936 maritime strike, sailed during the Korean War on troop transports, was on the Sea-Land N.J. Shoregang and in 1941 attended the U.S. Government's Stewards, Cooks, Bakers and Butchers School in New York City. He was born in Camden, N. J. and is a resident of New Milford, N. Y.



Jack Dempsey Wise, 57, joined the SIU in 1946 in the port of Norfolk sailing as an AB and in the steward department. Brother Wise sailed 31 years. He was born in North Carolina and is a resident of Nags Head, N.C.



Andoni J. Ferrara, 57, joined the SIU in 1939 in the port of New York sailing as a bosun. Brother Ferrara sailed 38 years, was on the picket line in the 1961 Greater N. Y. Harbor strike and was chief bosun at Sea-Land's Elizabeth, N. J. Shoregang from 1968 to 1976. He was born in New York City and is a resident of Hackensack, N. J.



Herbert P. Knowles, 61, joined the SIU in 1946 in the port of New York sailing as a chief steward. Brother Knowles sailed 40 years, hit the bricks in many maritime beefs, was an SIU steward patrolman on the West Coast in 1946 and was awarded a Union Personal Safety Award in 1960 for serving aboard an accident-free ship, the SS Choctaw. He is a veteran of the pre-World War II U.S. Army. Born in New Jersey, he is a resident of Rodeo, Calif.



Russell Shelton, 57, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Shelton sailed 30 years and is a South Pacific veteran of the U.S. Army in World War II. He was born in South Carolina and is a resident of Baltimore.



Leo J. White, 65, joined the SIU in the port of San Francisco in 1962 sailing as a fireman-watertender. Brother White sailed 23 years and was a member of the SUP from 1953 to 1961. He was born in St. John's, New Brunswick, Canada and is a naturalized U.S. citizen. Seafarer White is a resident of Long Beach, Calif.



Arthur W. Rummel, 63, joined the SIU in 1947 in the port of Philadelphia sailing as a chief steward. Brother Rummel walked the picket line in the 1961 N. Y. Harbor strike and upgraded at the HLSS in 1970. He is a veteran of the U.S. Army in World War II. Seafarer Rummel was born in Germany and is a naturalized U.S. citizen. He is a resident of New York City.



Ragnar E. Olsen, 65, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Olsen was born in Bronnoysund, Norway and is a resident of San Francisco. He is a naturalized U.S. citizen.



Manuel C. Noble, 67, joined the SIU in the port of San Francisco in 1955 sailing as a chief cook. Brother Noble sailed 32 years and is a veteran of the World War II U.S. Navy. He was born in the Philippines and is a resident of Seattle.



Frederick D. C. A. Lewis, 70, joined the SIU in 1945 in the port of Mobile sailing as a cook. Brother Lewis sailed 46 years and is a U.S. naturalized citizen. A native of the British West Indies, he is a resident of New York City.



Esteban Oquendo, 59, joined the SIU in 1943 in the port of New York sailing in the steward department. Brother Oquendo was born in Puerto Rico and is a resident of Philadelphia.



Homer L. Ringo, 66, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Ringo was cited by the Smithsonian Institution for his "fine stewardship" aboard the R/V Anton Bruun in 1963. He attended a Piney Point Crews Conference on Contracts in 1975 and is a veteran of the World War II U.S. Air Force. Born in Kentucky, he is a resident of Waveland, Miss.



C. A. Morrison, 52, joined the SIU in the port of Seattle in 1954 sailing as a fireman-watertender. Brother Morrison sailed 29 years. He was born in Birmingham, and is a resident of Seattle.

Is Your Child Protected?

By Dr. Joseph Logue
SIU Medical Director

You are a merchant marine sailor. Going to sea is your livelihood. Before you get on board ship, your "vaccination book" is checked: The port to which you're sailing determines what "shots" you need. Smallpox, yellow fever, cholera, typhus, typhoid, plague, tetanus, etc., are immunizations you commonly receive. These diseases are not common in the United States, because of actions taken by health authorities in the past years.

You are protected as you sail into ports of foreign countries, and on your return home, your family has been protected because of your immunizations. You will not be bringing home these diseases.

Just as you are protected against diseases abroad, so should your child, be protected against diseases common to his environment. Rubella (German measles), measles, diphtheria, tetanus, pertussis, (whooping cough), polio and mumps, all considered childhood diseases, are also diseases that can cause serious handicap and even death.

Statistics for 1975 show that of the nearly 13.2 million, 1 to 4-year-olds in this country, approximately 5.3 million are unprotected against either measles, rubella, polio, diphtheria, pertussis or tetanus. An estimated eight million children of the same age group were currently unprotected against mumps.

Many parents think that a child need not be immunized until they approach school age. Unfortunately that may be too late.

Measles epidemics seem to occur every two or three years and one is expected this fall. The di-

sease is generally mild. However, there can be dangerous complications, such as, pneumonia and inflammation of the brain which can lead to permanent nervous disorders. Convulsions or death can also occur.

Rubella is more harmful to a pregnant woman than the preschool child. It is the child that is the principal reservoir of the disease, and immunization thus prevents an epidemic. In 1964, the rubella epidemic resulted in 20,000 deformed infants and 30,000 miscarriages.

In 1973 over 69,000 cases of mumps were reported in the United States. Although usually a mild infection, painful swelling of the neck can block the air passages and make breathing difficult. Other complications can be inflammation of the pancreas, thyroid, kidneys, ovaries, breast, testicles, and in males over 12 years old, possible sterility.

Polio Was Dreaded Killer

Until the 1950's when a vaccine was developed, poliomyelitis was a dreaded killer. Because immunizations are not being taken, polio is on an upward swing, as are the other "childhood diseases." One-quarter of patients who contract paralytic polio suffer severe permanent disability, one-quarter have a mild disability; only one-half recover without permanent effects. Death ranges an average of 1 to 10 percent. There is no specific treatment, only treatment which can somewhat relieve the symptoms.

Diphtheria attacks the heart, respiratory system, nervous system and the kidneys. In our country, 65 percent of the cases occur in children under 5 years of age.

Pertussis ranks high as a cause of infant deaths.



A pretty young lady at the SIU Headquarters clinic gets ready to receive an immunization shot from pediatrician, Dr. A. Koutras.

One in four who gets whooping cough before six months of age may die. Dangers exist with bleeding in the eyes that can lead to blindness; choking convulsions; pneumonia; collapse of the lungs; mental retardation; other nervous disorders, and a loss of memory.

Tetanus, or lockjaw as it is commonly known, can affect people of any age. The death rate in the United States has run as high as 50 percent.

Why run the risks of complications to all these diseases? Safeguard your child. The Board of Health, your family physician, your Union clinic, and a multitude of other facilities give immunizations.

Following is a recommended schedule for active immunizations of normal infants and children.

AGE	TYPE OF IMMUNIZATION	
2 months	DTP ¹	TOPV ²
4 months	DTP	TOPV
6 months	DTP	TOPV
1 year	Measles ³ Rubella Mumps	
18 months	DTP	TOPV
4 to 6 years	DTP	TOPV
14 to 16 years	TD ⁴	
Every 10 years thereafter	TD	

¹Diphtheria-tetanus-pertussis vaccine

²Trivalent oral poliovirus vaccine

³May be given as measles-rubella or measles-mumps-rubella combined vaccines

⁴Combined tetanus-diphtheria toxoids, adult type

NOTE: For contaminated wounds, a tetanus booster is needed if it has been more than five years since the last vaccination. With clean minor wounds, no booster dose should be given unless 10 years have elapsed since the last one.

Check your child's immunization record today.
Don't delay.

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

July 22-Aug. 25, 1976

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	9	93	\$ 24,601.69	\$307,742.05
In Hospital Daily @ \$1.00	391	4,309	391.00	4,309.00
In Hospital Daily @ \$3.00	205	1,962	615.00	5,886.00
Hospital & Hospital Extras	12	97	995.85	17,012.88
Surgical	3	18	188.00	1,405.80
Sickness & Accident @ \$8.00	6,360	42,034	50,880.00	336,272.00
Special Equipment	1	9	307.95	2,593.24
Optical	110	935	3,535.80	28,091.08
Supplemental Medicare Premiums	62	241	1,646.90	11,253.20
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	377	3,096	124,691.78	886,563.26
Doctors' Visits In Hospital	49	600	2,046.71	24,496.64
Surgical	116	863	19,238.80	138,631.38
Maternity	19	134	6,300.00	46,900.00
Blood Transfusions	1	13	260.00	1,008.50
Optical	95	829	3,067.00	24,033.34
PENSIONERS & DEPENDENTS				
Death	17	94	60,000.00	345,493.30
Hospital & Hospital Extras	134	1,286	26,155.97	225,386.03
Doctors' Visits & Other Medical Expenses ..	86	776	3,025.02	34,951.31
Surgical	6	95	1,000.00	17,868.00
Optical	63	439	2,070.35	12,204.34
Blood Transfusions	—	3	—	630.79
Special Equipment	3	23	385.00	4,783.76
Dental	1	6	380.00	1,536.00
Supplemental Medicare Premiums	2,091	14,529	15,625.40	105,694.10
SCHOLARSHIP PROGRAM	4	69	2,042.25	25,493.98
TOTALS				
Total Seafarers Welfare Plan	10,215	72,553	349,450.47	2,610,240.48
Total Seafarers Pension Plan	2,550	17,549	642,809.40	4,437,827.91
Total Seafarers Vacation Plan	1,935	11,218	900,142.89	5,453,360.06
Total Seafarers Welfare, Pension & Vacation	14,700	101,320	\$1,892,402.76	\$12,501,428.95



Final Departures



SIU pensioner Clarence A. Hancock, 64, expired of kidney failure in the Southern Baptist Hospital, New Orleans on May 10. Brother Hancock joined the Union in 1944 in the port of Baltimore sailing as a bosun. He sailed for 45 years and was a ship's delegate. Seafarer Hancock was born in Washington, D.C. and was a resident of New Orleans. Burial was in Metairie (La.) Cemetery. Surviving are his widow, Ruth and a son, Dennis.



SIU pensioner James W. McLeod, 72, died of a respiratory difficulty caused by chronic emphysema in the Baltimore USPHS Hospital on Aug. 3, 1975. Brother McLeod joined the Union in 1944 in the port of New York sailing in the steward department. He was a veteran of the pre- and World War II U.S. Navy. Born in Clayton, Ala., he was a resident of Chester, Pa. Interment was in Mt. Hope Cemetery, Delaware County, Pa. Surviving are two brothers, John and Samuel and two sisters, Katherine of St. Simons Is., Ga. and Mrs. Lois Carlton.



SIU pensioner Walter S. Whitten, 74, succumbed to cancer in the Mobile Infirmary on Oct. 31. Brother Whitten joined the SIU in 1941 in the port of Mobile sailing as a wiper. He sailed 19 years. Seafarer Whitten was born in Alabama and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Alma; two sons, Walter and Winston, of Mobile; a daughter, Mrs. Virginia Weary of Dayton, Ohio, and a sister, Mrs. Edna Laugham of Chickasaw, Ala.



SIU pensioner Arthur J. McAvoy, 67, died on July 28. Brother McAvoy joined the Union in the port of New Orleans in 1954 sailing in the steward department. He sailed 14 years. Born in New Orleans, he was a resident there. Surviving are a son, Arthur and a daughter, Shirley of Metairie, La.



John M. Scott, 50, died on July 26. Brother Scott joined the SIU in the port of Houston in 1974 sailing as an AB. He had also sailed from 1943 to 1946 with the SIU. Born in Orange, Tex., he was a resident of Houston. Surviving are his widow, Sybil and three sons, Robert, Roy and John, all of Houston.



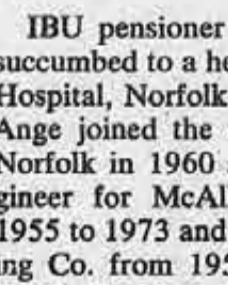
IBU pensioner John F. Ricicar, 55, succumbed to respiratory failure in the Galveston County Memorial Hospital, Texas City, on July 4. Brother Ricicar joined the union in the port of Houston in 1960 sailing at the Galveston Wharves from 1942 to 1964 and for Dow Chemical Co. from 1940 to 1942. He was a veteran of the U.S. Army in World War II. Born in Fayetteville, Tex., he was a resident of Hitchcock, Tex. Burial was in Galveston Memorial Park Cemetery, Hitchcock. Surviving are his widow, Elsie; two sons, James and John, and five daughters, Barbara, Mary, Gloria, Nancy and Sandra.



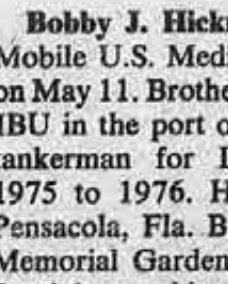
Frank C. Przybyska, 51, was lost at sea off the SS *Overseas Valdez* (Maritime Overseas) on July 23 enroute to Portland, Ore. from Korea. Brother Przybyska joined the SIU in the port of New York in 1952 sailing as a cook and baker. He sailed 26 years, hit the bricks in the 1961 N.Y. Harbor strike and attended a HLSS Educational Conference. Seafarer Przybyska was born in Staten Island, New York City and was a resident of Reno, Nev. Surviving are a nephew, Raymond Przybyska; a niece, Joann Przybyska, and a cousin, Jennie Olszewski, all of Staten Island.



Edward F. Sweeney, 55, died in Seattle on July 22. Brother Sweeney joined the SIU in the port of Seattle in 1968 sailing as a fireman-watertender. He sailed 26 years, was a 1973 HLSS upgrading graduate and was a veteran of the pre-World War II U.S. Navy. Seafarer Sweeney was born in Lowell, Mass. and was a resident of Seattle. Surviving is his mother, Mary of Seattle.



IBU pensioner Oliver S. Ange, 65, succumbed to a heart attack in De Paul Hospital, Norfolk on Apr. 29. Brother Ange joined the union in the port of Norfolk in 1960 sailing as a chief engineer for McAllister Brothers from 1955 to 1973 and for the Ainsley Towing Co. from 1953 to 1955. Born in North Carolina, he was a resident of Norfolk. Interment was in Rosewood Memorial Park Cemetery, Virginia Beach, Va. Surviving are his widow, Catherine; two daughters, Lois and Mrs. Dorothy Williams, and a sister-in-law, Evelyn of Virginia Beach.



Bobby J. Hickman, 42, died in the Mobile U.S. Medical Center Infirmary on May 11. Brother Hickman joined the IBU in the port of Mobile sailing as a tankerman for Dixie Carriers from 1975 to 1976. He was a resident of Pensacola, Fla. Burial was in Serenity Memorial Gardens Cemetery, Mobile. Surviving are his widow, Lillian and his parents, Mr. and Mrs. W. Hickman of Mobile.



Nolan J. Savoie, 53, died on Feb. 20. Brother Savoie joined the SIU in the port of New Orleans in 1964 sailing as a fireman-watertender. He sailed 23 years and was a veteran of the U.S. Navy in World War II. Seafarer Savoie was born in Westwego, La. and was a resident of New Orleans. Surviving are his widow, Estelle; a son, Michael of Marrero, La.; a daughter, Kathleen, and his mother, Ella Marie of Algiers, La.



SIU pensioner Ralph W. Tindell, 60, died of pneumonia in the Homestead Nursing Home, Lexington, Ky. on Apr. 28. Brother Tindell joined the Union in 1942 in the port of Tampa sailing as a chief steward. He sailed 25 years. He also sailed during the Vietnam and Korean Wars. Born in Noma, Fla., he was a resident of Dover, Fla. Interment was in the Garden of Memories Cemetery, Tampa. Surviving are his widow, Lois, and two sons, Joseph, a U.S. Navy lieutenant of San Francisco and Ralph of Tampa.



John A. Dunne, 50, died aboard the SS *Robert Toombs* (Waterman) on May 17. Brother Dunne joined the SIU in the port of Seattle in 1957 sailing as a bosun. He sailed 33 years and was a veteran of the U.S. Navy in World War II. Born in Louisiana, he was a resident of Lafayette, La. Surviving are two daughters, Linda and Eileen and two sisters, Mrs. Odile Bianchini of New Orleans and Mrs. Leona D. Gotheraux of Lafayette.



Frank Castagna, 31, drowned when he fell off a launch as the SS *Tampa* (Sea-Land) was anchored off Genoa, Italy on Apr. 15, 1975. Brother Castagna joined the SIU in the port of New York in 1963 sailing as a fireman-watertender. He attended the Andrew Furuseth Training School in Brooklyn, N.Y. in 1963. Born in Brooklyn, he was a resident there when he died. Burial was in Brooklyn. Surviving are his mother, Dorothy and a sister, Mrs. Miriam Gili, both of Brooklyn.



Clifton S. Mathis, 71, died on Feb. 27, 1974. Brother Mathis joined the IBU in the port of Houston in 1965 sailing as a cook and baker for G & H Towing Co. from 1965 to 1976 and for Coyle Lines from 1964 to 1965. He was born in Alabama and was a resident of Pasadena, Tex. Surviving is his widow, Freda of Arlington, Tex.



IBU pensioner Anthony J. Nowatski, 79, died of a heart ailment in the De Barry (Fla.) Manor Hospital on Apr. 5. Brother Nowatski joined the union in the port of Philadelphia in 1960 sailing as a cook for the Curtis Bay Towing Co. from 1950 to 1966. He sailed 19 years. A native of Atlantic County, N.J., he was a resident of Deltona, Fla. Burial was in De Land (Fla.) Memorial Gardens Cemetery. Surviving are a brother, Joe of Keyser, W. Va.; a sister, Mrs. Thomas Maronski, and a nephew, Tom, both of Philadelphia, and a niece, Florence Pedroni, also of Philadelphia.



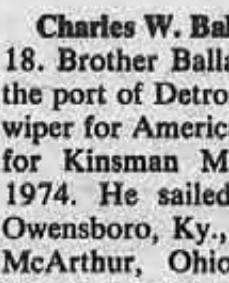
SIU pensioner Toomas Laarents, 74, passed away on June 26. Brother Laarents joined the Union in 1942 in the port of New Orleans sailing as a bosun. He sailed for 47 years. Born in Estonia, USSR, he was a resident of Baltimore. Surviving is a son, Michael of Kihnu Is., Esotnia.



IBU pensioner Clarence A. Lott, Sr., 84, passed away from uremia in Providence Hospital, Mobile on May 15. Brother Lott joined the union in the port of Mobile in 1956 sailing as a chief steward. He started sailing in 1928 with the Luckenbach Line, sailing 32 years with the International Sailors Union, Copeland and Gulf District No. 75, and seven years with the IBU. Seafarer Lott was assistant port steward for the Alcoa Shoregang in Mobile from 1945 to 1960. A native of Mobile, he was a resident there. Interment was in Magnolia Cemetery, Prichard, Ala. Surviving are two sons, IBU member Thomas M. Lott, Sr. of Mobile and Clarence A. Lott, Jr., of Prichard, and two daughters, Mrs. Lolette L. Russell of Mobile and Mrs. Doris L. Graham of Shippensburg, Pa.



Donald H. Ogren, 60, died of a heart attack in Cleveland Metropolitan General Hospital on May 3. Brother Ogren joined the SIU in the port of Duluth in 1973 sailing as an AB for the Reis Steamship Co. in 1971 and for the Kinsman Marine Transportation Co. from 1971 to 1974. He was born in Cleveland and was a resident of Conneaut, Ohio. Cremation took place in Cleveland. Surviving is a brother, Richard of Conneaut.



Charles W. Ballard, 63, died on May 18. Brother Ballard joined the SIU in the port of Detroit in 1960 sailing as a wiper for American Steamship Co. and for Kinsman Marine from 1959 to 1974. He sailed 16 years. Born in Owensboro, Ky., he was a resident of McArthur, Ohio. Surviving are his widow, Maxine, and a son, Charles.



Final Departures



IBU pensioner John F. Elliott, 56, died of a heart attack in the Galveston USPHS Hospital on May 8. Brother Elliott joined the union in 1958 in the port of Houston sailing as a chief steward for the G & H Towing Co. from 1958 to 1964. He also joined the SIU in 1938 in the port of Mobile. Born in Baden, N.C., he was a resident of Alta Loma, Tex. Burial was in Alta Loma Cemetery. Surviving are his widow, Edith; a son, Walter; two daughters, Jewel and Edith, and a sister, Mrs. C. F. Perkins of Milton, Fla.



Joseph E. Sherwood, Sr., 76, died of pneumonia in the Galveston USPHS Hospital on May 6. Brother Sherwood joined the IBU in the port of Galveston in 1957 sailing as a captain and deckhand AB for the G & H Towing Co. from 1962 to 1976 and for the Galveston-Houston Offshore Towboat Co. from 1956 to 1962. He was a post-World War I veteran of the U.S. Navy and was a warrant officer in the U.S. Coast Guard in World War II. A native of New Orleans, he was a resident of Galveston. Interment was in Arabi (La.) County Cemetery. Surviving are his widow, Alma; a son, Joseph of Chalmette, La.; a daughter, Mrs. Leatrice S. Haynes of Galveston, and a granddaughter, Charlotte Haynes.



IBU pensioner Arthur L. O'Connell, 69, succumbed to uremia in Erie, Pa. on June 5. Brother O'Connell joined the union in the port of Ashtabula, Ohio in 1961 sailing as a deckhand and lineman for the Great Lakes Towing Co. from 1941 to 1973. Previously, he was a member of the Sailors Union of the Pacific in 1948. He was born in Willmette, Ill. and was a resident of Conneaut, Ohio. Interment was in Center Cemetery, Conneaut. Surviving is a daughter, Mrs. H. (Gloria) Whitford of Conneaut.



SIU pensioner Richard Ramsperger, 73, passed away in Germany on Mar. 21. Brother Ramsperger joined the Union in 1948 in the port of New York sailing as a chief baker. He attended Piney Point Pensioners Conference No. 5, sailed 33 years and was a veteran of the U.S. Coast Guard in World War II. Seafarer Ramsperger was born in Germany and was a resident of Oregon City, Ore. Surviving is his widow, Anne.

Carl J. Pehrson, 53, died on July 13. Brother Pehrson joined the SIU in the port of New York in 1968 sailing as an AB aboard the SS *Cornell Victory* (Waterman) during the Vietnam War. He was a resident of Hoboken, N.J. Surviving are his widow, Genevieve, and a son, Carl.



George L. McLemore, 51, succumbed to a heart attack in Schumpert Medical Center, Shreveport, La. on June 11. Brother McLemore joined the IBU in the port of New Orleans in 1958 sailing as a tankerman for Dixie Carriers from 1965 to 1976. He was a veteran of the U.S. Army. A native of Fryeburg, La., he was a resident of Ringgold, La. Burial was in Providence Cemetery, Ringgold. Surviving are his widow, Betty Lou; a son, Rickey; two daughters, Shirley and Sherry, and his parents, Mr. and Mrs. C. W. McLemore.



SIU pensioner Hurless W. "Harry" Minkler, 69, died of a heart attack at home in Biloxi, Miss. after a long illness on Mar. 23. Brother Minkler joined the Union in 1947 in the port of New Orleans sailing as a chief steward. He sailed 31 years, was a veteran of the post-World War I and World War II U.S. Army Signal Corps and a member of the American Legion and Veterans of Foreign Wars. Seafarer Minkler was born in Lincoln, Neb. and was a resident of Biloxi for 18 years. Burial was in Biloxi Cemetery. Surviving are his widow, Inez; a daughter, Mrs. Marie Elaine Waits of Biloxi; a stepson, Morris J. Smith of New Orleans; a brother, Herschel of Myrtle Point, Ore.; three sisters, Mrs. Madge Martin of Brazil, Ind., Mrs. Myrna Orton of Mitchellville, Ia. and Mrs. Dora Glisan of Myrtle Point, and six grandchildren.



Winston A. Johnson Jr., 60, succumbed to pneumonia in the Baltimore USPHS Hospital on May 12. Brother Johnson joined the IBU in the port of Detroit in 1960 sailing as a fireman-watertender. He sailed for 26 years and attended the SIU-MEBA District 2 Engineer Upgrading School, Brooklyn, N.Y. in 1966. Seafarer Johnson was born in Buffalo, Minn. and was a resident of Superior, Wisc. Burial was in Greenwood Cemetery, Superior. Surviving are his widow, Dorothy; a son, Winston, Jr., and four daughters, Melissa, Katherine, Patricia and Barbara.



SIU pensioner Henry W. Huzzie, 71, died of a brain tumor in Baltimore County on June 17. Brother Huzzie joined the Union in 1955 in the port of Baltimore sailing in the steward department for 20 years. He was born in Georgia and was a resident of Baltimore. Interment was in Arbutus Cemetery, Baltimore. Surviving are three sisters, Mrs. Virgie Lee Parker, Mrs. Lula K. Harris and Mrs. Ora T. Riddick and a granddaughter, Mrs. Helen E. McLean, all of Baltimore.



IBU pensioner John Piekos, 61, died of natural causes in Jamaica (Queens, N.Y.) Hospital on July 1. Brother Piekos joined the union in the port of New York in 1960 sailing as checker and deckhand for the Brooklyn (N.Y.) Eastern District Terminal and Bush Terminal Railroad Co. there from 1943 to 1964. He was born in New York City and was a resident of Flushing, Queens, N.Y. Interment was in Meadowland Memorial Gardens Cemetery, New Port Richey, Fla. Surviving is a daughter and son-in-law, Mr. and Mrs. Edward J. and Paulette Scanlon, Jr. of Flushing.



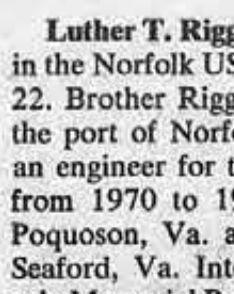
Orpheus B. Q. "Jack" Scurlock, 60, was lost off the sinking M/V *National Trader* (National Marine Service) in the Mississippi River near Good Hope, La. on Jan. 16, 1974 when he missed jumping to a barge which the vessel had struck. Brother Scurlock joined the IBU in the port of Houston in 1960 sailing as a captain for National Marine Service of St. Louis from 1951 to 1974. A native of Gallitine, Tex., he was a resident of Houma, La. Surviving are his widow, Irene; three sons, Darrell, Thomas and Loyman, and a daughter, Cora Bele.



SIU pensioner Julius M. Prochownik, 66, died on July 14 in Baltimore. Brother Prochownik joined the Union in 1939 in the port of Baltimore sailing as oiler. He sailed 37 years and attended a Piney Point Educational Conference. Seafarer Prochownik was born in Baltimore and was a resident of Dundalk, Md. Surviving are a brother, William of Dundalk, and a sister, Mrs. Sophia Romenski of Baltimore.



Richard L. Parker, 67, died of respiratory failure in the Gainesville (Fla.) Veterans Administration Hospital on Mar. 10. Brother Parker joined the SIU in the port of Jacksonville in 1965 sailing as an AB. He sailed 30 years and was a veteran of the U.S. Army in World War II. Born in Morgantown, W. Va., he was a resident of Palatka, Fla. Burial was in Oak Hill Cemetery, Palatka. Surviving is a son, Alvin of Palatka.



Luther T. Riggins, 60, died of cancer in the Norfolk USPHS Hospital on May 22. Brother Riggins joined the IBU in the port of Norfolk in 1973 sailing as an engineer for the Allied Towing Co. from 1970 to 1976. He was born in Poquoson, Va. and was a resident of Seaford, Va. Interment was in Peninsula Memorial Park Cemetery, Newport News, Va. Surviving are his widow, Mabel and a daughter, Deborah.



SIU pensioner Marius Jensen, 76, died of a heart attack in the Baltimore USPHS Hospital on Feb. 6. Brother Jensen joined the Union in 1945 in the port of New York sailing as a bosun and third mate. He sailed 30 years and was a veteran of the pre-World War II U.S. Army. Seafarer Jensen was born in Denmark and was a naturalized U.S. citizen. He was a resident of Cumberland, Md. His body was donated by him to the Maryland Anatomy Board for medical research. Surviving is his widow, Grace.



SIU pensioner Thomas T. Tooma, 73, died of kidney failure in Easton (Pa.) Hospital on June 5. Brother Tooma joined the Union in 1939 in the port of Philadelphia sailing as a chief steward. He sailed 45 years. Born in Phillipsburg, N.J., he was a resident of Easton. Surviving are his daughter, Mrs. John P. (Victoria) Ippolito of Easton; a niece, Mrs. Rose Shawah of Brooklyn, N. Y.; a half-brother, Nicholas, and two half-sisters, Weeda and Rose, all of Easton.



SIU pensioner William H. Gradick, Sr., 51, succumbed to a brain tumor in the University of South Alabama Medical Center, Mobile on July 1. Brother Gradick joined the Union in 1943 in the port of New York sailing as a bosun. A native of Birmingham, Ala., he was a resident of Eight Mile, Ala. Interment was in Valhalla Memorial Gardens Cemetery, Mobile County, Ala. Surviving are three sons, William, Terry and Michael and two daughters, Catherine and Janice, both of Mobile.



SIU pensioner Charles E. Seymour, 77, passed away on June 24. Brother Seymour joined the Union in 1938 in the port of New York sailing as a cook. He sailed for 51 years and was a veteran of the U.S. Army in World War I. Seafarer Seymour was born in Brooklyn, N.Y. and was a resident of Harahan, La. Surviving is his widow, Myrtle.

IBU pensioner Robert E. Jackson, 49, died of cancer in the Paul Oliver Memorial Hospital, Frankfort, Mich. on May 27. Brother Jackson joined the union in the port of Elberta, Mich. in 1953 sailing in the steward department for the Ann Arbor (Mich.) Railroad Carriers. He was a veteran of the U.S. Army in World War II. Born in Frankfort, he was a resident there. Burial was in Crystal Lake Township (Mich.) Cemetery. Surviving are his widow, Beverly; three sons, Michael, Robert and Marc; two daughters, Janet and Judy, and his parents, Mr. and Mrs. Frank J. Jackson of Frankfort.

ZAPATA PATRIOT (Zapata Bulk Transport), July 4—Chairman, Recertified Bosun Ralph Murry; Secretary A. Arellano; Educational Director J. Wade. No disputed OT. A discussion was held on various issues concerning maritime industry and SIU welfare and pension plans. Report to *Seafarers Log*: "Maiden voyage. Ship crewed out of West Coast. We had a good crew with no beefs at anytime. Captain and officers were very cooperative. We took corn to Leningrad."

SEA-LAND CONSUMER (Sea-Land Service), July 5—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director K. L. Hart; Deck Delegate J. Greer; Engine Delegate R. L. L. Elliott; Steward Delegate M. P. Cox. Some disputed OT in steward department. Chairman advised all crewmembers to get their fire-fighting and lifeboat tickets as soon as possible. Next port, Port Everglades.

SEA-LAND MC LEAN (Sea-Land Service), July 3—Chairman, Recertified Bosun N. Palmer; Secretary R. Buie; Educational Director H. Ulrich; Deck Delegate C. Ferrous; Engine Delegate R. Velez; Steward Delegate J. Ortega. No disputed OT. Chairman discussed the importance of donating to SPAD. Also advised everyone to read all the important items in the *Seafarers Log*. Next port, Yokohama.

HOUSTON (Sea-Land Service), July 4—Chairman, Recertified Bosun Donald Hicks; Secretary C. Gibson; Educational Director Billy H. Waddell; Deck Delegate C. E. Owens; Engine Delegate J. R. Kearney; Steward Delegate Pedro Sanchez. Some disputed OT in steward department. Chairman held a discussion on the importance of donating to SPAD. A vote of thanks was extended to deck department for keeping messroom and pantry clean on each watch. Next port, Elizabeth, N.J.

BOSTON (Sea-Land Service), July 11—Chairman, Recertified Bosun L. E. Joseph; Secretary J. Keno; Educational Director Glenn. Some disputed OT in deck department. Chairman reports that to date nothing has been done about the port holes that shift water when ship is in bad weather. Something has to be done about this very dangerous situation as soon as possible. Also held a discussion on the importance of donating to SPAD.

SEA-LAND EXCHANGE (Sea-Land Service), July 4—Chairman, Recertified Bosun D. Calogeros; Secretary E. Heniken; Educational Director G. Renale; Deck Delegate W. Sibley; Engine Delegate I. Futterman; Steward Delegate James Temple. No disputed OT. It is to be brought up at the next safety meeting that the gangway should be put down so it is more steady. Observed one minute of silence in memory of our departed brothers. Next port, Seattle.

FLOR (Altair Steamship), July 11—Chairman, Recertified Bosun D. Ware; Secretary David E. Edwards; Educational Director Leo Crawford; Steward Delegate G. Martinez. \$20 in ship's fund. Some disputed OT in deck, engine and steward departments. A discussion was held on safety. When the ships' cranes are in operation be careful and stay clear of tracks. Advised to make repair list and to be sure to check everything that needs repairing or replacing.

Digest of SIU Ships' Meetings



TRANSINDIANA (Hudson Waterways), July 25—Chairman, Recertified Bosun H. B. Walters; Secretary W. J. Fitch; Educational Director J. Shuler. \$25.09 in ship's fund. No disputed OT. Chairman noted that the shipboard meeting is for everyone not just a few. "It took a long time to get the air conditioner working aboard this ship and those of you that leave their port holes open please close them. Leaving the port holes open only harms the unit and keeps it from working to its correct capacity." Report to the *Seafarers Log*: "A vote of thanks for the good job in keeping us well informed in all matters of the shipping industry." Observed one minute of silence in memory of our departed brothers.

JOHN TYLEP (Waterman Steamship), July 18—Chairman, Recertified Bosun Otto Pedersen; Secretary J. Moody; Educational Director A. Lupari; Steward Delegate Vincent Sanchez, Jr. \$5.65 in ship's fund. Some disputed OT in deck, engine and steward departments. Observed one minute of silence in memory of our departed brothers. Next port, New Orleans.

OVERSEAS VIVIAN (Maritime Overseas), July 4—Chairman, Recertified Bosun Pete Garza; Secretary R. O. Brown; Educational Director C. D. Crowder; Deck Delegate Richard C. Mason; Engine Delegate Robert C. Ross; Steward Delegate A. Mora. \$4 in ship's fund. Some disputed OT in steward department. A vote of thanks to the deck department for a clean pantry in the morning. A vote of thanks to the steward department for a job well done. Chairman distributed beneficiary cards to the crew and many items in the *Seafarers Log* were discussed including early retirement. Next port, Odessa, U.S.S.R.

COUNCIL GROVE (Interocean Mgt.), July 3—Chairman, Recertified Bosun S. Sbriglio. \$30 in ship's fund. No disputed OT. All communications received were posted on bulletin board. Held a discussion on the upgrading program that is held at the Lundberg School and that information pertaining to same can be found in the *Seafarers Log*. A vote of thanks to the steward department for a job well done. Next port, Martinez, Calif.

ERIC K. HOLZER (Puerto Rico Marine Mgt.), July 25—Chairman, Recertified Bosun Dimas Mendoza; Secretary H. Strauss; Educational Director S. Gondzar. Some disputed OT in deck and steward departments. Chairman opened a discussion on "The Pension Reform Act" and posted two articles that referred to such plan for those interested in having an idea of what the pension plan means to us. Also discussed the importance of donating to SPAD. Next port, Baltimore.

ELIZABETHPORT (Sea-Land Service), July 25—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director Luis Cepeda; Deck Delegate Frank Balasia; Engine Delegate G. Homalinowski; Steward Delegate Peter Vicare. \$117 in ship's fund. Collected \$200 for movie fund to buy eight extra movies. No disputed OT. Air conditioning machine, water fountain and TV for the crew is broken. A vote of thanks to the deck department for keeping the messroom and pantry clean at night. Also a vote of thanks to the steward department for the good food.

THOMAS LYNCH (Waterman Steamship), July 11—Chairman, Recertified Bosun Hans Lee; Secretary J. Rielly; Educational Director Jack Brock; Steward Delegate Robert Black. No disputed OT. The *Seafarers Log* was received in Leningrad. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

BORINQUEN (Puerto Rico Marine Mgt.), July 25—Chairman, Recertified Bosun Calixto Gonzales; Secretary J. A. Fernandez; Engine Delegate Juan Guaris; Steward Delegate E. Villasol. No disputed OT. Chairman held a discussion with the crew on the articles of interest from the *Seafarers Log*. Topics discussed were the Jones Act, joint and survivor benefits, the closing of the Virgin Islands loophole. Suggested that all members read the *Seafarers Log* to be better informed about the procedures of our Union. Unanimous congratulations to all the crew for a job well done. The performance of the crew has been excellent. Next port, Elizabeth, N.J.

ERNA ELIZABETH (Hudson Waterways), July 25—Chairman, Recertified Bosun Perry Konis; Secretary J. Lamb. Some disputed OT in deck department. Observed one minute of silence in memory of our departed brothers. Everything running smoothly.

TAMARA GULDEN (Transport Commercial), July 11—Chairman, Recertified Bosun Melville McKinney; Secretary N. Hatgimios; Educational Director Reider Nielsen; Deck Delegate Jim Spencer; Engine Delegate Johnny Nettels; Steward Delegate John Hoggie. \$9.80 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

VANTAGE HORIZON (Vancor Steamship), July 25—Chairman, Recertified Bosun Lonnie Cole; Secretary J. B. Harris; Educational Director G. R. Roger. \$43 in ship's fund. Some disputed OT in deck department. Need a new color TV set, electric rotator antenna and a dryer for the crew. A vote of thanks to the steward department for a job well done.

OGDEN CHAMPION (Ogden Marine), July 25—Chairman, Recertified Bosun J. Zelay; Secretary S. J. Davis; Educational Director H. G. Sanford; Engine Delegate H. Lee; Steward Delegate Clarence Willas. No disputed OT. \$250 was collected from arrival pools to buy movie films for the trip. Chairman held a discussion on the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port, Odessa, U.S.S.R.

DELTA BRASIL (Delta Steamship), July 18—Chairman, Recertified Bosun Louis Guadmud; Secretary B. Guarino; Educational Director Hugh Wells, Jr.; Engine Delegate Juan Cruz. No disputed OT. All communications received were read and posted. Chairman reports that everyone should take advantage of the upgrading school at Piney Point and discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

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

DELTA NORTE
DELTA MEXICO
MOHAWK
BALTIMORE
SEA-LAND COMMERCE
ARTHUR MIDDLETON
CARTER BRAXTON
BROOKLYN
DELTA MAR
COLUMBIA
ROBERT E. LEE
POTOMAC
CAROLINA
JEFF DAVIS
ALEUTIAN DEVELOPER
MONTICELLO VICTORY
OVERSEAS TRAVELER
DEL RIO
IBERVILLE
OGDEN YUKON

MOUNT VERNON VICTORY
HUMACAO
JACKSONVILLE
JOHN B. WATERMAN
MAUMEE
OAKLAND
CANTIGNY
SEA-LAND RESOURCE
PITTSBURGH
MAYAGUEZ
SUGAR ISLANDER
MERRIMAC
PANAMA
SEA-LAND MARKET
GUAYAMA
SEA-LAND GALLOWAY
ARECIBO
SEA-LAND TRADE
SAN FRANCISCO
SEA-LAND PRODUCER

Politics Is Porkchops

Donate to SPAD

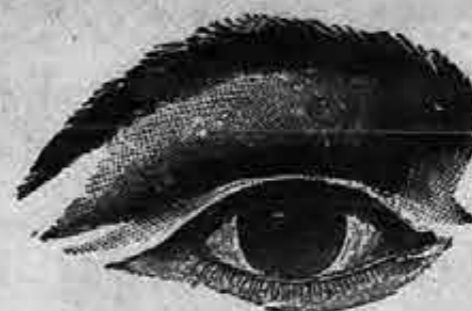


6 Complete Lifeboat Class

Six more Seafarers completed the HLSS Lifeboat course recently taught by Instructor Tom Doyle (2nd right). They are (l. to r.) C. "Buddy" Griffith; George Vorise, Jr.; J. Courtney; H. A. Lee; Raymond "Blackie" McPhillips, and Ramon C. Echevarria.

Watch For Health Violations

Inspectors for the U.S. Food Administration are reportedly serving violation notices on shipping companies for the least infraction of the sanitary codes. SIU-contracted Sea-Land Service, which has won clean ships' awards 14 years in a row, reports that their company has been harassed by violation notices for such minor infractions as crumbs in the toaster and no lids on some of the garbage cans.



To relieve the companies from the hassles of such notices, steward department members are asked to take special care in general house-keeping duties, while at the same time keeping an eye out for the little things, like replacing garbage can tops, that might go unnoticed.

Seafarers are also asked to report immediately to the company if any galley equipment, like dishwashers, is not working properly.

SIU, IBU Members OK Merger of the Two Unions

Continued from Page 2

by the IBU Executive Board and subsequently passed by the IBU membership at meetings in all IBU ports.

Constitutional Committee

The next step, as provided by the SIU Constitution, was the election of a Constitutional Committee. The membership elected this Committee of Seafarers at a special meeting at Headquarters on June 21, 1976.

The Committee spent several days going over the proposed merger agreement and constitutional amendments.

It was their recommendation that a merger was in the best interests of the Union.

The Constitutional Committee's report was then presented and accepted by the membership at the July meetings in all ports.

Secret mail balloting on the merger proposal began Aug. 16, 1976 and ended Sept. 15, 1976. Copies of the Merger Agreement and Constitutional Amendments were published in the August issues of the *Seafarers Log* and the *Inland Boatman*, the IBU's official newspaper, so that all members had the op-

portunity to review the terms of the merger agreement before voting.

A Necessary Move

Although the actual merger resolution was submitted only last June, the Executive Boards of both the SIU and IBU had been conducting talks about a possible merger for some time.

Now that the merger has become a reality, the united SIU is in a stronger position to protect the rights, welfare, jobs and job security of Seafarers and Boatmen in such vital areas as collective bargaining, organizing and legisla-

tion, both on the local and national level.

The merger will also enable the Union to eliminate duplication and effectively cut administrative costs, which have skyrocketed in recent years, thereby insuring the Union's continued ability to provide the same high quality of services to all members in all areas of the country despite inflation or recession.

In addition, the long established job structures and job rights of IBU and SIU members are guaranteed, as seniority and shipping rules for both unions remain the same.

The merger agreement also provides that the members of both unions will have equal voting rights on virtually every issue. However, when contracts are voted on, only those members who are affected by the contract will be permitted to vote.

Rubber Workers End Strike With Tire Companies

The 65,000 United Rubber Workers Union's (URWU) tire makers in the Big Four (Goodyear, Firestone, Goodrich and Uniroyal) plants across the U.S. were back at work Sept. 7 after voting to accept a new, three-year contract to end a five-month long strike—the longest in the industry's history.

The contract includes a wage hike, the highest union pay rise pact signed in 1976, a cost-of-living-adjustment for the first time in the industry, and increases in welfare benefits.

In announcing the end of the strike at the plants which make two-thirds of U.S. tires, URW President Peter Bom-

marito declared, "Of particular significance was the negotiation of a cost-of-living allowance (COLA) which ranks as one of the best in U.S. industry. This COLA escalator clause is really worth more for the URW membership than the general wage increases earned in this contract. . . ."

Also, skilled trades people in the plants will get .25 cents more an hour in the first year of the contract and .15 cents more an hour in the second year.

After the Rubber Workers went on strike in late April, they called for a nationwide consumers boycott against Firestone. The boycott had the support

of both the SIU and AFL-CIO.

The Rubber Workers Union is an affiliate of the Maritime Trades Department of the AFL-CIO.

Confab to Study Apprenticeship, Training

"Two Hundred Years of Progress—Apprenticeship and Training" will be the theme of the 1976 Transportation Apprenticeship and Training Conference (NTATC) to be held in San Francisco, Calif. from Sept. 27-30.

At the conference, representatives of labor and management from the shipping, rail, air, bus and trucking industries will exchange ideas on training new workers and discuss ways of improving and expanding apprenticeship programs. Administrators of training programs in the Armed Forces and state and local governments also will attend.

Keynote speakers will include: Dr. Ray Marshall, chairman, Federal Committee on Apprenticeship; James P. Gray, president, Matson Terminals; C. J. Chamberlain, general president, Brotherhood of Railroad Signalmen; and Don Wilson, American Trucking Assn.

Ross A. Von Wigand, director of Labor-Management Services for the National Council on Alcoholism will speak about alcoholism rehabilitation programs in the transportation industry.

Hazel Brown, president of the SIU's Harry Lundeborg School is serving as information chairman. Representatives of other maritime labor unions such as the Marine Engineers Benevolent Assn.,

the Masters, Mates and Pilots, the National Maritime Union and the Inland Boatman's Union of the Pacific are actively involved.

The conference will take place at the Sir Francis Drake Hotel in San Francisco.

SIUNA Affiliate To Represent 700 At Star Kist Co.

The National Labor Relations Board General Counsel has declared the SIUNA-affiliated United Cannery and Industrial Workers of the Pacific, Los Angeles and Vicinity District bargaining agent for 700 Star Kist cannery workers in American Samoa, according to Steve Edney, the union's president.

The union originally lost an NLRB certification election at the Star Kist plant, but appealed the loss on the grounds that unfair labor practices on the part of the company had "destroyed conditions for effective organizing." The NLRB General Counsel sustained the appeal overturning the results in favor of the union.

Food Stamp Program

Continued from Page 5

vision. Since many states are strapped for funds, they would probably cut other necessary programs to raise money to pay the extra food stamp costs.

During the September debate, some Congressmen will be trying to push through even more cuts. If they are successful, millions more unemployed and low wage workers will be eliminated from the food stamp program. A bitter fight is expected on the House floor.

"Your help is needed to prevent these benefits from being destroyed and to prevent the creation of hunger among millions of Americans," Schachter wrote the SIU.

Union members are urged to write

their Congressmen and ask them to oppose any further cutbacks in the food stamp program.

SIU President Paul Hall already has sent letters to all members of the House of Representatives in which he included labor's points:

1. Eliminate the discriminatory ban against strikers from the food stamp program.
2. Restore some of the food stamp benefits cut by increasing the standard deduction.
3. Eliminate the requirement for the two percent added payment by the states.
4. Oppose all amendments which will cut back the food stamp program further.

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

For a
Better Job
Today



The Harry Lundeborg

Deck Department

ABLE SEAMAN

The course of instruction is four weeks in length and leads to the Coast Guard endorsement of Able Seaman—12 Months—Any Waters or Able Seaman—Unlimited—Any Waters.

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 requirements. 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.

Starting dates: September 2, November 11

QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and



7 Get Quartermaster Tickets

HLSS Vocational Education Department director, Robert Kalmus (left) and Quartermaster Instructor Paul Allman (right) pose recently with seven graduates of the quartermaster course. They are (l. to r.): Steve Todorowski; John Emrich; Charles Truenski; Willie Mitchell; Matthew Carroll; Joe Meyerchak, and George Callard.

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 14

LIFEBOATMAN

The course of instruction is two weeks in length and leads to the Coast Guard endorsement of Lifeboatman.

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

Starting dates: September 2, 16, 30, October 14, 28, November 11, 26

Engine Department

QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating is eight weeks in length and includes instruction leading to the Coast Guard endorsements which comprise this rating.

Course Requirements: You must show



QMED's Graduate

QMED Instructor Charles Nalen (left) has photo taken recently with his course graduates of (l. to r.): Thomas Moore; Ray Nugent; William Traser; Pat Dorrian, and Fred Young at the Harry Lundeborg School of Seamanship, Piney Point, Md.

These Courses Will Be Starting Soon:

- **Advanced Pumpman Procedures**
- **Advanced Electrical Procedures**

Watch the Seafarers Log for Starting Dates

evidence of six months seetime in at least one engine department rating.

Starting dates:

September 8, October 6

FOWT

The course is four weeks in length and leads to endorsement as Fireman, Water-tender, and/or Oiler.

Course Requirements: If you have a Wiper endorsement only, you must:

- Be able to pass the prescribed physical, including eyesight requirements
- 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 department rating there are no requirements.

Starting dates: October 14

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 a rating in their department.

Starting dates: October 1

LNG/LPG

The course of instruction leading to certification as LNG/LPG crew consists of Basic Chemistry, Tank and Ship Construction, Gasification, Reliquefaction Procedures, Inert Gas and Nitrogen Systems, Instrumentation, Safety and Firefighting, Loading, Unloading and Transporting LNG/LPG.

Course Requirements: Engine room personnel must hold QMED—Any Rating. Others, Deck and Steward Department personnel must hold a rating in their department.

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

Starting dates: September 20

A College Career Is Available to You

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 scholarship. 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. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan.
2. Have one day of employment on a vessel in the sixth-month period

immediately preceding date of application.

3. 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

A College Education For Your Children

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.

School Of Seamanship



For Job
Security
Tomorrow

Steward Department

Steward Department
All Steward Department Courses Lead
To Certification By HLSS.

CHIEF STEWARD

The course of instruction is six weeks long and covers all phases of Steward Department management and operation.

Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:

- Three years seetime in a rating above 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for each program OR
- 12 months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for the cook and baker and chief cook programs OR
- 12 months seetime as 3rd cook or assistant cook, 12 months seetime as cook and baker, and six months seetime as chief cook and hold an HLS

certificate of completion for the chief cook program.

Starting dates: October 14, November 26

CHIEF COOK

The course of instruction is six weeks in length and students specialize in the preparation of soups, sauces, meats, seafoods, and gravies.

Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as cook and baker OR
- Three years seetime in the steward department, with six months as 3rd cook or assistant cook and six months as cook and baker OR
- Six months seetime as 3rd cook or assistant cook and six months as cook and baker OR
- 12 months seetime as 3rd cook or assistant cook and six months seetime as cook and baker and hold a certificate of completion for the HLS cook and baker training program.

Starting dates: September 16, October 28

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

COOK AND BAKER

The course of instruction is six weeks in length and students specialize in the selection and preparation of breakfast foods, breads, desserts, and pastries.

Course Requirements: All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as a 3rd cook or assistant cook OR
- 24 months in the steward department with six months as a 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook and hold a certificate of completion from the HLS assistant cook training program.

Starting dates: September 16, 30, October 14, 28, November 11, 26

ASSISTANT COOK

The course of instruction is six weeks in length and students specialize in the selection and preparation of vegetables and salads.

Course Requirements: All candidates must have twelve months seetime in the steward department, OR three months seetime in the steward department and be a graduate of the HLS entry rating program.

Starting dates: September 30, November 11

Did You Know...

Last month 37 Seafarers up-graded their skills, earning power and job security through the vocational courses at HLSS. The Lundeberg School has an upgrading course to meet your career needs, too!

High School Program Is Available to All Seafarers

Do What Over 800 Of Your Fellow Seafarers Have Done...



Michael Coyle

"Everything about the Lundeberg School helps you learn and want to learn more. The classrooms, the living facilities, and the system of study are all excellent. And the teachers are very helpful. They work with as an individual, and they'll give you all the help you need."

"This school is a real advantage for all Seafarers, and I'd recommend the GED Program to any brother who wanted a high school diploma."



George Taylor

Get the reading, writing and math skills you need for job security and upgrading through the high school equivalency (GED) program at the Harry Lundeberg School. It only takes four to eight weeks, and your Brothers can tell you that it's really worth it!

Interested? Pick up a copy of the pre-test kit in your port or write to this address:

Margaret Nalen, Director
Academic Education Department
Harry Lundeberg School
Piney Point, Maryland 20674

When you complete the test, return it to the Lundeberg School. HLS will tell you the results and give you an estimate of the length of time you'll need to complete the GED program.

REMEMBER! This test is not to see who scores high or low. It helps HLS design a study program just for you—a program that our teachers will help you, as an individual, to follow.

So apply today. It's easy to qualify. Just make sure that you have:

1. One year of seetime.
2. Are a member of the Union in good standing.

Your classes will be small (usually just six to eight students). You'll get lots of individual help. And completing the GED program opens the door to the other educational opportunities that the SIU has for you. A high school diploma is the first step towards qualifying for one of the three scholarships for Seafarers that are offered each year.

UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____

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

Social Security # _____ Endorsement(s) Now Held _____

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

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

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

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

Fire Fighting: Yes No

Dates Available for Training _____

I Am Interested In:

- | | | |
|--|------------------------------------|---------------------------------------|
| DECK | ENGINE | STEWARD |
| <input type="checkbox"/> AB-12 Months | <input type="checkbox"/> QMED | <input type="checkbox"/> Asst. Cook |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FOWT | <input type="checkbox"/> Cook & Baker |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Chief Cook |
| <input type="checkbox"/> Lifeboatman | | <input type="checkbox"/> Steward |

ADVANCED COURSES

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

RECORD OF SEETIME — (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. 206 4

'A' Seniority Upgrading Program

11 New Book Members

Achieving their full 'A' books this month through the SIU's 'A' Seniority Upgrading Program conducted at both Piney Point and Headquarters are 11 more Seafarers. They are Robert Diaz, William Corbett, Clifford Aversano, Kevin Gannon, Ronald Gillette, Roberto Duron, Christopher Pepe, Gilbert Payton, Allen A. Cooper, Michael Mefferd and Michael Denardo. This brings the total number of Seafarers who have completed the program to 262.

The program was started to prepare our members for the innovations on the new vessels under construction and to maintain the Union's tradition of providing well-trained, qualified Seafarers for all our contracted ships.

Another purpose of the program is to give our membership a better under-

standing of SIU operations, as well as our problems and the best methods to deal with them.

By upgrading themselves through the

Kevin Gannon



Seafarer Kevin Gannon graduated from the Harry Lundeberg School in 1973 and began sailing in the deck department. Before attending the "A" Seniority Program Brother Gannon upgraded to AB at the Piney Point school. A native and resident of Philadelphia, Brother Gannon ships from the port of New York.

Gilbert Payton



Seafarer Gilbert Payton has been sailing with the SIU since graduating from the Harry Lundeberg School in 1972. Brother Payton ships as an AB, having earned his green ticket at the Lundeberg School before starting the "A" Seniority Upgrading Program. A native and resident of Mobile, Brother Payton ships from that port.

William Corbett



Seafarer William Corbett graduated from the Harry Lundeberg School in 1973 and began shipping out with the SIU in the deck department. Before attending the "A" Seniority Upgrading Program Brother Corbett also obtained his AB ticket at the Piney Point school. A native of New York, Brother Corbett still lives in that city and ships from that port.

Clifford Aversano



Seafarer Clifford Aversano has been sailing with the SIU since graduating from the Harry Lundeberg School in 1973. A member of the black gang, Brother Aversano returned to Piney Point to upgrade to FOWT before attending the "A" Seniority Program. Brother Aversano is a native and resident of Brooklyn, N.Y. and ships from the port of New York.

Christopher Pepe



Seafarer Christopher Pepe started sailing with the SIU in 1974 after graduating from the Harry Lundeberg School. Shipping in the steward department, Brother Pepe returned to Piney Point in May, 1976 and earned his third cook's endorsement. Born in Brooklyn, N.Y. Brother Pepe now lives on Long Island and ships from the port of New York.

program, these Seafarers are helping to insure the strength of this Union, a strength which rises out of a solid mem-

bership which understands their industry and their Union's role in that industry.

Robert Diaz



Seafarer Robert Diaz began sailing with the SIU after graduating from the Harry Lundeberg School in 1969. Shipping in the engine department, Brother Diaz upgraded to FOWT at the Lundeberg School in 1970 and after completing his "A" Seniority Program he returned to the Piney Point school where he is studying for his QMED endorsement. Brother Diaz is a native and resident of Tampa, and ships from that port.

Roberto Duron



Seafarer Roberto Duron graduated from the Andrew Furuseth Training School in New Orleans in 1967. A member of the black gang, Brother Duron earned his FOWT endorsement at the New Orleans AFT School in 1968 and his QMED endorsement at the Harry Lundeberg School in 1975. Brother Duron was born in Honduras and now lives in New Orleans with his wife and two children. He ships from that port.

Michael Mefferd



Seafarer Michael Mefferd graduated from the trainee program at the Harry Lundeberg School in 1971. Shipping in the engine department, Brother Mefferd returned to Piney Point to earn his FOWT endorsement before attending the "A" Seniority Upgrading Program. A native and resident of New Orleans, he ships from the port of San Francisco.

Ronald Gillette



Seafarer Ronald Gillette has been sailing with the SIU since graduating from the N.Y. Andrew Furuseth Training School in 1967. A member of the deck department, Brother Gillette obtained his AB ticket and GED diploma through the Harry Lundeberg School before attending the "A" Seniority Upgrading Program. A native and resident of New Jersey, Brother Gillette ships out of the port of New York.

Allen A. Cooper



Seafarer Allen Cooper began sailing with the SIU in 1973 after graduating from the Harry Lundeberg School. Though he now sails only in the engine department, Brother Cooper returned to Piney Point earlier this year where he earned both AB and FOWT endorsements. Born in Baltimore and raised in Honduras, Brother Cooper now lives in New Orleans and ships from that port.

Michael Denardo



Seafarer Michael Denardo has been shipping out with the SIU since graduating from the trainee program at the Harry Lundeberg School four years ago. Sailing in the engine department, Brother Denardo returned to Piney Point where he earned his FOWT endorsement in 1975. Brother Denardo is a native and resident of New York and he ships from that port.

MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Oct. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Oct. 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Oct. 6	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Oct. 7	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Oct. 7	2:00 p.m.	—	—
Detroit	Oct. 8	2:30 p.m.	—	—
	Oct. 11	—	5:00 p.m.	—
Houston	Oct. 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Oct. 12	2:30 p.m.	5:00 p.m.	—
Mobile	Oct. 13	2:30 p.m.	5:00 p.m.	—
San Francisco	Oct. 14	2:30 p.m.	—	—
Wilmington	Oct. 18	2:30 p.m.	—	—
Seattle	Oct. 22	2:30 p.m.	—	—
Piney Point	Oct. 9	10:30 a.m.	10:30 a.m.	—
San Juan	Oct. 7	2:30 p.m.	—	—
Columbus	Oct. 16	—	—	1:00 p.m.
Chicago	Oct. 12	—	5:00 p.m.	—
Port Arthur	Oct. 12	—	5:00 p.m.	—
Buffalo	Oct. 13	—	5:00 p.m.	—
St. Louis	Oct. 14	—	5:00 p.m.	—
Cleveland	Oct. 14	—	5:00 p.m.	—
Jersey City	Oct. 11	—	5:00 p.m.	—

8 Graduate From QMED Class



QMED Instructor Jack Parcell (4th left) has photo taken recently with his class of graduates of (l. to r.): Edward Craig; John Manen, Francis Sylvia; Francis Guidry; Chester Hoff; H. Robert Hill; Charles Behrens, and Lionel Jackson. Engine Department Director Charles Nalen is at the right.

430 Have Donated \$100 or More To SPAD Since Beginning of '76

The following Seafarers and other concerned individuals, 430 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 1976. (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.) Twenty-nine who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, six have contributed \$300, three \$600, and one \$1,100. For the rest of the year the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming months—especially because of the 1976 elections—our political role must be maintained if the livelihoods of Seafarers are to be protected.

Have You Made Your
SPAD

Donation This Year?

SPAD Honor Roll

\$2000
SEAFARERS POLITICAL ACTIVITY DONATION
875 FOURTH AVENUE BROOKLYN, N. Y. 11222
\$2000

Date _____ S.S. No. _____

Contributor's Name _____ Book No. _____

Address _____

City _____ State _____ Zip Code _____

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

(A copy of our report is filed with the Federal Election Commission and is available from the Federal Election Commission, Washington, D.C.)

\$2000
Signature of Solicitor _____ 1976 _____
\$2000

- | | | | | | | | | |
|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|------------------|----------------|------------------|
| Abrams, R. | Burke, P. | Fletcher, B. | Holman, E. | Maldonado, O. | Patton, S. M. | Seagord, E. | Vogel, C. | Wilson, C. W. |
| Acevedo, V. | Burnette, P. | Florous, C. | Homayonpour, M. | Manafe, D. | Payne, O. | Selzer, R. | Vukmir, G. | Wingfield, P. G. |
| Agular, J. | Burton, R. | Forgeron, L. | Honko, S. | Mancini, R. | Pecquet, F. | Selzer, S. | Wagner, M. | Winn, L. |
| Aguilar, A. | Byrne, E. | Foster, J. | Houchins, C. M. | Mandens, S. | Peralta, R. L. | Sengelau, B. J. | Walker, W. | Wolf, F. |
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| Blanton, M. J. | Dowd, V. | Hall, M. | Legg, J. | Myrex, L. | Rue, G. | Tanner, C. | | |
| Bluitt, J. | Dragazis, A. | Hall, K. M. | Lelonek, L. | Napoli, F. | Ryan, N. | Taylor, F. E. | | |
| Bobalek, W. J. | Drake, W. | Hall, L. | Leo, A. | Nash, W. | Sacco, M. | Taylor, G. | | |
| Bonser, L. | Drozak, P. | Hall, W. | Lescovich, W. | Nelson, J. | Sacco, J. | Taylor, S. | | |
| Bortz, C. | DuBois, N. | Hamblet, A. | Lightfoot, R. | Newberry, J. | Salazar, H. | Telegadas, C. | | |
| Boudreau, R. J. | DaPaola, R. | Harris, J. | Lilledahl, H. | Nielsen, R. | Salih, F. N. | Thomas, J. | | |
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| Boyne, D. F. | Dyer, A. | Hassen, B. | Lobodat, T. | Northcutt, J. | Sanchez, A. E. | Troy, S. | | |
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\$1,100 Honor Roll

Christenberry, R. A.

\$600 Honor Roll

Pomerlane, R.
Fansler, L.
Richoux, J.

\$300 Honor Roll

Conley, M., Msgr.
Apostleship of the Sea
Ferrara, A.
Hall, P.
Lilledahl, H.
Nielsen, K.
Paczkowski, S.

\$200 Honor Roll

Alcina, J.	Maher, T.
Alpeda, J.	McCullogh, L.
Bauman, G.	McFarland, D.
Bergeria, S.	Olesen, C.
Brand, H.	Pollina, J.
Bru, R.	Pulver, E.
Cunningham, W.	Quinter, J.
Curtis, T.	Richburg, J.
DiGiorgio, J.	Sanchez, R.
Dryden, J.	Saunders, L.
Drozak, F.	Seabron, S.
Dudley, K.	Stewart, E.
Echevarria, R.	Terpe, K.
Foster, W.	Ziolkowski, W.
Lesnansky, A.	

Seafarers Political Activity Donation

Working for Jobs and Job Security

It is the joint responsibility of Seafarers and the Seafarers Log to work with various organizations to ensure the security of Seafarers.

No American industry is more tightly controlled, monitored, and regulated than the maritime industry. No less than 10 Cabinet departments and 31 Federal Agencies, Boards, Commissions and Committees have their collective fingers in the maritime pie. This is in addition to the pervasive influence of Congress.

Seafarers—more than any other industry workers—have a direct stake in what happens in Washington. To Seafarers, political action is a necessary way of life: "Politics Is Porkchops" is more than a slogan.

It is important that in the Congress we have legislators who understand the need for a strong U.S. merchant marine—and who are willing to

make certain that American ships, carrying American cargo with American seamen on board, remain a commitment of this country.

SPAD is the Executive Branch of our Union, working from the President on down, under the leadership of the Secretary of our country department marine.

SPAD works in Washington to promote the interests of the Seafarer. We have the political and legislative influence to get things done.

SPAD is a voluntary program, and it is your participation that makes it work. It is a program with a common goal: to provide for seafarers without fear of any reprisal.

Your participation is the key. Your contribution to SPAD is your contribution to your own job and job security.

Your participation is the key. Your contribution to SPAD is your contribution to your own job and job security. Join with your brothers and sisters to elect Congressmen who will understand your needs and proposals, and will understand your needs and objectives.

SPAD is unity. It is the unity of Seafarers working together to provide greater job opportunities for American seamen—and better security for themselves and their families.

SPAD works. It has been the participation of Seafarers through SPAD that contributed to the passage of the Merchant Marine Act of 1970, which has built new ships. It has worked to insure



The SIU-contracted Waterman LASH-vessel Stone-Jackson was built under the Merchant Marine Act of 1970. Here she is about to unload her cargo at a Brooklyn, N.Y. pier.

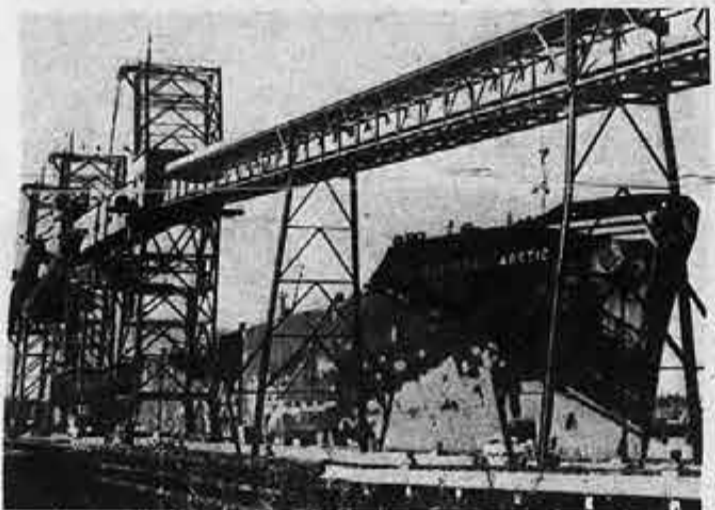
also for American seamen in the U.S.-Russia grain negotiations. It has worked to keep our Public Health Service hospitals open to provide for the needs of American seamen and their families. It has worked to block attacks on the Jones Act which could result in the loss of thousands of jobs.

There is much to be done. This nation needs a strong commitment to its merchant marine. We need a national energy policy to provide incentives for American shipbuilding and jobs for American workers.

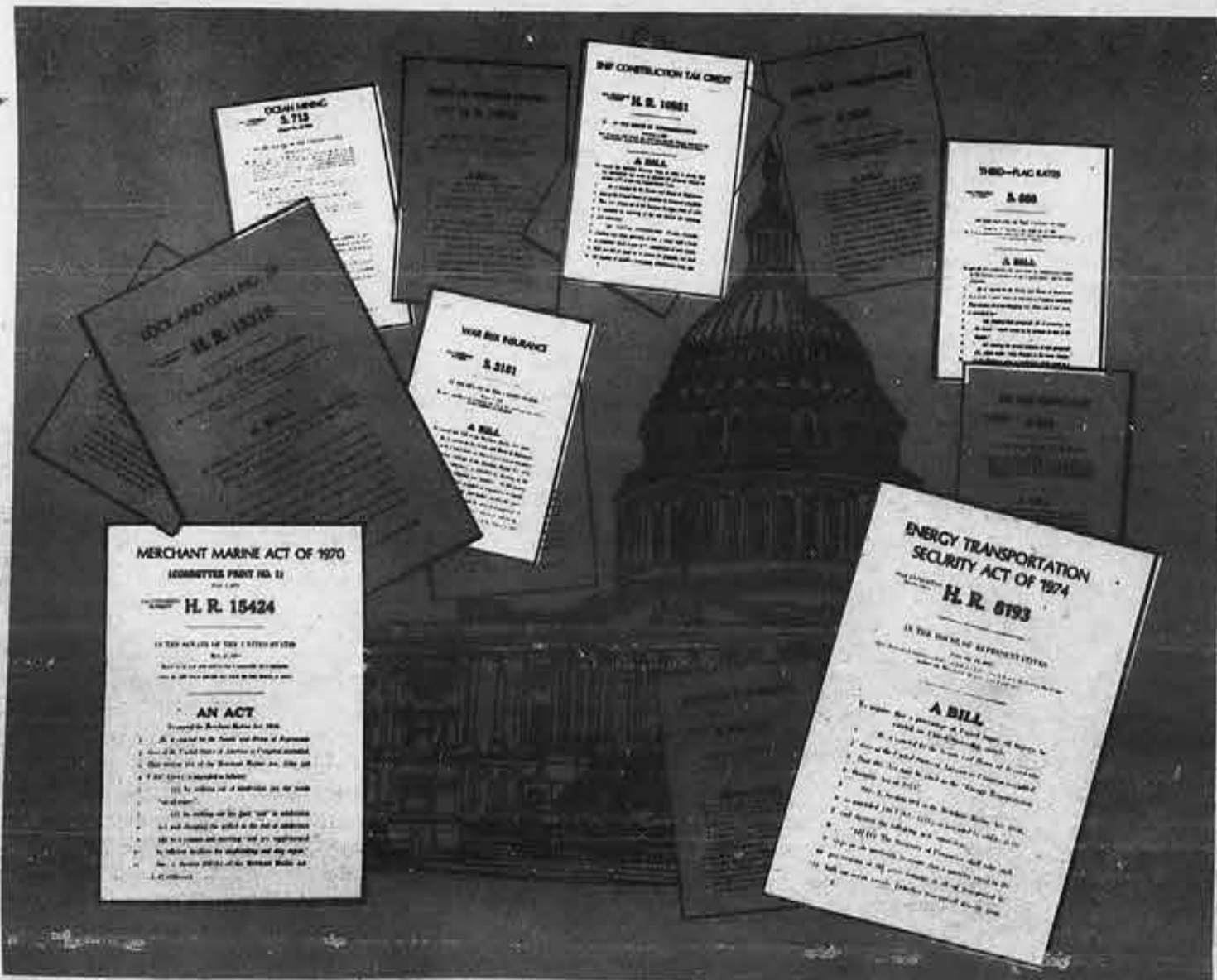
To achieve our objectives, participation in political action is the key. Your participation will be through SPAD.

Through our support of political candidates whose programs and objectives are in line with ours, we can achieve our economic, social, political and trade union objectives.

Participation and unity are the keys. Our strength and success throughout the years have been the result of our ability to first understand our problems, and then to act upon them. It is this same strength and understanding that will carry us forward—together.



The SIU-manned tanker Overseas Arctic gets ready to load grain in Houston for delivery to Russia.



Services are provided for seaman in the eight United States Public Health Service Hospitals.