



SEAFARERS LOG

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Mayaguez Crew Safe



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The ship's committee of the SIU-manned *Mayaguez*, the vessel seized by Cambodia earlier this month, is shown here in a picture taken at the Taikoo Dockyard in Hong Kong in early April and sent to the LOG shortly before the ship's seizure. The five Seafarers, from the left, are: Andy Anderson, chief steward; Jack Mullis, recertified bosun; Bill Bellinger, cook; Raymond Friedler, QMED, and Earl Gilbert, able seaman.

Shipyard to Reopen

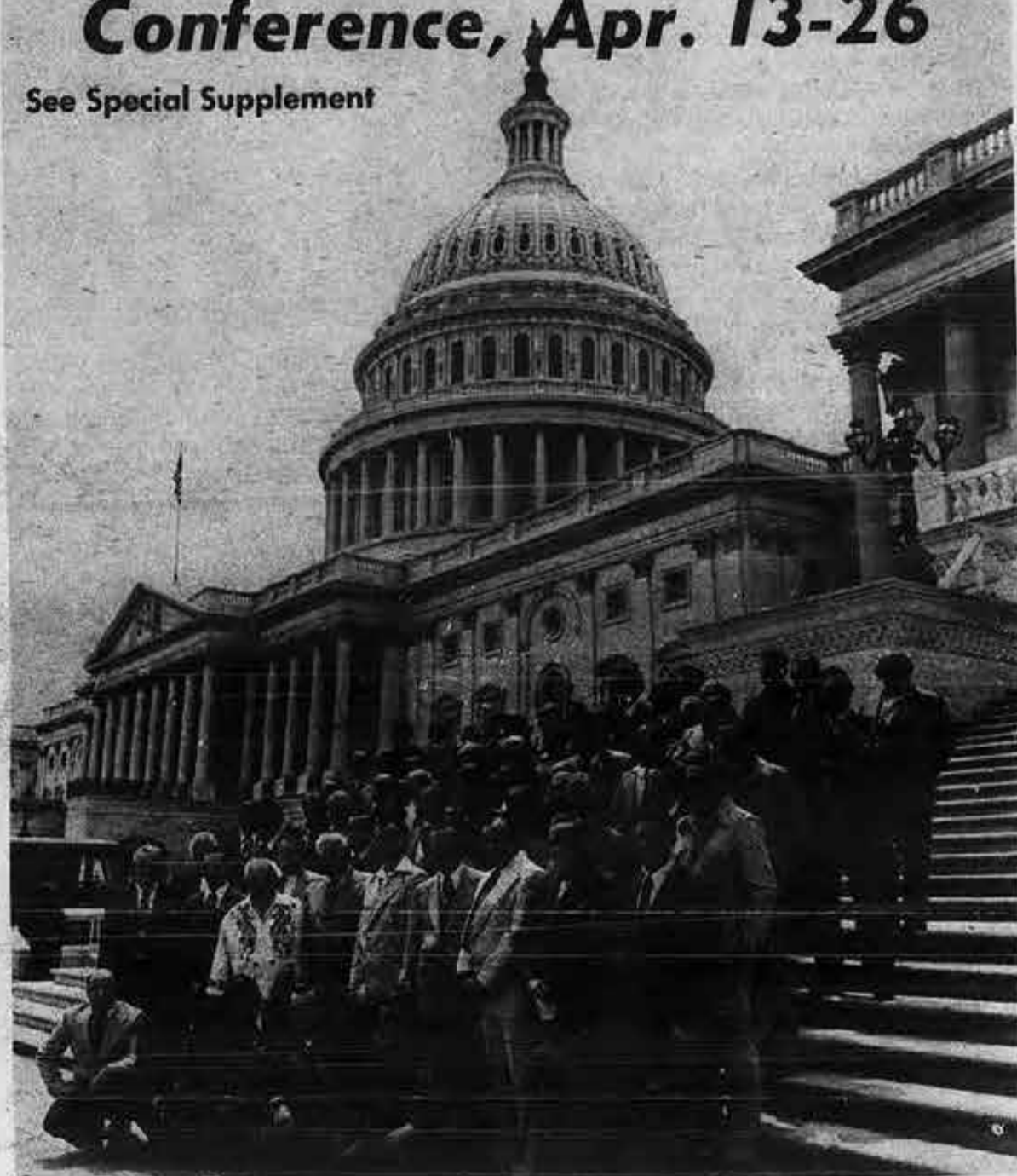


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A New York daily newspaper reporter (far right) interviews SIU Vice President and UIW National Director Frank Drozak (second from right) and Sen. James Buckley (Cons. N.Y.) at the Seatrain shipyard in Brooklyn, N.Y. during a news conference called to announce the reopening of the Yard where nearly 3,000 SIU-affiliated UIW members had been employed. Standing far left is SIU Representative George McCartney.

Seafarers Conference, Apr. 13-26

See Special Supplement



Seafarers Conference delegates pose on the steps of the Capitol Building during their tour of Washington, D.C. The tour was part of the delegates' two-week study and review of the SIU and its future.

Five Win \$10,000 SIU Scholarships

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President's Pre-Balloting Report

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Seafarer, 64 Gets High School Diploma

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Thomas Maher

Hall Attacks Soviet Rate Cutting Practices

SIU President Paul Hall, speaking at a National Maritime Council forum in Jacksonville last month, said that passage of a bill currently pending before the Senate, which would seek to curb Soviet rate cutting practices, is essential to the survival of the American merchant marine.

President Hall, in remarks to the gathering of some 800 importers, exporters and freight forwarders present at the dinner forum, noted:

"I would like to say that I believe the passage of the bill now before the Senate is really more important to the maritime industry than the Merchant Marine Act of 1970, because the Soviet Union is out to destroy the American merchant marine and our free enterprise system.

"They are not entering the maritime field to make a profit—they are entering with a political motive, to destroy competition," Hall said.

The bill to which President Hall was referring was introduced earlier this year by Senator Daniel K. Inouye (D.-Hawaii). It would require that vessels flying the flags of nations other than those of the U.S. and the country directly involved with the U.S. in the export and import of goods, must adhere to the rates set by the shipping lines of the trading nations.

The bill would also empower the

Federal Maritime Commission to reject any rates of "third-flag" carriers that are found to be non-compensatory, or non-equivalent, on a commercial cost basis with American-flag lines and the lines of this nation's trading partners.

The Soviet Union is one of the biggest "rate cutting" nations engaging in large scale trade on the high seas. In recent months they have done severe damage to many American shipping companies, notably to Sea-Land Inc.

Paul F. Richardson, president of

Sea-Land, another speaker at the Jacksonville forum, also came out strongly for the bill proposed by Sen. Inouye.

"The American merchant ships have been the innovators in the transport of cargo around the world," Richardson said, "but we cannot compete with the increasing Soviet fleets which move cargoes at a lower rate than we can move it.

"We are a part of the free enterprise system and we have to operate at a profit to survive. All that we are asking

for is that fair-trade standards be enacted," he concluded.

Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, who served as moderator at the Jacksonville forum, also came out in favor of the Inouye bill and decried the Soviet rate cutting practices.

"Their sole purpose is to destroy, by low cargo rates, the merchant fleets of the major non-Communist countries of the world," Blackwell said.

Blackwell also said that the next few years "will see significant advances" in the U.S. merchant marine. He said that 90 large merchant vessels are currently under construction in U.S. shipyards at a cost of \$4.5 billion and, that many smaller ships are also being built.

Blackwell also had high praise for the National Maritime Council, a non-profit organization composed of all segments of the U.S.-flag maritime industry, management, labor and government, dedicated to maintaining a strong, competitive U.S. merchant marine. The council holds frequent forums and seminars in major cities throughout the country in an effort to attract and hold the support of American shippers. The SIU often sends representatives to these forums.

The day after the Jacksonville forum SIU President Hall attended another NMC gathering in Miami and participated in a spirited question-and-answer session.



SIU President Paul Hall (left) gathers with from left: Wilton B. Jackson, manager of the Overseas Marine Division of E. I. du Pont; Robert J. Blackwell, assistant secretary of Commerce for maritime affairs, and Paul F. Richardson, president of Sea-Land Services, Inc. at a National Maritime Council forum in Jacksonville, Fla. last month.

the PRESIDENT'S REPORT: Conclude Historic Seafarers Conference



Paul Hall

Sixty-six rank and file SIU members, in a cooperative effort with officials of our Union, last month concluded an important, democratic and historical Conference of Seafarers at the Harry Lundeberg School in Piney Point, Md.

It was an important Conference because the elected delegates—after carefully studying the present state of the U.S. maritime industry, its development over the years and its prospects for the future—responsibly and intelligently contributed well thought-out recommendations concerning our new contract, our pension, welfare and vacation plans, and our educational and political programs. It is these recommendations that the SIU's contract department will use as a firm basis for negotiations with our contracted operators in upcoming contract talks. And it is these recommendations that will help guide the SIU in the expansion of old programs and the development of new ones in the areas of education for the Seafarer and political action in Washington, D.C.

It was a democratic Conference because all of the 66 delegates were elected at special meetings in SIU ports throughout the country by a compliment of their brother Seafarers. And of these 66 delegates, 22 represented the deck department, 22 represented the black gang, and 22 represented the steward department. Throughout the Conference, as at Union membership meetings, each delegate had an opportunity to make recommendations himself, or rise in favor of or against any or all of the other proposed recommendations.

And, it was a democratic Conference because all Seafarers, whether

elected or not, had a chance to participate through written suggestions on the pre-Conference questionnaires mailed from Union Headquarters to each SIU member. The Conference delegates carefully read and discussed all of these questionnaires, and afterwards adopted many of the proposals.

This Conference of Seafarers, too, was an historical Conference because it was conducted at a time when American Seafarers are confronted with the most pressing and complex problems we have ever had to face—problems which threaten the very survival of the U.S. maritime industry.

Among them, we are faced with the continuous protection of the Jones Act, one of the most important maritime laws on the books today. In recent years, the multinational oil companies have led the way in a campaign to break the Jones Act, which would allow them to bring foreign-flag vessels into the U.S. domestic trades.

We are also confronted with the monumental problems of stepped-up third-flag operations in the U.S. foreign trades. The unchecked growth of third-flag fleets has steadily pulled the U.S. merchant marine down from world maritime dominance in 1945, to a back seat role in seventh place today. And if allowed to continue their unrestricted operations, third-flag fleets threaten to completely take over the carriage of U.S. foreign commerce.

In addition, we face the challenge of a third round in the battle for a fair oil cargo preference law for the United States. And we are confronted with the challenge of an industry which is undergoing revolutionary changes in regard to shipboard technology.

These tough challenges add up to more than a continuous fight for jobs and job security for Seafarers. They mean fighting for the preservation of a way of life—our way of life as American Seafarers.

At the same time, though, they are challenges that are by no means insurmountable. And by using the same ingredients—unity of purpose and unity of action—that helped us form our Union and fostered its growth, we will meet these challenges head on and ultimately overcome them.

It was unity on the part of Seafarers that enabled the SIU to spearhead passage of the Merchant Marine Act of 1970. It was unity on the part of Seafarers that enabled the SIU to coordinate American labor's successful campaign last year for passage of the Energy Transportation Security Act in the House and the Senate.

And it was this same kind of unity—Seafarers from all parts of the country standing together and working together—that made itself evident throughout our recent Conference at which many of the SIU's programs for the future were formulated. It will be unity, too, among our members that will enable us to carry out these vital programs.

In many ways, this Conference will continue to affect the lives of Seafarers and their families for years to come.

Crew of Mayaquez Is Alive and Well

Ending nearly 72 hours of uncertain captivity by the new Communist Cambodian regime, the entire 39-man crew, 28 of them SIU members, of the seized container ship, *Mayaquez*, were safely rescued late Wednesday evening, May 14, E.D.T., by the naval destroyer *USS Wilson* shortly after military action was carried out by combined U.S. Marine and Air Force units against the Cambodians. Latest reports say that five U.S. Marines were killed, 13 are missing and 80 wounded, very few seriously during the military assaults.

As the LOG goes to press, most of the crew of the *Mayaquez* are back home in the U.S. after being flown here from Singapore. According to officials of Sea-Land, the vessel's operator, a company representative met the ship in Singapore, where she was taken after the incident, and the crew was given the choice of repatriating to the U.S. or remaining aboard the *Mayaquez*.

The tense three-day drama began to unfold in the early morning hours of May 12 when the *Mayaquez's* Master Charles T. Miller radioed the company

that his vessel had been fired on by Cambodian gunboats and was being boarded by armed members of the Cambodian Navy. This was the last communique received from the *Mayaquez* before her radio was silenced.

The *Mayaquez*, enroute from Hong Kong to Sattahip, Thailand loaded with 225 containers of cargo, was reportedly seized in international waters off the coast of Cambodia in one of the most traveled trade routes in Southeast Asia.

It was first thought that the *Mayaquez* had been forced to the port of Kompong Som on the Cambodian mainland, but later reconnaissance by U.S. Air Force spotter planes pinpointed the vessel anchored about a mile off Koh Tang Island, 30 miles off the coast of Cambodia in the Gulf of Thailand.

The ship was being guarded by a small fleet of Cambodian gunboats, which reportedly fired on and hit one of the spotter planes without causing serious damage to the aircraft. There was no sign of the crew on the deck of the *Mayaquez* and it could not be determined if the crew was still aboard the vessel at all.

President Gerald Ford immediately denounced the vessel's seizure as "an act of piracy." He demanded the "immediate release of the ship," and that "failure to do so would have the most serious consequences."

Warships Dispatched

President Ford then dispatched U.S. warships, which included the aircraft

carrier *USS Coral Sea*, to the area and ordered the airlift of 1,100 Marines from Okinawa to U Taphao Air Base in Thailand in anticipation of military action should diplomatic attempts to retrieve the ship and crew fail.

The sole diplomatic channels open to the U.S. in the incident were through Peking, China, the only government that seemed to have any regular communications with Phnom Penh.

In response to President Ford's actions, SIU President Paul Hall sent a telegram to the White House, declaring: "The military seizure by the Cambodian Government of the *SS Mayaquez* is a violation of the concept of freedom of the seas and is a hostile and unfriendly act. We share your view that this is a piratical act. We want you to know that we fully support your firm and positive denunciation of this hostile action and we are confident that your efforts to protect the American citizens and the vessel involved will be in this country's best interest."

Telegram to Families

SIU President Hall also sent individual telegrams to the families of the captured Seafarers who were aboard the *Mayaquez* expressing the Union's deep concern over the situation and the safety of the crew.

Throughout Monday, May 12 and most of Tuesday, May 13, the U.S. continued to operate through diplomatic channels to resolve the situation, with no significant results. At all times, U.S. planes kept the *Mayaquez* in sight.

However, at no time did the planes report seeing the crew aboard the vessel.

Late Tuesday evening, E.D.T., or Wednesday morning Cambodian time, U.S. planes reported that the Cambodian gunboats were apparently trying to move the crew off the *Mayaquez* to the mainland.

Three Gunboats Sunk

President Ford gave the order to stop the gunboats' objectives. U.S. Air Force planes first fired warning shots and fire was returned from the Cambodian vessels. In the exchange that followed, three of the gunboats were sunk and four others disabled in the water. One of the boats successfully made it to Kompong Som.

Nearly 20 hours later, still with no commitment from the Cambodians to release the ship and its crew, U.S. Marines landed aboard the *Mayaquez* from helicopters and recaptured the vessel, but a complete search of the ship showed that no one was aboard her.

An assault force of about 200 Marines then landed by helicopter on Koh Tang Island to search for the captured crew there. They reportedly met heavy resistance from Cambodian forces stationed on the island where the U.S. forces suffered their casualties.

An air strike against Ream Airport near Kompong Som on the Cambodian mainland was also carried out by U.S. Air Force planes.

Shortly after the coordinated military operations began, a small vessel flying

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Oldest To Complete HLSS High School Program

At 64, Seafarer Gets GED Diploma

Brother Thomas Maher at age 64, recently became the oldest Seafarer to earn his high school diploma through the Lundeberg School's General Educational Development Program.

A resident of Virginia, Seafarer Maher was born in New York and began his career in the American merchant marine in 1946.

"I sailed around the world twice when I was working on the Isthmian Lines," said Brother Maher, "But in recent years, most of my ships have been going to the Far East."

When asked if he thought his travels as a Seafarer had helped him in earning his diploma, Brother Maher replied, "Of course. You can't help but learn things when you travel. Travel is a kind of education in itself."

According to Seafarer Maher, the new technology on America's merchant ships is what originally brought him to HLS.

"I had been sailing as an oiler for years, and I had my pumpman endorsement. But with the new ships I couldn't really use that. I kept thinking about going to the Lundeberg School, and more and more of my shipmates who had been there recommended it. So I decided to give it a try. I went to the school and got my QMED endorsement, and I got so much individual help and encouragement from all the people there that I got enough confidence to stay and try the GED program."

Seafarer Maher added that, "The GED Program here is very good. I'm so

glad I took advantage of it. For the first time now, when I read a book, I really notice the punctuation. I understand math and language much better, too. In fact, I actually enjoy math."

Brother Maher also commented on what the Lundeberg School meant to him as a Seafarer. He said, "I can remember the old days when things were so different. I see the youngsters at the Lundeberg School studying Union History and I think 'I lived through some of those things.' Today we've got really good people at HLS to help Seafarers

like me—people like Mrs. Glazer in the Reading Lab, and Miss Grotzky, who taught me grammar. And of course, Mrs. Nalen, who gave me so much encouragement."

"I'm proud of the Lundeberg School and I'm proud of what it's doing for Seafarers and for our industry."

The GED program at the Lundeberg School is open to all Seafarers—regardless of age—who do not have a high school diploma.

(For requirements and application for GED program, see page 22.)



For Seafarer Thomas Maher (second from right), "Happiness Is a GED Diploma". At 64, Brother Maher became the oldest SIU member to receive his high school diploma through the Lundeberg School's General Educational Development program. Sharing Seafarer Maher's happiness are, from left: Mike Sacco, vice president of HLSS; Hazel Brown, president of the School, and Margaret Nalen, director of academic education.



Seafarer Yehia Saeed is shipped aboard the SIU-contracted *George Goble* by SIU representative Roy Boudreau.



Union officials in the port of Detroit conduct membership meeting to keep the Detroit membership up-to-date on all the Union's activities. From the left are: Fred Farnen, Great Lakes vice-president Roy Boudreau, recording secretary; Jack Bluit, meeting chairman, and Carl Peth, reading clerk.



Great Lakes Seafarers gather in the port of Detroit Union hall to participate in the democratic process of the Union.



Seafarer Frank Davis, who sails as QMED and electrician, asks the chair for a clarification of the contract.



Detroit Members Meet; Fitting Out Near Completion



With fitting out on the Great Lakes just about completed, Lakes Seafarers are anticipating a good, extended work season which will continue through the Summer and into next Winter. Many Great Lakes members utilize their off-season well by using the time to upgrade their professional skills at the Lundeberg School in Piney Point. As in all SIU ports, the Union conducts a monthly membership meeting to keep Seafarers, living in the Detroit area, up-to-date on relevant developments in the maritime industry. The Detroit meeting, held on the first Friday after the first Sunday of each month, last month included reports on the Union's finances; the SIU Welfare, Pension and Vacation plans; educational opportunities for Seafarers, and the Union's legislative efforts on the political front in Washington, D.C.



After membership meeting, retired Seafarers John White, left, and Joe Gorney, right, get together with still actively sailing wheelsman Raymond Garlow, center. Brother White, who retired in 1973, used to sail as cook and Brother Gorney, a 1967 retiree sailed as able seaman.



Great Lakes Seafarer Ed Lombardi raises hand to make motion to the chair at the April Detroit membership meeting.

Jobs for UIW Brothers

Shipyard to Reopen; \$40-M Loan OK'd

The Federal Government's Department of Commerce announced May 14 the approval of a \$40-million loan guarantee for Seatrain Shipbuilding Corp. which will enable the company to reopen its facilities at the Brooklyn (N.Y.) Navy Yard, resume construction on the two uncompleted super-tankers there and rehire a majority of the SIU-affiliated United Industrial Workers of America (UIW) who have been furloughed.

The loan guarantee was made by the Commerce Department's Economic Development Administration. It comes after a three-and-a-half month period of idleness for some 1,800 UIW members who were furloughed late in January. Prior to that Seatrain was forced to layoff some 1,300 men because of financial difficulties.

Since the massive layoffs began, UIW and Seatrain officials have held numerous meetings with high government officials and Congressional representatives in an effort to obtain government assistance for Seatrain.

In announcing the approval of the

loan guarantee, Acting Secretary of Commerce John K. Tabor said, "Because of serious financial difficulties the Seatrain company was forced to furlough close to 3,100 workers at its facility in the Brooklyn Navy yard. Our action today will put a high percentage of these workers back to work."

"These workers," Tabor went on to say, "are people who were formerly unskilled, and through various Federal manpower programs became skilled craftsmen. I am delighted, and I am sure they are, that they will be going back to work, using their new skills, soon."

Joseph Kahn, chairman of the Board of Seatrain Lines, said that the company hoped to reopen the Yard and start recalling workers approximately two weeks after the announcement of the government's assistance. While it is not certain how many men will be rehired, it is hoped that the majority of workers who were furloughed will eventually be able to return to their jobs. Workers will be rehired on a seniority basis, as per the contract.

Among those present at the shipyard on the day of the announcement were: SIU Vice President and UIW National Director Frank Drozak, Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, EDA Deputy Secretary Jeff Cahill, Seatrain Lines Board Chairman Joseph Kahn, Seatrain Lines President Howard Pack, Seatrain Shipbuilding Corp. President John A. Serrie and Sen. James L. Buckley (Cons.-N.Y.).

Senator Buckley was one of the members of Congress who was instrumental in convincing government officials that making a loan guarantee for Seatrain was extremely important for the workers involved and the surrounding community.

Commenting on the impending reopening of the Yard Sen. Buckley said: "This is happy news. The day would not have arrived except for the tremendous cooperation between management, labor and government." Buckley went on to say that he hoped the Yard would "continue on through the years and give

new lifeblood to the community."

Chisholm, Richmond Statement

Representatives Shirley Chisholm (D.-N.Y.) and Fred Richmond (D.-N.Y.), who represent the shipyard area in Congress, and who also played a large role in pressing the government to come to the assistance of Seatrain, issued a joint statement on the action.

"We are pleased that the workers at Seatrain will soon be returning to their jobs at the Brooklyn Navy Yard," the statement read. "These layoffs have already had a profound effect on the economy of many of our communities in Brooklyn which are in the midst of a severe depression."

"The decision to guarantee a Federal loan for Seatrain is a step towards relieving the burden of unemployment which has already reached catastrophic proportions in our inner cities," the statement continued. "This loan restores the viability of the Navy Yard and is a step toward alleviating the effects of our current economic recession."

Hall Gets Navy League Thompson Award

SIU President Paul Hall was honored last month by the 73rd Annual Convention of the Navy League of the United States for his "outstanding civilian leadership toward furthering the understanding of the importance of seapower to the United States."

The Navy League convention, highlighted by an address from President Gerald R. Ford, presented SIU President Hall the *Robert M. Thompson Award*, one of 12 prestigious awards given annually for personal achievements in leadership in maritime affairs, science, community service and literature.

In accepting the award, President Hall declared that "no nation can expect to remain a first-rate world power without a strong national program for seapower," and he pledged the SIU's continued willingness to cooperate with the Navy League "to restore our nation as a leading, global maritime power."

President Ford, delivering the keynote address at the New Orleans-based convention, extended his personal congratulations to Hall, and asserted:

"This is a well-deserved tribute to a great union leader and a great American—a man who has done as much as anyone to keep America's merchant fleet alive and well during challenging times. He is a man who believes in America, has fought for America and will continue to be in the leadership in keeping America strong."

President Ford also cited some of the problems facing the American merchant marine and Naval seapower today, and imperatively stated:

"Let it never be said that our generation allowed American seapower to erode into a second-class status. Let it never be said that we permitted our merchant fleet to disappear by attrition."

"Only a strong America... can be an effective force for peace in the troubled modern world. And a strong Navy and merchant marine are essential to a strong America."

After President Ford's address, the annual convention of the Navy League,



Secretary of the Navy William Middendorf, right, congratulates SIU President Paul Hall on the award he received from the Navy League of the United States for his "outstanding civilian leadership toward furthering the understanding of the importance of seapower to the United States."

a 45,000-member organization created nearly three quarters of a century ago to educate the public about "the dependence of the nation on seapower," adopted a number of important resolutions concerning the health and development of the American merchant marine.

Among the resolutions, the league pledged to work for "the creation of a Department of Ocean Affairs... which could best implement a national ocean policy and coordinate all maritime services."

A vigorous effort to inform the American public both of the nation's growing dependence on foreign sources for vital materials, and the need for a strong Navy and merchant marine "capable of ensuring the safe arrival of these basic materials," was also resolved by the league convention.

The convention delegates, expressing

concern over the decline in the number of active naval vessels in service, and the fact that American flagships carry less than 6 percent of the nation's imports and exports, reflected that presently "there is no adequate articulation of naval policy either on the strength of our naval forces or on the extent to which American-built ships, flying the American flag and manned by American seamen, shall carry waterborne foreign trade." This resolution carried the league's support for the transport of increased amounts of American cargo on ships built and registered in the U.S., crewed by U.S. citizens.

Below is the text of the words contained in the award presented to SIU President Paul Hall by the Navy League of the United States on Apr. 24, 1975.

Throughout his life he has dedicated his efforts to the development and

maintenance of a strong U.S. maritime industry—one that will greatly benefit the nation's defense as well as its economic security. In the process, he has looked beyond his concern for the welfare of the American maritime workers, whom he represents so ably, to the best interests of the nation and the preservation of the ocean power upon which this nation has relied for its existence for the past two centuries. As an articulate spokesman for a strong maritime industry, he has addressed Congressional committees, schools, universities, and citizen groups of all kinds. He has worked to generate support not only for the U.S. merchant marine but for the needs of the Navy, and of the fishing, oceanography and offshore mineral industries. He has manifested his belief that only by the development of all of these areas can the United States maintain its position as a world sea power leader. By word and deed he has provided outstanding civilian leadership to insure that the maritime industry will continue working together, despite likes or dislikes, to achieve the common goal of a completely revitalized, globally competitive merchant marine.

Tampa Hall Moves

In order to better meet the needs of Union members, the SIU has moved its Tampa operations from 312 Harrison St. to 2610 W. Kennedy Blvd.

The new zip code is 33609 and the new telephone number is: (813) 870-1601.

The Union feels that in this new facility, it will be better able to service all the members' needs.

SIU Executive Vice President Cal Tanner is in charge of the Tampa hall following the death of Brother Bennie Gonzalez who had been port agent there for nearly ten years.

The Committee Page

San Francisco Committee



Recertified Bosun Frank Teti (center) ship's chairman of the containership *SS San Francisco* (Sea-Land) at a payoff on Apr. 28 in the port of New York before layup following a run to the Mediterranean. Other members of the Ship's Committee are, from left: Educational Director Ray Mathews; Steward Delegate Paul Kent; Deck Delegate Mike Carlisle, and Engine Delegate John Day.

Seattle Committee



In the messroom of the *C4 SS Seattle* (Sea-Land) at a payoff in the port of New York on Apr. 17 is (2nd left) Recertified Bosun John Carey, ship's chairman, with the Ship's Committee of from left: Engine Delegate G. Weaver, Deck Delegate Leo Derstler, and Steward Delegate Pedro Sanchez. The ship was on a coastwise run.

Portmar Committee



At the far left is Recertified Bosun Irwin S. Moen, ship's chairman of the *C4 SS Portmar* (Calmar) on a coastwise run with the Ship's Committee of, from left: Chief Steward Sidney Garner, secretary-reporter; Steward Delegate Melvin Knickman; Engine Delegate Robert Raymer and Deck Delegate Bruce Vain. The ship paid off in the port of Baltimore on Mar. 27.

Jacksonville Committee



Recently Recertified Bosun Jose Gomez (standing center), ship's chairman of the containership *SS Jacksonville* (Sea-Land), at a payoff on May 8 in the port of New York with the Ship's Committee of (seated l. to r.): Chief Steward Henry Galicki, secretary-reporter, and Engine Delegate Genaro Rivera, both reading the Seafarers LOG, and (standing l. to r.): Steward Delegate Anthony Gregoire, Gomez, and Deck Delegate P. Del Valle. The vessel is a coastwise run.

San Juan Committee



Far right is Recertified Bosun Robert "Bob" Gorbea, ship's chairman of the *C4J SS San Juan* (Puerto Rico Marine) at a payoff on Apr. 29 in the port of New York with the Ship's Committee of, from left: Steward Delegate Benny Santos; Chief Steward Frank Baja; Deck Delegate James Galloway, and Engine Delegate Jack Fitzgerald. The vessel was formerly named the *SS Chicago*.

Los Angeles Committee



Recertified Bosun Calvin E. James (standing far right) ship's chairman of the *SS Los Angeles* (Sea-Land) at a payoff on Apr. 24 in the port of New York after a Med run. Other members of the Ship's Committee are from left: Deck Delegate Vlachos Konstaninos, Steward Delegate N. Quinones and Engine Delegate Edward L. Atkins. SIU Patrolman Ted Babkowski is seated far right.

Tanker Slump Is Seatrade Confab Topic

Sec. Blackwell Asserts 40 Ships Could Be Laid Up

The depressed state of the world and American tanker markets and their prospects for the future were the main areas of discussion at a Seatrade-sponsored business conference held last month at the Waldorf-Astoria Hotel in New York City.

Among the speakers who addressed the conference were SIU President Paul Hall, Robert J. Blackwell, U.S. assistant secretary of Commerce for maritime affairs; Melvin A. Conant of the Federal Energy Administration and Philip J. Loree, chairman of the multi-

national oil company-funded Federation of American Controlled Shipping, formerly known as the American Committee for Flags of Necessity.

Commenting on the present state of the tanker market, Secretary Blackwell said that 31 American-flag tankers were presently laid up and noted that in the next few months this number could rise to 40 idle tankers with an aggregate tonnage of 1.8 million deadweight tons.

Blackwell also stated that the American shipbuilding industry was hurting from the depressed tanker market, and reported that contract orders for five 89,000-deadweight ton tankers, scheduled to be built at Todd Shipyards in San Pedro, Calif., had been canceled.

Noting similar problems in the world tanker market, Secretary Blackwell predicted: "I do not foresee any additional crude oil carriers being built for the U.S. foreign trade until the present world surplus is worked off."

Responding to these issues, SIU President Paul Hall reaffirmed the absolute necessity of a fair oil cargo preference law, calling for 30 percent of all U.S. oil imports to be carried on U.S. flagships, if the American tanker fleet is to survive, and if the American shipbuilding industry, which has made

significant strides forward since passage of the Merchant Marine Act of 1970, is to continue to move ahead.

President Hall told the conference that the major oil companies have consistently opposed fair cargo preference for the U.S., while at the same time quietly supporting efforts of Arab nations to build up tanker fleets capable of carrying large percentages of exported Mideast oil.

President Hall also declared that if the multinational oil companies do not begin to cooperate more in solving the nation's economic and energy problems they face the definite prospect of increased control of their oil operations.

He said the recent repeal of the oil depletion allowance, which will cost the oil companies nearly \$2 billion more in taxes each year, is an example of the people's frustration with the multinational firms.

Federal Energy Administration official Melvin Conant, and Federation of American Controlled Shipping Chairman Philip Loree, whose organization is made up of the big oil firms owning and operating the huge, competition stifling runaway flag-fleets, both took stands against enactment of oil cargo preference for the U.S.

Transcolorado Evacuates Vietnamese Refugees



The SS *Transcolorado* (Hudson Waterways) participated in the U.S. rescue operation of refugees from South Vietnam.

The SIU-contracted SS *Transcolorado* (Hudson Waterways) carried thousands of South Vietnamese refugees, including a blessed event, to Orote Point, Guam on May 10 from Subic Bay, the Philippines.

The C-4 docked with one more passenger than she had when she left the Philippines when a boy, subsequently named John Colorado Than, was born in international waters.

The refugees, half of them children, had been on board the MSC ship for a period of 5-10 days. Decks and holds were littered with such debris as motorcycles, straw hats, empty food packages, sandals, jackets and even a sewing machine.

Seafarers had altered the vessel's pipes to carry fresh water to the evacuees sheltered from the hot sun under rigged canvas awnings on deck.

Hudson Waterways received a telegram from U.S. Navy Admiral J. L. Holloway III praising the rescue operation which he termed "difficult and complex." Admiral Holloway also singled out the men involved in the rescue, and said that the operation will "stand as a tribute to the courage, determination and perseverance" of the operating forces involved.

The *Transcolorado* has been involved in the refugee sealift from Vietnam since early April.



South Vietnamese woman arrives in Guam with her four children and possessions after being rescued in American sea-lift operation and transported from the Philippines.



SIU President Paul Hall cites the importance of a fair oil cargo preference law in overcoming the problems facing the American tanker market at the Seatrade-sponsored conference last month in New York.

SIU Receives Education Award

The Seafarers International Union was presented a special award "for offering educational opportunity to youth" through the SIU's annual college scholarship program by the Educational and Cultural Fund of the New York City-based Local 3 of the International Brotherhood of Electrical Workers.

The award, presented by former New York Mayor Robert Wagner at the IBEW Local's 27th Annual Scholarship Awards Breakfast held Apr. 19, was accepted by SIU President Paul Hall "in behalf of the professional sailors of the SIU and their children."

The 38,000-member Local 3, the largest local in the country, also presented special educational awards to the Drug and Hospital Workers Union, Local 1199, and the New York Times

for their individual college scholarship programs.

Local 1199 has had their scholarship fund since 1968 for children of their members, and the New York Times has been presenting scholarships to their workers' children since 1964. The SIU's annual program, in existence since 1953, gives both SIU members and the dependents of Seafarers a chance to compete for the scholarship awards.

The SIU received the educational award at the same time as the Union was preparing to select the five winners of this year's \$10,000 SIU college scholarship grants. See the back page of this issue of the LOG for the complete story about the winners of this year's SIU scholarships.

5 Win \$10,000 SIU Scholarships; One a Seafarer

(Continued from back page)

since 1947. The 49-year old Seafarer sails as both able-seaman and bosun.

1st IBU Dependent to Win

"She is one of the finest young ladies who has ever attended Trenton High School," says school principal Neil Van Riper of scholarship winner Barbara Bernard. Ranking tenth in her graduating class of 580 students, Barbara is a well deserved recipient of the \$10,000 award. She is also the first dependent of an IBU member to win the scholarship.

Barbara plans to study pharmacy at Wayne State University in Detroit, Mich. Her outside activities show keen interests in music, art and athletics. She is studying piano and organ, and uses her talent practically as a church organist. Barbara's music instructor says she is "already a fine musician."

Barbara's father, 45-year old Boatman Lawrence Bernard, has been a member of the SIU-affiliated Inland Boatmen's Union since 1962. Before that, Brother Bernard also sailed with the SIU. Presently, he is working for Great Lakes Towing and is specially skilled as a salvage diver.

Career of Psychology

Although born in New York City, scholarship winner Ana Pinilla has

lived 16 of her 17 years in Rio Piedras, Puerto Rico. With outside interests in swimming and tennis, Ana plans to use her \$10,000 grant to pursue a major in psychology at the Universidad de Puerto Rico. From there she hopes to continue her education in either Mexico



Seafarer
Ventura Gilabert

Seafarer
Louis Pinilla

or Spain and work for a Masters Degree and then a doctorate in clinical psychology.

Ana is an almost straight 'A' student at the Colegio De La Milagrosa High School in Rio Piedras and she achieved excellent scores on the College Entrance Examination Boards.

Her father, 58-year old Seafarer Louis Pinilla has been a member of the SIU since 1943 and sails in the steward department as chief steward, chief cook

and cook and baker. Brother Pinilla was born in San Juan, moved to New York, and then moved back again to Puerto Rico where he has permanently settled.

The SIU extends its sincerest congratulations to these scholarship winners and their families, and hopes that all their educational goals will be achieved.

FOWT Grads at Lundeborg



Reading Instructress (center) Pat Glazer poses prettily last month with (far right) FOWT Instructor Jack Purcell and the latest class of fireman-water-tender graduates of the Harry Lundeborg School of Seamanship. From left are: Raymond Hipp; Olman Morales; C. Killen, and Peter Moore.

Washington Activities

By B. Rocker



Maritime Authorizations

On Apr. 17, the Merchant Marine and Fisheries Committee reported out the 1976 Merchant Marine Authorization Bill. The authorization would provide funds through the Maritime Administration for operating differential subsidies, construction differential subsidies and Title XI mortgage guarantees for new construction.

Under the provisions of the Merchant Marine Act of 1970, the goal was to build 300 new ships in 10 years. These ships were to replace and supplement the shrinking U.S. fleet.

Title XI funds guarantee shipbuilding loans, and have been very valuable in the expansion of new vessel construction. H.R. 3902 would authorize \$7 billion for Title XI—increase of \$2 billion—and \$240 million for construction differential subsidies.

The Senate bill, S. 1542, was passed by voice vote on Apr. 29 and sent to the House. It provides for \$8 billion in Title XI, \$195 million for CDS and \$315.9 million for ODS.

The House can vote on the Senate bill or can vote on H.R. 3902 and then go to a joint conference committee to resolve any differences.

Railway Rates

Senator Taft (R-Ohio) has reintroduced the Modern Railway Transportation Act which would give rail lines the right to abandon unproductive branch lines and would divest ICC of all ratemaking authority.

Another bill, H.R. 6351, was introduced by Brock Adams, (D-Wash.) Called the Railroad Improvement Act of 1975, it would permit railroads to raise rates to the 7 percent maximum, but would not allow them to lower rates.

Tax Bill

The Tax Reduction Act of 1975, signed by President Ford on Mar. 29, will eliminate many of the tax loopholes enjoyed by the multinational oil companies. Included among the tax breaks modified or repealed was the provision which deferred U.S. taxation of profits of American-owned foreign shipping operations.

The new law provides that foreign shipping profits realized by an American corporation are to be taxed the same as American shipping.

Jones Act

Collier Carbon, a subsidiary of Union Oil Company, was granted a waiver of the Jones Act six months ago to carry anhydrous ammonia between Alaska and the Pacific Northwest. The Treasury Department granted Collier an open-ended waiver that could be extended to two years, with no requirement that the company build a U.S.-flag vessel.

Close observation of repeated attempts over several years leads us to believe that these are deliberate efforts to break the Jones Act, and frequently they can be traced to oil companies.

Senator Magnuson (D-Wash.) has introduced S. 1543 to assure compliance with the Jones Act in Alaska trade. Under Section 27 of the Merchant Marine Act of 1920, Jones Act requirements do not apply to merchandise shipped from the U.S. over Canadian National Railway to Alaska. The Magnuson bill would close this loophole which is particularly important now with the Alaska pipeline being built and Canadian National Railway planning to increase its service to Canada.

Fishermen's Compensation

Witnesses for the Departments of Commerce, Justice and State opposed three bills, in hearings before the House Merchant Marine and Fisheries Committee, which would provide compensation to U.S. fishermen whose vessels or gear are damaged by foreign fishing vessels.

They argued that the bills would be inflationary at a time when the President is asking Congress to hold the budget down. Further, they claimed that it would be difficult to validate claims; that in cases where loans were to be extended, there is no basis to review the ability of the recipient to repay; and that there appeared to be no geographical restrictions.

The Executive Secretary of the Atlantic Offshore Fish & Lobster Association was the only witness who spoke in favor of the bills. He said that most of the fishermen are individual owner-operators who "put all their personal possessions on the line" to obtain financing. They try to fish on waters where the huge foreign trawlers cannot destroy their property, but safe areas are less productive, he argued.

Further Committee action is necessary before the bills can be reported out to the House.



To Protect Your
Job Security in
the Fight for
Favorable Legislation

Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.



Headquarters Notes

by SIU Vice President Frank Drozak

Throughout the history of our Union, Seafarers have been confronted with—and have successfully overcome—many pressing problems affecting the SIU as an integral part of the U.S. maritime industry. Yet they are the same kind of problems that have done irreparable damage to the pension, welfare and job security structures of some other unions.

The SIU has been successful in meeting our challenges because SIU members have always shown both the responsibility to try and understand our problems and the intelligence to act in a manner that would benefit the majority of Seafarers in the greatest number of ways.

I just recently returned from the two-week long Seafarers Conference at the Harry Lundeberg School of Seamanship in Piney Point, Md., and the 66 SIU members who served as the elected delegates showed throughout the Conference this same kind of responsibility and rational action that has enabled the SIU to successfully meet our problems in the past. (See special supplement in this issue of the LOG.)

In addition, these 66 Seafarers attending the Conference showed a sincere interest in making the Conference a success by drafting suggestions and recommendations that fairly and accurately reflected the needs and desires of the majority of the SIU membership.

As a result of these proposals, covering such areas as wages, overtime, pension, welfare and vacation, shipping rules, work rules and job jurisdiction, the SIU's contract department will soon be going into negotiations with our contracted operators with the most firm foundation for negotiations we have ever had—a foundation built by the democratic action of the SIU membership.

Consequently, our new contract will be a good contract and a sound contract, one which will continue to meet the needs of Seafarers throughout its duration.

I wish to express my sincere thanks and appreciation to the 66 SIU members who served as delegates and worked so hard to make the Conference a meaningful and successful gathering of Seafarers. It was a pleasure working with these solid Union men.

In addition to my report on the Piney Point Conference, I have a few other important items to report on from Headquarters.

FIREFIGHTING NOW A 2-DAY COURSE

The SIU's important course of instruction in firefighting, which has been just a one-day course conducted at the U.S. Maritime Administration's facility in Earle, N.J., has now been expanded to a two-day session.

Under the new course outline, the first day of the consecutively-held two-day program will consist of classroom work at the Harry Lundeberg School. The second day will be entirely devoted to practical firefighting training at the MARAD-administered school in Earle, N.J.

The only scheduled dates so far for the new two-day course are June 2, 3. I will keep you posted on new upcoming dates.

I urge all Seafarers to participate in this important safety course as soon as possible. If you wish to attend the June 2, 3 class, contact as SIU representative immediately.

NEW CONSTRUCTION

The *Zapata Ranger*, a 35,000-ton tanker, was christened May 17 on the West Coast. She is the first of four of these class tankers that will be operated by Zapata and manned by SIU members.

BOSUN RECERTIFICATION PROGRAM

With the graduation of the 22nd class from the Bosun Recertification Program at the Headquarters' membership meeting this month, 236 SIU bosuns have successfully completed the program.

We have had many reports from ships' captains and company officials praising our recertified bosuns for the fine job they are doing as the head of the unlicensed crew. And the significant cut in shipboard beefs and contractual disputes aboard ships manned by recertified bosuns demonstrates the fine job they are doing as chairmen of the ships' committees.

'A' SENIORITY UPGRADING

Six more Seafarers graduated this month from the SIU's 'A' Seniority Upgrading program. These men are now full book members of this Union in good standing. They now enjoy better job opportunities and can remain on a vessel for as long as they wish. I urge all Seafarers who are eligible for this program, and who have not already applied, to do so as soon as possible.

Maritime Reforms Needed, Hall Tells Tulane Group

SIU President Paul Hall, serving as a member of a panel composed of influential maritime representatives, addressed the 26th annual Institute of Foreign Transportation and Port Operations held earlier this month at Tulane University in New Orleans.

The panel discussion, considering "Our Maritime Status—Today and Tomorrow," was held on the last day of the week-long conference.

Reviewing the present state of the maritime industry, President Hall remarked that "no other industry has taken the beating in recent months that the U.S. maritime industry has endured."

Suffering from a decline in cargoes due to the recession and the fall in oil consumption which has severely affected the tanker market, this indus-

try has almost one-third of its independently owned tanker fleet laid up and better than 5,000 shipyard workers without jobs.

"And while around the world," Hall said, "nation after nation is enacting cargo preference laws that mandate their cargoes be carried on their own fleets, the United States continues to neglect to enact policies designed to build a strong merchant marine."

These laws, as well as centralized maritime agencies and other policies that seek to build strong merchant fleets, contribute to these nations' economic well-being and security.

If the U.S. merchant marine is to grow in the same manner, America needs a national cargo preference policy, a unified maritime agency, legislation to counter the rate-cutting

practices of Russian and other third-flag fleets in the U.S. liner trade, and the means to curb the power of the oil companies "who have contributed so much to the demise of the U.S. fleet," President Hall pointed out.

"In spite of these setbacks," Hall continued, "the merchant marine has managed to stay alive."

"In fact," he said, "there are presently several encouraging signs that the American merchant marine can revitalize itself."

NMC's Success

These signs include the National Maritime Council's success in increasing U.S. cargo carriage from 3.6 percent in 1972 to over 6.4 percent today, the new-found stability of the maritime

industry, the innovations of U.S. shipbuilders, and the new numbers of congressmen and government officials who are beginning to recognize the problems of the U.S. merchant marine.

"Thus," Hall said, "we can point to much progress in the U.S. maritime industry, despite our problems. If we can further capitalize on our successes, while putting our present problems behind us, the nation and our security will be the greatest benefactors."

Joining Hall on the panel were W. J. Amos, Jr., president of Lykes Bros. Steamship Co.; Helen Delich Bentley, chairwoman of the Federal Maritime Commission, and Congresswoman Leonor Sullivan (D-Mo.), chairwoman of the House Committee on Merchant Marine and Fisheries.

National Maritime Day

To commemorate the vital role of the American merchant marine in war and peace, President Gerald Ford has proclaimed May 22 as National Maritime Day. The presidential proclamation, issued annually since 1933, requests all Americans to honor the merchant marine by displaying the flag at their homes on this day, and urges all ships sailing under the American flag to observe dress ship customs.

The proclamation reads in part:

"To promote public recognition of the importance of the American merchant marine, the Congress in 1933 designated the anniversary of the beginning of the first transatlantic voyage by a steamship, the *Savannah*, on May 22, 1819, as National Maritime Day, and requested the President to issue a proclamation annually in observance of that day (48 Stat. 73, 36 U.S.C. 145).

"Now, therefore, I, Gerald R. Ford, President of the United States of America, do hereby urge the people of the United States to honor our American merchant marine on May 22, 1975, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag dress ship on that day."



Congresswoman Leonor Sullivan (D-Mo.), chairwoman of the House Merchant Marine and Fisheries Committee, joins SIU President Paul Hall on a panel addressing the twenty-sixth annual Institute of Foreign Transportation and Port Operations held at Tulane University in New Orleans.

22nd Class Graduates From Bosuns Program

Burton Hirsh



Burton "Tony" Hirsh, 58, has been a member of the SIU since 1939, and began going to sea as a member of the old ISU in 1936. Brother Hirsh, who has been sailing as bosun since the 1940's, ships from the port of Baltimore. A native of Philadelphia he now makes his home in Wells Tannery, Pa. with his wife Juanita.

John Davies



Seafarer John Davies, 47, has been a member of the SIU for 30 years, and has been sailing as bosun for the past six. A native of Pennsylvania, he now makes his home in Rotterdam, Holland. Brother Davies ships from the port of New York.

Egon Christiansen



Seafarer Egon Christiansen, 46, has been a member of the SIU since 1962, and has been sailing as bosun since 1968. A native of Denmark, he now ships from the port of San Francisco where he makes his home.

Kasmoin Amat



Seafarer Kasmoin Amat, 54, has been sailing with the SIU since 1953, and has been shipping as bosun for the past two years. A native of the Philippines, he now ships from the port of New York where he makes his home with his wife Maria.

John Gianniotis



Seafarer John Gianniotis, 51, has been a member of the SIU since 1951, and started sailing as bosun about eight years ago. A native of Greece, he now makes his home in Astoria, N.Y. with his wife Zoitsa. Brother Gianniotis ships from the port of New York.

Joseph Gavin



Seafarer Joseph Gavin, 50, started sailing with the SIU in 1943, and began shipping as bosun in 1953. A native of Wilkes Barre, Pa., Brother Gavin now makes his home in Arlington, Tex. He ships from the port of Houston.

Billy Nuckols



Seafarer Billy Nuckols, 49, has been sailing with the SIU for 28 years, and started sailing as bosun 10 years ago. A native of Amsted, West Virginia, he continues to make his home there with his wife Helen. Brother Nuckols ships from the port of New York.

Charles Boyle



Seafarer Charlie Boyle, 49, has been a member of the SIU since 1951, and started shipping as bosun 10 years ago. A native of New York, he now ships from the port of New Orleans where he makes his home.

Leonard Suchocki



Seafarer Leonard Suchocki, 52, has been a member of the SIU since 1943, and began sailing as bosun in 1946. A native of Pennsylvania, he now makes his home in Novato, Calif. with his wife Gail. Brother Suchocki ships from the port of San Francisco.

Charles Frey



Seafarer Charles Frey, 58, has been a member of the SIU since 1943, and has been sailing as bosun for the past 20 years. A native of Columbus, Ohio, he now makes his home in Altoona, Fla. with his wife Louise. Brother Frey ships from the port of Jacksonville.

Robert Broadus



Seafarer Robert Broadus, 51, joined the SIU in 1943, and began sailing as bosun 25 years ago. A native of Mobile, he ships from that port and continues to make his home there with his wife Mattie.

Melville McKinney



Seafarer Melville McKinney, 49, has been shipping with the SIU since 1947, and started sailing as bosun in 1953. A native of Indiana, he now makes his home in Camden, N.J. with his wife Florence. Brother McKinney ships from the port of Philadelphia.

Recertification Honor Roll

Following are the names and home ports of the 236 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

Aguir, Jose, New York
 Allen, Enos, San Francisco
 Allen, J. W., Seattle
 Altstift, John, Houston
 Amat, Kasmoin, New York
 Anderson, Alfred, Norfolk
 Anderson, Edgar, New York
 Annis, George, New Orleans
 Armada, Alfonso, Baltimore
 Atkinson, David, Seattle
 Baker, Elmer, Houston
 Baker, William, Houston
 Barnhill, Elmer, Houston
 Baudola, James, Houston
 Beavers, Norman, New Orleans
 Beculivans, Nicholas, New York
 Beck, Arthur, San Francisco
 Beeching, Marion, Houston
 Berger, David, Norfolk
 Bey, Jan, New York
 Bojko, Stanley, San Francisco
 Boney, Andrew, Norfolk
 Bourgot, Albert, Mobile
 Boyle, Charles, New Orleans
 Brendle, Mack, Houston
 Broadus, Robert, Mobile
 Brooks, Tom, New York
 Browning, Ballard, Baltimore
 Bryan, Ernest, Houston
 Bryant, Vernon, Tampa
 Burch, George, New Orleans
 Burke, George, New York
 Burton, Ronald, New York
 Bushong, William, Seattle
 Butterson, Walter, Norfolk
 Butts, Bobby, Mobile
 Butts, Hurmon, Houston
 Cain, Hubert, Mobile
 Caldeira, Anthony, Houston
 Carbone, Victor, San Juan
 Carey, John, New York
 Casanova, Michael, New Orleans
 Castro, Guillermo, San Juan
 Chestnut, Donald, Mobile
 Chlason, Richard, New Orleans
 Christenberry, Richard, San Fran
 Christensen, Christian, San Fran
 Christiansen, Egon, San Francisco
 Cleckel, John, San Francisco
 Clear, William, New York

Colson, James, Seattle
 Cooper, Fred, Mobile
 Craddock, Edwin, New Orleans
 Curry, Leon, Jacksonville
 Dakin, Eugene, Boston
 D'Amico, Charles, Houston
 Dammeyer, Dan, New York
 Darville, Richard, Houston
 Davies, John, New York
 Delgado, Julio, New York
 Dickinson, David, Mobile
 Dixon, James, Mobile
 Donovan, Joseph, Boston
 Drake, Woodrow, Seattle
 Drewes, Peter, New York
 Ducl, Maurice, Houston
 Dunn, Beverly, Mobile
 Eckert, Arne, Seattle
 Eddins, John, Baltimore
 Edelman, Bill, Houston
 Faircloth, Charles, Mobile
 Ferrera, Raymond, New Orleans
 Finklea, George, Jacksonville
 Flowers, Eugene, New York
 Foster, James, Mobile
 Foti, Sebastian, Wilmington
 Frey, Charles, Jacksonville
 Funk, William, New York
 Gahagan, Kenneth, Houston
 Garner, James, New Orleans
 Garza, Peter, Houston
 Gavin, Joseph, Houston
 Glangiordano, Donato, Phila
 Gianniotis, John, New York
 Gillain, Robert, Jacksonville
 Gillikin, Leo, San Francisco
 Gomez, Jose, New York
 Gonzalez, Jose, New York
 Gorben, Robert, New York
 Gorinan, James, New York
 Goss, Fred, San Francisco
 Greenwood, Perry, Seattle
 Grims, Vincent, New York
 Gaudinod, Luis, New Orleans
 Hauer, Bert, New York

Hanback, Burt, New York
 Hanstvedt, Alfred, New York
 Harvey, Lee J., New Orleans
 Hazel, John, New Orleans
 Hellman, Karl, Seattle
 Hicks, Donald, New York
 Hillburn, Thomas, Mobile
 Hill, Charles, Houston
 Hirsh, Burton, Baltimore
 Hodges, Raymond, Mobile
 Hodges, Raymond W., Baltimore
 Hogge, Elbert, Baltimore
 Homka, Stephen, New York
 Hoyde, Arne, Philadelphia
 Iperu, Orla, New York
 James, Calvin, New York
 Jandora, Stanley, New York
 Jansson, Sven, New York
 Johnson, Fred, Mobile
 Johnson, Ravaghn, Houston
 Joseph, Loyal, Philadelphia
 Justus, Joe, Jacksonville
 Karlsson, Bo, New York
 Kerageorgiou, Antoluc, New Orleans
 Keragood, Morton, Baltimore
 Kingsley, Jack, San Francisco
 Kleinola, William, New York
 Knoles, Raymond, San Francisco
 Koen, John, Mobile
 Konis, Perry, New York
 Koza, Leo, Baltimore
 Krawczynski, Stanley, Jacksonville
 Lambert, Reilus, New Orleans
 Landron, Manuel, San Juan
 Lasso, Robert, San Juan
 Lataple, Jean, New Orleans
 Lavoine, Raymond, Baltimore
 Lawton, Woodrow, Baltimore
 LeClair, Walter W., New York
 Lee, Hans, Seattle
 Levin, Jacob, Baltimore
 Libby, George, New Orleans
 Lineberry, Carl, Mobile
 Maclbert, Robert, Baltimore
 Moldonado, Basilo, Baltimore
 Manning, Dealt, Seattle

Martineau, Tom, Seattle
 Mattioli, Gastano, New York
 McCaskey, Earl, New Orleans
 McCollom, John, Boston
 McGinnis, Arthur, New Orleans
 McKinney, Melville, Philadelphia
 Mechan, William, Norfolk
 Meffert, Roy, Jacksonville
 Merrill, Charles, Mobile
 Michael, Joseph, Baltimore
 Miller, Clyde, Seattle
 Mitchell, William, Jacksonville
 Mize, Cyril, San Francisco
 Mladonich, Ernest, New Orleans
 Mosen, Irwin, Baltimore
 Monardo, Sylvester, New Orleans
 Morris, Edward Jr., Mobile
 Morris, William, Baltimore
 Moss, John, New Orleans
 Moyd, Ervin, Mobile
 Mullis, James, Mobile
 Murry, Ralph, San Francisco
 Nash, Walter, New York
 Nicholson, Eugene, Baltimore
 Nielsen, Vagu, New York
 Nuckols, Billy, New York
 O'Brien, William, New York
 O'Connor, William, Seattle
 Olesen, Carl, San Francisco
 Olson, Fred, San Francisco
 Olson, Maurice, Boston
 Oromaner, Albert, San Francisco
 Palino, Anthony, New York
 Paradise, Leo, New York
 Parker, James, Houston
 Pedersen, Otto, New Orleans
 Pehler, Frederick, Mobile
 Pence, Floyd, Houston
 Perry, Wallace, Jr., San Francisco
 Pierce, John, Philadelphia
 Pollanen, Vieko, New Orleans
 Poulson, Verner, Seattle
 Preddy, Donald, New York
 Price, Clarence, Mobile
 Puchakki, Ramiah, San Francisco

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

Jerry Waugaman



Seafarer Jerry Waugaman graduated from the HLSS in 1972 and sails in the engine department. He sails as an FOWT. Brother Waugaman was born in Port Angeles, Wash. He ships out of the port of Seattle where he now resides.

Panagirtis "Pete" Kanavos



Seafarer Panagirtis "Pete" Kanavos has been sailing with the SIU since 1968 and received his chief electrician endorsement this year at Piney Point. Born in Greece, Brother Kanavos had previously sailed with the Royal Greek Navy in the engine department. He ships out of the port of New York and is a resident of Center Moriches, L.I., N.Y.

'A' Seniority Upgrading Program

6 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 six more Seafarers. They are Pat Edgell, Patrick Gallagher, Panagirtis "Pete" Kanavos, Thomas Lamphere, Gary Lang and Jerry Waugaman. This brings the total number of Seafarers who have completed the program to 156.

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

By upgrading themselves through the program, they are helping to insure the strength of this Union, a strength which rises out of a solid membership which understands their industry and their Union's role in that industry.

Thomas Lamphere



Seafarer Thomas Lamphere has been sailing with the SIU since 1970 in the engine department. Brother Lamphere received his QMED endorsement at the HLS recently. He ships out of, and is a resident, of the port of Seattle. His birthplace is Bremerton, Wash.

Patrick Gallagher



Seafarer Patrick Gallagher is a February 1972 graduate of the HLSS and received his AB endorsement last year in the port of San Francisco. Brother Gallagher ships out of that port and resides in Washington, D.C. He's a native Pennsylvanian.

Gary Lang



Seafarer Gary Lang started sailing with the Union in 1949 and had previously sailed on a number of foreign ships. Brother Lang upgraded at Piney Point from AB to Quartermaster. He has also sailed as a bosun. A native of Rotterdam, he ships out of the port of New York and resides in Guttenberg, N.J.

Pat Edgell



Seafarer Pat Edgell graduated from the Harry Lundeberg School of Seamanship in Piney Point, Md. in 1970. Since then he's been sailing with the SIU in the engine department. He now sails as FOWT. Brother Edgell is a native of Los Angeles and ships out of the port of New York. He's a resident of Falls Church, Va.

Upgrading Honor Roll

Following are the names and departments of 156 Seafarers who have completed the 'A' Seniority Upgrading Program.

- Adams, Francis, Deck
- Allen, Lawrence, Engine
- Allison, Murphy, Engine
- Ahmad, Bin, Deck
- Ames, Allan, Deck
- Andrepost, F. J., Engine
- Arnold, Mott, Deck
- Bartol, Thomas, Deck
- Baxter, Alan, Engine
- Bean, P. L., Deck
- Beaverd, Arthur, Engine
- Bellinger, William, Steward
- Bernal, William, Deck
- Blacklock, Richard, Engine
- Bolva, James, Deck
- Boken, Harold, Deck
- Bokes, John, Engine
- Brackbill, Russell, Deck
- Burke, Lee Roy, Engine
- Burke, Timothy, Deck
- Burnette, Barney, Steward
- Cannuso, Frank, Deck
- Carhart, David, Deck
- Castle, Stephen, Deck
- Clark, Garrett, Deck
- Colangelo, Joseph, Deck
- Conklin, Kevin, Engine
- Correll, Paul, Engine
- Cunningham, Robert, Deck
- Daniel, Wadsworth, Engine
- Davis, William, Deck
- Day, John, Engine
- Derke, Michael, Engine
- Deakins, William, Steward
- Dising, Maximo, Engine

- Dobloug, James, Engine
- Edgell, Pat, Engine
- Egeland, Ralph, Deck
- Escodero, Tomas, Engine
- Ewing, Larry, Steward
- Farmer, William, Deck
- Fife, Marion, Deck
- Frost, Stephen, Deck
- Galka, Thomas, Engine
- Gallagher, Patrick, Deck
- Galliano, Marco, Deck
- Garay, Stephen, Deck
- Garcia, Robert, Deck
- Gilliam, Robert, Steward
- Golay, Raul, Steward
- Gower, David, Engine
- Graham, Patrick, Deck
- Grimes, M. R., Deck
- Hale, Earnest, Deck
- Hart, Ray, Deck
- Hawker, Patrick, Deck
- Haynes, Blake, Engine
- Heick, Carroll, Deck
- Heller, Douglas, Steward
- Humason, Jon, Deck
- Hummerick, James, Jr., Steward
- Hutchinson, Richard, Jr., Engine
- Ivey, D. E., Engine
- Johnson, M., Deck

- Jones, Leggette, Deck
- Jordan, Carson, Deck
- Kanavos, Panagirtis, Engine
- Kegney, Thomas, Engine
- Keith, Robert, Deck
- Kelley, John, Deck
- Kelly, John, Deck
- Kerney, Paul, Engine
- Kirksey, Charles, Engine
- Kittleson, L. Q., Deck
- Kalgi, Donald, Engine
- Kouetes, Johnnie, Deck
- Kunc, Lawrence, Deck
- Kundrat, Joseph, Steward
- Lamphere, Thomas, Engine
- Laner, Ronnie, Engine
- Lang, Gary, Deck
- LeChair, Lester, Steward
- Lehmann, Arthur, Deck
- Lentsch, Robert, Deck
- Lundeman, Louis, Deck
- Makarewicz, Richard, Engine
- Manning, Henry, Steward
- Marcus, M. A., Deck
- McAndrew, Martin, Engine
- McCabe, John, Engine
- McCabe, T. J., Engine
- McMullin, Clarence, Steward

- McFarland, James, Engine
- Minix, R. G., Jr., Engine
- Miranda, John, Engine
- Moneymaker, Ernest, Engine
- Moore, C. M., Deck
- Moore, George, Deck
- Moore, William, Deck
- Mortier, William, Deck
- Mouton, Terry, Engine
- Noble, Mickey, Deck
- Nuofio, Ken, Deck
- Painter, Philip, Engine
- Paloumbis, Nikolaos, Engine
- Papageorgiou, Dimitrios, Engine
- Parker, Jason, Deck
- Patrick, L., Engine
- Poletti, Pierangelo, Deck
- Prasinos, George, Deck
- Reaney, Bert, Engine
- Restaino, John, Engine
- Ripley, William, Deck
- Rivers, Sam, Engine
- Roback, James, Deck
- Rodriguez, Charles, Engine
- Rodriguez, Robert, Engine
- Rogers, George, Engine
- Sabb, Caldwell, Jr., Engine
- Salley, Robert, Jr., Engine
- Sanders, Darry, Engine

- Sanger, Alfred, Deck
- Shaw, Ronald, Engine
- Siffast, George, Deck
- Simonetti, Joseph, Steward
- Simpson, Spurgeon, Engine
- Sisk, Keith, Deck
- Smith, D. B., Steward
- Smith, Robert, Deck
- Spell, Gary, Engine
- Spell, Joseph, Deck
- Spencer, H. D., Engine
- Stanfield, Pete, Deck
- Stauter, David, Engine
- Stevens, Duane, Deck
- Svoboda, Kvetoslav, Engine
- Szeibert, Stephen, Steward
- Tanner, Leroy, Engine
- Thomas, Robert, Engine
- Thomas, Timothy, Deck
- Trainor, Robert, Deck
- Troft, Llewellyn, Engine
- Utterback, Larry, Deck
- Vain, Thomas, Deck
- Valton, Sidney, Engine
- Vanyi, Thomas, Steward
- Vukmir, George, Deck
- Walker, Marvin, Engine
- Wambach, Albert, Deck
- Waugaman, Jerry, Engine
- Wayman, Lee, Deck
- Wilhelm, Mark, Engine
- Wilson, Richard, Steward
- Wolfe, John, Deck
- Woodhouse, Ashton, Engine
- Zukier, Hans, Engine

SPAD Spells Job Security



Brother Richard Turpin, oiler on the Rose City (now the Arcibo) displays the \$20 SPAD receipt he has just received from an SIU patrolman after making his contribution for job security. SPAD helps your Union fight important legislative battles in our nation's capital—battles that can mean the difference between work and unemployment.

\$20.00
SEAFARERS POLITICAL ACTIVITY DONATION
\$20.00

875 FOURTH AVENUE — BROOKLYN, N. Y. 11232

Date _____

Contributor's Name _____

Address _____ City _____ State _____

E.S. No. _____ Zip Code _____

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

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

\$20.00
1975
\$20.00

Signature of Solicitor _____ Port _____

AT SEA



SS Overseas Ulla

The 38,210 dwt tanker, the *SS Overseas Ulla* (Maritime Overseas) hauled 20,000 tons of bulk wheat early this month to Aqaba, Jordan from the Gulf of Mexico.

SS Overseas Vivian

Also carrying 35,500 tons of wheat early this month was the *SS Overseas Vivian* (Maritime Overseas) to the ports of Bombay, Kandla, Madras and Vizagapatnam from the U.S. north Pacific Coast.

USNS Shenandoah

Coming out of layup last month in the port of Houston was the T5 *USNS Shenandoah* (Hudson Waterways) sailing with 25,000 tons of cargo to the Philippine Islands on May 15 from the Gulf of Mexico.

SS Vantage Horizon

In the middle of next month, the T2 *SS Vantage Horizon* (Vantage Steamship) will haul 32,500 tons of bulk wheat to the Indian ports of Bombay, Kandla and Madras from the U.S. Atlantic or Gulf Coast.

SS Ogden Challenger

Also early next month, the tanker *SS Ogden Challenger* (Ogden Marine) will travel from the Gulf of Mexico to Bombay, Madras or Kandla, India with 34,400 tons of bulk wheat perhaps via the newly reopened Suez Canal.

SS Delta Brasil

Late last month the *SS Delta Brasil* (Delta Line) hauled 3,500 tons of rice to the port of Puerto Cortes, Honduras from the Gulf of Mexico.

SS Delta Argentina

The *SS Delta Argentina* (Delta Line) early this month also carried 6,500 tons of bagged rice from the Gulf to the port of Puerto Cortes in hurricane-wracked Honduras.

SS Lyman Hall

On May 5 the C4 *SS Lyman Hall* (Waterman) offloaded 5,775 tons of rice in the port of Chittagong, Bangladesh from the Gulf of Mexico.

SS Transeastern

Coming out of layup by the end of this month in the Gulf will be the tanker *SS Transeastern* (Hudson Waterways) to carry 47,000 tons of wheat to the port of Kandla, India.

SS Connecticut

At the end of March, the tanker *SS Connecticut* (Ogden Marine) carried a cargo of 35,000-tons of wheat to a Black Sea port in Russia from the port of Houston.

SS San Juan

The *SS San Juan* (Puerto Rico Marine) carried 25,000-tons of oil from the Mediterranean last month to the United Kingdom and the Continent.

3 Get Their Lifeboat Tickets



Three more lifeboat ticket candidates got their diplomas early last month in Piney Point. They are (l. to r.): Anton Schmidt; William Joe, and Ramon Iruia.

Sunken SS Panoceanic Faith Memorialized



At the dedication of a painting (on wall) of the ill-fated, SIU-contracted *SS Panoceanic Faith* recently at the Massachusetts Maritime Academy on Cape Cod's Buzzards Bay are (l. to r.): Adm. Lee Harrington; SIU Boston Port Agent Edward Riley; Union attorney Arthur Abarbanel of New York City, and lawyer, Franklin W. Miles, Jr. The painting's artist is Samuel Emrys Evans of Hanover, Mass.

Boston Port Agent, SIU Counsel At Dedication

Boston Port Agent Ed Riley and SIU General Counsel Arthur A. Abarbanel were at dedication ceremonies recently of an oil painting depicting the sinking of the Union-manned C2, the *SS Panoceanic Faith* on Oct. 9, 1967 when 36 seamen were lost out of a crew of 41.

In the ceremonies at the Massachusetts Maritime Academy in Buzzard's Bay, Cape Cod, Adm. Lee Harrington introduced Port Agent Riley and Counselor Abarbanel—who was at the U.S. Coast Guard hearings on the disaster in 1968.

As the painting was hung in the academy's main dining room, the admiral thanked Brother Riley for the gift, given in the name of the SIU, of a bound, hard-cover volume of the 1967 Seafarers LOG in which a news story, photos of the 27 lost and five Seafarers saved and an aerial photo of the foundering World War II freighter were featured in the Oct. 27 edition.

Among those who perished were six graduates of the Massachusetts Maritime Academy, five engineers and mates, and SIU Oiler James Bechtold, 21.

The Seafarers rescued from the icy depths of the North Pacific 670 miles southeast of Alaska's Aleutian Adak Island were: still sailing Oiler Gordon L. "Roy" Campbell; AB Lewis E. Gray, Jr.; AB Oscar C. Wiley—whose father went down with the *USS Arizona* at Pearl Harbor; QMED John O. Kirk, and AB Edwin D. Johnson.

The parents of a young Japanese seaman swept overboard to his death off the rescue ship, the *SS Rocky Maru*, received \$4,000 from the SIU.

It all began on Sept. 29, 1967 as the 8,157-ton *Panoceanic Faith* steamed

out of the harbor of San Francisco headed for India via Japan with a cargo of fertilizer. All went well until she ran into a storm with 40-knot winds and 20-foot waves which ripped off tarpaulin hatch covers flooding her forward No. 1 and 2 holds.

On Oct. 9 the SIU-contracted *SS Pan American Steel Seafarer* picked up the sinking 495-foot ship's SOS and relayed it to the U.S. Navy Air Base on Adak.

Meanwhile, on the *Panoceanic Faith*, around 30 Seafarers jumped into a jammed 65-man lifeboat attempting to dislodge it. Previously, they had found the ship's other lifeboat unusable because of the vessel's more than 30 degree list.

Unfortunately, at about 3 p.m., the lifeboat tilted tossing the men into the frigid seas as the doomed ship sank in minutes taking the lifeboats with her.

Above, a Navy two-engine P-2 Neptune patrol plane, a diverted USAF Military Transport Command C-141 jet coming in from Japan and a U.S. Coast Guard C-130 aircraft called from Hawaii circled, dropping many 12-man and 22-man rafts with survival gear to the swimming seamen. Other Navy seaplanes couldn't land because of high seas.

At 7 p.m., the Japanese merchant ship, the *SS Igaharn Maru* picked up Campbell, Gray and some bodies. Johnson, Wiley and Kirk spent the night in the 40 degree ocean and were saved at 10 a.m. by the Norwegian freighter *SS Visund*. More bodies were recovered.

Finally, the Soviet *MS Oreklov* plucked eight more bodies from the cruel sea bringing the recovered toll to 13 and 23 unfound.

Alaska Pipeline Begun

After six years of litigation, controversy, research and planning, work on the Alaska pipeline has finally started.

When completed, the pipeline will deliver 600,000 barrels of oil a day to the ice-free port of Valdez where it will be loaded on tankers and carried to the lower 48 states.

Because provisions of the Jones Act require that only American-flag ships be used in domestic shipping, it is estimated that as many as 40 new American tankers will be built to carry the pipeline oil.

With a total of 10,000 men and women already on the pipeline construction payroll, 1,400 workers are busy laying the foundations for the 1,000-acre terminus at Valdez.

Approximately three per cent complete, the terminal in the 600-foot deep bay, with 18 giant storage tanks set in the surrounding mountainsides, will be

able to load four tankers simultaneously.

In an effort to protect the area's environment, construction crews at the terminal site will suspend underwater blasting from May through August to avoid disturbing spawning fish.

In northern Alaska, crews are also preparing to lay pipe under the frozen Tonsian River, while others work 12-hour days and seven-day weeks to weld pipes and to build roads, pump stations, construction camps and other facilities.

A formidable job, it is estimated that the pipeline will need some 16,000 workers as steel pipe is laid above and below ground, across fields, swamps and rivers, and over near vertical icy mountain passes.

But even as final construction details are being worked out, plans for a new pipeline to carry North Slope natural gas to tankers in the south are being discussed.

6 Bosuns in a Lifeboat



Seafarers in the Bosuns Recertification Program participate in lifeboat training at the Lundeberg School. At the prow is Brother Woody Lawton, sailing since 1933 and (at oars) are: Billy Edelson; Jack Kingsley; Jose Gomez, and Fred "Blackie" Gosse. At the steering oar is Bosun Leon Curry acting as coxswain.

Seafarer Wins Ed. Board Post

Louis Cirignano, a 30-year SIU member who has participated in many Union activities, last month was elected to a seat on the Passaic, N.J. Board of Education. It was the third time Cirignano has been elected to serve a three-year term on the Board.

Seafarer Cirignano has been sailing since WW II when he was a crewmember on the *SS Thomas Wolfe* during the



Lou Cirignano

Invasion of Normandy. He has been involved in major SIU beefs, organizing drives and strikes, and has served many times as delegate aboard ship. He has also served as Director of the Summer Youth Program at the Harry Lundeberg School of Seamanship at Piney Point, Md.

Brother Cirignano has been very active in many areas in his home town of Passaic. He has served as chief-legislative aide to Passaic Assemblyman Herbert G. Klein, and has also been a member of many local, county and state committees. He is also the SIU representative to the Passaic County AFL-CIO Labor Council.

Seafarer Cirignano is a graduate of Montclair State College, and he later went on to receive a Master's Degree at Paterson State College. Over the years he has specialized in the teaching of handicapped children, and is presently the coordinator of supplemental special education programs at Paterson State.

A veteran of both WW II and the Korean War, Seafarer Cirignano is active in many veteran groups. He has succeeded in combining a career at sea with a strong interest in local community affairs.

ASHORE



Piney Point

Late last month here at the Harry Lundeberg School of Seamanship the following 10 upgraders received their lifeboat tickets:

They are: Michael Russo; George Oberly; Joseph Evans; Francisco Jimenez; David Cordero; Spiros Katchis; Rademes Vargas; Nelson C. Jones; Leonard McGinnes, and Peter Schuffles.

Craney Is., Portsmouth, Va.

Seafarers aboard the T5 USNS *American Explorer* (Hudson Waterways) docked here on the way to Spain recently, and spread the tarpaulin to collect money for \$50 worth of flowers for the funeral in Jacksonville of shipmate Byron E. Burton, 29, killed in a fall from the vessel.

"He was a swell guy," wrote Recertified Bosun Ken Gahagan, "All hands will miss him. And a vote of thanks to Third Mate Michael B. McCauley and Radio Officer Gerald B. Lorentz who also pitched in to help."

"Brother Burton has left us for a better world. Safe journey to you, Byron. From all of us."—Chief Steward R. Fagen.

Iran

The SIU-contracted Seatrain Lines, Inc. has started a new weekly container ship service between Iran and the U.S. East Coast's ports of Boston, Bridgeport, Conn., New York, Baltimore, Norfolk, Wilmington, N.C. and Charleston, S.C.

St. Louis

IBU representative Scotty Aubusson reports that the Illinois River has been closed for a month due to ongoing repairs on the Marseilles Lock. Also, he adds, the Ohio and Mississippi Rivers are reaching their high water marks and in some places are overflowing their banks and flooding areas two and three miles inland.

New York State

Benefits are available in New York State to those unfortunate Seafarers who may become the innocent victims of violent crime.

The benefits will be paid when you file a claim by the state's Crime Victims Compensation Board if you are the victim of a crime reported to the police in New York and sustained personal physical injuries. If the victim dies as the direct result of a crime, such as a mugging, the surviving spouse, parent or child will receive compensation.

This program came about following the tragic murder in 1965 of a young man killed in the New York City subway. His widow and child were left penniless.

Claims should be filed within 90 days after the crime or death. You are not entitled to compensation unless you suffer serious financial hardship as a result of the loss of earnings or support and out-of-pocket medical expenses.

Claim forms may be had by writing to the N.Y. State Crime Victims Compensation Board at 270 Broadway, New York, N.Y. 10007; 875 Central Ave., Albany, N.Y. 12206 and at the Gen. Donovan Office Building, 125 Main St., Buffalo, N.Y. 14203.

San Francisco

Seafarer William Goff in the steward department of the *SS Sea-Land Trade* was commended by the crew for his "unselfish attitude" in giving up his job on the ship to represent fellow crewmembers as an elected delegate from this port to the Crew Conference at Piney Point, Md. from Apr. 13 to Apr. 26.

Cook and Baker Philip Livingston is a modern version of the all-around Renaissance Man.

Brother Livingston is the owner of an art gallery here and publisher of a retail and wholesale college textbook company.

As if that wasn't enough, he is a sausage-manufacturer entrepreneur a la Jimmy Dean, the country singer.

Seafarer Livingston writes he plans soon to tour the Midwest selling art in major hotels. Also, he adds, if any Seafarers have a worthwhile old oil or objet d'art of value to sell he would take it on consignment. If so, his address is Philip Livingston, Harlee Book & Art Co., P.O. Box 11291, Main Post Office, San Francisco, Calif. 94101. Brother Livingston also operates out of Denver, Colo.



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.

Taking A Big Bite



Enact Third-Flag Bill

The incursion of third-flag carrier lines into the U.S. foreign trades, which for years has been an almost insurmountable handicap to the global competitiveness of the American-flag merchant fleet, has now reached a crisis level. This extremely dangerous situation—one that is threatening the very survival of American berth line operators—has been brought about chiefly by the stepped up third-flag operations of the Russian owned Far Eastern Shipping Co. (FESCO).

Presently, FESCO is operating 18 Russian-flag berth line vessels on the U.S. West Coast. In the first three months of this year alone, these vessels moved roughly one million tons of U.S. containerized cargo from Western U.S. ports. Yet not one ton of this cargo was destined for Russian ports. All of the cargo was either transported to Japan, Taiwan, Hong Kong and other ports in the Far East, or offloaded in Vladivostok, transferred to rail cars on the Trans-Siberian railroad and carried ultimately to various locations in Western Europe, thereby indirectly affecting U.S.-European trade as well.

To make a bad situation worse, the Russians are now planning to expand their very successful third-flag operations to include three more containerships on the West Coast, and nine other vessels for the U.S. East Coast trade.

The Russians are having such great success in this area because they are charging anywhere from 20 to 33 percent less for their service than economically hard-pressed U.S.-flag lines or the national-flag lines of America's trading partners could even consider.

America's ports were opened to the Russians a few years back under the policy of detente. The original purpose of detente was to improve, in a spirit of

cooperation, trade and other relations between the U.S. and Russia for the benefit of both nations. But the Russians have capitalized on the situation and are skillfully manipulating detente to cause long-range economic strangulation of the U.S.

Senator Daniel K. Inouye (D-Hawaii) has introduced a bill that would remedy these ills. The bill, known simply as the Third-Flag Bill, would require that all third-flag operators set their rates no lower than the lowest rate being charged by an American-flag or other national-flag line in a specific trade. The bill also requires that third-flag carriers give a 30-day notice before any change in rates, and gives the Federal Maritime Commission sweeping power to reject any rate that is shown to be non-compensatory on a commercial cost basis.

The SIU fully supports this bill and believes that enactment of a bill such as this is long overdue.

The bill is a fair proposal, and carries many advantages with it for the nation. First it would end the unfair rate-setting practices of third-flag operators who indiscriminately undercut rates to stifle competition and then raise them when competition has been driven off.

The bill would encourage stepped up use of American-flag vessels over flag-of-convenience fleets,

And as importantly, the bill would put an end to the Soviet manipulation of detente in this area, and will diplomatically return the policy of detente with the Russians back into its proper perspective.

The SIU intends to work at the passage of this necessary bill. And if this bill is not quickly and decisively passed, enacted and then tightly enforced, the prospect of boycotting Russian-flag vessels in American ports could very definitely become reality.

Letters to the Editor



Pensioner Says Thanks

I can't find words to thank the Seafarers Pension Plan for the prompt action given to my application for retirement. This is really a very important event in my life, and a feeling of security not only for myself but also for my family. It makes me feel proud and happy to know that I am protected by such a strong organization.

My personal thanks to Mr. Steve Troy, port agent in San Francisco, who handed me my first pension check without delay, and believe me it came just in time when I needed it most.

Fraternally,
Ulmarico F. Repiedad
San Francisco, Calif.

Captain Praises

Recertification Program

I certainly hope that the SIU will continue its program to recertify the key unlicensed personnel on board SIU-manned vessels. I believe that it is a very worthwhile program, and the good results are obvious to us who have been sailing with SIU crews over the past several years.

Now more than at any other time, any little thing that will help the U.S. merchant marine out-perform and out-carry our competition is badly needed in order to survive. Certainly, the continued improvement of the caliber of seamen is a very necessary step toward that end, and will be another step in the forward improvement of American labor organizations.

Fraternally,
William H. Barrett, Jr., Master
USNS Tallulah

Seafarer's Wife Defends Jones Act

Come on wives, sweethearts, and dependents of U.S. merchant seamen!

Write your Congressmen. Get them busy fighting to keep the Jones Act strong. If foreign ships are permitted to enter domestic shipping, the American merchant marine could be ruined.

We must not let this happen. I've written my Congressman. Please do the same.

Sincerely,
Mrs. Joseph Schmitt
Seattle, Wash.

MAY 1975 Volume XXVIII, No. 3

SEAFARERS LOG

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

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NOTICE TO MEMBERS

The "President's Pre-Balloting Report" was read and accepted at the May membership meetings. It reads as follows:

Balloting for the election of officers will be held during the months of November and December of this year and, as Constitutionally required, I am submitting for the approval and/or modification of the membership my report and recommendations.

This election of officers will be conducted under the provisions of our Constitution as amended and effective January 1, 1974, and such other voting procedures as our Secretary-Treasurer may direct.

For the first time, our Great Lakes brothers may participate as members of the Atlantic, Gulf, Lakes & Inland Waters District, following the merger of the Great Lakes District into the AGLIWD in 1971.

Also for the first time, the Port of San Francisco will appear on the ballot as a Constitutional Port. You may recall that the proposition to make San Francisco a Constitutional Port of the AGLIWD appeared on the ballot in our last general election.

Discussions have been had with members of the Executive Board of the Union and a careful appraisal has been made with regard to the needs of our Constitutional Ports: New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, San Francisco and Detroit, in order to properly service our membership. Accordingly, it is my recommendation that the ballot contain the Ports and elective offices and jobs as follows.

HEADQUARTERS

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts & Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the Lakes and Inland Waters
- 4 Headquarters Representatives

NEW YORK

- 1 Agent
- 8 Joint Patrolmen

PHILADELPHIA

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE

- 1 Agent
- 2 Joint Patrolmen

MOBILE

- 1 Agent
- 2 Joint Patrolmen

NEW ORLEANS

- 1 Agent
- 3 Joint Patrolmen

HOUSTON

- 1 Agent
- 3 Joint Patrolmen

SAN FRANCISCO

- 1 Agent
- 2 Joint Patrolmen

DETROIT

- 1 Agent
- 1 Patrolman

Pursuant to Article X, Section 1(e) and Article XIII, Section 4(c) of the Union's Constitution, I recommend that the depository be as follows:

Mr. Herbert R. Bacher, Executive Vice-President
Sterling National Bank & Trust Company
1410 Broadway
New York, New York

It will be the function of the depository to receive all the mailed ballots and other election material as provided by the Constitution, to safeguard them properly in the bank and to surrender them only to the duly authorized Union Tallying Committee in accordance with Article XIII, Section 4(c). Proof of authorization shall be a certification by the Secretary-Treasurer Joe DiGiorgio. The depository shall be requested to certify that all of the envelopes received by the depository have been properly safeguarded, have been surrendered only to the said Tallying Committee, and that no one other than appropriate bank personnel has had access to them.

As provided for in Article XIII, Section 1, nominations open on July 15, 1975 and close August 15, 1975. All documents required for eligibility of candidates for Union office must reach Headquarters no earlier than July 15, 1975 and no later than August 15, 1975.

The foregoing constitutes your President's Pre-Balloting Report, and I recommend its adoption.

Fraternally,

Paul Hall

Paul Hall
President

UIW, IBU Statement Of Earnings

Due to requirements in the recently enacted Federal pension legislation, the following changes in regard to applying for pension benefits affect all SIU-affiliated United Industrial Workers and members of the Inland Boatman's Union.

Instead of just company certification of prior employment time it will now be necessary for members to obtain a Statement of Earnings from the Social Security Administration

to document a claim for Pension Benefits. Only when the Social Security Administration cannot furnish a statement, or the statement is incomplete, will principal reliance be placed on company certification of employment time.

Members may obtain a "Request for Statement of Earnings" form to submit to the Social Security Administration at any Social Security office. It is free of charge.

Alive and Well

Continued from Page 3

a white flag of truce approached and pulled alongside the destroyer *USS Wilson* in the Gulf of Thailand. The boat carried the crew of the *Mayaquez*. All hands were then transferred to the *Wilson* safe and in good condition.

Alive and Well

The captain of the *Mayaquez*, Charles Miller, wired Sea-Land that "the crew is alive and well." Sea-Land officials answered the wire: "Your conduct and that of the crew is in the high-

est tradition of the American merchant marine."

Captain Miller, speaking for the entire ship's crew, wired the White House, stating: "Dear Mr. President: The Captain and officers and crew of the *SS Mayaquez* thank you and all the brave military forces who are fighting and dying to save our lives."

When notified of the safe return of the crew of the *Mayaquez*, U.S. Marine forces on Koh Tang Island disengaged their search and were airlifted off the island.

Unlicensed *Mayaquez* Crew

Following are the names of the 28 Seafarers who made up the unlicensed crew aboard the seized container ship *Mayaquez*. All were in good condition when they were rescued by the destroyer *USS Wilson*.

From the deck department were: Seafarers Jack Mullis; Salvator Puntillo; Earl Gilbert; William MacDonald; Gerald Bayliss; Thomas LaBue; John Doyle; Herbert MacDonald; Polo Russi Vazquez; Geraldo Lopez,

and Anastacio Sereno.

The black gang was made up of: Seafarers Raymond Friedler; Wilfred Reyes; Americo Faria; Robert Phillips; Awat Sulamen; Frank Conway; Robert Zimmerman; Carlos Guerrero, and Stephen Zarley.

And the steward department was manned by: Seafarers Andy Anderson; Guillermo Reyes; Angel Rios; Bill Bellinger; Munasser Omer; Francis Pastrano; Darryl Kastl, and Kassem Saleh.

6 More QMEDs Graduate



QMED Instructor Charlie Nalen (left) with his graduating class last month of, from left: Thomas Thomas, Nestor Cueva, G. Blasquez, Michael O'Toole, John Fedesovich, Instructor Bill Eglinton, Olman Morales and Reading Instructress Pat Glazer.

2 Cooks Upgrade at HLSS



Displaying their cook upgrading diplomas last month at the HLSS are Assistant Cook Steve Venus (left) of New Orleans and Cook & Baker Stanley Krystosiak of Carteret, N.J.

DISPATCHERS REPORT

APRIL 1-30, 1975

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	9	1	0	5	5	0	8	2	2
New York	89	15	1	83	18	0	181	37	6
Philadelphia	11	3	0	5	2	0	14	4	0
Baltimore	28	2	0	12	4	0	71	6	0
Norfolk	15	3	0	4	2	0	32	7	0
Tampa	9	1	0	5	0	0	13	2	0
Mobile	42	9	0	23	9	0	63	11	0
New Orleans	45	6	0	39	2	0	140	21	1
Jacksonville	30	0	0	13	2	0	74	7	0
San Francisco	56	7	0	66	4	0	124	18	0
Wilmington	19	3	0	2	0	0	45	6	0
Seattle	27	8	0	38	11	0	50	14	0
Puerto Rico	4	1	0	9	1	0	11	1	0
Houston	60	8	1	70	39	0	126	12	4
Piney Point	0	0	0	0	18	0	0	0	0
Yokohama	9	2	0	3	0	0	12	3	0
Totals Deep Sea	453	69	2	377	117	0	964	151	13
Great Lakes									
Alpena	20	0	0	20	16	1	11	1	0
Buffalo	9	2	0	10	1	0	5	3	1
Cleveland	32	13	1	38	16	1	10	8	1
Detroit	54	4	4	71	24	3	23	2	3
Duluth	6	3	2	3	1	0	17	4	2
Frankfort	13	0	0	18	10	2	3	0	1
Chicago	6	2	0	5	1	0	6	1	0
Totals Great Lakes	140	24	7	165	69	7	75	19	8
Totals Deep Sea & Great Lakes	593	93	9	542	186	7	1,039	170	21
ENGINE DEPARTMENT									
Boston	3	6	0	2	4	0	3	4	0
New York	84	20	0	61	33	0	139	53	0
Philadelphia	9	3	0	4	4	0	15	7	0
Baltimore	29	7	1	5	6	0	65	15	2
Norfolk	13	1	0	3	3	0	32	7	0
Tampa	1	1	0	0	1	0	7	1	0
Mobile	27	9	0	21	6	0	38	14	0
New Orleans	44	14	0	25	5	0	88	36	1
Jacksonville	13	10	0	11	1	0	44	21	0
San Francisco	43	26	0	43	18	0	109	44	0
Wilmington	11	7	0	7	0	0	30	13	0
Seattle	31	8	0	20	13	0	38	17	0
Puerto Rico	11	0	0	3	0	0	20	2	0
Houston	66	17	0	57	25	0	113	28	0
Piney Point	0	0	0	0	42	0	0	0	0
Yokohama	0	1	0	1	3	0	0	1	0
Totals Deep Sea	385	130	1	263	164	0	741	263	3
Great Lakes									
Alpena	6	2	0	1	5	0	6	2	0
Buffalo	4	0	2	7	1	0	3	2	2
Cleveland	16	6	0	23	10	0	4	4	1
Detroit	32	6	0	33	9	0	27	3	1
Duluth	5	3	0	2	0	0	12	7	3
Frankfort	6	4	1	9	3	0	5	5	1
Chicago	1	0	1	1	0	0	4	0	1
Totals Great Lakes	70	21	4	76	30	0	61	23	9
Totals Deep Sea & Great Lakes	455	151	5	349	194	0	802	286	12
STEWARD DEPARTMENT									
Boston	0	0	0	2	1	0	1	1	0
New York	33	3	0	44	16	0	66	11	0
Philadelphia	4	1	0	1	3	0	13	2	0
Baltimore	17	1	0	8	3	0	39	7	0
Norfolk	13	0	0	5	4	0	21	2	0
Tampa	2	0	0	1	0	0	5	1	0
Mobile	23	1	0	20	7	0	48	1	0
New Orleans	19	2	0	22	5	0	69	4	0
Jacksonville	13	2	0	8	4	0	29	7	0
San Francisco	26	2	0	43	14	0	78	14	0
Wilmington	5	3	0	3	1	0	19	4	0
Seattle	18	3	0	20	8	0	31	6	0
Puerto Rico	4	0	0	3	2	0	12	0	0
Houston	27	1	0	42	20	0	55	5	0
Piney Point	0	5	0	0	27	0	0	0	0
Yokohama	2	2	0	3	1	0	1	4	0
Totals Deep Sea	206	26	0	225	116	0	487	69	0
Great Lakes									
Alpena	2	1	0	2	4	0	1	1	0
Buffalo	0	0	0	0	0	0	0	0	1
Cleveland	8	3	0	14	6	0	1	0	0
Detroit	4	1	0	14	7	1	4	0	0
Duluth	1	0	0	0	0	0	4	2	0
Frankfort	3	1	0	4	4	1	4	1	0
Chicago	2	0	0	2	0	0	2	0	0
Totals Great Lakes	20	6	0	36	21	2	16	4	1
Totals Deep Sea & Great Lakes	226	32	0	261	137	2	503	73	1
ENTRY DEPARTMENT									
Boston	2	6	1				2	2	6
New York	37	83	16				52	199	42
Philadelphia	7	17	0				14	36	0
Baltimore	17	16	4				42	56	8
Norfolk	8	13	1				16	36	3
Tampa	3	1	0				7	5	1
Mobile	18	26	0				19	33	0
New Orleans	37	33	1				68	130	5
Jacksonville	18	25	0				24	62	0
San Francisco	26	41	1				39	128	5
Wilmington	9	13	1				12	29	1
Seattle	24	24	1				25	43	6
Puerto Rico	8	11	0				21	21	0
Houston	21	35	10				33	67	30
Piney Point	0	80	0				0	0	0
Yokohama	2	5	0				2	5	0
Totals Deep Sea	237	429	36				376	852	107
Great Lakes									
Alpena	4	16	14				5	24	23
Buffalo	7	1	4				8	4	19
Cleveland	23	27	13				15	18	34
Detroit	51	26	21				52	23	57
Duluth	3	3	11				9	11	26
Frankfort	19	13	4				9	12	5
Chicago	6	1	8				5	4	8
Totals Great Lakes	113	87	73				103	96	172
Totals Deep Sea & Great Lakes	350	516	111				479	948	279
Totals All Depts. Deep Sea	1,281	654	39	865	397	0	2,568	1,335	123
Totals All Depts. Great Lakes	343	138	86	277	120	9	255	142	190
Totals All Depts. Deep Sea & Great Lakes	1,624	792	125	1,142	517	9	2,823	1,477	313

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

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510 N. Broad St. 90744
(213) 549-4000
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Naka-Ku 231-91
201-7935 Ext. 281

Shipping in the past few months has been slowly and steadily picking up, and this trend indicates that shipping will remain good for Seafarers at both A&G ports and ports on the Great Lakes. Last month there were 1,292 jobs shipped in the deep-sea district, nearly 400 of them taken by B' seniority men. On the Great Lakes, 465 jobs were shipped, with 129 of them being taken by other than A' seniority men.



AMERICAN EXPLORER (Hudson Waterways), March 16—Chairman, Recertified Bosun K. Gahagan; Secretary R. Fagan; Educational Director S. Browning; Deck Delegate J. C. Arnold; Engine Delegate C. Merritt; Steward Delegate P. Rogers. \$11 in ship's fund. Some disputed OT in deck department. Crew messman Bryon Burton fell off the top of the gangway and died the next day of head injuries. The crew took up a collection of \$61—\$50 was spent on flowers and the rest was put into the ship's fund. He was a swell guy and all hands will miss him. A vote of thanks to the third mate and the radio operator who also pitched in for Brother Burton. Next port Spain.

SEA-LAND MCLEAN (Sea-Land Service), March 15—Chairman, Recertified Bosun David H. Berger; Secretary T. R. Goodman; Engine Delegate Ronnie Laner; Steward Delegate Bernard Shapiro. \$30 in ship's fund. Some disputed OT in steward department. Brother William C. Riley's ashes were committed to the sea at his family's request. Services were read by Chief Officer Harold A. Stumme and attended by all hands. A eulogy was delivered by Ship Chairman David H. Berger. A vote of thanks to the steward department for a job well done.

CONNECTICUT (Ogden Marine), March 2—Chairman, Recertified Bosun John W. Altstatt; Secretary David E. Edwards; Educational Director Theodore Jones; Engine Delegate M. C. Derke; Steward Delegate Leo R. Morrison. Theodore Jones, educational director advised all crewmembers to be careful as the next cargo to be carried is gasoline and is highly explosive. Also, not to throw cigarettes out of portholes or go up on deck smoking. No disputed OT. Next port New York.

THETIS (Rye Marine), March 30—Chairman, Recertified Bosun R. D. Schwarz; Secretary L. B. Moore; Educational Director E. Colby. No disputed OT. Chairman suggested that all crewmembers donate to SPAD. A vote of thanks to the steward department for a job well done.

SEA-LAND ECONOMY (Sea-Land Services), March 9—Chairman, Recertified Bosun A. E. Bourgot; Secretary L. Nicholas; Educational Director R. E. Tyler; Deck Delegate S. H. Fulford; Engine Delegate D. Sanders; Steward Delegate A. Campbell. Chairman held a discussion on the importance of filling out new beneficiary cards and of the educational confab in Piney Point.

DEL ORO (Delta Steamship), March 2—Chairman Franciace Charneck; Secretary Teddy Kress; Educational Director Lee W. Merin; Deck Delegate Patrick M. Graham; Engine Delegate Charles A. Hanley; Steward Delegate Gasper Note. Captain and Chief Mate thank the crew for bringing the ship into port in a safe condition. It was suggested that crewmembers voluntarily donate to SPAD as it is very important for the security of our jobs. Two packages of the Seafarers Log were received on board. \$71.15 in ship's fund. Some disputed OT in deck department. Next port New Orleans. Ship's secretary thanked the crew for the fine cooperation with the steward department.

DELTA MAR (Delta Steamship), March 9—Chairman, Recertified Bosun R. Lambert; Secretary D. Collins; Educational Director E. D. Synan; Steward Delegate Peter Hammel. \$28 in ship's fund. No disputed OT. Chairman suggested that all men fill out new welfare cards. A vote of thanks to the steward and cook for picking up new SEAFARERS LOGS at the hall. Had a general discussion on safety. A vote of thanks to the steward department. Next port Rio De Janiero.

BALTIMORE (Sea-Land Service), March 23—Chairman, Recertified Bosun W. Kleimola; Secretary W. Nihem; Educational Director G. McAlpine; Deck Delegate John F. Simonelli; Steward Delegate A. Romero; Engine Delegate Walter McCallum. No disputed OT. Piney Point graduate Thomas Hartman gave a favorable report on his experiences at Lundeberg School. A vote of thanks to the steward department for excellent food and service. Next port Elizabeth.

ELIZABETHPORT (Sea-Land Service), March 23—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director Gerard P. Bernous; Steward Delegate Sigmund Rothschild. Chairman held a discussion on the upcoming conference at Piney Point and about new contracts and the importance of SPAD. \$200 in movie fund. \$20 in ship's fund. A notice was posted about the orphanage fund. No disputed OT. A vote of thanks to the deck department for helping keep the messroom and pantry clean and the steward department for a job well done. Next port Spain.

HUMACAO (Puerto Rican Marine Operating), March 13—Chairman, Recertified Bosun J. C. Sorel; Secretary O. Payne; Educational Director G. Ortez. No disputed OT. Letters sent out to all members about the upcoming contract. Observed one minute of silence in memory of our departed brothers. Next port Charleston.

MOUNT WASHINGTON (Victory Carriers), March 29—Chairman W. Feil; Secretary A. Brodie. \$34 in ship's fund. No disputed OT. Chairman noted that your SPAD dollars are working for more jobs as reported in the SEAFARERS LOG. Captain suggested forming a safety committee, one man from each department, all to report unsafe conditions immediately. A vote of thanks to the steward department for a job well done. Next port Subic Bay.

ANCHORAGE (Sea-Land Service), March 9—Chairman, Recertified Bosun Sven Jansson; Secretary A. Seda; Deck Delegate Richard C. Mason; Steward Delegate C. B. Carter, Jr. \$5 in ship's fund. Some disputed OT in deck, engine and steward departments. Chairman called the crewmembers attention to reading the SEAFARERS LOG and voluntarily donating to SPAD. A vote of thanks to the steward department for a job well done. Next port Elizabeth.

SAN FRANCISCO (Sea-Land Service), March 23—Chairman, Recertified Bosun Frank Teti; Secretary O. Smith; Educational Director R. Matthew. \$62 in ship's fund. No disputed OT. Chairman held a discussion on the various articles appearing in the SEAFARERS LOG and it was suggested that all make a contribution to SPAD. Educational Director promised to contact the agent that supplies us with movies, to arrange for a catalog, so we can have a better selection. A vote of thanks to the steward department for a job well done.

MOBILE (Sea-Land Service), March 20—Chairman, Recertified Bosun W. O'Connor; Secretary C. M. Modellas; Educational Director R. Coleman; Engine Delegate Arthur G. Andersen. \$21 in ship's fund. No disputed OT. The main topic of discussion among the crewmembers was on the SIU contract, pension, welfare and vacation plan. Chairman asked all crewmembers to participate in filling out the brochure that was sent by Headquarters concerning the conference at Piney Point, Apr. 14-26. Next port Seattle.

TALLULAH (Hudson Waterways), March 30—Chairman, Recertified Bosun R. Darville; Secretary B. B. Henderson; Educational Director W. Pritchett; Deck Delegate R. W. Rogers. No disputed OT. Chairman spoke on upgrading of Seafarers at Lundeberg School. Also, noted that the beneficiary cards have been revised and what it means to Seafarers. Everything running smoothly. Next port Carteret, N.J.

SEA-LAND PRODUCER (Sea-Land Service), March 9—Chairman, Recertified Bosun William Bushong; Secretary B. Guarino; Educational Director H. Ware, Jr.; Deck Delegate Richard O. Spencer; Engine Delegate C. R. Lowman. \$50 in ship's fund. No disputed OT. Chairman gave a talk on the importance of every Brother member upgrading. A vote of thanks to the steward department for a job well done. One minute of silence observed in memory of our departed brothers. Next port New Orleans.

OVERSEAS ULLA (Maritime Overseas), March 30—Chairman, Recertified Bosun Hubert Cain; Secretary Joseph E. Hannon; Deck Delegate John W. Logan. Some disputed OT in steward department. Chairman reminded all crewmembers that there will be meeting in Piney Point on new Union contracts and that everyone should write in their opinion on the letter that was sent to every member's home. A vote of thanks to the steward department for fine food.

NEW YORKER (Sea-Land Service), March 30—Chairman W. Rudd; Secretary J. E. Long; Deck Delegate Kirby Wright; Engine Delegate L. B. Bryant, Jr.; Steward Delegate C. Willey. Chairman held a talk on welfare and SPAD. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Norfolk, Va.

COLUMBIA (United States Steel), March 16—Chairman, Recertified Bosun Stanley J. Jandora; Secretary Melano S. Sospina; Educational Director W. O. Steven; Deck Delegate James Rogers; Engine Delegate Earl Willis. No disputed OT. Everything running smoothly. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

INGER (Reynolds Metals), March 16—Chairman, Recertified Bosun Woodrow Drake; Secretary Duke Hall; Educational Director Bert Reamy; Engine Delegate J. Wohman; Steward Delegate Joseph Simpson. No disputed OT. The SEAFARERS LOG was received and passed around to crew. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

SAM HOUSTON (Waterman Steamship), March 30—Chairman, Recertified Bosun Otto Pedersen; Secretary Thomas Liles, Jr.; Educational Director Phillip Painter; Deck Delegate Walter R. Colley; Engine Delegate Gary J. Bryant; Steward Delegate Amerosio Fachini. Chairman suggested that all those who would like a voice in the new contract to go to the Union meeting in New Orleans, where several members will be picked to go work on new contract in Piney Point. No disputed OT. Held a discussion on movies for next trip. Next port Mobile, Ala.

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

SAN JUAN
DELTA SUD
GUAYAMA
GALVESTON
JOHN B. WATERMAN
SEA-LAND GALLOWAY
FORT HOSKINS
GOLDEN DOLPHIN
ROBERT E. LEE
LOS ANGELES
OVERSEAS A-ICE
SEA-LAND EXCHANGE
SHOSHONE
PORTMAR
OAKLAND
CANTIGNY
ST. LOUIS
SEA-LAND MARKET
PHILADELPHIA
TAMPA
ARTHUR MIDDLETON
MAYAGUEZ
LONG BEACH
STONEWALL JACKSON
OGDEN CHALLENGER
OVERSEAS JUNEAU

SEA-LAND FINANCE
SEA-LAND CONSUMER
DELTA PARAGUAY
SAN PEDRO
DELTA NORTE
PORTLAND
OVERSEAS ARTCIC
AGUADILLA
TAMARA GULDEN
BOSTON
JAMES
SEA-LAND VENTURE
GALVESTON
RESOURCE
VANTAGE DEFENDER
SEA-LAND TRADE
DELTA URUGUAY
SCHUYLKILL
PANAMA
SUMMIT
MONTICELLO VICTORY
DEL RIO
CITIES SERVICE BALTIMORE
RAPHAEL SEMMES
ACHILLES
OVERSEAS TRAVELER

New SIU Pensioners



Francis L. David, 63, joined the SIU in the port of New York in 1960 sailing as a fireman-watertender. Brother David had sailed for 36 years. He was born in Chicago and is now a resident of Edmore, Mich.



Richard G. Erbe, 51, joined the SIU in the port of New York in 1955 and sailed as an AB. Brother Erbe had sailed for 23 years. He is a native of Cleveland and is now a resident of Shepherd, Tex.



Antolino G. Soto, 65, joined the SIU in 1944 in the port of New York sailing as a cook. Brother Soto walked the picket line in the Greater N.Y. Harbor strike of 1961. He is a native of Guraro, Puerto Rico and is now a resident of Brooklyn, N.Y.



Lee D. Garnett, 66, joined the SIU in the port of Detroit in 1960 sailing as a fireman-watertender for the American Steamship Co. from 1961 to 1974. Brother Garnett had sailed for 36 years. Born in Crystal, Me., he is now a resident of Steuben, Me.



James J. Kelly, 64, joined the SIU in 1941 in the port of New Orleans sailing as an oiler. Brother Kelly had sailed for 37 years before his retirement. Born in Bayonne, N.J., he is now a resident of Brooklyn, N.Y.



Marion J. Akins, 65, joined the SIU in 1944 in the port of Tampa sailing as an AB. Brother Akins had sailed for 33 years and is a pre-war U.S. Navy veteran. Born in Nashville, Ga., he is a resident there.



Carlos M. Cornier, 65, joined the SIU in 1942 in the port of Baltimore sailing as a bosun. Brother Cornier walked the picket line in the Greater N.Y. Harbor strike in 1961. Born in Ponce, Puerto Rico, he is now a resident of Santurce, Puerto Rico.



Louis O. "Buck" Estrada, 64, joined the SIU in the port of New Orleans in 1954 sailing as both a cook and in the deck department. Brother Estrada had sailed for 25 years. He attended a Union Educational Conference in Piney Point, Md. at the Harry Lundeberg School of Seamanship and is a U.S. Marines veteran of World War II. Born in Guatemala, he is now a resident of New Orleans.



Albertis W. Perkins, 67, joined the SIU in 1949 in the port of New York and sailed as a chief steward. Brother Perkins had sailed for 39 years and is a former member of the SUP. He is also a pre-war veteran of the Navy. Born in Hickory, N.C., he is now a resident of Lucerne Valley, Calif.

Know Your Rights



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

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

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

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

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

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

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

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

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

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

John S. Seiferth, 65, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Seiferth had sailed for 42 years. He is a U.S. Army veteran of World War II. A native of Pittsburgh, he is now a resident of Houston, Tex.

Theodore J. Marullo, 64, joined the SIU in the port of Mobile in 1959 sailing in the steward department. He had sailed for 36 years. Brother Marullo was a ship's delegate. Born in New Orleans, he is now a resident of Tampa, Fla.

MEMBERSHIP MEETINGS SCHEDULE



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

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.

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

STEER A CLEAR COURSE!

If you are convicted of possession of any illegal drug—heroin, barbiturates, speed, LSD, or even marijuana—the U.S. Coast Guard will revoke your seaman papers, without appeal, FOREVER.

That means that you lose for the rest of your life the right to make a living by the sea.

However, it doesn't quite end there even if you receive a suspended sentence.

You may lose your right to vote, your right to hold public office or to own a gun. You also may lose the opportunity of ever becoming a doctor, dentist, certified public accountant, engineer, lawyer, architect, realtor, pharmacist, school teacher, or stockbroker. You may jeopardize your right to hold a job where you must be licensed or bonded and you may never be able to work for the city, the county, or the Federal government.

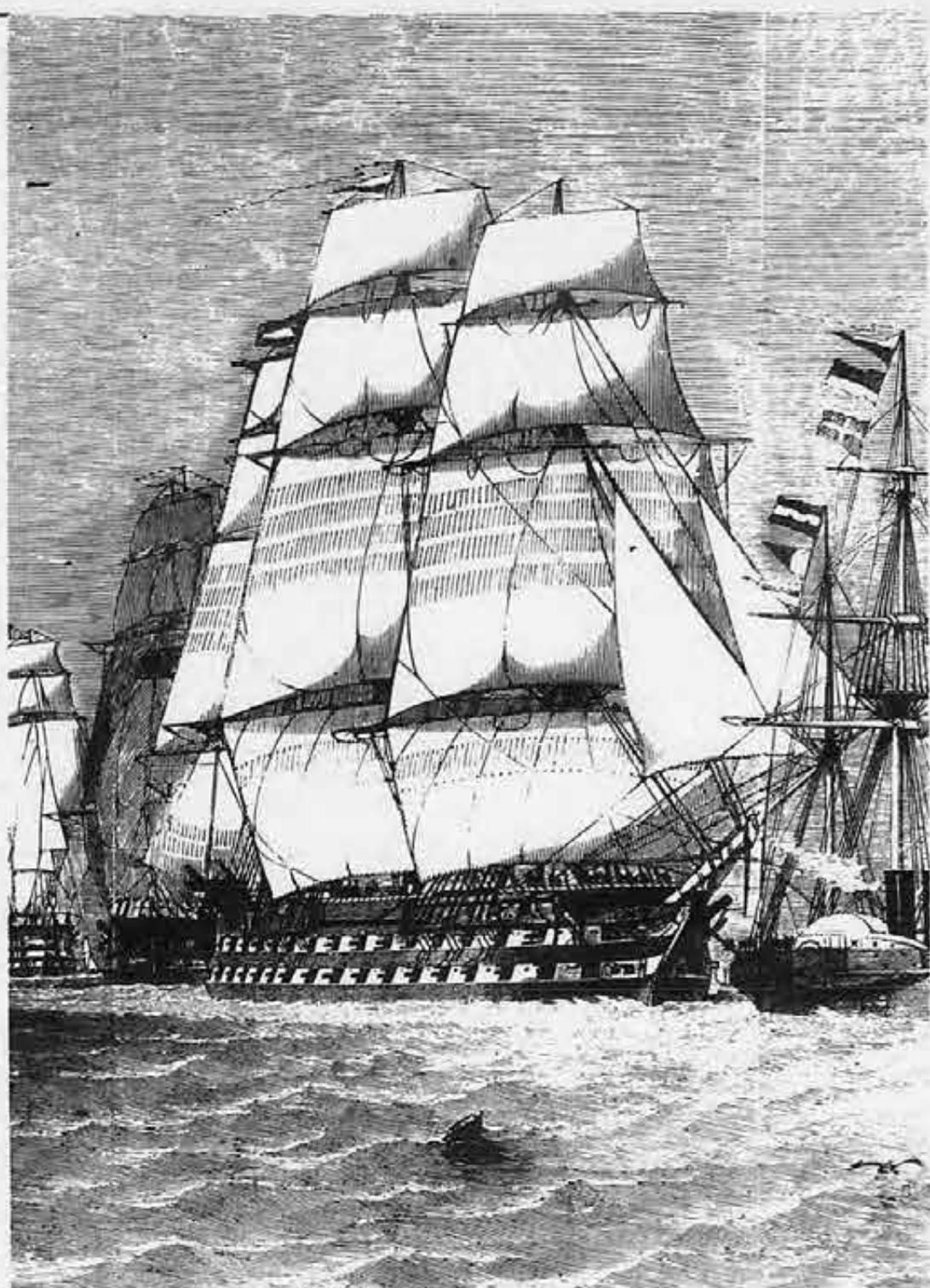
It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

However, drugs can not only destroy your right to a good livelihood, it can destroy your life.

Drug abuse presents a serious threat to both your physical and mental health, and the personal safety of those around you. This is especially true aboard ship where clear minds and quick reflexes are essential at all times for the safe operation of the vessel.

Don't let drugs destroy your natural right to a good, happy, productive life.

Stay drug free and steer a clear course.



Personals

Charles F. Edwards, Sr.

Please contact your wife Anna as soon as possible.

Robert E. Porter

Please contact Paul or Dot Brady as soon as possible at P.O. Box 471, Seffner, Fla. 33584.

Norman Hargrave

Please contact Thomas D. Cross as soon as possible at 612 West 19 St., Houston, Tex. 77008.

Richard V. Geiling

Please contact your wife Mary as soon as possible at 665 Geary St., San Francisco, Calif. 94102.

Eddie Banas

Please contact Jimmy Sherman as soon as possible at 4 Best St., Buffalo, N.Y. 14209.

G. (Nick) C. Crispala

Andy Castelo asks that you send your present address to him c/o Teologo, Apt. 19, 329 Union St., Brooklyn, N.Y. 11231.

Edward Luedtke

Please contact your wife as soon as possible at P.O. Box 23, Mosinee, Wis. 54455.

Carlos Rodriguez

Please contact your wife Solly as soon as possible at 25-35 Astoria Blvd., Astoria, N.Y.

All Seafarers

Mrs. Lyell Wallace asks that anyone having any information about Robert H. Bennett contact her at 1640 Thomas Ave., St. Paul, Minn. 55104.

Richard Paul Mottram, Sr.

Please contact your wife Lorraine as soon as possible.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Mar. 27 - Apr. 23, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	8	49	\$ 27,500.00	\$ 148,609.85
In Hospital Daily @ \$1.00	279	3,025	279.00	3,025.00
In Hospital Daily @ \$3.00	128	612	384.00	1,836.00
Hospital & Hospital Extras	16	58	1,434.94	5,116.81
Surgical	2	7	112.42	475.92
Sickness & Accident @ \$8.00	6,265	28,124	50,120.00	224,992.00
Special Equipment	2	13	70.00	1,758.46
Optical	205	750	5,251.98	20,450.67
Supplemental Medicare Premiums	12	114	809.10	5,951.30
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	413	1,567	90,241.39	331,418.22
Doctors' Visits In Hospital	63	255	2,408.13	9,765.24
Surgical	104	436	13,579.39	56,506.99
Maternity	15	62	3,616.00	17,716.00
Blood Transfusions	1	11	70.00	832.00
Optical	147	529	3,446.34	13,823.53
PENSIONERS & DEPENDENTS				
Death	17	59	51,000.00	177,000.00
Hospital & Hospital Extras	182	684	22,523.45	122,172.22
Doctors' Visits & Other Medical Expenses ..	113	469	3,429.06	16,008.97
Surgical	16	67	3,572.50	11,414.25
Optical	79	299	1,804.41	6,862.58
Blood Transfusions	—	1	—	72.00
Special Equipment	2	10	290.00	2,610.84
Dental	2	5	490.00	1,706.00
Supplemental Medicare Premiums	1,968	5,876	13,571.30	41,082.50
SCHOLARSHIP PROGRAM	13	44	3,507.20	18,708.05
TOTALS				
Total Seafarers Welfare Plan	10,052	43,126	299,510.61	1,239,915.40
Total Seafarers Pension Plan	2,337	7,011	573,499.50	1,750,756.30
Total Seafarers Vacation Plan	738	3,873	388,492.84	2,175,744.40
Total Seafarers Welfare, Pension & Vacation	13,127	54,010	\$1,261,502.95	\$ 5,166,416.10



Final Departures



SIU pensioner **Charles "Jimmie" Barone**, 67, succumbed to a cardiac-respiratory arrest in Centro Asturiano Hospital, Tampa on Mar. 24. Brother Barone joined the SIU in 1941 in the port of Tampa sailing as a chief cook. He had sailed for 31 years and was a veteran of the U.S. Army in World War II. Born in Tampa, he was a resident there when he passed away. Interment was in the Luione Italiano Cemetery, Tampa. Surviving is a sister, Mrs. Mary A. Muley of Tampa.



John A. Hunnings, 51, died of a heart attack in Carteret General Hospital, Beaufort, N.C. on Nov. 5, 1974. Brother Hunnings joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as an oiler. He had sailed for 20 years and was a U.S. Navy veteran of World War II. A native of Beaufort, he was a resident there at the time of his death. Burial was in North River Methodist Cemetery, North River, N.C. Surviving are his mother, Nettie and a sister, Mrs. M. Carolyn Gillikin, both of Morehead City, N.C.



SIU pensioner **Jozef Kejdrowski**, 64, died on Apr. 19. Brother Kejdrowski joined the SIU in the port of New York in 1955 sailing as a fireman-watertender. He was born in Lipinki, Poland and was a resident of San Francisco when he passed away. Seafarer Kejdrowski's ashes were buried at sea. Surviving are his widow, Michiko of Yokohama; a brother, Jan of Gransk, Poland and a sister, Mrs. Marta of Woj Olszyn, Poland.



SIU pensioner **James C. Everett**, 68, died on Apr. 18. Brother Everett joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as a chief engineer for the Curtis Bay Towing Co. from 1951 to 1972 and for the Wood Towing Co. from 1942 to 1951. A North Carolinian, he was a resident of Portsmouth, Va. when he passed away. Surviving is his widow, Mattie.



Pensioner **Michael J. Mullen**, 89, passed away on Mar. 13. Brother Mullen joined the SIU-affiliated IBU in the port of Buffalo in 1961 sailing as a scowman for the Great Lakes Dredge & Dock Co. from 1912 to 1964, IBM Co. from 1962 to 1964, Dunbar & Sullivan from 1936 to 1963, Merritt, Chapman & Scott in 1941 and for the L.A. Wells Construction Co. from 1954 to 1960. He had sailed for 60 years. Born in Buffalo, he was a resident of Cheektowaga, N.Y. when he passed away. Surviving is his widow, Della and a daughter.



Henry K. Smith, 63, died on Jan. 9. Brother Smith joined the SIU in 1942 in the port of New York sailing as a bosun. He had sailed for 33 years. Seafarer Smith was a pre-war U.S. Coast Guard veteran. A native of Praco, Ala., he was a resident of Covington, La. when he passed away. Surviving are his widow, Annabelle; a son, Philip of Covington; his mother, Clara of West Birmingham, Ala., and a sister, Mrs. Inez Allen of Birmingham, Ala.



SIU pensioner **Terrell T. Nickerson**, 71, succumbed to lung cancer in Methodist Hospital, Houston on Mar. 5. Brother Nickerson joined the SIU in 1949 in the port of New York sailing as a chief steward. He had sailed for 20 years and was a U.S. Navy veteran of World War I. Born in Siluria, Ala., he was a resident of Fairhope, Ala. when he died. Burial was in Fairhope Memory Gardens. Surviving are his widow, Hellan; two sisters, Mrs. J. L. Shinn of Sylacauga, Ala. and Mrs. Wiimer Scott of Alabaster, Ala., and a nephew, Dr. Paul Nickerson of Sylacauga.



SIU pensioner **Robert D. Phifer**, 62, died on Apr. 16. Brother Phifer joined the SIU in 1944 in the port of New York sailing as a chief steward. A native of Brenham, Tex., he was a resident there when he passed away. Surviving are his widow, June; two daughters, Mrs. Judy Ann Gaugler of Aspen, Colo. and Joanna Carol Phifer of Brenham; a sister, Mrs. Helen P. Barnes of Baltimore, and an aunt, Mary Phifer of New York City.



SIU pensioner **John C. Mitchell**, 65, succumbed to respiratory arrest in the Tampa General Hospital on Mar. 25. Brother Mitchell joined the SIU in the port of New York in 1951 sailing as an AB. Seafarer Mitchell had sailed for 24 years and was a pre-war veteran of the U.S. Marine Corps. He was born in Atlanta and was a resident of Wildwood, Fla. when he died. Burial was in Oak Grove Cemetery, Wildwood. Surviving are two daughters, Mrs. Shirley J. M. Wilson of Atlanta and Mrs. Lois Walters; a brother, Charles of Wildwood, and a sister, Mrs. Louise Dempsey, also of Wildwood.



Donald Ray Byers, 22, died on Apr. 1. Brother Byers joined the SIU in the port of New Orleans in 1969 sailing as a fireman-watertender. He was a Harry Lundeberg School graduate and a 1973 upgrader at the School. Born in Houston, he was a resident of Baytown, Tex. at the time of his death. Surviving is his brother, John Allen of Baytown.



Alphan Fruge, 57, succumbed to multiple injuries sustained when his car hit a train in Sulphur, La. on Dec. 14. Brother Fruge was dead on arrival at the West Calcasieu (La.) Cameron Hospital. Seafarer Fruge joined the Union in the port of New York in 1952 sailing as an AB. He had sailed for 25 years. Born in Couleecrouche, La., he was a resident of Sulphur when he passed away. Burial was in Rose Lawn Cemetery, Sulphur. Surviving are his widow, Ruby; two sons, Roger and Gary; two daughters, Cindy Kay and Gloria Ann and his mother, Mrs. Edward Fruge of Sulphur.



Homer L. Singleton, 72, passed away in New Orleans on Apr. 11. Brother Singleton joined the SIU in the port of New York in 1957 sailing as a fireman-watertender. He had sailed for 51 years. A native of Conway, S.C., he was a resident there when he died. Surviving are his mother, Cora and a sister, Mrs. Maggee Hardee, both of Conway.



SIU pensioner **Frank E. Duneman**, 67, died of a heart disease in Cape Canaveral Hospital, Cocoa Beach, Fla. on Mar. 13. Brother Duneman joined the SIU-affiliated IBU in the port of New York in 1960 sailing as a tug deckhand for the Penn-Central Railroad Marine Division from 1929 to 1968. He was born in Kingston, N.Y. and was a resident of Cocoa Beach, Fla. at the time of his death. Cremation took place in the Platinum Coast Crematory, Cocoa Beach. Surviving are his widow, Zola Mae and a son, Dale.



SIU pensioner **Walter M. Sprinkle**, 64, died of a heart attack in Mid-Jefferson Hospital, Nederland, Tex., on Dec. 12. Brother Sprinkle joined the Union in Port Arthur in 1961 sailing as a chief engineer for Sabine Towing and for the D.M. Picton Co. in 1951. He was a Navy veteran of World War II. A native of Gulfport, Miss., he was a resident of Port Arthur. Burial was in Greenlawn Memorial Park, Port Arthur. Surviving is his widow, Thelma.

Delayed Benefits

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

NAME	SOCIAL SECURITY NO.	UNION
Sanchez, F.	083-46-4912	UIW
Madison, W.	458-74-7717	UIW
Nicholls, H.	578-60-2739	UIW
O'Neal, R.	237-62-3680	IBU
Hite, W.	401-32-9466	IBU
Green, S.	467-92-2311	A&G
Bayliff, L. K.	192-36-6004	UIW
Willard, J. D.	459-80-1117	A&G
Saenz, J.	450-54-5337	A&G
Manuel Jr., W.	417-68-0771	A&G
Stephens, W.	430-14-2698	IBU
Yi, B.	548-15-3400	UIW
Botana, J.	067-24-9121	A&G
Jarrett, W.	493-03-1337	A&G
Gilbert, D.	081-38-3116	A&G
Joly, J.	584-28-9077	UIW
Brokenshire, E.	161-38-9161	UIW
Walker, W.	153-28-0307	A&G
York, J. E.	498-36-8221	IBU
Curl, G.	467-01-2480	A&G
Goldsmid, A.	091-16-7730	A&G
Romeo, S.	098-48-4486	UIW
Lewis, E.	580-12-3103	UIW
Markris, Z.	422-03-1302	A&G
Jones, A.	149-34-6851	UIW
Grob, S.	214-50-0339	A&G
Celkos, H.	191-16-6384	A&G
Malik, C.	273-05-5819	UIW
Hermann, P.	286-26-4305	UIW
Matthews, G.	457-86-9988	IBU
Dokeris, A.	091-22-6132	A&G

SECURITY IN UNITY



Final Departures



William J. Connors, Jr., 58, succumbed to a heart attack in Savannah on Apr. 5. Brother Connors joined the SIU in 1939 in the port of Savannah sailing as a deck engineer. He had sailed for 37 years and walked the picket line in the N.Y. Harbor strike in 1961. A native of Savannah, he was a resident there when he died. Surviving are his mother, Louise; a brother, Henry M. Connors, Sr., both of Savannah and a sister, Mrs. N. L. Williamson of Pensacola, Fla.



Byron E. Burton, 29, died of head injuries in Mary View Hospital, Portsmouth, Va. as a result of a fall to the dock from the top of the gangway of the *SS American Explorer* (Hudson Waterways) berthed on Craney Island on Mar. 16. Brother Burton joined the SIU in the port of New York in 1968 following his graduation from Piney Point. He sailed in the steward department and was a veteran of the U.S. Navy. A native of Jacksonville, he was a resident of South Jacksonville at the time of his death. Surviving are his mother, Mrs. Helen L. Toole of Dinsmore, Fla., and his father, James of Jacksonville.



SIU pensioner **Percy J. Batson**, 74, passed away from arteriosclerosis at home in Brooklyn, N.Y. on Mar. 11. Brother Batson joined the SIU in the port of New York in 1952 sailing in the steward department for 20 years. He was a veteran of the U.S. Army's 27th Division in World War I. Seafarer Batson was born in Minnesota. Interment was in Greenwood Cemetery, Brooklyn. Surviving is his mother, Minnie of Oregon.



SIU pensioner **Ernest R. S. Bright**, 66, died of a cerebral vascular disease in Charity Hospital, New Orleans on Mar. 30. Brother Bright joined the SIU in 1939 in the port of New Orleans sailing in the engine department. He had sailed for 45 years. Born in Mississippi, he was a resident of St. Bernard, La. when he passed away. Cremation took place in the St. John Crematory, New Orleans. Surviving is his widow, Mable.



SIU pensioner **Curtis S. Wainwright**, 53, was killed in an auto crash on Mar. 18 in New Orleans. Brother Wainwright joined the Union in the port of New Orleans in 1954 sailing as an outer. He had sailed for 32 years and was a U.S. Navy veteran of World War II. Born in Jacksonville, he was a resident of Westwego, La. Surviving are his widow, Edna; a son, Byron and his mother Cassie of Tallahassee, Fla.



Weldon G. La Mothe, 55, died on Mar. 31. Brother La Mothe joined the SIU in the port of Detroit in 1970 sailing as a cook. He started sailing before World War II and was a cook for the U.S. Army infantry during that conflict. Born in Hubbell, Mich., he was a resident there when he passed away. Surviving are his widow, Eileen; a son, Michael and a daughter, Deborah.



Robert E. Hollingsworth, 54, died on Mar. 22. Brother Hollingsworth joined the SIU in the port of Jacksonville in 1971 sailing as an oiler. He was born in Ranger, Tex. and was a resident of Jacksonville at the time of his death. Surviving are his widow, Mary and a daughter, Linda.



Pensioner **Eugene E. Gould**, 66, died of natural causes in the USPHS Hospital, Staten Island, N.Y., on Apr. 2. Brother Gould joined the SIU-affiliated IBU in the port of New York in 1960 sailing as a deckhand for the Penn-Central Railroad Marine Division from 1940 to 1971. A native of Plymouth, N.H., he was a resident of West New York, N.J. when he passed away. Cremation took place in the Garden State Crematory, North Bergen, N.J. Surviving are his widow, Elfrieda and a son, Richard.



Jesse L. Green, 59, died of a hemorrhage in the New Orleans USPHS Hospital on Mar. 12. Brother Green joined the SIU in the port of New York in 1950 sailing as an AB. He had sailed for 27 years and was a U.S. Coast Guard veteran of World War II. Born in Alabama, he was a resident of Mandeville, La. when he passed away. Burial was in the Garden of Memories, New Orleans. Surviving are his widow, Mildred; his mother, Lena and a sister-in-law, Maude, both of Loxley, Ala.



SIU pensioner **Lorenzo Ajon**, 88, passed away in Brooklyn Hospital on Apr. 5. Brother Ajon joined the SIU in 1939 in the port of New Orleans sailing as a cook. He had sailed for 47 years. A native of the Philippine Islands, he was a resident of Brooklyn when he died. Burial was in St. Charles Cemetery, Pinelawn, N.Y. Surviving is a cousin, Nicolas S. Laurente of Brooklyn.



SIU pensioner **Jay C. Steele**, 66, died of heart disease in the New Orleans USPHS Hospital on Feb. 2. Brother Steele joined the SIU in 1949 in the port of Tampa sailing as a chief cook. He had sailed for 24 years. A native of Crestview, Fla., he was a resident of Grand Bay, Ala. when he passed away. Interment was in Odd Fellow Cemetery, Mobile. Surviving are his widow, Irene; five sons, Randal of Theodore, Ala., Roy of Bayou La Batre, Ala., Raymond of Grand Bay, Charles and Windelm, and a daughter, Eunice.



Alfred S. De Agro, Jr., 44, expired in the New Orleans USPHS Hospital on Apr. 14. Brother De Agro joined the SIU in the port of Baltimore in 1960 sailing in the engine department. He was a Piney Point upgrader last year and was a 1959 graduate of the Andrew Furuseth Training School in Brooklyn, N.Y. Born in Washington, D.C., he was a resident of River Ridge, La. at the time of his death. Surviving are his widow, Bertha; three sons, Alfred S., III, William and John Maloney, and a daughter, Patricia Maloney.



SIU pensioner **Joseph A. Marrone**, 76, passed away on Dec. 18. Brother Marrone joined the SIU-affiliated IBU in the port of New York in 1960 sailing as a deckman for the Brooklyn, N.Y., Eastern District Terminal from 1924 to 1962 and for the Long Island Railroad from 1916 to 1919. Born in New York City, he was a resident of Queens, N.Y. when he died. Surviving are his widow, Mary of Farmingdale, L.I., N.Y. and two sons, Pasquale of Queens and Anthony.



Miguel A. "Mike" Velez, 63, died in Bayamon, Puerto Rico on Jan. 20. Brother Velez joined the SIU in 1948 in the port of New York sailing as a fireman-watertender. He had sailed for 27 years and was a post-war veteran of the U.S. Army. He also was a 1969 MEBA District 2 retiree, having been a 1966 3rd assistant graduate of the Engineering School in Brooklyn, N.Y. Seafarer Velez walked the picket line in the N.Y. Harbor strike in 1961 and was involved in the District Council 37 beef. Born in Anasco, Puerto Rico, he was a resident of Bayamon when he passed away. Surviving are his widow, Carmen; two sons, Miguel A., Jr. and Gibert Serrano and a daughter, Sandra.



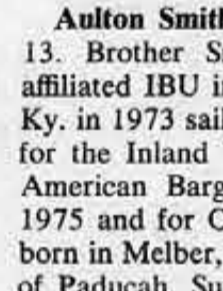
James E. Gardiner, 59, died on Apr. 8. Brother Gardiner joined the SIU in 1942 in the port of New Orleans sailing as an AB. He was born in Sunset, La. and was a resident of Opelousas, La. at the time of his death. Surviving are a sister, Mrs. John A. Young of Church Point, La.; a brother of Baton Rouge, La. and a niece.



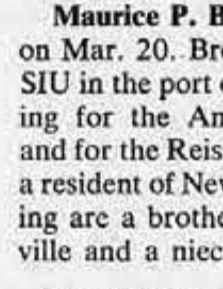
SIU pensioner **George T. Chandler**, 55, died of natural causes in Mobile on Apr. 17. Brother Chandler joined the SIU in 1938 in the port of Mobile sailing as a bosun. A native of Mobile, he was a resident there when he passed away. Surviving are his widow, Ada and a brother.



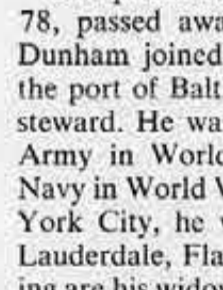
SIU pensioner **Henry R. Lowman**, 73, passed away on Jan. 6. Brother Lowman joined the SIU in 1947 in the port of Norfolk sailing as a chief electrician. He was born in Pulaski, Va. and was a resident of East Liverpool, Ohio when he died. Surviving are his widow, Lillian Effie of Pulaski; two sons, Henry and James; a brother, Joseph, also of Pulaski and a sister, Mrs. Alec Straightiff of Front Royal, Va.



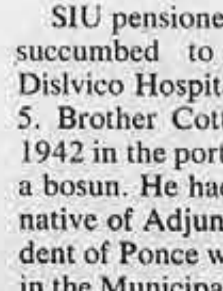
Aulton Smith, 39, expired on Apr. 13. Brother Smith joined the SIU-affiliated IBU in the port of Paducah, Ky. in 1973 sailing as a lead deckhand for the Inland Tug Co. last year, the American Barge Line from 1973 to 1975 and for Orgulf in 1973. He was born in Melber, Ky. and was a resident of Paducah. Surviving are his widow, Evelyn; a son, Mark and a daughter, Theresa.



Maurice P. Bulger, 76, passed away on Mar. 20. Brother Bulger joined the SIU in the port of Chicago in 1967 sailing for the American Steamship Co. and for the Reiss Steamship Co. He was a resident of Newtonville, Mass. Surviving are a brother, Richard of Newtonville and a niece, Patricia of Chicago.



SIU pensioner **William H. Dunham**, 78, passed away on Feb. 4. Brother Dunham joined the Union in 1944 in the port of Baltimore sailing as a chief steward. He was a veteran of the U.S. Army in World War I and the U.S. Navy in World War II. A native of New York City, he was a resident of Fort Lauderdale, Fla. when he died. Surviving are his widow, Ida; his mother, Mrs. Viola J. Marx, and his sister, Mrs. Roger Quick, both of White Plains, N.Y.



SIU pensioner **Manuel M. Cotty**, 59, succumbed to broncopneumonia in Dislvico Hospital, Ponce, P.R. on Oct. 5. Brother Cotty joined the Union in 1942 in the port of New York sailing as a bosun. He had sailed for 29 years. A native of Adjuntas, P.R., he was a resident of Ponce when he died. Burial was in the Municipal Cemetery, Ponce. Surviving are his widow, Ramonita; two sons, Victor and Jorge and two daughters, Flora and Evelyn.

Politics Is Porkchops
Donate to SPAD

Descriptions and Dates of HLS Upgrading Courses*

*For course requirements, see next page.

Able Seaman—The course of instruction leading to the endorsement of Able Seaman consists of classroom work and practical training to include: Basic Seamanship, Rules of the Road, Wheel Commands, use of the Magnetic Compass, Cargo Handling, Knots and Splices, Blocks and Booms, Fire Fighting and Emergency Procedures, Basic First Aid.

Starting dates: June 26, September 4, October 16, November 28.

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

Starting dates: May 29, August 7, October 2, November 13.

Lifeboatman—The course of instruction leading to a lifeboatman endorsement consists of classroom work and practical training to include: Nomenclature of Lifeboat, Lifeboat equipment, Lifeboat Commands, Types of Davits and their use, Emergency Launching Operations.

Also included in this course is actual practical experience to include launching, letting go, rowing and maneuvering lifeboat in seas, recovery of man overboard, Fire Fighting and Emergency Procedures.

Starting dates: May 29, June 12, 26, July 10, 24, August 7, 21, September 4, 18, October 2, 16, 30, November 13, 28, December 11.

QMED—The course of instruction leading to certification as QMED consists of classroom work and practical training to include parts of a boiler and their function, combustion control systems, steam and water systems, fuel oil systems, lubricating oil systems, hydraulic oil systems, boiler construction and repair, hand tools and their use, use of metals, machine tool operation, compressed air systems, fundamentals of electricity, principles of refrigeration, safe handling of combustible materials, piping and valves, pumps, evaporators, auxiliary diesel engines, starting and securing main and auxiliary diesel engines, starting and securing main auxiliary units, engineering casualty control, all modes of operation of automated ships, firefighting and emergency procedures.

Starting dates: May 29, June 12, 26, July 10, 24, August 7, 21, September 18, October 16, November 13, December 11.

Welding—The course of instruction in basic welding consists of classroom and practical on-the-job training. This included practical training and electric arc welding and cutting, and oxy-acetylene brazing, welding and cutting. Upon completion of the course, an HLS Certificate of Graduation will be issued.

Starting dates: June 12, July 10, August 7, September 4, October 2, 30.

High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

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

Name _____ Book No. _____

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

Last grade completed _____ Last year attended _____

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

Fireman, Watertender, and Oiler—The course of instruction leading to endorsement as Fireman, Watertender, and/or Oiler consists of classroom work and practical training to include: Parts of a Boiler and their Function, Steam and Water Cycle, Fuel Oil and Lube Oil Systems, Fire Fighting and Emergency Procedures, and practical training on one of the ships at the school to include Lighting of a Dead Plant, Putting Boilers on the Line, Changing Burners, Operation of Auxiliary Equipment, Starting and Securing Main Engines.

Starting dates: May 26, June 23, July 21, August 18, September 15.

Diesels—There are no requirements for anyone who is interested in taking the diesel engine course but is not interested in receiving the Coast Guard license. The four-week course covers: types, designs, construction and characteristics of various diesel engines; nomenclature and principle design features of all parts of diesel engines, formulas and hydraulic principles, introduction to fuel, air, lubrication and exhaust systems, use of various gauges, meters and instruments used on diesel engines; care, operations maintenance and recording of diesel engine performance; signals used between bridge and engine room; fundamentals of electricity and refrigeration; basic firefighting, first aid and safety.

Starting date: October 20.

Advanced Pumpman Procedures—The course of instruction leading to HLS certification as pumpman will consist of both classroom and practical work to include: Tanker regulations, loading and discharging, pumps and valves operation and maintenance, ballasting, tank cleaning and gas freeing, safety and firefighting.

Starting date: July 28.

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

Starting dates: May 29, June 12, 26, July 10, 24, August 7, 21, September 4, 18, October 2, 16, 30, November 13, 28, December 11.

Cook and Baker—The course of instruction includes classroom and on-the-job training in baking bread, pies, cakes and cookies, and preparation of desserts such as custards, puddings, canned fruit and gelatin desserts. The Cook and Baker will be able to describe preparation of all breakfast foods and be familiar with menu selection of bread, desserts and breakfast foods for the appropriate meal.

Starting dates: May 29, June 12, 26, July 10, 24, August 7, 21, September 4, 18, October 2, 16, 30, November 13, 28, December 11.

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

Starting dates: May 29, June 12, 26, July 10, 24, August 7, 21, September 4, 18, October 2, 16, 30, November 13, 28, December 11.

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

Starting dates: May 29, June 12, 26, July 10, 24, August 7, 21, September 4, 18, October 2, 16, 30, November 13, 28, December 11.

Note: The dates and courses are subject to change at any time.

LNG Upgraders Course



LNG Instructor Charlie Nalen (extreme left) poses for photo early last month with his most recent class of graduates. Kneeling (l. to r.) are: Christopher Hunt and Mike Russo. Standing (l. to r.) are: Nalen, Lonnie Dooley, Ronald Smith, Anthony Sgagliardich, Leonard McGinnis, Peter Schuffles, Tom Curtis, Jay Campbell and Herman Wilkerson.



Lundeberg School



Deck Department Upgrading

Quartermaster

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

Able-Seaman

Able-Seaman—12 months—any waters

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

Able-Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

Engine Upgrading

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

LNG/LPG Program

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

Advanced Pumpman Procedures

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

Advanced Electrical Procedures

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

Steward Upgrading

Assistant Cook

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

Cook and Baker

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

Chief Cook

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

Chief Steward

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

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Name _____ Age _____
 (Last) (First) (Middle)
 Address _____
 (Street)
 Telephone _____
 (City) (State) (Zip) (Area Code)
 Book Number _____ Seniority _____
 Port and Date Issued _____
 Social Security # _____ Ratings Now Held _____
 HLS Graduate: Yes No Lifeboat Endorsement: Yes No
 Dates Available For Training _____
 I Am Interested In:

DECK

- AB 12 Months
 AB Unlimited
 Quartermaster
 Lifeboatman

ENGINE

- QMED
 FWT
 Oiler
 Dk. Mech.
 Reefer
 Boilermaker
 LNG-LPG
 Diesel

STEWARD

- Electrician
 Dk. Eng.
 Jr. Eng.
 Pumpman
 Machinist
 Welder
 Advanced Pumpman Procedures
 Advanced Electrical Procedures

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

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

Upgrade for Job Security

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

One to Seafarer

Five \$10,000 SIU Scholarships Awarded

The SIU's Annual College Scholarship Program, which has gained the reputation among many educators as one of the best no-strings-attached programs in the country, this month awarded five more \$10,000 scholarship grants, four going to dependents of eligible members and the fifth going to a 32-year old active Seafarer. This brings to 112 the number of four-year college grants that have been awarded by the Union's Scholarship Program since its inception over 21 years ago. Of these, 28 grants have been won by Seafarers and 84 by dependents of Seafarers.

This year's winners are: Seafarer Danny McDonald of Cedar Rapids, Iowa; Edward V. Gilabert, 17, son of Seafarer Ventura Gilabert of Brooklyn, N.Y.; Cynthia Marie Cole, 18, daughter of Seafarer Lonnie Cole of Asheboro, N.C.; Barbara Gail Bernard, 18, daughter of IBU member Lawrence Bernard of Trenton, Mich., and Ana Pinilla, 17, daughter of Seafarer Louis Pinilla of Rio Piedras, Puerto Rico.

Three alternates—Michael Moore, 18, son of Seafarer Melvin Moore of Melbourne, Fla.; Gina Scott, 17, daughter of Seafarer Cleveland Scott of San Francisco, Calif., and Seafarer Michael Furbush, 26, of Newton Centre, Mass.—were also chosen and will receive the scholarships in case one or more of the winners are not able to accept.

The five winners will receive their \$10,000 grants over a four-year period and can use the money to participate in any course of study they wish at any accredited college or university in the United States or its territories.

As in the past, the winners were chosen by the SIU Scholarship Selection Committee, an impartial panel of reputable educators from around the country. This year's Committee, which met on May 2 at Union Headquarters, as in the past, based its selections on the individual's scholastic ability as shown in high school grades and scores achieved on the College Boards or the

Two-Year Scholarships

In addition to the five \$10,000 college scholarships awarded annually, the SIU this year initiated an annual program of reserving two additional two-year scholarships solely for active Seafarers.

The new program was announced at membership meetings throughout the country and publicized in the *Seafarers Log*.

Unfortunately, no Seafarer applied for the awards. The new program, of course, will continue and the SIU encourages its members to take advantage of this educational opportunity and apply for the grants next year. Further details on the \$5,000 scholarship awards program will be carried in upcoming issues of the *Log*.



Barbara Gail Bernard



Cynthia Marie Cole



Edward V. Gilabert



Ana Pinilla

Seafarer
Danny McDonald

American College Tests, and the individual's character and leadership qualities as noted in high school extracurricular activities and letters of recommendation. The five scholarship winners are all exemplary of these outlined qualities.

The Selection Committee members this year were: Dr. Charles Lyons, dean of admissions at Fayetteville State University, Fayetteville, N.C.; Miss Edna Newby, Douglass College, New Brunswick, N.J.; Charles D. O'Connell, director of admissions, University of Chicago, Chicago, Ill.; Dr. Bernard Ireland, an official of the College Boards; Dr. Elwood Kastner, dean of registration, New York University; Charles Logan, labor relations consultant, New Orleans, La.; Professor R. M. Keefe, Lewis and Clark Community College, Godfrey, Ill., and Professor Donald Maley, University of Maryland, College Park, Md.

The Selection Committee's choices were given the final ok by the Board of Trustees at a meeting at the Lundeberg School in Piney Point May 7.

Of the five winners, Seafarer Danny McDonald is the only one with some college experience behind him. He has accumulated 68 credits at Kirkwood Community College in Cedar Rapids and has achieved an excellent grade point index of 3.797 out of a possible 4.0.

Brother McDonald will use his

scholarship money to pursue a career in law. "I have a great feeling and respect for the law," says Danny, "but I know that it will be a tough academic road ahead even with the scholarship; but without it, it would be very near impossible." Several of Danny's college instructors who recommended him for the award agree, however, that "his determination and academic ability will bring about the successful completion of his goals."

McDonald has been a member of the SIU since 1966 and has accumulated about five years seetime in the engine department.

Top 3% of Class

Edward Gilabert, who will be graduating from New Utrecht High, Brooklyn, N.Y. next month, plans to use his \$10,000 grant to study aeronautical engineering at the Polytechnic Institute, Brooklyn, which has already accepted him to their course of study.

Throughout high school, Edward has received consistently high grades and is ranked 24 out of 924 students who will graduate with him next month. This puts him in the top 3 percent of his class. His extracurricular activities include participation in student government and on both the gymnastics team and the football team.

He has received high praise from his high school instructors, who agree that Edward is "an exceptionally gifted stu-

dent of great ability and fine character, deeply motivated to attend college."

Edward's father, 61-year old Seafarer Ventura Gilabert has been a member of the SIU since 1948. Brother Gilabert was born in Spain and sails as able seaman.

A Teaching Career

Scholarship winner Cynthia Cole's high school principal writes: "Cynthia is one of the most promising students at Asheboro H.S. She can best be described as a model student. Perhaps her most outstanding attribute though is her character. She is dependable, conscientious, industrious and friendly. Her sensitivity and concern for others have endeared her to both faculty and students."

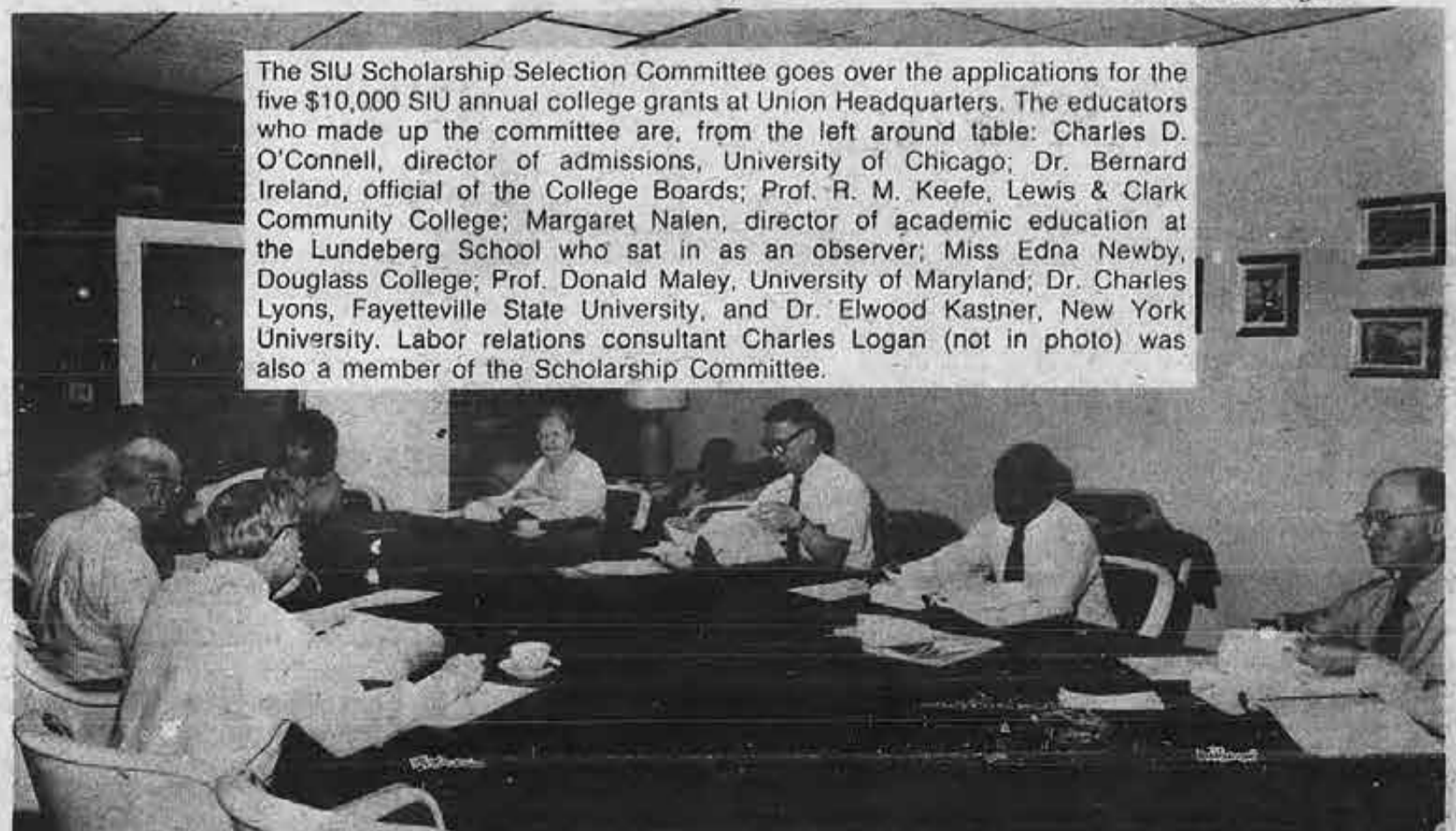
Cynthia's admirable qualities, as noted by her principal, will serve her well in the professional career she has chosen to pursue, early childhood education—a career that demands a great deal of sensitivity and perseverance.

Cynthia has already shown her keen interest in the field of education by working as a volunteer student teacher aide at a local school this past year. She says: "I have become very involved in the work of the teachers and enjoy it immensely." She hopes to achieve her goal at the University of North Carolina in Greensboro, N.C.

Cynthia's father, Seafarer Lonnie Cole has been a member of the SIU

Continued on Page 8

The SIU Scholarship Selection Committee goes over the applications for the five \$10,000 SIU annual college grants at Union Headquarters. The educators who made up the committee are, from the left around table: Charles D. O'Connell, director of admissions, University of Chicago; Dr. Bernard Ireland, official of the College Boards; Prof. R. M. Keefe, Lewis & Clark Community College; Margaret Nalen, director of academic education at the Lundeberg School who sat in as an observer; Miss Edna Newby, Douglass College; Prof. Donald Maley, University of Maryland; Dr. Charles Lyons, Fayetteville State University, and Dr. Elwood Kastner, New York University. Labor relations consultant Charles Logan (not in photo) was also a member of the Scholarship Committee.



Historic Seafarers Conference in Piney Point

66 SIU Brothers
Attend Two-Week Meeting

Last month 66 delegates chosen from the membership met at the Harry Lundeberg School in Piney Point for two weeks to conduct an historic in-depth study of our industry and to discuss the SIU contract which is due for renewal in June.

Arriving from the various SIU deep sea ports on April 12 and 13, the delegates assembled in the S.S. Zimmerman auditorium for the first time on the evening of Apr. 13 when they were greeted by Hazel Brown, the president of the Lundeberg School and Mike Sacco, the School's vice president.

After their opening remarks, the floor was turned over to SIU President Paul Hall who welcomed the delegates to "the most historical meeting of professional seafarers."

For the first time, President Hall said, Seafarers have gathered together to study their problems and recommend solutions that will shape the future of their Union, their job security and their industry.

Charging the delegates with the responsibility of giving direction to those members unable to attend the Conference, Hall reminded them that, because this Union is a democracy, their decision would have an impact—good or bad—on all Seafarers.

For this reason, he asked the delegates to study each area carefully and to make the knowledgeable decision that would benefit all members rather than a decision that would benefit just the individual.

Turning his attention to the upcoming contract negotiations, he asked the delegates "How much should we ask for from the operators?"

He pointed to the "tremendous economic power" the SIU could wield in negotiating any contract and warned that this power must, like de-



Frank Drozak, SIU vice president in charge of contracts, addresses the 66 delegates attending the Seafarers Conference.

mocracy, be handled responsibly and intelligently because the basic proposition of this Union is "job security for the professional seaman."

Hall also asked the delegates to weigh the question of pension increases carefully and to study it from every angle.

But, he said, "we needn't be cautious to the point of doing nothing."

Must Be Active

Drawing on the SIU's experiences in fighting for maritime legislation as an example of positive, well thought-out action, he remarked that "we've been active in this area, so we've been successful."

"We can take this world, and ourselves, and make it a little better by studying and learning to understand our problems. As we strive for a better living, for a life with dignity," Hall concluded, "our awareness will make the difference."

The next morning the delegates received their schedules and settled down to two weeks of studying the SIU's contract, welfare plan, vacation, pension, shipping rules, training, education, constitution, and political and legislative activities.

Assemble in Zimmerman

On a typical day of the Conference, the delegates would assemble in the Zimmerman auditorium at 9 a.m. to hear a presentation by a speaker on the day's area of study.

These presentations would usually last for one-and-a-half hours and then, after a short coffee break, the delegates would be shown a movie that dealt with the day's subject and they were given a chance to ask the morning's speaker questions until 12:30 p.m.

At 1:30 the delegates would divide by department into three workshops where they would hold an in-depth discussion of the day's subject, review the proposals submitted to Headquarters by the membership, study material they had been provided with when they had first arrived, and make recommendations to submit to the entire conference and membership.

Report on Recommendations

After these workshops the delegates would reassemble in the Zimmerman auditorium at 4 p.m. At this general session each group would re-

port on its workshop's recommendations, and there would again be an opportunity to ask questions.

On some evenings, the delegates would assemble in the Zimmerman auditorium again at 7:30 p.m. to listen to special guest speakers.

During the last week of the Conference the delegates had a break in their daily routine when they took a trip to Washington, D.C.

Washington Tour

In Washington they visited the AFL-CIO headquarters where they were addressed by AFL-CIO Secretary-Treasurer Lane Kirkland and given a tour of the building.

The delegates also visited a congressional session in the Capitol Building and were hosted at a luncheon at the Democratic Club.

At the end of the Conference, the hard-working delegates were commended by SIU Vice President Frank Drozak: "You've come up with some good proposals. You should be proud of them and of the work you've done while you were here."

Just as President Hall had opened the Conference, he was on hand to close this important meeting and to sum up its conclusions and recommendations.

Congratulating the delegates on their hard working behavior during the Conference, President Hall said "now that you have had full time and opportunity to discuss the issues and make recommendations, you have a better understanding of our problems and a better understanding of what a small, but unified and aggressive union can accomplish."

"That you've had the Assistant Secretary of Commerce and the president of the world's largest container-ship fleet come here to speak to you should serve as an indication of the strength this unity and aggressiveness



From the left, Steward Department Workshop Chairman Antonio Conclaves, Deck Department Workshop Secretary-Reporter Norman Du Bois, Steward Workshop Secretary-Reporter William Hand and Engine Department Workshop Secretary-Reporter John "Bobbie" Johnson read the minutes from their respective workshops to the assembled delegates.



Delegate Peter Drews, chairman of the deck department workshop, has a question during a general session of the Conference for the panel of SIU vice presidents.



Asst. Sec. of Commerce Robert Blackwell (third from left) poses with, from the far left: HLS Vice President Mike Sacco, and SIU vice presidents Frank Drozak, Cal Tanner, Earl Shepard and Lindsey Williams, after his speech to the Conference delegates.



Haywood Green, chairman of the engine department workshop, reads the recommendations made by the members of his workshop to a general assembly of the Conference.

has given us," he continued.

This same strength helped win active support for the SIU's efforts to pass the oil imports bill from all 50 AFL-CIO state federations and 200 central labor bodies, he pointed out.

"The way we earn our living," Hall continued, "gives us a closeness and uniqueness that no other group possesses. In the past, the smallest irritant meant chaos because of this very closeness. Our inability to communicate kept us from the strength of unity.

"But now, as a result of this Conference and our educational programs, the day has come when we can begin to separate the personality from the issue.

"As you've seen in your study of our industry, our enemies are formidable and we cannot dissipate our strength by fighting with one another because we cannot face these enemies with anything less than all of our resources. The day is here when we

must face them with all of our intelligence," President Hall said.

"But," he continued, "I believe we will survive because we are fighting for more than a living—we are fighting to preserve a way of life.

"And so, I congratulate you," Hall told the delegates, "because you have shown that the way to solve our problems, improve our lives and insure our dignity is to learn to work for a stronger union, to work together for this common goal despite personalities.

"Go back to your ships," President Hall concluded, "and talk about what you have accomplished at this Conference."

Conference History

The 66 Seafarers serving as delegates, 22 from each department, were elected to represent the membership at this Conference at special meetings held in each A&G deep-sea port on Apr. 10-11.

Based on shipping, registration and the past year's activities, the distribution of representatives from each port was designated as follows: New York, 12; New Orleans, 6; Houston, 6; San Francisco, 6; Baltimore, 3; Boston, 3; Detroit, 3; Jacksonville, 3; Mobile, 3; Norfolk, 3; Philadelphia, 3; San Juan, 3; Seattle, 3; Tampa, 3; Wilmington, 3; and Piney Point, 3.

However, the ports of Detroit, Tampa and San Juan were unable to meet their full quota and, according to arrangements authorized by the membership prior to the elections, a special meeting was held in Head-

quarters on Apr. 11 to fill these vacancies.

Early this year a letter giving full details of the Conference was sent to all Seafarers, all ports and all SIU-contracted ships. This letter explained that members wishing to serve as delegates to the Conference had to be full book members with 'A' Seniority in good standing, have 24 months seetime with SIU-contracted operators in ratings above entry (seetime was considered as any time for which contributions had been made toward pension and welfare eligibility), and have at least 60 days of such employment in the period from Apr. 1, 1974 to Apr. 1, 1975.

Questionnaires were also sent to all Seafarers asking for their comments and suggestions on the Consti-

tution, welfare, pension and vacation plans, contract, and other issues important to all members.

These comments and suggestions received from members were studied by the delegates during the course of the Conference.

Headquarters had received authorization to make all the necessary arrangements for the Conference through a proposal which was ratified at each port's January membership meeting.

The proposal read in part: "It is hereby recommended that the membership give authorization to Headquarters to make the necessary arrangements for the Conference and to establish all rules for selection of participants in the Conference."

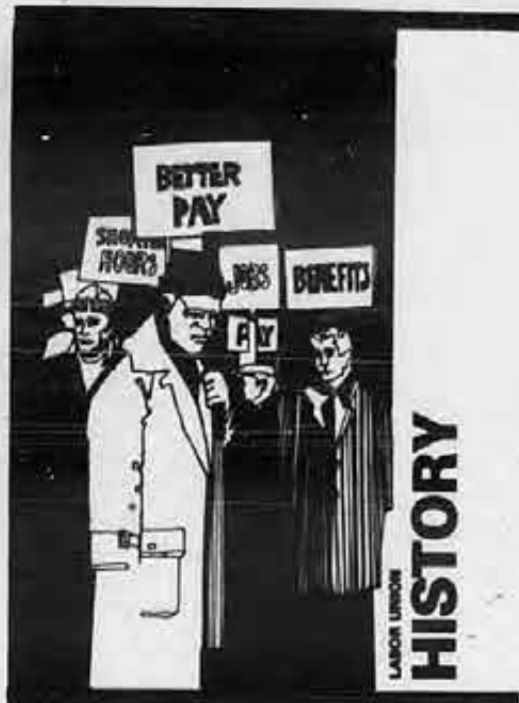


Opening the Seafarers Conference, SIU President Paul Hall asks the delegates to study the issues and "make the knowledgeable choice."



HLS and SIU officials were available during the entire Conference to answer the delegates' questions and to explain the various issues. Pictured, from the left, are: HLS Vice President Mike Sacco; SIU Secretary-Treasurer Joe DiGiorgio; SIU Vice President Frank Drozak and New York Port Agent Leon Hall.

Labor Union History



The beginning of the American seaman's movement was started on the West Coast with the Marine Fireman, Oilers and Watertenders Union of the Pacific in 1883, and the Sailors Union of the Pacific in 1885. The Atlantic Coast Seamen's Union began in 1888, the Marine Firemen Oilers and Watertenders of the Atlantic dates from 1902, and the Marine Cooks and Stewards Association of the Atlantic from 1901.

The SUP pioneered the fight for a union hiring hall, and while this attempt didn't last long, the SUP and other unions continued their efforts, until today when, as Bunker said, the hiring hall "has become an integral part of the seaman's life."

The first full day of the Seafarers Conference was devoted to a consideration of Labor Union history.

The 66 delegates convened in the auditorium of the Charles Zimmerman and heard a keynote address from John Bunker, an SIU consultant who is currently preparing a special project in an attempt to collect all the material ever written about maritime labor since the 1800's.

Bunker's speech centered not only on the history of maritime labor, but traced the history of the trade union movement as well. Associations of workingmen in America existed even before the revolution, Bunker told the delegates, and one composed of cordwainers (shoemakers) called a strike in 1799 for higher wages.

Noting that some authorities claim the labor movement in this country started with the Mechanics Union of Trade Associations, Bunker said, "this organization evolved from a strike by Philadelphia carpenters in 1827 to get a ten-hour day. In fact the greatest impetus for union organization came from the rebellion against long hours of work as much as the desire for more pay. American workers in the first half of the 19th century labored from sun-up to sun-down."

In his speech, Bunker went on to describe the beginnings of the American seaman's attempt to organize unions, which coincided with the formation of the American Federation of Labor (AFL) in 1886. Commenting on the reasons and need for a seaman's union movement, Bunker said:

"It was during this period of labor union development that American seamen organized to obtain better wages and living conditions and to force changes in laws that deprived the sailor of many rights enjoyed by the shore worker and which put him in the status of an indentured servant to the ship, the shipowner and the shipping master.

"In the latter part of the 18th century conditions aboard American ships were worse in some respects than they had been 100 years before. Wages were low, food was generally poor, hours of work were long, and worst of all, the seaman was the victim of a vicious hiring system that robbed and cheated him out of his meager wages."



SIU Consultant John Bunker traces the SIU's history for the delegates on the first full day of the Conference. Listening is Harry Lundeberg School Vice President Mike Sacco.



The delegates from the engine department discuss the Union's history in their workshop.

The delegates were also told of the evolution of the seaman's unions in this century: the creation of the old International Seamen's Union; disputes and disagreements, which led to strikes and the formation of the National Maritime Union; and finally in 1938, a group of seamen dissatisfied with the Communist leanings of many NMU members, founded the Seafarers International Union of North America with Harry Lundeberg as its president.

Present State of Industry

After discussing the old battles of the 30's and 40's and the constant fight for better living and working conditions aboard ship, Bunker concluded his remarks with a summation of the present state of the industry.

"Strong and democratic unions have developed; responsible leadership exists among both labor and management. The federal government is underwriting the costs of the American standard of living for a substantial portion of the American merchant marine. Just as necessary to the public interest as merchant vessels are the seafaring workers represented by responsible trade unions."

Following the speech by John Bunker, the delegates heard from HLSS Vice President Mike Sacco, who concentrated his remarks on the importance of history as it relates to the contract. Vice President Sacco said that the "struggle for the hiring hall and better working conditions" had been won and that they were now a part of the SIU contract.

Sacco told the delegates that the importance of studying union history cannot be underestimated, because to make advances in the future the seaman must know what has been done in the past.

The delegates as a group were shown the film entitled "The Inheritance", which depicted the formation of the International Ladies Garment Workers Union. Later in the day the men divided into three workshops, according to shipboard department.

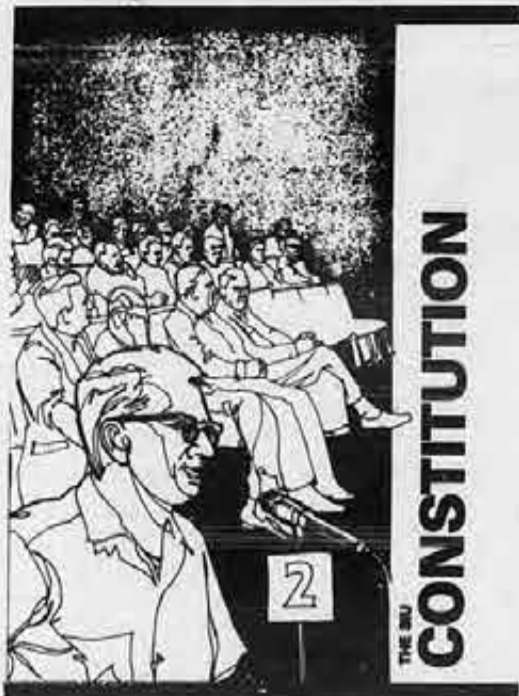
In the individual groups the delegates were shown a slide presentation of Union history, and were also given pamphlets entitled "Labor Union History." Both the slide show and the pamphlet traced the major developments in trade unionism since the beginning of the movement until the present.

Late in the afternoon the delegates reconvened as one group to read their workshop reports and recommendations, and participate in a question and answer session. The following recommendation on Union history was agreed to by all the delegates:

"A complete study and review of the History was made by the delegates, a study and review of the recommendation submitted by the membership. It was recommended that Headquarters study and review the maritime history as well as the history of the Labor Movement and to take whatever steps necessary to keep abreast of our industry and the Labor Movement."



Conference delegates listen to John Bunker tell it like it was in a speech covering maritime history.



Constitution

On the second day of the Conference the delegates took up the SIU Constitution. Union representative Red Campbell outlined the provisions and safeguards of the document which was drawn up at the Union's inception in 1938.

Representative Campbell went over the different areas of the Constitution, and stressed the importance of the first two sections, the Preamble and the Statement of Principles and Declaration of Rights.

Campbell specifically cited the difference in the Constitution between shipping seniority and membership seniority; or employment rights and membership rights. He said that the "rights, duties, and obligations spelled out in the Constitution were agreed to by the members for their own benefit." Noting that the Constitution can be changed, but has been done so infrequently, mainly to comply with changes in the law, Campbell said that "it has stood the test of time."

Frank Drozak, vice president in charge of contracts and contract enforcement, spoke to the delegates following a showing of the film "The Battle of Wall Street," the story of the SIU's assistance to Wall Street workers during a strike in the 1940's.

Labor Affiliations

Vice President Drozak discussed the SIU's affiliation with various other labor organizations, including the AFL-CIO and the Maritime Trades Department. He also noted the SIU's participation and membership in other AFL-CIO labor bodies such as the Central Labor Councils, State Federations and Port Councils.

In the section of the Constitution



Union representative Red Campbell gives Conference members a step by step explanation of the Constitution.

entitled "Statement of Principles and Declaration of Rights," it says: "We shall affiliate and work with other free labor organizations . . . we shall seek to exert our individual and collective influence in the fight for the enactment of labor and other legislation and policies . . ."

Vice President Drozak, commenting on SIU participation in other labor bodies, said:

"It is important for us to participate because we are a small organization and we get strength and unity from our affiliations. We must work within the political system, and the best way to do this is to combine our strength with other organizations whom we can help and who can help us."

Vice President Drozak also discussed with the delegates the advantages of a merger between the SIU and the Inland Boatmen's Union. The possible merger would be along the lines of the one between the SIU A&G District and the Great Lakes a few years ago; each district would retain its own shipping rules and seniority system. However, members



James Myers, steward department delegate from San Francisco, asks the panel a question during the afternoon general session.

would pay dues into one Union.

In the afternoon of the day spent on the Constitution, the 66 delegates divided up into three workshops, with each workshop composed of men from the same ship department, but from different ports. Two union representatives were also present at each

workshop to work with the delegates.

In the workshops the delegates discussed the recommendations and suggestions which were submitted by SIU members who had filled out questionnaires prior to the Conference.

Later in the afternoon the delegates reconvened into one group again and read their workshop reports and recommendations. After a question and answer session, the group adjourned.

The following recommendation on the Constitution was agreed to by all the delegates:

A complete review of our Constitution was made by the delegates and a study and review of the recommendations submitted by the membership was made. The delegates recommend that Headquarters be given the authority to study our Constitution and make the necessary changes needed to affiliate the Inland Boatmen's Union directly into the SIU A&G District.



John Gallagher, deck department delegate from Philadelphia, discusses the IBU/SIU merger proposal with the members of the deck department workshop.



Contract

The 66 delegates at the Seafarers Conference, after two days of studying the SIU's present Contract and reviewing the membership's recommendations, proposed a number of items to be incorporated in the new Contract and charged the SIU Contract Department with the responsibility of attempting to negotiate the best Contract the industry will be able to support.

The delegates began their study of the Contract on the third day of the Conference when Frank Drozak, SIU

vice president in charge of contracts, addressed the assembled SIU representatives.

Discussing the provisions of the present SIU Contract and pointing out areas that need to be modified if the Union is to keep pace with the rapidly changing maritime industry, Vice President Drozak asked the delegates to "weigh all of the facts and then make your decisions, not as an individual, but as a representative of all Union members."

Continuing, he spoke of some

problems facing the SIU which should be considered when proposing Contract revisions. These problems include such things as the automated bridge found on some new ships and its effect on the jurisdiction of the watchstanding AB.

"What will the AB do on these bridges?", Vice President Drozak asked. "Will he take soundings, monitor radar screens and perform other duties, or will we let the mate do it?"

If the mates take over these duties, Vice President Drozak warned, we





Richard Wardlaw (left photo), delegate from the deck department, William Hand (center photo), steward department delegate, and Joseph DiSanto (standing, right photo), engine department delegate, participating in their workshops on the Contract.

will lose some of our jurisdiction on the bridge and endanger that AB's job.

Vice President Drozak also spoke of manning scales, the MSC, establishing an entry utility rating and changing shipping rules to fit new shipping patterns, pointing out that these areas had to be considered when negotiating a new Contract.

The delegates then divided by department into three groups where they reviewed the 431 Contract recommendations submitted by the membership and discussed various Contract areas.

After these discussions, the delegates regrouped and were given the

opportunity to ask questions and make proposals in an open forum.

The next time the delegates met to consider the Contract, the Conference was in its closing days and they recommended specific Contract proposals after further group discussions and review of the membership questionnaires.

These proposals included the following recommendations:

- It should be a three-year Contract with a wage increase the first year, and wage increase and cost of living increase in the second and third years.

- On all ships built under the 1970 Merchant Marine Act, includ-

ing Mariner Ships, the Bosuns or Watchstanding Bosuns, Stewards and Steward/Cooks should receive the same monthly wages, as well as premium and overtime rates as QMEDs.

- All day workers should be guaranteed the option of weekend and holiday work.

- All vessels should be signed on for no more than six months articles.

- Where possible, additional relief gangs should be established.

- The allowance for subsistence and lodging should be increased.

- If there is any increase in Maintenance and Cure in the industry, this increase should be applied to the SIU.

- Transportation should be paid

on a port-to-port basis.

- When a seaman is shipped to another port, the transportation should be paid by the operator.

- The Contract sections dealing with Port Time and Sailing Board Time should be re-written to be standard with the other maritime unions.

These proposals, and others (see pages 15-16 of this supplement) were accepted unanimously by the assembled delegates, as was a motion authorizing the Contract Department to negotiate the best possible Contract the industry will be able to support without endangering the job security of SIU members.

Politics, Law and Legislation



LEGISLATION & POLITICAL ACTION

try has no tradition of supporting an American merchant marine.

"We have an American-flag merchant marine," Brand stated, "only because the SIU has made it possible through legislation."

"And the SIU has been effective in its legislative efforts," he continued, "only because of your—membership's—support."

Bill Moody, who spoke to the delegates on both of the days spent studying legislation and politics, stated that "a good part of the power structure in this country feels it doesn't need a merchant marine," and he pointed to the Transportation Institute as the only organization dedicated to supporting the American merchant fleet.

Their research, he said, is invaluable in the MTD's and SIU's battles to protect the industry.

In tracing the route of proposed legislation from its inception to its passage, Bill Moody stated, "No other worker is as dependent on federal regulations as the seaman."

Because the SIU's membership recognizes this, he explained, our legislative action stems from the active support given to SIU programs, officials and SPAD by Seafarers.

This support enables SIU officials to offer aid and maintain active roles on local port councils, and AFL-CIO central bodies and state federations.

In turn, these bodies can offer support to merchant marine legislation by petitioning their congressmen and senators who, often representing inland areas, might have little interest in maritime affairs.

Using the oil bill as an example, Bill Moody pointed out that nearly every AFL-CIO international union, central labor body and state federation called on their congressional representatives to vote in favor of the bill.

As other examples of the need for political action, Moody cited the oil industry's recent attempts to breach the Jones Act, the fight to keep the USPHS hospitals open and the fight to curb unfair rate cutting by third-flag carriers.

In their department workshops, the delegates reviewed the questionnaires submitted by the membership and discussed the various political battles facing the Union. After the discussions, the delegates all donated to SPAD in a gesture of their support of the SIU's political activities.

Reassembling after their workshops, the delegates proposed and passed the following recommendation:

Research by the Transportation Instituted and MTD should be stepped up, and we should improve our political arm—SPAD—as we continue to work on legislation affecting all areas of the maritime industry and the labor movement.

The Seafarer's Conference delegates spent two days studying the SIU's legislative efforts and the effects of politics on Seafarers and their job security.

During the course of these two days, the delegates were addressed by Herb Brand, president of the Transportation Institute, and Bill Moody, administrator of the Maritime Trades Department.

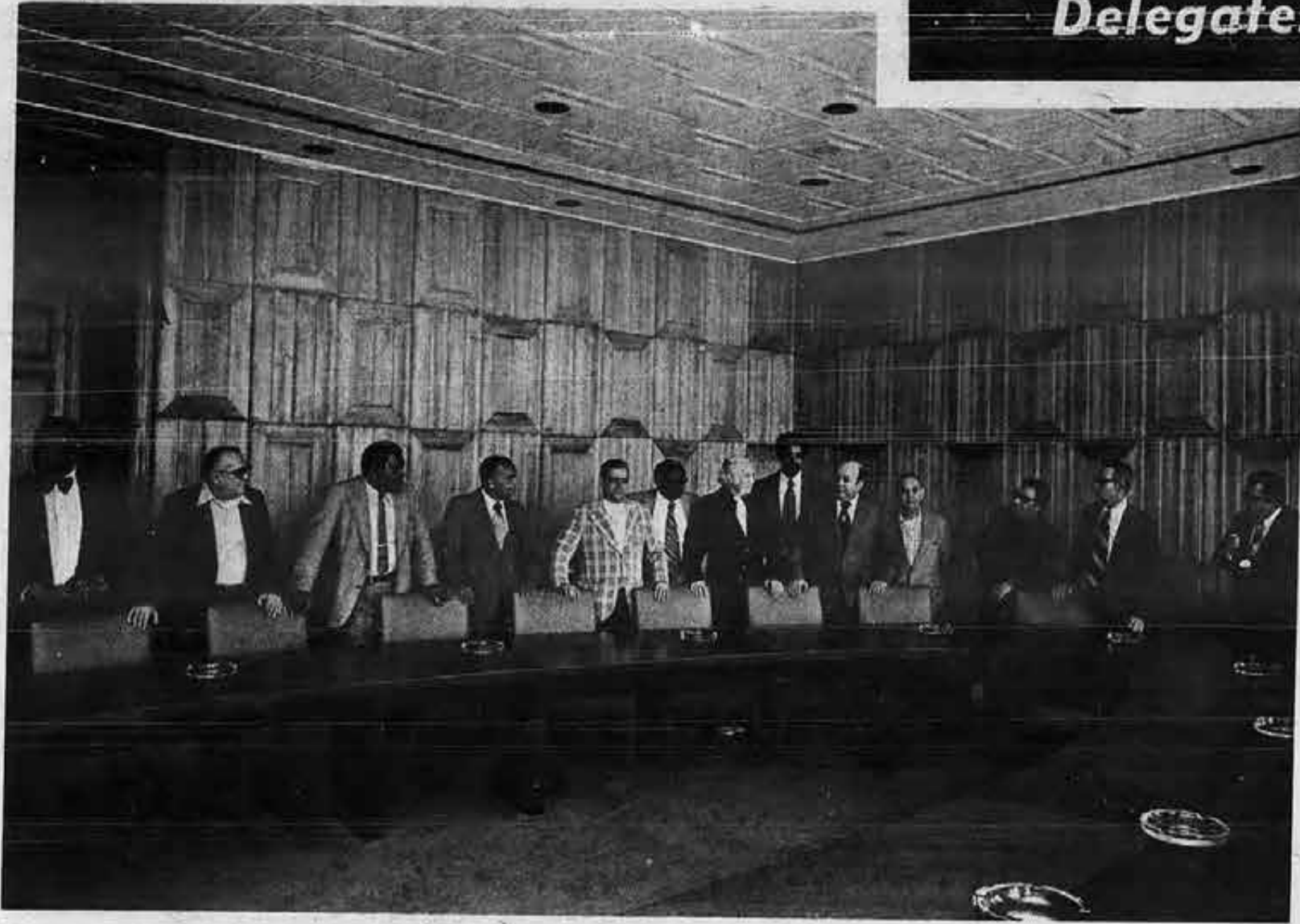
As president of the Transportation Institute, Herb Brand explained that the Institute functions as a research arm for merchant marine legislative activities. This research is shown to legislators in an effort to gain their support for beneficial maritime legislation.

Legislative efforts are necessary to protect our industry because, unlike many foreign countries which subsidize their merchant fleets, this coun-



MTD Administrator Bill Moody (left photo) and Herb Brand (center photo), president of the Transportation Institute, speak about the SIU's legislative efforts and field related question from Seafarers like steward delegate Sam McDonald (right photo) of Houston.

Delegates Visit AFL-CIO



Bill Moody, Administrator of the Maritime Trades Department (fifth from right), shows the steward delegates the Executive Conference room while on a tour of the AFL-CIO building in Washington.

To get a better grasp of the SIU's legislative machinery in action in the nation's capital, the 66 Union delegates to the Seafarers Conference in Piney Point, Md. visited AFL-CIO headquarters in Washington, D.C. and the Halls of Congress during the second week of the Conference.

Leading the group was William Moody, administrator of the AFL-CIO Maritime Trades Department, (MTD) along with SIU Representative George McCartney, New York Port Agent Leon Hall, Philadelphia Port Agent John Fay, San Francisco Port Agent Steve Troy, Seattle Port Agent Harvey Mesford, New Orleans Patrolman Stanley Zeagler and other Union representatives.

At the AFL-CIO building, Lane Kirkland, secretary-treasurer of the federation, spoke to the delegates about cargo preference saying "the SIU succeeded in bringing the oil industry to its knees" with the help of the MTD and their port councils.

Kirkland complimented the Seafarers with the aside that "sailors of America have been among the staunchest members in the trade union movement."



Allen Kistler, Director of the Department of Organization and Field Services for the AFL-CIO, tells the delegates how the AFL-CIO aided in the passage of the oil bill.



Charles Rangle (D.-N.Y.) shakes hands with Charles Shirah, steward delegate from Mobile, while greeting the other Seafarers at the table.



John Hall, James Myers and Herbert Bennett, stop to look at a display of Samuel Gompers memorabilia during the tour of the AFL-CIO building.

Hdqs. And Congress

Before touring the offices of AFL-CIO President George Meany, the Executive Council and the MTD, the delegates and Union officials heard Allan Kistler, AFL-CIO director of organizing and field activities discuss how all sections of the AFL-CIO—Federal, state and local bodies—were mobilized to help obtain passage of the oil imports bill in Congress.

Next stop on the tour was Congress on Capitol Hill where the delegates saw the House of Representatives in session on the Vietnam evacuation appropriation.

Following this, the delegates along with SIU Washington representative Philip Carlip, had lunch at the Democrat Club. There, House majority leader Thomas P. "Tip" O'Neill (D-Mass.) confided to the delegates that there would be a decrease in unemployment via legislation creating 1.6 million jobs and a tax rebate.

Also dropping by at the SIU table to say hello were N.Y. Reps. Charles B. Rangel and Leo C. Zeferetti, Sen. William D. Hathaway, of Maine, Rep. Martin A. Russo of Illinois and Rep. J. William Stanton of Ohio.



Delegates and instructors alike listen attentively as AFL-CIO Secretary Treasurer Lane Kirkland delivers the fraternal greetings and best wishes of the federation.



Lane Kirkland congratulates the SIU and its leadership on the success of its legislative programs.



John Hunt (l.) of Houston and Homer Ringo (r.) of New Orleans stand by a celestial map which shows the skies they have both seen from the four corners of the globe in their years at sea.



Rep. Tip O'Neill (D.-Mass.), majority leader of the House of Representatives, drops by the banquet at the Democratic Club to greet the Conference members.

Highlights of Seafarers Conference, Apr. 13-26



Opening the Seafarers' Conference, SIU President Paul Hall calls it "the most historical meeting of professional seafarers."



Steward department delegate Antonio Goncalves from New York notes a question for the speaker during one of the general sessions held each morning.



The delegates enjoy a four-course luncheon held for them at the prestigious Democratic Club during their visit to Washington, D.C.



Delegate Thomas Ratcliffe (standing) from New York makes a point during one of the deck department workshops while delegate Fred "Red" Olsen listens.



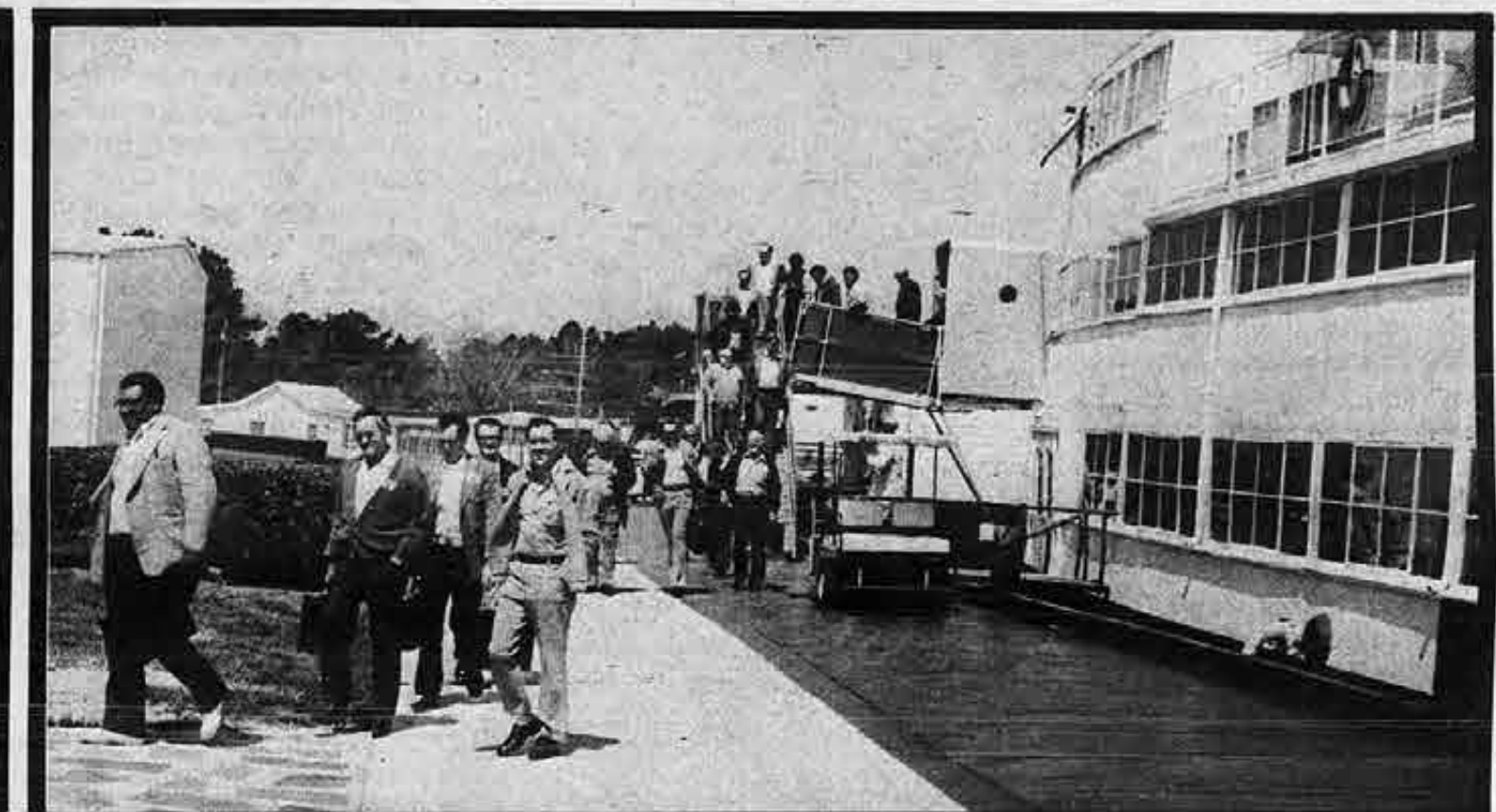
With schedule in hand, delegate John Wade is ready to begin work after checking-in on the first day of the Conference.



Delegates in the engine department workshop hold up SFAD tickets which they, and members of the other workshops, bought as a gesture of their support of the SIU's legislative action.



Gladys Siegle, director of the HLSS Library, gives the deck department workshop a tour of the library aboard the SS Zimmerman.



After a day of listening to speakers, meeting in workshops and asking questions, the delegates leave the SS Zimmerman auditorium as they break for dinner.



Delegate Herwood Walters asks a question about the vacation plan.



Delegate Maurice "Duke" Duet umpires a softball game between HLSS trainees and a local team during a break in the Conference proceedings.



Delegate Robert A. Clarke has a point to make during one of the Conference's general sessions.



HLSS Vocational Director Robert Kaimus demonstrates an engine room console simulator for delegates in the engine department workshop taking a tour of the school.



Delegate John Rouse from Houston comments on one of the recommendations later approved at the Conference.



Education

Monday, Apr. 21 of the Seafarers Conference was devoted to discussions on education. The delegates heard speeches from representatives of the various educational programs available at the Harry Lundeberg School, and spent the better part of the afternoon session considering recommendations and suggestions in the area of education.

The first speaker of the day was Robert Kalmus, who is the Director of Vocational Education at Piney Point. Kalmus told the delegates that the vocational programs at the school have come a long way since they first began. For example, he noted, that in the three years since the vocational upgrading courses began over 1,500 Seafarers have gone through at least one of these classes in either the Deck, Engine or Steward departments.

Kalmus described how the vocational program has grown over the years, with such courses as LNG/LPG, Diesel and Advanced Electrical Procedures being instituted last year, along with a four-week AB course and an eight-week QMED course. The program has also been expanded to include firefighting and lifeboat courses, Kalmus said.

In his remarks Kalmus also mentioned the importance of the Intergovernmental Maritime Consultative Organization (IMCO) and the meetings the organization conducts to set some kind of manning scales and safety standards on an international basis. Kalmus frequently attends these meetings as a repre-

sentative of the Harry Lundeberg School.

In conclusion he stressed that "education should be in continuing steps," and then he noted that "as need for equipment training increases, so must time spent at Piney Point. We need vocational education to protect job jurisdiction."

Following the speech by Kalmus, HLSS President Hazel Brown told the assembled delegates that "Piney Point is unique because it combines vocational education with academic and union education." And, stressing the need for education, President Brown said, "if we don't get involved in education, there won't be any jobs for us to move into."

Ms. Brown in her speech, traced the history of the Lundeberg School, from its rudimentary beginnings (no lifeboat for the lifeboat class, instead brooms and chairs were used), up to the present facilities which contain some highly technologically-advanced equipment.

Time and Planning

Stating that the Lundeberg School "grew out of our needs," President Brown said "We want to have programs with depth, and that takes time and planning." While noting that vocational training is important, she said, "it is not enough. We must be concerned with the whole man."

President Brown told the audience that the academic area of education is integrated into all HLSS programs. But, she said, the school "has a unique environment, and it is the least like a school that we can make it."

The Lundeberg School President said that she sees more HLS-type schools, combining vocational and academic education, being set up by industries in the future. She called the SIU "very progressive" for having the foresight to set up the facilities at Piney Point.

One of the problems that the school faces, Ms. Brown said, is that the seaman and his job needs are constantly changing. "More and more," she stated, "we are becoming part of the community, and if you've been standing still, you've really been going backwards."

In concluding, President Brown said that a complete education is one way to develop self-confidence, and that the "real goal of Piney Point is to make people become more flexible—teaching people how to learn and showing them that there



SIU Vice President Frank Drozak asks the steward department workshop to consider a chief stewards' recertification program.

is more to living than just earning a living."

After the speech by President Brown the delegates viewed the film "Tomorrow Is Also A Day," a story of trade unionism. In the afternoon the delegates divided into three workshop groups to discuss recommendations and suggestions made by the membership relative to education and training. While divided into the three groups the men were also given a tour of the facilities at Piney Point.

Following the workshop discussions the delegates reconvened into one full group and made the following recommendations on education and training:

- That HLSS and the Trustees continue to improve our education and training, and that Piney Point review the courses of Electrician, QMED, AB and Entry Rating to improve the quality of the classification; and, that there be a refresher course as may be required by the industry from time to time.

- That a review be made as to the possibility of establishing an Associate Degree Grant Program on maritime subjects.

- That the Union be granted the permission to study alcoholism and other related mental problems of the Seafarer and that a Rehabilitation Center be established as part of the Education Program at Piney Point.

In the evening of the day spent on education two speakers addressed a session open to anyone present at the school. Aside from the delegates, trainees, bosuns, upgraders and other guests attended.

The first speaker at the evening session was Mrs. Margaret Nalen,

Director of Academic Education at Piney Point. Speaking to a full auditorium Mrs. Nalen said that "education is the key to the job market, and reading is the key to education."

Mrs. Nalen spoke on the various aspects of the Lundeberg School's academic program which has steadily grown over the years. While in the beginning the program was geared to trainees who were at Piney Point, it has now expanded to where Seafarers (bosuns, upgraders) can participate in different courses.



HLS President Hazel Brown addresses the delegates during their review of Union educational programs.

Mrs. Nalen briefly touched on some of the facilities available in the academic program, such as the reading lab (which helps seafarers and trainees to better comprehend what they read, including tests) tapes and cassettes and high-interest, low vocabulary books.

She also went on to describe one of the best accomplishments in her department: the General Educational Development Program (GED), a Maryland state-accredited



Discussing and commenting on the SIU's educational programs during the second week of the Conference are, from the left: delegates William "Flat Top" Koflowitch from New York; Joseph Donovan from Boston; Director of Academic Education at HLSS Margaret Nalen; and Director of Vocational Education at the School Robert Kalmus.

program leading to a high school diploma.

The Harry Lundeberg School has had great success with the eight-week GED course, and since its inception a little less than five years ago more than 500 seamen (trainees and Seafarers) have received a high school diploma. In fact, Mrs. Nalen said, since the GED was opened to Seafarers in 1972, there has been a

100 percent success ratio with Seafarers who have taken the course, and a 90 percent success rate with trainees.

In summing up, Mrs. Nalen said, "Whatever your interests are—reading skills, college, vocational advancement or high school diploma—we can help."

The other speaker at the evening session was Richard Shinkle, direc-

tor of Counseling Services at Piney Point. Shinkle told the assemblage that the new Alcoholic Rehabilitation Program, of which he is the head, will be "integrated into the educational program, and will not be a medical program."

In discussing the new program, Shinkle said that it is "concerned with job security and concern for the guy who has invested years in the

industry. It is important to realize that what affects him affects everyone in the long run."

The program will stress "family life", Shinkle explained, with the staff living on the same premises with those attending. There will be lectures and talks, but no medication. "Actually," he concluded, it is a re-education; the goal is to teach people how to handle problems."



Shipboard Meetings and Communication

Sacco stressed the use of techniques of communication with regard to shipboard meetings. He told the delegates that "you have to read, you have to listen," and that "feedback is the measuring stick" for good communication.

Shipboard Meetings

Vice President Drozak also spoke of the importance of shipboard meetings, and said that one of the major problems is that the men on the ships haven't been holding regular meetings. Drozak told the delegates that many of the communications received at Union Headquarters both from the ships and from individual members lack certain information, and consequently Headquarters has many problems trying to deal with inquiries.

"This lack of information," Drozak said, "comes from our members not communicating properly on board ship. If regular meetings were held, many questions could be cleared up, and there probably would not be as many benefit applications and other communications sent in which were incomplete or lacked information."

In the afternoon, the delegates divided up into three workshops to view slides on communications and union meetings, discuss recommendations and suggestions on the subject submitted by the membership, and go over pamphlets they had received.

When the delegates reconvened into one group later in the afternoon, they unanimously agreed to the following recommendation on communications:

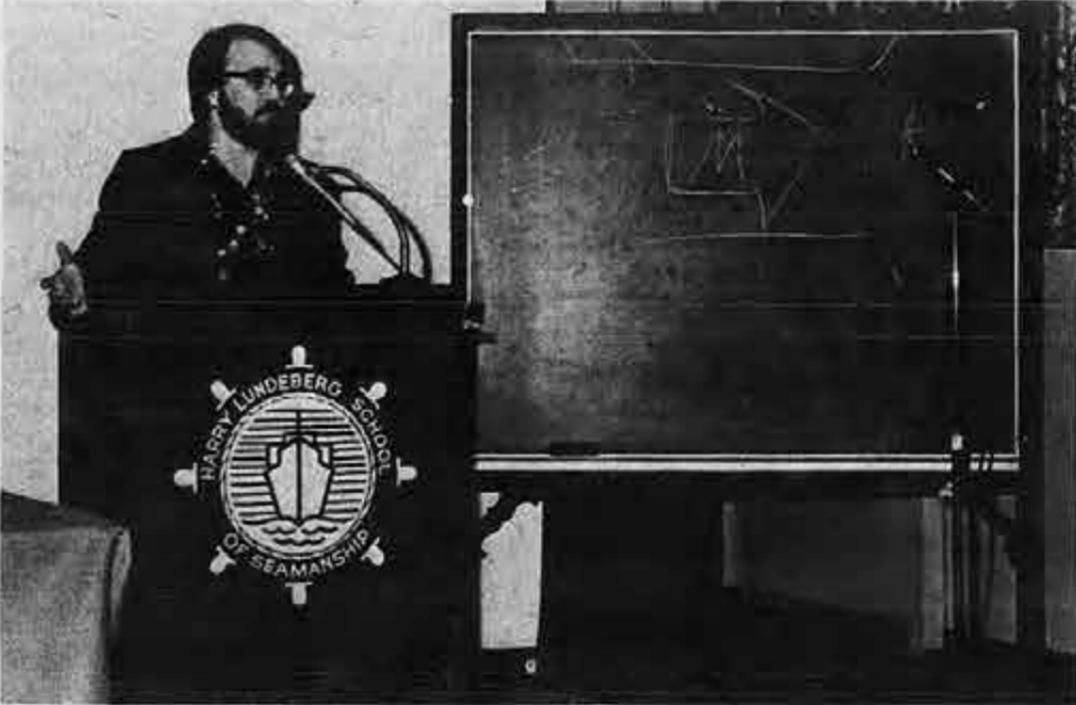
A review of Shipboard Meetings and Communications by the delegates was made including a study of the recommendations submitted by the membership. It was recommended that Headquarters continue to study and improve the procedure of shipboard meetings and communications.

Before adjourning for the day, brief status reports were given by Union instructors who were working with each of the three workshop groups.

San Francisco Port Agent Steve Troy, who was working with the deck department workshop said, "there has been fine participation by all hands." SIU Representative George McCartney, working with the engine department group commented that, "so far there has been a good exchange of opinions, ideas

and experiences." And Seattle Port Agent Harvey Mesford stated that the steward department group had so far held "extremely rewarding

sessions," and he was impressed that "99 percent of the recommendations would be better for the entire picture, not just the individual."



Richard Shinkle, director of Counseling Services stresses the need for clear communication both at sea and ashore.



John Hunt, steward delegate from Houston, makes a recommendation to the other delegates concerning shipboard meetings.



William Goff, steward delegate from San Francisco, suggests ways to increase crews' participation in the weekly shipboard meetings.



Pension, Welfare, Vacation



As part of their study of the SIU's pension, welfare and vacation plans, the assembled delegates hear from SIU General Counsel Howard Schulman (above) and engine department delegates (below) watch a special slide presentation shown to each department in their workshops.



When the Conference delegates turned their attention to the SIU pension, welfare, and vacation plans, Carolyn Gentile, SIU Special Counsel, started their review with a detailed explanation of the new U.S. pension reform law and its effect on the various SIU plans.

Ms. Gentile's talk centered on the application of this new law to the pension plan and an explanation of vesting, break in service rules, survivor benefits and funding under this legislation.

Because of the complexity of this law and its many implications, the delegates had a number of questions.

After some straight forward answers from Ms. Gentile, the delegates left that meeting with a clearer understanding of the SIU's pension plan and the changes it will have to undergo to meet the new law's provisions.

In the group meeting which followed, the discussions centered around the proposals submitted by the membership, and various types of pension increases and their future ramifications.

Because there was another day scheduled for discussion of our pension, welfare and vacation plans, no formal recommendations were acted on by the three department workshops until the delegates met again to study the plans on the last full day of the Conference.

The last day began with SIU General Counsel Howard Schulman reviewing the Union's legal history and

the legal battles it has had to fight in order to stay alive.

Mr. Schulman also spoke of the new pension reform law and speculated that this law will increase the cost of running the plan from 20 to 40 percent because of mandated insurance premiums, new suits against the plan and increased paperwork necessitated by the law.

Speaking to the delegates before they broke up into separate groups to discuss and formulate their recommendations, SIU Vice President Drozak again asked them to make decisions based on the facts before them and what will be best for the entire membership. "Your decisions," he said, "will decide if there will be a tomorrow—this is what you have been looking at for the last two weeks."

When they first arrived at the Conference, all delegates received a number of booklets covering the various areas they would be studying. The booklet describing the SIU's pension, welfare and vacation plans pointed out that "Throughout the years, our members have always followed the democratic rule of providing the best possible benefits for the greatest number of Seafarers. And they have recognized the many problems of properly funding a plan, and the dangers of rashly creating the kind of benefits that could drive a plan broke in just a few years—a situation that has unfortunately destroyed many individual pension plans in other unions and other industries. A pension plan that calls for payments of \$1,000 a month, but runs out of funds to pay it, is meaningless."

Meeting by department on the last day of the Conference, the delegates' discussions covered all of the SIU's benefits, but centered around the pension.

SIU Pension Plan

Considering the pension plan as a mortgage on the future, the general consensus of the delegates was that great caution must be exercised when recommending any increase in the cost of this plan.

Studying the example of bankrupt union pension plans such as the United Mine Workers plan, the delegates felt that projected future costs, as well as the possibility of having the number of members receiving a pension equal or surpass the number of working members generating contributions to the plan in the future, necessitated increasing the monthly benefit only for members going on pension after June 15 of this year in order to insure the security of every member's pension.

This decision was reached only after the problem had been studied thoroughly and the delegates felt that this recommendation was the only knowledgeable and responsible one they could make.

When the full assembly of delegates reconvened, the three groups brought forward a number of well thought-out and thoroughly examined pension, welfare and vacation proposals. Out of these proposals, the following recommendations for negotiation by the Contract Department were approved unanimously by the entire assembly of delegates:

- An increase in the death benefit.
- An increase in miscellaneous hospital costs coverage.
- An increase in intensive care coverage.
- An increased surgical benefit.
- An increased maternity benefit.
- Establish an accidental dismemberment benefit.
- Change the hospital room and board benefit to cover the full cost of a semi-private room in all cases.
- An increase in the vacation benefit for all groups.
- An increase in the pension benefit for members going on pension after June 15, 1975.



SIU Special Counsel Carolyn Gentile explains the vesting provision of the new pension reform law to the Conference delegates.



Engine department delegates discuss increasing the pension benefit in their workshop on the last full day of the Conference.

Three Speak on Maritime



Speaking on the second night of the Conference, Asst. Sec. Robert Blackwell has both good and bad news for the delegates.

During the course of the Seafarer's Conference Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, Paul Richardson, the president of Sea-Land Services, Inc., and Dr. Edward Hinman, director of the USPHS Division of Hospitals, addressed the Conference delegates at Piney Point in a series of special evening sessions.

Asst. Sec. Blackwell serves as the head of the Maritime Administration, and his appearance at the first of these evening sessions, as well as the speaking appearances of Paul Richardson and Dr. Hinman on subsequent evenings, was an indication of the important role the SIU plays in the maritime industry and the interest of other segments of this industry in our Conference and its recommendations.

Sec. Blackwell, after acknowledging the prominent and constructive roles played by SIU Vice President Frank Drozak and President Paul Hall as unifying forces in getting all segments of the maritime industry to work towards a modern, strong American merchant marine, announced that he had both good and bad news for the delegates.

The MARAD head's good news was that the 1970 Merchant Marine Act has "set into motion powerful

forces to revitalize our merchant marine."

This act has triggered the largest peacetime shipbuilding program in the nation's history, he said, and brought about the re-entry of American flag services in our foreign bulk trades as nearly two-thirds of the ships ordered under the program's subsidies have been bulk carriers, tankers, LNG ships and ore-bulk-oil carriers.

Unprecedented Cooperation

This program, Sec. Blackwell said "has also generated unprecedented cooperation and stability in the shipping industry's labor-management relations" and fostered "impressive gains in shipbuilding productivity."

As a final piece of good news, Sec. Blackwell added that U.S. flag carriage of our foreign trade rose from 5.6 percent to 6.6 percent last year.

"While this may seem to be a minimal increase," he continued, "it represents a significant 49 percent gain in tonnage."

"However, during the past year," Sec. Blackwell reported, "this bright picture was dimmed by several severe economic developments."

The hardest hit segment of the industry has been the tanker trade which is now weathering a worldwide surplus of tankers because of the increased price of OPEC oil and the resulting drop in worldwide oil consumption.

With tanker rates plummeting as a result of the surplus, "the tanker outlook is decidedly bleak, and is likely to remain so for the next two or three years," Sec. Blackwell predicted.

With about 25 million tons of tankers laid up throughout the world, Sec. Blackwell said that "some observers believe this figure will grow to 65 million tons."

Though high oil prices have wreaked havoc on the tanker trade, the U.S.-flag liner fleet posted strong gains in 1974, with early figures indicating a 26 percent increase in tonnage moved in foreign trade over 1973 movement.

"While the unsettled world economic situation makes it difficult to forecast future trade volumes," Sec. Blackwell said that he believed that the National Maritime Council's aggressive 'Ship American' Program, combined with America's large and versatile fleet of intermodal vessels, "should enable our

keep punching, it will be our enemies that fold and we'll have what our country sorely needs—a U.S.-flag fleet second to none."

The next guest in this series, speaking to the delegates on the third evening of the Conference, was Paul Richardson, president of Sea Land Services—the operator of the largest containership fleet in the world, and head of the National Maritime Council.

Calling Piney Point a credit to the entire industry, Richardson said that Sea-Land's relationship with the SIU "is a good one and it's growing stronger because we have common goals."

Working Together

Crediting Paul Hall as being "the driving force behind the National Maritime Council," Richardson pointed out that in the past, the segments of the maritime industry were fragmented. But now, through the efforts of the NMC and other attempts to strengthen the U.S. merchant marine, labor and management are working together in many areas.

Though the U.S. merchant marine, with its containerships, RO-ROs and other new ships, leads the world in



Paul Richardson, the president of Sea-Land Services, Inc. and chairman of the National Maritime Council, talks about legislation to curb the rate cutting of third-flag carriers.

liner operators to retain a competitive position in our foreign trades."

"Third flags, particularly ships of the Soviet Union and socialist bloc countries, are syphoning off sizeable volumes of cargoes by offering freight rates that are 25 to 35 percent below conference rates," he continued.

Ending his speech on a positive note, Sec. Blackwell stated, "I believe there is tangible evidence that the American maritime industry has made substantial progress under the Merchant Marine Act of 1970."

"You have a Maritime Administration," he told the delegates, "committed to building up our fleet. We have strong union support. We have good support in Congress. And we have finally developed a mechanism to bring unions, shipowners and the government together—the NMC."

"We have taken some beatings," he concluded, "and we will probably take a few more. But if we

maritime innovation, Richardson said that it is facing a major problem because of the rate cutting practices of some non-conference third-flag carriers.

Richardson accused these third flag carriers, mostly Soviet and socialist bloc country ships, of raiding American trade routes and spoke of a bill proposed by Sen. Daniel Inouye (D-Hawaii) which would attempt to protect our routes.

Richardson outlined the provisions of this bill and then showed the delegates a slide show that had been prepared for Sen. Inouye to explain the need for this type of protection.

Called the Non-National Carrier Bill, this legislation would require that non-national carriers justify any freight rates that are lower than those charged by conference carriers by proving that these lower rates are profitable.

After the slide show, Richardson



Dr. Edward Hinman, director of the USPHS hospitals, explains his plans for improving the system to the delegates.



Delegate Fred "Red" Olsen asks Asst. Sec. of Commerce Robert Blackwell why the merchant marine must fight for everything it needs.



Delegate Clyde "Whitey" Lanier thanks Sea-Land President Paul Richardson for his strong support of favorable maritime legislation.



Delegate Aussie Shrimpton has a question for Dr. Edward Hinman, the director of the USPHS hospital system.

promised Sea-Land's continued support of efforts to unify all sectors of the maritime industry.

"We have a common goal," he concluded, "and we can be heard in places we need to be heard when we work together."

The third distinguished speaker who addressed the delegates at these special evening lectures was Dr. Edward Hinman, the director of the

USPHS Division of Hospitals.

After tracing the history of health maintenance organizations in the U.S. back to a law signed by John Adams in 1768 that provided medical care for seamen, Dr. Hinman outlined his proposals for improving the services provided by the eight USPHS hospitals and 330 contracted clinics.

These proposals included initiat-

ing or expanding alcoholic, drug abuse and mental health programs, as well as making the system more responsive to the needs of its beneficiaries and their communities.

To meet these goals, Dr. Hinman said that there is a need for dialogue between the USPHS hospitals and their users, and one of his first actions as director of the system was to instruct the heads of the vari-

ous hospitals to contact the SIU port agents in their area in an effort to open up this dialogue.

Pointing out that 80 percent of the beneficiaries that use this hospital system are seamen, Dr. Hinman concluded his speech by expressing the hope that there will be continued and increased communication between the USPHS hospitals and the SIU.

Seafarer Delegates Make Many Recommendations

After a careful study of the many areas affecting the Union and the maritime industry, and after a review of suggestions sent in by the membership, the 66 delegates at the historic two-week Seafarers Conference, made and unanimously accepted the following recommendations:

GENERAL RECOMMENDATIONS

- Headquarters should continue to study and review the history of maritime and the labor movement, and should take the steps needed to keep abreast of our industry.
- Headquarters should be given the authority to study our Constitution and make the changes needed to directly affiliate the Inland Boatmen's Union with the SIU A&G District.
- Headquarters should continue to review our Shipping Rules and make changes needed to comply with new laws and to take advantage of a changing industry.
- Headquarters should continue to study and improve the procedures for shipboard meetings and communications.
- Research by the Transportation Institute and MTD should be stepped up, and we should improve our political arm—SPAD—as we continue to work on legislation affecting all areas of the maritime industry and the labor movement.
- The Harry Lundeberg School of Seamanship and the Trustees should continue to improve our education and training programs, and should review the courses for electrician, QMED, AB and entry ratings in order to improve these classifications.
- The possibility of establishing an Associate Degree Program on maritime subjects should be reviewed.
- The Union should be granted permission to study alcoholism

and other related mental problems of the Seafarer, and a rehabilitation center should be established at Piney Point.

- Headquarters should set up a Stewards Recertification Program that would include instruction in performing shipboard clerical work for the purpose of expanding that rating's jurisdiction.
- Headquarters should be given the authority to establish a ship's utility rating in the new contract in order to secure more jobs for Seafarers on the new automated ships. This rating would work in all three departments.
- In order to protect the jurisdiction of the AB and quartermaster on the bridge of new automated ships, the Contract Department should make whatever changes needed to broaden the jurisdiction and routine duties of these ratings on the bridge of these new ships.
- To protect the jurisdiction of the unlicensed personnel in the engine room, the Contract Department should make whatever changes needed to broaden the jurisdiction of the QMED watchstander on new automated ships.

CONTRACT RECOMMENDATIONS AND REVISIONS

The conference delegates charged the Union Contract Department to negotiate the best possible contract the industry will be able to support.

The recommendations approved by the delegates proposed that the Contract Department consider the following items when negotiating the new contract:

- It should be a three-year contract with a wage increase the first year, and wage increase and cost of living increase in the second and third years.
- After lengthy discussions relative to questions of Premium Over-

time Rate being paid for all overtime work in excess of eight hours, it was determined by the delegates that the regular rate of overtime should remain as presently in the contract on work performed in excess of eight hours from Monday through Friday.

- All day workers should be guaranteed the option of weekend and holiday work.
- All vessels should be signed on for no more than six months articles.
- Where possible, additional relief gangs should be established.
- The allowance for subsistence and lodging should be increased.
- If there is any increase in Maintenance and Cure in the industry, this increase should be applied to the SIU.
- Transportation should be paid on a port-to-port basis.
- When a seaman is shipped to another port, the transportation should be paid by the operator.
- The Contract sections dealing with Port Time and Sailing Board Time should be re-written to be standard with the other maritime unions.
- Clothes dryers should be placed aboard all ships where a suitable area is available.
- Any company that fails to notify a crew that their ship will not be returning to this country should be responsible for the crew's personal gear.
- Television sets should be replaced by color sets and the cost of normal maintenance should be borne by the company.
- The penalty payment for meals served to anyone not listed in the official manning scale should be increased.
- When a ship is on automatic steering the AB on watch shall be allowed to smoke on the wheel.
- The operation and maintenance of electric or hydraulic cargo hatches on OBO vessels should be incorporated into the routine duty of the unlicensed deck department personnel.
- On all ships built under the 1970 Merchant Marine Act, including Mariner Ships, the bosuns or watchstanding bosuns, stewards and steward/cooks should receive the same monthly wages, as well as premium and overtime rates as QMEDs.

The delegates also approved the following contract revisions:

Memorandums of Understanding that have been agreed to between the Union and the various contracted operators should be incorporated into this contract. These memorandums include Art. II, Sec. 21 of the Standard Tanker and Freightship Contract—Port Time after 5 p.m. and before 8 a.m., Monday through Friday; Art. II, Sec. 2 of the Standard Freightship and Tanker Contract—Division of Overtime; Art. II, Sec. 10 of the Standard Freightship and Tanker Contract—Gangway Watches; Art. III, Sec. 8(b) of the Tanker Contract—Deck Dept. Duties in Port; Art. II, Sec. 70 of the Freightship Contract—Time Off; and Art. II, Sec. 68 of the Tanker Contract—Time Off.

There will be a change of wording in the following sections of the Freightship Contract: Art. I, Sec. 8(d)(5) and (6)—Employment; and Sec. 8(h)—Employment; Art. II, Sec. 7—Commencement of Employment, Sec. 32—Longshore Work, Sec. 34—Port Time, Sec. 38—Sailing Board Time, Sec. 49—Crew Equipment, Sec. 55—Electric Refrigerator and Electric Washing Machine, Sec. 56—Jury

Toilets, Sec. 57—Transportation and Payoff Procedures, Sec. 58—Return to Port of Engagement, Sec. 62—Manning Scale, and Sec. 70—Television Sets; Art. IV, Sec. 8—Supper Relief, Sec. 17—Call Back to Shift of Haul Vessels, Sec. 21—Laying Dunnage of Cargo, and Sec. 41—QMED; and Art. V, Sec. V—Manning Scale.

The following sections of the Standard Freightship Contract should be transferred to the General Rules: Art. III, Sec. 25—Using Paint Spray Guns and Sandblasting Equipment, and Sec. 32—Tank Cleaning; and Art. IV, Sec. 29—Donkey Watch, Sec. 30—Tank Cleaning, Sec. 31—Using Paint Spray Guns and Sandblasting Equipment, and Sec. 35—New Equipment Not Carried at Present.

A new section clarifying wages and work rules aboard LASH vessels will be added to the Freightship Contract and a section entitled "Further Rules to Tankers in the Grain Trade" shall be added to the general rules of the Tanker Contract.

There will be a change in wording or title in the following sections of the Standard Tanker Contract: Art. III, Sec. 8(a)—Quartermaster, Able Seamen Standing Wheel Watch at Sea, and Sec. 14—Call Back for Shifting Ship; Art. IV, Sec. 1—Equalization of Overtime, Sec. 8—Supper Relief, Sec. 12—Engine Utility, and Sec. 26—QMED; and Art. V, Sec. 5—Vessels Carrying Passengers.

The following sections of the Tanker Contract will be transferred to the General Rules: Art. III, Sec. 17—Using Paint Spray Guns and Sandblasting Equipment, and Sec. 18—Garbage; and Art. IV, Sec. 19—Tank Cleaning, and Sec. 20—Using Paint Spray Guns and Sandblasting Equipment.

The following sections of the Tanker Contract will be deleted: Art. III, Sec. 25—Work Equipment, and Sec. 26—Liberty-Type Vessels; Art. IV, Sec. 21—Vessels Other Than Those Operated at Present; and Art. V, Sec. 5—Manning Scales.

WELFARE, VACATION AND PENSION RECOMMENDATIONS

The conference delegates also proposed that the contract department consider the following when negotiating welfare, vacation and pension items:

- An increase in the death benefit.
- An increase in miscellaneous hospital costs coverage.
- An increase in intensive care coverage.
- An increased surgical benefit.
- An increased maternity benefit.
- Establish an accidental dismemberment benefit.
- Change the hospital room and board benefit to cover the full cost of a semi-private room in all cases.
- An increase in the vacation benefit for all groups.
- An increase in the pension benefit for members going on pension after June 15, 1975.

In negotiating these increases, the contract department has been charged by the delegates to study the entire cost package and to determine what increases can be carried by the industry without threatening our job security because, as the delegates pointed out in their recommendations, without jobs there will be no pension, vacation or welfare plan.



SIU President Paul Hall congratulates the delegates for their "hard working behavior" at the close of the Conference.



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66 SIU Brothers Unanimously Agree on Recommendations



The delegates unanimously approve the pension, welfare and vacation recommendations on the last full day of the Conference.



Delegates and Union officials discuss an issue covered in the latest SEAFARERS LOG.



A banquet, complete with ice sculpture, was held in the Lundeborg dining room on the last night of the Conference.

The 66 delegates listed below unanimously concurred and agreed with the recommendations on pages 14-15 of this supplement:

ENGINE DEPARTMENT

Name	Port
Haywood Green, <i>Chairman</i>	Mobile
John R. Johnson, <i>Secretary</i>	New Orleans
Jack V. Dixon	New York
Thomas Kegney	New York
William Koslowitch	New York
Imro E. Solomans	New York
Norris A. Bartlett	New Orleans
Alfonso Gonzales	Houston
John C. Rouse	Houston
John O. L. Kirk	San Francisco
Frederick V. Vogler	San Francisco
Charles Rando	Baltimore
Joseph Di Santo	Boston
John F. Hall	Jacksonville
Herbert Bennett	Norfolk
Patrick J. Dorrian	Philadelphia
Robert Cossiboin	Seattle
John Wade, Jr.	Wilmington
Kevin Conklin	Piney Point
Daniel T. Hamilton	New York
Juan J. Patino	New York
David E. Wilson	New York

STEWARD DEPARTMENT

Name	Port
Antonio D. Goncalves, <i>Chairman</i>	New York
William Hand, <i>Secretary</i>	New York
Ivan C. Buckley	New York
Sydney P. Shrimpton	New York
Clyde Lanier	New Orleans
Homer L. Ringo	New Orleans
John Hunt	Houston
Sam W. McDonald	Houston
William Goff	San Francisco
James T. Myers	San Francisco
Robert A. Clarke	Baltimore
Alfred J. Gardner	Boston
Harvey G. Ridgeway	Jacksonville
Charles L. Shirah	Mobile
Thomas A. Baker	Norfolk
Arthur Raio	Philadelphia
Martin W. Badger	Seattle
Wilson Deal	Tampa
Abraham Aragones	San Juan
Antonio Arellano	Wilmington
Sylvester Zygarowski	Piney Point
William R. Jones	New York

DECK DEPARTMENT

Name	Port
Peter W. Drewes, <i>Chairman</i>	New York
Norman W. Du Bois, <i>Secretary</i>	Tampa
Richard O. Bradford	New York
Thomas J. Ratcliffe	New York
Frank Rodriguez	New York
Raymond Ferreria	New Orleans
Paul R. Turner	New Orleans
Mack D. Brendle	Houston
Maurice C. Duet	Houston
Fred A. Olson	San Francisco
Daniel M. Ticer	San Francisco
Ballard C. Browning	Baltimore
Joseph C. Donovan	Boston
Narcisse J. McKenven	Jacksonville
Albert Saxon	Mobile
Andrew N. Boney	Norfolk
John Gallagher	Philadelphia
Melvin R. Ward	Seattle
Robert J. Lasso	San Juan
Edward J. Broaders	Wilmington
Richard Wardlaw	Piney Point
Herwood B. Walters	New York