



SEAFARERS LOG

Vol. XXXVI, No. 3

March, 1974

Four New Vessels Join the SIU-Contracted Fleet

Sam Houston

See Pages
12-13



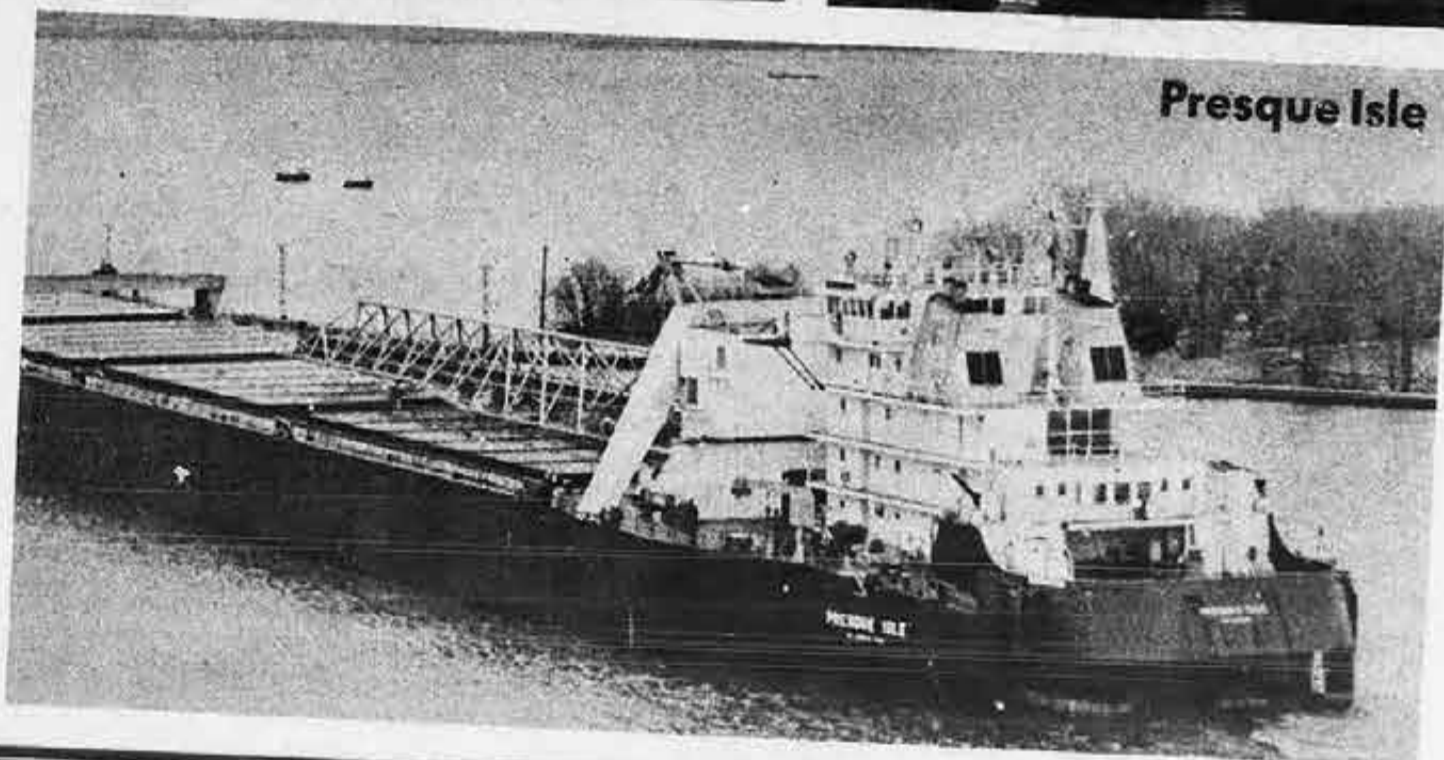
Ultrasea



H. Lee White



Presque Isle



**Annual Reports
on Pension,
Welfare Plans**

See Pages
19-24

**Hall Tells House
Hearing, Oil Quota
Vital to U.S. Ships**

See Pages
2-3

**House and Senate
Conferees Huddle
on Pension Reform**

See Page
5

MTD's Quarterly Meeting Supplement

(See Center Fold)

On Thursday, Mar. 14, SIU President Paul Hall testified before a subcommittee of the House Merchant Marine and Fisheries Committee in support of oil cargo preference legislation for U.S. flag ships. (See story on Page 3.)

The article reprinted below, which appeared in the Mar. 15th Journal of Commerce, shows that the national news media is giving extensive coverage to this important bill.

Following the story are the reactions from subcommittee members to President Hall's testimony.

The Journal of Commerce

AND COMMERCIAL

NEW YORK, FRIDAY, MARCH 15, 1974

Vital to Merchant Fleet

Oil Preference Action Urged

By ROBERT F. MORISON
Journal of Commerce Staff.

WASHINGTON Paul Hall, head of the Seafarers' International Union (SIU), in a stinging attack on international oil companies, wants U. S.-flag tankers given a share of this country's petroleum imports, and right now.

Mr. Hall, who is also president of the AFL-CIO's Maritime Trades Department, admits that U. S.-flag tankers are so few they could probably pick up only half of the initial 20 per cent of imports assigned them under pending legislation.

However, he warns there should be no delay in the legislation or its implementation, as Gulf Oil urged last week. To put off implementation for five years, as Gulf urged, would discourage investors and "wipe out the U. S.-flag merchant marine," he said.

He claimed that would occur because it would give the oil companies time to "bring in all their foreign-built, foreign-flag ships under the U. S. flag to compete with U. S. tank ships."

In what was likely the concluding testimony before the House, merchant marine subcommittee, Mr. Hall said yesterday that "current national and international events make

it imperative that this energy transportation legislation be quickly enacted into law."

Again it was stressed that a preference requirement, which would rise to 30 per cent in 1977, would provide the U. S. Government — since rates of U. S. carriers under the bill would have to be judged as "fair and reasonable" — with a "yardstick" of tanker costs for the first time.

Mr. Hall made no direct claims that it would be "cheaper" exactly to use U. S. flag ships — traditionally more expensive to build and operate — but he did claim a "savings for the American people" in terms of:

1. . . . Thousands of jobs for American workers on board ships, in shipyards, and in service industries.

2. Reduction of the "deficit in the ocean transportation segment of our balance of payments" and thereby "help stabilize the dollar. . . ."

3. Generating more tax dollars to "reduce the heavy burden the American worker presently bears due to the tax avoidance of the oil companies."

Even if the rate for U. S.-flags should rise well above world rates, "the difference will not be enough to cancel out the direct and indirect money benefits to American

consumers and taxpayers," he insisted.

Mr. Hall indicated he preferred to stick to the terms of the present bill and not increase the percentage of cargo that may be extended its provisions to other fuels, or cargoes, perhaps liquefied natural gas. Such steps might jeopardize chances of passage and if that amending process begins "we're going to lose the whole thing," he said.

In tearing into the oil companies — which have opposed the measure — Mr. Hall said "I rather suspect they're making a real fat profit on transportation."

He also took a swipe at the state department and especially its maritime specialists. "They've always been ready to concede U. S. shipping to the chopping block," he asserted.

He said the 1970 act, which extended construction and operating subsidies beyond liners to dry and liquid bulk carriers, had enable U. S. merchant fleet to make "significant strides. . . ."

"However, the Merchant Marine Act of 1970 was not intended to be and must not be considered as the only solution to rebuilding the Merchant Marine. Since the passage of

the act, it has become all too apparent that the availability of cargo is essential to the survival and growth of the Merchant Marine."

Warning in opposition by the administration and the oil companies of "retaliation" by foreign countries should the preference bill pass was tagged as "phony."

The oil companies, he claimed, by using this argument "are deliberately attempting to mislead the committee" and when they "speak of retaliation they are talking about themselves. They are threatening the United States with a cutoff of something vitally needed by this country if Congress enact legislation which affects the world of shipping. . . ."

Others Have Policies

Other countries already have such requirements or policies, he argued, and "I don't know of any situation when the oil companies have vigorously opposed cargo preference measures in other nations."

He accused the oil companies of trying to "reserve for themselves" and their foreign ships "that share of our oil imports that should be carried by the U. S. merchant marine. They are willing to apportion our trade among themselves and the exporting

nation. Yet they argue that our fleet must stand aside and carry nothing except the worthless banner of 'free trade'."

'Effective Control'

Like other proponents of the bill, Mr. Hall ripped into the so-called "effective control" policy of the U. S. Government under which U. S.-owned foreign flag ships are to be made available to this country in an emergency.

By refusing to fuel the U. S. fleet during the recent Mideast fighting — although the companies claimed the fleet was fueled from non-Mideast sources — Mr. Hall said: "No explanation can cloud the fact that the multinational oil companies did yield to a demand made by foreign government against the United States. They showed that their allegiance was to the balance sheet, not to the United States."

There was no immediate indication how soon the subcommittee may move with the sensitive legislation. Its chairman, Rep. Frank M. Clark, D-Pa., called the bill (HR 8193) the "most important maritime legislation since the 1963 Merchant Marine Act" which established the present subsidy programs.

Comments of Subcommittee Members

Below are the reactions of the subcommittee members to Paul Hall's testimony as taken from the official transcript of the last day's hearings.

Cong. Frank Clark, (D-Pa.), Subcommittee Chairman

"Thank you very much, Mr. Hall, for an excellent statement, and I agree with it 100 percent."

Cong. Mario Biaggi, (D-N.Y.)

"I think it is high time that America adopted a similar view (cargo preference), and I could not concur more with your comments, and I feel very strongly about the bit of legislation as a single first step. . . . I would like to once again congratulate you, and I am hopeful that the Committee will report the bill, and even more hopeful the Congress will pass it."

"I want to congratulate Mr. Hall for a most comprehensive statement."

Cong. Gene Snyder, (R-Ky.)

"I, too, would like to congratulate Mr. Hall for his statement."

". . . I am not suggesting that it [the requirement in the bill] ought to be less. As a matter of fact, in my mind, and without any basis in fact, I feel like maybe it ought to be a higher figure."

"We did have 50 percent in the proposed legislation."

Cong. Trent Lott, (R-Miss.)

"Mr. Hall, I want to thank you for coming here and making this very fine and devastating statement this morning."

"I have been very much concerned all along about effective control, and most of my previous questions have been directed at that."

"I want to thank you for your re-

marks in that regard, and they cause great concern, particularly your mentioning this Executive Order of the President of Liberia, that really bothers me, that they would take that attitude, and what attitude they might take in the future bothers me."

Cong. Paul Sarbanes, (D-Md.)

"I was particularly interested in this theme here that we must remember that when we talk about who controls the cargo of oil imports we are talking about the multinational companies, and the fact, as you point out, that what the companies are really trying to do is to reserve for themselves, for their foreign flag fleet, that share of our oil imports that ought to be

carried in the U.S. merchant marine."

"Mr. Hall, I want to thank you for a very forthright, and a very perceptive statement."

Cong. Peter Kyros, (D-Maine)

"Why are the oil companies so violently opposed to this legislation? Why?"

Mr. Hall:

"They want to run their own little private world."

Cong. Gerry Studds, (D-Mass.)

"Your testimony, and that of the last two days, has been devastating to the opposition of this bill."

"Thank you very much for your fine testimony, Mr. Hall."

SIU President Paul Hall's column can be found facing Page 15.

House Hearings Conclude:

Hall Urges Congress Require U.S. Ships in Oil Import



SIU President Paul Hall testifying Mar. 14 before a subcommittee of the House Merchant Marine and Fisheries Committee on the importance of congressional passage of oil cargo preference legislation for U.S.-flag ships.

WASHINGTON — SIU President Paul Hall urged Congress "to act speedily and favorably" on legislation that would require a share of U. S. petroleum imports to be carried on American-flag tankers.

Testifying as the final witness before the Merchant Marine Subcommittee of the House Committee on Merchant Marine and Fisheries which is considering H.R. 8193, Hall said that passage of the bill would "guarantee" the growth of the American-flag tanker fleet.

He said that the national interest demands passage of the bill. "... America's need for such legislation is greater than ever before. Current national and international events make it imperative that this energy transportation legislation be quickly enacted."

The SIU official asserted that in the development of an adequate merchant marine, the 1970 Merchant Marine Act was "not intended to be and must not be considered as the only solution to rebuilding the U. S. merchant marine." He described H.R. 8193 as "much more than a merchant marine bill."

Passage of the legislation, which would require 20 per cent of all oil imports to be carried on U.S. ships increasing to 25 per cent in 1975, and to 30 per cent in 1977, Hall said, would result in "savings for the American people" by:

1. "Creating thousands of jobs for American workers on board ships, in shipyards, and in service industries."
2. Reducing the "deficit in the ocean transportation segment of our balance of payments" and thereby "help stabilize the dollar."
3. Increasing "America's tax revenues by increasing the amount of money paid to the U. S. Treasury by American workers and American companies building and operating American-flag ships."
4. Providing the "benefit of a cost

monitoring system in tanker transportation," because the administering of the law would be under the supervision of the Secretary of Commerce who would determine the fair and reasonable cost of American-flag tankers available for carriage of the percentage of oil imports which would be allotted to U. S. tankers.

Attacks Oil Companies

Hall strongly attacked the arguments of the oil companies who are the "principle opponents" of the legislation and who find foreign-flag shipping "a most effective tax shelter". Repudiating the oil companies claim that the bill would result in retaliation by foreign governments, Hall told the Committee that this is "a deliberate attempt to mislead the Committee." He cited a long list of similar requirements for the carriage of imports and exports by foreign nations requiring the use of their own flag ships and asked where the oil companies were when these nations set up their cargo preference requirements.

Hall warned of the danger that lies in depending on oil company-owned Liberian and Panamanian flag ships to respond to U. S. needs in an emergency.

Noting that the oil companies justified their expenditure of U. S. tax dollars on the development of foreign oil that was supposed to be available to us, he said "there is no factual basis for believing that foreign-flag tankers are any more under the control of the United States than is foreign based oil which has been denied us and used as a political and economic weapon against us."

Effective Control Myth

He recalled to the Committee that statements by witnesses from the American Petroleum Institute and the Federation of American Controlled Shipping clearly showed "that the so-called effective control fleet cannot be relied

upon to respond quickly to our nation's needs." The Federation of American Controlled Shipping, formerly called the American Committee for Flags of Necessity, consists of major American oil companies operating foreign-flag ships.

Hall cited as evidence of the falseness of the "effective control" theory the action by Liberia in banning ships under its registry to carry arms to the Middle East. He also attacked Aramco for bowing to the orders of Saudi Arabia in denying fuel to U. S. military forces against the best interests of the U. S.

The SIU President said there is no relation between the cost of operating a vessel and the price charged for transporting oil on that vessel. He stated that "testimony before this Committee when similar legislation was being considered in 1972 proved conclusively that the price charged consumers for petroleum products was not related to the rates charged for carrying the oil."

Cost Monitoring System

H.R. 8193 will "give the American people for the first time, the benefit of a cost monitoring system in tanker transportation which will insure that only justifiable and necessary costs are passed on to the consumer."

Under this bill, the Secretary of Commerce would first have to determine if the rate being charged by a U.S.-flag tanker is fair and reasonable before it could carry oil under this legislation. "On the other hand," he said, "oil industry shipping information, like all oil industry statistics, is incomplete or unavailable."

Hall said there is "no need to clutter this bill with amendments," as proposed by Gulf Oil, the purpose of which is to "delay and subvert this legislation."

He told the Committee the entire AFL-CIO "is firmly in favor of this legislation as a matter within and crucial to the best interests of the United States," a position that he said was re-

affirmed at the February AFL-CIO Executive Council meeting.

In Support

During the hearings on H.R. 8193 which began on October 9, 1973, those testifying in support of the legislation were: Paul Hall, President of the SIU; Jesse Calhoun, President of the MEBA; Stanley H. Ruttenberg, President, Stanley Ruttenberg and Associates, Research Economists; Shannon J. Wall, President of the NMU; Norman Polmar, United States Editor of *Jane's Fighting Ships*; Alfred Maskin, Executive Director of the American Maritime Association; Joseph Kahn, Chairman of the Board of Seatrain Lines, Inc.; Herbert Brand, President of the Transportation Institute; Rear Admiral Albert C. Mumma, U. S. Navy (Ret.), Chairman of the Commission on American Shipbuilding; Stanley Powell, Jr., Chairman of Ship Funding International, and member of the Commission on American Shipbuilding.

In Opposition

Those testifying in opposition to the bill were: Philip J. Loree, Chairman of the Federation of American Controlled Shipping; William Blackledge, Executive Vice President of Gulf Oil Trading Company; American Petroleum Institute (appearing for this organization were James Kinnear, Senior Vice President of Texaco, Christopher Carven, Transportation Operation Division of Exxon and Thomas Wyman, Manager of Maritime Relations for Chevron Oil Company); W. H. Krome George, President of Alcoa, member of Commission on American Shipbuilding; Dr. William A. Johnson, Special Assistant to the Deputy Secretary of the Treasury; Paul H. Riley, Deputy Assistant Secretary of Defense; Raymond Waldmann, Deputy Assistant Secretary of State for Transportation and Telecommunications; Duke R. Ligon, Director, Office of Oil and Gas, Department of Interior; Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs.

Organized Labor and Political Action

The participation of the membership of the SIU in political action drives to the heart of the survival of our Union and our industry, and to the guts of the job security of every member of this organization.

Participation means active support through voluntary contributions to SPAD (Seafarers Political Activities Donation).

Political action through membership donations is not unique in the American Labor Movement. The majority of the major unions within the AFL-CIO have political action arms which are supported by their membership—and nearly every union participates in the national, state and local political activities of the AFL-CIO Committee on Political Education (COPE) through the voluntary donations of their members.

The Machinists Union have their Non-Partisan Political League, the National Maritime Union has its Political and Legislative Organization on Watch (PLOW) and the Steelworkers, Building Trades, Electrical Workers, state and local government workers—and many others—all maintain membership-supported political action organizations.

AFL-CIO Opposes House Committee Change

The AFL-CIO has announced opposition to a proposal that would eliminate the House Merchant Marine and Fisheries Committee.

In a statement issued during its recent quarterly meeting in Miami, Fla., the AFL-CIO Executive Council scored the proposed restructuring of Committees of the House of Representatives, contained in the draft report of the House Select Committee on Committees.

SIU President Paul Hall, a vice president of the AFL-CIO and a Council member, participated in the session. The Council said that "the preliminary report of the House Select Committee leaves much to be desired," with a major

\$20.00 SEAFARERS POLITICAL ACTIVITY DONATION \$20.00

Date _____ B 10001
 Contributor's Name _____
 Address _____ City _____ State _____
 S.S. No. _____

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

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

\$20.00 1974 Port \$20.00

But in no other industry is this participation in political action more urgently needed than in maritime. And no other membership other than the Seafarers of the SIU understands this need so well and no other membership is responding to this need with such whole-hearted support.

Sailors are the most federally-regulated workers in the nation and the maritime industry itself is subject to the regulations and laws of more federal agencies and Congressional committees than any other national industry.

"Politics Is Porkchops" is much more than a slogan to Seafarers. It is an awareness that our very livelihood depends upon our constant vigilance in Washington. No American worker needs an effective political action program as much as the seaman.

What we have achieved, we have achieved through political action—the Merchant Marine Act of 1970 which

has revitalized the American-flag merchant fleet and increased the job security of American seamen; preservation of the Public Health Service hospitals which insures quality medical care for seamen, and the funds to support these programs; and passage of the Trans-Alaska pipeline bill.

But all that we have achieved could be lost by the stroke of a pen or a Congressional vote. Equally urgent is that there is still much more to be done. While we are in the midst of a fight in Washington for passage of the vital oil import quota bill, we are being attacked on the Jones Act by the giant oil and grain lobbies, and our job security is being threatened by an attempted "loop-hole" takeover of our ships by the Navy.

No union that engages in political action for the job security of its membership—whether it's the SIU, the Auto Workers, the NMU or any other labor organization—can use funds from union dues for this activity. Every union must depend upon the voluntary support of its membership.

While other labor organizations should and do engage in political action, the SIU of necessity must be fully committed. The livelihood and future of the sailor and his family depends on a strong and effective political program.

Membership support—through voluntary donations to SPAD—will demonstrate to those who would destroy us that we not only fully committed to preserving our job security, but that we are united.

drawback being that it "destroys some old relationships between established committees and legislative functions vital to our membership."

In its criticism of the proposed elimination of the Merchant Marine and Fisheries Committee, the Executive Council noted that the functions of that committee would be absorbed by other congressional committees "despite the great and increasing importance of marine transport, ocean food harvesting and mining." These are areas, the Council statement continued, "in which the Merchant Marine Committee is expert and has done yeoman work for the nation."

Quarterly Financial Committee



The SIU's Quarterly Financial Committee, elected at the February Headquarters' membership meeting, check over the Union's financial records for the third quarter of 1973. The committee members are, clockwise from left: Guy DeBaere, Nicholas Damante, Jasper C. Anderson, Thomas Maley, Pete Drews, Jose Aguiar, and Jim Golder.

Money Due

The SIU has secured partial reimbursement for the following Seafarers from the bankrupt George T. Bates and Co. The men listed below have sailed on either the SS Cortland, SS Whitehall or the SS Bowling Green.

If your name appears on the list

please contact Union Headquarters at 675 Fourth Avenue, Brooklyn, N.Y. 11232.

Further notices will appear in the LOG when the Union succeeds in securing more payments.

Frank Caparelli
 Arthur F. Backstrom, Jr.
 Mervin O. Brightwell
 Robert J. Collanti
 Claude E. Dick
 Michael T. Doherty
 Julio Dominguez
 Ramon M. Feraci
 George L. Kelly
 John H. Kennedy
 Corbit J. Kyzar
 George E. Major
 Willis G. McClinton
 Bernard M. Neill
 Reginald Paschal
 Guy D. Reagan
 Derrell G. Reynolds
 Jay R. Sanchez
 Charles Scott
 James M. Toone
 Britton D. Turner
 Joseph W. Waite
 Robert S. Wolfe
 Abdurrah M. Awadh

Stanley L. Morris
 Manuel C. Noble
 Donato C. Penaredondo
 Henry S. Rudio
 Mohsen M. S. Algahmi
 James R. Smart
 Gregorio A. Vergara
 James H. Wallis
 Joseph A. Ferro
 Jacob Fritzer
 Michael Abshire
 Clarence E. Anderson
 Jerry T. Breland
 Carl Alex Brill
 Daniel Clement
 David Collins
 Richard Leroy Coons
 Earl C. Gilbert
 Charles H. Jones
 Earley Joyner
 Harold Kohn
 James MacDonald
 R. E. Gatica Pacheco
 Jimmy L. Pennebaker

Carl A. Bean
 Frank A. Bolton
 Mariano B. Dolores
 Grady W. Faircloth
 Bruno G. Garrino
 Louis W. Hachey
 Aleksander Hallik
 Engelbert E. Lenz
 William L. Ingeberg
 Gary R. Jensen
 Fletcher J. Johnson
 Oliver F. Loveless
 John J. McGarrity
 Jack D. Smithey
 Mack Stratton
 Gordon D. Wheeler
 James A. Winget
 Raymond R. Womack
 J. W. Workman
 Klaus Braver
 Arthur A. Theriot
 Nikolaos Zervos
 Emmanuel Flamourakis
 Raymond E. Patten
 Benford E. Harris

San Francisco Committee



The 613-foot long containership *San Francisco* paid off in Port Elizabeth, N.J. on Mar. 3 after completion of a Mediterranean voyage. The *San Francisco* committee members are, from the left: Julius Lagyi, steward delegate; Don Farmer, educational director; B. Weinberg, ship's chairman; Robert Campbell, secretary-reporter, and N. Mastrogiannis, deck delegate. The *San Francisco* was converted for container carriage in 1963 at the Bethlehem Steel Yards in Baltimore.

AFL-CIO Forms New Organizing Dept.

The AFL-CIO Executive Council at its quarterly meeting in Miami, Fla. last month, approved the selection of Alan Kistler to head the federation's new Department of Organizing and Field Services which will coordinate all AFL-CIO activities at the regional level.

Kistler had served as assistant director of the former Department of Organization since 1962. He was named to his new position by Federation President George Meany, but the appointment required approval by the Executive Council.

Donald Slaiman was named deputy director of the new department. He had been director of the Department of Civil Rights since 1964.

The federation's organizing committee, headed by SIU President Paul Hall, who is a vice president of the AFL-CIO, submitted a report to the Council on the

implementation of the new system.

The plan will bring the coordinator of state and local central bodies into the new department. The 18 former AFL-CIO regions will be consolidated into eight regions, and directors will be chosen for "ability to perform as general representatives of the full range of AFL-CIO interests and policies."

The new department was created in August 1973 in order to expand and reorganize the Department of Organization. It was created by the Executive Council and ratified at the October 1973 AFL-CIO convention.

In a statement to newsmen, Meany said that the new department would "act as a coordinating force throughout the country . . . just as the AFL-CIO itself acts as a coordinating force in Washington, because state federations and city central bodies are really an extension of the AFL-CIO locally."



Recently appointed director of the AFL-CIO's new Department of Organization and Field Services Alan Kistler (center), speaks with the deputy director of his department Donald Slaiman (right), and SIU President Paul Hall. Hall, a vice president of the AFL-CIO, is chairman of the federation's Organizing Committee.

SIU Doubles Support in Sabine Fleet; Fluke Blocks Win in NLRB Vote

Support for the SIU among crewmembers of the Sabine Towing and Transportation Company has almost doubled, results of the second representation election on the company's ships revealed. Only an unusually strange set of circumstances prevented the SIU from winning the election and blocked Sabine seamen from enjoying SIU representation.

As it was, the SIU came very close, receiving 82 votes to the 91 received by the Sabine Independent Seamen's Association—a company union. The National Maritime Union, which intervened in the election after the SIU petitioned for a ballot, did not receive a single vote—despite the fact that 14 or 15 of its retired members reportedly were aboard the Sabine ships.

As announced by the National Labor Relations Board, which conducted the vote on Sabine's seven tankers, the results were:

SISA (Company Union)—91
SIU — 82
NMU — 0

In the first election held seven years ago among the Sabine seamen, the SIU received half the votes it received in this election.

Although the NMU conducted an official organizing campaign and its port agents and organizers visited the Sabine ships, distributed literature and talked to crewmembers, not even the retired NMU members who continued to receive their NMU pensions while working on the Sabine ships cast votes for the NMU. (The NMU changed its pension rules last year to allow retired members to sail aboard non-NMU ships while continuing to get pension pay.)

REPRINTED FROM:

NMU
Pilot

JUNE, 1973

The Union has reached agreement with deep sea operators on several amendments to the Pension regulations providing added safeguards for seamen and pensioners.

1. The right of service pensioners to work after retirement without loss of

pension benefits has been expanded. They now can take any employment, including shipboard jobs, as long as the job is not one for which the employer must make contributions to the NMU Deep Sea Pension Plan. (Amendment No. 73-3 — Article IV, Section 6a). Any pensioner now under suspension because he is working at employment previously prohibited but now permitted under the new rule should apply to the Plan for reinstatement of his pension.

JULY, 1973

There was an error in an article on Page 3 of the June PILOT headed, "Union wins new safeguards for seamen, retirees."

In a summary of amendments to the Pension Plan, under No. 1, the article stated that "They [service pensioners] now can take any employment, including shipboard jobs, as long as the job is not one for which the employer must make contributions to the NMU Deep Sea Pension Plan."

The language in italics is not correct. It should read: "as long as the job is not aboard a vessel covered by any collective bargaining agreement of the NMU."

This would mean any employment with deep sea companies under contract to NMU would be prohibited. However, employment with other companies or on government ships would be okay.

Information made available to the Union points to the fact that pensioned NMU men working the Sabine ships had been instructed to vote for the company union as a means of keeping the SIU from being designated bargaining representative for the Sabine seamen. If the 14 or 15 NMU retirees reported aboard had voted for the NMU, that would have given the company union 14 or 15 less votes and a total of 76 or 77. Thus, with the SIU getting 82 votes, a run-off election would have been necessary.

The information provided the SIU revealed that the NMU pensioned

members had been given employment on the understanding that they would vote for the company union. But the real concern among true union seamen is that such a tactic "uses" retired seamen against working seamen who need the jobs, and allows them to serve as a threat to the job security and conditions of union seamen.

In any case, the strategy worked to the benefit of the company employer and to the disadvantage of the seamen involved.

On the basis of the heavy increase in support for the SIU among the Sabine tankermen, and in response to urging by Sabine crewmen, the Union is preparing for a new campaign to give the Sabine men true union protection and representation.

One hundred and seventy two objections against the company for misconduct in the election were filed with the NLRB. Hearings on these alleged company violations will be held in 30 days.

House Passes Bill to Set Pension Plan Standards

WASHINGTON — The House of Representatives has passed a pension reform bill which provides federal standards for private pension plans, and includes a system of insurance against loss of pensions when companies go bankrupt.

The SIU supported the House pension legislation, which now goes to a conference committee of the House and the Senate. The Senate previously adopted a different version. When the differences are worked out the final version will be brought back to each of the legislative bodies for a final vote.

The House pension bill was submitted by Rep. John Dent (D-Pa.), chairman of the Labor Subcommittee of the House Education and Labor Committee, and Rep. Al Ullman (D-Ore.), of the House Ways and Means Committee.

SIU representatives have been in continuous touch with House staff members and with the Union's legal

SIU of Canada Goes on Strike

The SIU of Canada went out on strike against the Canadian Lake Carriers Association Mar. 15 after the refusal by shipowners to discuss wages led to the breaking off of negotiations for a new contract.

Union President Roman Gralewicz said that more than 300 union members had voted "overwhelmingly" to strike. "I have a clear mandate to back our demands to the fullest," he said. "The membership gave me authorization and asked that there be no backtracking."

The SIU of Canada is seeking a two-year contract with 15 percent wage increases each year, better working conditions and certain fringe benefits. The biggest stumbling block, Gralewicz said, is the union's aim to scrap the traditional 30-day work month and "bring some simple dignity" to the job.

The strike is halting 90 percent of Canadian shipping on the Great Lakes, idling about 268 ships operated by 17 firms.

counsel, accountants and actuaries to determine the effects of this legislation on the present SIU Pension Plan.

Full details will be published in the LOG as they are compiled by SIU Headquarters.

The bill does not require any company to set up a pension plan for workers but establishes standards for those companies that have such plans.

A provision in the legislation recognizes the difference between single employer and multi-employer plans, such as the Seafarers Pension Plan and those of other maritime workers and building and construction trades workers.

Under terms of the legislation, pension funds will be required to meet certain standards on funding and vesting.

The bill also creates a Pension Benefit Guaranty Corporation to provide reinsurance against the failure of pension plans. This corporation would be administered under the Secretary of Labor and is similar to the Federal Deposit Insurance Corporation which insures depositors against bank failures.

Bosuns Recertification Program

Understanding Our Problems

IF WE CAN UNDERSTAND our problems, we can act effectively to solve them. This is one of the most important purposes of the Bosuns Recertification Program. In their two-month program—four weeks at the SIU Training and Upgrading Center in Piney Point and four weeks at Union Headquarters—the bosuns are provided with an in-depth understanding of the workings and day-to-day problems of their Union, the problems confronting the maritime industry and the importance of our Union's political efforts in Washington.

This month, 12 more Seafarers—most of them veterans of the early struggles of the SIU—completed the eighth class in the current Bosuns Recertification Program and received their certificates at the membership meeting at SIU Headquarters Mar. 4. This raises to 70 the number of bosuns who have completed the recertification program. Twelve more bosuns are now in Piney Point in the first phase of their recertification training and 12 are at Headquarters in the second phase. The recertified bosuns now have a better understanding of the importance of the oil import bill and the Jones Act—and how they relate directly to more ships, more cargo and continued job security for our membership.

When the recertified bosuns return to our contracted ships, they will go aboard better equipped to provide the leadership that is the strength of our Union. They will have a deeper insight into the importance of training to meet the needs of our rapidly changing industry. They will have an understanding of the serious threats to our Union, the maritime industry and our job security that come from the persistent attacks from the giant oil, grain and farm lobbies.

On these pages the bosuns tell in their own words what the program has meant to them. What it means to our Union is more effective leadership aboard ship—leadership which will provide all of our Seafarers with a broader understanding of the problems of our Union and our industry, and will ensure the continued growth of the American merchant marine as well as the strength and job security of our members.



Stanley Bojko

Bosun Stanley Bojko became a member of the SIU in November, 1938 when he joined the Union in the port of Philadelphia. He has been sailing as bosun for seven years. Seafarer Bojko served in the U.S. Marine Corps from 1942 to 1945 and returned to the SIU after he received an honorable discharge. He now lives in Alameda, Calif. and ships out of San Francisco.

I have been going to sea for 36 years and I can remember the hard times we had—fighting for better food, living conditions, job security and a better way of life.

We won the battles, but we can't let our guard down. I learned a very important thing during this recertification program and it was that our future and our job security depends on our staying alert and fighting through SPAD to make sure that we get more ships and more cargo, and to protect ourselves against foreign-flag operators who are trying to break our backs by killing the Jones Act.

Our morning meetings at Headquarters impressed me and taught me a great deal about our Union and our industry. Everyone was helpful and answered all my questions pertaining to the Union.

One more thing I must say to our SIU brothers—SPAD is our life and security.



Wallace G. Perry, Jr.

Seafarer Wallace Perry joined the SIU in 1953. He attended the Andrew Furuseth Training School in Baltimore in 1962. Seafarer Perry also attended the SIU Educational Conference in Piney Point in 1970. He now sails out of San Francisco.

I've been asked if this Bosuns Recertification Program was to make us brainwashed, but let me tell you it has sure enlightened me about a lot of things I didn't know about our Union and our industry.

For instance, I went to Washington and learned what the Transportation Institute means. It means job security through getting laws passed beneficial to all of us, showing us who our friends and who our enemies are in Congress, and why it is so important that we support our friends through our SPAD donations to make our Union stronger as the years go by.

The training we got also was very helpful, particularly the firefighting training. I've worked with explosives before but I learned something new when I saw how an OBA cannister explodes when mixed with water and oil.

And I've learned more about our contract than I knew before, as well as our welfare program. I feel that now I will be better able to answer questions of my Union brothers who haven't yet had the opportunity to go through our upgrading programs.



Joseph E. Leyal

Seafarer Joseph Leyal joined the SIU in the port of Baltimore in 1955 and was originally certified to ship as bosun in 1962. Born in New York City, he lives in Pennsylvania and ships out of Philadelphia.

I found this program to be of exceptional interest to me and I am proud to have been a part of it. While at Piney Point, I had the opportunity of visiting the many classes where our future seamen are being taught and I was very impressed with the effort they showed in their studies.

I must in all honesty say that my trip to Washington and what I learned about our work there opened my eyes—and let me say this, a donation to SPAD is the smartest investment you will ever make in your future.

I honestly feel that any of our brothers who get the opportunity to take advantage of this program should do just that.



Julio D. Delgado

Bosun Julio Delgado joined the SIU at the Beaver St. Headquarters in Manhattan in 1946 and has been shipping as bosun for the past five years. He served in the U.S. Army from 1950 to 1952 during the Korean War and returned to the sea after receiving an honorable discharge. Seafarer Delgado lives with his wife Concorcia and his three children Julio, Jr., Milca and Daniel in Ponce, Puerto Rico.

I have found out many things about our Union and many changes for the better that are taking place. As for our school in Piney Point, it is giving training to the newcomers as well as the upgraders and is combining an educational program with the vocational training. In simple words it is great.

I also had an opportunity to visit the Transportation Institute in Washington where our Union works and fights to protect our job security by getting laws passed to get us more ships as well as to battle against foreign-flag ships and those who want to destroy the American merchant marine and our Union.

While I was at Headquarters I went through the whole operation and had the opportunity to see for myself how Union matters are handled. When you can see and judge for yourself, you know that the job at Headquarters and in Washington is well done.



Raymond W. Hodges

Seafarer Raymond Hodges has been a member of the SIU for more than 30 years and has been shipping as bosun for the past 22 years. Seafarer Hodges who was born in North Carolina lives with his wife Lucy in Baltimore. He attended the SIU Educational Conference in Piney Point in October, 1970.

I've been a member of the SIU for many years but I have learned a lot of things about our Union while attending the Bosuns Recertification Program that I never knew before. That proves to me that you are never too old to learn.

I learned about our training and upgrading programs at Piney Point and why they are so important today because of new ships and new technology that mean we have to keep up with the times.

I also learned the importance of SPAD in not only protecting the job security we now have but also in keeping up our work in getting more ships and more cargo.

At Union Headquarters all of the officials and employees were very helpful in answering all my questions and explaining the workings of the various departments.



Leo J. Koza

Seafarer Leo Koza joined the SIU in the port of Baltimore in 1945 and has been shipping as bosun and carpenter for 20 years. Born in Massachusetts, he now lives in Baltimore.

I have been sailing for 32 years. It has been my way of life and it is what I want to do. The SIU means as much to me as my job aboard ship because without our Union I probably wouldn't have a job.

I am deeply impressed with the progress our Union has made since I have been a member. We have come a long way but we still have a long way to go. If every member will take the opportunity the upgrading programs offer, then they will see it as it is.

Attending the Bosuns Recertification Program at Piney Point and at Union Headquarters has opened my eyes to the need for upgrading and the need to support SPAD so we can continue our work in Congress. SPAD is job security. It means more ships under American flag and it means protection of the Jones Act. These are never-ending battles and we must all participate if we are going to win.



George A. Burke

Bosun George Burke, who now sails out of New York, joined the Sailors Union of the Pacific in San Francisco in 1944. Two years later he joined the SIU in New York. He has shipped as bosun since 1965. Seafarer Burke lives in New York with his wife Dominica and a daughter Diane, 16.

The Bosuns Recertification Program is designed to be a learning experience because understanding our problems will make us able to work to solve them.

In the past two months I learned a great deal at Piney Point, in Washington and at Union Headquarters that will make my life richer and more complete, and will help to make me more effective when I go back aboard ship. The knowledge I gained about our Union, the maritime industry and the importance of supporting our political action through SPAD, I can pass on to other Seafarers.

Another very important thing I learned is that education is becoming more necessary in every field, including the maritime industry. That education and training is available to every Seafarer at Piney Point and I would strongly urge everyone to take advantage of it.



Albert E. Bourgot

Seafarer Albert Bourgot has been a member of the SIU since 1938 and has sailed as bosun since 1942. Seafarer Bourgot has averaged more than eight months seetime every year for the past 20 years. He now ships out of the port of Mobile.

I came into the SIU as a charter member back in 1938 and I have seen how far the SIU has come since then in strength and unity. Through this Bosuns Recertification Program I now have a much clearer picture of why the Seafarers Union was organized and how important it is today that all of us participate to keep our Union strong and united.

While at Piney Point I learned a lot about the new type of ships of today's American merchant marine including the LNG's, OBO's, LASH and the new crane-type cargo carriers.

I made a trip to Washington to visit the Transportation Institute. Here I found out why it is so important that you and I donate to SPAD to help those Congressmen who are working to build a bigger and better merchant marine and also to help American-flag ships get more cargo.



Hans S. Lee

Seafarer Hans Lee, who was born in Norway, joined the Sailors Union of the Pacific in 1938. In 1957 he transferred to the Inland Boatmen's Union and sailed towboats between Seattle and Alaska. He joined the SIU in 1960 and has sailed as bosun for six years. Seafarer Lee attended an SIU Educational Conference in Piney Point in 1971. He now ships out of the port of Seattle.

This recertification program is of special interest to me because when I attended the SIU Educational Conference in August, 1971 I was one of the bosuns that recommended the program.

I can't think of any other Union that affords the opportunity to its members to delve into the innermost workings of their Union to such a degree as we have here at Union Headquarters. We observed how our funds are handled; we saw the tremendous workloads in all of the various departments like welfare and records, and we got willing answers to all our questions from officials and staff which helped to enlighten and educate us.

And last, but most important of all, I understand better why we must remain in Washington and fight the enemy in his own backyard to make sure that the Merchant Marine Act of 1970 continues to build ships, that we get more cargo for American ships and that our enemies don't scuttle the Jones Act.



Richard E. Darville

Seafarer Richard Darville joined the SIU in the port of Houston in 1946 and has been sailing as bosun for the past 24 years. He now lives with his wife Patricia, his sons Richard and Douglas, and his daughter Jacqueline in Houston.

After coming through Piney Point as one of the Educational Conference delegates in 1971 and now again through the Bosuns Recertification Program, I can see the tremendous strides our Union has made in its many programs there.

We picked up a lot of valuable information about the new types of ships and we were given books and articles on them that we can pass on to our shipmates. The QMED program is especially valuable for these new ships, and although the course is tough, I saw that if you're willing to buckle down they have the best instructors and the best courses that will make sure you get through.

Honor Roll

Following are names and home ports of the 70 Seafarers who have successfully completed the Bosuns Recertification Program.

Hurmon B. Butts, Houston
James B. Dixon, Mobile
Sven E. Jansson, New York
Jacob J. Levin, Baltimore
Ewing A. Rihn, New Orleans
Alfonso Armada, Baltimore
Jan J. Beye, New York
William J. Clegg, New York
Burt T. Hanback, New York
Robert J. Lasso, Puerto Rico
Robert F. Mackert, Baltimore
James Gorman, New York
Jean Latapie, New Orleans
Dennis Manning, Seattle
Walter Nash, New York
Veikko Pollanen, New Orleans
Malcolm B. Woods, San Francisco
David L. Dickinson, Mobile
Calvahn A. James, New York
Stanley J. Jandora, New York
James W. Parker, Houston
James W. Pulliam, San Francisco
Sven Stockmarr, New York
David B. Atkinson, Seattle
Edgar Anderson, New York
Donald J. Pressly, New York
Frank Teti, New York
Raymond T. Lavoine, Baltimore
Karl Hellman, Seattle
Vernon Bryant, Tampa
Alfred H. Anderson, Norfolk
Stanley Bojko, San Francisco
Albert E. Bourgot, Mobile
Julio D. Delgado, New York
Joseph E. Leyal, Philadelphia
Hans S. Lee, Seattle

Richard A. Christenberry, San Francisco
Eugene B. Flowers, New York
Elbert Hogge, Baltimore
William R. Kleimola, New York
Alfonso Rivera, Puerto Rico
James C. Baudoin, Houston
Donato Giangiordano, Philadelphia
Stephen Homka, New York
Raymond J. Knoles, San Francisco
Fred Olson, San Francisco
Thomas L. Self, Baltimore
Marion E. Beeching, Houston
Walter G. Butterton, Norfolk
Donald Hicks, New York
Morton J. Kerngood, Baltimore
Gaetano Mattioli, New York
Clyde E. Miller, Seattle
Edward Morris, Jr., Mobile
Ervin D. Moyd, Mobile
Ovidio R. Rodriguez, New York
Richard K. Wardlaw, Houston
Homer O. Workman, New Orleans
Charles D'Amico, Houston
George Libby, New Orleans
Albert Oromaner, San Francisco
Elmer Barnhill, Houston
Fred Cooper, Mobile
Perry Greenwood, Seattle
Norman F. Beavers, New Orleans
George Burke, New York
Richard E. Darville, Houston
Raymond W. Hodges, Baltimore
Leo J. Koza, Baltimore
Wallace G. Perry, Jr., San Francisco



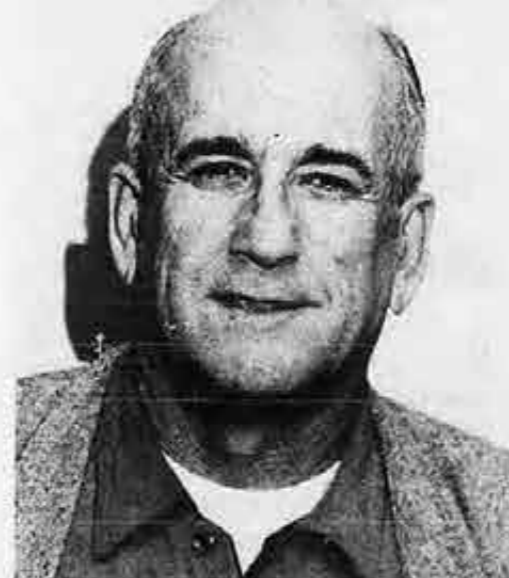
Norman F. Beavers

Seafarer Norman Beavers joined the SIU in Baltimore in 1952. He now lives in Slidell, La. with his wife Alma and ships out of the port of New Orleans. Seafarer Beavers was born in West Virginia and served with the U.S. Navy during World War II.

Since I began sailing with the SIU in 1952 there have been many changes. We have welfare, vacation and pension plans that are second to none. And now we have educational programs that are helping all of our members to advance themselves and keep up with the new kinds of ships and new equipment.

I was amazed at the progress made at our school in Piney Point. It's a place where a young man can come and learn the basics of his trade, and he can get his high school diploma, too. What impresses me is how polite and clean these young men are and how they raise and lower the flag each day.

All of our members can upgrade in deck, engine and steward departments and this is important if we are going to get the new ships and the job security that goes with it.



Alfred H. Anderson

Seafarer Anderson joined the SIU in July, 1939 in Norfolk and has shipped as bosun for the past 30 years. Born in Norfolk, he still lives there with his wife Mary. He has three grown children, Alfred, Jr. and Elwood who have completed their college education, and a daughter Barbara.

I have learned more things about the SIU and our maritime industry in the past two months than I did in the past 35 years as a member of our Union.

I have asked questions and I got straight answers which has not only been a personal benefit to me but will make me do a better job as ship's chairman.

The morning meetings at Union Headquarters were the highlights of this program for me. It was at these meetings that I learned of the many problems that face our industry and our Union, and the importance of understanding these problems so that together—being united and participating—we can solve the problems and maintain our strength and job security.



Headquarters Notes

by SIU Vice President Frank Drozak

BOSUNS RECERTIFICATION PROGRAM

This month 12 more of our bosuns graduated from the Bosuns Recertification Program. In all, 70 bosuns have completed the program which is adding the kind of leadership to our Union which will ensure the continued strength and job security of our membership.

I am sure that all of you join me in congratulating Bosuns Joseph Leyal, Raymond Hodges, Stanley Bojko, Wallace Perry, Julio Delgado, Leo Koza, George Burke, Hans Lee, Al Bourgot, Richard Darville, Norm Beavers and Al Anderson.

These bosuns now have a better understanding of the problems that face our Union and the maritime industry—and you have seen me write many times before that if we can understand our problems we can deal with them effectively.

Because these bosuns do have a better understanding of our problems, they will be able to discuss them with our membership at the weekly meetings aboard ship and at port meetings ashore—and share with them the knowledge and understanding they have gained.



"A" SENIORITY UPGRADING PROGRAM

Five more "A" Seniority Upgraders also graduated this month. I want to congratulate Richard Markarewicz, Henry Manning, Charles Kirksey, Thomas Kegney and Patrick Graham.

These new full book members have gone through an intensive training program to provide them with a better understanding of what we are doing to protect our job security, to get more ships and cargo and to continue our fight in Washington against those who are working every day trying to destroy our Union and our industry. I want to remind each of our upgraders that as full book members of our Union they carry a heavy responsibility of participating in the activities of this Union—both on the ships and ashore.



LNG TRAINING

The first class in our new LNG training program started Feb. 19 at Piney Point. Two other courses are scheduled; they will begin on Mar. 25 and May 6. The classes will be limited, so it is important that you get your applications in as soon as possible.

The first two LNG's which will carry the American flag are now being built, and the first of these ships—the *Kentown*—will be crewing this spring. I don't have to tell you how important it is that we demonstrate that this Union can supply fully-trained and qualified crewmembers for these new ships. These are only the first two ships, but eight more are being built in American shipyards and within the next five years there will be some 70 to 80 LNG's under American flag.

We have developed a first-class training program for LNG's at Piney Point. It will be up to us—and it will be the responsibility of all of us—to prove to the American maritime industry that we can man these ships safely and efficiently, and make them competitive in the world market. Again, this means job security for all of us.



QMED TRAINING

I want to stress again the importance of our QMED training program at Piney Point. This industry is changing rapidly—and we have to change with it. All of the new ships built by our contracted companies have been designed with highly advanced technology which requires new skills for the men who sail them. We have a responsibility to our contracted companies, and to the industry to provide qualified men for these ships. But most important this goes to the guts of protecting our jurisdiction and job security.

The training program we have at Piney Point is the best anywhere, and I would urge all of you who are qualified to take the time to get your QMED endorsement.



NAVY TANKERS

The performance of our crews aboard the Navy tankers has continued to be in the best tradition of the SIU, and very soon we will be taking these ships off organizational status. As you know, bids on nine new tankers to replace the old T-2's have already been opened, and the Navy is calling in several of our contracted-companies to discuss manning these ships. We are confident that because of our record of performance for stability, efficiency and safety that we will be awarded these charters.

Transerie Ship's Committee



The ship's committee aboard the *Transerie* gather topside for a photo at a payoff at the Gatex Oil docks in Carteret, N.J. on Mar. 6. They are, from left: Darry Sanders, engine delegate; Eddie Cane, deck delegate; F. Johnson, ship's chairman; F.T. DiCarlo, secretary-reporter, and Otis Paschal, steward delegate. The *Transerie* had just returned from the Mediterranean carrying a cargo of gasoline.

Know Your Rights



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

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

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

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

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

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

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

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

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

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

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

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

SIU Maintains Vigilance On Jones Act Attacks

The Jones Act which reserves domestic waterborne transportation for U.S.-flag vessels is being attacked in this session of Congress with greater intensity than at any time during the last ten years.

The attempts to take over this domestic system of transportation by foreign-built and foreign-manned ships and barges is being carried on in the face of ample evidence that American craft are available. So far none of these efforts have met with any degree of success; thanks to the enlightened attitude of a majority of the members of both Houses of Congress.

Legislation presently pending before Congress seeking waivers from the Jones Act present a serious threat to the job security of Seafarers. SIU legislative representatives have been vigilant in calling to the attention of members of Congress the dangerous precedent that would be set by granting any of the pending requests.

The pending bills include requests which would permit foreign-flag coal carriers to operate between Hampton Roads and New England; phosphate rock carriers to run between Tampa and Baton Rouge; LNG ships to sail between Alaska and states on both the Pacific and Atlantic Coasts, and an

effort by the Collier Carbon Ammonia Company, a subsidiary of Union Oil Company, to obtain a waiver for a Japanese refrigerated ship to transport anhydrous ammonia from Alaska to Oregon.

The Collier Carbon case is typical of the deception being employed by oil companies or their subsidiaries to break down the Jones Act. Obviously such a breakdown would result in the capture of all coastwise tanker shipping by the runaway foreign-flag fleets operated by the multinational oil companies.

The Collier Carbon case has been manipulated so as to try to mislead farmers in Oregon and Idaho to believe that they are being deprived of fertilizer needed for their 1974 crop production because U.S.-flag ships are not available.

An investigation of the facts of the case by government officials and SIU representatives disclosed, however, that U.S.-flag ships could be provided to carry the Collier Carbon cargo and, in any event, the fertilizer would not be available in time for Spring 1974 use by the farmers because Collier Carbon has committed its output to foreign customers at higher prices than the fertilizer would bring in the U.S. market.

Farah Strike Ends

The 21 month-old strike and boycott against the Farah Manufacturing Co. by the Amalgamated Clothing Workers of America has ended with the company's recognition of the union as the bargaining agent for its employees.

In a joint statement made in New York by Willie F. Farah, president of the company, Clothing Workers President Murray H. Finley, and Secretary-Treasurer Jacob Sheinkman, it was announced that an agreement had already been reached on the rehiring of strikers and the calling off of litigation by both sides. The statement said that "good faith negotiations" for a contract would begin "as soon as a union negotiating committee can be elected."

The striking workers sent a letter to

the SIU thanking the union for its help and support during the 21 month-long walkout and boycott of Farah goods.

Nearly all of the workers who make Farah slacks are Chicano, and most of them are women. Farah had insisted that his workers didn't want a union, pointing to the fact that fewer than 3,000 of a labor force that once was nearly 10,000 were actually on the picket lines.

The Clothing Workers came up with cards signed by more than two-thirds of all the workers, non-strikers as well as strikers. The mayor of El Paso, Tex., by the consent of both parties, supervised the verification of the card check. The figures stood up.

Navy's Threat to Private Shipping

With the Navy seemingly intent on expanding its Military Sealift Command operations to the detriment of the nation's commercial shipping industry, a battle appears to be shaping up over the issue of government competition with private industry.

In the view of the SIU, which has been carefully watching the Navy's activities and plans, such government take-over is a matter of "grave concern and could be extremely inimical to the national interest."

SIU President Paul Hall said that such a development "would be particularly unfortunate in view of the national policy to promote the development of a competitive private American shipping industry."

Signs indicate that the Navy's plans are a long-range strategy to build up the Military Sealift Command fleet, which would engage in the carriage of supplies and materiel that has been and can be carried by private shipping companies under charter arrangement.

Although budgetary requests for the Navy's private-type shipping operations have been denied over past years, the

military agency nevertheless appears determined to develop and expand non-combat and support shipping activities, and thus reduce substantially the auxiliary role of the American merchant marine prescribed by law.

The Navy seems determined to expand the MSC by by-passing the budgetary appropriations route through subtle financing schemes that would have banking institutions provide the funds for Navy transportation ships with government-secured mortgages.

It appears that the first step in the Navy strategy to acquire commercial-type vessels for its use is takeover of the four SIU-contracted Falcon tankers, remove the SIU crews and put the ships in the Military Sealift Command fleet operations.

The SIU has registered strong opposition to the plan and will fight the Navy's invasion of private shipping.

The Navy scheme comes at a time when slow but strong progress is being made toward a mutually beneficial Navy-merchant marine combined seapower approach.

The AFL-CIO Maritime Trades De-



SIU President Paul Hall, (left) who is also a vice president of the AFL-CIO, discusses the energy crisis with other members of the AFL-CIO Executive Council at its mid-winter meeting in Miami, Fla. last month. Seated next to him are, from the left, Peter Bommarito, President of the Rubber Workers Union, Frederick O'Neal, President of the Actor's Union and Paul Jennings, President of the Electrical, Radio and Machine Workers union.

AFL-CIO Backs Bill to Use U.S. Ships in Oil Trade

MIAMI—In a strong 13-point program aimed at coping with all phases of the energy crisis, the AFL-CIO Executive Council urged a "massive rebuilding" of the U.S.-flag tanker fleet to reduce dependence on foreign-flag ships and supported legislation that would require use of U.S. ships in the carriage of oil imports.

SIU President Paul Hall is a member of the federation's Executive Council which, at its quarterly meeting here late last month, analyzed the current fuel emergency and expressed particular concern over its impact upon American workers, and the community at large. The Council charged that the truth about the energy emergency is "hidden from the public by the veil of secrecy of the giant oil companies."

Lucrative tax loopholes, the Council said, have encouraged and subsidized foreign oil operations and foreign-flag shipping at the expense of American production and employment, and have enabled the giant multinational oil com-

panies to pay U.S. income tax rates as low as 2.7 percent in 1972.

"The American people can respond to difficulties now as they have in the past if they are provided with a candid appraisal of the situation and with fair and equitable government measures to cope with it," the Council stated.

As part of its program to deal with the effects of the current energy crisis, the AFL-CIO Executive Council stated:

"A massive rebuilding of the American-flag tanker fleet is an essential part of reducing this country's dangerous dependence on foreign petroleum imports, transported in foreign-flag vessels.

"We support legislation to require that 20 percent of oil imports be transported on privately-owned U.S.-flag vessels, to the extent that the vessels are available at fair rates, and that this reserve share increase to 25 percent after mid-1975 and to at least 30 percent by mid-1977."

Among the other recommendations called for in the Executive Council's program are these:

- Establishment by Congress of adequate government machinery to assure verified information on the oil industry and its operations. Federal chartering of all major oil companies should be required, with federal standards of disclosure.

- Elimination immediately by Congress of the depletion allowance and intangible drilling tax breaks provided the oil companies on their foreign operations; phasing out of special loopholes on domestic operations and a genuine excess profits tax.

- Review by Congress to determine whether the oil industry is in fact a public utility which should be subject to regulation by the federal government.

Support SPAD

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.

DISPATCHERS REPORT

FEBRUARY 1-28, 1974

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	6	4	0	4	2	0	8	5	1
New York	65	14	2	52	13	1	161	35	6
Philadelphia	7	1	0	4	5	0	17	5	0
Baltimore	29	6	0	27	13	0	58	8	0
Norfolk	14	4	0	14	5	0	24	12	1
Tampa	8	1	0	1	1	0	14	4	0
Mobile	26	0	0	13	0	0	63	11	0
New Orleans	67	8	4	39	19	0	139	26	6
Jacksonville	32	12	0	33	23	0	58	13	0
San Francisco	60	17	0	55	26	0	133	33	0
Wilmington	22	10	0	27	18	0	26	12	1
Seattle	23	8	2	6	1	0	54	17	2
Puerto Rico	2	1	0	5	6	1	19	3	0
Houston	75	13	4	43	14	1	165	34	7
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	3	1	2	3	3	2	3	2	3
Alpena	4	1	1	-	-	-	6	0	3
Buffalo	1	0	0	-	-	-	2	0	0
Cleveland	3	0	0	-	-	-	17	0	2
Detroit	21	3	4	21	4	7	25	2	2
Duluth	-	-	-	-	-	-	0	0	0
Frankfort	7	0	0	7	0	0	3	1	0
Chicago	6	0	1	7	1	3	5	0	0
Totals	482	104	20	362	155	15	1,001	223	34
ENGINE DEPARTMENT									
Boston	1	1	1	3	1	0	3	3	0
New York	62	42	6	42	28	2	110	73	13
Philadelphia	5	4	0	3	6	0	14	5	0
Baltimore	20	8	1	15	9	0	50	18	1
Norfolk	5	9	0	13	2	0	18	16	1
Tampa	9	0	0	0	0	1	11	1	0
Mobile	19	6	0	8	3	0	54	22	0
New Orleans	39	21	6	42	24	0	92	42	12
Jacksonville	30	15	3	21	17	2	35	18	6
San Francisco	57	25	2	54	36	0	87	42	4
Wilmington	11	4	0	17	10	1	10	4	0
Seattle	9	10	0	5	3	0	27	24	0
Puerto Rico	8	2	0	5	7	0	24	5	0
Houston	49	17	4	32	15	0	105	40	11
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	1	2	2	1	3	3	0	2	0
Alpena	5	3	2	2	4	3	3	2	1
Buffalo	0	0	0	-	-	-	2	0	0
Cleveland	0	0	1	-	-	-	8	0	3
Detroit	18	1	1	9	2	1	28	4	0
Duluth	-	-	-	-	-	-	0	0	0
Frankfort	2	0	0	2	0	0	1	1	1
Chicago	5	0	0	-	-	-	6	0	0
Totals	355	170	29	271	178	14	692	322	53
STEWARD DEPARTMENT									
Boston	0	3	0	0	1	0	1	3	0
New York	26	7	1	30	25	3	61	10	2
Philadelphia	9	1	0	2	3	0	16	1	1
Baltimore	11	0	0	19	3	0	25	2	0
Norfolk	9	1	0	8	7	0	14	7	0
Tampa	4	0	0	0	1	0	6	0	0
Mobile	17	1	0	6	4	0	59	2	0
New Orleans	26	2	0	34	17	0	69	6	2
Jacksonville	21	1	2	10	9	1	34	5	1
San Francisco	33	13	0	43	30	2	68	21	0
Wilmington	9	3	0	13	15	1	10	1	0
Seattle	10	6	0	4	9	1	21	7	0
Puerto Rico	5	1	0	4	13	1	15	2	0
Houston	40	12	0	24	15	1	81	23	1
Piney Point	0	1	0	0	22	0	0	0	0
Yokohama	1	0	2	1	1	4	2	1	1
Alpena	1	0	0	1	0	0	1	0	0
Buffalo	0	0	0	-	-	-	1	0	0
Cleveland	0	0	0	-	-	-	1	0	0
Detroit	3	0	0	5	2	1	6	0	0
Duluth	-	-	-	-	-	-	0	0	0
Frankfort	0	0	0	2	0	0	0	0	0
Chicago	2	2	0	0	1	0	2	2	0
Totals	227	54	5	206	178	15	493	93	8
ENTRY DEPARTMENT									
Boston	1	1	4				5	4	12
New York	24	79	24				45	133	70
Philadelphia	3	10	0				9	23	0
Baltimore	15	26	7				27	48	22
Norfolk	7	17	3				10	29	14
Tampa	4	5	0				6	6	1
Mobile	8	18	0				20	57	1
New Orleans	28	46	9				57	90	33
Jacksonville	6	35	5				9	44	7
San Francisco	22	64	4				38	87	9
Wilmington	9	13	4				10	20	4
Seattle	9	14	2				21	24	3
Puerto Rico	8	20	2				18	31	5
Houston	18	52	21				33	85	85
Piney Point	0	33	0				0	0	0
Yokohama	0	4	7				0	9	5
Alpena	3	7	9				2	6	10
Buffalo	4	1	1				6	3	3
Cleveland	5	0	1				11	0	7
Detroit	35	14	29				48	17	46
Duluth	-	-	-				1	1	0
Frankfort	6	1	2				11	3	3
Chicago	5	2	4				4	1	6
Totals	222	462	138				391	721	346
Totals All Depts.	1,286	790	192	839	511	44	2,577	1,359	431

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

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Frank Drozak Paul Drozak

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

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

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

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

CHICAGO, Ill. 9383 S. Ewing Ave. 60617
SIU (312) SA 1-0733
IBU (312) ES 5-9570

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

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

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

FRANKFORT, Mich. P.O. Box 287
415 Main St. 49635
(616) EL 7-2441

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

JACKSONVILLE, Fla. 2608 Pearl St. 32233
(904) EL 3-0987

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

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

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

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

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

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

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

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

SANTURCE, P.R. 1313 Fernandez, Juncos,
Stop 20 00908
(809) 724-0267

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

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

TAMPA, Fla. 312 Harrison St. 33602
(813) 229-2788

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

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

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O.
5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935 Ext. 281

By looking at the above shipping figures, Seafarers can clearly see the true strength of their job security. These numbers show that SIU members can feel confident that jobs will be available for them to fill. During the period of Feb. 1-28, 1974, of the 1,394 jobs shipped, 839 were filled by Class "A" Seniority full book members. Therefore, there were 564 permanent jobs available to Class "A" Seniority full book members not taken by them.

**Politics Is
Porkchops
Donate to
SPAD**



Two members of the class, Egil Sorensen (left) and Charles Wagner take down some notes during class.



Vocational Instructor Charles Nalen explains the circuitry of some of the automated controls aboard an LNG vessel to the first class of Seafarers attending the four-week course at the Lundeberg School in Piney Point, Md.

LNG Course Being Offered At Harry Lundeberg School

Since the Merchant Marine Act of 1970 went into effect, the SIU has seen many new and varied types of vessels slide down the ways. Through the training facilities of the Harry Lundeberg School these ships have been crewed by Seafarers who have had the advantage of both classroom and practical training prior to boarding these vessels.

From the report of both the companies and the crews of these vessels the training received at the Lundeberg School has been invaluable in maintaining the highest level of safe and efficient shipboard operation.

The Lundeberg School is now in the midst of the new revolution in shipping, the Liquid Natural Gas carrier. Never before has there been such highly sophisticated systems of transporting the world's energy needs. The Lundeberg School realizes that as the complexity of the ships increase so does the need for well-trained and qualified men to man these energy carriers. The school's staff has met extensively with the chemical engineers who have designed the cargo containment and cargo pumping systems so that all the school's instructors are completely familiar with these ships. It is hard to imagine what would be the possibility of manning these vessels 50 years ago when there was no training available.

Since the cargo facilities on these vessels have nothing in common with those now in use on standard tankers it is imperative that all who man these vessels become familiar with the systems in a classroom atmosphere before going aboard ship.

The course offered at the Lundeberg School is a good introduction to the chemistry of both LNG and its products such as propane, butane, and ethylene. Understanding the chemical and physical properties of these gases will allow the men on the ships to recognize proper operating conditions, but more important it will allow one to recognize abnormal operations and then take decisive action to maintain the safety of the crew and vessel.

One example of the importance in understanding the properties of these gases is the effect that super cold has on steel plates on a ship. Recently when a LNG carrier was being loaded, the cargo officer was lax in his duties and one tank overflowed. The result of having this extremely low temperature liquid contact the steel deck caused the ship's deck to develop a 10 foot crack. Had the cargo officer had a better understanding of the product he was loading this might not have occurred.

The LNG course offered at the school is not limited to any one department, but rather contains the information necessary for all who will sail on the vessels, whether they be in the deck, engine or steward departments.

Since these ships are capable of carrying Liquid Petroleum Gas, as well as LNG they are equipped with special gas freeing and tank cleaning systems with which all who work on board must be familiar.

The physical act of mucking tanks has been replaced with inert gas systems but the Able Seaman or the QMED who will be performing the operation is still there and he must have a knowledge of these new systems. (All engine department members who wish to enter the LNG program must have their QMED rating.)

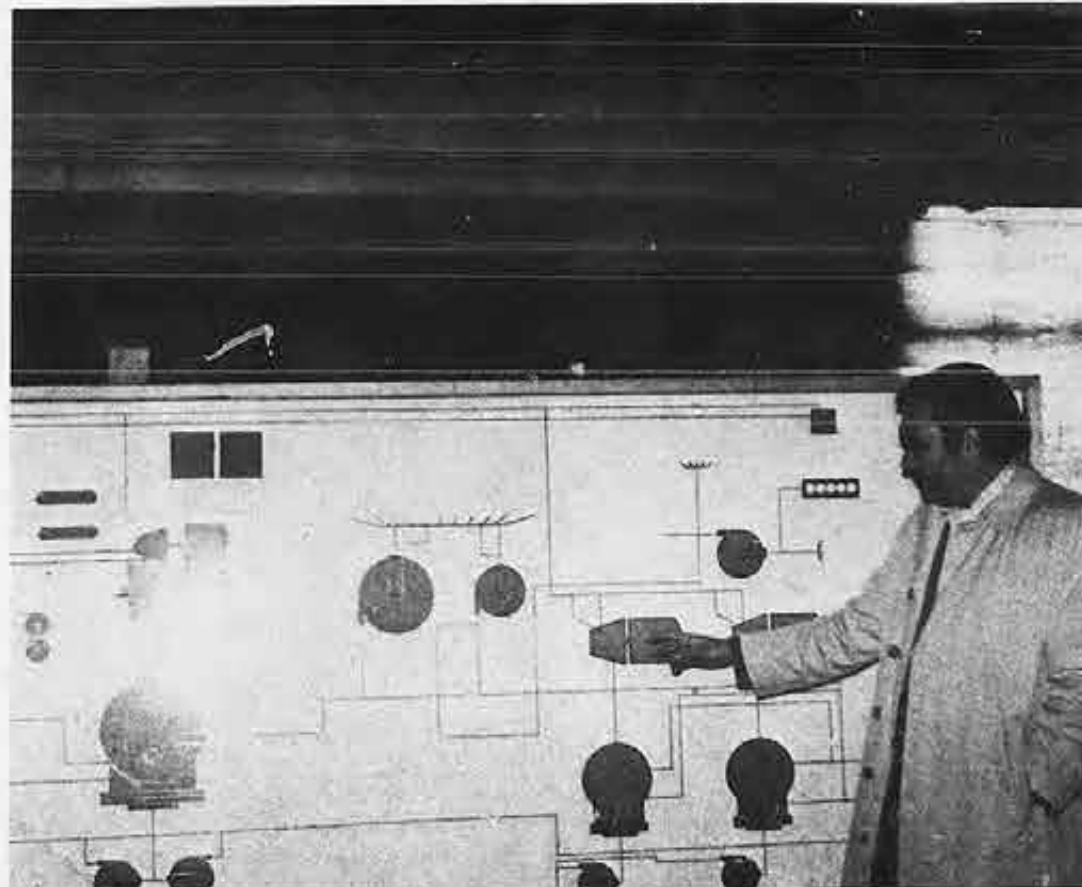
The crews who will report to the SIU-contracted LNGs, *Kentown* and *Montana*, will have received all the knowledge required on both these ships and their cargo so that vessels may be manned efficiently and safely.

The ships have been well designed and are safe. The LNG course being offered insures that the best trained and consequently the most safety conscious individuals will man the energy carriers of the future.

The photos on this page show some highlights of the LNG training course at the Lundeberg School.



LNG class members listen attentively as Vocational Instructor Lee DeMasters explains the molecular structure of fuels.



Director of Vocational Education Bob Kalmus uses this blueprint to explain the safety systems found aboard the new ships.

ASHORE



Florida

The state legislature here is considering a measure which would replace the state's current "no defense" oil spill law, which has caused a serious curtailment of tanker services. The present law, which took effect in March, 1971, imposes absolute, or unlimited, liability on any vessel that pollutes Florida waters, or creates coastal damage by a spill of oil or chemicals.

None of the traditional defenses available to the operator (claiming that the spill was caused by an act of war, act of God, deliberate act of another party, etc.) are permitted under the present law.

In addition, the law requires a certificate of financial responsibility from the operator of any vessel bringing oil or other pollutants into the state's waters.

As a result of this law, many vessel operators have refused to accept charters involving calls at Florida ports.

The new law, as it is presently drafted, would set up a \$200 million state fund to handle claims of persons whose property was damaged by oil or chemical spills. The legislature is expected to consider the measure this month.

Port Elizabeth, N.J.

Sea-Land has opened its new 232-acre terminal complex here on Newark Bay after four years of planning, design and construction. The new terminal becomes the hub of Sea-Land's containership operations in the port of New York.

According to a spokesman for the Company, the line's old facilities (a 100-acre site on the inland end of the Elizabeth channel) will remain open for the time being, and its ultimate disposition has yet to be decided.

San Francisco

Cargo tonnage here increased more than 16 percent to a total of 3,677,020 tons during 1973. Last year's volume represented a 516,000-ton increase over 1972's total of 2,161,970 tons. The rise in 1973 resulted from a number of factors, including increased use of the port's grain terminal which handled 250,000 tons of grain and related commodities during the year. Newsprint tonnage was also up considerably.

Baltimore

The new 2,400-foot long access to Baltimore's Dundalk Marine Terminal has been officially opened by the Maryland Port Administration after a year's delay. The new ship channel is considered a key project for the fast turnaround of large containerships.

Alexandria, Egypt

Egypt has announced it will reopen the Suez Canal. The canal has been closed for the past six and one-half years. Experts feel the canal could be in minimal operation condition by the end of 1974.

Houston

This port handled a record 86.2 million tons of cargo in 1973, due in large part to heavy grain shipments. Last year's total tonnage was 21 percent higher than 1972, which set the previous record. Bulk cargo tonnage (grain, petroleum and other products) leaped almost 100 percent in 1973 over the previous year. The port handled between 75 and 80 percent of the massive Russian grain shipments.

Seattle

Seafarer Alfred L. Yarborough received his first pension check here at the monthly informational meeting on Feb. 22. Brother Yarborough spoke to the membership: "It was almost 30 years ago when I joined the Seafarers Union in Boston, Mass. on Sept. 1, 1945. We have come a long way since that time, and as you know, we have gained many benefits which were unknown to us then. It is for this reason that I am about to receive the long-awaited pension which I am about to enjoy. I am proud to have been a member of the SIU. I wish my shipmates who still go down to the sea smooth sailing and good luck."



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.

Third LASH for Waterman

SS Sam Houston Launched Last Month

The *SS Sam Houston*, the third and last of the Waterman Steamship Corp.'s new LASH vessels, was launched into the Mississippi River on Feb. 16 at the Avondale Shipyards in New Orleans.

The *Sam Houston* joins her sister-ships, the *Robert E. Lee* and the *Stonewall Jackson*, which were both launched in late 1973. Each ship is capable of carrying 89 LASH barges at a service speed of 22 knots.

All three ships were built from funds obtained by Waterman under the Merchant Marine Act of 1970. The passage of this important maritime legislation was strongly supported by the SIU which fought for its enactment in Congress. Through donations to SPAD, the SIU was able to gain the crucial support in Washington that was needed for the passage of the act.

Edward P. Walsh, president of Waterman, has stated in the past that "The Merchant Marine Act of 1970 was the key to our rebuilding program. We could not have gone ahead without it."

In about a year, these three new SIU-contracted ships will replace six World War II-built conventional freighters now on the run from the Gulf and East Coast to the Indian Ocean, Red Sea, Persian Gulf, Arabian Sea and Bay of Bengal.

1970 Marine Act Helps Waterman Rebuild

Last month when the *SS Sam Houston* was launched from the Avondale Shipyards in New Orleans, it marked the completion of Waterman's three-LASH shipbuilding program which was subsidized by the Merchant Marine Act of 1970.

The funds which Waterman obtained from the government after the passage of this Act were crucial in the company's construction of three LASH-type vessels. The *Robert E. Lee* and the *Stonewall Jackson* were launched last year.

Before this legislation was passed there weren't any federal funds available for operating cost subsidies or for ship construction. Waterman was just one of many American companies that were struggling under heavy competition from the cheaper-to-operate foreign-flag vessels.

The 1970 Act, which was spearheaded by the SIU's Washington legislative efforts, also provided operating differential subsidies along with funds to be used for shipbuilding. Waterman is one company that benefited greatly from these subsidies.

The company was able to secure a 20-year contract for Trade Route 18—from the Atlantic and Gulf coasts to the Red Sea, Persian Gulf and Indian Ocean. It also obtained two short-term three-year contracts for Trade Routes 12 and 22 (the entire Far East, with the exception of Singapore and Indonesia) and Trade Route 21 (the United Kingdom and the continent, with permission to call at Baltic and Scandinavian ports). Both short-term contracts will

The *Sam Houston* has a cargo capacity of 25,600 long tons, or 1,744,400 cubic feet. Her propulsion machinery is steam turbine, with a rated propulsion horsepower of 32,000. The ship's cruising radius at service speed is 18,500 miles.

Principal speaker at the launching ceremonies was Robert J. Blackwell, assistant secretary of Commerce for maritime affairs.

Commenting on the completion of the three-ship building program, Blackwell said, "This is an accomplishment in which all of you in Avondale—blue collar and white collar—can take pride. For series production of standardized ships is a key element in closing the price gap between U.S. and foreign shipbuilding costs. It also is an underlying principle of the 1970 Act which is geared to improving the competitive position of American shipyards and shipping lines."

"I think we can agree that we have come a long way in just a few short years. Our shipbuilding industry has made quantum jumps in productivity, and I believe it will continue to improve its competitive position with each passing year."

be converted to 20-year ones in the future, after public hearings are held.

The Waterman Steamship Corporation today is one of the major freight cargo steamship operators in the U.S. It was founded by John B. Waterman and two associates in 1919 in Mobile, Ala. Waterman, a native of New Orleans, came to Mobile in 1902, and until his death in 1937 helped establish Mobile as a major port.

At the time of World War II, Waterman was operating 125 vessels (37 of its own), with 450 employees located at shipping centers from the Gulf to the North Atlantic.

In 1955 Waterman sold all its capital stock to McLean Industries, Inc. In 1965 McLean sold its interests to Cornelius and Edward Walsh, with the former becoming chairman of the board of Waterman Industries, and the latter president of Waterman Steamship Corporation. A year later the Walsh interests sold half of their stock to United States Freight Company. Waterman Industries and United States Freight, which is a holding Company, now jointly own Waterman Steamship Corporation.

When the Walsh's took over Waterman in 1965 they bought a company containing 16 C-2 ships. Since then, they have replaced them with C-4's, mariners and now the three new LASH ships. Ed Walsh says, "We built up an old World War II fleet into a much more modern and effective fleet. The Merchant Marine Act of 1970 was the key to our rebuilding program."

Politics Is Porkchops Donate to SPAD

2nd OBO, the Ultrasea, Takes on Her SIU Crew

Another ship built under the Merchant Marine Act of 1970 to curtail the foreign-flag monopoly on the United States' bulk trade—the giant oil, bulk and ore (OBO) carrier, *Ultrasea* (Aries Marine) — took on her SIU crew Mar. 11 in San Diego, Calif.

The *Ultrasea* will sail from San Diego to Vancouver, Canada, where she will load grain and head for Japan. She'll then go to the Persian Gulf for oil.

The 80,500 dwt San Clemente-class carrier joins her sistership, the *Ultramar*, which was the first OBO built for the company. The *Ultramar* sailed on a round-the-world maiden voyage Aug. 8 from Vancouver to Japan. She was then the largest oil, bulk, ore carrier ever built on the West Coast.

Keel laying of the *Ultrasea*, which will provide more jobs for Seafarers,

took place more than a year ago about the same time the *Ultramar* was launched.

The contract for these ships was the first one awarded under the Merchant Marine Act of 1970 for oil, ore, bulk carriers, another example of the benefits of the Seafarers Political Activities Donation (SPAD) fund which, through the contributions of the membership, helped produce the legislation to build these new vessels. The results are more jobs for Seafarers.

Like her sistership, the 16.5-knot *Ultrasea* is of the maximum length (892½ feet) that can transit the Panama Canal. The steam turbine, single screw ship has a beam of 105 feet 9 inches and a depth of 62½ feet.

She was built at the National Steel and Shipbuilding Co. yard in San Diego.

A Giant of the Great Lakes

Presque Isle, World's Largest Tug-Barge Debuts

A new addition to the SIU's growing merchant fleet on the Great Lakes — the 1,127-foot *M/V Presque Isle* (U.S. Steel), believed to be the globe's biggest tug-barge, recently completed her maiden voyage.

The \$35-million tug-barge is unique in that, although she looks like a super ore carrier, her 152-foot tug fits into a slot at the stern of the 975-foot barge. She is second in size only to the largest ore carrier on the Great Lakes, the *Stewart J. Cort* (Bethlehem Steel).

The *Presque Isle's* Seafarer crew delivered 52,000 tons of taconite iron

ore pellets (enough to manufacture 10,000 automobiles) to South Chicago and Gary, Ind. from Two Harbors, Minn. on Dec. 22.

Completing the 1,700-mile round-trip to Erie, Pa. in six days, where she was built for Litton Industries, the *Presque Isle* went into winter layup to fit out sometime in early Spring.

The tug-barge was christened Dec. 8 and after sea trials on Lake Erie crewed Dec. 15.

Her five-deck tug, built in New Orleans, is powered by twin 7,500 hp diesels which push the barge at 16 mph. A 250-foot unloading boom discharges 10,000 tons of cargo an hour.

SIU Firm's 7th New Ship in 3 Years

Lakes Ore Carrier Fleet Grows As H. Lee White Is Launched

With Great Lakes carriage of coal and iron ore helping to beat the energy crunch, the SIU-contracted American Steamship Co. of Buffalo, N.Y. has launched the 32,080-ton *H. Lee White*, its seventh new ship in three years.

The \$15-million ore/bulk self-unloader, launched late last year at the Bay Shipyard in Sturgeon Bay, Wisc. was the third new ore carrier added to the company's fleet in 1973. She was the largest ship ever built in that shipyard.

At 704 feet, the twin-diesel *H. Lee White* will be christened in June to join her sister-ships, the SIU-manned *Charles E. Wilson* and the *Roger M. Kyes*, both launched last summer.

Three more new ore carriers for the steamship company's 21 carrier fleet are on order. The first, an 18,000-ton, 630-foot vessel, will be delivered next

year in April. In 1976, a 680-foot ship will go into service. Finally, in 1977, a 780-foot, 42,000 dwt self-unloader worth \$20 million will be built for the firm to carry 30,000 tons of iron ore or 25,000 tons of coal for a total of 1.8-million to 2-million tons during a Lakes season.

She will be the third largest self-unloader on the Great Lakes. The new unnamed vessel will also be the first ship on the Lakes with double-belted, twin-conveyor machinery in her hold to unload coal.

The *H. Lee White* can unload 6,000 tons an hour from her six holds with conveyors and a boom on rails. She also has 1,000 hp stern and bow thrusters for maneuverability.

The new ship succeeds the former *H. Lee White*, operating since 1945, which will be renamed the *SS Sharon*.



Sea-Land Venture

Able-seaman E.E. Lindberg was injured while working on deck on sailing day from Rotterdam, the Netherlands. He was hospitalized there. The ship docked in Houston for a payoff Feb. 26. Ship's Chairman is Bosun Charles Boyle, reporter-secretary is Chief Steward John E. Adams and Educational Director is Electrician-Pumpman Charles Henley.

SS Yellowstone

A burned-out electric blower in the forced draft ventilator system in the engine room of the *SS Yellowstone* (Ogden Marine) produced a 1 a.m. smokey fire Feb. 2 near Cape Town, South Africa. As smoke poured from the fire room vent, the ventilator system went out on the starboard side soaring the temperature to 120 degrees.

Only the quick action in the emergency of Chief Electrician S. P. Gondzar saved the day. Rolling out of the sack five minutes after the fire began, he isolated the burned out blower. By afternoon coffee time, the vent system was back in operation dropping the temperature in the engine room back to normal.

"Luckily," says engine delegate John H. Ford, "there was a spare blower motor on board." He and the entire engine department thanked and commended Gondzar and his electricians for their unselfish devotion to duty.

SS Vantage Horizon

The Military Sealift Command has chartered the tanker, *Vantage Horizon* (Vantage Steamship) to carry about 33,000 tons of bunker C Fuel from the Arabian Gulf to the United Kingdom, the continent of Europe, the Azores, and West Africa.

SS Seatrain Georgia

On a two to four month run on the West Coast is the *Seatrain Georgia* carrying 15,000 tons of dry cargo for the U.S. Government.

SS Penn Challenger

Still carrying oil last month from Black Sea ports is the 30,000-dwt tanker *Penn Challenger* (Penn Navigation). She discharged her tanks on the U.S. East Coast.

USNS Taluga

The SIU crew of the *USNS Taluga* (Hudson Waterways) got high marks for "outstanding support performance" in the first part of this year from both the commanders of Service Group 3, Pacific, and Adm. W. S. Guest, Military Sealift Command, PAC.

This is the second time the *Taluga* crew has been cited. Over a year ago MSC chief, Adm. John D. Chase visited the ship in San Francisco Bay saying "The civilian crew on the *Taluga* are all performing in an outstanding manner."

Adm. Guest added "Taluga has again shown the way. Your performance continues to be rated outstanding and best in the West in spite of hectic, numerous reschedulings and three diversions. Despite fast changing requirements, she has always been ready to meet all commitments. It is my distinct pleasure once again to extend a well done to all hands."

The ship was judged on reliability, mission effectiveness and readiness, maintenance and performance and management practice.



A new lady of the lakes, the 32,000-ton bulk carrier, *MV H. Lee White* makes a big splash at year end as she's launched at the Bay Shipyard in Sturgeon Bay, Wisc. for service in June.

Keep the Door Locked!



Stronghold on Job Security

Far more than any one piece of federal legislation, the Jones Act of 1920 protects the livelihoods and job security of seafarers and thousands of other American maritime workers.

One of the Act's major provisions states that any and all cargoes shipped from one U.S. port to another U.S. port must be carried on an American-flag, American-manned vessel.

This provision completely covers not only our nation's domestic coastal and intercoastal deep sea trade, but also traffic on our vast inland waterway system including our rivers and the Great Lakes.

And, in view of the fact that nearly 50 percent of the approximate 560 deep sea vessels operating under the American flag are engaged strictly in domestic shipping, total retention of this provision of the Jones Act is extremely vital to the very existence of the U.S. merchant marine.

Another important provision of the Act is that all vessels which do engage in domestic trade must be built in an American shipyard.

And, looking to the future, the soon to be built Trans-Alaska Pipeline will spur the need for at least 40 new crude carriers, all of which, because of the Jones Act, must be constructed in American yards for the American-flag fleet to be manned by American seamen. With the exception of several occasions during the crucial days of World War II, the Jones Act has been strictly enforced since its passage over 50 years ago.

However, in the last few months alone, the big oil lobbies and other special interest groups have initiated seven proposals for waivers of the Act's provisions.

Let us look at some of these recent attempts.

• During the Senate debate on the Emergency Energy Act last December, Sen. Paul Fannin (R-Ariz.) introduced

an amendment that would have allowed for "case by case" waivers of the Jones Act to allow foreign-flag ships to carry fuel between U.S. ports. It was defeated.

• A bill, still pending action in the Senate, was introduced by Sen. Robert Packwood (R-Ore.) that would permit foreign-flag ships to carry fertilizer from Alaska to West Coast U.S. ports. The product in question is manufactured by a subsidiary of a large oil company.

• A proposal was made by the Department of Defense to allow liquid natural gas to be transported from Alaska, and coal from Norfolk to New England via foreign-flag ships.

A definite pattern in these attempts to breach the Jones Act is clearly emerging.

The requests are always for a few foreign ships to operate on a temporary basis. Yet the long term, underlying purpose of these concerns is the eventual total destruction of the Act's power.

The oil concerns have given no substantial cause for any of these waivers.

Their reasons are contrived and their proposals unwarranted.

In studies conducted by the Maritime Administration, it has been firmly established that no part of the nation, New England included, has suffered any shortage due to lack of U.S. shipping tonnage.

SIU President Paul Hall has notified the House Merchant Marine and Fisheries Committee that "there is no justification for permitting foreigners to invade our coastwise shipping on any pretext; particularly since we have adequate tonnage to serve our coastwise requirements."

The U.S. must not allow foreign-flag operators in any circumstance to invade our domestic shipping rights.

And, the SIU backed by the AFL-CIO and the Maritime Trades Department, will continue to fight all attacks against this Act—our stronghold on job security.

Letters to the Editor



HISTORIC PRESERVATION

Makes the Rounds

The latest edition of the Seafarers Log has just been returned to me after making its rounds in the neighborhood.

Because of the Log, folks around here are better informed of the real facts concerning the maritime industry. Many local businessmen are now beginning to write their Congressmen urging them to support such important maritime bills as the Oil Imports Quota law.

There was a time when the neighbors borrowed the local morning newspaper—now it's the Seafarers Log.

Fraternally,
Adam S. Shultz
Baltimore, Md.

Support SPAD

In view of the many accomplishments within the maritime industry in the last few years and of the many battles that lie ahead, strong support of SPAD becomes more and more necessary every day.

In the tradition of this Union, we must all pull together and support our friends in the legislature.

Loyalty is spelled SIU!

Fraternally,
Art Lomas, Retired
Bronxville, N.Y.

Welfare Plan Helps

In the past four years since the death of my wife I have been in the hospital many times—and each time the SIU has come through for me.

If not for the SIU's Welfare Plan I would have had to sell my home to meet the hospital and doctor bills.

Young men just entering the industry should be aware of what it really means to be 100 percent Union and how our Union works when you are down on your luck.

Fraternally yours,
Samuel B. Settiff
Eden, N.C.

March 1974 Volume XXIV, No. 3

SEAFARERS LOG

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

Executive Board
Paul Hall, President

Gal Tanner, Executive Vice-President Earl Shepard, Vice-President
Joe DiGiorgio, Secretary-Treasurer Lindsey Williams, Vice-President
Frank Drozak, Vice-President Paul Drozak, Vice-President

Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Brooklyn, N.Y.



OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

Maritime Trades Department in Action:

Variety of Measures Passed at Quarterly Meeting

MIAMI—The Executive Board of the AFL-CIO Maritime Trades Department took action on a wide range of issues of vital importance to Seafarers and other workers, among them a call for passage of legislation that would require a percentage of U.S. oil imports to be carried on American-flag ships.

In its two-day quarterly meeting here on Feb. 14-15, the MTD Executive Board also announced vigorous opposition to a proposed plan to abolish the House of Representatives' Merchant Marine and Fisheries Committee.

The MTD Board sessions were chaired by SIU President Paul Hall, who heads the Department which is composed of 44 national and international AFL-CIO unions representing eight million workers.

The MTD Executive Board said that the tanker requirement legislation, presently the subject of hearings before the House Merchant Marine and Fisheries Committee, would remove a threat to "the nation's political and economic freedom of action." Citing the oil producing countries' cut-off of oil to the United States, the Board cited the fact that the U.S. is dependent on foreign-flag tankers for the carriage of 95 to 97 percent of our oil imports—a dual dependency that is dangerous to the nation's welfare.

Attacking the opponents of the legislation, led by major American oil companies and their front organization—the Federation of American Controlled Shipping, the MTD Board said "it is important that they no longer be allowed to place their own selfish interest above the welfare of the United States."

The MTD Board pointed out that the oil cargo legislation "in addition to strengthening our security, would provide jobs for American workers, improve the nation's balance of payments position and better protect our environment."

With respect to the proposal now being considered by the House Select Committee on Committees that would radically change the present Committee structure in the House, the MTD Board stressed the effectiveness of the House Merchant Marine and Fisheries Committee as it is presently constituted.

Abolition of the Merchant Marine Committee and the scattering of its functions among several other committees would be "counter productive," the MTD Board said. In urging retention of the Merchant Marine Committee, the maritime labor group said that the nation needs "more urgently than ever before the benefits of the leadership that can best flow from the House Merchant Marine and Fisheries Committee. . . ."

In addition, the MTD has been advised by the railway unions that the proposed dissolution of the Interstate and Foreign Commerce Committee into a Public Works and Transportation super committee, would rob them of the expertise in railway matters the Interstate Committee has acquired over the years.

The MTD Executive Board also took action on many other matters of vital concern to not only the American maritime worker, but all American workers, the American consumer, and the nation as a whole.

Myth of Effective Control

For years now, American oil companies and various Federal departments have maintained that American-owned vessels under the registry of foreign nations are still "effectively controlled" by the United States.



SIU President Paul Hall, center, also president of the AFL-CIO Maritime Trades Department, chairs a session of the MTD's Executive Board meeting in Bal Harbour, Fla. last month. Hall is flanked to the left by Pete McGavin, MTD executive secretary-treasurer, and to the right by William Moody, MTD administrator.

The MTD Board, by citing a recent international incident, proved that "effective control" is nothing more than a convenient theory put forth by these concerns—and constitutes dangerous national policy.

Last November, Liberia issued an executive order prohibiting any vessel flying the Liberian flag, many of which were American-owned, from carrying arms to the Middle East, thereby seriously affecting U.S. foreign policy.

Energy Policy

The MTD pointed out that, at the present time, the U.S. lacks both a strong national energy policy and the organizational framework to implement one.

The Board affirmed that the U.S. "must develop a coordinated master plan," which would clearly define and efficiently administer a national energy policy, to insure the competitiveness of U.S. industries and achieve the goal of national energy independence.

Oil Firm Responsibility

The Executive Board noted that, encouraged by tax loopholes, the oil industry has neglected the building up of domestic refinery capacity, concentrating on the expansion of its foreign operations, which dangerously increases our dependence on foreign sources for our energy needs.

In addition, the MTD released a 62-page report entitled *America's Oil Industry: End of a Myth*, which bares the causes of the energy crisis and urges Congress to take swift action "to insure that the American people will never again find themselves at the mercy of a small group of multinational oil companies and oil producing nations."

Mutual Aid Pacts

In 1958, U.S. airlines instituted a strike insurance plan, the so-called Mutual Aid Pact, whereby struck companies are reimbursed by other companies for any losses incurred during a labor dispute.

The Act has proved a failure, in that, instead of preventing strikes it has induced and prolonged them.

To prevent such strike insurance systems from spreading to other U.S. industries and to preserve industrial peace for this nation, the MTD Execu-

tive Board urged Congress to implement measures outlawing all such strikebreaking mutual aid pacts.

MSC's Plans

The Military Sealift Command is seeking to take over privately-owned merchant ships now operating under charter to the Navy. The move would eliminate hundreds of jobs now held by civilian seamen and create a greater burden on the American taxpayer.

The Executive Board denounced the proposed action, and again affirmed that the privately-owned and operated U.S. merchant marine is thoroughly capable and willing to provide any and all support services to the military.

Pension Reform

The MTD urged that quick and deliberate action be taken to enact Federal pension plan regulations that would effectively safeguard the interests and rights of the American worker.

Over the years, too many workers have been cheated out of their legitimate benefits because of poor funding, inadequate record keeping, payment delays and, in some cases, plan termination due to so-called "business reasons."

Jones Act

Using the energy crisis as an excuse, the U.S. oil and energy firms continue to wage a determined campaign to breach provisions of the Jones Act, which protects American domestic shipping from being invaded by foreign-flag vessels.

The MTD maintains that any such breach, no matter how small, would open the door to the oil concerns to eventually wipe out the strength of the Jones Act entirely.

Mort Brandenburg

The MTD Executive Board expressed its profound grief and sorrow at the death of Mort Brandenburg, president of the Distillery, Rectifying, Wine and Allied Workers' International Union of America. The Board called him "a good friend and colleague, a dynamic and respected labor leader, a valued and active member of this Board and a strong and progressive voice in the trade union movement."

Brother Brandenburg is succeeded as president of his union by George J. Oneto, who will also serve on the MTD Executive Board.

Highlights of Maritime Trades Department Mid-Winter Meeting



SIU and MTD President Paul Hall confers with W. Wimpsinger, Vice President of the Association of Machinists and Aerospace Workers while Morris Weisberger, Executive Board member and executive vice president of SIUNA looks on.



MTD delegates acted on a variety of vital issues during the mid-winter Executive Board meeting in Miami, Fla. held February 14-15.



Leon Schachter, Executive Board member and vice president of Amalgamated Meat Cutters and MTD President Paul Hall listen as Charlotte Roe, executive director of Frontlash reports on her organization's efforts in getting young people registered to vote and actively involved in politics.



Floyd Smith, Executive Board member and president of the Machinists and Aerospace Workers Union listens as MTD delegates discuss business.



Jack Curran, legislative representative of the Laborers' International Union gave a comprehensive report on the status of pension legislation in Congress.



Merle Adlum (left), of the SIUNA's Inland Boatmen's Union of the Pacific and Stephen Leslie, Executive Board member and general vice president of the International Union of Operating Engineers.



Peter Hall (left), secretary-treasurer and James Housewright, Executive Board member and president of the Retail Clerks International Association.



Michael Monroe (left), vice president of the Brotherhood of Painters and Allied Trades, Al Heaps (center), Executive Board member and secretary-treasurer of the Retail, Wholesale and Department Store Union, and Harvey Poole, executive vice president of Amalgamated Meat Cutters.



Executive Board members Ben Feldman, president of the Leather Goods, Plastics and Novelty Workers and Louis Isaacson, president of the Dolls, Toys and Playthings Workers listen to status report on Trade Bill legislation.



Robert Cooney (standing), Executive Board member and vice president of the Bridge, Structural and Ornamental Iron Workers addresses delegates as Executive Board member Russell Crowell (seated at right), president of the Laundry and Dry Cleaning Union looks on.



Thomas Murphy (left), Executive Board member and president of the Bricklayers, Masons and Plasterers Union and Bernard Puchalski (center), president of the Chicago Port Council listen to Executive Board member George Oneto, president of the Distillery Workers Union give a report.



Joseph Ames (left) of the Federation of State, County and Municipal Employees, and William Lucy, Executive Board member and secretary-treasurer of that union attend the meeting.



Executive Board member George Knyal of the Brotherhood of Electrical Workers reads report to MTD delegates.



Executive Board member Page Groton, assistant to the president of the Boilermakers and Iron Ship Builders delivers report of the Commission on American shipbuilding.



Dominic Carnevale, administrative assistant to the president of the Association of Plumbing and Pipe Fitters, was designated to represent his organization as an Executive Board member.



C. L. Dennis, Executive Board member and president of the Railway, Airline and Steamship Clerks discusses pending legislation with MTD President Hall.

The Journeymen Barbers, Hairdressers and Cosmetologists' International Union of America
 International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
 Boot and Shoe Workers' Union
 Bricklayers, Masons and Plasterers International Union of America
 United Brotherhood of Carpenters and Joiners of America
 United Cement, Lime and Gypsum Workers International Union
 Communications Workers of America
 Distillery, Rectifying, Wine and Allied Workers' International Union of America
 International Union of Dolls, Toys, Playthings, Novelties and Allied Products of the United States and Canada, AFL-CIO
 International Brotherhood of Electrical Workers
 International Union of Elevator Constructors
 International Union of Operating Engineers
 International Association of Fire Fighters
 International Brotherhood of Firemen and Oilers
 Glass Bottle Blowers' Association of the United States and Canada
 American Federation of Grain Millers
 Graphic Arts International Union
 Hotel and Restaurant Employees' and Bartenders' International Union
 International Association of Bridge, Structural and Ornamental Iron Workers
 Laborers' International Union of North America
 AFL-CIO Laundry and Dry Cleaning International Union
 International Leather Goods, Plastics and Novelty Workers Union
 International Association of Machinists and Aerospace Workers

MTD Affiliates

There are 44 unions representing eight million members that make up the Maritime Trades Department. While many of the member unions do not have interests directly relating to maritime affairs, they find it to their distinct advantage to belong to the MTD. They benefit from being part of a strong organization that is extremely successful in obtaining passage of favorable legislation in Congress; an organization that has a strong voice in the American labor movement.

The 44 member unions of the MTD are:

Industrial Union of Marine and Shipbuilding Workers of America
 Amalgamated Meat Cutters and Butcher Workmen of North America
 Office and Professional Employees International Union
 Oil, Chemical and Atomic Workers International Union
 International Brotherhood of Painters and Allied Trades of the United States and Canada
 United Paperworkers International Union
 Operative Plasterers' and Cement Masons' International Association of the United States and Canada
 United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
 International Brotherhood of Pottery and Allied Workers

International Federation of Professional and Technical Engineers
 Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
 Retail Clerks International Association
 Retail, Wholesale and Department Store Union
 United Rubber, Cork, Linoleum and Plastic Workers of America
 Seafarers International Union of North America
 Sheet Metal Workers International Association
 American Federation of State, County and Municipal Employees
 United Telegraph Workers
 United Textile Workers of America
 Upholsterers' International Union of North America
 American Guild of Variety Artists

MTD 'Score Sheet'

The Maritime Trades Department is currently compiling a "congressional score sheet" listing members of the House and Senate and how they voted on key pieces of maritime legislation.

The score sheet is similar to the one that AFL-CIO COPE prepares on Congressmen on their overall labor voting record. Some of the bills to be listed on the MTD score sheet are the Oil Cargo Bill, USPHS Hospitals, the Fannin Amendment to the Jones Act and the Alaska Pipeline issue. All other maritime legislation will be similarly listed in order to guide the political activities of the department's affiliates.

the PRESIDENT'S REPORT:

14 Million Members Strong:

American Labor Supports SIU Programs



Paul Hall

WE HAVE SAID MANY TIMES that the continued strength and the future of our Union and our industry lies in the unity of this membership. There is another kind of unity—the unity of the American Labor Movement—that is adding the strength of 14 million American workers in the Seafarers' fight for legislative programs which will provide our membership with continued growth and job security.

We have recently concluded our quarterly meeting of the Maritime Trades Department where some 44 national and international unions—representing eight million workers—unanimously adopted our programs for an oil import quota bill; for a federal pension bill which will safeguard the rights of our members under our Pension Plan; for a continued vigorous fight against those who would destroy the Jones Act, and for the continuation of the effective House Merchant Marine and Fisheries Committee.

Beyond this, all of the maritime resolutions adopted at the Maritime Trades Department Convention last year were unanimously supported by the Executive Council of the 14 million member AFL-CIO. Resolutions supporting the Seafarers' legislative programs have been adopted by State Labor Federations in nearly every state in the nation calling on their members to write to their Congressmen to support our programs.

This support of the American Labor Movement is essential to the achievement of our goals. It is true that nobody

is going to help the sailor but the sailor himself—and as Seafarers, we have initiated the programs which have revitalized the American merchant marine and built the job security of this membership. But the support of the labor movement has been of immeasurable help in securing passage of those bills which have moved us to progress.

We can point to the Merchant Marine Act of 1970, the preservation of the United States Public Health Service hospital system, Congressional resistance to repeated attacks on the Jones Act, and appropriations to implement this nation's shipbuilding program as evidence of our successes.

The support we have and are now receiving is because we—as Seafarers—have understood the meaning of unity within the labor movement. Since our earliest days we have stood in the forefront of the struggles of our brothers in their fight to organize and win decent wages and working conditions.

Many of our old-timers will remember the bitter "Battle of Wall Street" in 1949. And many of our members remember the long strike of the New York City Welfare Department workers and the long hours of picket duty in a bitter cold winter, and the heat in the fields of Delano in California for the United Farm Workers. This is a continuing process and at this very moment we are involved in a number of organizing programs with our AFL-CIO affiliated organizations.

But this is what the American Labor Movement is all about. Brother helping

brother to organize and achieve a decent standard of living for all Americans. And this is why our involvement and our commitment to the Maritime Trades Department and the AFL-CIO is so important. It represents unity and strength—not only for Seafarers—but for all American workers and their families.

Again, nobody is going to help the sailor but the sailor himself. We are going to have to continue to initiate the programs that will benefit our Union and the maritime industry. We are going to have to lead the fight to see to it that our legislative programs for ships and cargo and job security for our membership are successful.

However, the united support of all affiliates in the Maritime Trades Department, the strong legislative support of the AFL-CIO and the grassroots support from local and state central councils all add strength and encouragement to our continuing fight in Congress for the programs that are so vital to our membership.

But basically the fight is ours. In Washington we must be constantly alert to attacks on our Union and our industry from the giant oil and grain lobbies, and the foreign-flag operators. And it is all of us as Seafarers who must participate in our legislative efforts through our support of SPAD to get more ships and more cargo.

We have the strength; we have the understanding; we have the determination—and we have the unity to achieve our goals.



CHARLESTON (Sea-Land), January 20—Chairman J. F. McCollom; Secretary Hutchins; Deck Delegate P. McDaniel; Engine Delegate J. J. Tobin; Steward Delegate A. Romero. Everything running smoothly. No disputed OT. A vote of thanks to all delegates for a job well done and for the cooperation of the entire crew. Observed one minute of silence in memory of our departed brothers. Next port Baltimore, Md.

SEA-LAND GALLOWAY (Sea-Land), January 6—Chairman Peter A. Ucci; Secretary Duke Hall; Educational Director Emerson Walker; Steward Delegate Thomas Ventura. No disputed OT. Vote of thanks to the messmen for an excellent job in the crew mess and to the steward department for a fine Christmas dinner. Observed one minute of silence in memory of our departed brothers.

SEATTLE (Sea-Land), January 13—Chairman Gionniotis; Secretary T. Deloach; Educational Director Tselenitis; Deck Delegate S. Rossoff; Engine Delegate C. Thompson; Steward Delegate J. Fanoli. \$16 in ship's fund. No disputed OT. Everything running smoothly. Next port in New Jersey.

TAMARA GULDEN (Transport Comm. Corp.), January 6—Chairman H. O. Leake; Secretary S. Hawkins; Educational Director Poulakis; Steward Delegate M. DeGollado. \$6 in ship's fund. Some disputed OT in deck and steward departments. Next port Seven Isles.

DELTA ARGENTINA (Delta Lines), January 21—Chairman Recertified Bosun Jean Latapie; Secretary S. Wright; Educational Director J. D. Burchinal; Engine Delegate Edward J. Kosceki. \$5.95 in ship's fund. \$200 in movie fund. Some disputed OT in steward department. Everything running smoothly. Next port Houston.

TRANSIDAHO (Hudson Waterways), January 7—Chairman Recertified Bosun Elbert Hogge; Secretary O. Vola; Educational Director Robert E. LaGasse; Steward Delegate Juan Ruiz. Bosun had a discussion on contributions to SPAD and how everyone should go to Piney Point to upgrade themselves. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Next port San Juan.

COLUMBIA (Ogden Marine), January 12—Chairman L. Gribbon; Secretary C. Lanier; Deck Delegate C. Bairstow; Engine Delegate E. Williams; Steward Delegate R. Adams. Some disputed OT in deck and engine departments. A special vote of thanks by the crew to the steward department for the good menus and quality of food still being served after so long a time. Next port New York.

ROSE CITY (Sea-Land), January 27—Chairman J. Cisiecki; Secretary D. F. Kaziukewicz; Deck Delegate Charles Frank; Engine Delegate Brooke Butler; Steward Delegate Francis Smith. Some disputed OT in deck and engine departments. Vote of thanks to the deck department for keeping up the messroom and pantry during off hours. A vote of thanks to the steward department for a job well done.

Iberville Ship's Committee



The SIU-manned freightship *Iberville*, operated by Waterman, came into the port of New Orleans on Feb. 12 before embarking on a Far East voyage. The ship's committee noted they are looking forward to a smooth run. They are, from the left: William Simmons, deck delegate; Donald Chestnut, ship's chairman; Eddy A. Bowers, steward delegate, and Harvey M. Lee, secretary-reporter.

IBERVILLE (Waterman Steamship), January 23—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director Stephen Divane; Engine Delegate J. J. Logan, Jr.; Steward Delegate Eddie Bowers. No disputed OT. Everything running smoothly.

BETHTEX (Bethlehem Steel Corp.), January 20—Chairman W. T. Baker; Secretary T. A. Jackson; Educational Director James M. McDonald; Deck Delegate G. A. Paschall; Engine Delegate Edmund Lee Burnette. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Houston.

DELTA MAR (Delta Lines), January 13—Chairman J. Collins; Secretary D. Collins; Educational Director E. Synan; Steward Delegate Peter Hammel. \$5.20 in ship's fund. No disputed OT. A vote of thanks to the steward department for the fine food. Next port Rio de Janeiro.

ALEX STEPHENS (Waterman Steamship), January 6—Chairman A. Antoniou; Secretary H. Donnelly; Educational Director A. Cox. \$35.25 in ship's fund. No disputed OT. Held a general discussion on LASH ships. Next port Aquaba, Jordan.

SEATRIN CAROLINA (Hudson Waterways), January 31—Chairman Enos E. Allen; Secretary O. Payne; Deck Delegate Richard C. Mason. \$43.38 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

PANAMA (Sea-Land), January 27—Chairman C. A. Perreira; Secretary V. Gerner; Deck Delegate V. C. Dowd; Engine Delegate G. Byoff; Steward Delegate C. A. Carter. No disputed OT. Everything running smoothly. Next port Long Beach.

PECOS (Hudson Waterways), January 13—Chairman Billie Price; Secretary J. B. Harris; Educational Director James Chianese. No disputed OT. A vote of thanks to the steward department for a job well done.

GALVESTON (Sea-Land), January 6—Chairman Recertified Bosun Denis Manning; Secretary Gus Skendelas; Educational Director Maurice D. Stover; Deck Delegate Walter H. Rogers; Engine Delegate John A. Sullivan. \$26.65 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

Seatrain Georgia Committee



The Ship's committee aboard the *Seatrain Georgia* gather for a photo in the ship's lounge at her most recent payoff in the port of San Francisco. They are, from left: T. Richards, ship's chairman; H. Wooten, steward delegate; P. Dolan, deck delegate; H. Sormunen, engine delegate, and P. Franco, secretary-reporter. The *Seatrain Georgia* will be laid up for a short while.

OVERSEAS ULLA (Maritime Overseas Corp.), January 20—Chairman John Leskun; Secretary John S. Burke, Sr.; Educational Director Franklin Miller; Deck Delegate M. C. Cooper; Engine Delegate Joseph Colly; Steward Delegate Herbert Hollings. \$8.50 in ship's fund. No disputed OT. Have a dangerous cargo aboard so all crewmembers were advised to be careful where they are smoking. Next port Sardinia, Italy.

TRANSERIE (Hudson Waterways), January 20—Chairman F. Johnson; Secretary F. DiCarlo; Educational Director L. Stanton. Had a long discussion on safety and observing safety rules. \$15 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next ports Rota, Spain and Augusta, Sicily.

SEA-LAND GALLOWAY (Sea-Land), January 20—Chairman Peter A. Ucci; Secretary Duke Hall; Educational Director Emerson Walker; Steward Delegate S. W. Wier. \$65 in ship's fund. Had a discussion on safety aboard ship. Observed one minute of silence in memory of our departed brothers.

OVERSEAS JUNEAU (Maritime Overseas), January 13—Chairman Recertified Bosun R. F. Mackert; Secretary J. Gross; Educational Director D. Murphy; Deck Delegate John R. Murphy; Steward Delegate H. Gardner. No disputed OT. Vote of thanks to the steward department for a job well done. Next port, Capetown.

TRANSOREGON (Hudson Waterways), January 20—Chairman Recertified Bosun G. Mattioli; Secretary C. L. White; Engine Delegate David Able; Steward Delegate Fernando Zavola. No disputed OT. Everything running smoothly. Vote of thanks to all and to the steward department. Observed one minute of silence in memory of our departed brothers.

TRANSHAWAII (Seatrain), January 6—Chairman Victor Carbone; Secretary H. McCurdy; Engine Delegate William Cachola; Steward Delegate Darie Rio. No disputed OT. Vote of thanks to the steward department for excellent holiday dinners. Next port Baltimore.

HOUSTON (Sea-Land), January 13—Chairman Juan C. Vega; Secretary T. Williams; Deck Delegate Anderson Johnes; Engine Delegate R. Scotti. \$4 in ship's fund. Some disputed OT in engine department. Everything running smoothly. Next port San Juan.

Official ships' minutes were also received from the following vessels:

MAYAQUEZ
LA SALLE
MARYMAR
BROOKLYN
MOUNT VERNON VICTORY
WALTER RICE
NEW YORKER
JACKSONVILLE

New SIU Pensioners



Joseph V. Bissonnet, 64, joined the SIU in 1944 in the port of New York sailing in the deck department as a bosun and an AB for the Marven Steamship Corp. Brother Bissonnet sailed 35 years on American-flag ships. Born in Dallas, Tex., he is now a resident of Porterville, Calif.



Markos E. Potiriadis, 66, joined the Union in the port of New York in 1956 sailing in the steward department for the Waterman Steamship Co., Victory Carriers, Calmar Lines, Cities Service and Sea-Land Service Corp. Brother Potiriadis is a Navy veteran of World War II. Born in Egypt, he now resides in New York City.



Andrew Aspseter, 65, joined the SIU in the Great Lakes port of Detroit in 1959 sailing in the deck department as an AB. Brother Aspseter sailed for a total of 45 years. A native of Hubble, Mich., he is now a resident of Exland, Wisc. with his wife, Helen.



Fedele Di Giovanni, 66, joined the SIU in the port of New Orleans in 1954 sailing in the steward department for the Maritime Overseas Corp., the Mississippi Steamship Corp., and the Penn Navigation Co. Brother Di Giovanni attended the seventh SIU Educational Conference at Piney Point, Md. He is a U.S. Navy veteran of World War II. Born in New Orleans, he is now a resident of Metairie, La. with his wife, Philippa.



Otto R. Hoepner, 65, joined the Union in 1945 in the port of Norfolk sailing as an AB in the deck department. Brother Hoepner attended an SIU Educational Conference at the HLSS in Piney Point, Md. He is a 1934-1943 veteran of the Navy. A native of Hamburg, Germany, he now resides in New York City.



Ronald L. Karns, 48, joined the SIU in 1946 in the port of New York sailing in the engine department. Brother Karns was born in Emlenton, Pa., and is now a resident of Metairie, La. with his son, Gary.



Allen L. Miller, 65, joined the Union in the port of Galveston in 1956 sailing in the engine department last for Cities Service. Brother Miller sailed for 28 years. A native of Columbus, Tex., he presently resides in Westlake, La. with his wife, Irene.



Joseph J. Melita, 65, joined the Union in 1944 in the port of Baltimore sailing in the deck department. Brother Melita was born in Baltimore where he now lives with his wife, Louise.



John A. MacDonald, 67, joined the SIU-affiliated IBU in the port of Detroit in 1961 sailing as an oiler in the engine department for the Dunbar and Sullivan Dredging Co. from 1942 to 1946. Born in Nova Scotia, Brother MacDonald resides in Detroit with his wife, Christina.



Edward J. Jasinski, 67, joined the SIU-affiliated IBU in 1942 in the port of Chicago sailing in the engine department as an oiler on tugs for the Great Lakes Dredge and Dock Co., and the Clark Oil and Refining Co. Brother Jasinski presently lives in Chicago with his wife, Esther.



Alfred L. Yarborough, 59, joined the SIU in 1945 in the port of Boston sailing in the steward department. Brother Yarborough was a delegate from Seattle to an SIU Educational Conference at the HLSS in Piney Point, Md. Born in Seattle, he presently resides there.



Salvador J. Malhabour, 65, joined the SIU in the port of Philadelphia in 1958 sailing in the steward department for the Waterman Steamship Co., and Calmar Lines. Brother Malhabour is a native of the Philippine Islands and presently resides in San Francisco.



Juan Nieves, 64, joined the SIU in 1938 in the port of New York sailing in the deck department for Maritime Overseas Corp. and Sea-Land Service Corp. Brother Nieves walked the picket line in the New York Harbor strike in 1961. Born in Puerto Rico, he now lives in La Riviera, Rio Piedras, P.R., with his wife, Gregoria.



Daniel I. Butts, 65, joined the Union in 1938 in the port of New York sailing in the deck department as a bosun. Brother Butts sailed for 45 years. He was the SIU's Puerto Rico port agent for five years, an HLSS instructor, and had attended the Maritime Advancement Program. A native of Staten Island, N.Y., he now resides in Colma, Calif. with his wife, Maria.



Dioscoro B. Militar, 73, joined the SIU in 1943 in the port of New York sailing in the steward department last for Victory Carriers. Brother Militar sailed for 45 years. Born in the Philippines, he now resides in San Francisco.



Charles W. Hall, 51, joined the SIU in 1944 in the port of New York sailing in the steward department for U.S. Steel. Brother Hall is a 1940-42 veteran of the Navy. Born in Chattanooga, Tenn., he now resides in Baltimore.



Q. P. Bailey, 65, joined the Union in the port of New York in 1955 and last sailed in the engine department for the Mississippi Shipping Co. Brother Bailey was born in Alabama where he now lives in Samson with his wife, Willie Belle.



Fred Gentry, 67, joined the Union in the port of Houston in 1957 sailing in the engine department. Brother Gentry sailed for 51 years. He is a native of San Francisco where he now resides.



James A. Hellems, 65, joined the SIU-affiliated IBU in the port of Buffalo in 1961 sailing as a tug deck-hand for the Great Lakes Dredge and Dock Co. from 1957 to 1973. Brother Hellems currently resides in Rochester, N.Y.

Delta Brazil Committee



The *Delta Brazil* recently crewed up in the port of New Orleans for a voyage to Africa. Recertified Bosun Ewing Rihrr, center, who was one of the original committee members that set up the Recertification Program, will serve as ship's chairman. Electrician Abner Abrams, left, will serve as educational director and Chief Steward Robert Marion as secretary-reporter.

MEMBERSHIP MEETINGS SCHEDULE

Port	Date	Deep Sea	IBU	UIW
New York	April 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	April 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	April 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	April 11	—	5:00 p.m.	7:00 p.m.
Detroit	April 12	2:30 p.m.	—	—
	April 15	—	5:00 p.m.	—
Houston	April 15	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	April 16	2:30 p.m.	5:00 p.m.	—
Mobile	April 17	2:30 p.m.	5:00 p.m.	—
San Francisco	April 18	2:30 p.m.	—	—
Columbus	April 20	—	—	1:00 p.m.
Chicago	April 16	—	5:00 p.m.	—
Port Arthur	April 16	—	5:00 p.m.	—
Buffalo	April 17	—	5:00 p.m.	—
St. Louis	April 18	—	5:00 p.m.	—
Cleveland	April 18	—	5:00 p.m.	—
Jersey City	April 15	—	5:00 p.m.	—

New 'A' Book Members



Henry Manning

Seafarer Henry Manning obtained a Cook and Baker's rating from the Harry Lundeberg School in December, 1973. The 26-year old native of Texas ships out of the port of Houston. He's been in the SIU for eight years.

I have learned several things that I needed to know about the Union. I have come to learn about the Union and how members feel about the Union. I believe that the Union is looking out for the best interests of the members, and I have learned in my "A" class the Union benefits and what it takes to be qualified for the benefits. I encourage each member to express his own views to the Union.



Richard Makarewicz

Seafarer Richard Makarewicz, who sails out of the port of Baltimore, received a QMED rating from the Harry Lundeberg School this past January. A native of Pennsylvania, he has been an SIU member for 11 years.

Before entering the upgrading program you could say that I was completely ignorant of the opportunities that are open to the members of our Union. During my stay at the school I had lots of time to sit back and observe, and I have come to find that it is the best vocational training school in the nation. If asked by another member

'A' Seniority Upgrading Program

First Group to Graduate Under Expanded Program

Five more Seafarers achieved full books through the SIU "A" Seniority Upgrading Program and took the oath of obligation at the general membership meeting in New York this month.

This group includes men who were able to upgrade under the new expanded program. The program, which was previously limited to graduates of the Lundeberg School's entry-rating program, now includes Seafarers who successfully complete an advanced course of training at the school.

This month's class brings to 77 the number of members who have attained full book status since the upgrading program began last year. The five Seafarers are: Richard Makarewicz, Henry Manning, Charles Kirksey, Thomas Kegney and Patrick Graham.

The Seniority Upgrading Program was established in order to maintain the SIU's tradition of providing well-trained and highly qualified Seafarers for all its contracted ships. Its main objective is to prepare our members for the innovations in the new ships being built, and to give all Seafarers a better understanding of the problems we face and how to deal with them in the future.

On this page the five new "A" Seniority full book members tell in their own words what the program has meant to them.

about Piney Point, I would recommend it highly to him and encourage him in every way to attend.

I have had the opportunity of getting a deeper insight into the workings of our Union and a better overall understanding of the role that our members and I play in the shipping organization.



Thomas Kegney

Seafarer Thomas Kegney graduated from the Harry Lundeberg School in 1966, and he upgraded to electrician at the School in 1971. Born in Brooklyn, the 25-year old Seafarer sails out of the port of New York.

I was very impressed by the facilities

and the teaching staff that is at our disposal at Piney Point. I learned quite a lot about our Union in the two weeks that I spent at Piney Point. We even took a trip to Washington to the Transportation Institute; these people are there fighting for us.

We must support SPAD. I honestly feel that if it wasn't for the fine leadership in our Union, and SPAD donations, we would not be where we are today.



Charles Kirksey

Seafarer Charles Kirksey graduated from the Harry Lundeberg School in 1970. A native of Alabama, the 23-

year old Seafarer joined the SIU at the urging of his father, Clarence Burrows, who is a Chief Cook and has been an SIU member for 20 years. Seafarer Kirksey ships as oiler out of the port of Mobile.

The educational facilities at Piney Point are proof of just how far our Union has come. It is a place where all of our members, both young and old, can come to upgrade to better jobs, and to qualify for the new ships that are coming out. I know that my Union is working with me and for me.

In Washington I saw the powerful political arm of our Union, and I learned the importance of our participating through our support of SPAD. In my two weeks of "A" Seniority Upgrading in New York, I learned more about the Union than I thought I ever would learn.



Patrick Graham

Seafarer Patrick Graham graduated from the Harry Lundeberg School in Aug. 1972. Born in Louisiana, the 21-year old Seafarer ships out of the port of Houston.

During the process of my seniority upgrading course I have seen with my own eyes how our Union actually operates. This is an asset to any member, for then he can fully understand his industry and what his Union is doing to protect his job security.

Today we use lawyers and lobbyists, not sticks and fists to achieve new jobs. Our industry has matured to a point where we can get more accomplished in Washington, D.C. than we can on the docks.

With a well-educated membership, as well as our strong leadership, we have nowhere to go except ahead.

LEGISLATIVE REPORT

By B. Rocker



Social Security Increase

As a result of a bill passed by Congress and signed by the President on Dec. 31, Social Security benefits will increase seven percent in March and another four percent in June.

The increase replaces a 5.9 percent cost of living increase scheduled for July 1974.

Benefits were raised by 15 percent in 1969, 10 percent in 1971, and 20 percent in 1972 in an effort to step up benefits to match rising living costs.

Oil Import

Hearings have resumed on H.R. 8193, a bill to reserve a portion of oil import cargo for American-flag ships.

There are already 226 sponsors of the House bill, and a companion bill in the Senate has been referred to the Commerce Committee.

An SIU representative will testify in favor of H.R. 8193 this month.

Committee Realignment

The Select Committee on Committees has recommended abolishment of the Merchant Marine and Fisheries Committee and scattering of its work among other committees. SIU is strongly opposed to such a change.

The Merchant Marine and Fisheries Committee has taken a leading role in the development of a strong U.S. merchant marine, has been concerned with the development of a balanced approach to the environment, and has pushed for development of a policy for the exploration of the oceans.

Pension Plan Regulation

The House of Representatives passed by a vote of 375 to 4 a bill to regulate the thousands of pension plans which cover more than 30 million workers in the United States.

H.R. 2 combined provisions of bills from both the Ways and Means Committee and the Committee on Labor and Education.

Portmar Ship's Committee



The SIU-manned freightship *Portmar*, operated by Calmar Steamship Co., paid off in the port of Baltimore on Feb. 28 after another good intercoastal run. The *Portmar's* ship's committee took time out for a photo with several fellow crewmembers before taking part in the Union meeting. They are, seated from the left: George Kontos, educational director; Irwin Moen, ship's chairman, and George Manning, steward delegate. Standing from the left are: B. Maldonado, deck delegate; W. Addison, engine delegate, and J. Marshall, secretary-reporter, along with crewmembers M. Hill and L. Proffitt.

New Yorker Ship's Committee



The SIU-manned containership *New Yorker*, operated by Sea-Land, paid off in the port of Norfolk, Va. on Feb. 26. The ship's committee noted it was a good voyage and they are "looking forward to the next." They are, standing from the left: Bobby High, engine delegate, and Julian Wilson, ship's chairman. Seated from the left are: R. H. Avery, Norfolk patrolman, Joe Woolford, deck delegate, and Jerry Wood, steward delegate. The *New Yorker* is on a coastwise run.

Delta Mar Ship's Committee



The LASH carrier *Delta Mar* paid off in the port of New Orleans on Feb. 13 after another run to South America. The ship's committee members are, from the left: Irvin Glass, deck delegate; Al DeArgo, engine delegate; Don Collins, secretary-reporter, and Peter V. Hammel, steward delegate. The *Delta Mar* was the first of three revolutionary LASH vessels built for Delta Steamship at the Avondale Shipyards in New Orleans. She can carry 74 barges along with 288 containers at one time.

Monticello Victory Committee



The *Monticello Victory*, operated by Monticello Tankers, paid off on Feb. 27 at Stapleton Anchorage off Staten Island, N.Y. The ship's committee agreed it was another good intercoastal voyage, with all departments working well together. They are, from the left: Ervin Bradley, secretary-reporter; Richard Koch, educational director; Joe Bennett, deck delegate; Bill Scott, ship's chairman, and Joe Roberte, steward delegate.

Transchamplain Committee



The SIU-manned T-2 tanker *Transchamplain*, operated by Hudson Waterways, paid off in the port of San Francisco late last month. The Ship's committee members are, seated from left: R. Tollman, deck delegate; H. Rapp, engine delegate; H. Houston, secretary-reporter, and M. Guidera, steward delegate. Standing on left is Bosun L. Suckocki, ship's chairman, along with two other members of the *Transchamplain* deck crew. Usual run for the *Transchamplain* is Hawaii.

Ogden Wabash Committee



Recertified Bosun Homer Workman, seated second from left, who recently completed the SIU's two-month Bosun's Recertification Program, is now sailing aboard the *Ogden Wabash*. Photo was taken at a recent payoff in the port of New Orleans. Other committee members are, standing from the left: John Wallack, engine delegate; Sam A. Solomon, secretary-reporter, and Bob Munroc, deck delegate. Seated from the left are: Joseph Huszar, educational director; ship's chairman Workman, and Benny Cuncia, steward delegate. New Orleans Patrolman Jimmy Martin is seated right. Usual run for the *Ogden Wabash* is Russia.

Annual Reports of Seafarers Plans

Annual Report of Seafarers
Welfare Fund Appears on Pages 19 and 20

Annual Report of the United Industrial Workers
of North America Welfare Fund Appears on Page 21

Annual Report of the Seafarers Pension Fund Appears
on Page 22

Annual Report of the United Industrial Workers
of North America Pension Plan Appears on Page 23

Annual Report of the Great Lakes Tug and Dredge
Pension Plan Appears on Page 24

ANNUAL REPORT

For the four months ended March 31, 1973

SEAFARERS WELFARE FUND
(Name of Welfare Fund)

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

to the

SUPERINTENDENT OF INSURANCE

of the

STATE OF NEW YORK

NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2 has been filed in lieu of pages 7 to 14 of the New York Annual Statement, Part IV—Section A of Form D-2 may be substituted for Page 3 herein.

(2) The Annual Report is required to be filed, in duplicate, not later than five months after end of fiscal year. Address replies to New York State Insurance Department, 55 John Street, New York, New York 10038.

(3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

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

ADDITIONS TO FUND BALANCE

Item	
1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1)	\$2,610,802.65
(b) Employee	
(c) Other (Specify)	
(d) Total Contributions	\$2,610,802.65
2. Dividends and Experience Rating Refunds from Insurance Companies	

3. Investment Income:		
(a) Interest	18,966.43	
(b) Dividends		
(c) Rents	467.76	
(d) Other (Specify)		
(e) Total Income from Investments		19,434.19
4. Profit on disposal of investments		
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) Adjustment to Reserve for Wage Insurance Claims Receivable	43,999.83	
(b) Receipts from other entities, food sales, interest on delinquencies, misc.	138,365.06	
(c) Total Other Additions		182,364.89
7. Total Additions		<u>\$2,812,601.73</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.) ..		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.) ..		
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	157,203.02	
(b) Allowances, Expenses, etc. (Schedule 2) ..	4,911.51	
(c) Taxes	7,700.20	
(d) Fees and Commissions (Schedule 3)	13,126.13	
(e) Rent	36,715.40	
(f) Insurance Premiums	3,091.18	
(g) Fidelity Bond Premiums		
(h) Other Administrative Expenses (Specify) Tabulating, employee benefits, office expenses	220,584.06	
(i) Total Administrative Expenses		443,331.50
13. Loss on disposal of investments		
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a) Provision for receivables deemed doubtful of collection	24,944.34	
(b)		
(c) Total Other Deductions		24,944.34
16. Total Deductions		<u>\$2,455,543.18</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)		\$ 661,832.98
18. Total Additions During Year (Item 7)	\$2,812,601.73	
19. Total Deductions During Year (Item 16)	2,455,543.18	
20. Total Net Increase (Decrease)		357,058.55
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		<u>\$1,018,891.53</u>

STATEMENT OF ASSETS AND LIABILITIES

ASSETS¹

Item	End of Reporting Year
1. Cash	\$ 462,462.67
2. Receivables:	
(a) Contributions:	
(1) Employer	1,602,217.27
(2) Other (Specify)	
(b) Dividends or Experience Rating Refunds	
(c) Other (Specify) Due from other entities; Wage Insurance Claims—Net	105,133.26
3. Investments (Other than Real Estate):	
(a) Bank Deposits At Interest and Deposits or Shares in Savings and Loan Associations	39,144.49
(b) Stocks:	
(1) Preferred	
(2) Common	
(c) Bonds and Debentures:	
(1) Government Obligations	
(a) Federal	
(b) State and Municipal	
(2) Foreign Government Obligations	
(3) Non-Government Obligations	
(d) Common Trusts:	
(1) (Identify)	
(2) (Identify)	
(e) Subsidiary Organizations (Identify and Indicate Percentage of Ownership by this plan in the subsidiary)	
(1) % See attachment	2,201,168.62
4. Real Estate Loans and Mortgages	

5. Loans and Notes Receivable: (Other than Real Estate)		
(a) Secured		459,911.94
(b) Unsecured		
6. Real Estate:		
(a) Operated		
(b) Other Real Estate		
7. Other Assets:		
(a) Accrued Income		16,198.65
(b) Prepaid Expenses		
(c) Other (Specify) Fixed Assets—Net; Loan Program—Net; Misc.		573,058.27
8. Total Assets		<u>\$5,459,295.17</u>

LIABILITIES

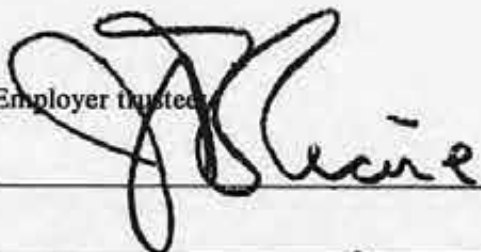
9. Insurance and Annuity Premiums Payable		
10. Unpaid Claims (Not Covered by Insurance)		
11. Accounts Payable		
12. Accrued Expenses		
13. Other Liabilities (Specify) Estimated Liabilities Re Claims and future Benefits, Unapplied Contributions, Misc.		
14. Reserve for Future Benefits (Fund Balance)		
15. Total Liabilities and Reserves		

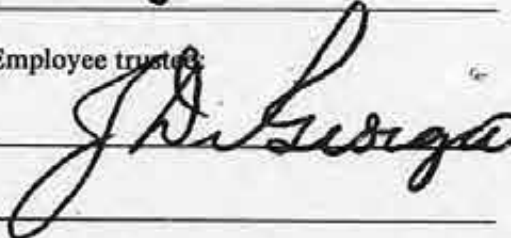
¹ The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with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

ANNUAL REPORT OF THE SEAFARERS WELFARE FUND

STATE OF _____ }
 COUNTY OF _____ } SS.
 _____ and _____

Trustees of the Fund and _____ affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee


Employee trustee


Others (Indicate titles):

SEAFARERS WELFARE PLAN ATTACHMENT TO NEW YORK STATE INSURANCE DEPARTMENT ANNUAL REPORT FOUR MONTHS ENDED MARCH 31, 1973

Page 7—Item 3e—Subsidiary Organizations

Name	Percentage of Ownership	Amount of Investment
Welfare Mobile Building Corp.	100%	\$ 83,257.72
Welfare Philadelphia Building Corp.	100%	143,675.40
Welfare New Orleans Building Corp.	100%	578,803.91
Welfare Baltimore Building Corp.	100%	436,158.31
Welfare New York Restaurant Corp.	100%	47,836.84
Welfare Baltimore Restaurant Corp.	100%	27,828.60
Welfare New York Building Corp.	100%	883,607.84
		<u>\$2,201,168.62</u>

ANNUAL REPORT

For the four months ended March 31, 1973

SEAFARERS PENSION FUND
(Name of Welfare Fund)

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

to the

SUPERINTENDENT OF BANKS

of the

STATE OF NEW YORK

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

ASSETS¹

1. Cash:		
a. On interest	\$ 766,580.89	
b. Not on interest	38,079.29	
c. In office		\$ 804,660.18
2. Bonds:		
a. Government obligations	\$ 120,372.00	
b. Other obligations	50,488,491.70	50,608,863.70
3. Stocks:		
a. Preferred	\$ 2,524,971.60	
b. Common	26,297,484.21	28,822,455.81
4. Mortgage loans on real estate		189,997.49
5. Real estate, less \$..... encumbrances and less \$..... allowance for depreciation		
6. Interest and other investment income due and accrued		1,047,855.93
Other assets (List each separately):		
7. Mortgage Investment Trust		999,732.43
8. Contributions receivable		3,139,644.93
9.		
10. Total Assets		<u>\$85,613,210.47</u>

LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers	\$	
12. Other amounts set aside for payment of benefits		
13. Premiums and annuity considerations due to insurance carriers for member benefits		
14. General expenses due or accrued	\$ 42,870.93	
Other liabilities (List each separately):		
15. Due to other Plans		111,556.96
16.		
17.		
18. Total Liabilities		
19. Balance of Fund		<u>85,458,782.58</u>
20. Total		<u>\$85,613,210.47</u>

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

SUMMARY OF OPERATIONS

1. Contributions from employers	\$ 5,116,997.59
2. Contributions from employee-members	
3. Interest, dividends and real estate net income	1,441,801.69
4. Profit on disposal of investments	9,057.21
5. Increase by adjustment in asset values of investments	
6. Dividends and experience rating refunds from insurance carriers in connection with member benefits	
Other income:	
7.	
8.	
9.	
10. Total	<u>\$ 6,567,856.49</u>

DEDUCT:

11. Premiums and annuity considerations to insurance carriers for member benefits	
12. Benefits directly provided to members	\$ 1,929,301.00
13. General expenses	325,302.30
14. Loss on disposal of investments	
15. Decrease by adjustment in asset values of investments	
Other:	
16.	
17.	
18.	
19. Total (Lines 11-18 incl.)	\$ 2,254,603.30
20. Increase or decrease (Line 10 less Line 19)	<u>\$ 4,313,253.19</u>
21. Net change from previous year in amounts set aside for payment of benefits	
22. Net increase or decrease (Line 20 plus or minus Line 21)	\$ 4,313,253.19

BALANCE OF FUND

23. Balance of Fund at beginning of year	\$81,145,529.39
24. Net increase or decrease from Item 22 above	4,313,253.19
Other charges or credits (Itemize):	
25.	
26.	
27.	
28. Balance of Fund at end of year (Line 19, Page 2)	<u>\$85,458,782.58</u>

ANNUAL REPORT OF THE SEAFARERS PENSION FUND

STATE OF _____ }
COUNTY OF _____ } SS.
_____ and _____

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

Employer trustee: *[Signature]*

Employee trustee: *[Signature]*

Others (Indicate titles):

Subscribed and sworn to before me this 6th day of Feb. 1974.

ANNUAL REPORT

For the fiscal year ended April 30, 1973

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

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

to the

SUPERINTENDENT OF BANKS

of the

STATE OF NEW YORK

NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2 is required to be filed in lieu of Pages 7 to 14 of the New York Annual Statement, the Statement of Assets and Liabilities (Part IV, Section A) and the Statement of Receipts and Disbursements (Part IV, Section B) of Form D-2 may be substituted for Pages 2 and 3 herein.

(2) The Annual Report is required to be filed, in duplicate, within five months after the close of the fiscal year used in maintaining the records of the fund. Address replies to New York State Banking Department, Employee Welfare Fund Division, 100 Church Street, New York, New York 10007.

(3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Banking Department, Employee Welfare Fund Division, 100 Church Street New York, New York 10007.

ASSETS¹

1. Cash:	
a. On interest	
b. Not on interest	\$ 73,349.08
c. In office	\$ 73,349.08
2. Bonds:	
a. Government obligations	
b. Other obligations	\$604,723.70 604,723.70
3. Stocks:	
a. Preferred	\$ 12,172.30
b. Common	630,658.90 642,831.20
4. Mortgage loans on real estate	
5. Real estate, less \$ encumbrances and less \$	
allowance for depreciation	
6. Interest and other investment income due and accrued	
10,062.36	
Other assets (List each separately):	
7. Prepaid Expenses	253.39
8. Contributions receivable (Less reserve for doubtful accounts of	
\$38,503.67)	110,656.84
9.	
10. Total Assets	<u>\$1,441,876.57</u>

LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers	
\$ 107.00	
12. Other amounts set aside for payment of benefits	
13. Premiums and annuity considerations due to insurance carriers	
for member benefits	
31,963.84	
14. General expenses due or accrued	
Other liabilities (List each separately):	
3,873.27	
15. Unapplied contributions	
16. Due to other Plans	
7,557.06	
17.	
18. Total Liabilities	
43,501.17	
19. Balance of Fund	
1,398,375.40	
20. Total	
<u>\$1,441,876.57</u>	

SUMMARY OF OPERATIONS

1. Contributions from employers	\$ 849,610.62
2. Contributions from employee-members	
3. Interest, dividends and real estate net income	42,514.94
4. Profit on disposal of investments	
5. Increase by adjustment in asset values of investments	
6. Dividends and experience rating refunds from insurance carriers	
in connection with member benefits	
Other income:	
7. Interest from delinquent contributors	105.53
8. Collection expense recovered	234.90
9.	
10. Total	<u>\$ 892,465.99</u>

DEDUCT:

11. Premiums and annuity considerations to insurance carriers for	
member benefits	
12. Benefits directly provided to members	\$ 24,961.02
13. General expenses	106,814.74
14. Loss on disposal of investments	836.84
15. Decrease by adjustment in asset values of investments	
Other:	
16. Provision for doubtful accounts	28,268.65
17.	
18.	
19. Total (Lines 11-18 incl.)	\$ 160,881.25
20. Increase or decrease (Line 10 less Line 19)	\$ 731,584.74
21. Net change from previous year in amounts set aside for payment	
of benefits	
22. Net increase or decrease (Line 20 plus or minus Line 21)	<u>\$ 731,584.74</u>


BALANCE OF FUND

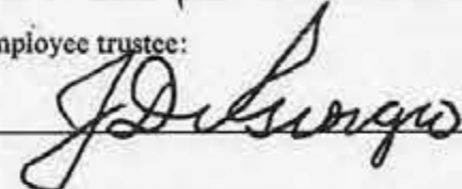
23. Balance of Fund at beginning of year	\$ 572,653.48
24. Net increase or decrease from Item 22 above	731,584.74
Other charges or credit (Itemize):	
25. Adjustment re: change in accounting method from cash to accrual	
basis	94,137.18
26.	
27.	
28. Balance of Fund at end of year (Line 19, Page 2)	<u>\$1,398,375.40</u>

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

STATE OF _____ }
 } SS.
COUNTY OF _____ }
_____ and _____

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

Employer trustee:


Employee trustee:


Others (Indicate titles):

Subscribed and sworn to before me this
13th day of Feb. 1974.

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

ANNUAL REPORT

For the four months ended March 31, 1973

SEAFARERS PENSION FUND (Name of Welfare Fund)

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

to the

SUPERINTENDENT OF BANKS

of the

STATE OF NEW YORK

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

ASSETS¹

1. Cash:		
a. On interest	\$ 766,580.89	
b. Not on interest	38,079.29	
c. In office		\$ 804,660.18
2. Bonds:		
a. Government obligations	\$ 120,372.00	
b. Other obligations	50,488,491.70	50,608,863.70
3. Stocks:		
a. Preferred	\$ 2,524,971.60	
b. Common	26,297,484.21	28,822,455.81
4. Mortgage loans on real estate		189,997.49
5. Real estate, less \$..... encumbrances and less \$..... allowance for depreciation		1,047,855.93
6. Interest and other investment income due and accrued		1,047,855.93
Other assets (List each separately):		
7. Mortgage Investment Trust		999,732.43
8. Contributions receivable		3,139,644.93
9.		
10. Total Assets		<u>\$85,613,210.47</u>

LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers ...	\$	
12. Other amounts set aside for payment of benefits		
13. Premiums and annuity considerations due to insurance carriers for member benefits		
14. General expenses due or accrued	\$ 42,870.93	
Other liabilities (List each separately):		
15. Due to other Plans		111,556.96
16.		
17.		
18. Total Liabilities		85,458,782.58
19. Balance of Fund		<u>85,458,782.58</u>
20. Total		<u>\$85,613,210.47</u>

SUMMARY OF OPERATIONS

1. Contributions from employers	\$ 5,116,997.59
2. Contributions from employee-members	
3. Interest, dividends and real estate net income	1,441,801.69
4. Profit on disposal of investments	9,057.21
5. Increase by adjustment in asset values of investments	
6. Dividends and experience rating refunds from insurance carriers in connection with member benefits	
Other income:	
7.	
8.	
9.	
10. Total	<u>\$ 6,567,856.49</u>

DEDUCT:

11. Premiums and annuity considerations to insurance carriers for member benefits	
12. Benefits directly provided to members	\$ 1,929,301.00
13. General expenses	325,302.30
14. Loss on disposal of investments	
15. Decrease by adjustment in asset values of investments	
Other:	
16.	
17.	
18.	
19. Total (Lines 11-18 incl.)	\$ 2,254,603.30
20. Increase or decrease (Line 10 less Line 19)	<u>\$ 4,313,253.19</u>
21. Net change from previous year in amounts set aside for payment of benefits	
22. Net increase or decrease (Line 20 plus or minus Line 21)	\$ 4,313,253.19

BALANCE OF FUND

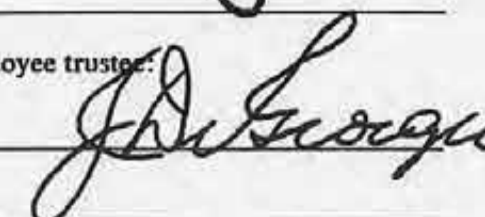
23. Balance of Fund at beginning of year	\$81,145,529.39
24. Net increase or decrease from Item 22 above	4,313,253.19
Other charges or credits (Itemize):	
25.	
26.	
27.	
28. Balance of Fund at end of year (Line 19, Page 2)	<u>\$85,458,782.58</u>

ANNUAL REPORT OF THE SEAFARERS PENSION FUND

STATE OF _____ }
 } SS.
COUNTY OF _____ }

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

Employer trustee: 

Employee trustee: 

Others (Indicate titles):

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

Subscribed and sworn to before me this
6th day of Feb. 1974.

ANNUAL REPORT

For the fiscal year ended April 30, 1973

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

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

to the

SUPERINTENDENT OF BANKS

of the

STATE OF NEW YORK

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

ASSETS¹

Table listing assets: 1. Cash: a. On interest, b. Not on interest, c. In office; 2. Bonds: a. Government obligations, b. Other obligations; 3. Stocks: a. Preferred, b. Common; 4. Mortgage loans on real estate; 5. Real estate, less \$ encumbrances and less \$ allowance for depreciation; 6. Interest and other investment income due and accrued; Other assets (List each separately): 7. Prepaid Expenses; 8. Contributions receivable (Less reserve for doubtful accounts of \$38,503.67); 9. Total Assets \$1,441,876.57

LIABILITIES

Table listing liabilities: 11. Outstanding benefit claims not covered by insurance carriers \$ 107.00; 12. Other amounts set aside for payment of benefits; 13. Premiums and annuity considerations due to insurance carriers for member benefits; 14. General expenses due or accrued 31,963.84; Other liabilities (List each separately): 15. Unapplied contributions 3,873.27; 16. Due to other Plans 7,557.06; 17. Total Liabilities 43,501.17; 19. Balance of Fund 1,398,375.40; 20. Total \$1,441,876.57

SUMMARY OF OPERATIONS

Table listing operations: 1. Contributions from employers \$ 849,610.62; 2. Contributions from employee-members; 3. Interest, dividends and real estate net income 42,514.94; 4. Profit on disposal of investments; 5. Increase by adjustment in asset values of investments; 6. Dividends and experience rating refunds from insurance carriers in connection with member benefits; Other income: 7. Interest from delinquent contributors 105.53; 8. Collection expense recovered 234.90; 9. Total \$ 892,465.99

DEDUCT:

Table listing deducts: 11. Premiums and annuity considerations to insurance carriers for member benefits; 12. Benefits directly provided to members \$ 24,961.02; 13. General expenses 106,814.74; 14. Loss on disposal of investments 836.84; 15. Decrease by adjustment in asset values of investments; Other: 16. Provision for doubtful accounts 28,268.65; 17. Total (Lines 11-18 incl.) \$ 160,881.25; 20. Increase or decrease (Line 10 less Line 19) \$ 731,584.74; 21. Net change from previous year in amounts set aside for payment of benefits; 22. Net increase or decrease (Line 20 plus or minus Line 21) \$ 731,584.74

BALANCE OF FUND

Table listing balance of fund: 23. Balance of Fund at beginning of year \$ 572,653.48; 24. Net increase or decrease from Item 22 above 731,584.74; Other charges or credit (Itemize): 25. Adjustment re: change in accounting method from cash to accrual basis 94,137.18; 26. Balance of Fund at end of year (Line 19, Page 2) \$1,398,375.40

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

STATE OF _____)
COUNTY OF _____) SS.
_____ and _____

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

Employer trustee: _____

Employee trustee: _____

Others (Indicate titles): _____

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

Subscribed and sworn to before me this
13th day of Feb. 1974.

ANNUAL REPORT

For the fiscal year ended March 31, 1973

GREAT LAKES TUG & DREDGE PENSION PLAN (Name of Welfare Fund)

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

to the

SUPERINTENDENT OF BANKS

of the

STATE OF NEW YORK

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

ASSETS¹

1. Cash:		
a. On interest		
b. Not on interest	\$ 24,176.71	
c. In office		\$ 24,176.71
2. Bonds:		
a. Government obligations	\$ 221,958.85	
b. Other obligations	1,072,314.70	1,294,273.55
3. Stocks:		
a. Preferred	\$ 161,983.12	
b. Common	845,678.57	1,007,661.69
4. Mortgage loans on real estate		
5. Real estate, less \$ encumbrances and less \$ allowance for depreciation		
6. Interest and other investment income due and accrued		22,009.24
Other assets (List each separately):		
7. Contributions receivable		25,954.83
8. Advances for administrative expenses		277.99
9.		
10. Total Assets		<u>\$2,374,354.01</u>

LIABILITIES

11. Outstanding benefit claims not covered by insurance carriers ...	\$ 1,691.57
12. Other amounts set aside for payment of benefits	
13. Premiums and annuity considerations due to insurance carriers for member benefits	
14. General expenses due or accrued	10,631.26
Other liabilities (List each separately):	
15.	
16.	
17.	
18. Total Liabilities	
19. Balance of Fund	2,362,031.18
20. Total	<u>\$2,374,354.01</u>

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

CASH RECEIPTS

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
a. Employer (Schedule 1)	\$ 190,035.22	
b. Employee	63,547.44	
c. Other (Specify)		
d. Total Contributions		\$ 253,582.66
2. Dividends and Experience Rating Refunds From Insurance Companies		
3. Receipts From Investments:		
a. Interest	\$ 74,593.94	
b. Dividends	35,405.11	
c. Rents		
d. Other (Specify)		
e. Total Receipts From Investments		109,999.05
4. Receipts From Sale of Assets:		
a. Sales to parties-in-interest		
b. Sales to others	\$ 924,106.83	
c. Total Receipts From Sale of Assets (Schedule 2)		924,106.83
5. Other Receipts:		
a. Loans (Money borrowed)		
b. Other (Specify) From other Plans	\$ 6,404.67	
c. Total Other Receipts		6,404.67
6. Total Receipts		<u>\$1,294,093.21</u>

CASH DISBURSEMENTS

7. Insurance and Annuity Premiums Paid to Insurance Carriers and Payments to Service Organizations (Including Prepaid Medical Plans)	
8. Benefits Provided Directly by the Trust or Separately Maintained Fund	\$ 69,381.25
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)	
10. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, hospitals, doctors, etc.)	
11. Administrative Expenses:	
a. Salaries (Schedule 3)	\$ 17,626.58
b. Allowances, expenses, etc. (Schedule 3)	3,498.46
c. Taxes	1,101.96
d. Fees and commissions (Schedule 4)	10,515.23
e. Rent	5,046.29
f. Insurance premiums	703.28
g. Fidelity bond premiums	79.00
h. Other administrative expenses (Specify)	
Tabulating, stationery, misc.	18,302.10
i. Total Administrative Expenses	56,872.90
12. Purchase of Assets:	
a. Investments: (Other than real estate)	
(1) Purchased from parties-in-interest	
(2) Purchased from others	\$ 1,161,345.37
b. Real Estate:	
(1) Purchased from parties in-interest	
(2) Purchased from others	
c. Total Purchase of Assets	1,161,345.37
13. Loans (Money loaned)	
14. Other Disbursements: (Specify)	
a. Contribution to Pension Plan; payments for other Plans, fees and interest purchased ..	\$ 6,892.31
c. Total Other Disbursements	6,892.31
15. Total Disbursements	<u>\$1,294,491.83</u>

ANNUAL REPORT OF THE GREAT LAKES TUG & DREDGE PENSION PLAN

STATE OF _____

COUNTY OF _____

SS.

and _____

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

Employer trustee:

E. H. ...

Employee trustee:

B. Kelley

Others (Indicate titles):

Subscribed and sworn to before me this
9th day of Jan. 1974.



Final Departures



SIU pensioner **Raymond J. Moran**, 52, died of cancer Oct. 4. Brother Moran joined the SIU in the port of Cleveland in 1961 sailing in the deck department for the Great Lakes Dredge and Dock Co. from 1951 to 1972. He was an Army veteran of World War II. Born in England, he was a resident of North Olmsted, Ohio, when he died. Interment was in Holy Cross Cemetery, Cleveland. Surviving are his widow, Bette; two sons, John and Michael, and five daughters, Eileen, Patricia, Jeanine, Danette and Rae Anne.



William E. Pinkham, 60, died in Orange Memorial Hospital in Orlando, Fla. from injuries sustained in an auto crash Nov. 5. Brother Pinkham joined the SIU in the port of Jacksonville in 1970 sailing in the deck department as an AB. Born in Pinetown, N. C., he was a resident of Orlando when he passed away. Burial was in Oakdale Cemetery, Washington, N. C. Surviving is his widow, Ruby.



Grover A. Peterson, 48, died Jan. 6. Brother Peterson joined the Union in the port of New York in 1958 sailing in the deck department as an AB. He had sailed for 33 years. A native of Forrestville, Mont., he was a resident of Wilmington, Calif. at the time of his death. Surviving are his widow, Dorothy of Panorama City, Calif.; his mother, Ethel; two sons, Robert and Bradley, and two daughters, Geraldine and Sherry.



Lamar Palmer, 50, drowned in the Mississippi River near New Orleans Oct. 24. Brother Palmer joined the SIU in 1944 in the port of Mobile sailing in the deck department. He had sailed 31 years. Born in Yazoo County, Miss., he was a resident of Jackson, Miss. when he died. Burial was in Cedarlawn Cemetery, Jackson. Surviving are two brothers, Calvin E. and Earl, both of Jackson.



William Condon, Jr., 63, passed away Jan. 15. Brother Condon joined the Union in the port of Philadelphia in 1957 sailing in the engine department. He attended an HLSS Educational Conference in Piney Point, Md. and took engineering training at the school in 1967. He was an Army infantry veteran of World War II. Born in Philadelphia, he was a resident there at the time of his death. Surviving is a cousin, John Condon of Rossmont, Pa.



Leslie A. Bennett, 18, was lost on the high seas Dec. 27 off the Norfolk (Cities Service) near the Panama Canal Zone. Brother Bennett joined the Union in 1972 in the port of New York sailing in the steward department. Born in Waycross, Ga., he was a resident of Bainbridge, Ga. when he died. He was a graduate of the Harry Lundeberg School of Seamanship, Piney Point, Md. Surviving are his parents, Mr. and Mrs. James R. Bennett, Sr. of Bainbridge and his grandmother, Mrs. W. C. Pitman of Waycross.



Charles D. Peterson, 21, died in Sacred Heart Hospital, Pensacola, Fla., Dec. 19. Brother Peterson joined the SIU in the port of New York in 1970 sailing in the steward department. He was an HLSS graduate. A native of Foley, Ala., he was a resident of Pensacola when he died. Interment was in Myrtle Grove Cemetery, Pensacola. Surviving are his mother, Mrs. Dixie A. Purvis of Pensacola and his father, Fred Peterson.



Michael Gottschalk, 79, passed away Dec. 23. Brother Gottschalk joined the SIU in 1941 in the port of New York. He had sailed in the steward department for 56 years. He was a veteran of the July 1942 Murmansk run to Russia on the SS Robin Goodfellow. He was also a veteran of World War I and the Korean conflict. Seafarer Gottschalk was on the picket lines in the N. Y. Harbor and Isthmian Line strikes. He was a graduate of the Maritime Advancement Program and the 1964 Stewards Recertification Program. Born in Hoboken, N. J., he was a resident of Kaernten, Austria at the time of his death. Surviving are his widow, Anna; a son, Roy and a daughter, Linda.



Robert E. Kemper, 45, passed away in New Orleans, La. Nov. 7. Born in Oregon, he was a resident of Seattle at the time of his death. Brother Kemper joined the Union in the port of Seattle in 1969 last sailing in the engine department on the *Mobile*. Seafarer Kemper was a veteran of the U.S. Air Force in 1947 and 1950. Burial was in Visitation Cemetery, Verboort, Ore. Surviving are a son, Richard; his parents, Mr. and Mrs. Bernard Kemper and a brother, Clarence, all of Forest Grove, Ore.



George E. Osika, 60, died Feb. 27 in St. Catherine's Hospital, East Chicago, Ind. Brother Osika joined the SIU in the port of Buffalo in 1957 sailing in the deck department. He was a World War II Army veteran. Born in McKeesport, Pa., he was a resident of Williamsfield, Ohio when he passed away. Surviving are his mother, Ann of McKeesport, and a sister, Mrs. Helen Daerr.



SIU pensioner **Robert V. Kennedy**, 59, died of heart failure Dec. 7 in the Bethesda Clinical Center, Bethesda, Md. Brother Kennedy joined the SIU in the port of New Orleans in 1958 sailing in the steward department. He was a veteran of World War II. Born in Boston, he was a resident of New Orleans. Burial was in St. Bernard Memorial Gardens, New Orleans. Surviving is his widow, Betty Mae.



Robert B. Byrne, 57, succumbed to cancer Nov. 30 in the USPHS hospital in New Orleans. Brother Byrne joined the SIU in 1947 in the port of Mobile sailing in the deck department. A native of Canada, he was a resident of Galveston, Tex. at the time of his death. He walked the picket line in the 1961 N. Y. Harbor strike. Burial was in St. Bernard Memorial Gardens, New Orleans. Surviving is his sister, Mrs. Irene Patterson of New Orleans.



SIU pensioner **Frank C. Messner**, 72, succumbed to a cerebral hemorrhage in Seaway Hospital, Trenton, Mich., Nov. 18. Brother Messner joined the Union in the port of Detroit in 1961 sailing as a tugman for the Dredge Towing Co. from 1925 to 1940 and the Great Lakes Towing Co. from 1940 to 1963. Born in Calumet, Mich., he was a resident of Trenton when he died. Burial was in Michigan Memorial Cemetery, Hudson Twp., Mich. Surviving are his widow, Dorothy; two sons, Michael and Walter, and a daughter, Dorothy.



SIU pensioner **Antonio Fernandez**, 86, died of pulmonary complications Jan. 20. Brother Fernandez joined the Union in the port of New York in 1955 sailing in the steward department as a chief cook. He had sailed for 36 years. A native of Portuguese Goa, India, he was a resident of Mayaguez, Puerto Rico at the time of his death. Surviving is his widow, Carmen.



Porter J. Causey, Jr., 60, died Oct. 1. Brother Causey joined the Union in 1945 in the port of Norfolk last sailing in the deck department as an AB for Cities Service. He had sailed for 44 years. Born in Mississippi, he was a resident of Slidell, La. when he died. Surviving is his widow, Josephine.



SIU pensioner **Eduardo T. de la Pena**, 82, died of pneumonia Jan. 13 in University Hospital, Baltimore. Brother de la Pena joined the SIU in the port of Baltimore in 1955 sailing in the engine department as a machinist. Born in Spain, he was a resident of Baltimore at the time of his death. He attended an SIU Crews' Conference in 1970 at the Harry Lundeberg School of Seamanship, Piney Point, Md. Interment was in Lake View Cemetery, Carroll County, Md. Surviving are his widow, Martha and his daughter, Yvonne, both of Baltimore.



Robert T. McManus, 38, drowned Feb. 24 after falling overboard off the SS *Transoregon* (Hudson Waterways). His body was subsequently recovered. Brother McManus joined the Union in the port of New York in 1970 sailing in the engine department. Born in Jersey City, N. J., he was a resident of Oxford, N. J. when he died. He was a 1953-6 Army veteran. Surviving are his widow, Lois; two daughters, Nancy and Tara; a brother, Joseph, of Bayville, N. J.; a sister, Mrs. Rosemary Poerksen, of Washington, N. J., and a sister-in-law, Mrs. Betty Widenor, of Oxford.

Politics Is Porkchops

Donate to SPAD



Filling the Need for Well-Trained Seafarers

Recognizing the need for well-trained, versatile men in the engine departments of SIU-contracted vessels, the Harry Lundeberg School in Piney Point, Md. instituted its QMED program in June 1972.

Since that time, 187 men have graduated from the Lundeberg School with the QMED-Any Rating certificate and over 1,800 graduates have obtained ratings leading toward the QMED endorsement.

Before an applicant can register for the U. S. Coast Guard approved eight-week course, he must have held at least one advanced rating for at least six months in the engine department.

To obtain the QMED-Any Rating, the student must receive his Fireman, Water Tender, Oiler, Electrician, Reef'r Engineer, Machinist, Boiler Maker, Pumpman, Deck Engineer, Junior Engineer and Deck Engine Mechanic endorsements. This assures that a member of the engine department is qualified to

handle any emergency which might arise, and consequently facilitates the efficient operation of the vessel.

Currently, the Lundeberg School is constructing mock-up instrument consoles to simulate those found aboard the automated ships in the engine rooms. These mock-ups will be used in the QMED program to help the student

further understand functions such as the steam-water cycle, the lube-oil systems and the fuel oil systems.

The training simulators are monitored by an instructor's console, which will allow the instructor to give a problem to the student and monitor the solving process.

Robert Kalmus, HLS Vocational Ed-

ucation Director, said the new teaching tools will allow a QMED graduate to go aboard ship with "no fear of pushing a button, or when to push a button."

"The course will create more awareness of all engine room systems without having to have all the valves and pumps directly in front of the QMED graduate," said Kalmus.

Panel on Metric System Meets at HLSS

The Panel on Metrication in the U.S. Maritime Industry met Jan. 30 to Feb. 1 at the Harry Lundeberg School in Piney Point, Md. to further develop a comprehensive plan for the orderly conversion to the use of the International System of metric units for the U.S. Maritime Industry and for those government agencies concerned with maritime matters.

The panel is under the auspices of the Maritime Transportation Research Board, National Academy of Sciences of the National Research Council.

During the meeting at the Lundeberg School, the 11 members of the panel and a liaison representative from the Maritime Administration studied and revised various sections of a report draft, and agreed upon the details of a time-bar chart, which summarizes the proposed metric conversion time-table for the U.S. maritime industry over a 10 year period.

According to S. Lynn Walton, project manager, the purpose of the report is not to convince the country to go metric. It will only serve as a guideline in the maritime industry and related



HLS Director of Academic Education Margaret Nalen explains the metric system to some of the Seafarers attending the LNG/LPG program at the School.

government agencies for converting to the metric system assuming that Congress passes legislation to effect the transition from the present system to the metric system, and assuming the change-over will take place in a 10-year time span.

Walton said the Maritime Transportation Research Board began thinking in terms of the orderly and least expensive method of converting to the metric system in the maritime industry following preliminary moves by Congress and the Bureau of Standards to bring the U. S. in line with other industrialized nations currently using the metric system.

In referring to the maritime industry, the MTRB includes in its definition both management and labor interests in the areas of ship and terminal operations, shipbuilding, marine equipment manufacture and supply, naval architecture, and marine and marine-related engineering.

The conversion plan, when published, will include a recommended mechanism for a continuing metrication resource and information center to assist the industry during the conversion period.

Walton said the report will be further revised before it will be completed and submitted to the Maritime Transportation Research Board for final review.

The project is being funded jointly by the Maritime Administration, the Military Sea Lift Command and the U. S. Coast Guard.

**Politics
Is
Porkchops
Donate
to
SPAD**

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	13	28	\$ 32,111.80	\$ 74,000.00
In Hospital Daily @ \$1:00	617	2,933	617.00	2,933.00
In Hospital Daily @ \$3:00	116	451	348.00	1,353.00
Hospital & Hospital Extras	21	27	4,033.15	4,167.70
Surgical	3	5	268.60	501.00
Sickness & Accident @ \$8.00	7,101	14,327	56,808.00	114,616.00
Special Equipment	1	2	350.00	460.00
Optical	241	434	5,441.50	9,757.05
Supplemental Medicare Premiums	20	32	1,820.20	2,458.30
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	424	725	73,047.92	128,707.98
Doctors' Visits In Hospital	73	120	1,914.45	3,457.65
Surgical	119	218	15,180.50	26,777.80
Maternity	15	38	3,600.00	9,900.00
Blood Transfusions	1	7	40.75	321.75
Optical	171	281	3,597.31	5,921.42
Special Equipment	—	—	—	—
PENSIONERS & DEPENDENTS				
Death	7	19	21,000.00	57,000.00
Hospital & Hospital Extras	134	252	27,526.30	45,718.31
Doctors' Visits & Other Medical Exp.	103	218	2,869.64	6,677.62
Surgical	14	22	1,631.00	2,761.00
Optical	50	123	1,455.30	2,565.88
Blood Transfusions	—	2	—	150.00
Special Equipment	4	5	1,081.60	1,260.61
Meal Books	—	—	—	—
Dental	1	2	72.00	383.20
Supplemental Medicare Premiums	1,783	1,795	12,151.10	12,570.00
SCHOLARSHIP PROGRAM				
	8	15	4,135.15	6,745.15
TOTALS				
Total Seafarers Welfare Plan	11,040	22,081	271,101.27	521,164.42
Total Seafarers Pension Plan	2,184	2,200	521,760.00	538,033.90
Total Seafarers Vacation Plan	1,022	2,562	572,658.77	1,408,348.33
Total Welfare, Pension & Vacation	14,246	26,843	\$1,365,520.04	\$2,467,546.65

Upgrading Class Schedule

- April 1 — FOWT
- April 4 — Lifeboat, QMED,
and all Steward Dept. Ratings
- April 18 — Lifeboat, QMED,
Able Seaman, Welding and
all Steward Dept. Ratings
- April 24 — FOWT
- May 2 — Lifeboat, QMED,
and all Steward Dept. Ratings
- May 6 — LNG



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 8 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.

Steward Upgrading

Assistant Cook

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

Cook and Baker

1. 12 months seetime as Third Cook or;

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

Chief Cook

1. 12 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)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

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

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

Increase Your Earnings—Upgrade

DRUGS CANCEL

Forever is a very definite word. It means for a limitless time . . . for all time . . . never again! But forever is the length of time a Seafarer loses the right to his livelihood and future career in the maritime industry if he is busted on a drugs charge either while at sea or ashore.

It's a tough rap — but that's exactly how it is. Your seaman's papers are gone forever, without appeal, if you are convicted of possession of any illegal drug—heroin, barbiturates, speed, ups, downs or marijuana. In 1971 alone there were 400,606 drug related arrests in the U.S. and even that staggering figure was topped in 1972.

The shipboard user of narcotics is not only a menace to himself, but presents a very grave danger to the safety of his ship and shipmates. Quick minds and reflexes are an absolute necessity aboard ship at all times. A drug user becomes a thorn in the side of his shipmates when they are required to assume the shipboard responsibilities the user is not capable of handling.

Also, a Seafarer busted at sea leaves a permanent black mark on his ship. The vessel will thereafter be under constant surveillance and the crew will be subjected to unusually long and annoying searches by customs and narcotics agents in port.

Truly, forever is a long, long time — something a drug user does not have.

Don't let drugs destroy you or your livelihood.
Steer a clear course!

SEAMEN'S PAPERS

Change of Address • Or New Subscriber

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

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

NAME
ADDRESS
CITY STATE ZIP

SIU-IBU members please give:

Soc. Sec. # / / Bk #

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

ADDRESS
CITY STATE ZIP