

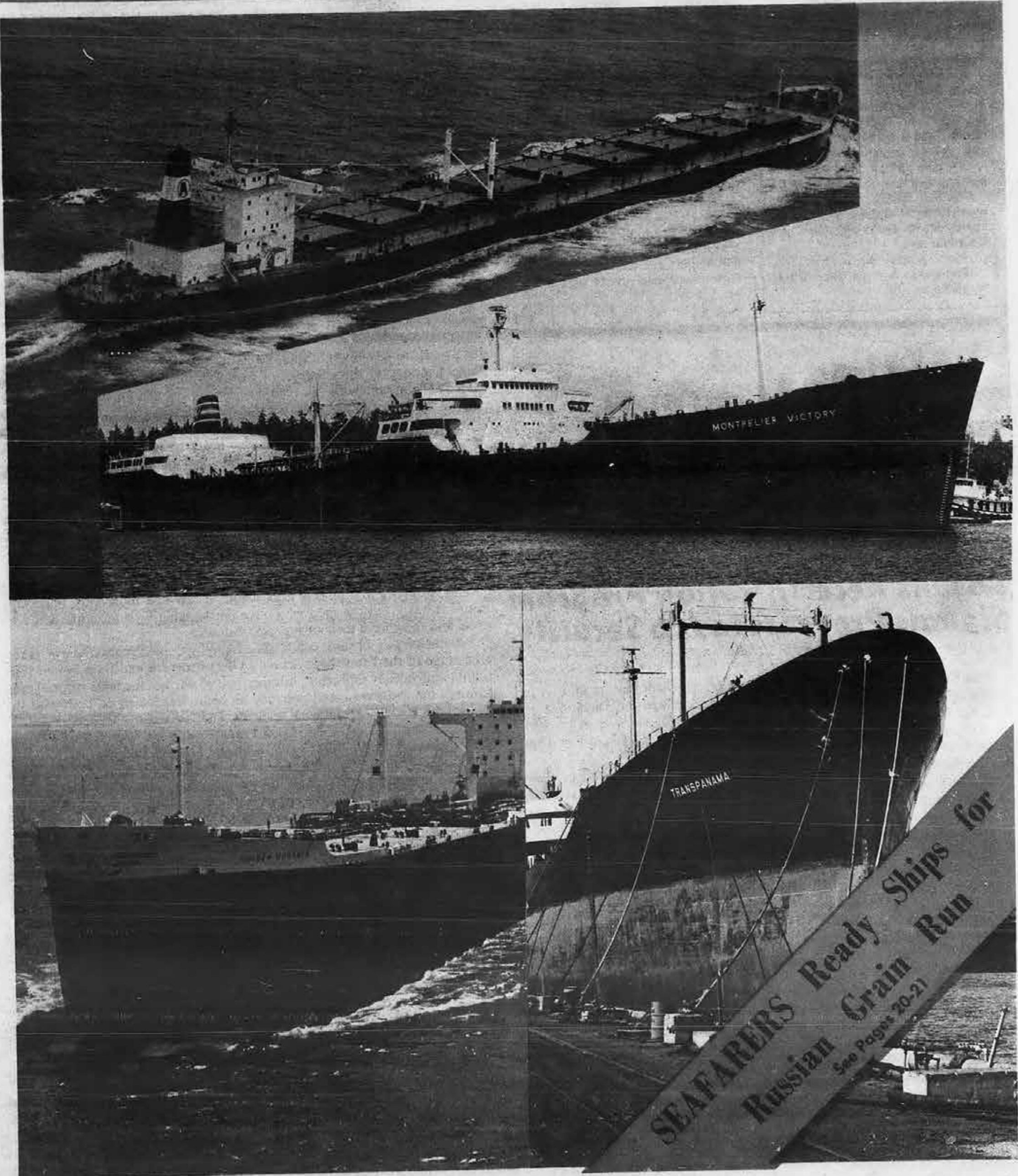
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SEAFARERS LOG

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November, 1975



**SEAFARERS Ready Ships for
Russian Grain Run**
See Page 20-21

Unemployment Rate Up To 8.6% in October

The nation's unemployment rate rose from 8.3 to 8.6 percent during October, and the number of jobless Americans went back over the 8 million mark for

the first time since last May, according to statistics released by the Labor Department earlier this month.

This fact, coupled with another Labor Department report which showed that wholesale prices rose 1.8 percent last month—the biggest jump in a year—conflicts sharply with claims by the Ford Administration of the beginning of a strong economic recovery. At the same time, wholesale prices of industrial commodities, which are considered the best indicators of inflationary pressures, also recorded the largest increase in a year.

The number of jobless workers increased by 230,000 last month, and 110,000 of those were persons who had "not been in the labor force" a month earlier. That term means that those persons did not have a job and were not actively looking for one. They are not counted as unemployed, but when they resume their job search they are again counted among those out of work.

There were some mixed aspects of the October unemployment figures, which are released every month by the Labor Department's Bureau of Labor Statistics. The total number of jobs in the nation remained unchanged at 84,441,000, and the number of jobs on Government and private payrolls went up slightly.

However, the increase of the "pay-

roll" jobs rose by 217,000 as compared with increases that averaged well over 300,000 in each of the three preceding months. Economic analysts had different opinions on the interpretation of these statistics, with some contending it showed a serious slowdown of the whole economic recovery, and others saying that the marked rate of expansion from June through September merely could not be sustained.

In the breakdown of individual statistics, the unemployment rate for adult men was unchanged at 7.1 percent, while the rate for adult women rose from 7.5 to 7.8 percent. The rate for

teenagers was up from 19.3 to 19.9 percent, and the rate for heads of households from 5.7 to 5.9 percent. The rate for blacks was virtually unchanged at 14.2 percent, as was the rate for married men at 5.2 percent.

The figures for blue-collar workers showed a drop in the unemployment rate from 8.6 to 8.4 percent. Employment gains in this area were made by skilled workers while there was an increase in unemployment for unskilled laborers. Although unemployment declined slightly for white-collar workers, there was a rise in joblessness among service and farm workers.

Apply For Diesel Course

The four-week diesel course offered at the Harry Lundeberg School of Seamanship in Piney Point, Md. covers: types, designs, construction and characteristics of various diesel engines; nomenclature and principal design features of all parts of diesel engines; formulas and hydraulic principles; introduction to fuel, air, lubrication and exhaust systems; use of various gauges, meters and instruments used on diesel engines; care, operations maintenance and recording of diesel engine performance; signals used between bridge and engine room; fundamentals of electricity and refrigeration; basic fire fighting, first aid and safety.

COURSE REQUIREMENTS: No requirements for those who are not interested in receiving the Coast Guard license.

Starting date: January 5.
(For application, see pages 30-31 of this Log).

SIU Ties More U.S. Jobs to Revitalized Merchant Marine

SIU Vice President Paul Drozak on Oct. 30 testified before a U.S. Commerce Department Committee considering Government policies to help accelerate the creation of new jobs and pointed out that the SIU's "views on the nation's employment policies and the means by which America's workers can be assured of gainful employment" are tied to the Union's belief that "the U.S. merchant marine is a vital contributor to the nation's economy and security."

This committee was formed by Secretary of Commerce Rogers Morton be-

cause he felt that the nation's present unemployment rate is unacceptable and that in order to develop new job markets, policies which can accelerate the growth of U.S. industry must be formulated.

To help formulate these policies, the committee invited representatives from labor, business and citizen groups to air their views and suggestions.

Pointing out that "the U.S. merchant marine provides jobs to American workers not only aboard U.S.-flag vessels,

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the PRESIDENT'S REPORT:



Paul Hall

Bosuns Recertification Program Signals Progress to Job Security

The SIU's Bosun's Recertification Program, now well into its third year, is one of the most successful and productive educational programs that the SIU has ever conducted. And it is a program that will continue to produce positive results for both the Union and the men who participate in it for years to come.

The Bosun's Program, through the more than 300 Seafarers who have now completed it, has first and foremost opened a vital channel of communication between the Union and the SIU membership. The Program has accomplished this by giving our bosuns a detailed insight into the many tough legislative, economic and technical problems and issues facing the U.S. maritime industry today—problems and issues that have a profound effect on the lives and livelihoods of all Seafarers. And it has enabled these bosuns to see how the SIU is trying to cope with these problems for the protection of this membership's job opportunities and job security.

The Program has also given our bosuns an insight into how the SIU operates as a functioning union, and the kinds of everyday problems the SIU encounters in administering the business of this Union.

With this knowledge, our recertified bosuns have successfully taken it from there because they have not hoarded what they learned. As the highest unlicensed rating aboard ship and as chairman of the Ship's Committee, these bosuns have been passing on their valuable knowledge to hundreds of other Seafarers.

As a result, voyages and payoffs have been smoother because there have

been increasingly fewer disputes aboard ship that arise from simple misunderstandings of the Contract or Constitution. There has also been more effective communication between our ships at sea and Union Headquarters. To cite just one example of the benefits to all Seafarers of this kind of communication: the Union is now made aware of exactly when and where a man gets off a ship abroad. This has meant nearly 100 fly-out jobs in the past three months on the West Coast alone—and that's 100 jobs that might otherwise go unfilled by Seafarers.

Most importantly, though, our recertified bosuns have given the large part of the SIU membership a new understanding of what is really happening in the maritime industry today and the kinds of problems that we as professional Seafarers must meet and overcome. Without this kind of understanding the SIU, as an effective organization representing seamen, will not be able to move ahead.

The Bosun's Program has also accomplished one more very important thing. It has given the men who have participated in it an opportunity to excel and to achieve their own personal goals.

Several of our bosuns, while going through the Program, have taken advantage of the Lundeberg School's GED Program and have gotten high school equivalency diplomas. Another one of our bosuns, who before going through the Program could not read or write, learned to do both with the help of the Lundeberg School's academic staff.

More recently, Recertified Bosun Frank Rodriguez, who graduated from the program several months back, used the first aid skills he picked up as part of the Bosun's Program to help save the life of a man who had been seriously injured in a New York City subway accident. A story about Seafarer Rodriguez's actions is carried in this issue of the Log. I congratulate all these bosuns for their fine achievements.

Overall, the Bosun's Recertification Program has meant and will continue to mean much to the SIU and its members. As professional Seafarers, we work in an extremely complex and changing industry. And these changes are not only occurring in the class and size of the vessels we sail, but also in the legislative and governmental areas in Washington, D.C., which are having an ever increasing effect on the jobs and job security of the American sailor.

Today's Seafarer must be able to keep abreast of much more than the changing technical skills of his job. He must also know the other factors—legislative and otherwise—that affect his job and his life.

Today's Seafarer must also possess the understanding to know the steps that have to be taken by the Union to overcome our problems. And the Seafarer must have the initiative and the guts to help the Union in changing right along with the industry and the times.

The Bosun's Recertification Program is helping us immeasurably in achieving these goals.

At Propeller Club Confab

Brand, Sullivan and Downing Urge Cargo Preference

The U.S. Congress must enact some kind of cargo preference legislation very soon to revitalize the American merchant marine according to the views expressed by three key speakers at the 49th Annual Propeller Club Convention held last month in Ft. Lauderdale, Fla.

Herb Brand, president of the Transportation Institute, Rep. Leonor K. Sullivan (D.-Mo.), chairman of the House Merchant Marine and Fisheries Committee, and Rep. Thomas N. Downing (D.-Va.), chairman of that committee's subcommittee on the Merchant Marine, all told delegates to the convention that in their opinion cargo preference is a necessity if America's merchant fleet is to be competitive on an international level.

"I have been asked to discuss the question of whether cargo sharing is a realistic goal for the United States," TI President Brand said. "In my view, in the rapidly changing world of the mid-70's, cargo sharing is not only 'realistic', it is inevitable."

The "realities of the maritime world, like broader world realities, have changed radically in the last decade," Brand continued. "No one would argue that the solutions and policies of the 1960's in other fields—energy, environment, trade, foreign policy, defense, the economy—are adequate for today's realities. Why then should it come as a surprise that the same is true in maritime?"

The TI President cited some of the "new realities" in the maritime industry

which he said require changes in policy:

The rapid growth of the Soviet and other state-owned fleets from relative insignificance in the 1960's to a point today where they are capturing an ever-larger portion of world trade; a substantial increase in the number of other nations which have adopted various forms of cargo preference legislation including Argentina, Brazil, Chile, Morocco, Pakistan, Peru, Spain, Algeria, and modified cargo preference for France and Japan; and changes in shipping technology as well as governmental action which have made traditional concepts of open ports and international competition for cargoes less meaningful.

"The faltering steps taken by our government in the way of national cargo

policy have been too little and too slow," Brand said. "A strong U.S. merchant marine is more important now than ever before. The new realities require that building and maintaining a strong merchant marine include a national cargo policy."

[Transportation Institute is a non-profit research and educational organization devoted to the advancement of the nation's marine transportation industry.]

An Uphill Battle

Congresswoman Sullivan told the convention audience that despite the Merchant Marine Act of 1970, which has spawned one of the largest fleet rebuilding programs since WW II, the

Continued on Page 28

Hall Rips U.S. on Multinationals and Runaway Fleet

SIU President Paul Hall this month delivered a stinging attack against American-owned multinational compa-

Cast Your Vote For SIU Officers

Voting is presently being conducted in 26 ports for the election of SIU, AGLIWD officers for the term 1976-1979.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Mondays through Saturdays, except on legal holidays, from Nov. 1 through Dec. 31, 1975.

For a detailed report on the election procedures, including addresses of the 26 ports, see the special supplement in the October Seafarers Log.

All full book members in good standing are urged to cast their vote in the election for officers of their Union.

nies which are destroying thousands of jobs for Americans as well as eroding gains made over the years in labor-management relations by their dangerously expanding practices of producing manufactured goods abroad with low-paid foreign labor and then dumping them on the U.S. market.

Speaking in New Orleans before a seminar of the Federal Mediation and Conciliation Service, a government agency which performs the dual job of providing mediators in labor-management disputes and keeping the Administration informed on trends in labor relations, President Hall also levied an attack against the U.S. policy of allowing Communist-bloc nations with state-controlled economies to compete on an unequal basis in the American market with U.S. supply and service industries.

Hall stated that the multinationals have created vast "runaway industries," and he pointed to the plight of the ailing U.S. clothing industry as an example of the harm these "runaways" have on the American job market. He noted that "the U.S. national average manufacturing wage in 1975 is \$3.92 an

hour. Compare this to 94.3 cents an hour in Japan, 44 cents in Korea, 16.3 cents in Taiwan and 12 cents in Columbia."

Hall continued: "there might be some justification for both the loss of jobs and the loss of self-sufficiency in whole product lines if the result were cheaper goods of equivalent quality for U.S. consumers, but this is not the case. The only parties who profit from the vast wage differentials between U.S. and foreign garment workers and the resultant lower cost of foreign goods are importers and retailers."

Harmed U.S. Fleet

President Hall also pointed out the harm multinationals have done to the U.S. merchant marine through the creation of their huge "runaway-flag" fleets which are American-owned vessels registered in Liberia and Panama and crewed by low-paid foreign seamen.

He charged that "the U.S. Government must assume a major share of the responsibility for the wholesale displacement of American workers by these companies, because it has done nothing to stop runaway industries from exporting jobs. In fact, the Government encourages this practice by failing to close the tax loopholes which make these industries profitable."

Turning to the problem of state-owned economies, such as Russia, operating in the U.S. market, Hall said that "given an opportunity to enter American markets, state-owned corpo-

rations will wreak havoc on the nation's industrial structure." Hall then pointed out that "the maritime industry provides one of the most chilling examples of what can happen when private industry is left alone to compete with state-owned industries."

He outlined that "in recent years Soviet liner cargo vessels have invaded U.S. West Coast trades, and through discriminatory rate cutting practices have captured a major share of the most lucrative cargoes on these routes from the U.S. and other foreign shipping fleets that formerly carried these goods. The effect has been to reduce the revenues of U.S. carriers to the point where a number of U.S.-flag liner vessels have been driven to lay-up."

Reviewing the tragic effects of these new forces of international competition—multinationals and state-owned industries—on the U.S., Hall charged that "they mean a depressed and weakened economy; they mean a loss of jobs; they mean the sacrifice of job security; they mean diminished work opportunities for American workers; they mean despair for thousands of American young people just leaving college or high school and looking for a place in the economy of our nation. And they have created a climate of insecurity in the American worker which leads in turn to instability that destroys labor-management relations and the efficient

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SIU President Paul Hall addresses a seminar of the Federal Mediation and Conciliation Service in New Orleans this month. Seated beside President Hall is William Usery, national director of the Service.

The Committee Page

John Penn Committee



Ship's Chairman of the Mariner SS *John Penn* (Waterman), Recertified Bosun John Davies, (right) is at a payoff in the port of New Orleans on Oct. 16 with the Ship's Committee of (l. to r.): Deck Delegate Joseph Dunnam; Engine Delegate Victor Brunnell; Educational Director A. W. George; Steward Delegate J. W. Watkins, and Chief Steward N. G. Williams, secretary-reporter. The vessel, on the run to the Far East, went into layup following the payoff.

Robert E. Lee Committee



Recertified Bosun Kasmoin Amat (right) ship's chairman of the LASH SS *Robert E. Lee* (Waterman) takes time out for photo at a payoff Oct. 27 with the Ship's Committee of (l. to r.): AB Horace B. Gaskill, deck delegate; Night Cook and Baker Louis C. Babin, Jr., steward delegate, and Steward/Cook John S. Burke, Sr., secretary-reporter. The ship paid off at Pier 7, Brooklyn, N.Y. and is on the run to the Mideast.

San Juan Committee



Recertified Bosun Billy Mitchell (standing left) ship's chairman on board the containership SS *San Juan* (Sea-Land) at a payoff Oct. 21 in Port Elizabeth, N.J. and SIU Patrolman Teddy Babkowski (seated right) pose for photo with the Ship's Committee of: Pantryman Melvin Bass, steward delegate (seated left); Chief Steward Angel Mallonado, secretary-reporter; AB Whitey Hammock, deck delegate, and QMED Leonard Dilling, engine delegate. The ship is on the run to the Med.

Mount Explorer Committee



Recertified Bosun Marion Beeching (2nd left), ship's chairman of the T5 SS *Mount Explorer* (Cove), takes time out for a photo along the ship's rail with the Ship's Committee of (l. to r.): Wiper Bill Lignos, engine delegate; Chief Steward Alfred Salem, secretary-reporter, and Robert Forshee, steward delegate. Payoff was held recently at the Gatex Dock, Carteret, N.J. She's on a voyage to India.

Anchorage Committee



At a payoff Nov. 6 in Port Elizabeth, N.J. is the Ship's Committee of the containership SS *Anchorage* (Sea-Land) led by Recertified Bosun Esteban Morales (2nd left), ship's chairman and, (l. to r.): Deck Delegate Tom Magras; Engine Delegate W. Brown; Chief Cook Frank Bradley, a charter member of the SIU, and Steward Delegate Paul Wanner. The ship is on a coastwise run.

Pittsburgh Committee



Recertified Bosun Joseph Puglisi (2nd left) ship's chairman of the SS *Pittsburgh* (Sea-Land) gets together with the Ship's Committee of: Steward Delegate J. H. Gleaton (left); Deck Delegate T. Holt (center rear); Engine Delegate E. Cuenca (center front), and Chief Steward I. Buckley, secretary-reporter (right). Payoff took place in Port Elizabeth, N.J. on Oct. 7.

Safety, Manning Key Targets

Shepard at IMCO-ILO Meetings in Geneva, London

SIU Vice President Earl Shepard, as an official U.S. representative, attended conferences of the Intergovernmental Maritime Consultative Organization (IMCO) and the International Labor Organization (ILO) in Europe during the months of September and October where recommendations are being formulated on international maritime safety standards and training.

The delegates to these conference sessions are working out proposals which may eventually become part of international maritime law.

It is very important that the SIU participate in these forums to insure that the unlicensed seaman's rights and jurisdiction are not invaded or eliminated.

At the last IMCO session, held in London, England in late September and early October, Vice President Shepard attended several meetings where recommendations from the various subcommittees of the Maritime Safety Committee were discussed. Some of the subcommittees are: Standards of Train-

ing and Watchkeeping; Ship Design and Equipment, and Life Saving and Marine Pollution.

Some of the recommendations were

forwarded to the maritime member countries, referred to the Joint IMCO-ILO Maritime Committee or back to the respective subcommittee for further

action. Vice President Shepard also attended meetings of the Ad Hoc Committee on the Fishing Industry while he was in London.

Prior to the ILO sessions, Shepard attended several International Transport Workers Federation (ITF) conferences. A key meeting was held on manning, and it was felt that the issue of manning must be placed on the IMCO agenda before a complete agreement could be reached on the quantity and quality of training for each ship department.

At the ILO conference, held from Oct. 12-24 in Geneva, Switzerland, several of the committees drew up proposals and recommendations which were referred for final action at sessions to be convened next year.

Committees such as Continuity of Employment, Young Seafarers, Holiday with Pay, and Sub-Standard Ships and Flags of Convenience will all have final action taken on their suggestions at the Full Tri-Partite Maritime Conference scheduled for October, 1976.



SIU Vice President Earl Shepard (left) was one of the U.S. representatives to attend an International Labor Organization conference in Geneva, Switzerland last month.

Judge Keeps SIU Crews on 3 PRMMI Ships; NLRB to Act

A jurisdictional dispute over the crewing of three ships owned or chartered by the Puerto Rican Merchant Shipping Authority (PRMSA) has led to a series of court rulings and appeals which has put SIU crews on all three ships.

Last year PRMSA had bought or chartered four roll-on roll-off ships—the *SS Eric K. Holzer*, *Ponce de Leon*, *Puerto Rico* and *Fortaleza*—from

the NMU-contracted Transamerican Trailer Transport and eight ships from the SIU contracted Sea-Land Services and Seatrain Lines.

Since the ship transfers to PRMSA, the Sea-Land and Seatrain ships have been operated by Puerto Rico Merchant Marine, Inc. (PRMMI) which has a contract with the SIU to crew its ships.

The dispute began on Oct. 1, 1975 when PRMSA's agreement with TTT ended for three of the four Ro Ro ships and they were assigned to PRMMI for operation as part of the fleetwide unit under contract with the SIU.

In protest, the NMU set up picket lines at PRMMI terminals in Puerto Rico and the U.S. mainland until the U.S. District Court in San Juan, acting on a petition by the National Labor Relations Board (NLRB), issued a temporary restraining order on Oct. 12 ending the NMU's picketing.

The SIU then manned the three Ro Ro vessels *SS Eric K. Holzer*, *Ponce de Leon* and *Puerto Rico*.

On Oct. 24, Judge Pesquera of the

U.S. District Court in San Juan, after a hearing issued a preliminary injunction against the NMU. However, he ruled that the manning of the three Ro Ro ships should return to its Sept. 30 status with NMU crews aboard the three ships transferred to PRMMI fleetwide SIU unit, until the NLRB by its hearings could settle the issue.

The following day SIU appealed Judge Pesquera's ruling which would have put the NMU crews back on the three transferred Ro Ro ships. Chief Judge Coffin of the U.S. Court of Appeals First Circuit in Boston stayed Judge Pesquera's ruling as it applied to the manning and ordered that the post Sept. 30 crewing of the three Ro Ro ships with the SIU members aboard should be continued pending further ordered consideration of the manning issue by Judge Pesquera in San Juan while the NLRB hears the entire case.

On Oct. 29 after further consideration of the manning issue as to which crews should man the three Ro Ro ships, Judge Pesquera adhered to his original decision for NMU manning.

The next day, on Oct. 30, all parties went back to the Boston U.S. Court of Appeals. Chief Coffin after a long hearing stayed Judge Pesquera's Oct. 29 decision resulting in SIU crews continuing to man the three Ro Ro vessels pending ultimate decision by the NLRB.

Chief Judge Coffin further ordered all parties to appear before the full three-man Boston U.S. Court of Appeals in January 1976 for further argument on all issues involving the preliminary injunction.

All ships operated by PRMMI have now resumed their normal operations with SIU crews aboard the 11 ships including the three transferred Ro Ro's.

Contact Office

Seafarer Peter Gonzalez, Social Security No. 267-48-5220, is requested to contact Tom Cranford, supervisor of the Seafarers Welfare Plan, 275 20th St., Brooklyn, N.Y. 11215 or telephone him at 212-499-6600, as soon as possible.

Penalty Meal Hour Rates

Under the new Standard Tanker and Freightship Contracts, the proper rates to be paid for penalty meal hours, delayed sailings, restriction to ship clauses and shipboard Union meetings are: \$4.48 for Group I men, \$3.44 for Group II men and \$2.73 for Group III men.

MSC Seeks Private Firms to Run 4 Ex-SIU Falcon Tankers

The Military Sealift Command, which last year took over four Falcon tankers from the SIU-contracted Falcon Tankers, Inc. and replaced the SIU crews with their own Civil Service crews, is now seeking private companies to once again operate the vessels.

Prior to the MSC takeover, the ships were operated by a Falcon subsidiary, Iran Destiny, Inc. The four ships, *SS Falcon Princess*, *Falcon Lady*, *Falcon Duchess*, and *Falcon Countess*, were under charter to the MSC.

In early 1974, the MSC notified the company that it was also going to operate the vessels because of their alleged "poor condition" and also because Iran Destiny, Inc. was having difficulties with them.

However, while Iran Destiny operated the ships the MSC never made any specific charges against the company's maintenance except to take "pot shots" and to state that it was doing a poor job. When the company asked for

some specific complaints none were given.

The MSC has for years been trying to expand its operations, and when the Congress refused to allocate money for the construction of new vessels, the MSC renewed its efforts to completely run the Falcon ships and install its own crews. First, they granted unfavorable charters, with the result that it cut into the company's working capital. Finally they just wouldn't renegotiate the charter.

The SIU fought strongly to prevent this intrusion into the private sector of

the merchant marine. In a letter to then-Secretary of the Navy John W. Warner (the MSC comes under the jurisdiction of the Navy Department), SIU President Paul Hall wrote that the takeovers would establish a precedent "that runs counter to the established public policy which calls for the maintenance of a privately owned and operated U.S. merchant marine. This would be particularly unfortunate in view of the national policy to promote development of a competitive private American shipping industry."

Despite SIU protests, the Union was

Richardson Gets Nod As Secretary of the Commerce Dept.

Elliot Richardson has been nominated by President Ford to succeed Rogers Morton as Secretary of Commerce as of January 1, 1976. The Commerce Department is the agency which has jurisdiction over many maritime affairs, and the Maritime Admin-

istration (MARAD) is under its wing. The nomination is subject to confirmation by the U.S. Senate.

Richardson, 55, has served in many posts in government. He has been under-Secretary of State, Secretary of

Health, Education and Welfare, Secretary of Defense, and Attorney General, all during the presidency of Richard Nixon. He is currently serving as Ambassador to Great Britain.

Morton is leaving the Commerce Department to return to private life.

NMC Paving Way to U.S.-Flag Resurgence

The National Maritime Council which is composed of chief executives of U.S. flag carriers, maritime union representatives, shipbuilders and government officials, was created in 1971 for the purpose of developing and promoting a strong, competitive American merchant marine which would provide American shippers with the finest, most consistent service available anywhere.

To meet this goal the NMC has sought to foster greater confidence by

U.S. exporters and importers in the reliability and quality of the U.S. maritime industry and to serve as a vehicle for encouraging stable labor-management relations in the maritime industry.

In the past four years the NMC has made significant progress towards achieving its goals as greatly improved cooperation between labor, management and government has begun to attract American shippers back to U.S. flag ships.

Shippers have been able to sample

first-hand this cooperation by attending dinners and seminars sponsored in major cities by the NMC where they meet and talk to representatives from all segments of the industry.

These dinners and seminars provide a regular forum for communication between maritime industry segments, which in the past were often totally isolated from one another, and act as a showcase for the industry's new programs. They also give shippers a chance to present their views to the rest of the industry.

The council also sponsors a program of advertising and public relations activities designed to make the nation's citizens aware of the important contributions of the U.S. merchant fleet. Through speeches, films, posters and advertisements, the NMC describes the long history of U.S. flag shipping and its vital role in the nation's economy.

Some of the advantages and contributions of U.S. flag ships stressed by the NMC are:

- Approximately 70 cents of every dollar spent in shipping on American-flag ships remains in this country and makes an important contribution to the national balance of payments and to the national economy;

- Their cargo will be better protected because of this country's stringent safety laws;

- The American merchant marine is vital to our national security.

The National Maritime Council is dedicated to the uninterrupted revitalization of the U.S. flag merchant marine and to maintaining the working cooperation between maritime labor, management and government which they have fostered. For this reason the SIU will continue to offer its full support to the NMC, as well as to any other organization truly interested in building and strengthening the American merchant marine, and to be actively represented in all of its seminars and forums.

NMC Cites Sony Official



Sony's ex-Western operations manager Yoichiro Murata (center) displays the framed National Maritime Council Certificate of Appreciation he received this month for "his outstanding contribution to NMC objectives and his support of the American merchant marine." Presenting the award in Compton, Calif. for the NMC were Maurice Hesterman (left), MARAD Office of Market Development and Oliver Henry, MARAD Pacific Southwest area representative. Murata is now in Tokyo as the firm's manager of export shipping.

Optical Benefit Change

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

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

for an eye examination and a pair of glasses.

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

Probers Find Farm Workers Election Procedures Are Lax

A special AFL-CIO panel, chaired by SIU President Paul Hall, which was set up to investigate representation elections among California's farm workers, has found that "proper enforcement" of the state's new agricultural labor relations law is essential to fair elections.

The three-member group spent five days last month touring key growing areas of the state, talking with farm workers, representatives of the Agricultural Labor Relations Board and others involved in enforcement of the law. The United Farm Workers and the Teamsters Union are vying for the right to represent farm workers in California.

In their report, SIU President Hall and fellow committee members Joseph Keenan, secretary of the International Brotherhood of Electrical Workers and Paul Jennings, president of the Electrical, Radio and Machine Workers, expressed encouragement at the showing of the United Farm Workers so far under "tremendous adversity."

The panel noted that the AFL-CIO-affiliated United Farm Workers has not lost a single election where it held the contract and had won more than 30 elections on farms where the Teamsters held contracts. They said that if the elections were held in a "free atmosphere" the votes will go overwhelmingly to the United Farm Workers.

The committee had strong criticism for the Agricultural Labor Relations Board (ALRB) which it said has failed to make its presence felt through quick investigations of charges, explanations to workers of their rights and speedy processing of complaints.

In stating some of the panel's findings President Hall said, "there has been and is at this point intimidation of the workers involved in the elections. There has been inadequate investigation of the charges that have been lodged by the workers and their representatives," and enforcement of the law has been "bad."

Unfair labor practices, particularly the discharges of workers who support the UFW, constitute the major source of intimidation to the workers, President Hall said.

The panel noted that "we found ignorance of the law," in investigating the election procedures, and that the ALRB

staff "suffered tremendously from a lack of leadership." However, the group also stated that a special task force recently appointed by California Governor Edmund G. Brown, Jr. is taking "vigorous action" and in a short time has produced a "noticeable change" in the administration of the law.

Voting for SIU Officers



At Headquarters, three Seafarers register with Union Patrolman George McCartney (right) before voting in the election of SIU officers. From left are: Elwyn Ford, engine department; Luke Wymbs, who was participating in the Bosuns Recertification Program, and William Reed, steward department. Voting is being conducted in 26 SIU ports from 9 a.m. to noon, Monday through Saturday, excluding legal holidays, from Nov. 1 through Dec. 31. All full book members in good standing are urged to cast their ballots.

Waterman Asks For LASH Subsidy

The SIU-contracted operator, Waterman Steamship Corp., has applied to the Maritime Administration's Subsidy Board for construction subsidy to build four more LASH ships for its Atlantic and Gulf Coasts-Far East service.

Waterman has also applied to MARAD for a long-term, 20-year contract for Trade Routes 12 and 22, which is the Far East run. Waterman's old contract for these two trades routes ran out Nov. 7 and the company is currently appealing a ruling denying the long-term contract.

The company's application for construction subsidy for the LASH ships is contingent on receiving the long term contract for trade routes 12 and 22.

Presently, Waterman operates three LASH-type vessels and 18 Mariner class breakbulk ships.

In addition to its Far East service, Waterman also runs to Northern Europe, India, the Persian Gulf-Red Sea area, Bangladesh and Ceylon.

N.Y. Port Council Cites Official



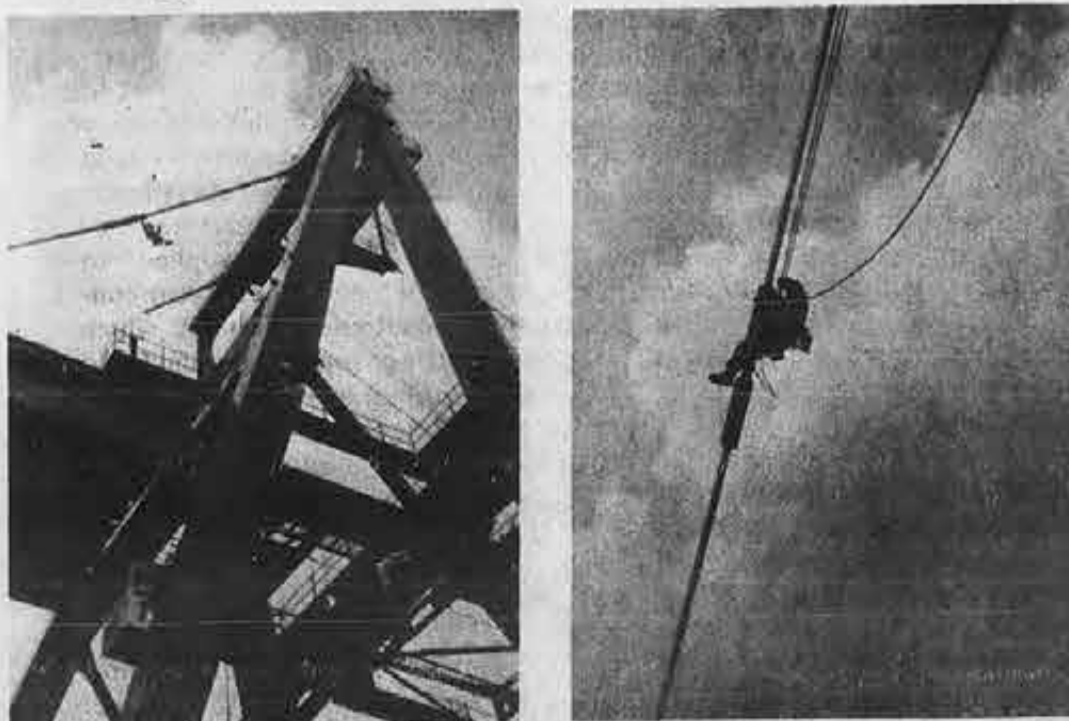
ILA's Anthony Scotto (2nd right) MTD N.Y. Port Council head, presents the organization's scroll of recognition to (center) Edgar C. Fabber, N.Y.C. commissioner of ports and terminals, for his achievements for the port during the year. Also at the group's annual dinner presentation on Oct. 18 were, (l. to r.): Sam Kovenetsky, Retail Clerks Union president; N.Y. Governor Hugh L. Carey, and SIU President Paul Hall.

They're All Salad Days On First Trip



On his first trip after graduating from the trainee program at the Harry Lundeberg School, Messman Mark Wilson gets some salad for the saloon mess aboard the *Sea-Land Resource*, an SL-7 containership. Seafarer Wilson, who worked as a cook in his hometown of Doylestown, Pa. before going to Piney Point, plans to continue sailing in the steward department.

High Adventure for Bosun



Chief Bosun Tony Leo of the Puerto Rican Merchant Marine, Inc. shoregang at Port Elizabeth, N.J. is high up on a crane (left) showing ABs the best way to paint the structure. Note closeup (right) of Brother Leo with lifeline attached painting a cable. (Photo was taken by Seafarer John Lombardo who is also a member of the shoregang.)



Headquarters Notes

by SIU Vice President Frank Drozak

In the past few months I have been reporting on the new ships Seafarers are crewing. These ships not only mean more jobs for this membership, but because they incorporate the latest technological innovation and smaller crews, they also mean that our members must have different skills and training to operate them efficiently and safely.

The *TT Williamsburg*, the *SS Massachusetts*, the *SS Great Land* and the *SS Golden Monarch* cost many millions of dollars to build. The operators of these ships have made large investments and one of the reasons the SIU is manning their ships is because of our reputation as well-trained, professional seamen.

To maintain this tradition and to help our members keep pace with this changing industry, the Harry Lundeberg School was started in Piney Point.

Here, men in the deck, engine and steward departments can learn the skills needed for new endorsements, upgrading that brings higher wages, new responsibilities and, because they are growing to meet maritime's new needs, better job security for the entire membership.

As bridges get more automated, ABs will be required to monitor new navigational equipment on watch. Fewer engine rooms will carry wipers as automation changes the composition of the black gang. Stewards must learn to operate galleys that utilize portion control and new types of labor-saving devices.

The types of cargo being carried by modern merchant fleets are also changing our jobs. The potential danger posed by the huge amounts of oil carried by supertankers or super-cooled cargoes of liquid petroleum products makes it imperative that the men aboard LNG vessels or VLCCs know how to handle these cargoes and any emergencies that might occur.

For this reason, the Coast Guard will probably soon require all men aboard these types of vessels to have lifeboat tickets and firefighting certificates. In addition, all men sailing on LNG vessels, including those in the steward department, will be required to have special LNG training.

I urge all members to take a look at the Lundeberg School section in this *Seafarers Log* which gives the descriptions and requirements for every course now offered at the School.

You may be able to qualify yourself for higher wages, stronger job security and safer working conditions aboard ship.

FIREFIGHTING

The importance of having a firefighting certificate cannot be stressed too often. Without it there may be a time when you will not be allowed to ship out.

This is a two-day course with one day of classroom instruction at the Lundeberg School in Piney Point and one day of practical training at the jointly sponsored MSC-MARAD firefighting school in Earle, N.J.

Upcoming dates for the course are Dec. 5, 12 and 19.

'A' SENIORITY UPGRADING PROGRAM

This important program has done much to strengthen the SIU. The six men who graduated from the program this month and received their full Union 'A' books have learned much about the operations and functions of the SIU.

They will now be able to take their place aboard SIU ships as knowledgeable, well-trained and responsible Seafarers.

BOSUNS' RECERTIFICATION PROGRAM

With the graduation this month of 12 more bosuns from the Bosuns' Recertification Program, a total of 308 Seafarers have successfully completed this vital two-month training and upgrading course.

In the two-and-one-half years since this program was started the Seafarers who have participated in it have been given the opportunity to learn much about their Union and also about the entire maritime industry.

It is especially important for the bosun to keep abreast of the changes and problems of the merchant marine because as the ship's chairman he is the leader of the SIU crew aboard ship. It is a job that the recertified bosun has been doing very well.

Politics Is Porkchops
Donate to SPAD

Industry Leaders Back Cargo Preference, Subsidy

WASHINGTON, D.C.—The House Merchant Marine Subcommittee resumed its oversight hearings on all maritime promotional programs and policies in September and heard testimony by two representatives of the industry advocating cargo preference legislation and increased subsidies for American shipyards to offset foreign competition.

Alfred Maskin, executive director of the American Maritime Association, told committee members that the growth of maritime nationalism and preference policies abroad, and the rise of state-owned fleets under the Soviet and other Communist-block flags has drastically altered international shipping and made it imperative for the U.S. to reserve cargo for American-flag ships.

The tanker trades particularly would benefit from preference, Maskin said, and he noted that U.S.-flag preference would mean "a stability of demand which will again foster stability in the

construction pattern." He also cited the Arab nations' stated intention to build up their own merchant fleets by 1980 which would give them more control over the transportation and marketing of oil as well as the production and pricing.

Maskin had testified last June before the subcommittee and at that time had stated that the U.S. should work to develop "self-sufficiency in shipping" as a means of assuring enough ocean carriage for defense emergencies. In his September testimony, Maskin noted the U.S. Maritime Administration's view that U.S.-flag dry cargo capacity is "marginally adequate" only for emergencies, and he said that without some form of preference "we can expect the ability of the fleet to serve the defense and security needs of the nation to become even more questionable."

Subsidy Rate

James J. Reynolds, president of the American Institute of Merchant Ship-

ping (AIMS), told subcommittee members that if the present subsidy rate of 35 percent offered to American owners as an inducement to order merchant ships from U.S. shipyards is not increased then the steamship operators will be forced to take their business to foreign competitors.

Reynolds said that inflation is severely damaging U.S. shipyard costs, and if the subsidy rate is not readjusted to reflect the cost increases there will be little or no inducement for American operators to order ships from domestic shipyards. The subsidy rate has been gradually scaled down from a previous high of 55 percent to the current rate during the first five years of the Merchant Marine Act of 1970.

One of the goals of the 1970 Act had been to strengthen the nation's maritime industry, while at the same time reducing its dependence on the Federal Government for subsidy funds. However, Reynolds said that the current

subsidy rate is "unrealistic" because it does not accurately reflect the existing building cost differences which have widened as the depressed shipbuilding market competes strongly for business.

"What appeared in 1970 to be a forthcoming glowing era for the world's shipyards, and particularly for tanker construction, has been short-lived and has largely evaporated as a result of the substantial petroleum price increases, which effectively cut demand for petroleum and created large tanker tonnage surpluses," Reynolds said.

Reynolds also told the committee, chaired by Rep. Thomas Downing (D.-Va.), that because of the current stiff competition in the shipbuilding industry, foreign shipbuilders have cut prices to obtain and retain business with the result that the differential between facilities here and abroad has increased.

"Given this situation," he concluded, "builders and charterers will be forced to go foreign."

Hall Warns House Committee on Shipping Tax

In a letter to the chairman of the House Ways and Means Committee, SIU President Paul Hall, acting in his capacity as president of the Maritime Trades Department, warned that the committee's proposed tax on all income derived from shipping into and out of the United States, though actually aimed at ending the unfair advantage of foreign-flag tax havens over U.S. ship registration, would unintentionally have disastrous side effects on the U.S. merchant marine.

Noting that "a primary motivation of the committee in this action was to end the tax haven privileges enjoyed by the runaway-flag fleets," Hall said "unfortunately, the tentative decision announced by the Ways and Means Committee goes far beyond the desired objective and, we believe, would have a dramatic adverse impact on the U.S. merchant marine, American ports, and American seamen and maritime workers."

While agreeing with the basic thrust of the proposed tax, SIU President Hall said in his letter that the action would have this adverse effect because it "would tax all foreign-flag vessels calling at U.S. ports, including legitimate foreign flag shipping."

As a result, Hall said, "Numerous foreign countries would doubtless im-

pose net or gross income taxes on U.S.-flag vessels."

A "proliferation of such taxes imposed by every country at which a vessel calls," Hall told the committee chairman, "would prove disastrous for our fleet and for American workers dependent on the U.S. merchant fleet for jobs."

According to Hall's letter, the new tax would also "have the effect of diverting ships and cargoes away from U.S. ports to nearby foreign ports in Canada and Mexico. For example, the

tax could be avoided by having vessels call at Halifax or Montreal, and cargo transhipped, rather than calling at New York or Philadelphia. Already, a great deal of this type of diversion is occurring. The impact of a new tax in accelerating this trend would damage U.S. ports as well as longshoremen and other jobs in transportation and related industries."

As an alternative to taxing all foreign shipping in an attempt to curb the use of foreign-flag tax havens by U.S. companies and their foreign subsidiaries, Hall

urged the Ways and Means Committee to take "a direct approach to the problem" by fully taxing the income of these vessels and by repealing the tax provision which permits the tax-free reinvestment of such income in foreign shipping assets.

After hearings on the proposed U.S. tax on foreign shipping, the Ways and Means Committee has now deferred action on the measure for six months while the U.S. Treasury Department studies the full implications of taxing this shipping.

Bosun Tells How He Saved a Life With First Aid

Recertified Bosun Frank Rodriguez, on his way home from the New York Union Hall, was getting off the subway near his home in Queens, N.Y. when he noticed a large group of people surrounding a fallen man on the station platform.

The man, named Robert Smith, according to police reports had accidentally tripped and fallen against a moving train, breaking a leg and cutting a five-inch gash across his scalp.

A graduate of the Bosuns Recertification Program, Brother Rodriguez had taken a one-month first aid course taught by a certified Red Cross instructor at Piney Point.

Using this knowledge, Rodriguez realized that the injured bleeding man needed immediate medical attention so he went to his aid.

What follows is a firsthand account of what happened, as told to the Harry Lundeberg School First Aid Instructor Jim Hanson in a letter from Bosun Rodriguez:

"The first thing I did was to ask all the bystanders for their clean handkerchiefs. While I was making a thick pad, I had the police tie three or four of the handkerchiefs together so I could use them as a bandage.

"With the help of the police I gently lifted the victim's head and applied the dressing and bandage. I also moved the victim's arm a little so that his head would lie even with his body. I then checked his carotid artery and it was beating pretty fast and his eye's were dilated, but there were no signs of bleeding from his nose, ears or mouth. Then I started to gently check his body for broken bones. I found he had broken



Bosun Rodriguez

his leg but no bones were sticking through his skin.

"Since I knew that help was coming, I concentrated on stopping the bleeding and continuously checking his pulse. I felt that the man was in shock so I used the cops' jackets to cover him a little.

"I was so busy taking care of the man that I didn't even realize that the ambulance doctor was kneeling along side me. I explained to the doctor what I had seen and what I had done and what I thought the man's condition was. He took it from there."

The injured man was taken to the nearby Elmhurst General Hospital and Brother Rodriguez went home.

That night, Seafarer Rodriguez told his old first aid instructor, "a police officer came to my house to thank me for assisting his men and also to tell me that they wanted to see me the next day at Elmhurst Hospital. At the city hospital they wanted to know where I had gotten my first aid training because I had saved a man's life. I didn't know it at the time, but it had taken the ambulance 25 minutes to get to the scene

of the accident and that's about how long I had worked on the victim.

"I told the doctor", Brother Rodriguez's letter to Instructor Jim Hanson continued, "about our school at Piney Point and the training that I had received from you. Jim, in all my life I have never felt so proud, and thanks to you a man is alive today."

The first aid course was added to the Bosuns Recertification Program last year at the suggestion of the bosuns themselves. This course will, as Recertified Bosun Rodriguez's act has proven, add another facet to their ability to help maintain safety aboard SIU-contracted ships.

Cost of Living Adjustment

As of Nov. 1, 1975, Great Lakes SIU members are receiving an additional cost of living increase of \$.10 per hour which, based on the rising Consumer Price Index, gives Lakes Seafarers a total \$.68 per hour cost of living adjustment since the contract was negotiated in August of 1974.

At present this \$.68 per hour is considered an "add-on" adjustment, that is, it will be paid for each hour worked. However, as of Jan. 1, 1976, the total cost of living adjustment will be made part of the standard hourly wage rate in accordance with the SIU Great Lakes contract.

New Chicago USPHS Clinic

Due to the retirement of Dr. Fleischer of the port of Chicago USPHS Clinic, the new, contracted-USPHS Clinic will now be headed by Dr. Song at 6429 Kennedy Ave., Hammond, Ind.

The new clinic will be open daily from 12 noon to 4 p.m. It will be closed Wednesdays and Saturdays from 11 a.m. to 1 p.m. To call: dial 219-844-1030.

The St. Catherine's USPHS Hospital is in East Chicago, Ind. and continues to be the contracted hospital facility.

The former USPHS Clinic for the port of Chicago was at 4035 Elm St., East Chicago, Ind.

Washington Activities

By B. Rocker



Maritime Authorization

The bill to authorize money for maritime programs for fiscal year 1976 has passed both houses of Congress and now awaits the President's signature.

As we reported earlier, the bill provides \$195 million for construction differential subsidy; \$315.9 million for operating differential subsidy; and it sets a new, higher ceiling for Title XI guarantees of \$7 billion.

Under Title XI, the U.S. government guarantees debt obligations for financing or refinancing U.S.-flag ships constructed or reconstructed in United States shipyards.

The Maritime Administration, which administers Title XI, showed 26 formal, active applications on its latest list, published June 30.

Third-Flag Bill

S. 868—to provide for minimum ocean rates for non-national flag carriers in the foreign commerce of the United States—has been reported out of the Senate Commerce Committee and is awaiting action by the full Senate.

The House Merchant Marine Subcommittee has recently held hearings on an identical bill, H.R. 7940.

At the hearings, Robert Binder, Asst. Sec. for Transportation, gave testimony which is believed to reflect the Administration's views in opposition to H.R. 7940. Binder called it "anticompetitive and discriminatory." Representatives of the Great Lakes Task Force voiced fear of losing the chief service now available to them—foreign-flag ships.

In a letter supporting passage of the Senate bill, Herb Brand, president of the Transportation Institute, said,

"While the United States and its trading partners have been able to control the rate practices of their own national fleets, the United States liner trades have been subject to particularly flagrant violations of normal shipping practices by the tremendous number of third-flag non-national foreign carriers that participate in the U.S. trades."

SIU favors passage of H.R. 7940 because it would protect our merchant ships against unfair competition.

Seafreeze Atlantic

Hearings have been postponed several times by the Senate Commerce Committee on H.R. 5197—a bill to allow foreign fishermen to work on the fishing trawler *Seafreeze Atlantic*.

On Oct. 30, it was favorably reported out of the Committee and action by the full Senate is expected shortly. The House passed it on June 16.

Railroad Bills

On Oct. 20, 21 and 29, the Senate Commerce Committee held hearings on comprehensive railroad legislation which includes upgrading service, financial aid for rehabilitation and maintenance and a complete legislative package.

SIU opposes allowing railroads to lower rates without ICC approval or interference, a provision which is being discussed. We believe that by lowering rates in areas where the railroads compete with water carriers, they will drive water carriers out of the trade by unfair competition.

Unclear ICC rules have allowed railroads to engage in "price squeezing" and "sharpshooting" which have destroyed much of the U.S.-merchant fleet, particularly on coastal routes. Sharpshooting refers to the practice of lowering rail rates, where there is competition from a water carrier, and raising rates on other routes where there is no water competition. "Price squeezing" occurs when there is a lower rate offered on an all rail route to make it lower than the total cost of transporting goods on a rail and water route between the same two points.

SIU will oppose rate-lowering flexibility in the language of the bill.

Oversight

The House Merchant Marine Subcommittee is continuing hearings through this month on maritime policy. The oversight function of Congress keeps Committee members in close contact and aware of the manner in which the agencies carry out policies and expenditures passed by the legislative branch. If programs are not being carried out or money is not being properly used, Congress can exert pressure on the agency.

Tax Reform

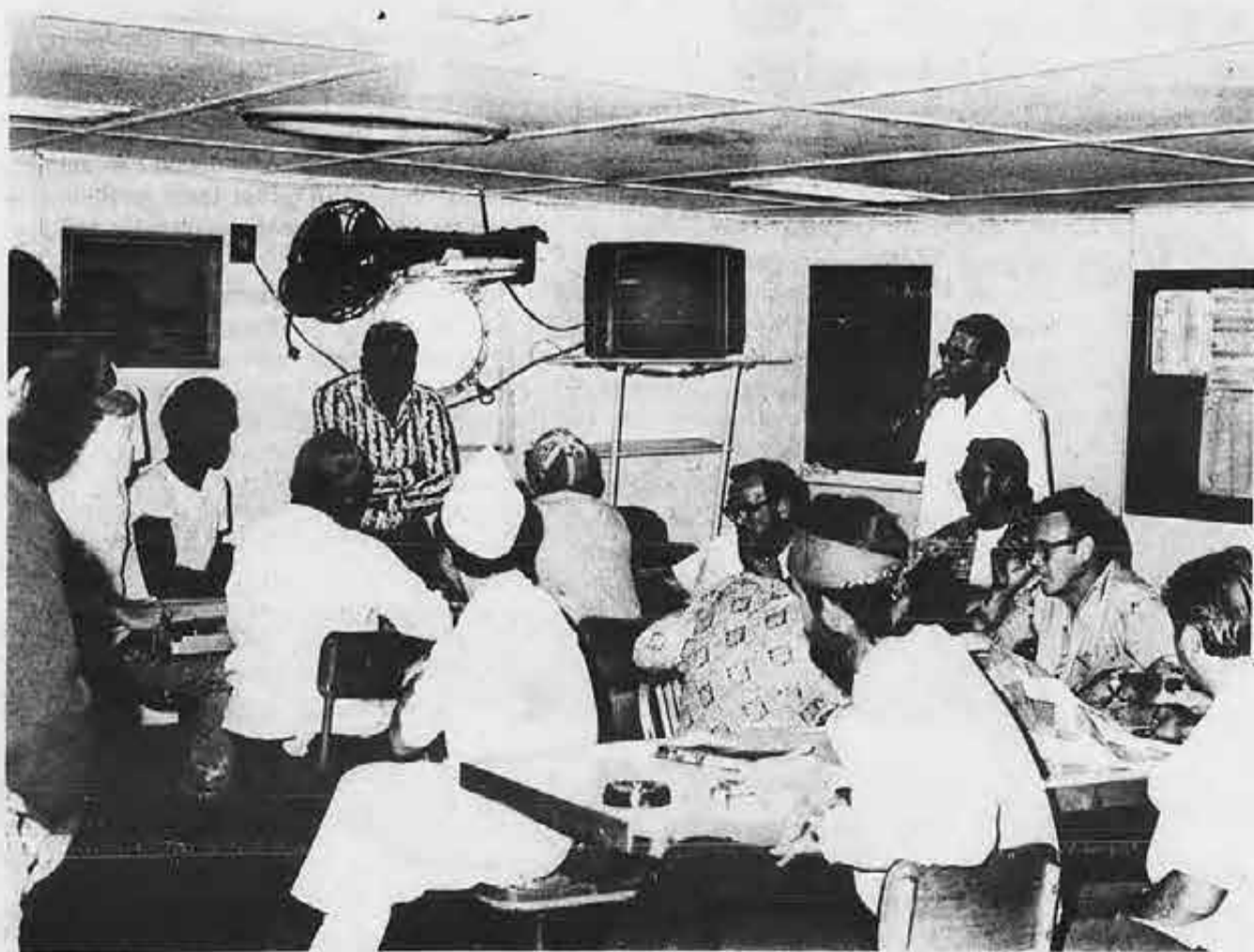
The House Ways and Means Committee has decided to defer consideration of a proposed U.S. tax on foreign shipping for six months, and will have a task force review the impact of the proposed tax on U.S. shipping. If foreign ships are taxed on entering U.S. ports, it is highly probable that taxes would be imposed on U.S. ships entering foreign ports creating restrictive costs for American flag operators.

Support SPAD

To Protect Your
Job Security in
the Fight for
Favorable Legislation

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

Tanker Connecticut Holds Shipboard Meeting in Bayway, N.J.



New York Port Agent Leon Hall (center) holds a shipboard meeting of all departments aboard the tanker *SS Connecticut* (Ogden Marine) on Oct. 23 after a payoff at the Exxon Terminal in Bayway, N.J. At right is the Ship's Committee of (l. to r.): Educational Director G. E. Dalman; Bosun Richard C. Maddox, ship's chairman; Engine Delegate J. Crapeau (kneeling); Deck Delegate Carl Harcrow, and Steward Delegate Jose Riviera. The vessel dropped the hook in Pascagoula, Miss. on Nov. 6.

Collier Carbon Only Gets a 1-Year Jones Act Waiver

Secretary of the Treasury William Simon has denied a request by Collier Carbon and Chemical Corp. for a two-year extension of the waiver it was granted last year which exempts the company from complying with the provisions of the Jones Act in shipping anhydrous ammonia on foreign-flag vessels between Alaska and the Pacific Northwest.

Simon did, however, grant Collier a one-year extension of the waiver because he said "that there has been no substantial change in the availability of U.S.-flag oceangoing vessels suitable for ammonia carriage" and the possibility exists of a lack of supply of ammonia available for farm use during the 1975-1976 season.

The SIU had strongly protested the request by Collier for an extension on the grounds that the company had not complied with the terms of the original granting of the waiver. At that time Collier was given the waiver on the condition that it promptly seek to contract a U.S.-flag vessel capable of transporting the ammonia.

SIU President Paul Hall, in a letter to Simon last month, asked the Secretary to deny the waiver because "it is clear that Collier has not complied with the terms of the original waiver by promptly contracting for a U.S. vessel. The company delayed contracting for a new vessel until it was faced with the necessity to apply for a waiver extension and ignored several options that would have enabled a U.S. vessel to be ready far sooner."

"In addition," Hall wrote, "no waiver extension should be considered because of the likelihood that in the near future a U.S.-flag vessel capable of carrying anhydrous ammonia will be available. A two year waiver extension is an unreasonable period and would remove all pressure on Collier to employ this new U.S.-flag vessel as soon as it becomes available."

Simon, in reply to President Hall's letter, wrote that "because it is not presently possible to determine what suitable U.S.-flag vessels might be available for use in 1977, I agree with your objection to a two year waiver extension."

The Treasury Secretary went on to say that he was granting the one-year

extension because "we have been advised that the Pacific Northwest would face a serious shortage of nitrogen fertilizer if the waiver was not extended." He also stated that "I can assure you that we will carefully monitor the situation to be certain that Collier Carbon is adhering to the underlying conditions of the waiver."

Collier was originally given permission to ship the ammonia on foreign-flag ships when the only American vessel capable of transporting the substance, the SS *Kenai*, sank in a storm off the Alaska coast. Anhydrous ammonia is used to manufacture about 35 percent of the nitrogen fertilizer used by wheat growers in the Northwest.

Maritime Unions Offer Proposal On Firefighting Training

The Ad Hoc Committee on Maritime Industry Problems of the AFL-CIO has sent an extensive proposal to federal government officials concerning the need for and methods of improving fire prevention and firefighting training for American merchant seamen and officers.

The document, titled "Fire Protection, Detection, Containment and Extinguishment Proposal" was formulated by the Ad Hoc Committee's subcommittee on training. It has been sent to a number of officials in Washington, including the secretaries of Commerce and Transportation, the Commandant of the Coast Guard, the Maritime Administrator, the Administrator of the National Fire Protection and Control Administration and members of the Senate and House committees dealing with the merchant marine.

The major purpose of the proposal is to present to the government the feelings of the American maritime unions concerning the present inadequacy of programs and facilities for training American merchant seamen and officers in fire prevention and firefighting and to detail the unions' ideas as to what steps should be taken to remedy the situation.

The proposal particularly emphasizes programs that the unions believe can be implemented by the government, with the assistance of the unions and

other organizations, under the provisions of the Federal Fire Prevention and Control Act of 1974.

The proposal notes that like their shoreside counterparts, commercial boats and ships are equipped with Fire Prevention, Detection, Extinguishment and Containment equipment. However, capabilities are restricted by the size of the vessel, variety of fire equipment available, manning, route and service. These crafts can experience different cargoes and personnel changes on each voyage. Ship accidents may present fire-ridden holocausts, without comparison. Yet very few, if any, vessels are equipped with specialized fire departments composed of personnel continually exposed to experience and retraining.

The proposal covers four basic areas in which the unions feel that substantial improvements must be made over the present methods and facilities for training American merchant mariners in fire prevention and firefighting. These are:

• **The Academic Phase.** The proposal urges the establishment of regular training programs in such areas as basic fire prevention, containment, and extinguishment; team leader development for firefighting units, and the development of command decision-making capability in various fire fighting techniques. It urges that these programs be made a regular part of the training provided at joint Union-Management operated maritime schools, the federal and state maritime academies, and other maritime training facilities.

• **Field Training.** The proposal points out the inadequacy of existing field training facilities in this area and urges that "broad new facilities be provided, by the Government, designed to encourage decision making capabilities in realistic shipboard simulated atmosphere." It proposes that "existing teaching staffs should be augmented by specially trained instructors and others having the capability of developing student capabilities progressively to those of command" and that "simulated shipboard conditions should realistically duplicate conditions as found aboard the multitude of vessel types found in the merchant marine."

• **Shipboard Training.** The proposal notes that the present shipboard training is inadequate due to "the lack of adequate shipboard teaching aids and properly trained fire prevention-conscious personnel adequately skilled in the science of Fire Detection, Containment and Extinguishment." It urges that the concerned government agencies "develop, publish and distribute usable shipboard Fire Prevention, Detection, Extinguishment and Containment texts, safety committee training guides, slide presentations, marine fire prevention posters, etc." and that "existing Coast Guard regulations be amended to make shipboard Fire Prevention, Detection, Extinguishment and Containment programs mandatory requirements."

• **Retraining.** The proposal urges that field training facilities be provided for the purpose of periodically retraining maritime personnel in fire prevention and firefighting. Particularly emphasized in this retraining would be instruction concerning newly-developed equipment and techniques, continued development of fire safety consciousness and leadership capabilities, the need for advance planning on how to cope with various types of fire situations, and instruction on fire-related personal safety and health matters.

The proposal, which covers 75 pages including attachments, goes into considerable detail in each of these four areas, explaining the reasons why the present programs and facilities are inadequate to the needs of the American-flag merchant marine and providing specific suggestions concerning the development of the programs and facilities that the unions feel are needed.

The proposal also includes detailed course outlines of the subject matter to be covered in each of the training programs proposed.

Repeatedly emphasized in the proposal is the tremendous gap that currently exists between prevention and control training programs for land-based fires and those for maritime fires. The proposal particularly notes that this gap exists despite the fact that maritime fires can be among the most dangerous known, both in loss of life and in the value of property damage.

'Heimlich Maneuver': 2 Ways To Save a Choking Victim

Some months ago the *Log* published a story about a recently-developed method of saving the life of someone who is choking on a piece of food. The method, known as the "Heimlich Maneuver," consists of two ways of getting the victim to cough up the food, and the previous story described just one procedure.

Because this is a problem which frequently confronts Seafarers on board ship, the *Log* is reprinting all the necessary information which may one day save the life of a crewmember, maybe you.

The method involves grasping the victim from behind, around the upper abdomen above the navel and below the rib cage. With the victim leaning forward from the waist, head, arms and upper torso hanging down, the rescuer then exerts a sudden, strong pressure with his hands against the victim's upper abdomen.

This should force the diaphragm upward, compress the lungs and expel the chunk of food which is propelled out by the compression of air which is always inhaled when one accidentally starts to choke.

If the victim is too heavy to hold, lay him on his back and kneel astride his hips. With the heel of one hand pressing against the back of the other hand, push forward again in the same area described above.

This technique is one that is taught to bosuns participating in the Bosuns Recertification Program at Piney Point where they take the first aid course which is part of the program.

Perhaps the most important factor in saving a choking victim's life is recognizing when a person is indeed choking on a piece of food. Many times onlookers mistake the symptoms as those of a heart attack. But, the thing to notice is that a person who is choking is unable to speak because any piece of food large enough to block the top of the windpipe also obstructs the larynx. Once onlookers can determine that a victim is choking, then the proper steps can be taken to help him.



Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein
SIU Welfare Director

Over the next few months, the Seafarers Log will be running a series of articles concerning Social Security, Medicare and Medicaid and how these government programs affect you and your families.

Eventually the series will be compiled into a booklet so that Seafarers can have all the information on these programs in one place.

The first part of the series will give a general outline of social security as well as a chart showing how to determine if you are fully insured.

I hope this series will be an aid to you. Please let me know if you have any questions. Just write to me care of Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232.

In addition to constantly safeguarding the job security of its members and striving to secure the best possible wages and working conditions for them, the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, is deeply concerned with seeing to it that Seafarers enjoy the widest range of welfare and pension benefits.

These goals serve as the basis for negotiations with the employers—the shipping companies.

Because welfare and pension benefits are so important to Seafarers and their families, the Union maintains a special department known as the SIU Social Security and Welfare Services Department, headed by Al Bernstein and located on the second deck at 675 Fourth Ave., Brooklyn, N.Y. 11232.

One function of this department is to assist SIU members in every way possible so that they can obtain all of the benefits to which they are entitled under the Seafarers Welfare and Pension Programs.

The department also gives valuable assistance in a great many other areas involving the welfare of SIU men and their families.

Specifically, the SIU Social Security and Welfare Services Department wants Seafarers and those dependent upon them to enjoy not only Union-provided benefits but also all of those benefits which the SIU and the rest of the labor movement vigorously fought to win and improve under the Federal Social Security Law.

In this effort, however, the Union has found that many Seafarers and their dependents, as well as a good many other workers throughout the nation, are not always aware of the Social Security benefits coming to them.

For this reason, the SIU Social Security and Welfare Services Department has prepared this information in order to spell out in detail just what Social Security is and what it does, and to tell you as clearly as possible about the various benefits to which you are entitled. There are a number of benefit programs provided under Social Security, and by reading this information carefully you can learn how to collect the benefits they offer to yourself and your family.

As always, the Seafarers Social Security and Welfare Services Department and its staff are available to give you whatever help is needed in obtaining the benefits to which you are entitled under both Union-sponsored benefit programs and Social Security.

THE BASIC IDEA

The basic idea of Social Security is a simple one: During working years employees, their employers, and self-employed people pay Social Security contributions which are pooled in special trust funds. When earnings stop—or are reduced because the worker retires, dies, or becomes disabled—monthly cash benefits are paid to replace part of the earnings the family has lost.

Part of the contributions made go into a separate hospital insurance trust fund to insure that when workers and their dependents reach 65 they will have help in paying their hospital bills. This is Medicare. Voluntary medical insurance, also available to people 65 or over, helps pay doctors' bills and other medical expenses. This program is financed out of premiums shared on a half-and-half basis by the older people who sign up and by the Federal Government.

Nine out of ten working people in the United States are now building protection for themselves and their families under the Social Security program.

MONTHLY CASH BENEFITS

To get monthly cash payments for yourself and your family, or for your survivors to receive payments in case of your death, you must first have

credit for a certain amount of work under Social Security. This credit may have been earned at any time after 1936.

The amount of a worker's monthly Social Security payment is based on his average earnings under Social Security over a period of years. The amount of the payments to his dependents or survivors also depends on his or her average earnings.

The receipt or amount of all monthly benefits may be affected if you work after becoming entitled to benefits.

In order to most clearly present information important to the particular needs or circumstances pertaining to yourself, or to your family, this information is presented in the form of specific questions and answers.

First, to find out how much work credit is needed for benefits to be paid to you or your family, check the following chart:

How Do I Determine If I Am Fully Insured?

FOR WORKERS BORN BEFORE 1930

If a worker born before 1930 reaches 65 (62 if a woman), becomes disabled, or dies in	He will need credit for this much work to be fully insured
1975	6 years
1979	7
1983	8
1987	9
1991 or later	10

FOR WORKERS BORN AFTER 1929 TEN YEARS CREDIT IS REQUIRED OR

If the worker dies when his age is	He will be fully insured with credit for this much work
28 or younger	1½ years
30	2
32	2½
34	3
36	3½
38	4
40 and so on	4½

Note:

A person is fully insured if he has credit for ¼ year of work for each year after 1950 up to the year he reaches retirement age or of his disability or death. In counting the years after 1950, a person born in 1930 or later would omit years before he was 22.

How Do I Determine If I Am Fully Insured?

No one is fully insured with credit for less than 1½ years of work and no one needs more than 10 years of work to be fully insured. Having a fully insured status, however, means only that certain kinds of cash benefits may be payable—it does not determine the amount. The amount will depend on your average earnings.

To insure that you are being credited with both the proper number of quarters worked and the correct amount of wages covered under Social Security

write to the following address:

**SOCIAL SECURITY
ADMINISTRATION**

P.O. Box 57

Baltimore, Maryland 26203

(In the next installment of the series we will publish a sample list of many of the covered categories, eligibility requirements and proofs needed for various Social Security benefits.)

Charter Member Gets Pension



New pensioner Angel Vila (left) who joined the SIU in 1938, gets his first pension check last month from Santurce, P.R. Port Agent Juan J. Reinosa in the Union Hall.

Digest of SIU



Ships' Meetings

OGDEN WILLAMETTE (Ogden Marine), September 4—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Deck Delegate Carlos Spina; Engine Delegate W. Beatty; Steward Delegate R. E. Leonard. No disputed OT. Chairman suggested that all crewmembers read the *Seafarers Log* to see what is going on, and when they are finished reading it, pass it around to someone else. Keep safety on your mind at all times and report anything that you see that you feel is not safe. Held a discussion on upgrading at Piney Point.

DEL ORO (Delta Steamship Lines), September 14—Chairman, Patrick M. Graham; Secretary Teddy Kross; Educational Director Lee W. Morin; Engine Delegate Charles A. Hanley; Steward Delegate Cesar Guerra. \$71.15 in ship's fund. No disputed OT. Chairman and the crew thank the steward department for a job well done. We were five months in the port of Lobito, Angola and the food has always been properly prepared. Received the *Seafarers Log* monthly and also the new agreement. Everyone found the August 1975 Fact Sheet No. 5 very interesting. Next port Abidjan.

COLUMBIA (Ogden Marine) September 13 — Chairman, Recertified Bosun Clarence E. Pryor; Secretary A. Hutcherson; Educational Director J. Menen; Deck Delegate Frank Cottogin; Engine Delegate Richard R. Hutchinson; Steward Delegate Gilbert Gonzales. \$12.24 in ship's fund. No disputed OT. Chairman suggested that all crewmembers read the letters from Headquarters on bulletin board concerning the increase in dues. Observed one minute of silence in memory of our departed brothers. Next port Burnside, La.

SEA-LAND McLEAN (Sea-Land Service), September 28 — Chairman, Recertified Bosun J. Richburg; Secretary R. Sadowski; Educational Director F. Sayo. \$30 in ship's fund. \$267 in movie fund. Nine extra movies were rented for current voyage. No disputed OT. Chairman alternating afternoons and evenings for meetings so that all watches will get a chance to attend during the trip. Discussion on the benefits of donating to SPAD. Next port Hong Kong.

ROBERT TOOMBS (Waterman Steamship), September 5—Chairman, Recertified Bosun R. Broadus; Secretary J. E. Adams; Educational Director T. Humel. Some disputed OT in deck department. The crew and officers donated \$225 to oiler *Salbata Serio* who went home from Damman because of family illness. A vote of thanks to the steward department for a job well done. Next port Colombo.

SEA-LAND CONSUMER (Sea-Land Services Inc.), September 7—Chairman, Recertified Bosun F. A. Pehler; Secretary S. McDonald; Educational Director A. Lane; Deck Delegate J. McPhee; Engine Delegate A. Lopez; Steward Delegate R. Kennedy. No disputed OT. Received a letter from Headquarters asking all members to fill out benefit cards properly and promptly and the crew was advised to do so for their own welfare. The new constitutional amendment on dues increase payment was explained. Next port Jacksonville.

OAKLAND (Sea-Land Service Inc.), September 7—Chairman, Recertified Bosun A. Beck; Secretary L. Karttunen; Educational Director C. Johnson; Deck Delegate James H. Moore. \$2.30 in ship's fund. No disputed OT. Collected \$200 for movie fund. Chairman posted new dues resolution on bulletin board and discussed it with the membership. A sample vacation form was also posted on the bulletin board.

ULTRASEA (Westchester Marine Shipping Co.), September 28—Chairman, Recertified Bosun Charlie Frey; Secretary J. Thomas; Educational Director B. Bryant; Deck Delegate John Wilson. \$14 in ship's fund. Some disputed OT in deck, engine and steward departments. Chairman discussed the 59 day stay in Russia. The weather was good and the crew had a good time. Most of the crew hope to come back as the ship has two more trips to Russia. Secretary gave a vote of thanks to the seamen's club in Russia for the attention they gave to the crew. The importance of donating to SPAD was also discussed. A vote of thanks to the steward department for a job well done. Next port on Gulf of Mexico.

MERRIMAC (Ogden Marine), September 7 — Chairman, Recertified Bosun W. Wallace; Secretary F. R. Hicks. Some disputed OT in deck department. Vessel has called at Rotterdam and Bremerhaven, W. Germany. Most of the crew going ashore had an enjoyable stay. Observed one minute of silence in memory of our departed brothers. Next port Charleston, S.C.

CAROLINA (Puerto Rico Marine Navigation), September 8—Chairman, Recertified Bosun J. Delgado; Secretary J. DeLise; Educational Director J. Reyes. \$6.05 in ship's fund. Some disputed OT in engine and steward departments. Chairman led discussion on the importance of donating to SPAD. Secretary mentioned to crewmembers that he had read an article on five year old Dana Huber fighting for her life against cancer—but she also has to battle loneliness and that he will post Dana Huber's address and requested that all drop her a card or letter to pick up her spirit. All communications were posted for the membership to read. Next port Baltimore, Md.

WALTER RICE (Reynolds Metal Co.), September 14—Chairman, Recertified Bosun Floyd Pence; Secretary Crisanto M. Modelias; Educational Director B. Wilhelmsen. No disputed OT. The central point of discussion among crewmembers was the Report of the Constitutional Committee that was sent to all SIU members and their families. Some of the written resolutions were discussed during the meeting. Also had a discussion on donations to SPAD. Part of the Headquarters report was read to the crew and posted on the bulletin board. Next port Hawaii.

OVERSEAS ARCTIC (Maritime Overseas Co.), September 7—Chairman, Recertified Bosun William Baker; Secretary J. Fernandez; Educational Director J. Tucker. No disputed OT. Chairman gave a report on the Constitution pertaining to Union dues and a report on firefighting as a future endorsement. Everything running smoothly. Next port Texas City.

DELTA MEXICO (Delta Steamship Lines), September 28—Chairman, Recertified Bosun Michael Casanueva; Secretary C. Corrent; Educational Director Joe N. Atchison; Engine Delegate Robert C. Arnold; Steward Delegate Walter Dunn. \$15 in ship's fund. No disputed OT. Chief Cook Edwin G. Mitchel's brother died and the crew donated \$70. A wreath of flowers was sent to the funeral. The chief cook thanked the crew who observed one minute of silence. Next port Takoradi, Ghana, W. Africa.

OVERSEAS ANCHORAGE (Maritime Overseas), September 21—Chairman, Recertified Bosun A. Boney; Secretary S. J. Davis; Educational Director D. Busby; Deck Delegate Martin Hammond. \$19 in ship's fund. Some disputed OT in deck department. One crewmember had to leave the ship because of illness in the Suez Canal on September 16. The ship's next port is Rotterdam. A special vote of thanks to the chief steward for the live charcoal grilled strip sirloin steak.

MOUNT EXPLORER (Mount Shipping Inc.), September 14—Chairman, Recertified Bosun M. Beeching; Secretary A. Salem; Educational Director J. Parrish; Deck Delegate Gary Smith. Some disputed OT in deck department. All communications were received, read and posted. Chairman requested a complete list of repairs as the ship is going into the shipyard. Next port Alger.

ALLEGIANCE (International Ocean Transport), September 21—Chairman, Recertified Bosun Leon Curry; Secretary Hurlburt; Educational Director Sanchez. No disputed OT. Educational Director gave a talk on fire hazards and boat drill and on how important it is to wear shoes, and other points of interest. Everything running smoothly. Next port New York.

SEATTLE (Sea-Land Service Inc.), September 1—Chairman, Recertified Bosun Angelo Antoniou; Secretary C. Scott; Educational Director Quinn. No disputed OT. Letters were received and read to all members explaining all resolutions and amendments and also a report of the Constitutional Committee was read and posted. Discussion on new dues for crewmembers was also explained. \$11 in ship's fund. Also discussed and posted on the bulletin board was a letter received explaining the benefits application and showing members how to follow this form in filing claims. Letter was posted on the bulletin board. Observed one minute of silence in memory of our departed brothers.

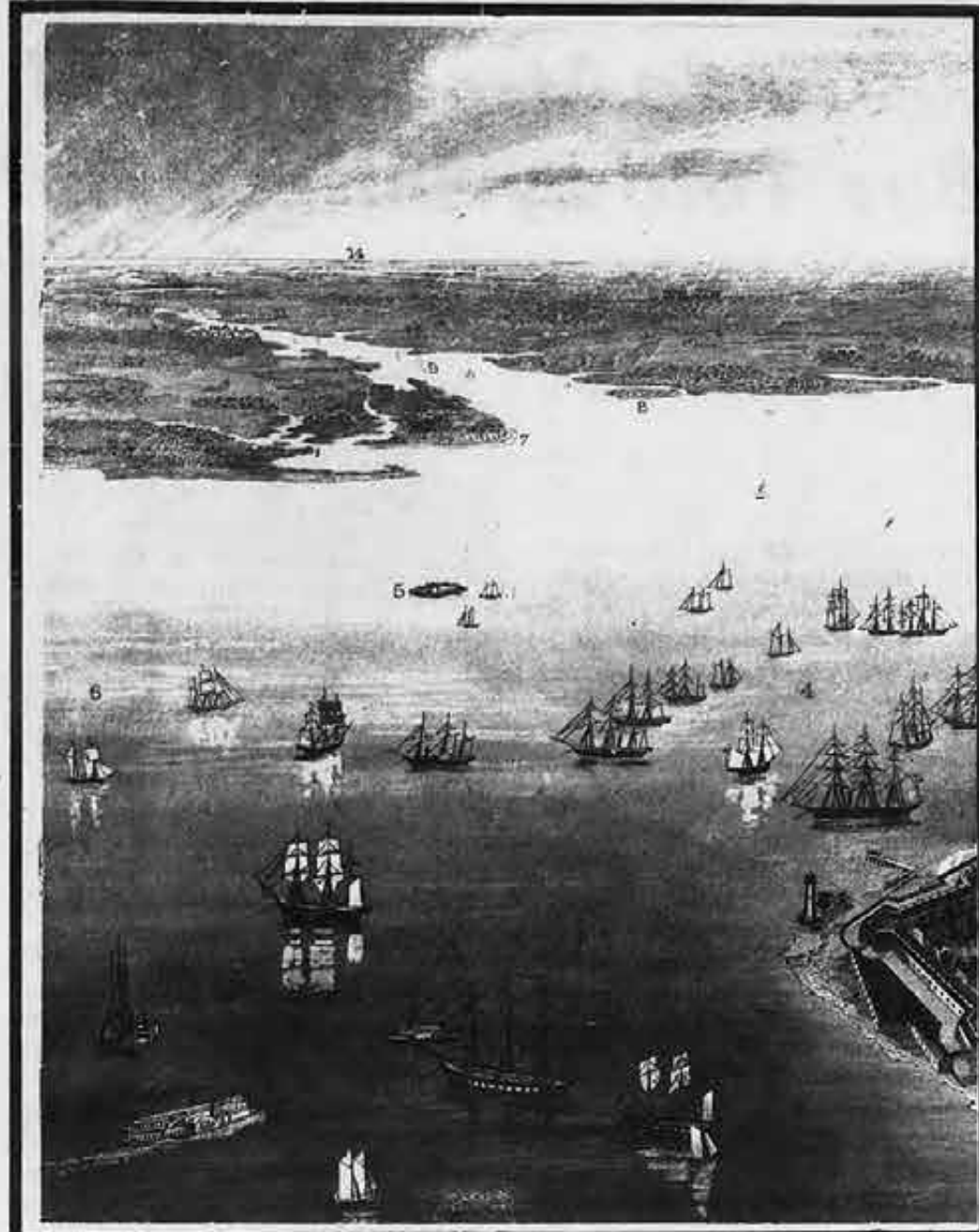
SEA-LAND EXCHANGE (Sea-Land Service Inc.), September 21—Chairman, Recertified Bosun Demetrios Calogeros; Secretary D. O. Coker; Educational Director George E. Renale. \$192 in ship's fund. Money will be used to buy six extra movies for the following voyage and the remainder to be kept for emergencies. Brother Walton is in a Hong Kong hospital due to an injury aboard ship and will remain there until he can fly back to the States. Brother Walton will be missed by all as he is and was a very nice shipmate. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

DELTA SUD (Delta Steamship Co.), September 8—Chairman, Recertified Bosun H. O. Workman; Secretary R. M. Boyd; Educational Director N. Bartlett; Deck Delegate Vernon M. Johnston; Engine Delegate Richard C. Busby; Steward Delegate Albert M. Blazio. Some disputed OT in deck department. Chairman suggested that safety posters should be put up around ship and everyone should be careful when cranes are in operation and to watch out for grease on deck. Report to *Seafarers Log*: "Delta Line added a new port to the South American run, Puerto Cortes Honduras, C.A. We had open house all day for the officials there 0900 to 1800 Monday, September 8, 1975 and a good time was had by all. R. M. Boyd and A. M. Blazio prepared the party. Captain Easter said it was a success and thanked the steward department for a splendid job." Next port Santos, Brazil.

TEX (Alton Steamship Inc.), September 3 — Chairman, Recertified Bosun Lee J. Harvey; Secretary Jimmie Bartlett; Educational Director Edgar Murphy; Steward Delegate Cecil H. Martin. \$10.25 in ship's fund and \$69 in a TV antenna fund. Some disputed OT in deck department. Received the latest fact sheet and a suggestion was made to post it so all crewmembers would have a chance to read it over. Observed one minute of silence in memory of our departed brothers. Next port Tampa, Fla.

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

SEA-LAND PRODUCER
SAN FRANCISCO
SAM HOUSTON
DELTA ARGENTINA
THOMAS JEFFERSON
SEA-LAND VENTURE
MOUNT WASHINGTON
EAGLE TRAVELER
COMMERCE
OVERSEAS ALICE
DELTA MAR
SAN JUAN
AQUADILLA
GEORGE WALTON
BETHFLOR
SUMMIT
CANTIGNY
MAYAGUEZ
RESOURCE
JOHN TYLER
ANCHORAGE
BOSTON
GALLOWAY
OGDEN CHALLENGER
CHARLESTON
TAMARA GILDEN
OVERSEAS ALASKA
BORINQUEN
PANAMA
TRANSCOLUMBIA
SEA-LAND MARKET
TAMPA
ST. LOUIS
GOLDEN ENDEAVOR
OVERSEAS TRAVELER
LONG BEACH
OVERSEAS JOYCE
SEA-LAND TRADE
NEWARK
LOS ANGELES
DELTA NORTE



STEER A CLEAR COURSE!

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

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

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

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

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

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

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

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

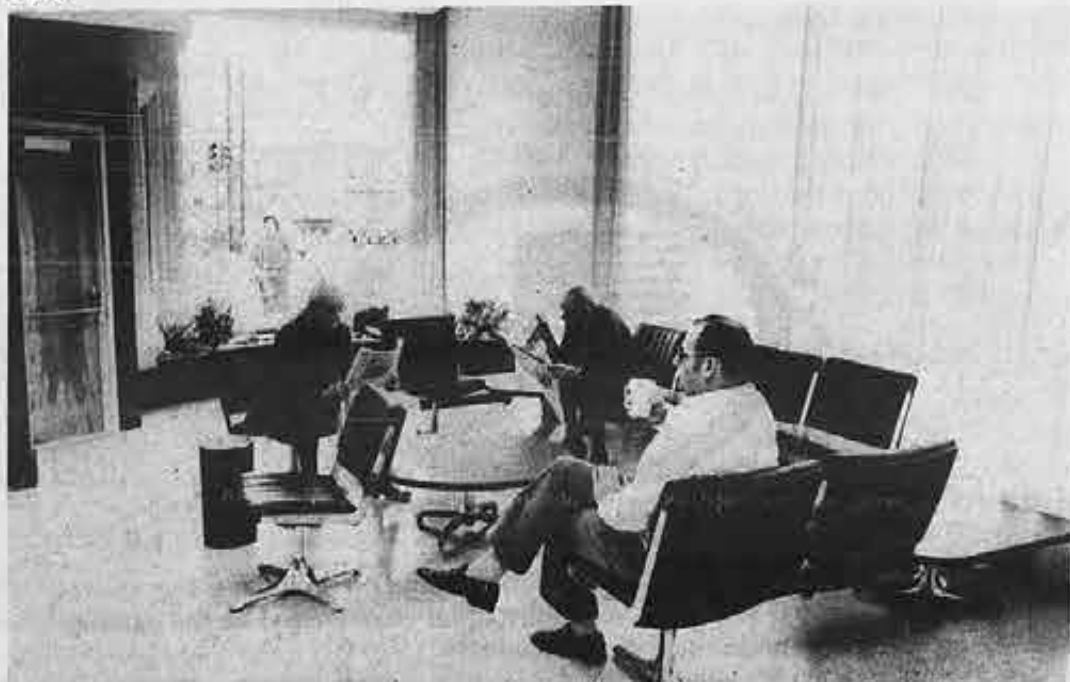
Stay drug free and steer a clear course.

There's a New Look in the San Francisco Hall

BAY AREA Seafarers at sea or going onto the beach in the port of San Francisco this month will be pleasantly surprised when they enter their Union Hall to register for a shipping-out job call, to renew old acquaintances with shipmates or to attend a monthly membership meeting on the second Thursday after the first Sunday of the month. The Hall on Mission St. has been greatly expanded, almost doubled, with a giant corner addition built on Ninth St. Inside, the old Hall got a complete facelifting with new lighting, windows, floors, and paint job. And doors were cut into the new addition where there's a reading room and offices for the administrative staff.



Here's part of the new look with spanking new signs and full windows for the Hall.



In an expanded side alcove, West Coast members read their newspapers and drink their coffee.



Another part of the renovation is the once old Union Hall where Seafarers play cribbage and cards.



A Cape May, N.J. window exhibit of nautical equipment dresses up one of the Hall's rooms.

AT SEA



U.S.S. Ticonderoga

The Big T Veterans' Assn. is seeking seamen and officers who served aboard the "mighty" aircraft carrier, the *U.S.S. Ticonderoga*—particularly those who served on her during World War II. The group will have its next annual reunion in May at Ticonderoga, N.Y. For more details, write ex-Ships Cook (1/c 1944) James H. Morgan Jr., Waterside Lane, South Berwick, Me. 03908 or call 207-748-0939. Also give rate/rank, division and years on board.

Last year the association located 57 old shipmates through stories in 50 U.S. newspapers. This year 300 newspapers were contacted, including the *Seafarers Log*.

At their last reunion in Atlantic City, N.J., they had their old chaplain, Msgr. O'Brien of Port Chester, N.Y. present to say Mass for all faiths in vestments he saved from his service on the ship.

American Schooner Thann

Former British seaman Joseph Ryan, 70, is trying to locate crewmembers of the U.S. schooner *Thann* which foundered in the North Atlantic in December 1927. Ryan was a crewmember on the rescue ship, the *SS Laurel Park* which landed 13 survivors of the *Thann* on the island of San Miguel in the Azores.

He writes that most of the survivors shipped from the port of Baltimore and were on their way to South America. To renew old friendships, he can be reached at 138 Chichester Rd., South Shields, Tyne and Wear, N.E. 33, 4 N.H., England.

SS Overseas Vivian

The widow of Seafarer Phillip E. "Stoney" Stonebridge, who passed away on Aug. 28 on the *SS Overseas Vivian* (Maritime Overseas) thanks crewmembers of the ship for the collection taken up by Recertified Bosun Hans S. Lee and presented to her. Sally sends personal thanks to "Stoney's" SIU brothers who remembered him.

SS Ogden Yukon

Recertified Bosun Harold "Buck" Weaver of the tanker *SS Ogden Yukon* (Ogden Marine) led his deck crew of ABs Bob Graham, L. Wright, Al Wambach and T. Trotter in replacing 25 2,000-pound pipes aboard ship while on the run to England, Iceland, France, Spain and the Virgin Islands recently.

SS Delta Norte

Carrying the first bulk cargo of fertilizers in a LASH vessel to Belem, Brazil from the port of New Orleans recently was the *SS Delta Norte* (Delta Line). Later the ship's barges were towed up the Amazon River with 1,800-tons of fertilizers.

SS Carolina

Chief Steward J. De Lise of the containership *SS Carolina* (Puerto Rico Marine) read a newspaper account on Oct. 17 of little Dana Huber, 5, fighting for her life against cancer and figured "she also has to battle loneliness" so he posted her address on the ship's bulletin board for Seafarers to write her a card or letter in order to pick up her spirits. The *Carolina* is on the Baltimore-San Juan run.

SS St. Louis

Deck Delegate Steve Huren of the containership *SS St. Louis* (Sea-Land) announced he's going to retire after 30 years of seetime. His last trip was on the run from Oakland to San Juan. Everyone wished him good luck and said they'd see him around the Union hall.

SS Delta Argentina

Crewmembers of the C3 *SS Delta Argentina* (Delta Line) attended funeral services for the late 3rd Mate James Gregory, a heart attack victim who was buried at sea a day out of the port of Dakar.

Seafarer Rottria Lacy was repatriated stateside for treatment of a skin disorder.

SS Overseas Natalie

From the middle of this month on, the tanker *SS Overseas Natalie* (Maritime Overseas) will carry 55,000-tons of grain to a Soviet Black Sea port from the Gulf.

SS Vantage Horizon

For the Military Sealift Command, the T2J *SS Vantage Horizon* (Vantage Steamship) carried 33,761 dwt of diesel fuel from the Arabian Gulf to a port of call in Japan.

SS Delta Paraguay

Getting a free ride on the C3 *SS Delta Paraguay* (Delta Line) to Africa recently was University of New Orleans sophomore Robert V. Buras of Metairie, La., a winner in the company-supported U.S. Propeller Club-Harold Harding Memorial Essay Contest on the American merchant marine.

A Horsetrader Coup for Golden Treasure

Lusitania Atrocity Medal 'Buy' Told by Shrimpton

On May 7, 1917 the Cunard passenger liner *SS Lusitania* was torpedoed off Kinsdale, Ireland by the German submarine U-28 and sank quickly, taking 1,198 passengers and crewmembers to the bottom.

When the war was over in 1918 and the Geneva Convention met in Switzerland to assess war reparations against Germany, the English Government charged that not only had the German Government deliberately sunk the allegedly unarmed merchant ship *Lusitania*, but it had also commemorated this act in 1918 by issuing a special medal.

Depicting the sinking ship in flames on one side and a skeleton of Death selling tickets in the *Lusitania's* pursers office on the reverse, this medal was supposedly cast in both gold and silver and awarded to high ranking German naval officers as well as to the captain and crew of the submarine U-28.

The German Government claimed that the medal had never been issued by them and that in an attempt by the British Secret Service to discredit Germany at the Geneva Convention, the coin had been designed and struck by the English Mint.

Soon dubbed the *Lusitania Atrocity Medal*, the few that are known to exist today are of rare numismatic value to coin and medal collectors.

Attends Coin Auction

Seafarer Sydney "Aussie" Shrimpton, who has just retired after sailing with the SIU for 34 years, was on a vacation in Edinburgh, Scotland when he read of a local coin show there.

A collector of U.S. gold coins, he noticed that a few American pieces were to be auctioned off at the local show and, always on the lookout for new additions to his collection, he decided to visit the exhibition.

But Brother Shrimpton's bids on the coins were unsuccessful and he was preparing to go back to his hotel when an elderly man approached him.

The man told Shrimpton he had noticed the seafaring coin collector bidding on American gold pieces and that he had a few in his own collection he wanted to sell in order to finance a summer vacation for himself and his wife.

Seafarer Shrimpton, always the avid collector, went home with the man and, after he had examined and bought the American coins, the man brought out a large medal. Aussie recognized it immediately as a gold *Lusitania Atrocity Medal* and, without letting on that he



SIU pensioner Sydney "Aussie" Shrimpton shows the medal.

knew what it was, asked the man how he had obtained it.

He had inherited it from an uncle who had died in 1937, the Scotsman said. He thought that it was some kind of German naval medal his uncle must have picked up during World War I, although as far as he knew his uncle had been exempted from serving in the Armed Forces because he had worked for his entire life in a protected job at the English Mint.

Hearing that, Shrimpton immediately recalled the German accusation that the medals had actually been designed and struck by the English Mint on orders from the British Secret Service. Up to this point the only corroboration of the German charge that Brother Shrimpton knew about had come from the director of the English Mint who, in his autobiography, stated that immediately after World War I he had been approached by a branch of the Government and ordered to commit an act that was both "repugnant and dishonorable to him" and that his refusal to do so had led to his resignation.

The Scottish coin collector then told Shrimpton he was sure the medal could not be gold because it carried no gold carat stamp. Shrimpton, telling the man he thought that it was gold, offered to buy the medal at the current gold bullion price of \$80 per ounce if they could have it tested.

After a quick trip to a local jeweler who assured both that the medal was indeed 14-carat gold and that it weighed a little over 3½ ounces, the man agreed to sell the rare medal for the English equivalent of \$360.

"Today," says the proud owner of this unique and bizarre piece of naval history, Seafarer Shrimpton, "I value it at around \$3,500 and it is not for sale."



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.

Pilot, Boxer, Medical Donor

Seafarer Joseph Is Inquisitive Traveler



Seafarer Joseph appeared on the Johnny Carson Show in 1960 to talk about his trip to Moscow in 1959 as one of the first American tourists to visit the Soviet Union since World War II.

Taken with "wander lust" for almost all of his adult life, SIU member Eric Joseph has found that seafaring has led him on travels that even the richest world voyager would have trouble duplicating.

Seafarer Joseph traces the beginning of his traveling hobby to 1953 when he took a trip to Paris. Now Joseph, a traveler for fun as well as profit, proudly claims to have visited every country in Europe as a tourist as well as a professional seaman.

In 1959 when Joseph was aboard one of the first U.S. tankers to haul grain to the USSR, he asked for and received permission from the Soviet Government to visit Moscow while his ship was unloading, making him one of the first American tourists to visit that Russian capital since World War II.

When Seafarer Joseph returned to the U.S., he was met by newspaper reporters eager to hear about life in the Soviet interior, a life few Americans but government officials had ever seen, and he even appeared on the Johnny Carson Show to talk about his Moscow tour.

As a BR aboard the *SS York* in 1964, Joseph was again allowed to get off his ship while it unloaded grain in Odessa and fly to Moscow.

Friendly and Curious

Again he found the Soviet citizens "friendly, polite and curious about anything American." But though he had the freedom to go anywhere in Moscow, he was followed by plainclothes police throughout his second visit.

This time Joseph also asked a repre-



Seafarer Eric Joseph was 18-years old and an officer in the Indian Air Force when this picture was taken in Ambala, India in 1942.

sentative at the Russian Government tourist agency if it would be possible to meet the Soviet premier Nikita Khrushchev. The tourist agent doubted that the request would be granted, but assured Joseph that it would be made.

Much to the tourist agent's surprise—and to Joseph's—the audience was approved, but a sudden call to return to the now unloaded *York* forced the



The amateur welterweight champion of India in 1942, Seafarer Joseph is shown here with his boxing trophies in a picture taken in New Delhi.

disappointed Joseph to cancel the appointment.

In 1965 Seafarer Joseph returned once more to Russia, this time as a visitor on a leisurely eight-week tour.

Landing in Leningrad, Joseph visited Moscow, the Yalta resort area, Yerevan in Armenia, Tbilisi and Gori in Georgia, Tashkent in Central Asia and Irkutsk in Siberia.

Twice during this trip Joseph was detained by police for taking pictures of "sensitive" sights—the walls of Lenin Hills in Moscow which surround the homes of government leaders and people sleeping in the streets of Tbilisi.

But in general, Seafarer Joseph found he received the same friendly reception from most Russian citizens that had marked his first two visits to the USSR.

Continued on Page 28

ASHORE



Baltimore

Chief Steward Edward Kaznowsky of the coastwise containership, the *SS Anchorage* (Sea-Land) found a "Charm City" cabbie, Richard Banas, 27, "honest enough to make Diogenes hang up his lantern" in his legendary search for an honest man in Greek mythology.

As New York-based Seafarer Kaznowsky tells it: "I took Banas' Emerald Cab Co. cab from the Sea-Land Terminal in Dundalk, Md. to the Greyhound Bus Station here.

"When I left the ship I had a single \$100 bill and a \$5 bill on me. After we arrived at the bus station, I paid the fare of \$3.70 and gave cabbie Banas a .30-cent tip.

"Then I began to walk to the entrance of the bus station. While doing so I was looking for the \$100 bill I had left with. It did not take me long to find out that I had lost it!

"Then I began to think and make up my mind what direction to take or go since I had only \$1 on me and was not too familiar with the city buses. I have a few friends here. Should I see them or take a collect cab back to the ship for more money?

"All of a sudden hackie Banas pulls up, walks over to me and asks: 'Mister did you drop this \$100 bill on the back seat of my hack?' I was so amazed that I could not give him an immediate answer.

"Since I could not change the \$100 bill on the sidewalk, I gave him the \$1 bill I had on me. I had it in mind to increase the tip later on when I call Emerald Cab to go back on the ship. But I could not reach Banas. I think he was only a part-time driver."

Banas, who lives in the 200 block of S. Patterson Pk. Ave., recalled: "I looked back when I pulled away and I saw the guy looking like he lost something. About that time I saw the bill on the seat."

The lure of finder's keepers almost overwhelmed him, he admitted.

"That was a week's pay sitting there," declared the taxi jockey, who makes about \$125 weekly. Later he added, Brother Kaznowsky telephoned his employer to praise his honesty.

Steward Kaznowsky said "I felt bad about that \$1 tip, but it was all I had beside the \$100 bill." He said he plans to increase the tip when he can contact Banas.

The Seafarer also wishes to "compensate a very honest taxi driver as a reference for future employment . . . keep honesty alive in other taxi drivers . . . and hopes the cab company may take an interest in keeping honest taxi drivers on the payroll."

He said his sister lost \$40 in a taxi some time ago and did not get it back!

Bilbao, Spain

Sea-Land Service Inc. has added this port via Rotterdam to North Europe, East and West Coast ports of call, Canada, Central America, the Caribbean and the Far East.

Guatemala

Delta Line has formally protested to the Federal Maritime Commission on being deprived of cargo from here.

Part of the protest said: "During the past two years Delta has had a number of meetings with Guatemala national flag lines and the officials of the government of Guatemala in an effort to work out an agreement that would allow Delta 'equal access' to all cargoes moving in the United States-Guatemala trade. All of these meetings have been unproductive."

Smithsonian Institution, Washington, D.C.

Recertified Bosun Malcolm Cross, who ships out of the port of Wilmington, Calif., was the recipient of a thank you letter last month from Shirley Askew, program coordinator of the Division of Performing Arts for the Smithsonian Institution in Washington, D.C.

The letter said:

"On behalf of the Working Americans staff I would like to express my sincere thanks for your participation in this year's Festival of American Folklore. In addition to providing the festival visitor with a unique insight into your occupational experiences as a worker in transportation, your demonstrations, stories and answers to questions added a dimension of positive interchange between audience and participant that was both entertaining and informative.

"Your experiences in Working Americans probably revealed how people respond to you because of your work skills and styles. This is the challenge of the Working Americans presentation. We relied heavily on your descriptions of processes and equipment to show working conditions in transportation that we could not demonstrate on the mall.

"We are very pleased with the results of your participation and join the entire festival staff, the AFL-CIO and the Department of Labor in congratulating you for a job well done."

Seafarer Cross, Recertified Bosun William Joyner and SIU Representative Frank "Scottie" Aubusson were among Union members who showed AFL-CIO President George Meany and the public how seamen manned the American merchant fleet at a Working Americans Exhibition by the institution on the Washington Mall this summer.

New Orleans, Second Largest Cargo Handling Port in the U.S., Is a Hub of Activity



SIU Vice-President Lindsey Williams, center, chairs last month's membership meeting at the SIU hall on Jackson Ave. New Orleans Port Agent Buck Stephens, right, serves as reading clerk, and SIU Patrolman Stanley Zeagler, left, serves as recording secretary.

Most people recognize New Orleans for its Bourbon Street nite spots, its vivacious French Quarter, or the fabulous preserved old homes in the city's Garden section. But to the U.S. shipping industry the port of New Orleans, now the second largest port in terms of cargo tons handled in the U.S.,



Some of the nearly 200 Seafarers who showed up for last month's membership meeting in the port of New Orleans listen to reports on local, national and international issues affecting Seafarers.

is a hub of maritime activity. And SIU members and the SIU hall itself on Jackson Ave. have played an important role in this port's growth and success.

The photos on these three pages give a good indication of the scope and intensity of the SIU's activities in this vital port. Pictured are the payoffs of the freightships, *John Penn*, home from a voyage to Leningrad, USSR, and the *Arthur Middleton*, back from a six month trip to the Mideast, as well as the departure from New Orleans of the freighter, *Delta Argentina*, which is slated for a run to West Africa.

Last month's New Orleans membership meeting, which featured reports and discussions on local, national and international issues affecting Seafarers, is also covered, as well as a monthly meeting at the SIU hall of the very active Greater New Orleans AFL-CIO. George Meany, president of the AFL-CIO, has cited the Greater New Orleans AFL-CIO as "one of the most effective central labor councils in the country." The New Orleans AFL-CIO, comprised of 90 member unions, is headed by SIU Vice-President Lindsey Williams, and SIU Port Agent Buck Stephens serves as the council's secretary-treasurer.

Although not pictured here, the SIU hall also hosts all meetings of the New Orleans Maritime Port Council of the AFL-CIO Maritime Trades Depart-

ment, and the hall is donated for use by local PTA organizations as well as for other local community gatherings. In all, Seafarers and the SIU are to-

tally involved in the maritime and over-all labor activities in this port city, as well as being actively involved in community affairs and community relations.



Enjoying some conversation with brother Seafarers before the monthly membership meeting are, from the left: Ralph Todd, steward department; Lauren Santa Ana, steward department; Mathew Rosato, fireman, and Cline Galbraith, Pumpman.



In New Orleans hall prior to the membership meeting are from the left: James Bates, ordinary seaman; Ed Craddock, recertified bosun; Ernest Hoitt, ordinary seaman, and Jimmy Garner, recertified bosun.

In and Around the Port



At the New Orleans USPHS hospital, SIU Patrolman Stanley Zeagler, right, squares away in-patient benefits with laid up Seafarer Ralph Armstrong.



At the meeting of the main body of the Greater New Orleans AFL-CIO, six new members of this central labor council are sworn in by the council's President Lindsey Williams, standing far left.



The Executive Board of the Greater New Orleans AFL-CIO meets in a conference room in the SIU New Orleans hall, prior to meeting of the central labor council's general body. They are, from the left: Richard Allen, vice-president; Joseph Volpi; (SIU Port Agent) Buck Stephens, secretary-treasurer; (SIU Vice-President) Lindsey Williams, president; Ernest Colbert, chairman; Edward Shanklin; Michael Emig; Charlie Richardson, and Del Aleman, Jr.

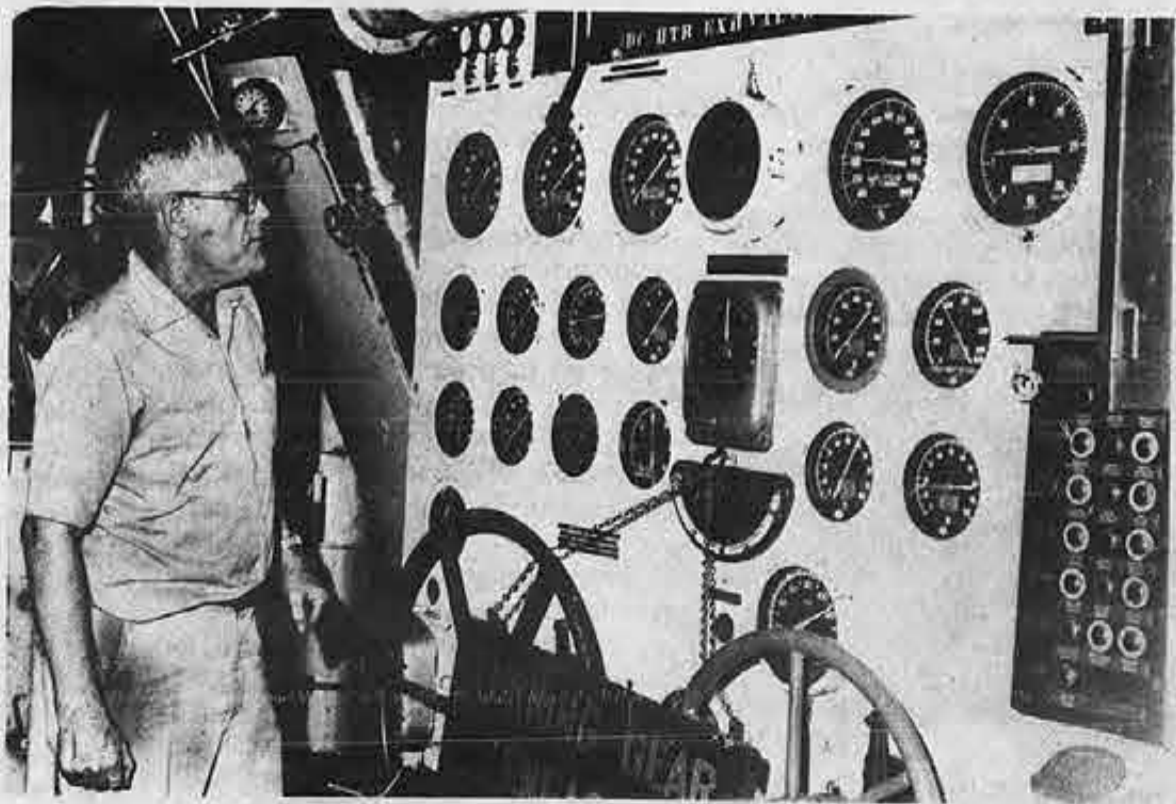


Three members of the Delta Shoregang unload truck outside the company's warehouse in the port of New Orleans. They are, from the left, SIU members A. L. Stephens, Terrel J. Nespiitt, and Frank Latura, all warehousemen.

JOHN PENN



The *John Penn* at her berth in the port of New Orleans after trip to Leningrad, USSR.



On-the-job in the *John Penn*'s engine room is oiler W. Murphy. While in Leningrad, Murphy and the rest of the crew were taken on two tours by the Russian government, one to the Hermitage Museum, which among its many exhibits displays 26 paintings by Rembrandt, and one tour to the Leningrad memorial cemetery where 450,000 war dead, killed in the siege of the city in World War II, are buried.



The *John Penn*'s steward department, called "one of the best" by the crew, are from the left: W. G. Williams, chief steward; Walter Makin, chief cook; Will C. Daniels, 3rd cook; Alphonse Johnson, baker, and Sonny Rankin, saloon messman.



Seafarers Nathaniel Kiser, left, and Charles Smith work in the ship's engine room after voyage to Leningrad.

For More Photos, See Next Page



Arthur Middleton Home; Delta Argentina Departs from N.O.



Seafarer Wilbert Fruge, sailing third cook aboard the *Delta Argentina*, gets lunch ready prior to departure from port of New Orleans.



In the ship's fully automated engine room is oiler Warren Hymel. The *Delta Argentina* is slated for run to West Africa.



Taking routine readings in the ship's engine room is Seafarer Clifford Sewell, sailing oiler maintenance. The *Delta Argentina* is carrying heavy farm equipment to ports in West Africa.

SIU-manned vessels coming in to unload in the port of New Orleans, or taking on cargo destined for other ports in the U.S. or abroad, play an important part in this port's overall maritime activities. Covered on this page is the departure of the *Delta Argentina* which is heading to a number of ports, mainly in West Africa, carrying heavy farm equipment and steel. The *Argentina* will call at the ports of Takoradi and Tema in Ghana; Liberville and Port Gentil in Gabon, and Port Harcourt and Warri in Nigeria. Also covered on this page is the payoff of the *Arthur Middleton*, back from a six-month trip shuttling cargo between ports in the Mideast. She was one of the first ships to traverse the Suez Canal after its reopening this summer. The *Arthur Middleton* carried both grain and general cargoes, and also called at Chittagong, Bangladesh during the voyage.



After a six month Mideast voyage aboard the *Arthur Middleton*, Seafarer Jack Groen not only squared away his 1975 dues with SIU patrolmen, but gave a \$3 donation to the Seafarers Log fund.

Arthur Middleton



Brothers James, 46, and Frank Brazelle, 53, stand for photo on deck of the *Arthur Middleton* after Mideast trip. James has been sailing 27 years, and Frank has been shipping for 32 years. A third brother, Dennis H. Brazelle, 47, passed away May 18 aboard the *Eagle Traveler*. The Brazelle family hails from Savannah, Ga.



The *Arthur Middleton's* crew voted the steward department a job-well-done after six month trip. Two of the reasons why are Chief Cook E. Sorensen, left, and W. R. Smith, third cook.

Congress Must Kill 'Virgin Is. Loophole'; Jones Act Waiver Rule

For over 50 years the Jones Act has been one of the most important pieces of maritime legislation ever passed by the U.S. Congress. The enactment of this law, which forbids foreign-flag ships to transport cargo between U.S. ports, has helped the American fleet to survive over the years.

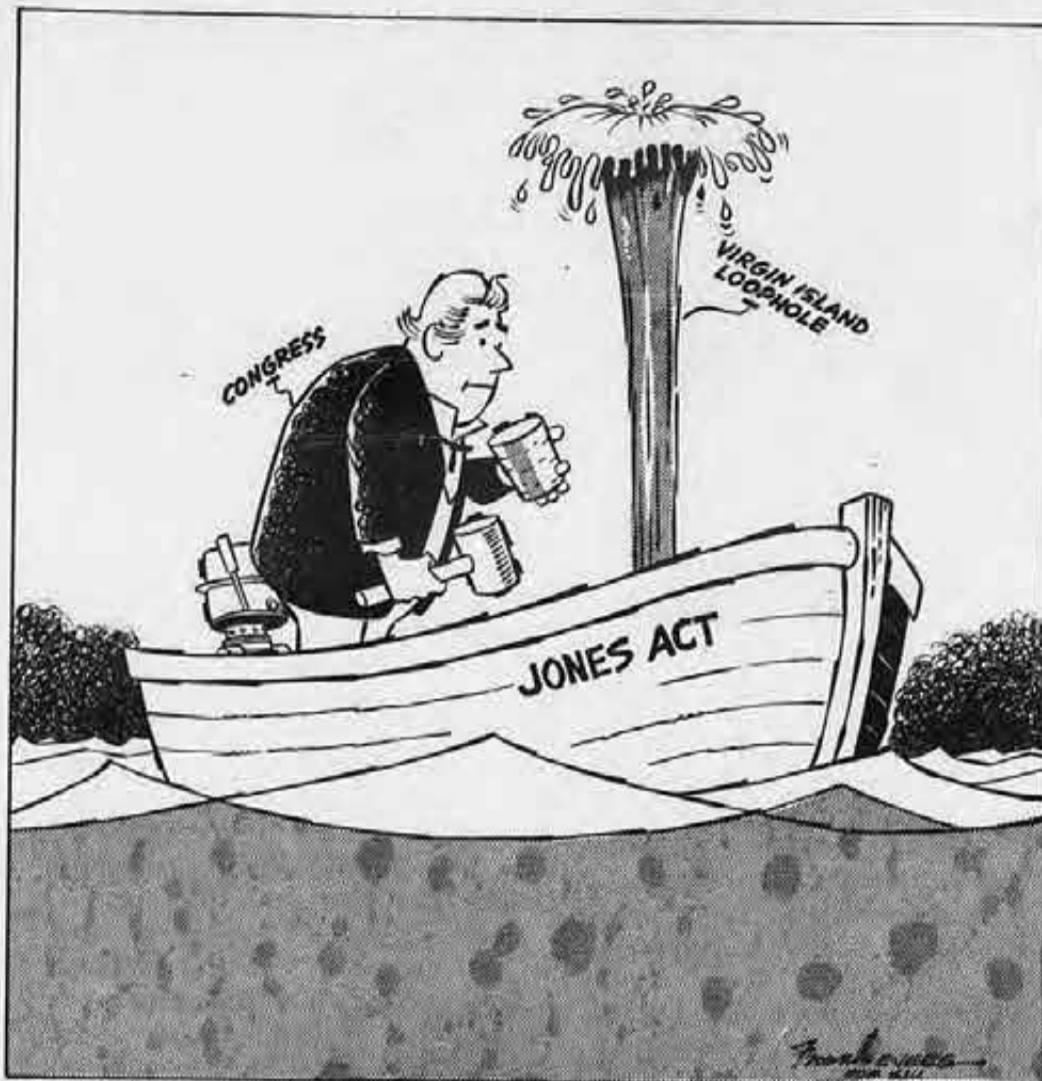
Yet the Jones Act is constantly under attack from many areas, especially from the giant, multinational oil companies trying to destroy it. Despite the success of the Jones Act in protecting domestic shipping, there are presently two areas of the law which must be changed so that the U.S. maritime industry will continue to be protected against inroads by foreign and third-flag fleets.

One step that should be taken is the repeal of a 1950 law which has been frequently used as an excuse to waive the Jones Act. This law, which allows waivers in times of emergency, was originally passed in response to wartime shipping needs. However, it is no longer relevant today and the Congress should take immediate steps to wash it off the books.

Another, and even more pressing matter, is the section of the Jones Act referred to as the "Virgin Islands loophole." When Congress originally passed the Act it was felt that there would not be enough trade involving the islands, so they were not included under its provisions.

In recent years however, substantial trade has developed between the U.S. and the islands, especially in oil. Despite this, the Congress has not made any review of the exemption, although the maritime industry has waged a long struggle to get them to do so.

As might be expected, many com-



Caulk Up the Hole

panies have used this loophole to avoid using U.S.-flag ships, and also to avoid paying taxes on shipping. For example, the Amerada Hess Refinery—the world's largest with a production of 700,000 barrels-of-oil a-day—is located in the islands and uses foreign-flagships to carry its products.

Another company which hopes to enjoy the same exemptions as Amerada Hess is the Virgin Islands Refin-

ing Corp. (VIRCO) which plans to build a 200,000-barrel-a-day facility and eventually progress to a 600,000 barrel-a-day one.

To make matters worse, refineries located on the islands receive tax and subsidy advantages from the government there which domestic refineries do not get. Add this to the loophole situation, and it is easy to understand why refineries on the mainland and Puerto Rico have great difficulty in

competing with those on the islands, and why there is very little incentive to develop much-needed domestic refining capacity.

There is now a move in Congress to finally correct the situation. Sen. J. Bennett Johnston (D-La.) has introduced legislation to extend the coverage of the Jones Act to the islands with respect to crude oil, residual fuel oil and refined petroleum cargoes shipped between the islands and U.S. ports.

The bill, which is in the form of an amendment to the 1920 Merchant Marine Act, would encourage the expansion of domestic refining capacity by removing the unfair advantages which companies such as Hess now enjoy; and it would employ the use of currently laid-up U.S. tankers while at the same time establishing a bulwark against the threat of supply disruption.

Speaking at the AFL-CIO Maritime Trades Department Convention in September, Sen. Johnston stated that he had introduced the legislation after reading a study on the Jones Act's importance to the nation's economy and security. He told the delegates, "It makes no sense at all to export our refining capacity away from the mainland United States."

The MTD Convention passed a resolution supporting Johnston's bill and urged fast Congressional action to close the loophole. We in the SIU wholeheartedly agree, and it is up to all of us in the maritime industry to get behind this legislation and see that it becomes law. As long as this loophole exists, more and more companies will take advantage of it, severely damaging the American maritime industry as well as the American economy.

Remembers

Skipper in Verse

Cap'n John

His last name is Smith
And a legend in his time
Not a myth.

A Calmar Line skipper is he
And treats his crews as nice as can be

As long as night is from dusk to dawn
You'll be remembered long after your're gone
Cap'n John.

Fraternally,
Clarence Cousins
SS Portmar

Letters to the Editor



November 1975 Volume XXXVII, No. 12

SEAFARERS LOG

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

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Good Editorial

I just received my September *Seafarers Log* and your editorial about the phony State Department is the best I've read on this subject. The State Department has doublecrossed not only the American sailor but the fishermen too. The accompanying cartoon by Frank Evers is also very effective. Too bad newspapers all over the country and magazines like Time, Newsweek and World News don't pick it up.

Keep up the good work.

Fraternally,
Danny Rizzolo
Pt. Pleasant, N.J.

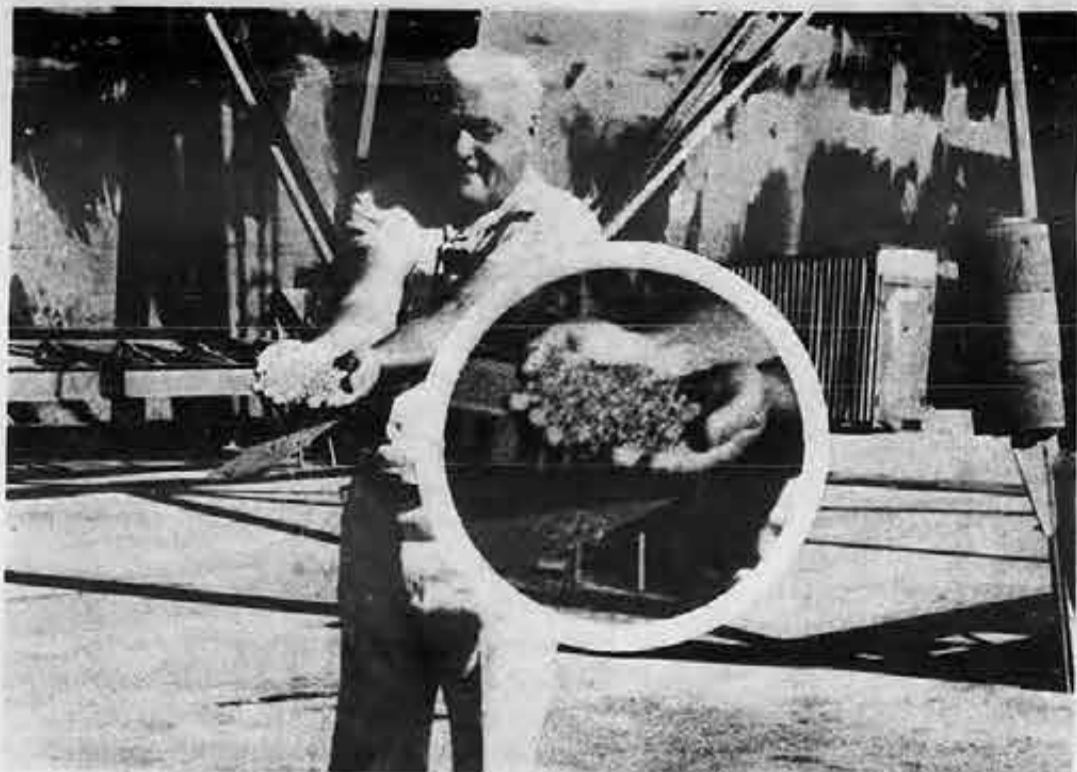
Gets His Overtime

I am writing this letter in sincere appreciation for the prompt and commendable effort put forth by SIU officials in New York in resolving a recent beef on overtime that would otherwise have been lost. I have been a proud member of the SIU for 28 years and this Union is still the greatest in protecting the rights and benefits of its members.

Fraternally,
Robert C. Goodrum
Eufaula, Ala.

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

In Port of Houston, Seafarers Talk About Grain



Grain is the name of the game, says Recertified Bosun Burton Owen as he cups a double handful of the golden substance at a grain elevator in the port of Houston. Brother Owen graciously donated his time to take two staff members of the *Seafarers Log* around the port of Houston to visit the two ships pictured on these two pages. Photo inset focuses on the handful of grain which spilled from elevator while loading a ship bound for Russia.



The *Montpelier Victory*, out of lay-up and one of 17 SIU-contracted ships slated for employment on the Russian grain run, rides high at her berth in the port of Houston as her SIU crew completes tank cleaning before loading.

"Thanks to our contributions to SPAD and the Union's Washington activities concerning the grain deal, shipping has perked up a lot lately for all ratings," said Recertified Bosun Mack D. Brendle as he worked last month cleaning tanks aboard the tanker, *Montpelier Victory*, in the port of Houston, Tex.

The *Montpelier Victory*, which had been laid-up and unemployed, is one of 17 SIU-contracted ships that has received charters in the last two months to carry American grain from the Gulf to Russia. In all, six of the 17 vessels were in lay-up prior to getting charters for the grain run.

A unified stand by labor, which included an ILA grain loading boycott in late September, forced the Ford Administration to negotiate new, higher freight rates for the grain carriage, as well as a five-year, long-term grain selling agreement with the USSR. This agreement will ensure that at least one-third of all grain cargoes going to Russia will be carried by American-flag ships, and it will stabilize the prices of grain-related products in this country.

Reviewing labor's actions to force the new agreement with Russia, H. B. Jeffcoat, sailing deck maintenance on the *Montpelier Victory*, said "it was a damn good thing. The Administra-

tion had been promising a lot to maritime, but never came through with anything." Brother Jeffcoat, who lives in Houston, also stated that "shipping had been pretty slow with the recession and all, but this grain agreement will pick it up quite a bit. We could be in a tough fix without these grain ships." As he operated an air horse while mucking the *Montpelier Victory's* tanks, the Houston Seafarer concluded that "we have to stick together in maritime if we're going to keep our job security strong."

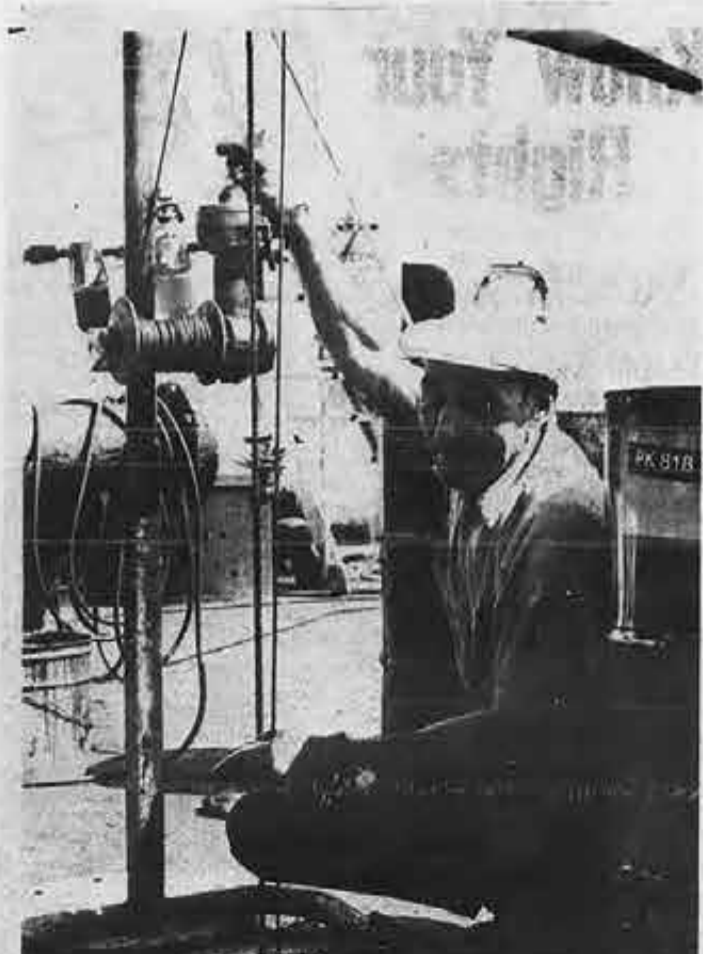
Another member of the *Montpelier Victory's* crew, E. M. "Waterman Chris" Christian, sailing as able-seaman, commented on the long-term effects of the new grain agreement. He said the grain run "will help shipping in all areas of deep-sea, not just in the Gulf," and he said "shipping looks good for the future."

Brother Christian, who lives in Rome, Ga. and has been shipping for 36 years, pointed out though, that "the grain run will not last forever. We now have to concentrate our efforts on getting the oil bill passed."

In the port of Houston awaiting a load of grain for Russia along with the *Montpelier Victory* was the SIU-con-



Sixty feet down at the bottom of one of the *Montpelier Victory's* tanks, three Seafarers pause for a photo while mucking tanks. They are from the left: Bill Dickey, day man; Oliver Pittfield, able-seaman, and Frank Bradford, ordinary seaman. Brother Dickey hails from Florida while Pittfield and Bradford both live in Houston.



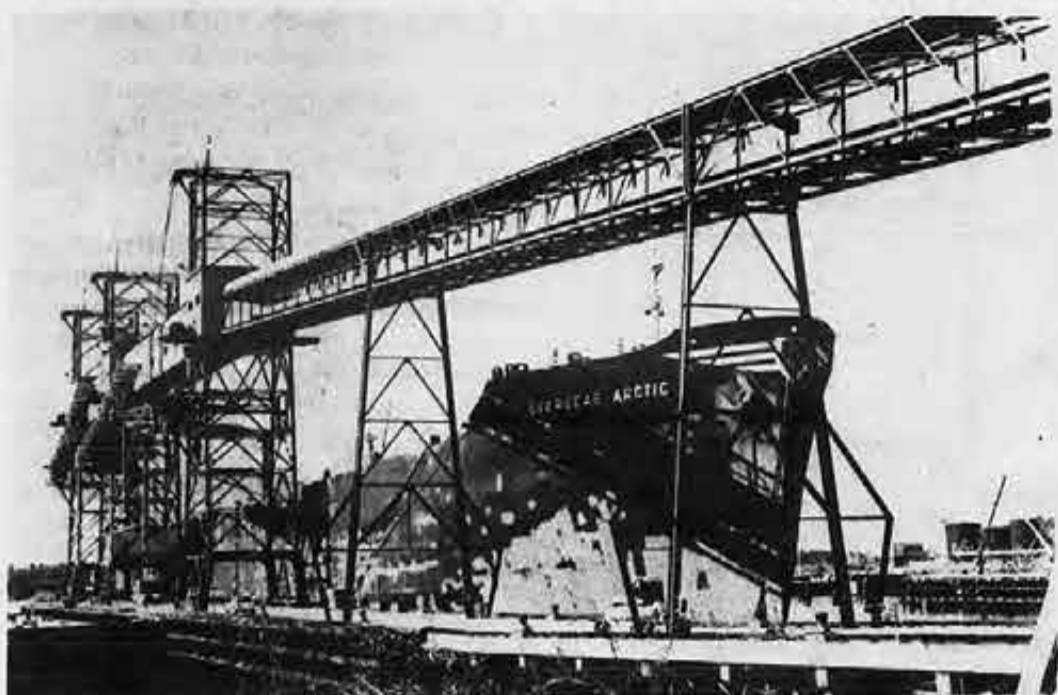
During tank cleaning aboard the *Montpelier Victory* in the port of Houston, are from the left: Able-seaman E. M. "Waterman Chris" Christian, operating air horse; Recertified Bosun Mack D. Brendle, stowing butterworth machine in deck locker, and Deck Maintenance H. B. Jeffcoat, also operating air horse. All three Seafarers agree that the new grain agreement will be a big help to shipping for SIU members.

Deal as They Prepare Ships for Run to Russia

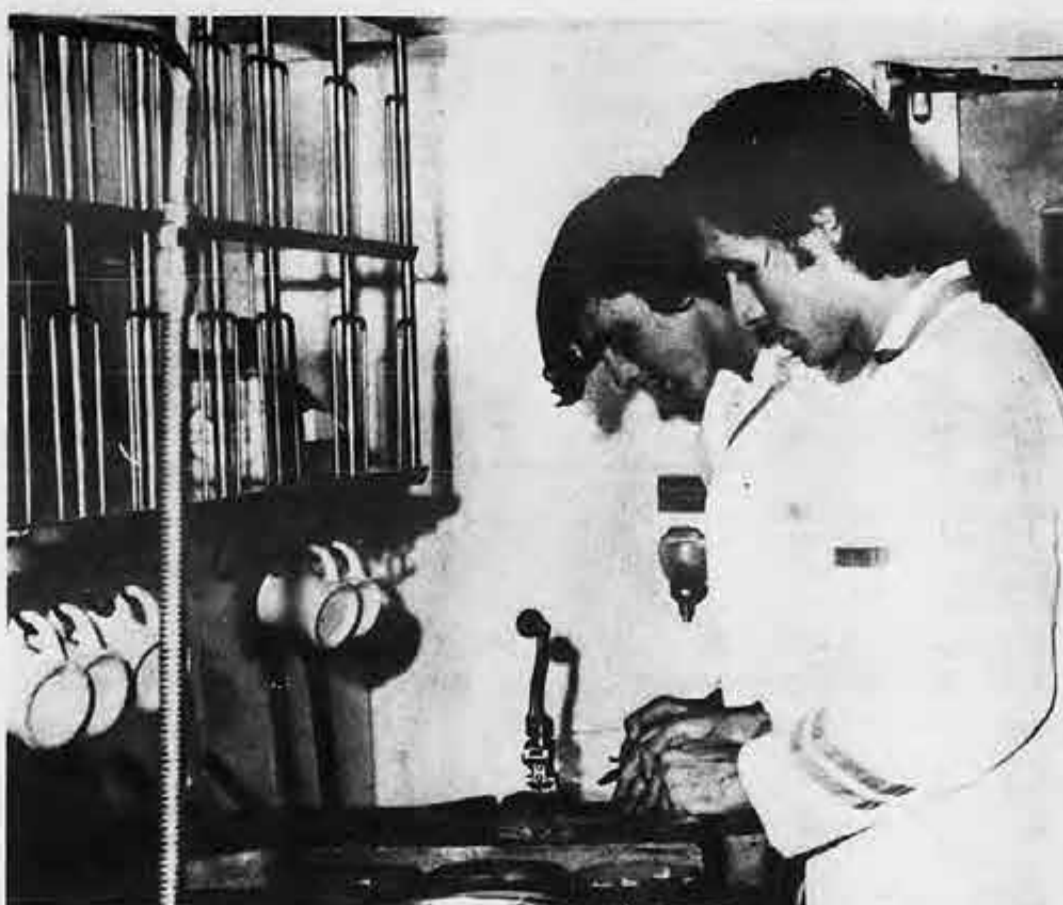
tracted *Overseas Arctic*. The *Arctic's* Chief Steward, T. D. Ballard, who had just come on the ship when she berthed in Houston, agreed with the views of the *Montpelier's* crew. He noted that "shipping had been slow recently, especially for the key ratings, but it has

picked up since the agreement was signed."

Brother Ballard summed up in a few words what the new grain agreement with the Russians means to the professional Seafarer. He said simply, "moving this grain is going to help us a lot."



The SIU-manned *Overseas Arctic* lays at her berth under grain elevator in port of Houston as she awaits a load of grain destined for Russia.



making up salads for dinner in the *Arctic's* galley are James Blair, in front, and Bob Lowe, both sailing messman. The young Seafarers are both Piney Point grads and will be making their first trip to Russia.



T. D. Ballard, left, chief steward aboard the *Overseas Arctic* prepares menu for the week. Brother Ballard says "the grain movement will help us a lot." Center is Piney Point grad, Mike Hara, sailing OS, and right is Baker Fred Hall, in the ship's galley.



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.

New SIU Pensioners



Arved E. "Eric" Auers, 62, joined the SIU in 1944 in the port of Baltimore sailing as a bosun. Brother Auers sailed 38 years including all of World War II and during the Vietnam conflict. He walked the picket line in the 1946 Philadelphia general strike, the New Orleans "Biso" strike and the 1957 Robin Line beef. Seafarer Auers received an SIU Personal Safety Award in 1960 as deck deputy safety representative aboard the accident-free ship, the *SS Steel Architect*. He attended firefighting and LNG classes this year, and last year attained the highest Quartermaster Course mark (94) at the HLSS. Born in Latvia, he is a naturalized American citizen, and served as a corporal in the pre-World War II Latvian Army. He is now a resident of Keene, N.H.



Albert E. Bourgot, 61, joined the SIU in 1938 in the port of Mobile sailing as bosun, and a recertified bosun since last year. Brother Bourgot sailed for 43 years and was a bosun since 1968. Born in Alabama, he is a resident of Mobile.



Vincent E. "Blackie" Kane, 60, joined the SIU in 1942 in the port of Mobile sailing as a bosun. Brother Kane sailed 32 years and during the Vietnam War. He contributed to the Maritime Defense League in 1972. Born in Washington, D.C., he is a resident there.



Dennis J. Neville, 49, joined the SIU in the port of New York in 1955 sailing as a reefer engineer. Brother Neville sailed 26 years and during the Vietnam War. He walked the picket line in the Moore-McCormack Robin Line strike in 1962. In 1969, he trained for a 2nd assistant engineer's license. Born in Kentucky, he is a resident of Chicago, Ill.



Homer L. Miller, 73, joined the SIU in the port of New York in 1959 sailing as a fireman-watertender. Brother Miller sailed 53 years. He was a member of the ISU from 1928 to 1932. Seafarer Miller was a SIU organizer in 1953 in the port of Miami and was on the picket line in the N.Y. Harbor strike in 1961. A native of Staunton, Va., he is a resident of San Francisco.



Joseph C. Garcia, 70, joined the SIU in 1939 in the port of New York sailing as an AB. Brother Garcia sailed for 37 years and walked the picket line in the 1961 Greater N.Y. Harbor strike and the 1963 SIU beef. He was born in Bayamon, Puerto Rico and is a resident of Rio Piedras, P.R.



William E. Oliver, 62, joined the SIU in 1939 in the port of Savannah sailing as a chief steward. Brother Oliver sailed 45 years. He was born in Georgia and is a resident of Mobile.



Arne R. Larsen, 60, joined the SIU in 1944 in the port of New York sailing as a bosun. Brother Larsen sailed 38 years and walked the picket line in the N.Y. Harbor strike in 1961. Born in Copenhagen, he is a resident there.



Mildred J. Bailey, 63, joined the SIU in the port of Frankfort, Mich. in 1953 sailing as a cabin maid for the Ann Arbor Railroad Co. for 23 years. Sister Bailey was born in Wyandotte, Mich. and is a resident of Frankfort.



Antonio Ferreira, 57, joined the SIU in 1945 in the port of New York sailing as a fireman-watertender. Brother Ferreira sailed 32 years and is a U.S. Army veteran of World War II. He walked the picket line in the 1965 District Council beef and worked on the Sea-Land shoregang from 1966 to 1975 at Port Elizabeth, N.J. Seafarer Ferreira was born in Brazil and is a naturalized U.S. citizen. He is a resident of Flushing, Queens, N.Y.



Lucian B. Moore, 67, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Moore sailed 43 years and in 1961 received a USPHS Certificate of Sanitation for high standards in food service aboard the *SS Monarch of the Seas* (Waterman). He is a veteran of the pre-World War II U.S. Navy. A native of Tennessee, he is a resident of Mobile.

Personals

Thomas Elsworth Smith

Linda Martinez asks that you contact her as soon as possible.

John F. Meo

Mrs. Sam Micale requests that you contact her as soon as possible at 23951 Lake Shore Blvd. 904B, Euclid, Ohio 44123.

Ora Jessie

Mrs. Willie Carter asks that you contact her as soon as possible at 2905 Dowling St., Houston, Tex. 77004.

John Ferguson

Mrs. Ylenda Ferguson requests that you contact her as soon as possible at 517 Delaware Ave., Norfolk, Va. 23508.

Antonio Escoto and Richard Brunson

Scott Escoto asks that you contact him as soon as possible in New Orleans at 737-0910.

Thor Jan Waagsbo

Olga Waagsbo asks that you get in contact with Madalene Rizzi of the Salvation Army at P.O. Box 3846, San Francisco, Calif. 94119.

Carl G. Woodard

Helen Campbell asks that you contact her as soon as possible at 226 E. 10 St., Traverse City, Mich. 49684.

John Silkowski

Melvin Harmann of the Jefferson Parish Safety Department asks that you contact him at P.O. Box 7, Metairie, La. 70004.

Gerald W. Anderson

Marie Anderson asks that you contact her as soon as possible at Rt. 2, Box 541, Theodore, Ala. 36582.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

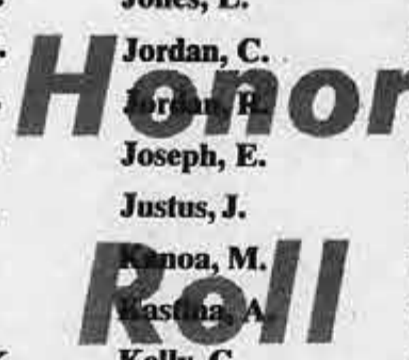
Sept. 25 - Oct. 22, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	11	124	\$ 31,566.60	\$ 364,350.30
In Hospital Daily @ \$1.00	517	5,055	517.00	5,055.00
In Hospital Daily @ \$3.00	150	1,681	450.00	5,043.00
Hospital & Hospital Extras	15	144	2,454.65	14,178.42
Surgical	3	30	87.00	1,992.92
Sickness & Accident @ \$8.00	4,605	63,119	36,840.00	504,952.00
Special Equipment	—	23	—	3,227.04
Optical	175	1,782	3,293.96	48,413.93
Supplemental Medicare Premiums	13	288	1,413.10	14,448.50
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	340	3,670	76,192.60	804,600.75
Doctors' Visits In Hospital	64	597	2,107.01	22,307.73
Surgical	108	1,075	14,808.88	148,106.87
Maternity	19	146	6,117.35	43,034.25
Blood Transfusions	1	16	198.00	1,676.00
Optical	124	1,307	2,897.65	33,396.73
PENSIONERS & DEPENDENTS				
Death	6	113	22,000.00	350,000.00
Hospital & Hospital Extras	136	1,598	18,785.03	237,488.03
Doctors' Visits & Other Medical Expenses ..	93	1,084	3,152.42	42,421.98
Surgical	10	120	1,375.00	18,974.91
Optical	66	647	1,427.55	16,336.42
Blood Transfusions	1	4	91.00	188.00
Special Equipment	1	22	72.45	4,837.36
Dental	—	6	—	2,006.00
Supplemental Medicare Premiums	2,025	17,837	14,978.70	126,066.20
SCHOLARSHIP PROGRAM	12	99	3,703.41	36,884.81
TOTALS				
Total Seafarers Welfare Plan	8,495	100,587	244,529.36	2,849,987.15
Total Seafarers Pension Plan	2,399	21,170	588,038.00	5,207,395.30
Total Seafarers Vacation Plan	712	8,372	459,025.19	4,685,191.30
Total Seafarers Welfare, Pension & Vacation	11,606	130,129	\$1,291,592.55	\$12,742,573.75

283 Have Donated \$100 or More to SPAD

The following Seafarers and other concerned individuals, 283 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1975. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions.) Five who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, three have contributed \$300, and one \$600. For the rest of the year, the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming years our political role must be maintained if the livelihoods of Seafarers are to be protected.

Abrams, R. A.	Coutant, W. E.	Hernandez, R.	McKay, R.	Paradise, L.	Rondo, C. P.	Stephens, C.
Adams, W.	Cross, M.	Heimila, E.	McKay, R.	Papuchis, S. J.	Royal, F.	Stephens, W. W.
Air, R. N.	Davis, J.	Honeycutt, R.	McMullin, C.	Parkin, G. C.	Ruhl, M.	Surrick, R. H.
Algina, J.	Davis, T.	Hoover, G. L.	McNeedly, J.	Parrish, J. M.	Russo, M.	Swiderski, J. B.
Allen, J.	Debarros, M.	Imperial, B.	Meester, E.	Parsons, L. R.	Sacco, J.	Tanner, C.
Ammam, W.	Demetrius, J.	Ingenhartsen, E. S.	Merson, D.	Payne, O.	Sacco, M.	Taylor, G.
Almasco, B.	Didomenico, J.	Iovino, L.	Mesford, H.	Pecquex, F.	Saeed, F.	Telegados, G.
Anderson, D.	Di Giorgio, J.	Jackson, C. L.	Mesner, C.	Pelfrey, M.	Salazar, H.	Terpe, K.
Anderson, E.	Doak, W. J.	Jenkins, W.	Michael, J.	Peralta, R.	Saleh, F.	Therman, E. W.
Anderson, J. E.	Dolgen, D.	Jones, L.	Miller, C. E.	Perez, J.	Saleh, H.	Thomas, J.
Andicoechea, J. I.	Dotterer, J.	Jordan, C.	Mitchell, R.	Peth, C.	Salamons, I.	Tirelli, E.
Annis, G.	Drozak, F.	Jordan, R.	Mitchell, W. L.	Porter, J.	Sanchez, M.	Troy, S.
Aronica, A.	Drozak, P.	Joseph, E.	Mize, C.	Poulsen, V.	Sawin, M.	Troxclair, H.
Arndte, L.	Ducote, C.	Justus, J.	Molina, F.	Powers, J. N.	Seabron, S.	Tyler, E.
Arthofer, P.	Dwyer, J.	Kanoa, M.	Mollard, C.	Pow, J.	Seager, T.	Uriola, J.
Aubusson, E.	Eddins, J.	Kastana, A.	Mongelli, F.	Quinnonez, R.	Selzer, R.	Vaughan, W. P.
Avers, A.	Edwards, K.	Kelly, C.	Moody, O. W.	Reck, L. G.	Selzer, S.	Viles, L.
Avery, R. H.	Elbersoff, N.	King, J. H.	Mooney, E. X.	Reinosa, J.	Shappo, M.	Wallace, W.
Babkowski, T.	Ellis, F. D.	King, S.	Morris, E.	Rettenbacher, W.	Shepard, E.	Walsh, J.
Bathia, N. N.	Farnen, F.	Koehn, J.	Morris, W.	Riddle, D.	Sigler, J.	White, C.
Baum, A. J.	Farner, D.	Kusumoto, K.	Morrison, J. A.	Riley, E.	Smith, H. C.	White, W.
Bellinger, W.	Fay, J.	La Hays, F.	Mortenson, O. J.	Rivera, R.	Sorel, J.	Wilburn, R.
Berger, D.	Ferrara, A.	Langford, C.	Mulligan, M. P.	Robertson, L.	Spencer, G.	Wilisch, E. P.
Bernstein, A.	Ferreira, J.	Lee, J. F.	Muwallad, M. A.	Robertson, T.	Spiegel, H.	Williams, L.
Blanton, M.	Fletcher, F.	Leeper, B.	Meyers, J.			Wilson, B.
Bluitt, J.	Fischer, H.	Lennon, J.	Napier, D. E.			Wilson, C.
Bonefont, J. D.	Florous, C. D.	Leo, A. J.	Napoli, F.			Wilson, J.
Bonser, L.	Foster, J.	Lewis, J.	Nash, W.			Wingfield, P. G.
Boudreau, R.	Frey, C.	Libby, H.	Nash, W.			Wingfield, P. G.
Boyle, C.	Furukawa, H. S.	Lilbedahl, H.	Neira, L.			Wingfield, P. G.
Boyne, F.	Garay, F.	Liles, T.	Nelson, J.	Bubaks, H.	Hall, P.	Pulver, E.
Brady, J.	Garcia, R.	Lightfoot, R.	Olivera, W. J.			
Brand, H.	Gard, C. L.	Lindsey, H. S.	Oneill, D. R.			
Brannan, G.	Gaskill, H.	Loleas, P.	Paladino, F.			
Brooks, S. T.	Gentile, C.	Lomas, A.				
Brown, G. A.	Gill, P. D.	Long, F.				
Brown, I.	Glaze, R. W.	Lonbardo, J.				
Browne, G.	Glidewell, T.	Loper, C.				
Bryan, E. R.	Goethe, F.	Malensky, G.				
Bryant, B.	Golder, J.	Makin, W.				
Butts, W.	Goncalves, A.	Manafa, D.				
Cadiz, S.	Gould, T.	Mann, C.				
Caffey, J.	Grissom, F.	Mansfield, L. R.				
Campbell, A.	Guarino, L.	Martian, T. A.				
Campbell, D.	Guertin, L.	Martin, J.				
Capella, F.	Gutierrez, A. S.	Martinez, O. A.				
Carbone, V.	Hall, E.	McCartney, G.				
Carlip, P.	Hall, K. M.	McCray, J.				
Cirignano, L.	Hall, Jr., L.	McCree, J.				
Compton, W.	Hall, Sr., W.	McFarland, D. R.				
Conklin, K.	Hardin, J. V.	McGarry, F. J.				
Connolly, M. W.	Hart, R.	McKay, D.				
Corletta, P.	Hauf, M. A.	McKay, M.				



\$600 Honor Roll

Pomerlane, R.

\$300 Honor Roll

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

\$200 Honor Roll

Batchelor, A. Curtis, T. Gatewood, L. Richardon, N.

\$20⁰⁰
SEAFARERS POLITICAL ACTIVITY DONATION
675 FOURTH AVENUE
BROOKLYN, N. Y. 11232
\$20⁰⁰

Date _____

Contributor's Name _____

Address _____ City _____ State _____

S.S. No. _____ Zip Code _____

SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union (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.)

\$20⁰⁰
Signature of Solicitor _____
1975
Port _____
\$20⁰⁰

Have You Made Your SPAD Donation This Year?

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

HOW DOES SPAD WORK?

SPAD supports and contributes to political candidates for elective office.

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

Legislation That Affects Your Job

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

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

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

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

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

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

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



SPAD IS VOLUNTARY

All contributions to SPAD are voluntary.

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

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

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



Final Departures



Rudolf Avilo, 61, died on Aug. 21 in Buffalo, N.Y. Brother Avilo joined the Union in the port of Cleveland in 1965 sailing as an AB for the Cement Transit Co. He sailed for 20 years and was a veteran of the Estonian Army. Born in Estonia, he was a resident of Buffalo.



Herbert W. Davis, 49, died on Sept. 19 in San Francisco. Brother Davis joined the SIU in 1946 in the port of Jacksonville sailing as an AB. He sailed for 28 years and was a U.S. Navy veteran of World War II. A native of Virginia, he was a resident of Jacksonville. Surviving are his widow, Erin; a son, David; a daughter, Katherine and a sister, Mrs. Mary Wilson of Jacksonville.



IBU pensioner **Earl H. Mitchell, 77**, succumbed to a heart attack in Haverford (Pa.) General Hospital on May 26. Brother Mitchell joined the Union in the port of Philadelphia in 1960 sailing as a tugboat captain and mate for 36 years, first for Taylor & Anderson Co. and for the Independent Towing Co. from 1926 to 1962. He was born in Delaware and was a resident of Upper Darby, Pa. Surviving are his widow, Viola; two daughters, Mrs. Reba McLoughlin of Media, Pa. and Mrs. Mary Hocker of Frankford, Del. and a stepdaughter, Mrs. Pauline Higgins of Havertown, Pa.



William E. Murphy, 68, died due to a hernia in Manitowoc (Wisc.) Memorial Hospital on Apr. 23, 1974. Brother Murphy joined the SIU in 1944 in the port of New York sailing in the steward department. He sailed 31 years and attended school at the U.S. Maritime Service Training Station in Sheepshead Bay, Brooklyn, N.Y. Born in Wisconsin, he was a resident of Manitowoc.



IBU pensioner **John Naalsund, 74**, succumbed to bronchitis in the Kristiansund (Norway) Nursing Home on Dec. 8, 1973. Brother Naalsund joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for the Warner Co. from 1955 to 1959 and for the Taylor & Anderson Towing and Lighterage Co. from 1959 to 1962. He was born in Kristiansund and was a resident there. Burial was in Nordlandet Cemetery, Kristiansund. Surviving are his daughter, Mrs. Thomas J. (Joan) N. Carroll of Unionville, Pa.; a brother, Anders, and two sisters, Mrs. Margot Waagen and Mrs. Tina Golem, all of Kristiansund.



John T. Hoppe, 49, passed away on Oct. 5 in Baltimore. Brother Hoppe joined the SIU in the port of Baltimore in 1968 sailing as an electrician and as a QMED. He attended the School of Marine Engineering of Brooklyn, N.Y. in 1968 and the SIU Upgrading School in Piney Point, Md. Seafarer Hoppe was a U.S. Navy veteran of World War II. Born in Boston, he was a resident of Baltimore. Surviving are a son, Mark of Springfield, Va. and a brother, Frank of Baltimore.



SIU pensioner **James W. McLeod, 71**, passed away from emphysema in the Baltimore USPHS Hospital on Aug. 3. Brother McLeod joined the SIU in 1944 in the port of New York sailing in the steward department. He sailed 47 years, was a U.S. Navy veteran of World War II and attended a SIU Pensioners Conference at Piney Point in 1970. Born in Clayton, Ala., he was a resident of Chester, Pa. Burial was in Mt. Hope Cemetery, Aston, Pa. Surviving are his mother, Mrs. J. L. McLeod, 90, of Bronwood, Ga. and his sister, Katherine of St. Simon's Is., Ga.



SIU pensioner **Rafael Reyes, 82**, passed away on Sept. 26. Brother Reyes joined the Union in 1940 in the port of New York sailing as an oiler. He sailed 26 years and walked the picket line in both the Greater N.Y. Harbor strike of 1961 and the Robin Line strike of 1962. Seafarer Reyes was a U.S. Army veteran of World War I. Born in Puerto Rico, he was a resident of Huntington Park, Calif. Surviving are his widow, Maria; a son, Rafael of Cerritos, Calif. and a stepdaughter, Ines Berroa of Huntington Park.



Henry Ortega, 34, died on Oct. 3 in Oakland, Calif. Brother Ortega joined the SIU in the port of Houston in 1964 sailing as an OS. He was a graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. in 1963. Born in Denver, Colo., he was a resident there. Surviving are his parents, Mr. and Mrs. Isidor Ortega of Denver.



Howard M. Rayburn, 63, passed away in Columbus, Ohio on Feb. 25, 1974. Brother Rayburn joined the SIU-affiliated IBU in the port of New Orleans in 1957 sailing as an oiler for Coyle Lines. He was born in Greenup County, Ky. and was a resident of Columbus. Surviving is his widow, Louise.



Herman C. Kemp, 53, died on Aug. 18 in New Orleans. Brother Kemp joined the SIU in 1946 in the port of Tampa sailing as a deck engineer. He sailed 30 years and was a U.S. Navy veteran of World War II. A Georgian, he was a resident of East Point, Ga. Surviving are his widow, Carolyn of Tampa; a son, Jerry of East Point; two sisters, Mrs. Inez Brown of Smyrna, Ga. and Mrs. Nellie Mabry of East Point, Ga. and a sister-in-law, Mrs. J. D. Kemp of Culners, Ga.



IBU pensioner **Harry H. Kern, 76**, succumbed to a heart attack in Cypress Community Hospital, Pompano Beach, Fla., on July 25. Brother Kern joined the Union in Staten Island, N.Y. in 1960 as a mate for the Baltimore & Ohio Railroad Marine Division from 1922 to 1963 and the U.S. Army Engineer Corps from 1920 to 1922. He was a Navy veteran of World War I. A native of New York City, he was a resident of Pompano Beach. Burial was in Lutheran Cemetery, Brooklyn, N.Y. Surviving are his widow, Elsie; a son, Harry and a daughter, Marian of New York City.



Frank P. Kustura, 66, died of a cerebral hemorrhage in the U.S. Medical Center in Mobile on Aug. 8. Brother Kustura joined the SIU in 1948 in the port of Mobile sailing as a chief steward. He was born in New York City and was a resident of Wilmer, Ala. Interment was in Pine Crest Cemetery, Mobile. Surviving are his widow, Margarette; a son, Frank and a daughter, Frances.



Peter Loumakis, 40, died on Sept. 26 in Tampa. Brother Loumakis joined the SIU in the port of Tampa in 1964 sailing as an AB. A native of Greece, he became a U.S. naturalized citizen in 1961. He was a Tampa resident and a post-World War II U.S. Army veteran. Surviving are his widow, Bonnie; two sons, Steven and Constantinos and two daughters, Cynthia and Melania.



Charles A. Gerren, 55, expired of cancer of the pancreas at home on June 7. Brother Gerren joined the Union in the port of Ashtabula, Ohio in 1961 sailing as a deckhand for the Great Lakes Towing Co. from 1942 to 1975. Born in Conneaut, Ohio, he was a resident there. Burial was in Glenwood Cemetery, Conneaut. Surviving are a son, Charles; a daughter, Patricia and his parents, Mr. and Mrs. Walter Gerren of Conneaut.



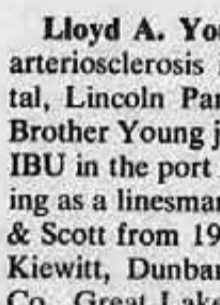
Henry Garrido, 54, succumbed to a heart attack in the San Francisco General Hospital on Aug. 23. Brother Garrido joined the SIU in the port of San Francisco in 1970 sailing as an OS. He was born in Corregidor, the Philippine Islands, and was a U.S. naturalized citizen living in San Francisco. Seafarer Garrido was a U.S. Navy veteran of World War II. Interment was in Golden Gate Cemetery, San Francisco. Surviving is his widow, Juanita.



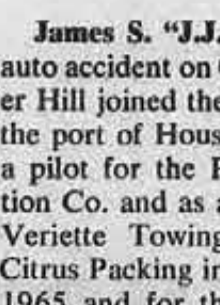
IBU pensioner **Calvin W. Derrickson, 74**, passed away on Sept. 25. Brother Derrickson joined the Union in the port of Philadelphia in 1961 sailing as a tugboat captain for P. F. Martin Inc. from 1954 to 1968. Born in Delaware, he was a resident of Selbyville, Del. Surviving are his widow, Lula, and a daughter, Vivian.



Elvin Norris, 53, died of a heart attack in the USPHS Hospital, New Orleans on July 4. Brother Norris joined the SIU in the port of New Orleans in 1968 sailing as a chief electrician. He was a U.S. Navy veteran of World War II and a 1968 HLSS graduate. A native of Bagdad Milton, Fla., he was a resident of New Orleans. Interment was in the National Cemetery, Pensacola, Fla. Surviving are his widow, Irene and his parents, Mr. and Mrs. John Norris.



Lloyd A. Young, 52, succumbed to arteriosclerosis in Outer Drive Hospital, Lincoln Park, Mich. on Sept. 18. Brother Young joined the SIU-affiliated IBU in the port of Detroit in 1961 sailing as a linesman for Merritt, Chapman & Scott from 1955 to 1963, Dunbar & Kiewitt, Dunbar & Sullivan Dredging Co., Great Lakes Dredge & Dock Co. and the Hannah Inland Waterways Corp. last year and the Luedtke Engineering Co. of Frankfort, Mich. this year. He was born in River Rouge, Mich. and was a resident there. Seafarer Young was a U.S. Navy veteran of World War II. Burial was in Fernwood Cemetery, Riverview, Mich. Surviving are his parents, Mr. and Mrs. Norman Young; a brother, John of Altamonte Springs, Fla. and a sister, Marion of River Rouge.



James S. "J.J." Hill, 48, died in an auto accident on Oct. 1 in Texas. Brother Hill joined the SIU-affiliated IBU in the port of Houston in 1969 sailing as a pilot for the Petroleum Transportation Co. and as a captain for the H. J. Veriette Towing Co. He sailed for Citrus Packing in 1957, Coyle Lines in 1965 and for the Bacon Towing Co. in 1969. Seafarer Hill was a U.S. Navy veteran of World War II. Born in Alabama, he was a resident of Galveston, Tex. Surviving is a son, Terry of Galveston.

Another group of Seafarers graduated from the SIU's Bosuns Recertification Program this month and have rejoined their ships with a greater knowledge of their Union and its history, and the state of the entire maritime industry.

In the more than two years time since it was instituted, the Bosuns Recertification Program has made great strides in educating the many Seafarers who have participated in it. These men, the leaders of the unlicensed crews on SIU-contracted ships, have spent two months learning about the SIU, its past, where it stands today and where it

Tadeusz Chilinski



Seafarer Tadeusz Chilinski, 56, has been a member of the SIU since 1942, and he began shipping out as bosun in 1948. A native of Poland, he now makes his home in Westminster, Calif. with his wife Pauline. Brother Chilinski ships from the port of Wilmington.

Lonnie Cole



Seafarer Lonnie Cole, 49, has been sailing with the SIU since 1946, and he has been shipping out as bosun for the past 15 years. A native of Asheboro, N.C., he continues to make his home there with his wife Marie. Brother Cole ships from the port of Norfolk.

William Showers



Seafarer William Showers, 34, has been a member of the SIU since 1963, and he started shipping out as bosun in 1973. A native of San Francisco, he ships from that port city and continues to make his home there with his wife Nadine.

12 More Bosuns Graduate

will go in the future, and the present state and future of the U.S. maritime industry.

The first four weeks of the program are spent at the Harry Lundeberg School of Seamanship. Here the men partake in classes on Union education and Union history, and also study the SIU contract, constitution, and benefit plans. They learn about the maritime industry and the new ships being constructed; they take firefighting and first

aid courses, and also get a taste of politics with visits to Washington.

The second month of the program is spent at Union Headquarters in New York. It is here that the bosuns see the operation of their Union in action. They visit all the departments, including records, claims, data center, the control room and the LOG. The men also assist in paying off vessels coming into New York; in registering men for shipping, and paying visits to the

USPHS hospital in the area.

After completing both phases of this program the Recertified Bosun is much better qualified in all the aspects of his job. He is more familiar with the technological advances of the new vessels which have been built, he can hold more informative shipboard meetings and is better able to answer questions and settle beefs.

The main goal and objective of this program has been better communication. Though programs such as this one and the 'A' Seniority Upgrading Program, that goal is being accomplished.

Floron Foster



Seafarer Floron Foster, 47, has been a member of the SIU for 30 years, and he started shipping out as a bosun in 1952. A native of Mobile, Ala., he continues to make his home there with his wife Mary Lee. Brother Foster ships from the port of New Orleans.

Alfred Sawyer



Seafarer Alfred Sawyer, 54, has been sailing with the SIU since 1943, and he began shipping out as a bosun in 1945. A native of Norfolk, he ships from that port and continues to make his home there with his wife Lena.

H. C. Hunt



Seafarer H. C. Hunt, 49, has been shipping with the SIU since 1945, and he began sailing as a bosun in 1955. A native of North Carolina, he now ships from the port of Houston where he makes his home with his wife Jeannie.

Carl Thompson



Seafarer Carl Thompson, 32, has been an SIU member for the past 16 years and started shipping out as bosun in 1970. A native of Mobile, Ala., he continued to make his home there with his wife Mary. Brother Thompson ships out of the port of Houston.

John Furr



Seafarer John Furr, 48, has been shipping with the SIU since 1950, and he began sailing as a bosun in 1968. A native of Arkansas, Brother Furr now makes his home in Malvern, Ark. with his wife Lucille. He ships from the port of Houston.

Tom Walker



Seafarer Tom Walker, 40, has been a member of the SIU since 1955, and he started shipping out as bosun in 1964. A native of California, he now makes his home in Sunland, Calif. with his wife Ellen. Brother Walker ships from the port of Houston.

Clarence Owens



Seafarer Clarence Owens, 50, has been a member of the SIU since 1945, and he started shipping out as bosun in 1948. A native of Tennessee, he now makes his home in Colorado. Brother Owens ships from the port of New Orleans.

John Moore



Seafarer John Moore, 53, has been a member of the SIU since 1950, and he began shipping out as a bosun in 1953. A native of Texas, Brother Moore ships from the port of Houston where he makes his home with his wife Leila.

John Adams



Seafarer John Adams, 35, has been a member of the SIU since 1959 and has been shipping out as bosun since 1970. A native of New York, he ships from that port and continues to make his home there with his wife Julia.

Six More Seafarers Complete "A" Book Program

Wayne Woodcock



Seafarer Wayne Woodcock first sailed with the SIU in 1966. A U.S. Coast Guard veteran, Brother Woodcock sails in the steward department. Before attending the 'A' Seniority Program, Brother Woodcock upgraded to Cook and Baker at Piney Point. A native of Orange, Tex., Brother Woodcock now lives in San Francisco and ships out of that port.

Peter Fried



Seafarer Peter Fried has been sailing with the SIU since his graduation from the Harry Lundeberg School at Piney Point in 1971. Before attending the 'A' Seniority Program, Brother Fried returned to the Lundeberg School and obtained his FOWT ticket. He is a resident and native of New York City and ships from that port.

Fletcher Hanks III



Seafarer Fletcher Hanks III began sailing with the SIU when he graduated from the Harry Lundeberg School in 1972. Sailing as a QMED, Brother Hanks studied for that endorsement at Piney Point before starting the 'A' Seniority Upgrading Program. A native and resident of Oxford, Md., Brother Hanks ships from the port of Baltimore.

Robert Wilson



Seafarer Robert Wilson has been shipping out with the SIU since 1971 when he graduated from the Harry Lundeberg School. He returned to Piney Point to study for his FOWT and QMED endorsements before entering the 'A' Seniority Program. A native and resident of San Francisco, Brother Wilson ships from that port.

William Joe



Seafarer William Joe has been sailing with the SIU since 1969. Sailing in the engine department, Brother Joe earned his QMED endorsement at the Harry Lundeberg School before attending the 'A' Seniority Program. Brother Joe, a native of New York City, now lives in New Orleans and ships from that port.

Hector Rodriguez



Seafarer Hector Rodriguez graduated from the trainee program at the New York Andrew Furuseth Training School and began sailing with the SIU in 1971. Brother Rodriguez first attended the Harry Lundeberg School in 1974 when he earned his FOWT endorsement. Shipping out of the port of New York, Brother Rodriguez is a resident and native of Brooklyn, N.Y.

The SIU's 'A' Seniority Upgrading Program has six more graduates this month, bringing the total number of Seafarers who have completed this program to 191.

These men spent two weeks at the Harry Lundeberg School in Piney Point where they attended Union classes, reviewed the administrative procedures of the Lundeberg School and spoke to trainees during their engine, deck or steward training session.

The six seniority upgraders then spent two weeks at Union Headquarters in New York. While in New York they

visited all of the various departments that administer the Union's funds, keep employment records, publish the LOG and keep track of SIU-contracted ships. They also accompanied Union patrolmen servicing SIU ships.

By going through this in-depth study of their Union's activities, both at the SIU's training facilities in Piney Point and at the administrative offices in New York, these Seafarers leave the 'A' Seniority Program with a better understanding of their Union, its purpose, its membership, its role in the modern maritime industry and its problems.

Brand, Sullivan and Downing

Continued from Page 3

U.S. is "still in the throes of an uphill battle to keep ships sailing under the U.S.-flag on the high seas."

The House Merchant Marine and Fisheries Committee chairman said that subsidy for the American fleet is not the sole answer to keeping the U.S. merchant marine competitive. She noted that in the past she had sponsored unsuccessful bills which would have forbidden foreign carriers from charging freight rates that are too low, and would have reserved a third of imported oil for U.S.-flag ships.

Mrs. Sullivan said she was "disturbed" with the "fragmentation of responsibility" within the Ford Adminis-

tration on merchant marine matters which is working to the "detriment" of the merchant fleet.

"When we consider the pattern of bilateralism and other forms of cargo sharing and cargo reservation which seem to be emerging in international shipping," she said, "I think it would be both shortsighted and unrealistic for our own merchant marine to place undue reliance on subsidy alone."

Representative Downing told the delegates that he would personally spark the drive for the cargo preference bill if the Ford Administration fails to produce its own version of the legislation by the end of the year.

Downing said that in his opinion

more cargoes rather than federal subsidies was the "realistic solution" to the problems facing the maritime industry. And, he stated that based on the actions of other nations, "so-called cargo sharing would appear to be the ocean shipping norm."

"If it is," he continued, "then realism and economic self-interest would seem to dictate that our merchant marine policy be adjusted accordingly."

The Virginia Democrat also criticized President Ford for pocket vetoing the oil cargo preference bill last year, and he cited the Administration's failure to provide its long-promised solutions to the problems facing maritime.

He said that if the Administration did not act, then it was up to the Congress to do so.

More U.S. Jobs to Revitalized Merchant Marine

Continued from Page 2

but also in U.S. shipyards and allied industries located throughout the nation," the SIU representative outlined the present problems of the U.S. fleet and possible solutions.

He testified that the nation's recent recession coupled with the energy crisis, new restrictive cargo practices of other nations, and increased competition from foreign state-owned and supported fleets in the U.S. trades are among the most

serious problems affecting our deep sea fleets.

To aid the U.S. merchant fleet, the SIU believes that the U.S. should revise its tax treatment of runaway flag vessels to discourage their use, develop "a cohesive national cargo policy that will provide the U.S. fleet with the same cargo advantages as other nations provide their fleets," and establish a unified maritime agency that could have the authority to make all U.S. maritime decisions.

Turning to this nation's inland water industry, the SIU representative told the special committee that "this industry carries the great majority of U.S. bulk cargoes and foodstuffs between U.S. ports."

To maintain this system and assure its growth, the SIU recommended that the users' charges now under consideration for the nation's waterways not be approved, Lock and Dam No. 26 on the Mississippi River be modernized, deregulation of railroads be stopped to avoid unfair rate cutting and that the Trans-Alaskan Natural Gas Pipeline be approved.

In a letter sent to the Union after its testimony, Commerce Secretary Morton said that he was most impressed with the SIU's testimony because it evolved from great concern over this nation's unemployment problems.

Multinationals

Continued from Page 3

operation of the collective bargaining process."

Concluding his remarks, President Hall affirmed that to resolve this worsening situation "it must be this nation's first and foremost job to protect the industries and workers who are the basis for the strength of our country. To do this we must vigorously seek to discourage every effort by American industries to locate in tax and wage havens abroad. At the same time we must seek to prevent them from selling back to us in this country the products and services they produce abroad."

In addition to President Hall, other speakers at the seminar included: George Meany, AFL-CIO president; John Dunlop, U.S. secretary of labor; Betty S. Murphy, chairman of the National Labor Relations Board; Moon Landrieu, mayor of New Orleans; Joseph Alioto, mayor of San Francisco; Frank Zarb, head of the Federal Energy Administration, and William Usery, national director of the Federal Mediation and Conciliation Service.



Joseph is shown here in 1965 with some Russian citizens in front of Lenin's Tomb in Moscow's Red Square. Joseph has made three trips to the Soviet Union since 1959.

Seafarer Joseph

Continued from Page 15

Sailing with the SIU since 1947, Seafarer Joseph was born and raised in Calcutta, India and served in the Royal Indian Air Force as a pilot. While in the Indian Air Force, he learned to box and in 1942 was the amateur welterweight champion of India.

Malaria ended Joseph's career as a pilot when he was only 18 and he left his homeland to begin a career as a professional boxer.

Joseph's first professional fight, which he won, was in Cairo, Egypt. Then moving to Montreal, Joseph's career as a successful professional welterweight gathered speed as he won 19 out of his next 21 fights, losing two by TKOs.

But a sharp blow to the face in his 22nd fight damaged the retina in Joseph's right eye in 1945, blinding that eye and abruptly ending his career as a professional boxer.

Begins New Career

Seafarer Joseph soon left Canada for the United States and by 1947 had begun a new career sailing with the SIU.

Joseph never recovered the sight in his injured eye, but in 1951 he donated the cornea from the eye to help restore a brother Seafarer's sight.

While in the Staten Island USPHS Hospital, Joseph shared a room with Seafarer Phil Pron who lost vision in both eyes as the result of a 1950 ship-board accident.

The doctors told Pron that a cornea transplant, then a new surgical procedure, offered a possible cure if a donor could be found.

When Joseph heard this he offered the cornea from his injured right eye, giving up any chance he might have had to recover normal vision, and Pron was again able to see.

Ex-pilot, ex-boxer, unselfish donor for a pioneering surgical procedure and curious voyager to foreign lands—Seafarer Eric Joseph is truly an inquisitive traveler through "Life's uncertain voyage."

MEMBERSHIP MEETINGS SCHEDULE

Port	Date	Deep Sea	IBU	UIW
New York	Dec. 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Dec. 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Dec. 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Dec. 11	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Dec. 11	2:00 p.m.	—	—
Detroit	Dec. 12	2:30 p.m.	—	—
	Dec. 15	—	5:00 p.m.	—
Houston	Dec. 15	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Dec. 16	2:30 p.m.	5:00 p.m.	—
Mobile	Dec. 17	2:30 p.m.	5:00 p.m.	—
San Francisco	Dec. 18	2:30 p.m.	—	—
Wilmington	Dec. 22	2:30 p.m.	—	—
Seattle	Dec. 26	2:30 p.m.	—	—
Piney Point	Dec. 13	10:30 a.m.	10:30 a.m.	—
San Juan	Dec. 11	2:30 p.m.	—	—
Columbus	Dec. 20	—	—	1:00 p.m.
Chicago	Dec. 16	—	5:00 p.m.	—
Port Arthur	Dec. 16	—	5:00 p.m.	—
Buffalo	Dec. 17	—	5:00 p.m.	—
St. Louis	Dec. 18	—	5:00 p.m.	—
Cleveland	Dec. 18	—	5:00 p.m.	—
Jersey City	Dec. 15	—	5:00 p.m.	—



Bosun a Long Distance Runner

SIU member Don Bartlett, 53, must be in pretty good shape. Earlier this year he ran almost eight miles in the annual Bay-to-Breakers Race held in San Francisco. His time for the event was 58 minutes flat. He placed 2,200th.

Now finishing 2,200th in a race may not sound too impressive at first, but consider this: there were 5,500 contestants entered. So, in reality Don should be congratulated for a very fine effort.

Don Bartlett has been chief shore bosun for Sea-Land Service on the West Coast for the past seven years. He has been an SIU member for some 33 years and says he wishes to extend his "thanks and gratitude" to all those he has had the pleasure of working with during that time.

Seafarer Bartlett says he feels that the American merchant marine has "certainly strengthened the economy of this country, for which we all share in the profits." And, he concluded, "through



donations to SPAD we are able to pass important legislation in Washington to help strengthen the American merchant marine."

Seafarer Lopez Earns High School Diploma

Seafarer William Lopez recently earned his high school diploma through the Lundeberg School's GED program.

Brother Lopez, 23-years old, has been a Seafarer for seven years. He dropped out of high school when he was in the ninth grade and says that a high school diploma is "something I've always wanted."

Achieving exceptionally high scores on the high school equivalency tests, Seafarer Lopez credits "all the encouragement and individual help from my teachers" for his outstanding success.

Brother Lopez described the GED program at HLSS as "fantastic" and said he would definitely recommend it to all Seafarers who wanted a high school diploma.

Brother Lopez learned of the high school equivalency program at Piney Point through the *Seafarers Log*. He has also earned his lifeboatman and AB endorsements through the Vocational Department at HLSS.

Seafarer Lopez said that he hopes to attend college someday now that he has earned his high school diploma. He extended special thanks to the Vocational and Academic staff at HLSS for their help to him while he was at Piney Point.



Brother William Lopez receives his General Educational Development diploma from Director of Academic Education Margaret Nalen at the Harry Lundeberg School in Piney Point, Md.

Upgrade in Steward Dept.



Seafarer Klaus Wass (left) and Seafarer Thomas Kreis (right) are shown with Charlie Andrews, Head of the Lundeberg School Steward Department, after they completed upgrading programs at HLSS. Brother Wass is now certified as Chief Cook, and Brother Kreis is a Cook and Baker.

Earn FOWT Endorsements



Six Seafarers recently earned their Fireman-Oiler-Watertender endorsements through the upgrading program at the Lundeberg School. Shown (l. to r.) are: Brother Dan Nelson; Instructor Jack Parcel; Brother Robert Eberhart, and Brother Clarence Langford. Not shown are Seafarers Gary Mitchell, John Risbeck, and Olavi Rokka.

11 Complete QMED Course



Piney Point QMED Instructor Bill Eglinton (left) poses with his latest HLSS graduating class recently of (l. to r.): Edsel Sholar; Ernest Cox; William

Hatchell; Warren Shoun; William King; Robert Edwards; Juan Gonzalez; Joseph King; Cyril V. Grab; Henry Dill, and Randolph Tannis.



LUNDEBERG SCHOOL

EDUCATION • TRAINING • UPGRADING



Course Descriptions and Starting Dates

Deck Department

ABLE SEAMAN

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

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

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

Starting Dates:

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

QUARTERMASTER

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

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

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

LIFEBOATMAN

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

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

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

Starting Dates:

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

Engine Department

QMED—Any Rating

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

tomated Ships; Firefighting and Emergency Procedures.

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

Starting Dates:

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



SIU Steward Department Instructor Charles Andrews (center) and new chief stewards Scotty McCausland (left) and Paul Stubblefield get their picture taken recently after graduating at Piney Point, Md.



Instructor Charles Andrews (2nd right) on Sept. 18 with three graduating assistant cooks at the Piney Point school. From left are: Pedro Rodriguez; Arturo Lopez, and Heriberto Ponce.

FOWT

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

iliary Equipment; Starting and Securing Main Engines.

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

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

Starting Dates:

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

DIESELS

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

SIU Scholarship Program

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

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

These are the scholarships offered:

1. Four-year college degree scholar-

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

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

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

Eligibility requirements are as follows:

1. Must be under 35 years of age.

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

2. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan (three years for \$10,000 scholarship).
3. Have one day of employment on a vessel in the sixth-month period immediately preceding date of application.

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

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

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

Scholarships For Dependents

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

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



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

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

Starting date: January 5.

WELDING

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

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

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

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

OPERATION AND MAINTENANCE OF REFRIGERATED CONTAINERS

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

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

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

Starting Date: November 17.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

Address _____
(Street)

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

Book Number _____ Seniority _____ District _____

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

Social Security # _____ Endorsement(s) Now Held _____

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

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

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

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

Fire Fighting: Yes No

Dates Available for Training _____

I Am Interested In:

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

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

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

High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

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

Name _____ Book No. _____

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

Last grade completed _____ Last year attended _____

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

Steward Department

CHIEF STEWARD

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

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

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

ASSISTANT COOK

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

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

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

COOK AND BAKER

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

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

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

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

CHIEF COOK

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

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

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

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

Time Is Running Out

Apply Now for Annual SIU Scholarship Program

The SIU Scholarship Administrator is now accepting applications from Seafarers and their dependents for next year's SIU-sponsored annual college scholarships, which include five \$10,000 four-year grants and two \$5,000 two-year grants. Of the five \$10,000 awards, at least one is reserved for an active Seafarer and four are reserved for dependents of Seafarers. The two \$5,000 scholarships, a program instituted just last year, are reserved exclusively for SIU members.

The four-year awards can be used to pursue a chosen field of education at any accredited college or university in the United States or its territories. And the two-year awards can be used to study at any accredited junior college, community college or post-secondary trade or vocational training school.

For a member to qualify for the awards, he must be under 35 years of age, a high school graduate or have achieved a high school equivalency diploma, and have at least three years seetime on SIU-contracted vessels for the \$10,000 scholarship (two years seetime for the \$5,000 scholarship), with 90 days employment in the previous calendar year and one day in the six months immediately preceding the date of application.

The SIU encourages its eligible members to take advantage of these fine educational opportunities. For this year's awards, presented last May, no Seafarer applied for the \$5,000 scholarships. Consequently, no two-year grants were given.

Eligibility requirements for dependents make the program open to:

- Dependents of members who have three years seetime with 90 days employment in the previous calendar year and one day in the six months immediately preceding date of application.
- Dependents of deceased members who had met the seetime requirements prior to death.

All dependents must be unmarried and less than 19 years age at the time they apply.

All scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Boards (SAT only), or the American College Tests (ACT).

Upcoming test dates for the College Boards are Dec. 6, 1975 and Jan. 24, 1976. For all information on these tests, contact the College Boards at either Box 592, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701.

Available test dates for the ACT's are Dec. 13, 1975 and Feb. 14, 1976. All information on these exams can be obtained by writing the ACT at Box 414, Iowa City, Iowa.

Applications and information concerning the SIU Scholarship program can be obtained at any SIU Union Hall or by writing the SIU Scholarship Administrator, 275 20th St., Brooklyn, N.Y. 11215.

Seafarers and their dependents are reminded to make all arrangements to take the needed exams as early as possible to insure that applications for the scholarships are received before application deadline.

Deadline is Apr. 1, 1976.

