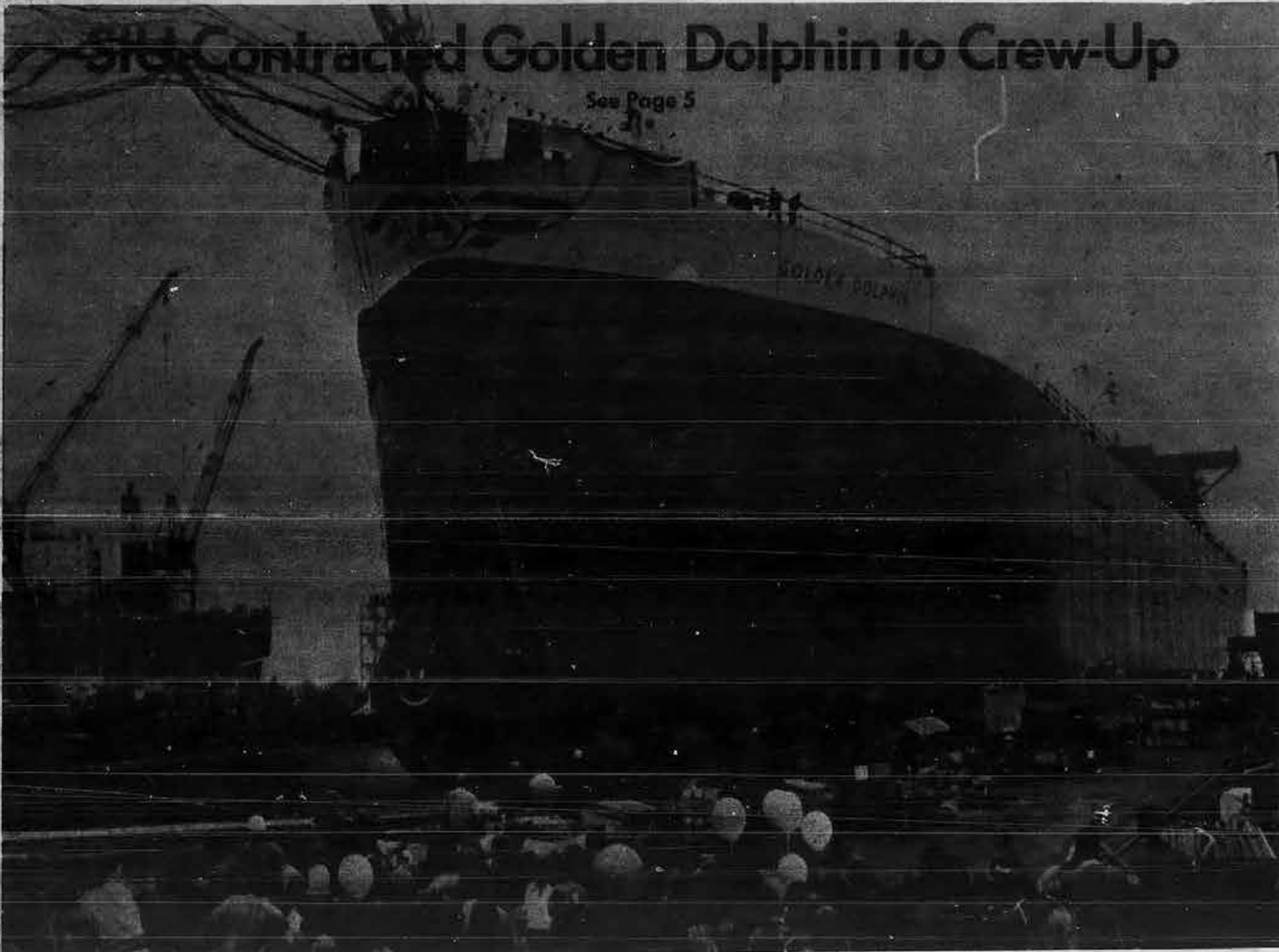




# SEAFARERS LOG

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## SIU Contracted Golden Dolphin to Crew-Up

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The SIU-contracted *Golden Dolphin* (Aeron Marine Shipping Co.), largest vessel ever constructed on the West Coast, is launched at the National Steel and Shipbuilding Co. in San Diego, Calif. last January. She will be crewing-up in late July for her maiden voyage.

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"It Will Be a Victory For the Labor Movement"

# AFL-CIO Unions Pledge Support on Oil Bill

Legislative representatives from national and international unions representing a broad spectrum of the American labor movement met at AFL-CIO headquarters in Washington, D.C., June 13 and pledged their full cooperation to insure passage of the Energy Transportation Security Act of 1974.

The meeting was called by the AFL-CIO Maritime Trades Department to coordinate the efforts of AFL-CIO affiliates in every state of the union in contacting U.S. Senators who will be voting on the Bill in July.

MTD and SIU President Paul Hall thanked the AFL-CIO representatives for their support and said: "This is a trade union bill, and our victory will be a victory for the entire labor movement in this country."

## HLS All-Out For Oil Bill

Trainees and upgrading Seafarers at the Harry Lundeborg School have sent more than 500 letters and telegrams to their U.S. Senators across the nation urging support for the Energy Transportation Security Act.

HLS Vice President Mike Sacco accompanied a delegation of SIU bosuns, "A" seniority upgraders and SIU officials to the legislative meeting called by the Maritime Trade Department in Washington, June 13. He reported that the Lundeborg School has received "good responses" from members of the Senate on the letters and wires.

He said that the grass roots support from national and international unions through their state and local affiliates is the kind of support that is needed "to bring this legislative campaign to a decisive victory."

Over 40 national and international unions—and their local union affiliates—are contacting U.S. Senators in every state seeking support for the energy bill, and every AFL-CIO state federation is

actively working for passage of the bill, it was reported by Peter McGavin, secretary-treasurer of the Maritime Trades Department.

"Every one of our Maritime Port Councils, as usual, is also working hard for this bill," McGavin said.

MTD Administrator O. William Moody reported on the progress of the oil bill, and received commitments from the AFL-CIO legislative representatives

to continue personal contacts with members of the U.S. Senate to explain the necessity for their support.

MTD President Hall said: "The labor movement, from the AFL-CIO legislative department and the international unions on down, is involved in this grass roots effort on the bill, and with this kind of support and the work being done at all levels in the labor movement we think we can win."



Maritime Trades Department President Paul Hall speaks to more than 75 Legislative representatives from AFL-CIO national and international unions who pledged their cooperation in seeking enactment of the Energy Transportation Security Act of 1974. Also speaking to the AFL-CIO representatives was MTD Secretary-Treasurer Peter McGavin, seated at dais, and MTD Administrator O. William Moody. The meeting was held at AFL-CIO headquarters in Washington, D.C.

## the PRESIDENT'S REPORT:

### Let Us Consider the Human Being



Paul Hall

Almost totally obscured in the statistics and learned rhetoric of lawyers, economic experts, professors and government bureaucrats during the lengthy hearings on the Energy Transportation Security Act has been the area of the human being.

A mountain of facts and figures on the costs of energy production and transportation has been compiled by educated men and submitted as arguments against this bill, but on one basic issue—that of the human being—there has been a dismal lack of research. The American seaman—as a human being—does not figure in the balance sheets of multinational oil conglomerates and the American operators of foreign-flag ships.

But, this is an old story to the American seaman. Time and again, he has been called upon to risk his life during periods of national emergencies—only to be forgotten when the conflicts were over. The professional sailor had a higher percentage of casualties than any branch of the armed services during World War II. He lost more than anybody. It was the professional sailor who died and whose bones cover the oceans floors that made it possible for the same

people who ignore him today to make their living and prosper because of his sacrifice.

During the course of the Senate hearings on this bill, we heard a scholarly professor from a respected university just outside San Francisco state that there were no lack of jobs for American seamen. This professor obviously did his homework to compile statistics on comparative costs for the transportation of oil, but he paid no attention to researching the plight of the human being. If he had just walked down the street a short way to the union hall of the Sailors Union of the Pacific, he would have found that employment conditions are such that West Coast sailors have to restrict employment to jobs not exceeding seven months a year. He would have had to reach the conclusion that these American workers—these human beings—could no more afford to support their families on seven months pay than he could.

The same callous indifference to the American sailor by the technicians of the oil giants is also shown to the American consumer. Two years ago these oil giants were able to defeat a similar energy transportation bill when

their experts convinced Congress that "the costs would be prohibitive." At that time, oil was going for a little more than \$3 a barrel.

Today, the price of oil is up over \$11 a barrel. The cost to the consumer—both in terms of the price he has to pay and the endless lines he has had to endure—have made every gas pump a point of hatred toward the oil companies. Again, they have ignored the human being.

We, as professional sailors, have faith in the good sense of the American people. We believe that if you take the people into your confidence their good judgment will prevail. We are convinced that if the oil companies had taken the American people into their confidence, this nation would not be in the energy mess it is today.

We can, through legislation like the Energy Transportation Security Act, bail our country out of the mess we are in. But, beneath this legislation, beneath all of the testimony and the arguments pro and con, are the American people—the human beings—who are all too often forgotten in the high levels of economic determinations.

# Hall Cites Need for Energy Transportation Act

WASHINGTON—Hearings on the Energy Transportation Security Act of 1974—which would require that 20 percent of the nation's petroleum imports be carried on U.S.-flag ships—were concluded by the Senate Subcom-

mittee on the Merchant Marine May 30. A vote by the full Senate on the bill is expected after the July 4th Congressional recess.

SIU President Paul Hall, testifying as the final witness before the Senate committee, said that "the people of the United States have been victimized and manipulated by the Arab oil exporting companies as well as by our own oil companies." He stressed that the need for legislation to reserve a portion of the nation's oil import trade for American-flag vessels "is greater than ever before."

Emphasizing testimony he had presented to the House Merchant Marine Subcommittee in March, Hall said:

"Enactment of this legislation will in fact insure that the United States has the capability to maintain some control over its oil imports. It will guarantee for U.S.-flag ships the cargo that will act as an incentive for the development of our own tanker capability."

The Energy Transportation Bill was passed in the House of Representatives in March by a vote of 266-136.

In his testimony this month to the Senate Subcommittee on Merchant Marine, Hall said:

"It is essential to remember that the Energy Transportation Security Act of 1974 is much more than a 'merchant marine' bill. It is legislation essential to the national security of the United States."

Again emphasizing his testimony before the House committee, Hall said that enactment of the bill—which would require that 20 percent of all petroleum imports be carried on U.S.-flag ships, increasing to 25 percent in 1975 and to at least 30 percent in 1977—would have broad economic advantages for the nation and the American people. Among the benefits he cited were:

- Creation of thousands of jobs for American workers on board American-flag ships, in American shipyards and



SIU President Paul Hall speaks in strong support of oil cargo preference legislation (Energy Transportation Security Act) during May 30 testimony before the Senate Subcommittee on the Merchant Marine. Looking on, at left, is O. William Moody, administrator of the AFL-CIO Maritime Trades Department.

in hundreds of American service industries.

- Reduction in the "deficit in the ocean transportation segment of our balance of payments" which would help stabilize the dollar.

- An increase in "America's tax revenues by increasing the amount of money paid to the U.S. Treasury by American workers and American companies building and operating American-flag ships."

- Protection for American consumers of imported petroleum products through a cost monitoring system under the supervision of the Secretary of Commerce who would determine the fair and reasonable cost of American-flag tankers available for the carriage of the percentage of oil imports allotted to U.S. ships under the Act.

### Guarantee Growth

Hall said that passage of the Energy Transportation Security Act of 1974—as the logical extension of the Merchant Marine Act of 1970—would implement

the Merchant Marine Act's stated policy of rebuilding America's merchant marine and "would guarantee the growth of the American-flag tanker fleet." Stressing the need for passage of the Energy Transportation Act, Hall said:

"Under the Merchant Marine Act of 1970, the U.S. fleet has been able to make significant strides through the ship construction and operating subsidy provisions of that Act. However, the Merchant Marine Act of 1970 was not intended to be and must not be considered as the only solution to rebuilding the merchant marine. Since the passage of that Act, it has become all too apparent that the availability of cargo is essential to the survival and growth of the merchant marine."

Hall also emphasized the national security aspects of the bill, citing the

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## Comments of Senate Subcommittee Members

Following are comments from members of the Senate Subcommittee on Merchant Marine as reported in the official transcripts of the Senate hearings on the Energy Transportation Security Act of 1974 and the Congressional Record.

"We are also concerned about the American worker who is constantly losing jobs to foreign crews and foreign shipyard workers. Furthermore, these foreign vessels pay very little U.S. taxes. And what about the American citizens' security if it has to depend upon these important oil imports by foreign ships."

**Senator Daniel K. Inouye (D-Hawaii)**

"I would rather have the assurance that [we have] American vessels manned by American crews with American technology on board to prevent any oil spills and any of the problems that could slow down the production of oil and gas in Alaska. I would rather have that and pay the one-third cent more."

**Senator Ted Stevens (R-Alaska)**

"It seems to me if this nation is going to achieve its objectives in the world, we are going to have to provide more jobs and capture more world markets—including shipping on the high seas. All those objectives, it seems to me, would be enhanced by the approach we have here."

**Senator Russell B. Long (D-Louisiana)**

"We seem to always be concerned about what other people are going to do to us if we take an action, and the result is that we don't do anything to protect our own position. . . I know in the House report that France guarantees the French fleet the equivalent of two-thirds of their imports. The policy of Japan is to guarantee at least 50 percent of its imports. Ecuador, Chile, Spain and Peru require 100 percent. I wonder what kind of retaliation has been

thrown up against those countries for providing themselves a little bit of security?"

**Senator J. Glenn Beall, Jr. (R-Maryland)**

"At a period in history when exports and imports throughout the world have been expanding, our merchant fleet has suffered the humiliation of carrying less and less of our nation's trade and commerce. Presently, virtually none of the oil imported into this country is carried on U.S.-flag vessels. While I am not suggesting the U.S. move all of its imported oil on its own ships, I believe 20 percent is an equitable figure. I am convinced that this legislation will go far toward assuring that the American shipping industry remains vital, competitive and healthy."

**Senator Charles Mc. Mathias, Jr. (R-Maryland)**



Seafarer Thomas Freeman poses question to the dais during New Orleans meeting. Members have the chance to raise beefs and make motions during the forum.



New Orleans Port Agent Buck Stephens delivers legislative report to the members. Afterwards a good discussion on these matters was conducted.

## Membership Meetings—the Democratic Process

On the second Tuesday after the first Sunday of each month, Seafarers in New Orleans conduct a general membership meeting for that port. Similar meetings for our members are held on designated days of each month in all SIU Constitutional ports.

These meetings not only inform the membership in each port of the many important issues facing the SIU, the maritime industry and the

individual's job and job security, but provide an opportunity for the member to express his personal views on the issues; bring up beefs; ask questions, and make motions for approval or denial of the membership.

At last month's meeting in the port of New Orleans, the second largest port in the United States in terms of tonnage handled per year, reports concerning the internal affairs of the SIU

were presented and a good discussion on the many legislative battles facing the SIU in the U.S. Congress was held. The New Orleans membership pledged their support of the SIU in these fights.

Whenever possible, Seafarers should attend these meetings and should take an active role in making them more meaningful. It is a part of the democratic process of this Union and the American trade union movement in the U.S.



SIU member Lionel Antoine has the deck at last month's New Orleans membership meeting. The meetings offer Seafarers the opportunity to express their views on many issues.



After meeting is over, SIU members discuss the proceedings while waiting for a job call. Shipping has been excellent in the port of New Orleans.



SIU members took an active role in last month's New Orleans meeting. Seafarers should attend these meetings whenever possible, and should fully participate.



New Orleans Seafarers listen closely to the proceedings during meeting. It is part of the democratic process of the SIU.

## Never Too Old to Learn

# Union Official Gets High School Diploma at HLSS

"I may have a few years under my belt, but that doesn't mean I'm too old to study and learn," remarked 53-year old SIU member Scottie Aubusson after successfully completing the Lundeberg School's GED high school equivalency program.

Aubusson is the 21st SIU member—and the first Union official—to get his high school diploma through the equivalency program at Piney Point. Scottie's 53 years also makes him the oldest Seafarer to achieve this educational goal.

Brother Aubusson modestly credits his achievement to the help and encouragement he received from the Lundeberg School's academic staff—but the credit really belongs to him.

He worked closely with his academic instructors and studied long hours on his own in preparing for the GED exam. After only two weeks, his instructors felt he was ready. Scottie "nervously" took the exam, and achieved the second highest grades of all SIU members who

## Speaking at Tulane

completed the program. (The highest grades among Seafarers were obtained last month by 51-year old SIU member

William Bellingier. See May 1974 LGG, page 9.)

Members of the HLS academic staff



SIU Representative Scottie Aubusson, right, and IBU Trainee Bill Lawler extend well deserved congratulations to each other after they both successfully completed the Lundeberg School's GED high school equivalency program. The two worked and studied together in preparing for the GED exam.

were "very impressed with the way he worked on his own and with the younger Trainees also participating in the program," and explain that his GED marks make Scottie "college bound material."

Born in South Harrows, England, a suburb of London, Brother Aubusson left school at the age of 14 and entered apprenticeship for the butcher's trade.

Dissatisfied with his training, he joined the British Merchant Navy in 1938 and during the early years of World War II sailed British merchantmen with England's National Union for Seamen.

After being dumped by a German torpedo on a return run to England from Murmansk, Russia, he was rescued and dropped off in Locheue, Scotland. There, he caught his first SIU-contracted vessel, the *Gateway City*, which was heading back to Murmansk. He has been with the SIU ever since.

Brother Aubusson continued shipping on SIU-contracted vessels until

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# Hall States Need for Maritime Cooperation

The Graduate School of Business Administration of Tulane University in New Orleans, La. conducted its 25th Annual Institute on Foreign Transportation and Port Operations May 6-10, 1974. The broad objective of the annual five-day proceedings is the advancement of maritime commerce for the United States.

The educational program's day-long sessions consisted of brief lectures, panel discussions and question and answer periods.

The most heavily attended and well received of all these sessions was a panel discussion entitled "Our Maritime Status—Today and Tomorrow," which took place on the last day of activities.

SIU President Paul Hall; Congresswoman Leonor K. Sullivan, chairman of the House Merchant Marine and Fisheries Committee; Captain J. W. Clark, New Orleans chairman of the National Maritime Council, and James S. Barker, president and chairman of the board of Moore-McCormack Lines constituted the panel. Industrial Relations Counselor Charles H. Logan of New Orleans served as panel chairman.

In his address to the Tulane University audience of 300, SIU President Hall reflected on the significant development of labor-management relations over the years in the maritime industry.

Hall noted that, in the past, the shipowners and unions were constantly at each other's throats, neither willing to give nor compromise—and the industry suffered.

"We have come a long way since then," affirmed Hall. "Now we realize that the key to a strong and revitalized U.S. merchant marine is cooperation and coordination between management and labor, and most importantly we realize the need of understanding each other's problems."

Hall also noted that in the past "we sometimes let differences in personalities stand in the way of negotiating quick and fair contracts—and again the industry suffered."

He affirmed, "we must not allow personality conflicts between labor and management representatives to enter

into our negotiations, or to stand in the way of a healthy and developing U.S. maritime industry."

Congresswoman Sullivan, leader of the fight in the House of Representatives to secure passage of the oil imports quota bill, outlined for the Tulane Institute the importance of this legislation to the U.S. and our nation's maritime industry. Mrs. Sullivan reaffirmed her full and active support of the bill, and expressed confidence that the needed bill would also move successfully through the Senate and be signed into law.

In addition, Congresswoman Sullivan expressed the vital need to this nation for the construction of off-shore deep water port facilities. She noted that in years to come the U.S. would be increasing its oil imports, and due to the rapidly rising prices of fuel "we must try to cut costs in all possible areas."

And, she predicted that "the construction of offshore ports would be the most efficient, the most economical and fastest way to handle our increased imports."

Mrs. Sullivan also reaffirmed her opposition to the plan of the House Select Committee on Committees to reduce the jurisdiction of the Merchant Marine and Fisheries Committee.

Congresswoman Sullivan expressed

the importance of all facets of maritime to this nation, and voiced the vital need of a strong legislative body, which the Merchant Marine and Fisheries Committee provides, in handling the na-

tion's maritime problems.

After completion of the panel sessions, the Annual Tulane Institute wrapped up with a luncheon at the SIU Hall on Jackson Ave. in New Orleans.



SIU President Paul Hall, left, along with Congresswoman Leonor K. Sullivan and Industrial Relations Counselor Charles H. Logan during fifth day of proceedings at the Tulane University's 25th Annual Institute on Foreign Transportation and Port Operations in New Orleans. Hall spoke of the continued need for management-labor cooperation in building a strong U.S. merchant marine.

# Golden Dolphin to Crew-up in July

The SIU-contracted *Golden Dolphin*, first of three 90,000-ton tankers to be built for Aeron Marine Shipping Co., and the largest vessel ever constructed on the West Coast, will be taking on her SIU crew in the last week of July for her maiden voyage.

The 894-ft. vessel, capable of carrying 25 million gallons of crude oil (about 500,000 barrels) is the first double-bottom ship (to protect against oil spillage in collisions) of its size ever built. Her cost was approximately \$30 million.

The *Golden Dolphin*, which was launched last January at the National Steel & Shipbuilding Co. in San Diego, Calif., will be joined on the waterways

by her two sister-ships, the *Golden Endeavor*, scheduled to be launched June 15, and the *Golden Monarch*.

These three ships are similar to the two oil-bulk-ore carriers (OBO) the *Ultramar* and *Ultrasea*, previously built at National Steel and Shipbuilding and manned by SIU crews. The OBO's are less than two feet shorter than the tankers, have the same hull and engine, and have a dead weight tonnage of 80,500 tons. All the vessels were subsidized with funds from the Merchant Marine Act of 1970 which has provided jobs both in U.S. shipyards and on U.S. ships for Americans.

The *Golden Dolphin* will carry enough fuel to take her more than half-

way around the world without stopping. She is of the maximum width that can go through the Panama Canal and she can hold a sustained speed of more than 16 knots.

The ship has many safeguards built into her, such as its provision for carrying clean ballast which will contribute to the maintenance of high environmental standards.

The great black and red vessel is so large that NASSCO had to lengthen its building ways by 400 feet and construct a coffer dam to build and launch it.

The ship will be delivered to Aeron Shipping during the last week in July. At the present it is not sure what her cargo will be or where she will sail on her maiden voyage.



**Verner Poulsen**

Seafarer Verner Poulsen has been a member of the SIU since 1961. Seafarer Poulsen, who ships out of the port of Seattle, has been sailing as bosun since 1968. A native of Denmark, Brother Poulsen now makes his home in Tacoma, Wash. with his wife Madeline and their two children.

It has been a wonderful opportunity to participate in the Bosuns Recertification Program at Piney Point and at Headquarters in New York. We have been able to observe and experience first hand the integral workings of our Union and the commitment and investment the SIU has in seeking further job opportunities for its members.

We have been made increasingly aware of how the financial backing of each member makes it possible for our Union to successfully promote and lobby for effective legislation which will profit each member. This we may do individually through our contributions to SPAD.



**Robert Schwarz**

Seafarer Robert Schwarz has been a member of the SIU since 1943, and has been sailing as bosun since 1950. A native of Alabama, he ships out of the port of Mobile, where he makes his home with his wife, Mittie.

We started our program in Piney Point in April. We received a lot of information in Piney Point and in Washington. We sat in both the Senate and House and watched them in action. We learned the value of having good representation in Washington. We met 15 other House members who told us the importance of SPAD.

At Union Headquarters in Brooklyn we received a lot more information on the running of our Union. Everyone was very helpful in showing us every department and in answering our questions. I learned a lot. I just hope I will be able to present it to the crews on our ships as well as I received it.



**Raymond Ferrera**

Seafarer Raymond "Blackie" Ferrera has been sailing with the SIU

## Bosuns Recertification Program

# Giving a Better Insight

The Bosuns Recertification Program is continuing to supply our bosuns with the knowledge they need to effectively inform their brothers of the problems and issues our Union faces and the best way to deal with them.

This month the eleventh class of bosuns graduated from the program bringing to 106 the number of bosuns who have gained a better insight into the SIU and the entire maritime industry. The knowledge these men have acquired better equips them to provide all of our membership with a greater understanding of our problems and to discuss them at the weekly membership meetings aboard ship.

On these two pages the 12 bosuns who have just completed the program tell briefly in their own words what it has meant to them.

since 1938, and as bosun for the past 29 years. A native of Florida, Brother Ferrera, now makes his home in Chickasaw, Ala. with his wife, Elsie. He ships out of the port of New Orleans.

When I arrived at Piney Point to start my Bosuns Recertification Program in April, I didn't know anything about the place. But I came with an open mind so I could learn all they could teach me in the short time I would be there. I found the staff very nice to all of us. They did a great job making our stay interesting and informative in all departments. The Washington trips were very interesting and I learned a lot there. I now know more about how our SPAD dollars are spent and I now know not one of them is wasted. I have a new outlook on donating to SPAD.

At our Headquarters everyone in all the departments was very nice to us. We learned a lot about the running of our Union and what our Union is doing for us.



**Roberto Zaragoza**

Seafarer Roberto Zaragoza has been in the SIU since 1941, and has been sailing as bosun since 1944. Born in Puerto Rico, Brother Zaragoza now makes his home in Brentwood, Long Island, N.Y. with his wife Anna, and their five children. He ships out of the port of New York.

I thought I really knew a lot about this Union until I attended the Bosuns Recertification Program in Piney Point and Headquarters. In the 30 days at the Harry Lundeberg School and 30 days at Headquarters I learned how to understand the contract and other things I didn't know before. It has shown me the importance of this program. We are not only preparing young men to go to sea, but we are also preparing Seafarers for the new ships of the future.

The field trip to Washington, D.C. was very important to me because I learned about the activities of the maritime industry, the AFL-CIO and the Maritime Trades Department. The important thing I want to say is that we must support the political and legislative arm of our Union through our support of SPAD. And the only way of keeping our "picket line" going in Washington is through contributions to SPAD.



**John Cisiecki**

Seafarer John Cisiecki has been a member of the SIU since 1942, and has been sailing as bosun for the past six years. A native of Pennsylvania, Brother Cisiecki now ships out of the port of San Francisco where he makes his home.

I became a merchant seaman in 1942, and also became an SIU member the same year. Comparing those early years with the present time is like night and day. Those early years were tough. We didn't have the knowledge condensed like it is today. At the Harry Lundeberg School it's all there for young and old alike. As a participant in the Bosuns Recertification Program I have been enlightened to the extent that I believe I will be much more educated and wiser as a seaman and as an American citizen.

I'd like to thank all Union officers and personnel for taking the time to actually show and explain to me all the inner workings of the SIU at Headquarters. I must say that we must support our political arm, SPAD. It is our strength.



**J. R. Thompson**

Seafarer J. R. Thompson joined the SIU in 1949, and has been sailing as bosun since 1951. A native of Mobile, Ala., he now resides in Chickasaw, Ala. with his wife Cecilia. Brother Thompson sails out of the port of Houston.

I have really learned a lot about our Union through the Bosuns Recertification Program. The month at Piney Point, and the trips to Washington gave me more insight into the workings of politics, and the time at Piney Point made me see how important our training programs are to holding on to what we have worked hard for throughout the years. Our second month has been spent in Brooklyn, and I had no idea

of the vast amount of records that must be kept on file to help our Union run efficiently. I just hope I can retain most of what I have learned and be able to present it to the membership on the ships I sail on in the future. My confidence in the SIU has been bolstered 100 percent, and through our efforts we can have one of the finest merchant fleets in the world.



**Robert Gillain**

Seafarer Bobby Gillain has been a member of the SIU since 1961, and has sailed as bosun since 1967. A native of Cordova, Ala. he now makes his home in Keystone Heights, Fla. with his wife Shelbia. Brother Gillain ships out of the port of Jacksonville.

I found out that any member of the Union can help himself with the teaching and training programs at Piney Point. It is the best thing that has happened since I've been in this Union. We were able to go to Washington and see how the SPAD money was spent, and I can say that the SPAD money is put in the right place. At Headquarters we were able to ask about records, money or anything we wanted to, and the leadership gave us some very good answers. All in all I can say the Bosuns Recertification Program is a very good thing for all the members, and I think that I will be better able to inform the members aboard the ships.



**Ravaghn Johnson**

Seafarer Ravaghn Johnson has been a member of the SIU since 1945. A native of Alabama, Brother Johnson now makes his home in Houston, Tex. with his wife Louise. Seafarer Johnson, who has been sailing as bosun since 1960, ships out of the port of Houston.

I made a list of the subjects that I feel will benefit other members, and I hope that I will be able to pass them on to the others who have not had the opportunity to go through this program yet. The first five weeks we covered the union movement from the beginning and the SIU from 1939 to the present. We made two trips to Washington. The first trip we were introduced to a number of congressmen and they explained how the oil bill was being placed on the floor of the House. We left there with a good insight on how SPAD is being spent and what it is being used for.

The other trip was to the Transportation Institute, and we learned not only how to get our bills passed, but also that we must constantly watch out for anything that might be against our interests. I am proud to be a member of this Union, with a leadership with such foresight to create the Harry Lundeberg School and this program.



**Harold Weaver**

Seafarer Harold "Buck" Weaver has been a member of the SIU since 1951, and has been sailing as bosun since 1962. A native of Mississippi, Brother Weaver now ships out of the port of Houston where he lives with his wife Frances.

While at Piney Point our classes visited Washington, D.C. on two occasions. We took a tour of the Senate and House of Representatives and saw how bills were put forth, passed or rejected on the floor. We were introduced to lawmakers from many states who informed us as to the value of our SPAD donations. They are our only tool to help our friends in winning legislation beneficial to us. Your involvement by voluntary donations is needed now more than at any time in our Union's history. Our picket line is on Capitol Hill instead of the streets and wharves.

Our second, and concluding phase of the Recertification Program was spent at Headquarters. We met various individuals who have the responsibility of keeping the machinery of the Union, such as records, correspondence and financial dispatch in an efficient, smooth operation. I for one was glad to participate.



**Manuel Landron**

Seafarer Manuel Landron has been a member of the SIU since 1939, and has been sailing as bosun for the past 14 years. A native of Puerto Rico, Brother Landron makes his home there with his wife Carmen. He ships out of the port of San Juan.

I am very happy that I was selected to attend the Bosuns Recertification Program at the Harry Lundeberg School at Piney Point and at Headquarters. Our group was taken on a tour of the Capitol in Washington, D.C. where we went to see the House of Representatives in session. While in tour in the Capitol I learned what SPAD means and what SPAD stands for and how wisely it is spent. SPAD means job security.

At Union Headquarters we observed different departments in the Union, such as claims and welfare, records and the LOG. We also went to the firefighting school and learned how to fight fires and bring them under control. My group was also taken to the shipyard and observed how a ship is constructed. I urge all my Union brothers to attend the Bosuns Recertification and Upgrading Programs at Piney Point.



Bosuns John Urzan, John Winn and Al Whitmer (Recertified) (l. to r.) were elected as the special selection committee which will choose the bosuns to participate in the July class of the Recertification Program. The three were elected at a special meeting of bosuns held this month after the general membership meeting in New York.

## Bosuns Recertification Honor Roll

Following are the names and home ports of the 106 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

- |  |                                    |
|--|------------------------------------|
| Altstatt, John, Houston                  | Konis, Perry, New York             |
| Anderson, Alfred, Norfolk                | Koza, Leo, Baltimore               |
| Anderson, Edgar, New York                | Lambert, Reidus, New Orleans       |
| Annis, George, New Orleans               | Landron, Mannel, San Juan          |
| Armada, Alfonso, Baltimore               | Lasso, Robert, Puerto Rico         |
| Atkinson, David, Seattle                 | Latapie, Jean, New Orleans         |
| Barnhill, Elmer, Houston                 | Lavoine, Raymond, Baltimore        |
| Baudoin, James, Houston                  | Lee, Hans, Seattle                 |
| Beavers, Norman, New Orleans             | Levin, Jacob, Baltimore            |
| Beeching, Marion, Houston                | Loyal, Joseph, Philadelphia        |
| Berger, David, Norfolk                   | Libby, George, New Orleans         |
| Beye, Jan, New York                      | Mackert, Robert, Baltimore         |
| Bojko, Stanley, San Francisco            | Manning, Denis, Seattle            |
| Boney, Andrew, Norfolk                   | Mattoli, Gaetano, New York         |
| Bourgot, Albert, Mobile                  | McGinnis, Arthur, New Orleans      |
| Bryan, Ernest, Houston                   | Meehan, William, Norfolk           |
| Bryant, Vernon, Tampa                    | Miller, Clyde, Seattle             |
| Burch, George, New Orleans               | Morris, Edward, Jr., Mobile        |
| Burke, George, New York                  | Moyd, Ervin, Mobile                |
| Butterton, Walter, Norfolk               | Nash, Walter, New York             |
| Butts, Hurmon, Houston                   | Nielsen, Vagn, New York            |
| Christenberry, Richard,<br>San Francisco | O'Connor, William, Seattle         |
| Cisiecki, John, San Francisco            | Olson, Fred, San Francisco         |
| Clegg, William, New York                 | Oromancer, Albert, San Francisco   |
| Cooper, Fred, Mobile                     | Parker, James, Houston             |
| D'Amico, Charles, Houston                | Perry, Wallace, Jr., San Francisco |
| Darville, Richard, Houston               | Pollanen, Vickko, New Orleans      |
| Delgado, Julio, New York                 | Poulsen, Verner, Seattle           |
| Dickinson, David, Mobile                 | Pressly, Donald, New York          |
| Dixon, James, Mobile                     | Pulliam, James, San Francisco      |
| Drowes, Peter, New York                  | Radich, Tony, New Orleans          |
| Eddius, John, Baltimore                  | Rihn, Ewing, New Orleans           |
| Ferrera, Raymond, New Orleans            | Riley, William, San Francisco      |
| Flowers, Eugene, New York                | Ringuette, Albert, San Francisco   |
| Garner, James, New Orleans               | Rivera, Alfonso, Puerto Rico       |
| Giangiordano, Donato, Philadelphia       | Rodriguez, Lancelot, Puerto Rico   |
| Gillain, Robert, Jacksonville            | Rodriguez, Ovidio, New York        |
| Gorman, James, New York                  | Schwarz, Robert, Mobile            |
| Greenwood, Perry, Seattle                | Sell, Thomas, Baltimore            |
| Hanback, Burt, New York                  | Selix, Floyd, San Francisco        |
| Hellman, Karl, Seattle                   | Sheldrake, Peter, Houston          |
| Hicks, Donald, New York                  | Smith, Lester, Norfolk             |
| Hodges, Raymond, Mobile                  | Stockmarr, Sven, New York          |
| Hodges, Raymond W., Baltimore            | Swearingen, Barney, Jacksonville   |
| Hogge, Elbert, Baltimore                 | Teti, Frank, New York              |
| Homka, Stephen, New York                 | Thompson, J. R., Houston           |
| James, Calvin, New York                  | Wallace, Ward, Jacksonville        |
| Jandora, Stanley, New York               | Wardlaw, Richard, Houston          |
| Jansson, Sven, New York                  | Weaver, Harold, Houston            |
| Johnson, Ravagha, Houston                | Whitmer, Alan, New York            |
| Kerngood, Morton, Baltimore              | Woods, Malcolm, San Francisco      |
| Kleimola, William, New York              | Workman, Homer, New Orleans        |
| Knoles, Raymond, San Francisco           | Zaragoza, Roberto, New York        |



**James Garner**

Seafarer Jimmie Garner has been a member of the SIU since 1963, and has been sailing as bosun since 1969. Born in Alabama, Brother Garner now resides in Gasden, Ala. He ships out of the port of New Orleans.

Since it is about the end of our two months I can say that I have gained a broader vision and a greater knowledge of our Union. Since I have been here I have also become more interested in the Union as well. It is very important that we stick together and fight for our rights. I was very impressed with the trip to Washington. I would like to encourage all of our members to cooperate and give to SPAD because this is now more important to us than anything else.

The Bosuns Recertification Program has helped me in many ways and I have enjoyed it very much. We have been treated very nice, and lots of questions have been cleared up. I would like to thank everyone that has had a part in the program. It would be good if every member could attend.



**Albert Ringuette**

Seafarer Al Ringuette has been in the SIU since 1953, and has shipped out as bosun since 1960. A native of Fall River, Mass., he still makes his home there. Brother Ringuette ships out of the port of San Francisco.

Before I attended the Bosuns Recertification Program I thought I knew a lot about the Union and how it works. That was until I went to Piney Point and Headquarters. The Union education course in Piney Point was very interesting and I learned a lot about the history of our Union which I never knew before.

As part of the program, we visited Washington twice. One day we visited Congress and spoke to several Congressmen. They showed us who our friends in Washington are and the importance of our support to fight the opposite side. Believe me the only way we as seamen can do that is by SPAD. If we don't contribute, there goes our job security. We also visited the Transportation Institute and saw with our own eyes what an excellent job is being done.

**Deposit in the SIU**

**Blood Bank-**

**It's Your Life**

# Construction Work Starts On Trans-Alaska Pipeline

Construction has begun on the \$3.5 billion Trans-Alaska Oil Pipeline project, which, when completed, will span nearly 800 miles across the frozen Alaskan frontier from Prudhoe Bay in Alaska's North Slope to the ice free port of Valdez on the 49th State's southern shore.

All legislative roadblocks which had stalled the beginning of work for almost three years were finally lifted last August when a bill calling for immediate construction of the pipeline was signed into law. The SIU was at the forefront in this legislative battle.

When the first phase of the project is completed in mid-1977 the pipeline will initially pump 600,000 barrels of crude oil per day. This capacity will significantly increase to two million barrels a day, which is one third of our present daily foreign oil imports, with the addition of pumping stations along the pipeline route and increased storage capacity at Valdez. It is estimated that 9.6 billion barrels of oil can be recovered from the North Slope oil fields, the largest ever discovered in North America.

From Valdez, the oil will move by

American-flag tanker to refineries on the U.S. West Coast for purification and shipment to other parts of the nation.

The project will also create the need for construction of a new fleet of tankers for our merchant marine, creating thousands of jobs in our nation's shipyards.

Also, because of the legislative strength of the Jones Act, all ships involved in the domestic transport of the Alaskan oil must be American-built, American-manned vessels, which is the promise of hundreds of new jobs for American seafarers.

The greater part of the first year in the three-year pipeline construction project will be spent building a 360-mile road from the Yukon River to Prudhoe Bay which will be used to move men, supplies and equipment during construction.

Other construction for this season will include site preparation for a marine terminal at Valdez and for pump stations along the pipeline route.

The actual pipeline, along with the terminal and pump stations will be built in the second and third construction seasons.

More than 9,000 workers are expected to be involved in this season's construction which will increase to 14,200 during the peak construction period next year, and then taper off to 10,600 in the third year.

To date, several hundred pieces of heavy equipment have been put into service, and sections of 48-inch diameter pipe, which had been stockpiled in Valdez, are beginning to move to storage sites south of the Yukon River.

## Longshore Work Required

Headquarters has received several inquiries as to the requirements of SIU crews to do longshore work on special occasions.

Two sections of the SIU's Standard Freightship Agreement outline the work requirements of the crew in this matter.

The first, Article II Section 10(a), states:

"Members of all departments shall perform the necessary duties for the continuance of the operations of the vessel as set forth in this agreement. Necessary work shall include the preparation and securing of cargo gear and the preparation of cargo holds for the loading or discharging of cargo."

The second, Article II Section 32, further clarifies the matter. It states:

"In those ports where there are no

longshoremen available, members of the crew may be required to drive winches for handling cargo or may be required to handle cargo. For such work, crewmembers shall be paid by using the various groups as defined by the Shipping Rules, Section 3, Departments and Groups, to determine their applicable rate.

"On tankers which are carrying grain, when crewmembers are required to unfasten butterworth plate nuts and/or remove the butterworth plates for the purpose of loading or discharging grain cargo, they shall be entitled to compensation as provided for in this section.

"This section shall not be so construed as to be applicable to any work where longshoremen are not available due to labor trouble."



## Headquarters Notes

by SIU Vice President Frank Drozak

### FIREFIGHTING

No one has to tell a Seafarer how dangerous a fire aboard ship can be. It can mean death or serious injury to the entire crew. Yet many Brothers are not willing to take a simple one-day course that could easily mean the difference between life and death. And that is precisely what the course given by the Maritime Administration in Bayonne, N.J. could mean. You will not only learn the various and best techniques for putting out a fire, but, perhaps more importantly, you will learn that most fires can be extinguished. In other words, you will not be as fearful of a blaze and you will have the knowledge of what to do when confronted with a fire. I cannot stress strongly enough how very important this one day course is. The June Class schedule is: June 21 and 25.

### WAGE BOOST

Effective June 16, you will receive a five percent wage boost according to the terms of the three-year collective bargaining agreement signed with our contracted companies in June of 1972.

This five percent wage boost brings to 21 percent the amount of wage increase received by Seafarers since 1972. In the first year of the contract, SIU members received an approximate eleven percent wage boost and last year Seafarers got a five percent increase.

For work done on weekends and holidays you will also find there is a boost in premium overtime pay rates.

### FALCON TANKERS

As you know, the Navy has taken over the four Falcon tankers and bareboat chartered them to the Military Sealift Command. The Navy has therefore succeeded in expanding its Military Sealift Command operations at the expense of the private American merchant marine.

The SIU was fighting the take-over for months but the Navy seemed determined to damage this nation's commercial shipping interests.

However, the SIU was successful in winning an arbitration ordering the company to pay all its crewmembers for 90 days after the Union was notified of the take-over, which was Mar. 13.

This Union will continue to oppose the Navy in any of its attempts to take over privately manned American merchant vessels.

### SABINE TANKERS ORGANIZING DRIVE

The NLRB is currently considering holding hearings to determine whether or not the certification election which was held in February 1974 should be overturned. While it is still too early to predict a decision in favor of the SIU, we feel that the Board's ruling to fully review our charges of unfair labor practice against Sabine Tankers is a step in the right direction. Although we would like early hearings, it appears that further action by the Federal Government will not be forthcoming in the near future.

In the meantime, we will continue our efforts in maintaining contact with the unlicensed seamen aboard Sabine's vessels.

### NAVY TANKERS

Concerning the nine new Navy Tankers which are being built to replace the T-2's now in service, some new developments have occurred which we are currently investigating.

Although Falcon Carriers was the low bidder, the Navy wants to give the contracts to Marine Transport Lines. We are currently investigating why Falcon was not allocated the ships as the low bidder.

### BOSUNS RECERTIFICATION PROGRAM

This month we were proud to graduate our eleventh class of recertified bosuns. The Bosuns Recertification Program which began on June 1 of 1973 has proved to be a resounding success. With this group of 12 bosuns, we will now have 106 Seafarers who have been recertified through the two-month program.

Each month, we are placing aboard our ships more and more Seafarers who have up-to-date knowledge about the modern ships of today and up-to-date knowledge on the Union and how it works.

These men have become well acquainted with the many issues of vital importance to the job security of Seafarers, such as the Energy Transportation Security Act, formerly known as the Oil Import Quota Bill.

Because these recertified bosuns have become familiar with the new ships, the Union and other important areas affecting your livelihood, they can better serve each and every member of the SIU when they go back aboard ship.

Again, I want to congratulate the 12 bosuns who graduated this month and wish them the best of luck as they return to their ships. They are: John Cisiecki, "Blackie" Ferrera, Jimmie Garner, Bobby Gillain, Ravaughn Johnson, Manuel Landron, Verner Poulsen, Albert Ringuette, Robert Schwarz, James Thompson, Harold Weaver and Robert Zaragoza.

### "A" SENIORITY UPGRADING

Another program which also helps not only those involved but the entire membership by giving them a better trained, better informed man aboard ship, is the "A" Seniority Upgrading Program.

This month we were happy to graduate six Seafarers from this one-month program. They are: Robert Garcia, Raul Gotay, Richard Hutchinson, Nikolaos Paloumbis, Dimitrios Papageorgiou and Hans Zukier.

They bring to 94 the number of Seafarers who have successfully completed the program which consists of two weeks at the Lundeberg School of Seamanship in Piney Point and two weeks here at Headquarters.

I would encourage all our members who are eligible to take advantage of this program. It spells job security for you.



# Washington Activities

By B. Rucker



## Oil Import Bill

● **Legislative action** on the Oil Import Bill (Energy Transportation Security Act) is moving full speed ahead in Congress—and is picking up widespread support from the AFL-CIO affiliates in all parts of the nation.

On May 30, SIU President Paul Hall was the wrap-up speaker as the Senate Commerce Committee ended hearings on the bill. President Hall closed out the Congressional hearings with a stinging indictment against the giant oil conglomerates for their callous indifference to what he called "the human element" in this issue—the American seamen and others who will benefit from jobs, and all Americans who would be rid of the price gouging and energy supply shortages created by the uncontrolled practices of American-owned foreign oil interests.

● **Legislative support** for the oil bill is also steaming full ahead, fired up by the AFL-CIO, the Maritime Trades Department, and AFL-CIO state and local central bodies. On May 28, AFL-CIO President George Meany sent a detailed letter to all members of the Senate Commerce Committee urging Congressional support for the bill. Letters and telegrams are also being sent by AFL-CIO unions and their members to Senators in every state in the union.

● The AFL-CIO Ad Hoc Committee on Maritime Industry Problems—set up by President Meany in April—met with Legislative representatives from affiliates of the Maritime Trades Department on May 28. MTD Administrator Bill Moody outlined the progress of the bill in Congress, and MTD President Hall chaired the meeting and called for a "united front" in securing passage of the oil bill. The MTD represents more than 7 million members throughout the nation. The legislative representatives pledged full cooperation and support for the oil import bill.

## Merchant Marine Act of 1970

The Senate Commerce Subcommittee for Merchant Marine held hearings on May 15 on a bill to authorize the Maritime Administration budget for ship construction and operating subsidies under provisions of the Merchant Marine Act of 1970. The \$562.9 million budget for fiscal 1975 includes funds for research and development of new ship designs as well as construction and operating subsidies for tankers, LASH and OBO carriers, Great Lakes vessels and containerships.

## Pension Legislation

A House and Senate Conference Committee is meeting on two bills which would regulate privately-funded industry pension plans. The SIU is watching the progress of this conference to make certain that the rights of Seafarers under the SIU Pension Plan are safeguarded and that all benefits for SIU members remain secure.

## Jones Act

The SIU Washington staff remains alert to the continued attacks on the Jones Act by the giant oil interests, the farm lobbies, and the "flag of convenience" operators. Repeated attacks on the Jones Act—which is the American seamen's job security in the coastwise and intercoastal trade—have been overcome through the efforts of our staff in Washington. The latest attempt to by-pass the Act was made in an effort to bring in foreign-flag vessels to move anhydrous ammonia from Alaska to the West Coast.

Protecting domestic shipping for U.S.-flag ships and American seamen through the safeguards of the Jones Act will become increasingly important when oil from the North Slope of Alaska begins to arrive for shipment at the port of Valdez.

## Deepwater Ports

The long-delayed Deepwater Port bill passed the House of Representatives by an overwhelming majority—318 to 9. The bill, H.R. 10701, clears the way for construction of deepwater tanker terminals on U.S. coasts. The bill would permit the start of deepwater construction of offshore ports which could handle vessels of 265,000 dwt or more—which are now being built in American shipyards. These ships and the deepwater terminals will make the U.S.-flag fleet more competitive in the world shipping market. The bill now goes to the Senate, where a special subcommittee is drafting its own version.

## Firefighting Training

A bill to provide specialized firefighting training to merchant seamen is nearing final passage in the Congress. The bill, which has received the support of the Maritime Administration, would establish a U.S. Fire Academy to train seamen and dockworkers in techniques to effectively handle fires aboard American-flag ships—particularly tankers, LNG/LPG vessels and other carriers of highly explosive cargoes.

## Merchant Marine and Fisheries Committee

An attempt to ground the effectiveness of the House Merchant Marine and Fisheries Committee is being vigorously opposed by the SIU. A House resolution to restructure the committee by scattering some of its important functions to other House committees has been referred by the Democratic Caucus to a Committee on Review which will report back to the Democratic Caucus in the House on July 17. An earlier attempt to abolish the committee was defeated after strong opposition by the SIU.



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.

## Seamanship Trophy, Part of Maritime Day in New York



National Maritime Day was celebrated May 22, and as part of the festivities in the port of New York there was a water display from a fireboat moving up the East River under the Brooklyn Bridge. During the various ceremonies held on that day, the New York City fireboat *Firefighter* was awarded the 1974 American Merchant Marine Seamanship Trophy. The Seamanship Trophy was established in 1962 to honor deeds exemplifying distinguished seamanship and professional competence by U.S. citizens serving aboard a U.S. vessel. The *Firefighter* was awarded for her gallant response to the mammoth fire which resulted from the collision of the container vessel *Sea Witch* and tanker *Esso Brussels* under the Verrazano Bridge in June, 1973. Accepting the award from Thomas A. King, (center), Eastern region director of the Maritime Administration is Lieutenant James F. McKenna, commander of the fireboat. Pilot Matthew T. Fitzsimmons (far right) looks on. SIU President Paul Hall was among the members of the Select Committee which reviewed nominations for the trophy.

# New York Clinic Celebrates 17th Anniversary

The SIU Medical Clinic at Union Headquarters—which has been providing various health services for SIU members and their families since it opened in 1957—celebrated its 17th anniversary in April. The clinic, which was previously located on Third Ave. and 21st St. in Brooklyn, was moved to the Headquarters building on Fourth Ave. and 20th St. in December, 1973.

A Seafarer, or any of his dependents, can obtain free medical service at any of the SIU clinics which are located in every area where there is a port agent and a Union hall.

At the clinic at Headquarters every Thursday is family day. On these days the clinic has a pediatrician and a gynecologist available to examine Seafarers' wives and their dependents.

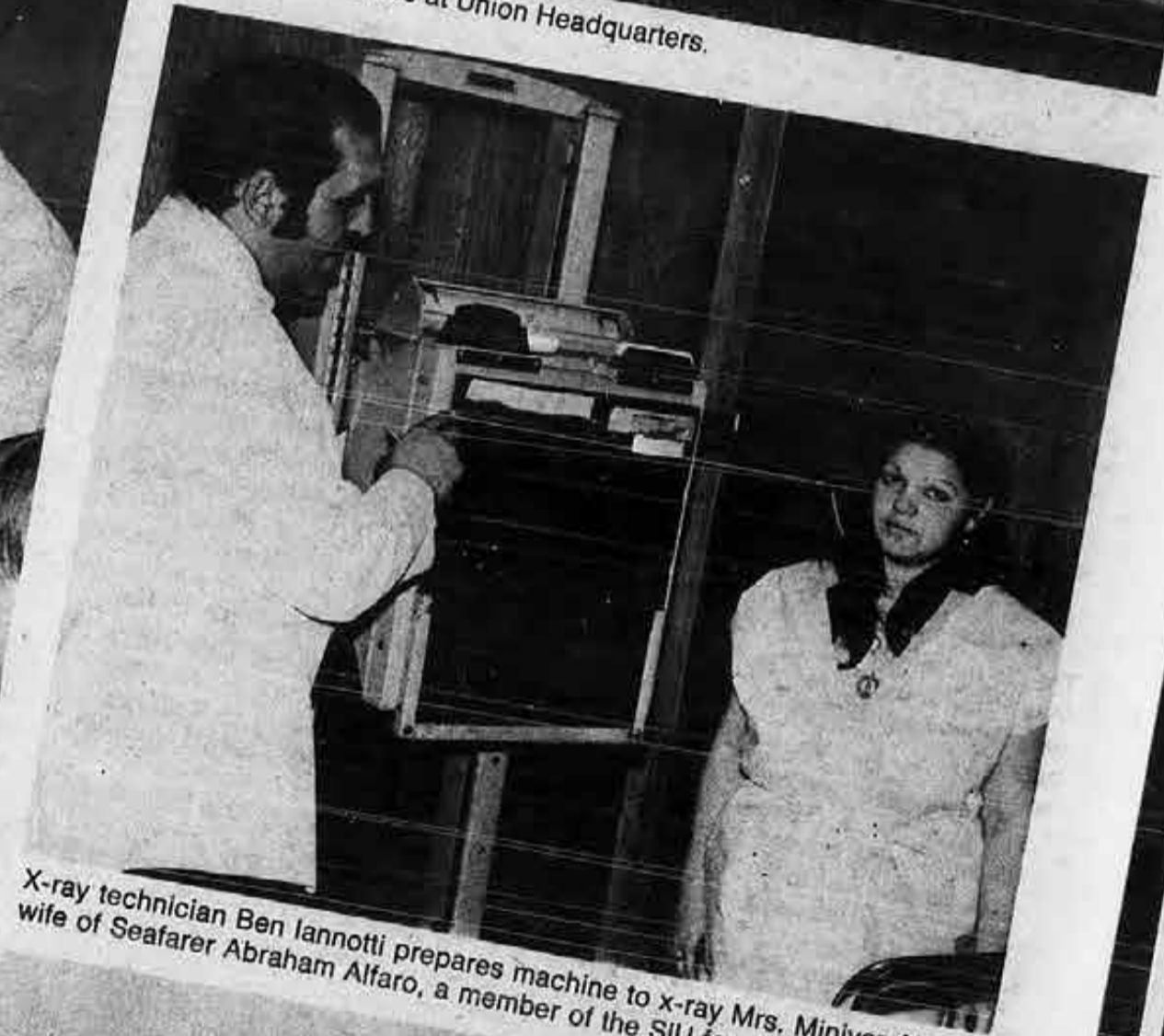
Among the services provided for Seafarers and their dependents are: eye and ear examinations; x-rays; blood tests and blood donations, and any necessary inoculations. Complete routine physicals are also given, including urinalysis, electrocardiogram, blood pressure, etc. The head of the clinic is SIU Medical Director, Dr. Joseph T. Logue.



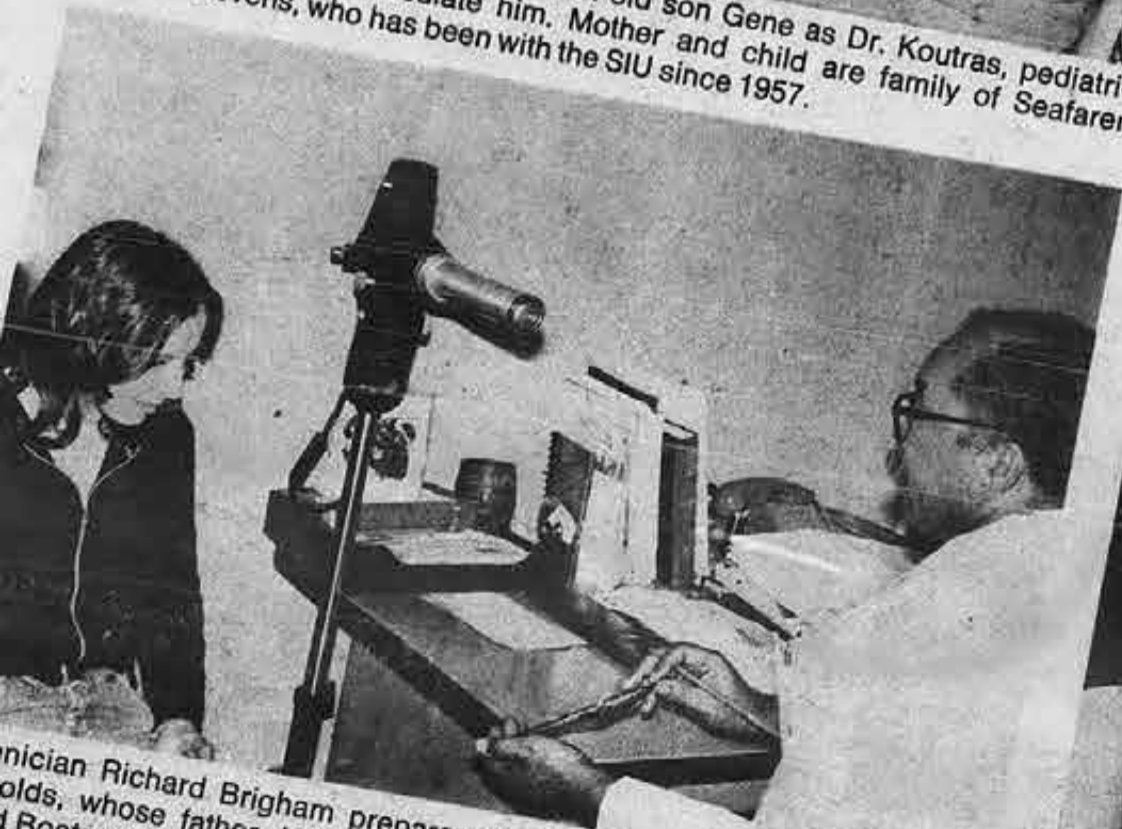
The SIU Medical Clinic at Union Headquarters.



Mrs. William Stevens holds 11-month old son Gene as Dr. Koutras, pediatrician, prepares to inoculate him. Mother and child are family of Seafarer William Stevens, who has been with the SIU since 1957.



X-ray technician Ben Iannotti prepares machine to x-ray Mrs. Miniver Alfaro, wife of Seafarer Abraham Alfaro, a member of the SIU for eight years.



Ophthalmician Richard Brigham prepares to give eye examination to Theresa [Name obscured], whose father, Harry Reynolds, is a member of the SIU-affiliated Boatmen's Union.



Seafarer Orlando Rodriguez donates blood with the aid of Nurse Cheryl Edel.

## Boston Committee



Recertified Bosun Chuck D'Amico, front second from right, is on his first ship, the *Boston* since recently completing the two-month Bosun Recertification Program. The *Boston* paid off at the Sea-Land docks in Port Elizabeth, N.J. on May 2. Ship's committee members are, standing front from the left: James Keno, secretary-reporter; John Atherton, educational director; John Wright, engine delegate; D'Amico, ship's chairman, and Manuel Sanchez, deck delegate. "A" Seniority Upgrader Charlie Humason, standing rear center, accompanied SIU Patrolman Dave Quinones, rear right, on the ship's payoff.

## James Committee



The SIU-manned cargo ship *James* paid off in the port of Bayonne, N.J. on May 13 after a run to the Far East. Ship's committee members agreed it was a good voyage and a good crew. They are, from the left: F. N. Rose, deck delegate; Lyle Clevenger, educational director; Robert Rowe, steward delegate, and A. Dimitropoulos, engine delegate.

## Portland Committee



Recertified Bosun Frank Teti, second from right, a participant in the Bosun Recertification Program during the months of December and January, is now sailing bosun aboard the container ship *Portland* which paid off on May 1 in Port Elizabeth, N.J. Ship's committee members are, from the left: George Paul John, steward delegate; Juan Cruz, secretary-reporter; F. Teti, ship's chairman, and Ed Boles, deck delegate. The *Portland*, originally built in 1945 by the Kaiser Co. in Richmond, Calif., was converted for container carriage in 1968. The 497-foot long vessel is capable of carrying 360 containers. She is on a coastwise run.

## Ultramar Committee



Recertified Bosun Barney Swearingen, standing second from right, participated in the March Class of the Bosun Recertification Program and is now aboard the *Ultramar*. Photo was taken during a visit to the *Ultramar* in the port of Jacksonville, Fla. The *Ultramar* is the largest ship to ever enter Jacksonville. Committee members, standing from the left are: Pat Rogers, educational director; Carroll Boudreaux, engine delegate; Swearingen, ship's chairman, and Joseph Pitetta secretary-reporter. Kneeling front from the left are: Frank Campbell, steward delegate, and Arthur Longuet, deck delegate.

## Walter Rice Committee



The SIU-manned *Walter Rice* tied up in the port of Longview, Wash. recently to pick up some cargo. The ship's committee noted that the entire *Walter Rice* crew worked well together with fine cooperation in all departments. The committee members are, from the left: Perry Ellis, educational director; W. C. Byrd, ship's chairman; Clarence Smith, steward delegate, and Bill Verzone, engine delegate. Educational Director Ellis used some of the money in the ship's fund to purchase puzzles and other games for the use of the crew during off hours.

## Suamico Committee



The SIU-manned *Suamico*, operated by Hudson Waterways, paid off recently in the port of Portland, Ore. The ship's committee, along with Seattle Port Agent Harvey Mesford, standing rear, gathered topside for a photo after a smooth payoff. Committee members are, from the left: Don White, educational director; J. Buchanan, steward delegate; C. Canales, ship's chairman; L. Bennett, secretary-reporter, and R. Crockrell, deck delegate.

## ASHORE



### New York

Two SIU-contracted companies were among the shipping firms that awarded prizes to the 17 contest winners in the 1974 Harold Harding Memorial National Maritime Essay competition sponsored by U.S. Propeller Clubs throughout the country, it was announced here recently.

The 39-year-old contest marked the observance of Maritime Day on May 22.

Delta Steamship Lines of New Orleans gave a free cruise to South America to high school student R. Thomas Morgan of Gallipolis, Ohio for his essay on the importance of the maritime industry.

Sea-Land Service, Inc. of Elizabeth, N.J. gave a \$100. U.S. Savings Bond to Horacio Mourino of Ponce, Puerto Rico.

Final decision on the best of the 17 essays will be made this month.

### Galveston

Maritime Day was marked here with a dinner and a program at a local hotel with the Propeller Club, the Galveston-Texas City Traffic Club and the Galveston Chamber of Commerce in attendance.

### Seattle

A Miss Maritime Day queen and her court, employes of the port and a steamship firm here, reigned over National Maritime Week celebrations from May 19 to 26.

The festivities were highlighted by seamen's memorial services off Pier 56. Ship models and nautical gear were on display during the week in several store windows. Open house was held on vessels at Pier 5 on the downtown waterfront.

### Baltimore

Grand prize winner out of 10,000 entrants in the annual "Ship American" national maritime poster contest was a 17-year old girl high school senior here. She got \$500 for her achievement.

### Savannah

SIU-contracted Waterman Steamship Co. has added this port as a calling point for its ships on the Far East run. Two C-4 Mariners will eat the anchor there bimonthly with the breakbulk SS *Thomas Jefferson* calling June 24 with containers, tanks and refrigerated cargo.

### Piney Point

Owners and representatives of the towing industry met here May 29 to May 30 in an Advisory Meeting on Towing Industry Education. They reviewed the Harry Lundeberg School of Seamanship curriculum, approved new courses and held a critique on the future goals of education in the towing industry.

### Louisville

The UIW-contracted paddlewheeler, the *Delta Queen* of Cincinnati won the 11th annual Great Ohio River Steamboat Race May 1 steaming under the Clark Memorial Bridge 10 lengths in front of the *Belle of Louisville*. Arriving in time for the Kentucky Derby festivities, the *Delta Queen* has won the steamboat race six times and the *Belle of Louisville* five times.

### San Francisco

National Maritime Week got underway here May 19 in the Bay with the annual 10-man whaleboat race sponsored by the local steamship companies. On Maritime Day the SIUNA-affiliated Marine Cooks and Stewards Union held seamen's memorial services in the morning on the schooner *C. A. Thayer* moored at Maritime State Park on Hyde St. Pier near Fisherman's Wharf. After taps and a rifle volley, floral wreaths were cast on the outgoing tide at the Golden Gate from a U.S. Coast Guard cutter.

### Oakland, Calif.

This SIU port had a cargo upswing last year moving 7.2 million tons, 5.4 million tons being containerized. In 1962 the port moved 2.5 million tons of containers in its first year of container operations.

### Inchon, Korea

The SIU-contracted Sea-Land Service, Inc. will now call at this port near Seoul.

Construction of the harbor's deep water-tidal basin begun in 1969 has just been completed. The company's S-L 7 container fleet will call at the port weekly from Hong Kong, Yokohama, Kobe and the U.S. West Coast.

### Charleston, S.C.

Seatrains Lines, Inc. hopes to get more container traffic here after enlarging its facilities and building a new terminal. In the last nine months, Seatrain has handled 372,000 tons of cargo in the port, almost two-thirds for export.

**Politics Is Porkchops  
Donate to SPAD**

## Seafarer Garner Believes In Training and Upgrading

Seafarer Jimmie Garner is a professional who has a firm belief in the value of the training and upgrading programs of the SIU—and he has climbed the ladder from ordinary seaman to able-seaman, bosun and quartermaster through the Union's career advancement programs.

Seafarer Garner was 22 and working as an assistant civil engineer for the state of Alabama when he happened to meet some SIU seamen at the Mardi Gras in New Orleans in 1963. From that chance meeting came a desire to go to sea. He went to the SIU hall and was advised that the best way to begin was to attend the Andrew Furuseth Training School—the forerunner of the SIU's Harry Lundeberg School of Seamanship.

After attending the AFTS in New Orleans and Houston for 60 days, he boarded his first ship—the *S.S. Hudson* (Oriental Steamship Co., now Ogden Marine)—for a 28-day trip to Calcutta. His next trip was as dayman on the *S.S. Madcat* (Waterman Steamship Co.) and he continued sailing with Waterman through 1966. During that time, Seafarer Garner achieved an able-seaman endorsement through study materials supplied to him by the AFTS training facility in New Orleans.

In 1969 he took his first bosun's berth on the *S.S. Steel Architect* (Isthmian Lines) and the same year he achieved his full "A" book through the SIU's seniority upgrading program. Seafarer Garner has sailed steady as bosun and in the past 11 years he has accumulated more than seven year's day-for-day seetime. This month, Seafarer Garner, who at the age of 33 is the youngest bosun in the SIU, completed the SIU Bosun Recertification Program.

His success story—made possible largely through the training and upgrading programs of the SIU—has made Seafarer Garner a firm believer in the opportunities the programs provide. Commenting on the training programs



Seafarer Jim Garner

for young men coming into the industry, he said:

"It's the best thing that ever happened to this Union. These young guys mean not only that we have a stability and future for our Union but also that we will have security in our pension program in the years ahead."

Speaking of the various upgrading programs, Seafarer Garner said:

"If a man had to pay for this kind of training very few of us would be able to make it. It's all there at Piney Point for anyone who wants to make it. All you have to do is to be willing to try and the school will work with you all the way."

What are Seafarer Garner's plans for the future?

"I'm looking to get a bosun's job on one of the Waterman LASH ships. I also plan to go back to Piney Point for training on the new LNG/LPG ships because I believe that these new ships are the future of our Union and we should all be prepared to handle this new equipment better than any other seamen in the world."

## The Walter Rice Crew Plays Two Benefit Games



SIU member M. Zepeda, second from left, holds trophy presented the *Walter Rice* crew for "International Good Will."

In a wonderful display of the "brotherhood of man", the crew of the SIU-contracted *Walter Rice* got together a basketball team and played two benefit games against a local squad from the town of Corral, Chile for the poor children of that area.

All proceeds from the games went to the children's Christmas Fund. The officers and crew of the *Walter Rice* also donated generously to the fund.

The contests took place just prior to the Christmas holidays while the *Walter Rice* was in port.

The Seafarers tried to keep the games close in an effort to hold fan interest at a peak, but in the process managed to lose both games.

In appreciation for their contribution, the Mayor of Corral presented the *Walter Rice* crew with an award for "International Good Will."

## Cities Service, Interstate May Merge

Cities Service Co. and the Interstate Group of Companies, both SIU-contracted companies, have reached an agreement to combine their marine operations. The merger is subject to a number of conditions, including a favorable ruling by the Internal Revenue Service.

The new company, which will be known as IOT Corp., will bring together Interstate's fleet of tugs and barges and the deepwater tanker operations of Cities Service. Interstate is a privately owned Philadelphia-based group of marine oil transportation companies. Cities

Service marine division is Cities Service Tankers Corp., New York, a wholly-owned subsidiary of the oil company.

When combined the new organization will have a fleet of 22 tugs, 42 barges and 14 ocean-going tankers. Five tugs and six barges are on order and will be delivered between now and 1976. Also on order are three very-large crude carriers, each in the 261,000 dwt class.

Adrian S. Hooper, presently board chairman of Interstate, will be chairman of the board, president and chief executive officer of IOT. Corporate headquarters will be in Philadelphia.

## Meeting Informs Crew



Above, crewmembers on the *Transoregon* (Seatrain) hold shipboard meeting at ship's payoff May 21 in Weehawken, N.J., after a coastwise run to Puerto Rico. The SIU's legislative activities were discussed, and the crew was brought up-to-date on current issues before the Congress and the problems facing the maritime industry. Below, the *Transoregon's* ship's committee gathered for picture. They are (from l. to r.): R. Carabailo, steward delegate; Gene Greaux, deck delegate; Recertified Bosun Gaetano Mattioli, ship's chairman, and David Able, engine delegate.



## High School Diploma

Continued from Page 5

1952 when he began servicing the New York waterfront as a Union patrolman.

In 1959, he became port agent in Chicago and is responsible for organizing the Greater Chicago and Vicinity Port Council of the Maritime Trades Department.

Presently, he is working on organizing companies for the SIU-affiliated Inland Boatmen's Union in the States of Missouri, Kentucky, Tennessee, Arkansas and Oklahoma.

The father of eight—five girls and three boys ranging in age from 10 to 29—Scottie always impressed on his children the importance of education, but "never really thought about my own."

"It's unfortunate," he notes, "that many of our members, because of circumstances were never able to get their diplomas."

"But now, the Union offers a real opportunity for high school equivalency, and our members should seriously think about taking part in it," he stated.

Brother Aubusson recalls "when I first entered the GED program I didn't know how it would turn out. But I had to prove to myself that I could pass the exam, and when I did I felt a great deal of personal satisfaction."

Complete information and application for the Lundberg School's GED equivalency program can be found on page 26 of this issue of the LOG.

## AT SEA



### SS Stonewall Jackson

Launched only last December in New Orleans, this SIU-manned Waterman LASH ship sailed June 5 from the Gulf to Port Sudan on the Red Sea. The 20,000-ton tanker carried 2,000 tons of wheat in 11 of her lighters.

### SS Mobile

Up in a Seattle drydock last month, this Alaska vanship was a rare sight that far south. Drydock work entailed bottom welding and the tightening of rivets loosened by Alaskan ice packs.

### SS Mohawk

Arriving in Saigon this week from the Gulf is the *SS Mohawk* (Ogden Marine) carrying 14,000 tons of rice bags destined for the Khmer Republic formerly known as Cambodia.

### SS Bienville

This Sea-Land containership carrying a military cargo made her first call at the port of Inchon, Korea, May 10. The 226-container ship used her own shipboard cranes as a shore crane won't be available until August.

### SS New Orleans

A fifth containership, the *SS New Orleans* (Sea-Land) was added to the firm's Seattle to Alaska run. Now three instead of two Sea-Land containerships will make the weekly run.

### SS Overseas Alice

Ship's skipper, Capt. Albert Johnston reports that the SIU-contracted tanker's refueling exercise in the Pacific with a Navy vessel recently was "most commendable," according to the U.S. Navy command. Last month the *Overseas Alice* (Maritime Overseas) docked in Sasebo, Japan.

Earlier, the SIU crew thanked Chief Steward E. R. Perry and the steward department for an excellent Easter feast of Virginia baked ham and the fixings displayed in an attractive, mimeographed menu and served on clean, white linen.

### SS Falcon Lady

Recertified Bosun Edward Morris, Jr. of Mobile writes that the tanker's Chief Mate N. Gullo was asphyxiated in one of the ship's tanks and died on the way to Yokosuka, Japan. A bouquet of flowers and sympathy cards were sent to his family.

The master's wife, Mrs. F. Liberty had to leave the vessel because of illness. A box of candy and get well cards were sent to her at the hospital.

On docking in San Francisco, the ship was taken over by the Military Sealift Command.

### SS Iberville

Fireman-watertender Frederick J. Dukes aboard this SIU-contracted Waterman ship was hospitalized in Saigon recently.

### SS Alex Stephens

Another Waterman vessel had Seafarer-writer Charley A. Bortz of Hellertown, Pa. aboard acting as deck delegate on the voyage from Durban, South Africa to Savannah. Bortz has written a few stories for the Seafarers LOG on his trips to Russia on an SIU-contracted grain-oil tanker and on his impressions sailing aboard an S-L 7 containership to Europe.

Bosun A. Antoniou said the crew donated surplus ship's fund money to a children's hospital.

All of the SIU crew voted thanks to Messman Jose Vargas for good service.

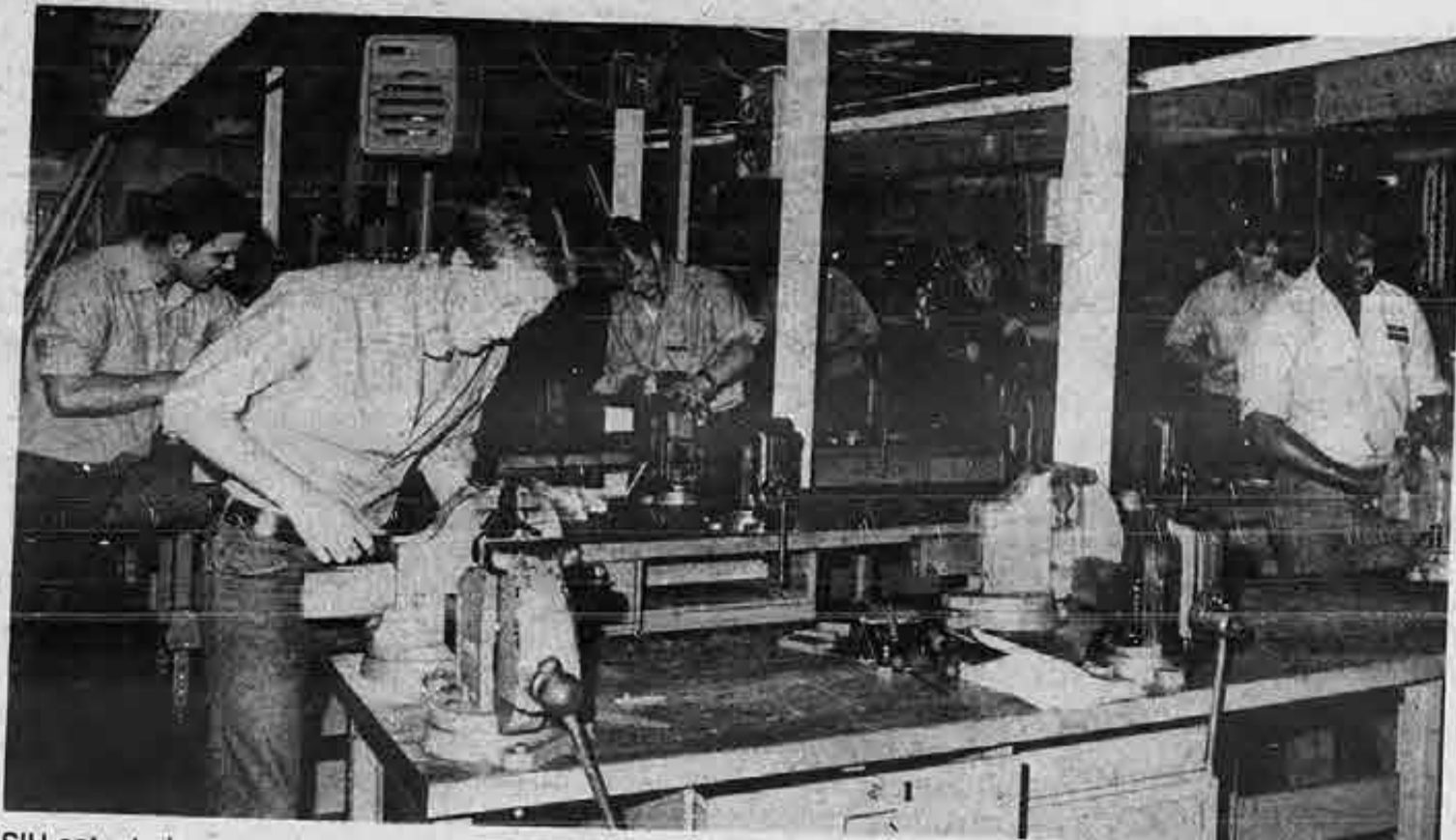
### SS Seattle

"Being an original member of the Union," Reporter-Secretary E. B. Tart reminded his SIU shipmates of what "we went through in the old days on these ships." He pointed out that because "we have lost the Falcon tankers to the MSC, we should buy as many SPAD tickets as we can afford. For as they say," he emphasized, "POLITICS IS PORKCHOPS."



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.

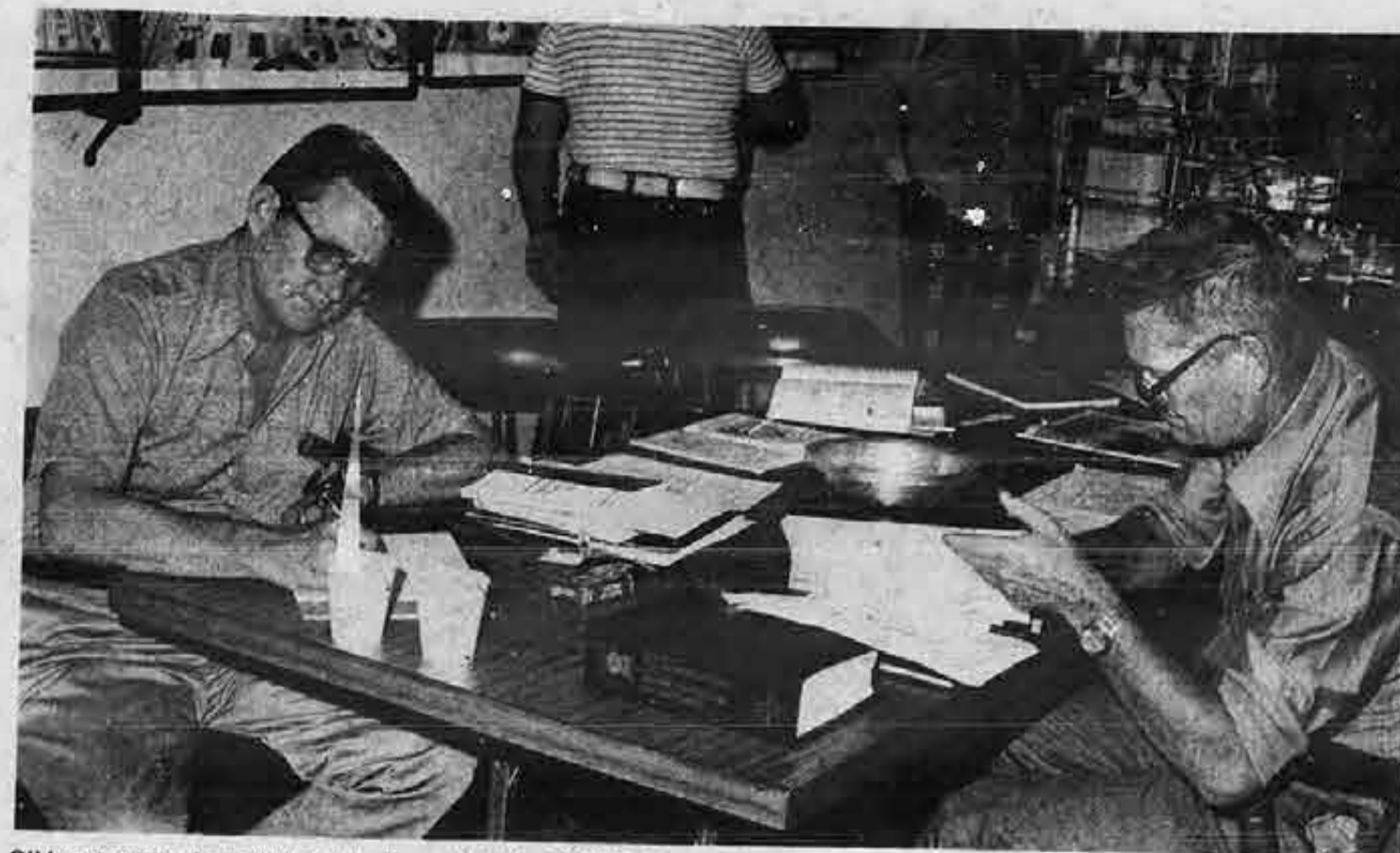
Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.



SIU entry trainees work in the Lundeborg School's machine shop during initial engine room training. Among other things, the trainee must construct on his own a C-clamp and machinist clamp to successfully complete this part of the course.



SIU upgraders participate in the classroom portion of the fireman, oiler, watertender course. They are, seated clockwise from the left: Chris Bohannon, Craig Spencer, Pablo Lopez, Alexander Martinez, Jim Fonville, Randy McDonald, and Jeff Lutz. Standing is course Instructor Fred Bess.



SIU veterans Jerrell Neel, left, and John Griffith hit the books while studying for their Junior Engineer endorsement, one of the endorsements required for the QMED rating.

## Training and Upgrading to Meet the Needs of the Future

The U.S. maritime industry is a rapidly and radically changing one. As the older ships of our merchant marine are taken out of service, they are being replaced by new, highly automated, highly technical vessels such as the liquid natural gas carrier, the ore/bulk/oil carrier, the LASH container-ship-barge carrier, and the supertanker.

And, just as rapidly as the ships of our merchant marine change, the skills to efficiently and safely man them also change.

To meet the manning needs of the near future and to protect the job security of our members, the SIU's Harry Lundeborg School, in conjunction with the Coast Guard, has developed comprehensive career advancement programs which enable a Seafarer to upgrade to the top of his particular department in a relatively few years.

The photos shown on these two pages outline, in particular, the many opportunities offered by the Lundeborg School for engine room personnel.

Upon entering the Lundeborg School a young man learns during his basic entry engine room training period the duties of a wiper.

After accumulating the necessary seafaring requirements, he can then upgrade to fireman, oiler, watertender—and from there can get the necessary endorsements for the increasingly important QMED rating. While achieving his QMED rating, a Seafarer can get a welding endorsement, and is eligible to participate in the new LNG training program.

These programs are open to all eligible SIU members and Seafarers should take full advantage of them. They are an insurance of job security for the member and they mean higher paying, more responsible jobs aboard ship.

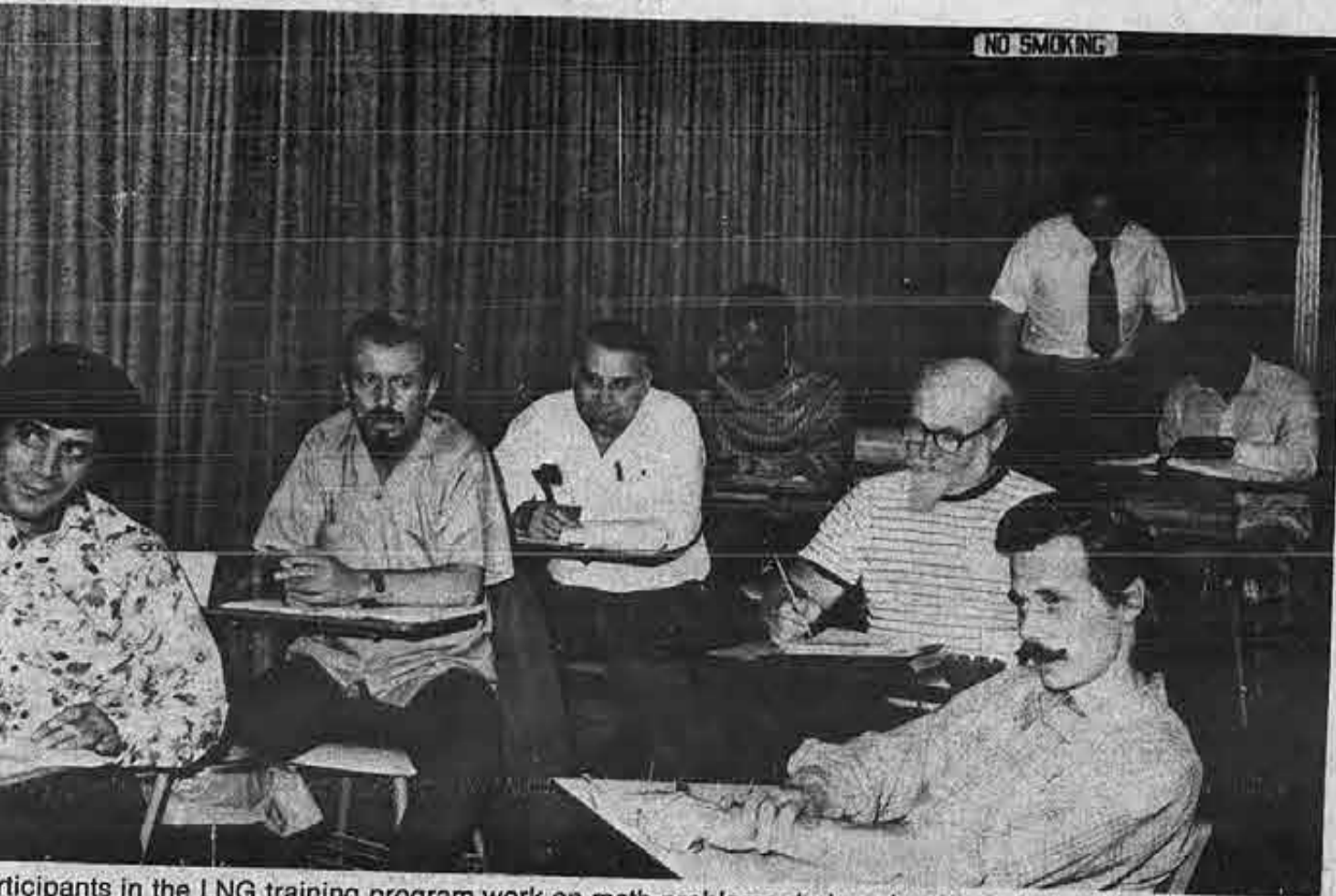
Complete details and requirements for all of the Lundeborg School's programs can be found on pages 26 and 27 of this issue.



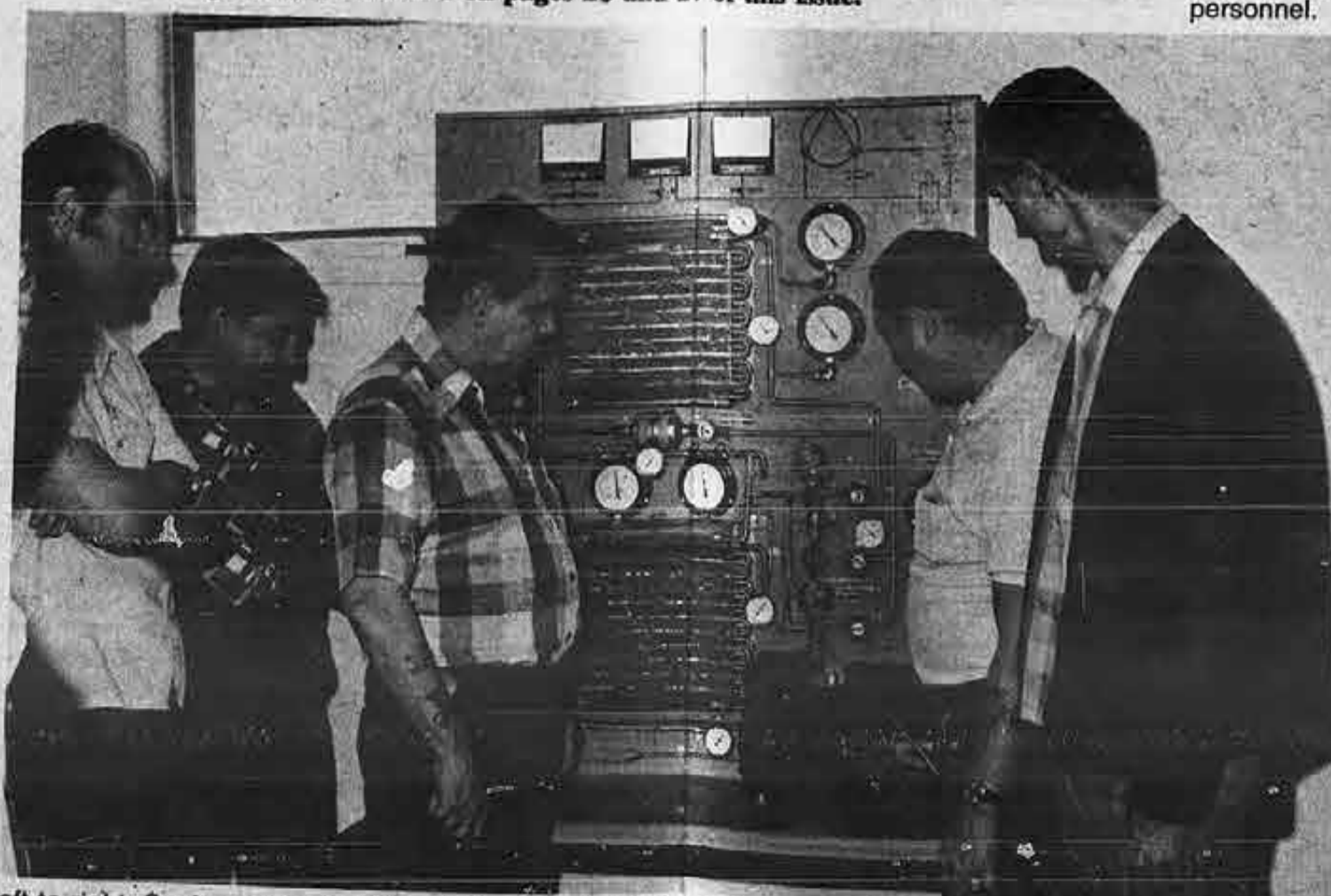
Upgrader Craig Spencer works in the Lundeborg School's engine room as part of his on-the-job training for FOWT.



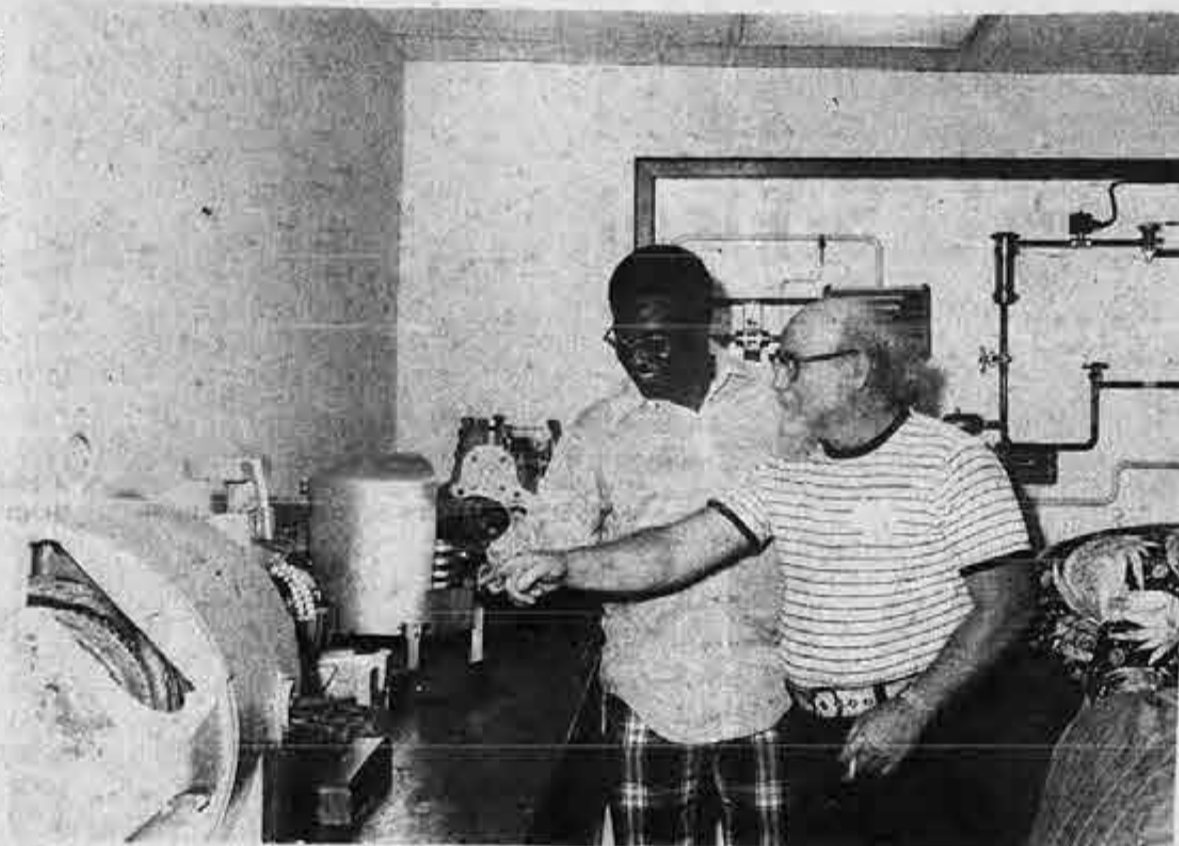
Seafarers Tom Maga, left, and Frenchy Bernose, center, study super-enlarged photos of control board of an LNG carrier with Instructor Lee DeMasters. The LNG course is necessary for all Seafarers who wish to ship aboard an SIU-contracted LNG carrier.



Participants in the LNG training program work on math problems during classroom instruction of the course. They are, left row front to rear: Frenchy Bernose, Ken Peterson, Tom Maga, and Richard Daisley. In the right row, front to rear are: Charles Dahlhaus, Bob Prentice, and Larry Allen. Standing is Instructor Lee DeMasters.



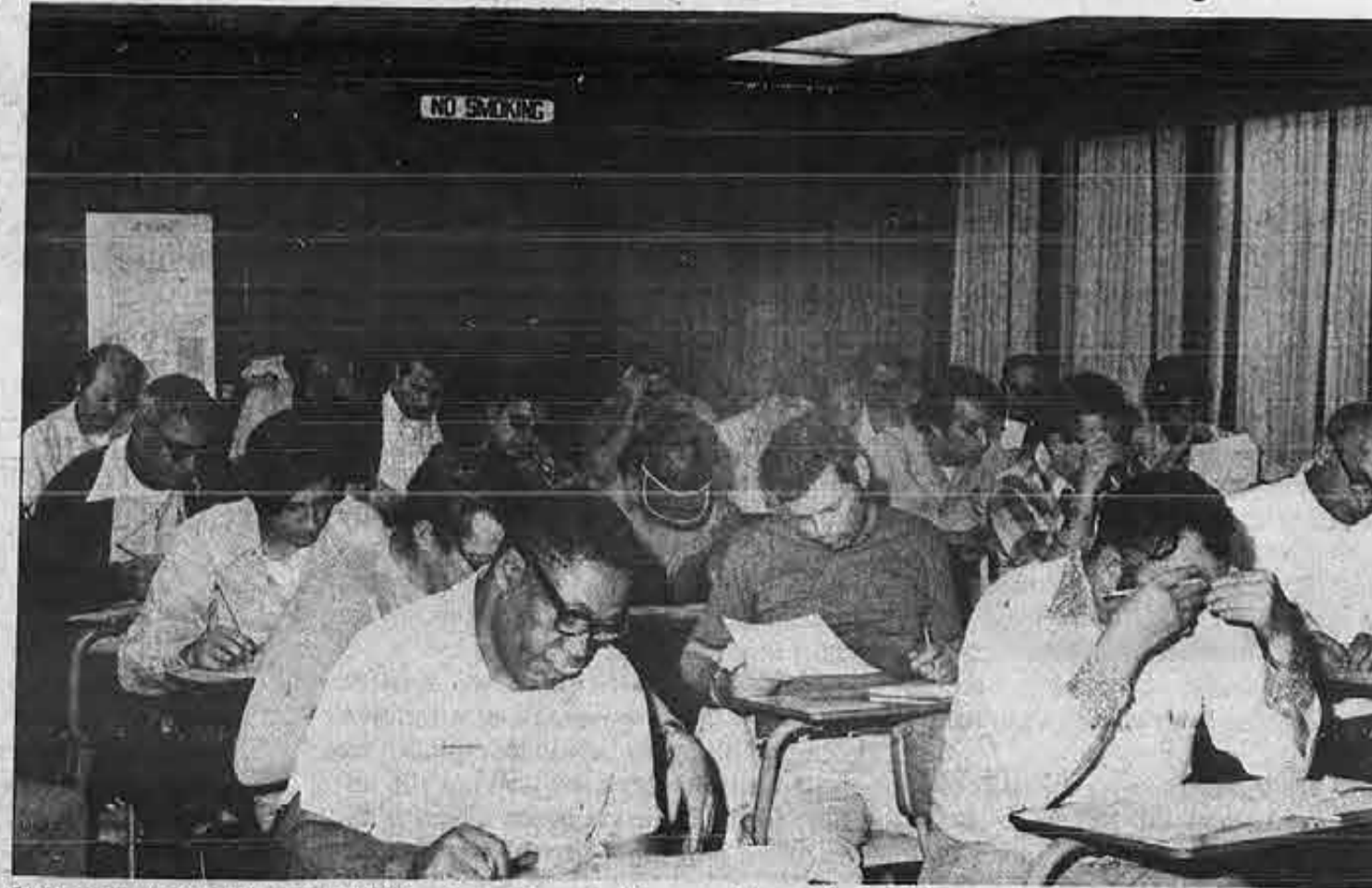
Left to right, Seafarers Olie Webber, Viotor Conde, F. R. Clarke, James Fox, and David Cameron study refrigeration unit while working for QMED rating.



Seafarers Larry Allen, left, and Bob Prentice study the makeup of heat exchanger while participating in the Lundeborg School's LNG program for engine department personnel.



Seafarer Nikolaos Saslos recently completed his QMED course at the Lundeborg School and stayed on to get welding endorsement. Here, he practices with welding torch.



Seafarers working to get QMED rating concentrate on refrigeration problems during classroom instruction. The QMED rating is becoming increasingly important for manning needs aboard the new high technology vessels now coming off the ways.

## On Target!



## Unity For a Strong U.S. Fleet

Maritime Labor is moving in a positive direction toward resolving the problems that have frustrated the vitality and growth of this nation's maritime industry for many years. A significant step forward was made last month when AFL-CIO President George Meany established the AFL-CIO Ad Hoc Committee on Maritime Industry Problems. (See Special Supplement in this issue of LOG.)

How meaningful that first step will be and how far we will travel on the road to achieve that stability which will foster the growth of a strong and competitive U.S.-flag fleet is going to depend upon the understanding, good faith and determination of all maritime labor organizations. A promising beginning was made on May 28 when maritime labor—joined by other AFL-CIO organizations—united in a cooperative effort to work together for passage of the Energy Transportation Security Act.

But, we must move beyond an effort to achieve an immediate goal. We must probe to the causes of the ills of our industry and find the cure that will make it viable and competitive.

Understanding will be the key to achieving our long-range objectives. Recognizing our mutual concerns will stimulate a determination to unite in an uncompromising effort to achieve a durable solution to the problems and challenges that confront the maritime industry and all of its labor organizations.

The problems and challenges are many. They involve our relationship with each other and, in the larger sense, they concern our joint responsibilities to the industry.

There are the challenges that directly affect our jobs and job security. These are the challenges of a rapidly advancing technology which demands new training. There is the challenge of cooperation between maritime labor and the industry to increase productivity—while protecting

jobs, wages and working conditions—to make the U.S.-flag fleet competitive in the world market.

There is the challenge of achieving greater stability in labor-management relations which will bring increased dependability on our nation's merchant marine. We have in recent years made major strides forward in this area, but more needs to be done.

There is the challenge of convincing Congress of the need to adopt a legislative program that will strengthen the industry, and of persuading the industry of the need for their cooperation in achieving our joint legislative goals.

There is the challenge of seeking a coordinated government maritime policy which will implement—rather than frustrate—the nation's shipping program.

There is the problem of jurisdiction, and the disputes which sap the energy that maritime labor must have to achieve greater economic gains and job security for all seafarers.

The challenge before us is to work toward our common goals in a spirit of mutual trust and understanding. The regular meetings of the Ad Hoc Committee, under the auspices of the AFL-CIO, will provide the forum to discuss our mutual problems and seek solutions to our common goals. They will provide us with the opportunity to plot the broad needs of our industry in terms of labor, management and government—and to chart our course for the future.

In charting that course, we must be careful to avoid the shoals of misunderstanding and jurisdictional conflicts. We must seriously consider whether the answer to the basic problems affecting the maritime industry—problems which adversely affect the best interests of maritime workers—is the compelling need for mergers between unions in both the unlicensed and licensed areas.

## Letters to the Editor



HISTORIC PRESERVATION

### Admires SIU's Efforts

I am not a member of the SIU, but being a charter boat captain I come into contact with a lot of people who make their living on the water, many of whom are SIU men.

I can't help admiring your untiring efforts in saving our USPHS system and keeping the Jones Act in force. I also admire your continuing fight to use more American ships to import foreign oil—and this is one fight all of us can join by sending letters to our Senators and Representatives. To this goal let every one strive to do their best.

Sincerely,  
Eddy Davis  
Baltimore, Md.

### Praises Welfare Plan

I wish to thank the Seafarers Welfare Plan for the fine and quick financial response I received for the time my wife was confined in a hospital. I am glad to belong to an organization as great as ours.

Fraternally,  
George Palm  
Manitowoc, Wisc.

### Goes on Pension

I recently received my first pension check and I want to say how much I appreciated it, and how happy I am to belong to such a good Union. I also appreciate the way the Welfare Plan has taken care of my wife's medical bills in the past. Best of luck, and God bless all my friends in the SIU.

Fraternally,  
George E. Powell  
Irvington, Ala.

### Shipmates Took Collection

My mother passed away on May 3 while I was working at sea aboard the *Bradford Island*.

The officers and crew of the ship took up a collection and sent flowers. I wish to thank my shipmates for their kindness in a time of sorrow.

Sincerely,  
J. Lee Rogers

June 1974

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### SEAFARERS LOG

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## Union Label Show in Memphis

The SIUNA-affiliated United Cannery and Industrial Workers of the Pacific, Los Angeles and Vicinity District, provided one of the 400 exhibits at the 29th Union-Industries Show held in Memphis, Tenn. last month. Union workers showed off their products, skills and services to visitors during the six-day "open house" staged by the AFL-CIO Union Label and Service Trades Department. Standing in front of the Cannery Workers exhibit are (from l. to r.) Steve Edney, president of the union; Russell E. Train, administrator, Environmental-Protection Agency; Richard Walsh, president, Union Label and Service Trades Department, and James Searce, deputy director, Federal Mediation and Conciliation Service.

## Transportation Act

*Continued from Page 3*

Merchant Marine Act of 1936 in which Congress charged the privately-owned civilian merchant marine with the defense mission of serving as a "naval and military auxiliary in time of war or national emergency."

### Rebuts Oil Company Arguments

He strongly rebutted arguments of the major oil companies, which operate third-flag fleets, that these oil companies had "effective control" over their foreign-flag ships. Hall cited the action of Liberia in banning ships under its registry from carrying arms to the Middle East as clear evidence of the falseness of the "effective control" argument. Hall charged that American-owned multinational oil conglomerates frustrated U.S. foreign policy by bowing to the demands of oil-producing Arab nations, and he attacked Aramco for giving in to the orders of Saudi Arabia to deny fuel to American NATO forces in Europe.

In concluding his testimony, Hall re-

minded the Senate Merchant Marine Subcommittee of their "great service rendered to the nation through the adoption of the Merchant Marine Act of 1970... which stimulated the necessary first steps toward regaining prominence and stability for the United States on the high seas."

Stressing the critical importance of the 1974 Energy Transportation Bill, Hall said:

"This legislation... offers another opportunity to this Committee to provide leadership in bringing about the enactment of landmark legislation which serves the best interests of the United States."

### In Support

Speaking in support of the Bill, in addition to SIU President Hall, were: William Blackledge, executive vice president, Gulf Oil Trading Co.; Edwin M. Hood, president, Shipbuilders Council of America; O. William Moody, administrator, AFL-CIO Maritime Trades Department; Alfred Maskin, executive director, American Maritime Association; Joseph Kahn, chairman of the board, Seatrain Lines; Jesse Calhoun, president, Marine Engineers Beneficial Association, and Shannon Wall, president, National Maritime Union.

### In Opposition

Testifying in opposition were: Philip J. Loree, chairman, Federation of American Controlled Shipping; James W. Kinnear, senior vice president, American Petroleum Institute; Edwin J. Dryer, general counsel, Independent Refiners Association of America; Julius Katz, acting assistant secretary, Bureau of Economic and Business Affairs; John K. Tabor, under-secretary of commerce, Department of Commerce; Duke Ligon, assistant administrator for policy, planning and regulation, Federal Energy Administration, and John M. Letiche, Department of Economics, University of California.

## Former HLSS Instructor

# Fumes Fell Chief Officer Aboard the Falcon Lady

Despite the desperate efforts of his shipmates to save him, Chief Officer Nicholas Gullo was overcome by noxious fumes in one of the ship's tanks aboard the *Falcon Lady* and died at sea on April 14, 1974.

The ship's Master, Captain Robert K. Stanley has recommended the entire crew for a Coast Guard commendation for their efforts, with special bravery commendations for Recertified Bosun Edward Morris, Able-seaman Keith Sisk (both SIU members) and Second Assistant Engineer Thomas Golias.

On the day of the tragic incident, Chief Officer Gullo entered the tank wearing a Fresh Air Breathing Apparatus. While in the tank, he encountered trouble with the air hose and tried to make it back topside, but was overcome by the deadly fumes and collapsed.

On seeing this, Bosun Morris rushed into the tank without a Breathing Apparatus and reached the chief officer but was forced back by the fumes.

Able-seaman Sisk and the second engineer then entered the tank wearing masks and were able to bring Gullo topside.

Other members of the crew tried to revive him through mouth to mouth resuscitation, but the attempts were all unsuccessful.

In his letter to the Coast Guard, Captain Stanley writes, "the entire crew displayed unsurpassed cooperation and effort in the attempt to revive the chief officer... and for their efforts I would

like to recommend the entire crew for a commendation."

Chief Officer Gullo was extremely well-liked and respected by all who worked with him.

In 1969-70, Gullo headed the vocational education program at the Harry Lundeberg School in Piney Point.

Working along with the staff of the School, he was instrumental in setting up many of the innovative programs for deck and engine training for both entry rating trainees and upgraders.

## War Bonus Arbitration Is Decided

An impartial arbitrator this month ruled that all claims for the payment of Vietnam War Bonuses prior to Jan. 9, 1974 must be honored, and that such payments after this date are denied.

It had been the contention of the Military Sealift Command that they were not required to reimburse steamship companies for war bonus payments after the date of July 1, 1973 with the end of the Selective Service Act.

However, many companies continued these payments after the July 1 date and had been refused reimbursement by MSC.

## Pensioner on Great Lakes



In the port of Frankfort, Mich., Seafarer Alfred Sandow (left) receives check and best wishes from Port Agent Harold Rathbun. Brother Sandow started his sailing career in April, 1941 and ended it as a fireman on the Ann Arbor Railroad Carferries in Frankfort last February.

### Change of Address • Or New Subscriber

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## Get Passports

All Seafarers are advised that they should have United States passport books and should carry them with them at all times.

Seafarers have encountered problems in some areas of the world because they did not have passports, and the problem seems to be increasing.

In addition, many Seafarers have not been able to make fly-out jobs to foreign countries because they lacked passports.

A U.S. passport can be secured in any major city in the country. If you need assistance in getting a passport, contact your SIU port agent.



# New 'A' Book Members



**Nikolaos  
Paloumbis**

Seafarer Nikolaos Paloumbis received his QMED endorsement from the Harry Lundeberg School in November, 1973. Brother Paloumbis has been a member of the SIU since 1968. A native of Greece, he now lives in Brooklyn, N.Y. with his wife Diana and their two children. Seafarer Paloumbis ships out of the port of New York.

I used to be upset when jobs went to Seafarers who had less seetime than I did. Finally I had the resolution to go to the school for my "A" Seniority Upgrading. During the time I spent at Piney Point and in New York I have come to understand the operations of the SIU. I learned the need for our SPAD donations and how they are used to help pass bills that are important to the merchant marine. I also learned how they help stop outside interests from destroying the industry. I think every seaman, old and young, should take advantage of all the programs and opportunities offered by the Union to its members.



**Hans  
Zukier**

Seafarer Hans Zukier has been in the SIU since 1968. He received a FWT endorsement from the Harry Lundeberg School in October, 1973. A native of Germany, Brother Zukier now ships out of Philadelphia where he makes his home.

During my stay here in the Seniority Upgrading Program I have learned a whole lot more about the SIU. It was really amazing to see just how the organization works. For instance, the day starts out with a meeting, which is attended by Union officials, bosuns who are being recertified and seniority upgraders. Here current events concerning welfare, and pension and oil legislation are discussed. We were given the

## 6 More Receive Full 'A' Books

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

The Seniority Upgrading Program was established with the objective of keeping our membership prepared for the innovations on the new ships being constructed, thereby maintaining the SIU's tradition of providing well-trained and qualified Seafarers for all its contracted vessels. Its purpose is also to give all our members a better under-

standing of our problems and what the best way is to deal with them.

The addition of these six Seafarers brings to 94 the number of members who have attained full "A" book status since this upgrading program was initiated last year.

On this page, Raul Gotay, Robert Garcia, Nikolaos Paloumbis, Dimitrios Papageorgiou, Hans Zukier and Richard Hutchinson, Jr. tell in their own words what the program has meant to them.

hard facts about contributing to the political fund in order to assure victory on these important pieces of legislation.

We engaged in a unique program geared to instruct the membership on just what happens in the offices. One such department was welfare and claims. I also visited the record department and the IBM room where any information can be gotten in a few seconds by pressing buttons. So you can clearly see by just attending the upgrading program how the membership can be better informed about the Union and its affairs.

and the help of politicians in Washington we can strive to get better and stronger laws for the benefit of the merchant marine. In the program at Piney Point I learned how the Union was founded, all its achievements and how it has prospered in the last few years.



**Richard  
Hutchinson, Jr.**

Seafarer Richard Hutchinson has been sailing with the SIU since 1969. He received his QMED endorsement from the Harry Lundeberg School this past March. A native of Verona, Ky., he still makes his home there. Brother Hutchinson ships out of San Francisco.

During my two stays at Piney Point I was impressed with the openness and frankness of the Union officials in answering all of my questions. Those fellows opened up a whole new insight for me in the understanding of how my Union operates. I am really amazed at the number of personnel involved in the operation of our Union, the break-down into individual departments and the time involved in processing all the paper work received to keep us alive.

While at New York as well as Piney Point we were given a background in unionism with great emphasis on the maritime industry unions and the SIU in particular. We were shown in Washington just what our SPAD contributions are used for.



**Dimitrios  
Papageorgiou**

Seafarer Dimitrios Papageorgiou has been in the SIU since 1969. He received his QMED endorsement from the Harry Lundeberg School in March, 1973. A native of Greece, Brother Papageorgiou now makes his home in Brooklyn, N.Y. He ships out of the port of New York.

During my stay at the Harry Lundeberg School in Piney Point and at SIU Headquarters in New York as an "A" seniority upgrader, I had lots of time to learn anything I need to know about our Union. That school in Piney Point is one of the best in the nation. If asked about it I would recommend it highly. I have been at Piney Point three times, for QMED, lifeboatman and "A" Seniority upgrader, and I was very impressed by the facilities and the teaching staff.



**Robert  
Garcia**

Seafarer Robert Garcia has been a member of the SIU since 1969. In 1970 he attended the Harry Lundeberg School and received his AB endorsement. Born in Washington, D.C., he now lives in San Diego, Calif. with his wife Sharon. Brother Garcia ships out of the port of San Francisco.

Spending two weeks at Piney Point I got to work and talk with a lot of the upgraders and trainees. I've learned and seen a lot. The young trainee has a great opportunity to get a good start in a good trade. If the trainee has the will to work and learn the trade of a seaman, at Piney Point he is given every chance.

I'm grateful for the opportunity I have, through the SIU, to upgrade and better my life, and to see what the Union is doing to secure the future of our shipping industry.

Following are the names and departments of 94 Seafarers who have completed the "A" Seniority Upgrading Program.

## Upgrading Honor Roll

Andrepoint, P. J., Engine  
Arnold, Mott, Deck  
Baxter, Alan, Engine  
Bean, P. L., Deck  
Beauverd, Arthur, Engine  
Bellinger, William, Steward  
Blacklok, Richard, Engine  
Bohn, Timothy, Deck  
Burke, Leo Roy, Engine  
Bucke, Timothy, Deck  
Clark, Garrett, Deck  
Conklin, Kevin, Engine  
Daniel, Wadsworth, Engine  
Davis, William, Deck  
Day, John, Engine  
Deskins, William, Steward  
Dising, Maximo, Engine  
Ewing, Larry, Steward  
Fila, Marion, Deck  
Garay, Stephen, Deck

Garcia, Robert, Deck  
Gilliam, Robert, Steward  
Gotay, Raul, Steward  
Gower, David, Engine  
Graham, Patrick, Deck  
Grimes, M. R., Deck  
Hart, Ray, Deck  
Hawker, Patrick, Deck  
Haynes, Blake, Engine  
Heick, Carroll, Deck  
Hamason, Jon, Deck  
Hummerick, James, Jr., Steward  
Hutchinson, Richard, Jr., Engine  
Ivey, D. E., Engine  
Johnson, M., Deck  
Jones, Leggett, Deck  
Kegney, Thomas, Engine  
Kelley, John, Deck

Kerney, Paul, Engine  
Kirksey, Charles, Engine  
Kittleson, L. Q., Deck  
Konetes, Johnnie, Deck  
Kunc, Lawrence, Deck  
Kundrat, Joseph, Steward  
Lehmann, Arthur, Deck  
Lensch, Robert, Deck  
Lundeman, Louis, Deck  
Makarewicz, Richard, Engine  
Manning, Henry, Steward  
Marcus, M. A., Deck  
McAndrew, Martin, Engine  
McCabe, John, Engine  
McCabe, T. J., Engine  
Minix, Jr., R. G., Engine  
Mironis, John, Engine  
Moore, C. M., Deck

Moore, George, Deck  
Moore, William, Deck  
Painter, Philip, Engine  
Paloumbis, Nikolaos, Engine  
Papageorgiou, Dimitrios, Engine  
Parker, Jason, Deck  
Poleffi, Pierangelo, Deck  
Reamey, Bert, Engine  
Restaino, John, Engine  
Ripley, William, Deck  
Roback, James, Deck  
Rodriguez, Charles, Engine  
Sabb, Caldwell, Jr., Engine  
Salley, Robert, Jr., Engine  
Sanger, Alfred, Deck  
Shaw, Ronald, Engine  
Sizemore, Joseph, Steward  
Simpson, Spurgeon, Engine

Sisk, Keith, Deck  
Smith, D. B., Steward  
Spell, Gary, Engine  
Spell, Joseph, Deck  
Spencer, H. D., Engine  
Stauter, David, Engine  
Svoboda, Kvetoslav, Engine  
Thomas, Robert, Engine  
Thomas, Timothy, Deck  
Trainor, Robert, Deck  
Utterback, Larry, Deck  
Valter, Thomas, Deck  
Vukmir, George, Deck  
Walker, Marvin, Engine  
Wambach, Albert, Deck  
Wilhelm, Mark, Engine  
Wilson, Richard, Steward  
Wolfe, John, Deck  
Woodhouse, Ashton, Engine  
Zukier, Hans, Engine

# New SIU Pensioners



**Iluminado R. Llenos**, 65, joined the SIU in 1946 in the port of Philadelphia sailing in the steward department. He had been going to sea for 42 years. Brother Llenos is a native of the Philippine Islands and is now a resident of Gretna, La. with his wife, Maria.



**Alfred G. Sandow**, 65, joined the Union in the port of Elberta, Mich. in 1953 and sailed in the engine department. Brother Sandow had sailed for 33 years. He was born in Frankfort, Mich. where he now resides.



**William L. McBride**, 59, joined the Union in 1943 in the port of Baltimore sailing as a bosun. Brother McBride had sailed for 34 years. He won an SIU Safety Award in the first half of 1960 aboard the *Seatrain New Jersey*. Born in Missouri, he is now a resident of San Francisco.



**Leonard F. "Whitey" Lewis**, 65, joined the Union in 1938 in the port of New York sailing in the engine department as an electrician. Brother Lewis sailed for 41 years. Born in New York City, he now resides in San Francisco with his wife, Adla.



**Ascilo Perez**, 67, joined the Union in 1946 in the port of New York sailing as a chief cook. Brother Perez had sailed for 52 years. A native of Puerto Rico, he now resides in Houston.



**Clifton G. McLellan**, 65, joined the SIU in 1948 in the port of San Francisco sailing as an AB. Brother McLellan was born in Pittsburgh and now resides in Hedgesville, W. Va.



SIU pensioner **John J. Rotta**, 65, joined the SIU affiliated IBU in the port of Milwaukee in 1961 sailing as a tug lineman for the Great Lakes Towing Co. Brother Rotta is a resident of Milwaukee with his wife, Mary.



**George E. Powell**, 66, joined the SIU in the port of Mobile in 1957 sailing as a cook. Brother Powell was born in Dauphin Is., Ala., and now resides in Irvington, Ala. with his wife, Willie Mae.



**Dimas Rivera**, 63, joined the SIU in 1944 in the port of New York sailing as an AB. Brother Rivera had sailed for 46 years. Born in Puerto Rico, he is now a resident of Philadelphia with his wife, Rafaela.



**Alfonso J. Surles**, 56, joined the SIU in 1946 in the port of Baltimore sailing as a bosun. Brother Surles had sailed for 36 years. He is a World War II Navy veteran and was a San Francisco delegate to an SIU Crews Conference Workshop at the Harry Lundeberg School for Seaman'ship at Piney Point, Md. Born in Orrum, N.C., he now resides in San Francisco.



**James M. Quinn**, 67, joined the Union in the port of New York in 1953 sailing in the steward department. Brother Quinn had sailed for 20 years. He was born in Myersdale, Ala., and now resides in Nutter Fort, W. Va.



**Francis W. Hall**, 66, joined the SIU-affiliated IBU in the port of Duluth in 1962 sailing as a linesman-oiler for the Great Lakes Towing Co. from 1943 to 1974 and the Zenith Dredge Co. from 1942 to 1943. His son, Francis also sails for the Great Lakes Towing Co. in Duluth. Brother Hall was born in Bayfield, Wisc., and is now a resident of South Range, Wisc. with his wife, Marie and two other sons, Mark and Michael.



**Hendrick J. Swartjes**, 64, joined the Union in 1946 in the port of New York sailing as a bosun. Brother Swartjes had sailed for 43 years. A native of The Netherlands, he now resides in Teaneck, N.J.

## Personals

### Richard V. Gelling

Please contact either your wife in San Francisco, or your mother in Chicago as soon as possible.

### W. E. Babbitt

Please contact Mrs. A. J. Babbitt as soon as possible at 217 Eddy St., San Francisco, Calif.

### William Bract

Please contact Iharia Vetter as soon as possible at 8411 Liberty Ave., North Bergen, N.J.

### Arturo Mariani, Jr.

Please contact as soon as possible Rafael Hernandez at Sea-Land Service, Ltd., SS Raphael Semmes, GPO Box 531, Hong Kong, B.C.C.

### Joseph Zelay

Please contact Mrs. Catherine Glidewell as soon as possible at Route 3, Box 94, Gulfport, Miss. 39501.

### W. T. Byrd

Please contact Mr. Thomas S. Harte as soon as possible at 68 Post St., San Francisco, Calif. 94104.

### William C. Lance

Please contact as soon as possible Miss Shepard of the Barrett Convalescent Hospital, 1625 Denton Ave., Hayward, Calif.

### John Laszlo

Please contact Mrs. Mafalda Ciotti as soon as possible at 616 W. Court St., Ithaca, N.Y. 14850.

### Freddie D. Wilkison

Please contact Mr. Benjamin Nes-sanbaum as soon as possible at 586 Broadway, Bayonne, N.J. 07002.

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

Apr. 25-May 22, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	21	74	\$ 64,842.42	\$ 212,465.42
In Hospital Daily @ \$1.00 .....	399	4,229	399.00	4,229.00
In Hospital Daily @ \$3.00 .....	173	1,834	519.00	5,502.00
Hospital & Hospital Extras .....	4	75	117.15	11,498.61
Surgical .....	6	19	319.00	2,043.00
Sickness & Accident @ \$8.00 .....	6,538	37,867	52,304.00	302,936.00
Special Equipment .....	—	9	—	2,561.40
Optical .....	218	1,131	4,786.99	25,685.07
Supplemental Medicare Premiums .....	20	142	1,876.70	7,170.10
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	442	2,142	95,863.89	441,944.41
Doctors' Visits In Hospital .....	58	336	2,245.52	10,370.24
Surgical .....	114	615	14,447.20	78,067.35
Maternity .....	17	115	4,269.75	29,959.75
Blood Transfusions .....	1	15	26.00	1,117.15
Optical .....	172	792	3,508.54	16,873.33
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	8	56	21,949.30	163,000.00
Hospital & Hospital Extras .....	139	750	28,615.07	135,663.99
Doctors' Visits & Other Medical Expenses ..	117	593	5,645.86	23,209.07
Surgical .....	13	68	1,554.50	9,417.25
Optical .....	42	236	1,192.22	6,062.09
Blood Transfusions .....	1	4	60.00	305.75
Special Equipment .....	3	14	456.02	3,926.20
Dental .....	—	3	—	578.54
Supplemental Medicare Premiums .....	1,862	7,291	17,784.60	54,531.40
<b>SCHOLARSHIP PROGRAM</b>				
	17	59	5,303.45	20,272.10
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	10,385	58,469	328,086.18	1,569,389.22
Total Seafarers Pension Plan .....	2,196	8,787	521,679.00	2,116,099.50
Total Seafarers Vacation Plan .....	830	5,428	425,283.72	2,988,376.61
Total Seafarers Welfare, Pension & Vacation	13,411	72,684	\$1,275,048.90	\$6,673,865.33



**BROOKLYN** (Sea-Land Service), April 21—Chairman N. Bechlivanis; Secretary F. Carmichael; Educational Director O. Stores; Deck Delegate E. Warren; Engine Delegate M. Valentin. No disputed OT. Everything running smoothly.

**TRANSINDIANA** (Seatrains), April 21—Chairman A. Hanstvedt; Secretary Caudill; Engine Delegate Frank Camara. No disputed OT. All communications posted. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

**ALEX STEPHENS** (Waterman Steamship), April 7—Chairman A. Antoniou; Secretary H. Donnelly; Educational Director A. Cox; Steward Delegate E. Johnson. \$32 in ship's fund. Some disputed OT in deck and engine departments. The money in ship's fund to be donated to a children's hospital as a donation from crewmembers. A suggestion was made that all crewmembers donate to SPAD. A vote of thanks to the messman Jose Vargas for good service. Next port Savannah, Ga.

**MOBILIAN** (Waterman Steamship), April 2—Chairman J. McDonald; Secretary M. E. Reid; Educational Director J. Griffith. No disputed OT. Everything running smoothly.

**OVERSEAS ARCTIC** (Maritime Overseas Corp.), April 7—Chairman Luther Pate; Secretary E. Gay; Educational Director Orsini; Deck Delegate R. Bradford. Some disputed OT in deck and engine departments. Reminded crewmembers that there is no smoking while on look out. Everything running smoothly.

**GEORGE WALTON** (Waterman Steamship), April 14—Chairman P. Stonebridge; Secretary E. Miller; Educational Director L. Bryant; Steward Delegate J. Smith. Some disputed OT in deck and engine departments. Everything running smoothly.

**BETHFLOR** (Bethlehem Steel), April 14—Chairman J. Michael; Secretary J. Kundrat; Educational Director Ralph Gowan; Deck Delegate J. Ellrod; Engine Delegate H. Duarte. \$26 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

**MOHAWK** (Ogden Marine Inc.), April 14—Chairman Recertified Bosun W. Butterson; Secretary J. Higgins; Educational Director Johnson. Some disputed OT in engine and steward departments. Everything running smoothly.

**SEA-LAND GALLOWAY** (Sea-Land Service), April 21—Chairman Recertified Bosun W. C. Riley; Secretary F. Airey; Educational Director R. P. Coleman; Engine Delegate J. P. Murray; Steward Delegate J. Woods. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

**GALVESTON** (Sea-Land Service), April 22—Chairman Recertified Bosun Denis Manning; Secretary Gus Skendelas; Educational Director M. Stover; Engine Delegate John A. Sullivan. \$36.05 in ship's fund. No disputed OT. Everything running smoothly.

**JEFF DAVIS** (Waterman Steamship), April 7—Chairman L. Arena; Secretary E. Cooper; Educational Director G. Craigs. No disputed OT. All necessary repairs have been completed. A vote of thanks to the steward department for a job well done. Next port Durban, S. A.

**CITIES SERVICE MIAMI** (Cities Service), April 15—Chairman C. Frey; Secretary M. Chapman; Educational Director Beatty; Steward Delegate E. Felken. \$10.25 in ship's fund. No disputed OT. Everything running smoothly. Next port Texas City.

**MOUNT VERNON VICTORY** (Victory Carriers), April 14—Chairman Dick Ware; Secretary J. Albano; Educational Director P. G. Anderson. Some disputed OT in deck, engine and steward departments. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

**TRANSERIE** (Hudson Waterways), April 7—Chairman F. Johnson; Secretary F. D. Carlo; Educational Director T. Burke; Deck Delegate P. Starfield; Engine Delegate J. Nash; Steward Delegate C. Paschal. \$55 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Russia.

**TRANSPANAMA** (Hudson Waterways), April 7—Chairman L. Olbrantz; Secretary R. Brown; Educational Director Floyd Jenkins; Deck Delegate E. Killigrew; Engine Delegate R. Maklick; Steward Delegate W. Richmond. Brother Kirkwood had a heart attack and passed away on April 2, 1974, as the ship was docking at Baton Rouge. He was a fine shipmate and will be missed by all that knew him. A collection was made for the family and \$205.00 in travelers checks were mailed from Beaumont to his mother and three young children who are residing in Jacksonville. No disputed OT. Next port San Diego.

**FALCON LADY** (Falcon Carriers), April 28—Chairman Recertified Bosun E. Morris; Secretary C. Gauthire. \$16 in ship's fund along with 13 eight-track tapes. The 13 eight-track tapes are to be raffled off, winner take all. Flowers and sympathy cards were sent to the family of N. Gullo, chief mate, who died aboard ship. A box of candy and some get-well cards were sent to the captain's wife who was ill. Discussion on SPAD was held and it was recommended that \$20 be donated by each crewmember. No disputed OT. Vote of thanks to the steward department for a job well done. Next port, San Francisco.

**SEATTLE** (Sea-Land Service), April 21—Chairman J. Gianniotis; Secretary E. B. Tart; Educational Director A. Tselentis; Deck Delegate E. Hall. \$18 in ship's fund. No disputed OT. Reminding the crewmembers of what Seafarers had to go through in the old days, it was suggested that as many SPAD tickets should be bought as one could afford. As they say, "Politics is Pork-chops."

**OVERSEAS ALICE** (Maritime Overseas), April 28—Chairman R. McDonald; Secretary E. Perry; Engine Delegate David E. Davis; Steward Delegate A. Dowd. No disputed OT. Held refueling exercises with a Navy ship and Captain reports that it was most commendable according to Naval Command. A vote of thanks to the steward department for an excellent Easter feast and for all meals since the beginning of the voyage. Next port Sasebo.

**DELTA BRASIL** (Delta Steamship Inc.), April 7—Chairman Recertified Bosun E. Rihn; Secretary R. P. Marion; Educational Director A. Abrams; Deck Delegate J. Klondyke; Engine Delegate O. Wheeler; Steward Delegate J. Hummerick. \$157.34 in ship's fund. No disputed OT. Crewmembers asked to return books to library as soon as they are finished with them. Everything running smoothly.

**JOHN PENN** (Waterman Steamship), April 7—Chairman A. Jockert; Secretary S. A. Freeman; Educational Director S. M. Senenney; Deck Delegate Gerald Corelli; Engine Delegate Frank Biazell; Steward Delegate S. Phillips. Some disputed OT in deck and engine departments. A vote of thanks to the steward department for a job well done. Everything running smoothly. A minute of silence observed in memory of our departed brothers. Next port Panama.

**IBERVILLE** (Waterman Steamship), April 1—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director Stephen Divane; Steward Delegate E. Bowers. No disputed OT. A crewmember Frederick J. Dukes was hospitalized in Saigon on April 1, 1974. Everything running smoothly.

**PORTLAND** (Sea-Land Service), April 7—Chairman Recertified Bosun Frank Teti; Secretary Juan Cruz. No disputed OT. A vote of thanks to the steward department for a job well done. The steward department praised the crew for being such a great group to sail with. Observed one minute of silence in memory of our departed brothers. Next port, Elizabeth.

**COLUMBIA** (United States Steel), April 14—Secretary M. S. Sospina; Deck Delegate J. S. Rogers; Steward Delegate Frank Rahas. No disputed OT. Vote of thanks to the steward department for a job well done. Everything running smoothly.

**CALMAR** (Calmar Lines), April 8—Chairman Recertified Bosun M. Kerngood; Secretary C. Garnett; Deck Delegate William F. O'Brien. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Seattle.

**DEL RIO** (Delta Steamship), April 21—Chairman Arthur Campbell; Secretary A. R. Booth; Deck Delegate Robert Callahan. \$3 in ship's fund. \$100 in movie fund. Some disputed OT in deck, engine and steward departments. Everything running smoothly. Observed two minutes of silence in memory of our departed brothers.

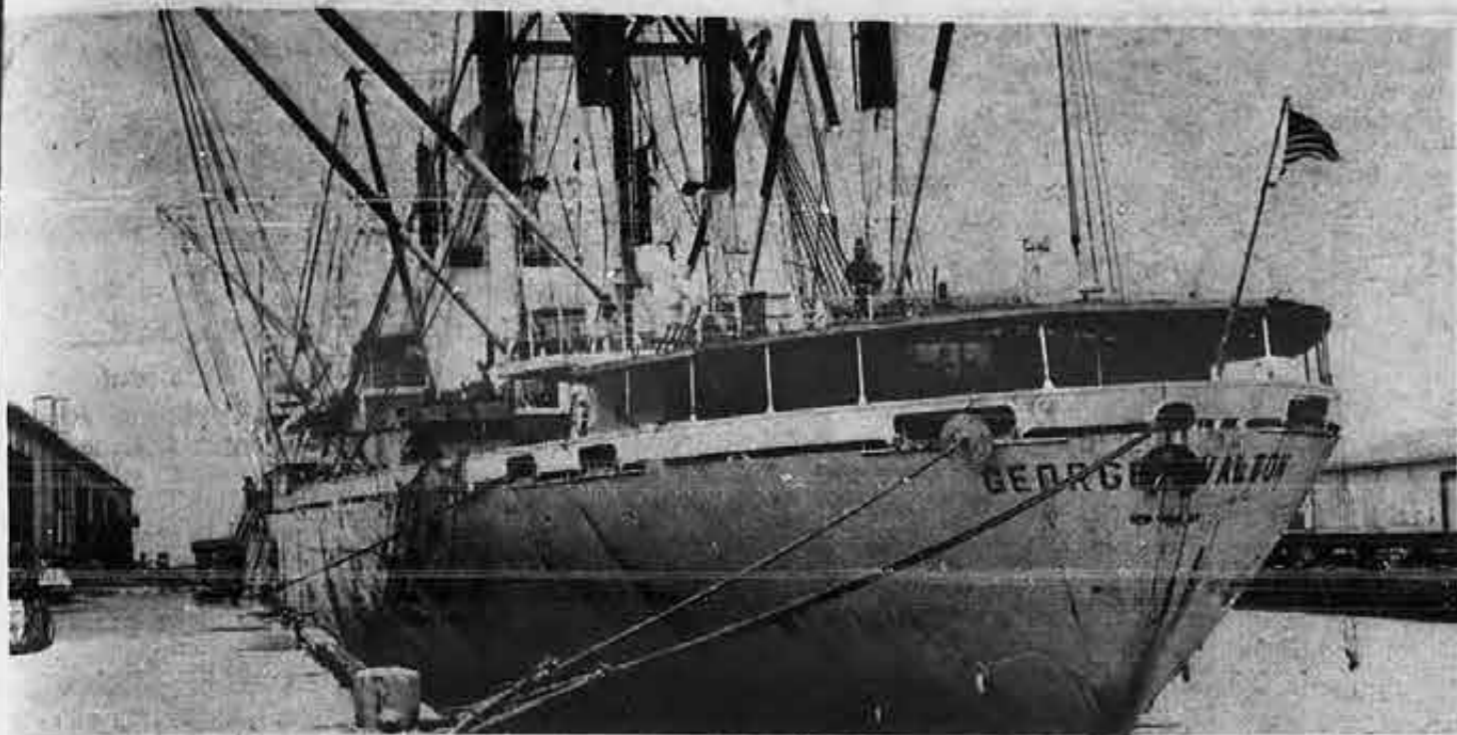
**EAGLE TRAVELER** (United Maritime), April 21—Chairman C. D. Finklea; Secretary F. S. Paylor; Educational Director C. Lando. No disputed OT. A vote of thanks to the crew for their cooperation with the steward department.

**OVERSEAS BULKER** (Maritime Overseas), April 7—Chairman Arne Houde; Secretary C. Scott; Educational Director Sidney. A report was made that we are getting better educated and better qualified men from the Harry Lundeberg School in Piney Point. A vote of thanks to the steward department for a job well done. Next port Haifa.

## John Tyler Committee



The SIU-contracted freightship *John Tyler*, operated by Waterman, paid off recently in Port Newark, N.J. The ship's committee agreed the ship had a good crew that worked well together in all departments. Committee members are, seated front from the left: Samuel Toliver, steward delegate, and Elmer Merril, deck delegate. Standing from the left are: Lee J. Harvey, ship's chairman; Victor Brunell, engine delegate, and Tom Ballard, secretary-reporter. The *John Tyler* is on the Far East run.



The *George Walton* (Waterman Steamship Corp.) docked in Brooklyn, N.Y. last month to load cargo and pay off.



Chief Cook Courtney Rooks prepares to serve enticing turkey to crew.



Recertified Bosun George Annis and Steward Bennie Guarino (l. to r.) relax over coffee in crew's mess.

## George Walton Docks In Brooklyn

The *George Walton* (Waterman Steamship Corp.) docked in Brooklyn, N.Y. last month to pay off and load up cargo. The 14,961 dwt break-bulk carrier sailed from New York on May 14 and was scheduled to dock at Assab, Ethiopia on June 8, before continuing on to other Red Sea ports and into the Persian Gulf.

The 563-foot long vessel, a C-4 Mariner-type ship, was built in 1953. The ship, which has a beam of 76 feet, carries grain cargo. She was formerly the *Arizona*, owned by Pacific Far East Lines. Waterman Steamship took her over in December, 1973.

The *George Walton* normally loads cargo in the Gulf and in New York. Aside from making runs to Red Sea and Persian Gulf ports, she also was scheduled to make stops in Pakistan and India.



Fireman-Watertender Domingo Milla works below in the *George Walton's* engine room.



Second Cook Wilbur Purdy prepares some dessert for the crew in the galley.



Engine Delegate Leslie Phillips (right) makes a five-ticket SPAD contribution to SIU Patrolman Ted Babkowski (left) as QMED John Haller checks latest Union news in the LOG.



# For the Bienville, It's a Far East Shuttle Run

The containership *Bienville* (Sea-Land) docked briefly in the port of Yokohama late last month to discharge and load cargo before heading back to the States. She was scheduled to arrive in the port of Oakland on June 14, sail the next day and arrive back in Yokohama on June 30.

The 450-foot long vessel is a converted C-2 ship. She was converted in February, 1958 at the Mobile Ship Repair Co. in Chickasaw, Ala. The *Bienville* was built in 1943 at the



The *Bienville* at the docks in Yokohama.

Gulf Shipbuilding Corp., also in Chickasaw.

The *Bienville* has a horsepower of 6,600, and a speed of 15 knots. The ship has two cranes, and has a capacity to transport 226 containers, 60 of which can be temperature-controlled. The ship has a gross tonnage of 9,014. The vessel's normal run is in the Far East feeder service. Besides Yokohama, she also stops at the ports of Naha and Inchon, among others.



AB Charlie Nysler checks out lifeboat prior to drill.



Deck hands prepare to tie-up ship as it docks in Yokohama.



*Bienville* crew during lifeboat drill.

## 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.

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



# Final Departures



**Joseph T. Vaughn**, 48, passed away Jan. 12 aboard the *SS Monticello Victory* (Victory Carriers). Born in Straden, Ala., he was a resident of Montgomery, Ala. when he died. Brother Vaughn joined the SIU in 1948 in the port of New York sailing in the deck department as an AB. He had sailed for over 30 years. Surviving are his widow, Marjorie of South Houston, Tex.; two daughters, Delores and Constance, and his mother, Meta, all of Montgomery.



**Francis T. Wonsor**, 51, died of natural causes in the USPHS hospital, Staten Island, N.Y., on Sept. 21. Born in The Bronx, N.Y., he was a resident of Moonachie, N.J. when he died. Brother Wonsor joined the SIU in 1945 in the port of New York sailing in the engine department. He attended the HLSS in 1968 for upgrading to QMED and the joint SIU-MEBA School of Marine Navigation and Engineering, Brooklyn, N.Y. Interment was in Pine Bush Cemetery, Kerhonkson, N.Y. Surviving are a sister, Mrs. Averine Kellogg of Kerhonkson and a stepmother, Mrs. Edith Wonsor of Moonachie.



SIU pensioner **Albert G. Yumul**, 71, succumbed to pneumonia Jan. 26. Born in the Philippine Islands, he was a resident of Philadelphia at the time of his death. Brother Yumul joined the SIU in the port of New York in 1953 sailing in the steward department for 20 years. He was a pre-war Navy veteran and a naturalized U.S. citizen. Interment was in Holy Sepulchre Cemetery, Montgomery County, Pa. Surviving are his widow, Kathryn and a cousin, Manuel Madarang of Philadelphia.



SIU pensioner **Samuel P. Drury**, 66, succumbed to emphysema Mar. 12 in the San Francisco USPHS hospital. Born in Mississippi, he was a resident of Solvang, Calif. at the time of his demise. Brother Drury joined the Union in 1938 in the port of Mobile sailing in the engine department as a chief electrician. He was a pre-war Navy veteran. Surviving are a foster daughter, Mrs. Barbara Drake of New York City; a brother, Harry F. Drury of Brookhaven, Miss. and a sister, Mrs. Pearl V. Morris of Jackson, Miss.



SIU pensioner **Vernon L. Williamson**, 56, succumbed to a pulmonary disorder in Orange Memorial Hospital, Orlando, Fla., Sept. 9. Born in Vidalia, Ga., he was a resident of St. Cloud, Fla. at the time of his death. Brother Williamson joined the SIU in the port of Baltimore in 1951 sailing in the engine department. He was a pre-war veteran of the U.S. Marine Corps. Burial was in Williamson Chapel Cemetery, Toombs County, Ga. Surviving are four brothers, Marlos of Jacksonville, Fla.; Collie T. of St. Cloud; Vernon of Los Angeles and A. G. Williamson of Kissimmee, Fla.; four sisters, Mrs. Lindsey Hurst of Miami Springs, Fla.; Mrs. M. C. Dickerson of Lyons, Ga.; Mrs. Sue Hockaday of Hialeah, Fla. and Mrs. Felton Shuman of Vidalia; an aunt, Alice Williamson, and a niece, Nannette of Kissimmee.



SIU pensioner **William P. Driscoll**, 78, passed away Mar. 4. Born in New York, he was a resident of Canoga Park, Calif. at the time of his death. Brother Driscoll joined the SIU in 1942 in the port of Philadelphia sailing in the deck department. He was a onetime resident of Sailors Snug Harbor, St. George, Staten Island, N.Y., and he was a Navy veteran. Surviving is his sister, Mrs. Ethel Gale of Santa Susana, Calif.



SIU pensioner **Gilbert G. Edwards**, 75, passed away from arteriosclerosis Jan. 11. Born in Jamaica, British West Indies, he was a resident of Roxbury, Mass. when he died. Brother Edwards joined the Union in the port of Boston in 1958 sailing in the steward department for 43 years. He was a veteran of the Army infantry in World War I. Burial was in Mt. Hope Cemetery, Boston. Surviving is his brother, Arnold of Roxbury.



SIU pensioner **Carl Wayne**, 65, died of natural causes in Methodist Hospital, Brooklyn, N.Y., Dec. 23. Born in Germany, he was a resident of Brooklyn when he died. Brother Wayne joined the SIU in 1943 in the port of Philadelphia sailing in the engine department. He had sailed for 25 years. He also walked the picket line in the 1961 N.Y. Harbor strike. Cremation took place in Middle Village, L.I., N.Y. Surviving are a son, Donald of Queens Village, N.Y. and a niece, Mrs. Ernestine Holbin of Glen Oaks, Queens, N.Y.

**Raymond E. Vaughan**, 53, died of heart failure Jan. 3 in the New Orleans USPHS hospital. Born in Massachusetts, he was a resident of New Orleans when he died. Brother Vaughan joined the SIU in 1947 in the port of Galveston sailing in the deck department as an AB for Maritime Overseas and Waterman Steamship Co. for 25 years. Interment was in St. Bernard Memorial Gardens, Chalmette, La. Surviving are two brothers, Frank N. Vaughan of New Bedford, Mass. and George F. Vaughan of Seattle.

## Politics Is

## Porkchops

## Donate to

## SPAD

## Delayed Benefits

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

Name	Social Security No.	Union
J. Renski	161-09-4087	A&G
J. A. Smith	290-56-4580	UIW
D. Burton	298-50-3130	UIW
A. Reed	453-01-6530	IBU
P. Austin	118-42-0133	UIW
M. Murray	264-88-3708	A&G
R. C. Southard (Deceased)	382-20-7418	A&G
W. Young	212-20-6272	A&G
J. J. Modzelewski (Deceased)	171-18-6266	A&G
W. R. Merino	063-46-6783	UIW
E. S. Hernandez	581-70-8351	UIW
W. Davis	232-34-1509	UIW
E. Danner	160-16-9162	A&G
J. P. Knuckles	434-80-4297	UIW
V. Bodden	263-60-2905	IBU
G. L. Vourloumis	026-14-3318	IBU
O. Templeton	214-26-8434	A&G
I. Martinez	581-62-3897	UIW
A. L. Mallory	261-46-8885	A&G

## MEMBERSHIP MEETINGS' SCHEDULE



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



# Final Departures



**Hendley J. Beaven, 47**, died Jan. 16 of a liver ailment in New Orleans Charity Hospital. Brother Beaven was a resident of Denton, Md. when he passed away. He was a native of Hillsboro, Md. Brother Beaven joined the SIU in the port of Baltimore in 1955 sailing in the deck department as an AB for Sea-Land and Delta Lines. Seafarer Beaven was an upgrader graduate of the Lundeberg School in Piney Point, Md. Burial was in Protestant Episcopal Cemetery, Jamesboro, Md. Surviving is an uncle, Milton Beaven of Hillsboro.



**Robert M. Rutledge, 70**, passed away Feb. 11. Born in Philadelphia, he was a resident of New Orleans when he died. Brother Rutledge joined the SIU in 1941 in the port of Tampa sailing in the engine department for 35 years with Cities Service and the Mt. Vernon Tanker Corp. He was a veteran of the Army Artillery Corps. Interment was in Prospect Hill Cemetery. Surviving are his widow, Mary; a brother, Edward Reigle and a nephew, Donald Reigle, both of York, Pa.



**Raymond Hannibal, Jr., 30**, died of injuries suffered in a fall Jan. 25 into a hold of the *SS Thomas Jefferson* (Waterman Steamship) at Yamashita Pier, Yokohama, Japan. Born in New Orleans, he was a resident there when he passed away. Brother Hannibal joined the SIU in the port of New Orleans in 1965 sailing in the engine department. He was a graduate of the New Orleans Andrew Furuseth Training School in 1964. Interment was in New Orleans. Surviving is his mother, Mrs. Louise Jackson of New Orleans.



SIU pensioner **Timothy R. Holt, 55**, died of heart failure Feb. 18 in the New Orleans USPHS hospital. Born in New York City, he was a resident of New Orleans when he passed away. Brother Holt joined the Union in 1943 in the port of New York sailing in the deck department as an AB for Sea-Land Service. He had sailed for 30 years. Surviving are two sisters, Mrs. John A. Cummings of Miami and Mrs. Marion Larson of Islip, L.I., N.Y.



**Feliks Jarocinski, 64**, passed away Mar. 6 in the New Orleans USPHS hospital. Born in Poland, he was a resident of New Orleans. Brother Jarocinski joined the SIU in 1946 in the port of New York sailing in the steward department as a chief cook for Delta Steamship Lines. He had sailed for 28 years. Surviving is a sister, Mrs. Silvia Kucharska of Poland.



**James H. Nelson, Jr., 54**, succumbed to cardio-pulmonary collapse Jan. 2 in the San Francisco General Hospital. Born in Savannah, Ga., he was a resident of San Francisco at the time of his death. Brother Nelson joined the SIU in 1939 in the port of Savannah sailing in the engine department as a QMED. Burial was in Bonaventure Cemetery, Savannah. Surviving is a sister, Mrs. Dorothy N. Smith of Savannah.



**William R. Stone, 48**, died in Mobile General Hospital on Nov. 16. Born in Mobile, he was a resident there at the time of his death. Brother Stone joined the SIU in 1942 in the port of Mobile sailing in the steward department as chief steward for Sea-Land Service and Hudson Waterways. Interment was in Pine Crest Cemetery, Mobile. Surviving are his widow, Agnes; his mother, Frances, and three daughters, Mrs. Therese S. Kent, Sheila and Trina, all of Mobile.



**Zoilo L. Oliveras, 62**, died of cancer in Camino Al University Hospital, Rio Piedras, Puerto Rico, on Sept. 26. Born in Guayanilla, Puerto Rico, he was a resident of Ponce, Puerto Rico at the time of his death. Brother Oliveras joined the SIU in 1945 in the port of New York sailing in the engine department for Sea-Land Service and Hudson Waterways for 34 years. Interment was in Guayanilla Municipal Cemetery. Surviving are his widow, Esther and a brother-in-law, Julio Delgado.



**Watson W. Stockman, 62**, died May 9, 1973, in New Orleans. Born in Upland, Pa., he was a resident of New Orleans when he passed away. Brother Stockman joined the SIU in 1947 in the port of New Orleans sailing in the deck department as an AB for Sea-Land Service, Marine Transport, Victory Carriers, Maritime Overseas, Penn Transport, Delta Lines, Hudson Waterways and the Waterman Steamship Co. He had sailed for 39 years. Interment was in St. Bernard Memorial Gardens, Chalmette, La. Surviving are his widow, Lillian and a granddaughter, Debbie Hastings of New Orleans.



**Earl F. Smith, 63**, passed away on Oct. 28. Born in Augusta, Ga., he was a resident of Jacksonville, Fla. when he died. Brother Smith joined the SIU in the port of New York in 1956 sailing in the engine department as a chief electrician. Surviving are his widow, Mary L. and a daughter, Mrs. Marallise Ray, both of Reading, Pa.



**Florentino L. Reyes, 46**, drowned in a swift current of the Mediterranean Sea while swimming off the tanker, *SS National Defender* (National Transport) near the Essider Oil Terminal, Cyrenaica, Libya, on Oct. 1. Born in Waco, Tex., he was a resident of Houston when he died. Brother Reyes joined the SIU in the port of Houston in 1970 sailing in the engine department. He was an Army veteran. Burial was in Houston. Surviving are his widow, Estella and two daughters, Joan and Joett.



**Francis S. Stirk, Jr., 37**, died of diabetes in the New Orleans USPHS hospital on Apr. 3, 1973. Born in Ft. Dodge, Iowa, he was a resident of New Orleans at the time of his death. Brother Stirk joined the SIU in the port of New Orleans in 1969 sailing in the engine department for Waterman Steamship Co., Delta Steamship Line, Sea-Land Service, Hudson Waterways and the Vantage Steamship Co. He was an Army veteran and attended a SIU Crews Conference in 1970 at the HLSS at Piney Point, Md. Interment was in Woodville Cemetery, Tenn. Surviving is his mother, Mrs. Cleopatra H. Bijou.



SIU pensioner **Celso Rodriguez, 63**, died of heart disease on Dec. 3. Born in Fajardo, Puerto Rico, he was a resident of Brooklyn, N.Y. when he passed away. Brother Rodriguez joined the Union in 1938 in the port of New York sailing in the engine department for Sea-Land Service. Interment was in Evergreen Cemetery, Brooklyn. Surviving is his widow, Marcella of Los Angeles.



SIU pensioner **Michael J. Schalestock, 68**, died of cardiac-respiratory arrest Jan. 24 in the Baltimore USPHS hospital. Born in Rahway, N.J., he was a resident of Philadelphia at the time of his death. Brother Schalestock joined the Union in the port of New York in 1955 sailing in the engine department for Marine Carriers. He attended a SIU Crews Conference in 1970 at the HLSS in Piney Point, Md. Interment was in St. Dominic's Cemetery, Philadelphia. Surviving is his widow, Jean.



**Arvin B. Weeks, 45**, passed away Mar. 5 in the New Orleans USPHS hospital. Born in Geneva, Ala., he was a resident of Chunculla, Ala. at the time of his death. Brother Weeks joined the SIU in the port of Mobile in 1970 sailing in the engine department. Surviving is a son, Rickey A. Weeks of Pensacola, Fla.



SIU pensioner **Jaime Fernandez, 72**, died of cardiac arrest in Coral Gables, Fla. Hospital Dec. 16. Born in Havana, Cuba, he was a resident of Tampa when he passed away. Brother Fernandez joined the Union in 1948 in the port of Tampa sailing in the steward department. Interment was in Asturiano Viejo Cemetery, Hillsborough County, Fla. Surviving are his widow, Luisa; five sons, Jaime E. of Tampa, Gabriel, Jorge, Carlos and Jose; a daughter, Mrs. Graciela Gonzalez of Miami and a granddaughter, Monica of Tampa.



SIU pensioner **Winslow S. Shipley, 65**, succumbed to a coronary thrombosis Jan. 28 on arrival at Mercy Hospital, Port Huron, Mich. Born in Forrester, Mich., he was a resident of Port Huron when he died. Brother Shipley joined the Union in the port of Detroit in 1960 sailing in the deck department as a watchman for 31 years with Boland & Cornelius and the American Steamship Co. Burial was in Forrester Cemetery, Sanilac County, Mich. Surviving are his widow, Elva and a son, Donald.



**Browning S. Wilamoski, 67**, expired Feb. 27 in Calcutta, India. Born in Maryland, he was a resident of Baltimore when he died. Brother Wilamoski joined the SIU in the port of Baltimore in 1956 sailing in the engine department for Waterman Steamship Co. He was an Army veteran.



# Seafarer Wayne Champine, 34, Gets High School Diploma

Thirty four-year old Seafarer Wayne Champine just nailed down something that eluded him 18 years ago—a high school diploma.

He achieved this educational goal through the Lundeberg School's GED High School Equivalency Program, which provides for our members the important opportunity to achieve a high school diploma after an average of only four to six weeks of study.

In addition to his GED work, the Detroit-born Seafarer is enrolled in the School's Steward Department Upgrading Program, working for his Assistant Cook's rating.

To date, 21 out of 21 Seafarers who have completed the Lundeberg School's GED Program have passed their exams and gotten diplomas.

It was this one hundred percent success which encouraged Brother Champine to sign up for the equivalency course.

"In the May issue of the LOG," recalls Champine, "I read about Bill Bellinger who was 51 years old, and



Seafarer Wayne Champine, 34, just recently achieved a high school diploma through the Lundeberg School's GED equivalency program. "You're never too old to learn," says Brother Champine.

the other guys who got their diplomas and I decided right then and there to give the program a try."

The nine-year SIU veteran advises that "people should wise up at an early

age to the importance of education. I had to learn the hard way."

"In most cases," continued the Los Angeles, Calif. resident, "a solid vocational and academic education will

mean the difference between just any job and a good job."

Brother Champine is very impressed with the structure of the School's educational programs.

"All classes are small which enables the teachers to give us a great deal of personal help in our work. The whole atmosphere of the School encourages study while at the same time making it a pleasure to work and learn."

After completing the Assistant Cook's course, he hopes to catch a ship out of Ponce, Puerto Rico destined for the Far East. He prefers the Far East to other parts of the world because "life seems to move at a much slower pace there." He is particularly fond of the ports of Singapore, Pusan and Inchon.

When asked what some of his plans for the future included, he quickly answered, "I plan to get my seafaring requirements as fast as possible and work my way up to Chief Steward step by step."

"You're never too old to learn," he concluded with a smile.

## Upgrading Class Schedule

June 24	— FOWT
June 27	— QMED, Lifeboat, and all Steward Dept. Ratings
July 11	— QMED, Lifeboat, Quartermaster, Welding, and all Steward Dept. Ratings
July 22	— FOWT
July 25	— QMED, Lifeboat, all Steward Dept. Ratings
July 29	— Diesel Engine Course
August 8	— QMED, Lifeboat, Welding, Able-seaman, and all Steward Dept. Ratings

## High School Program Is Available to All Seafarers

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

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

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

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

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

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

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

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

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

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

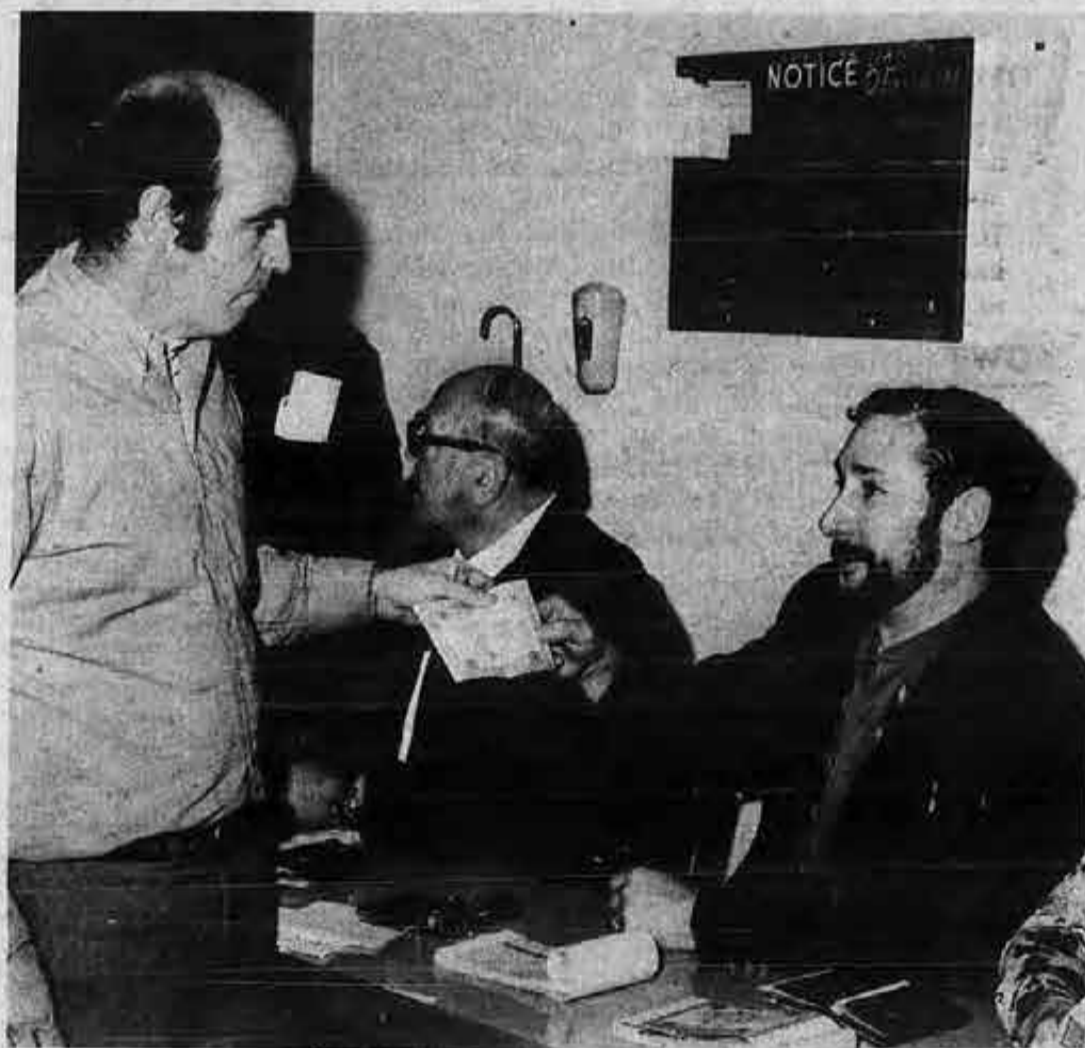
Name \_\_\_\_\_ Book No. \_\_\_\_\_

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

## SPAD—Investment in Future



Able-seaman Richard Bradford, SIU Deck Delegate on the *Overseas Arctic*, has a good reason to invest in SPAD: "I donate to SPAD because I have a good job and I want to make sure that I will continue to have a job in this industry. It's an investment in my future."

\$20.00	SEAFARERS POLITICAL ACTIVITY DONATION	\$20.00
Date _____		B 10001
Contributor's Name _____		
Address _____ City _____ State _____		
S.S. No. _____		
<small>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.</small>		
<small>(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.)</small>		
\$20.00	Signature of Solicitor _____ 1974 _____	\$20.00
Port _____		



# Lundeborg School



## Deck Department Upgrading

### Quartermaster

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

### Able-Seaman

#### Able-Seaman—12 months—any waters

1. Must be at least 19 years of age.
2. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/40—20/20, and have normal color vision).
3. Have 12 months seetime as an Ordinary Seaman or
4. Be a graduate of HLS at Piney Point and have 8 months seetime as Ordinary Seaman. (Those who have less than the 12 months seetime will be required to take the four week course.)

#### Able-Seaman—unlimited—any waters

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

### Lifeboatman

1. Must have 90 days seetime in any department.

## Engine Upgrading

### FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

### QMED—any rating

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

### Welding

1. Must hold endorsement as QMED—any rating.

### LNG/LPG Program

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

## Steward Upgrading

### Assistant Cook

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

### Cook and Baker

1. 12 months seetime as Third Cook or;

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

### Chief Cook

1. 12 months seetime as Cook and Baker or;
2. Three years seetime in Steward Department, six months of which must be as Third Cook or Assistant Cook and six months as Cook and Baker or;
3. Six months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
4. Twelve months seetime as Third Cook or Assistant Cook and six months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

### Chief Steward

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

### HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Name \_\_\_\_\_ Age \_\_\_\_\_  
 (Last) (First) (Middle)

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

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

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

Port and Date Issued \_\_\_\_\_

Social Security # \_\_\_\_\_ Ratings Now Held \_\_\_\_\_

HLS Graduate: Yes  No  Lifeboat Endorsement: Yes  No

Dates Available For Training \_\_\_\_\_

#### I Am Interested In:

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

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT \_\_\_\_\_ DATE \_\_\_\_\_

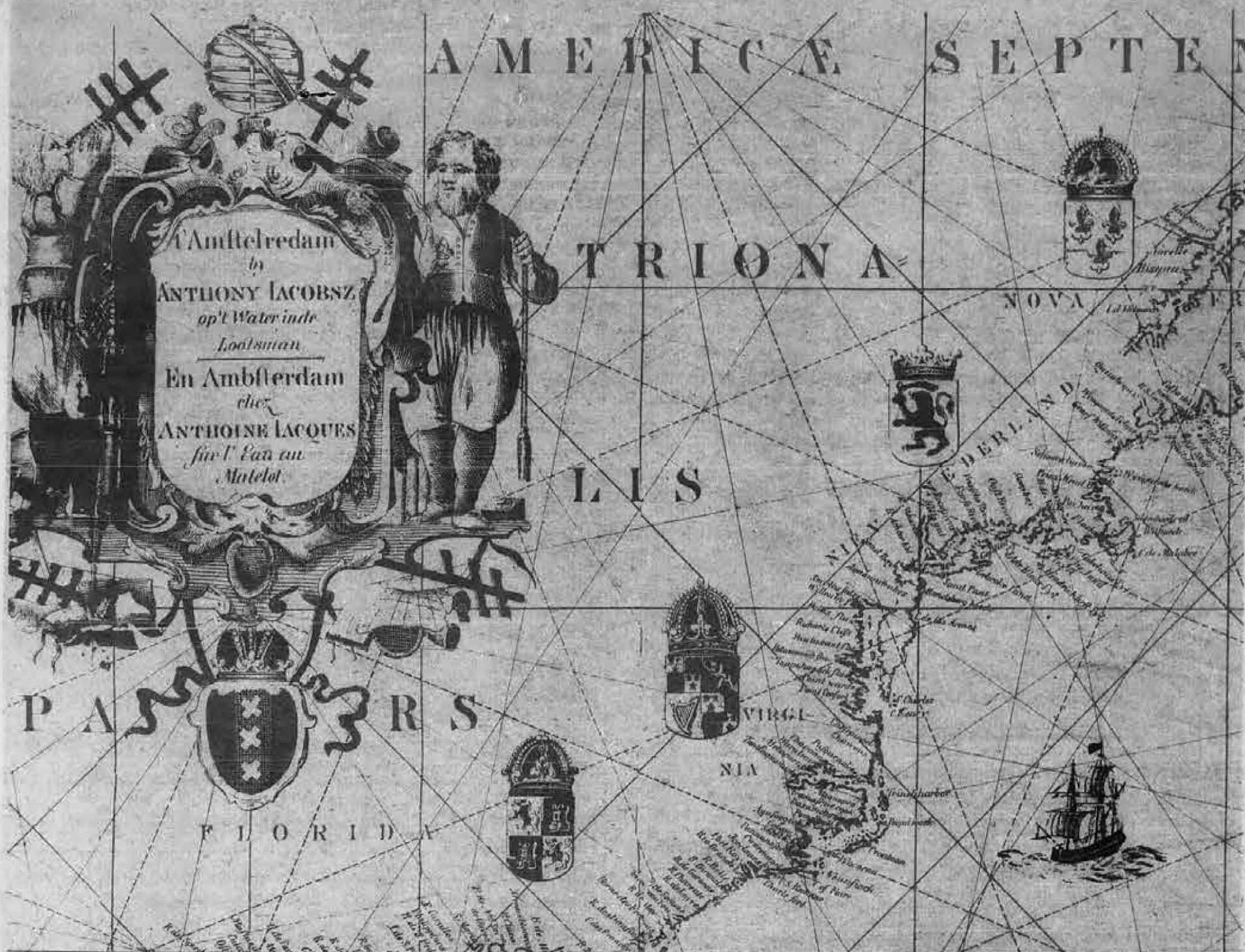
SIGNATURE \_\_\_\_\_

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

## Upgrade for Job Security



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



## STEER A CLEAR COURSE!

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

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

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

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

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

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



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

## AFL-CIO President Meany Sets Up Ad Hoc Committee on Maritime Industry Problems

AFL-CIO President George Meany recently established an Ad Hoc Committee on Maritime Industry Problems. The committee is composed of all principal maritime unions.

This special supplement will provide Seafarers with the background leading to the formation of this committee together with the proposals submitted by the SIUNA at the first official meeting of the committee on May 20, 1974 in Washington, D.C.

The seeds for organizing this committee were planted earlier this year when Thomas W. Gleason, president of the International Longshoremen's Association/Masters, Mates & Pilots, requested a meeting of all maritime unions. This was followed by a letter from SIU President Paul Hall on April 11 to President Meany recommending that the AFL-CIO initiate meetings of all maritime unions on a regular basis which would be attended by representatives from all of the unions involved. (President Hall's letter of April 11 and President Meany's reply of April 23 are reprinted directly below.)

President Meany called a meeting of AFL-CIO maritime organizations in April in Washington. At this meeting, preliminary discussions were held on the SIU's recommendation that meetings be held on a regular basis.

President Meany called the first official meeting of the Ad Hoc Committee for May 20 at AFL-CIO headquarters. At this meeting, SIUNA President Hall and Executive Vice President Morris Weisberger presented the following proposals and recommendations which are of vital importance to the American sailor.

### The Seafarers International Union

OF NORTH AMERICA • AFL-CIO

675 FOURTH AVENUE • BROOKLYN, N.Y. 11232 • HYACINTH 9-6600

PAUL HALL  
President

Mr. George Meany, President  
AFL-CIO  
815 16th Street, N.W.  
Washington, D. C. 20006

April 11, 1974

Re: T. W. Gleason letter to George Meany dated March 6, 1974

Dear Sir and Brother:

The maritime industry is composed of a number of AFL-CIO affiliated unions. They are confronted with a multiplicity of problems.

We can only resolve these problems through a higher degree of understanding of those matters of concern to each of the unions involved.

To bring about this kind of understanding we are in need of a mechanism for the exchange of views and discussions which could lead to the resolution of these problems.

To protect the workers in the maritime industry it is paramount that the maritime unions involved cooperate to the fullest degree.

The Seafarers International Union, therefore, proposes the initiation of quarterly meetings, attended by representation from all maritime unions. We propose further that such meetings be chaired by such individual as is appointed by you, as President of the AFL-CIO.

In submitting this proposal we wish to assure you of our desire to cooperate in every way possible.

Fraternally,

*Paul Hall*  
Paul Hall  
President

cc: To all AFL-CIO Maritime Unions

### AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

EXECUTIVE COUNCIL

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815 SIXTEENTH STREET, N.W.  
WASHINGTON, D.C. 20006  
(202) 837-5000

April 23, 1974

Mr. Paul Hall, President  
Seafarers International Union  
675 Fourth Avenue  
Brooklyn, New York 11232

Dear Sir and Brother:

As a result of the discussions which were held on April 11 with the four principal maritime unions, I have proposed that a special ad hoc Committee on Maritime Industry Problems be created. This special committee will provide an opportunity for all of the unions in the maritime industry to meet on a regular basis and discuss their mutual problems. There will be no special set of rules governing the functioning of this special committee except that each union is expected to be represented at all meetings.

The special committee will meet at the call of the AFL-CIO. We will send notices to each of the interested unions and will provide a chairman for the meetings. It has been suggested that meetings of the committee should be held every two months and I am, therefore, scheduling the first meeting of this committee for May 20, 1974, at 10:30 a.m. in the Executive Council Room at AFL-CIO Headquarters. Invitations for this meeting are being sent to the following unions:

International Longshoremen's Association  
Oil, Chemical and Atomic Workers International Union  
National Marine Engineers Beneficial Association  
National Maritime Union  
American Radio Association  
Seafarers International Union  
United Steelworkers of America

Please advise me who will represent your organizations at this meeting and send along any suggestions you wish to make for the meeting's agenda.

Sincerely and fraternally,

*George Meany*  
George Meany  
President

## SIUNA Report to AFL-CIO Ad Hoc Committee on Maritime Industry Problems

as Submitted by Paul Hall, President and Morris Weisberger, Executive Vice President

### Introduction

As we meet today for what will become a regular series of meetings involving the major American maritime unions, it is essential that we not lose sight of the purpose for these meetings and what we hope to accomplish.

As every member of the Ad Hoc Committee on Maritime Industry Problems realizes, we face a multiplicity of challenges, not only in improving our dealings with each other, but on a larger

scale, in our joint efforts to revitalize our industry.

The regular meetings by the Ad Hoc Committee, called by President Meany under the auspices of the AFL-CIO, will provide us the forum to work toward the accomplishment of both these goals.

More importantly, these regular meetings provide us with a rich opportunity to consider the broad needs of our industry, in terms of labor, management, and government and to set our course for the future.

In order to provide a partial frame-

work for our work in the coming months, we have assembled a brief document that sets out some of the problems and challenges faced by our industry and its labor organizations. While all of these problems do not affect every maritime union, they do reflect some of the major concerns of our industry.

It is hoped that this material can serve as a starting point for a broader involvement by the Ad Hoc Committee and all of its member unions in each of these areas.

In so doing, we can create a frame-

work of cooperation and unity that will enable us to set the pace in the future development of our industry.

### Industry Challenges

The U.S. maritime industry is a vital and important segment of our national economy. It is, however, an industry faced with unique problems which must be solved if the industry is to continue to grow.

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ment asked for a special meeting of the Ad Hoc Committee on Maritime Industry Transportation Security Act in the Senate. Here, MTD President Paul Hall addresses

## Legal Problems

This subject is prefaced with the observation that the following matters do not affect all maritime unions but, invariably, one or more of such subjects have a direct or indirect impact.

### 1. The Landrum-Griffin Act.

a. Its Title I—the so-called “free speech provision.” Concern of impact of Court’s totally ignoring Congress’ proviso in the law’s Section 101(a)(2) of unions’ right “to adopt and enforce reasonable rules of every member toward the (Union) as an institution.” Such proviso is highly significant in maritime, where employment is upon vessels on the high seas and uniform and equally applicable disciplinary rules of conduct are a fundamental necessity.

b. Its Title IV—the election provisions. The statutes provisions are patently directed to factual patterns of shore-side unions which are totally dissimilar than in maritime; witness the fundamental transitory nature of employment, difficulties for timely communication, substantial groups of membership unavailability and totally different historical developments. Similarly, the Department of Labor’s administration of the law is correlated to shore-side operations, creating in many instances rules inapplicable, if not meaningless. Equally significant, regarding the Department’s administration, is its past zealous initiation and conducting of procedures for re-run elections premised upon factual basis and theories unrealistic, with consequence of extensive union expenditure of money and time, with almost invariably no change in election results.

### 2. The Taft-Hartley Act.

a. Organizational activities, particularly among seamen of oil company captive unions, is rendered most difficult by Board rules, precluding meaningful access to vessels in organizational campaign and timely processing of election petitions, compounded by oil companies’ resort to dilatory tactics, permitted by the Board.

b. Interpretations of secondary boycott provisions. The Board in its interpretation as to the validity of union conduct severely limits economic activity against parent or dominant corporation or of subsidiary or affiliate notwithstanding they constitute allies. Illustrations of this problem are offshore oil rig explorations, part of the oil com-

plex, and formerly under decisional law within the ally concept.

### 3. Court Interpretations of Statutes and Impact.

a. Issue of third flag fleet and right to picket informationally now under an injunction. As a result of the Supreme Court’s recent *Windward* decision, the pre-emption provisions of the Act with respect to picketing foreign vessels is highly, if not completely limited. An open issue is whether pre-emption exists in the third flag cases where control is fundamentally American. This is the issue presently sought to be litigated in various stages of development. Concomitantly, also being developed and now under judicial review is the issue of informational picketing of foreign-flag vessels and constitutional protection regarding such activities.

b. The right-to-work laws. Concerted effort is under way by the oil companies to apply to maritime, right-to-work laws of various states. For example, there is now present before the U.S. Court of Appeals, 5th Circuit, Mobil Oil’s action to make Texas right-to-work laws applicable to some maritime operations coming out of Texas.

### 4. Administration of Anti-discrimination Laws.

a. Regarding this subject the provisions may or may not have application to various maritime unions, depending upon factual patterns. However, the subject breaks down to two categories:

1. Actions by EEOC alleging race or sex discrimination.

Generally, most race actions of import have been resolved. However, for bureaucratic purposes, the agency attempts to magnify run-of-the mill issues. Such activities, if applicable to some maritime unions, may pose problems for appropriate resolution. Equally, the agency is pursuing actions of alleged sex discrimination. Fundamentally this may be a new issue to be studied and resolved among some of the maritime unions.

2. In addition to proceedings commenced by the EEOC similar proceedings are commenced by private litigants as part of a class action.

The agency proceeding does not preempt a private law suit. Class actions involving this subject are quite the vogue today, particularly where substantial legal fees are recoverable. Again, this may pose a problem for some maritime organizations and at the very least is

one warranting analysis and recommendations.

### 5. Duty of Fair Representation Law Suits.

The substance of these matters constitutes some union members alleging that their union failed to fairly represent them. Such generic topic can include anything from enforcement of the union contractual provision to the most minor of grievances involving employment. These matters generally manifest themselves through class actions where substantial legal fees are involved. The record of such suits involving unions over the past few years demonstrates increased activity. A study should be considered of this matter as it may affect maritime unions and suggestions made regarding remedies to be followed. Concurrent jurisdiction is equally possessed by the NLRB, however, resort thereto by the Board has been minimal, but nevertheless consideration may be given to a review of the impact of this matter.

## Social and Psychological Problems

The rapid changes which have taken place in recent years in all facets of the maritime industry when combined with the broad economic and social change in America have created a new set of problems and concerns involving both the on-the-job and off-the-job lives of maritime workers.

Some of these changes and concerns follow:

### Extent and Impact of Changes

The total maritime industry must face the problems which are being created by increased automation.

Seamen and other maritime workers are witnessing changes in the job market, job content, social conditions of work on board ship, leisure and recreational activities at sea and ashore, work and social relationships, home and family life and numerous other social and psychological aspects.

The direction that is to be taken to approach these complex problems must be determined soon.

### Job Security

All workers are concerned about job security and the stability within the maritime industry. The decline of the U.S. flag fleet combined with declining manning scales has created a fairly widespread feeling of job insecurity. Containerization and sophisticated cargo handling methods, with the resulting increases in longshore productivity have had similar impacts on longshore workers.

The content of the jobs is changing so that workers must have retraining and upgrading to qualify for the changing jobs. This need for education creates some social and psychological adjustment among the workers.

### Environmental Elements

The seafarer’s environment includes the ship he is on as well as his shore-side living conditions.

The following are crucial elements for consideration when discussing the seafarer’s sociological and psychological concerns:

The kind of ship he is on, type of vessel, size, degree of automation, and age;

The voyage patterns, length of voyage, destination, time in port, number of ports of call;

The rating of the seaman and the type of work he is expected to do;

The characteristics of the seaman, his age, marital status, family size, health, education, place of residence

and length of time he has worked at sea.

### Sociological and Environmental Aspects

The workers in the maritime industry are living in a rapidly changing society with increasing changes taking place socially and technologically.

Organizations and job structures are changing at such a rapid pace that unless immediate action is taken to make adaptations, environmental and social problems will have a significant adverse impact on seafarers and maritime workers.

### Changes in Society

The changes which are taking place in the seamen’s social environment have created a growing concern on the part of the individual over his relationship to work, its meaningfulness and its value.

Individuals are seeking a meaningful and relevant relationship between their work and the social life around them.

Maritime workers wish to achieve self-actualization, self-expression, independence and worthwhileness. They wish to be educated, socially competent and an integral part of today’s society.

There was a time when a dock worker or seafarer was proud to be a loner but today he wants to be accepted as a worthy citizen of our modern society.

He wants and should have a normal family life, a place in the community and an opportunity for social and emotional adjustment.

### Technological Changes

The changes which are occurring in the maritime industry are of such magnitude that the displacement of men and skills by automation and computerization is becoming commonplace.

Automated technology is absorbing the routine activities into the machine. The worker becomes a respondent to the machine rather than a determiner of action according to his own judgment. The human becomes important only when an “event” occurs which requires immediate action such as an engine failure, or an unpredictable need for an adjustment. Men, therefore, become trouble-shooters rather than totally committed individuals to any series of self-initiated tasks.

These changes create new tensions and stresses never felt before in the maritime industry. The shoreside as well as deep sea workers are faced with responding to the problems created by increasing automation and technological changes.

### Job Satisfaction

There are certain behaviors which can be observed that are job-related and can be directly related to productivity and responsibility. Job performance, absences from work, accidents and human errors are just a few that indicate attitudes toward the job.

The attitudes toward self and the job are also created by the maritime worker’s reaction to his wages/salaries, interest in his work, feelings toward his fellow workers, working conditions, ability to qualify for promotions or endorsements, job prestige, and his attitude toward the industry and the union.

The morale and job satisfaction of seamen is an area which must be considered very seriously. As technological advances are made, so must advances be made to improve the conditions of the worker.

### Social Problems

The social problems which seem to

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*Continued from Preceding Page*

be most pressing today are alcoholism, drug abuse and mental illness.

The maritime industry has barely scratched the surface in responding to this area of urgent need.

The recurring requests by women to enter the maritime field are creating an entirely new set of concerns for shipboard as well as shoreside workers.

*Need For Research*

Several research projects have been completed and others are under way. The results from the research studies should provide statistical proof of areas of concern in the psychological and sociological adjustment of seafarers and maritime workers.

The Merchant Marine Officer Attitude Survey has been completed by Dr. Martin J. Schwimmer, U.S. Merchant Marine Academy and The National Maritime Research Center. This study gives an interesting profile of the American merchant marine officer.

An Occupational Analysis of the Seafarers completed by C. J. Bartlett and Irvin L. Goldstein, University of Maryland was done under the guidance of the H.L.S. in cooperation with the Seafarers International Union. The results of this study of the attitudes of unlicensed seamen toward their job, family, living conditions and union are available for review.

A Personnel Study of the Unlicensed U.S. Merchant Seaman is presently under way at the National Maritime Research Center, Kings Point, New York. This study is researching the personal attributes of seamen, job context and performance, non-sailing environment including the home and family, occupational environment and economic and technological trends within the total industry.

Some concrete decisions should be made regarding the direction to be taken when the results of the surveys

are available. Research is essential as the launch for action, but programs must be developed to respond to the needs.

*Aspects Needing Urgent Attention*

Recognizing the health needs, both mental and physical, of maritime workers, the U.S. Public Health Service Hospitals must be maintained and improved. Alcoholism and drug abuse programs should be initiated. Mental health clinics should be available to all seafarers.

The problems resulting from containerization must be solved at the dock as well as at sea. The large terminals and port facilities create additional problems for seamen and dock workers. The quick turn around and short time in port are major problems.

The new tankers also create some psychological concerns to seafarers because of the quick turn arounds and the distances between ports of call.

Maritime workers must be provided with opportunities for educational advancements. The changes in jobs and responsibilities necessitate the retraining and upgrading of the workers in order to qualify for the jobs. They also need to have available to them the opportunity for self-advancement and self-fulfillment through educational experiences.

**Jurisdiction**

The SIU feels that Article XX [provision within AFL-CIO Constitution for resolving jurisdictional disputes] has been successful.

Some of the maritime unions think that Article XX is not sufficient within itself to resolve all of the jurisdictional problems.

In any event, on this subject any union is free to negotiate with any or all other maritime unions for the purpose of establishing procedures to resolve jurisdictional disputes as a substitute for or as a part of Article XX.

Any union that feels that Article XX is not sufficient should be encouraged to work with any or all other maritime unions to establish its own set of rules as is allowed for in the AFL-CIO Constitution. Until and unless this is done by mutual agreement, Article XX should apply.

The jurisdictional problems affecting the maritime industry are but a manifestation of the real illness that affects this industry. That illness is that there are too many maritime unions with overlapping jurisdiction.

It is our belief that the proper answer to the resolution of problems of jurisdiction, as well as the answer to most of the problems affecting the maritime industry and acting to the detriment of the workers, is the compelling need for the merger of a number of existing unions in the maritime industry in the following manner:

- A merger of all unlicensed AFL-CIO seamen's unions into one unlicensed AFL-CIO seamen's union.
- A merger of all licensed AFL-CIO seamen's unions into one licensed AFL-CIO seamen's union.

The above should be accomplished by the immediate formation of merger committees from each of the appropriate maritime unions, with proper representation, into an Unlicensed Merger Committee as well as a Licensed Merger Committee.

There should be separate and parallel action by these two groups on the basis of continuity.

Subject to the constitutional provisions and rights of all the affected organizations and their memberships, as well as of the AFL-CIO Constitution, such merger committees should reach their conclusions as soon as possible.

This, we submit, is the true answer to most of our problems.

**Structure of the Ad Hoc Committee**

Clearly the work we will undertake to fully consider the many challenges facing the maritime industry and its unions demands that this effort be continued on a day to day basis.

In addition, the many problems within each area of concern, such as legal or legislative, requires that separate groups be established in each area of involvement.

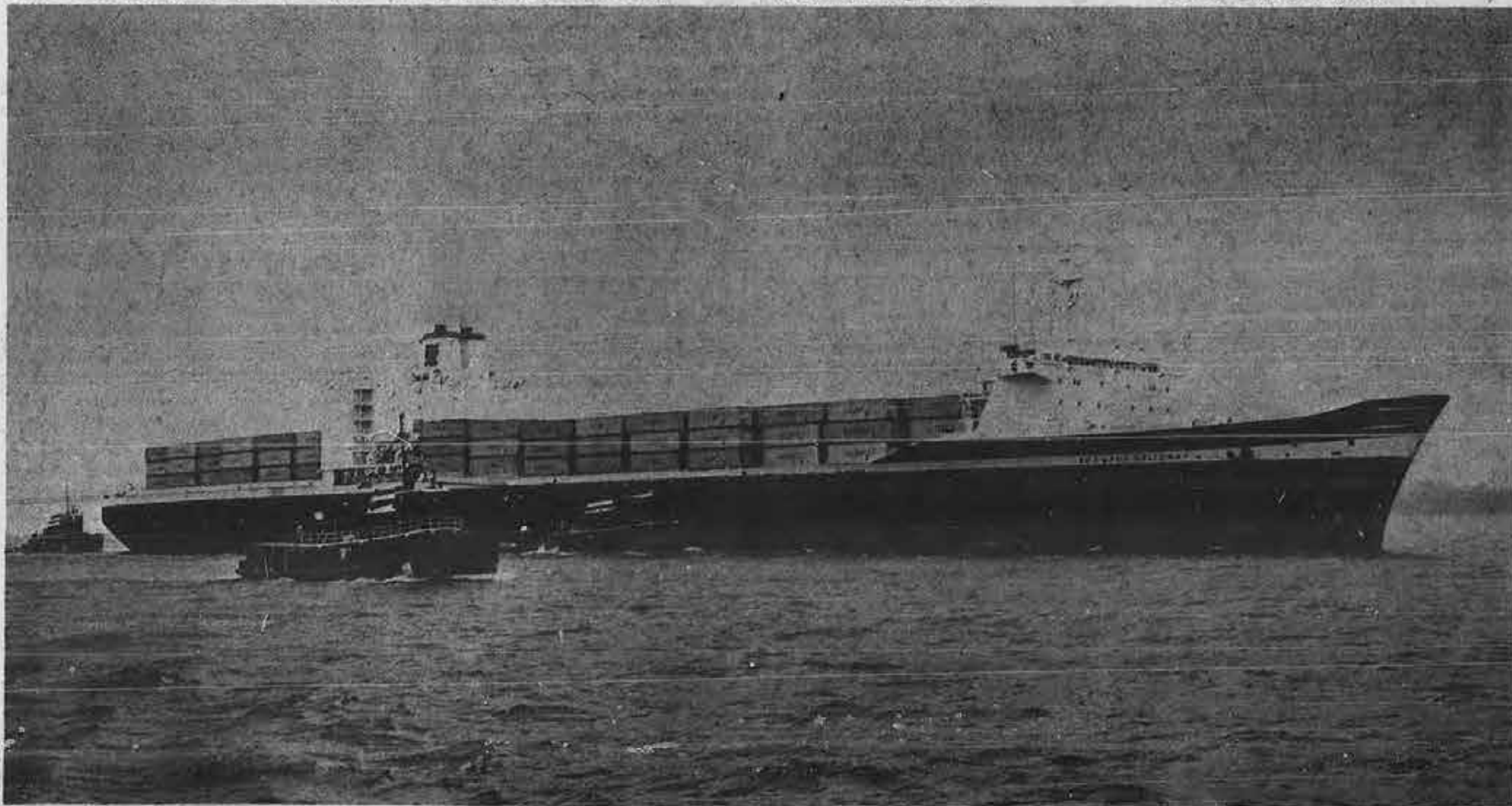
To carry out this task and to ensure the daily coordination and study these problems require, the following organizational structure is suggested:

- There should be a full-time Executive Director of the Ad Hoc Committee. He should be selected by President Meany and should be a qualified neutral. The Executive Director would provide the coordination for the meetings, the studies, and paperwork resulting from the committee's work. The salaries, and expenses of the office of Executive Director would be borne by the participating unions.

- There should be established a number of subcommittees to consider and make recommendations on each of the major areas of concern of the Ad Hoc Committee.

- The chief delegate of each union or his designees should serve on the subcommittees. Each union should be represented on every subcommittee. These subcommittees would draw up detailed proposals for dealing with each maritime industry problem for submission to the full committee, where they would be considered and adopted as the policy of the Ad Hoc Committee.

In this manner, the work of the Ad Hoc Committee could be an ongoing process that would be a focal point of the maritime unions' efforts to solve their problems in a constructive and harmonious manner.



Maritime unions must deal with the social and psychological consequences presented by the fast turnaround ships of today such as the ultra-modern SL-7 containership, the *Sea-Land Galloway*, shown here.