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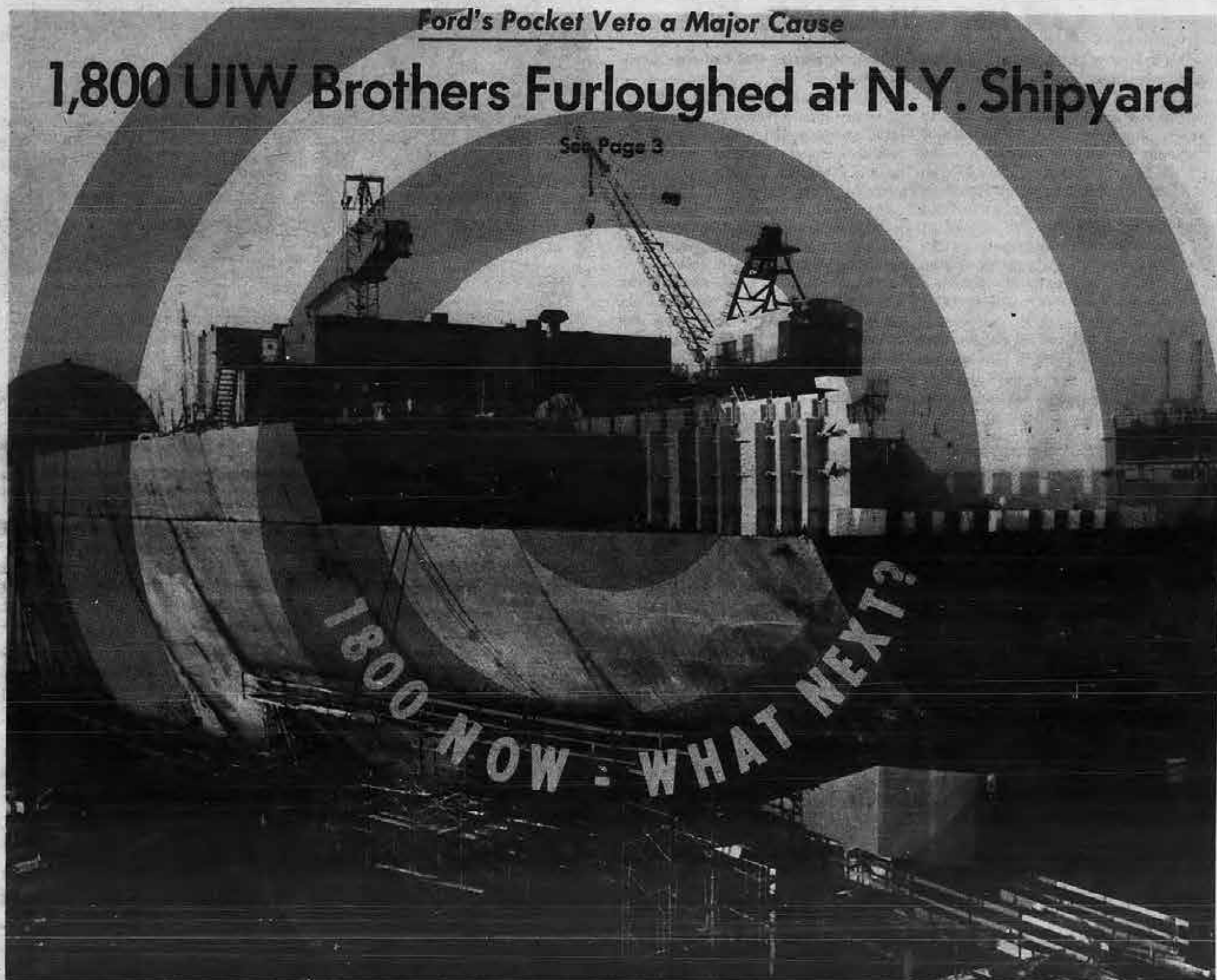
Vol. XXXVII, No. 2

February, 1975

Ford's Pocket Veto a Major Cause

## 1,800 UIW Brothers Furloughed at N.Y. Shipyard

See Page 3



The supertanker *TT Stuyvesant*, sistership of the SIU-manned *TT Brooklyn* and *TT Williamsburgh*, is nearly three quarters finished as she lays in Seatrain Shipbuilding Corp.'s Brooklyn N.Y. facility. The SIU-affiliated United Industrial Workers who were employed in her construction and the building of her sistership, the *TT Bay Ridge*, were laid off last month for four weeks. (See story on Page three).

**Seafarers  
Welfare Fund  
Annual Fund**

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**Jones Act  
Under  
Strong Attack**

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**Round Three  
Begins For  
Oil Imports Bill**

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**Servicing SIU-Contracted Ships on the East Coast** See Centerfold

## Meany Urges "Put America Back to Work"

# AFL-CIO: Ford, Congress Act on Jobs, Tax Cuts, Oil

The AFL-CIO has placed before President Ford and the Congress a major six-point economic program to pull the country back from the brink of economic disaster and "put America back to work."

The detailed and documented program was unanimously adopted for immediate action by an emergency session of the AFL-CIO General Board held

late last month in Washington, D.C. Four hundred and fifty Union leaders representing the AFL-CIO's 110 affiliates, as well as its departments, state federations and major local central bodies participated in the program's adoption.

Keynoting the urgency of the nation's economic condition, AFL-CIO President George Meany pointedly affirmed

that "our program must be one of action. Actions the President can take immediately. Actions the Congress can take within 60 days. It will be an emergency program."

In brief, the comprehensive program calls for:

- An immediate tax cut of at least \$20 billion, primarily for low and middle income taxpayers to stimulate the economy through added purchasing power.

- Immediate government measures to reduce America's dependence on im-

ported oil and establishment of a fair and equitable system of allocation and rationing of fuel.

- Immediate reduction of interest rates and allocation of credit for high priority social and economic activities.

- Immediate massive federal efforts to create jobs for the unemployed.

- Immediate action to protect existing jobs from unfair foreign competition.

- Immediate government assistance

*Continued on Page 25*

## Rep. Sullivan Opens Round 3 in Fight for Oil Quota Bill

Rep. Leonor K. Sullivan (D-Mo.), Chairwoman of the House Merchant Marine and Fisheries Committee, has begun the third round in the fight to reserve a portion of U.S. oil imports for U.S.-flag ships by introducing into the House of Representatives HR 1071, an oil preference bill almost identical to the measure vetoed by President Ford last December.

Similar oil preference bills have also been introduced in the opening session of the 94th Congress by Rep. James J. Delaney (D-N.Y.) and Rep. John Murphy (D-N.Y.).

These new bills would require that 20 percent of all American oil imports be carried on U.S.-flag ships immediately, with the quota rising to 25 percent in 1976 and 30 percent by mid-1978.

The bills have all been referred to the

Merchant Marine and Fisheries Committee.

This legislation is essential if the U.S. is to maintain a merchant marine capable of competing with foreign fleets, whose cost of operations are almost totally subsidized by their governments through cargo preference laws, direct subsidies and grants and special tax concessions. A recent study conducted for MARAD showed that governments of seven major maritime powers provide more than \$2 billion annually for their merchant marine, whereas the U.S. only provides 25 percent of this amount for building and operation subsidies.

The SIU's legislative battle for an oil cargo preference bill began in 1972 when a bill calling for 50 percent carriage of oil imports for U.S.-flag ships was introduced in Congress.



SIU President Paul Hall addresses the emergency session of the AFL-CIO General Board held in Washington, D.C. late last month. The Board placed before Congress and President Ford a major six point economic program to "put America back to work". Listening to President Hall, seated from the left, are: Lane Kirkland, secretary-treasurer of the AFL-CIO; Peter Bommarito, president of the Rubber Workers; Joseph Keenan of the International Brotherhood of Electrical Workers, and Jerry Wurf, president of the American Federation of State, County and Municipal Employees.

## the PRESIDENT'S REPORT:



Paul Hall

## Victory Over Recession Can Be Won

For over a year now, the dangerous currents of inflation and recession have been unchecked, creating an economic whirlpool that is dragging under virtually every segment of American industry. And being pulled down right along with the nation's industries are thousands upon thousands of American workers who have lost their jobs.

Among the hardest hit areas of the American work force are: the building and construction trades which reports 15 percent of its workers unemployed nationally and as high as 30 percent in certain geographical regions and specific crafts; the textile industry with an unemployment rate of 10.7 percent; the auto industry with over a quarter of a million people out of work, and the manufacturing and production industries with 766,000 Americans unemployed.

And now, the U.S. maritime industry, which had been holding up well against the economic deluge, is also beginning to feel the crunch. American-flag tankers as well as some liner vessels are being laid up due to a lack of

cargo—resulting in a slowdown in shipping in most ports—and shipyards throughout the country have announced layoffs and work slowdowns. Most notably in shipyard cutbacks is Seatrain Shipbuilding which, since December, has idled 2,800 skilled craftsmen belonging to the SIU-affiliated United Industrial Workers, and has brought construction on its two supertankers at the former Brooklyn Navy Yard to a standstill.

America's economic bulwark has a number of basic deficiencies which has weakened its foundation; yet they are deficiencies which can be corrected through wide-ranging, progressive legislative and social programs.

The AFL-CIO General Board, representing over 13 million American workers, has developed such an economic program and has laid it out before President Ford and the Congress for positive action. Among its many important features, the program calls for significant income tax reductions for low and middle income families, and a complete revamping of America's energy policies to break the devastating monopoly the oil cartel holds over production, refining and transportation of this country's energy supplies.

It is a good plan, and a plan that we in the SIU, as an important part of the AFL-CIO, must support because it will provide both immediate relief for the nation's growing ranks of unemployed, and the basic long-term materials needed to construct a new, more solid economic cornerstone for all segments of American industry.

As always, strong opposition to these programs will surface from the multinational oil companies, one of the major causes of our present economic situation, whose corporate profits have soared to record highs despite recession in most American industries, and near bankruptcy in others.

The oil cartel, though, is no longer the seemingly invincible foe it once was.

In the 93rd Congress, the SIU, with the complete backing of this membership and American labor throughout the country, dealt the oil cartel their first major legislative defeat ever with passage of the Energy Transportation Security Act. The cartel was then temporarily reprieved with a last minute Presidential pocket-veto.

Now, less than two month's later, the arena has been set again in the new 94th Congress for another confrontation with the oil cartel. A bill almost identical to the vetoed Energy Transportation Security Act has been introduced in the House of Representatives along with other legislation to curb the oil cartel monopoly. With the same unified support throughout the American labor movement that dumped the oil cartel on its head last year, ultimate victory in these legislative fights, so crucial to the economic health and strategic security of this nation, is imminent.

# Seatrain Lays Off 1,800 UIW Members at Yard

When President Ford pocket vetoed the Energy Transportation Security Act on Dec. 30, 1974 it resulted in a further, crushing blow to the already depressed U.S. tanker market, and forced the Seatrain Shipbuilding Corp. last month to lay off for four weeks 1,800 SIU-affiliated United Industrial Workers employed at its facilities in Brooklyn.

The SIU had been fearful all along of the very negative effects a veto of the oil cargo preference bill would have on the entire maritime industry and in particular the slumping tanker market. This, combined with the fact that other countries have recently moved to benefit their fleets with preference requirements, has made the situation even worse.

Work has been temporarily halted on the two super tankers currently under construction, the TT *Stuyvesant*, which is more than half completed, and the TT *Bay Ridge*, which is approximately 25 percent completed. Seatrain is re-evaluating its present completion schedule for the two vessels. Two SIU manned supertankers, the TT *Brooklyn* and the TT *Williamsburgh* were built at the Yard.

A meeting was held in Washington, D.C. on Jan. 23 among representatives from the SIU-UIW, Seatrain personnel and representatives of the government and Congress from the shipyard area to further discuss what could best be done to maintain the work at the yard.

### Other Shipyards Affected

The Seatrain facility in Brooklyn is not the only shipyard in the country which has been affected by the prob-

lems in the industry. Approximately 2,000 men at the Newport News Shipbuilding Corp. in Newport News, Va. have been laid off, and a total of over 6,000 shipyard jobs and some 1,900 seafaring jobs have been lost in recent weeks as a result of the tanker industry depression.

The federal government has a major interest in the construction of both the *Stuyvesant* and *Bay Ridge* because it has already paid out construction subsidies totalling over \$31 million. It must now decide what can be done to get production resuming again at the Yard. Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell late last month dispatched a four-man task force to investigate the situation and make recommendations.

After the Jan. 23 meeting, two

Brooklyn members of the House of Representatives from the shipyard area Representatives Shirley Chisholm and Fred Richmond, issued a joint statement saying that "Mr. Blackwell has promised us that the task force will operate with sensitivity to the plight of the workers at the Yard, the impact the shut-down will have on the community and the government's already sizable investment in the two partially completed ships now at the Yard."

The Senate Commerce Committee also began holding hearings Feb. 7 on the "depressed condition of the U.S. tanker industry and the impact of President Ford's energy proposals on that industry." (See story on this page)

The SIU will do everything in its power to get its affiliated UIW brothers at the Yard back to work as soon as possible.

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## Senate Probes Crisis In Maritime Industry

WASHINGTON—Stating that the U.S. tanker industry is in a "seriously depressed" condition and is faced with "financial disaster," Sen. Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, asked the Administration what it has in mind "to improve this situation."

Senator Magnuson blamed the Presidential veto of the Oil Import Bill (Energy Transportation Security Act of 1974) for the growing crisis in unemployment in maritime and related industries, and earlier this month called a hearing on the depressed conditions of the U.S. tanker industry and the impact of the President's energy proposals on the maritime industry.

In letters to the Secretary of the Treasury, Secretary of Commerce, Secretary of the Interior and the Energy Administrator, Sen. Magnuson asked them to appear at the hearing to answer specific questions concerning the decline in employment in the maritime industry and to offer solutions for the crisis.

Commerce Secretary Frederick B. Dent and Acting Deputy Administrator of the Federal Energy Administration Eric Zausner appeared and testified. Representatives from Treasury and Interior did not testify.

Leadoff witness at the hearing—which was chaired by Senator Ernest F. Hollings (D-S.C.)—was Congresswoman Shirley Chisholm whose district includes the financially-crippled Seatrain shipbuilding Yard in Brooklyn. Following the Presidential veto, virtually the entire work force at the yard was laid off.

The Seatrain yard—located in a hard-core poverty area—has been

hailed as a model project for training and putting people to work. Speaking emotionally about this project, Rep. Chisholm said:

"Overnight, the 'dream' of persons who never had a real chance but could now make a productive contribution was shattered. These were people who were on public assistance, people who never really believed that the system cared about them, people who felt that the opportunity to move into the mid-stream had become a reality . . . 1100 people idled in December and an ad-

ditional 1800 in January. The impact of these layoffs in Brooklyn—an already economically depressed area of our city—is particularly distressing and holds serious implications for the area's existence."

Charging the Administration with a callous lack of interest in the nation's maritime industry, Mrs. Chisholm said that "no one seemingly is willing to speculate on the future, if any, for American-flag tankers."

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### Jones Act Again Under Attack

## Oil Interests Petition for a Waiver to Carry LNG

Major oil interests have instigated another attack on the Jones Act and petitioned the Treasury Department for a waiver to allow foreign-flag vessels to carry liquefied natural gas (LNG) from Alaska to New England.

The New England LNG Inc., a consortium of Northern Atlantic U.S. utilities, has filed for permission to use the Liberian-flag *Kenai Multina* or the Norwegian-flag *Ventaro* to haul the LNG from the Phillips-Marathon facility at Kenai, Alaska because there are no LNG carriers operating now under U.S.-flag.

In a telegram to Secretary of the Treasury William Simon, SIU President Paul Hall urged immediate rejection of the waiver request, calling it "an outrageous attempt by the major

U.S. oil companies to by-pass the Jones Act in order to gain windfall profits through the entry of tax-dodging foreign vessels into the U.S. domestic trades."

President Hall went on to note that Phillips-Marathon has been shipping LNG to Japan for four years and if they "had been genuinely concerned about the well-being of American fuel users, they could have long ago built one or more U.S. vessels to insure that Alaskan natural gas was used in the U.S. market."

Now that Japanese demand for Alaskan LNG has decreased, the demand for LNG in the U.S. has increased. And while Phillips-Marathon

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## MTD To Seek Solutions To Maritime Problems

WASHINGTON—The AFL-CIO Maritime Trades Department—representing 44 national and international unions—will meet in Miami, Fla. this month to plan a coordinated program to deal with a wide range of problems, including the crisis in the maritime industry.

Three major areas will be ex-

amined in depth. They are: the energy and economic crisis in the United States; the problems and goals of the U.S. maritime industry, and the increasing attacks on the Jones Act.

Paul Hall, president of the MTD, said that other areas to be discussed are: the minimum wage policy, the U.S. Food Stamp Pro-

gram, School Lunch Program, a national food and nutrition policy and trade legislation.

Recommendations of the MTD will be submitted to the AFL-CIO Executive Council when that body meets later this month.

A full report on the MTD meeting will be published in the March, 1975 issue of the LOG.

# New Jacksonville Hall Has Membership Meeting



At the Jacksonville hall awaiting start of meeting is Paul Halloway, able-seaman.

**T**HE new, modern SIU-IBU hiring hall in Jacksonville, Fla. held its second general deep sea membership meeting on Jan. 9 since being christened last November. The meeting was well attended by Jacksonville Seafarers who heard updated reports on the many issues and problems facing the maritime industry today.

The comfortably furnished Jacksonville facility, located at 3315 Liberty St., is actually two separate buildings. The main building, which is finished, houses the hiring hall and meeting hall, where a complete range of Union services are available to SIU and affiliated IBU members. The second building, not yet completed, will eventually house a restaurant and recreational facilities for the Jacksonville membership and their families. The Jacksonville hall is just the first in a planned series of general upgrading for all the SIU's hiring hall facilities.



Attending the new hall's second membership meeting is Recertified Bosun Ward Wallace.



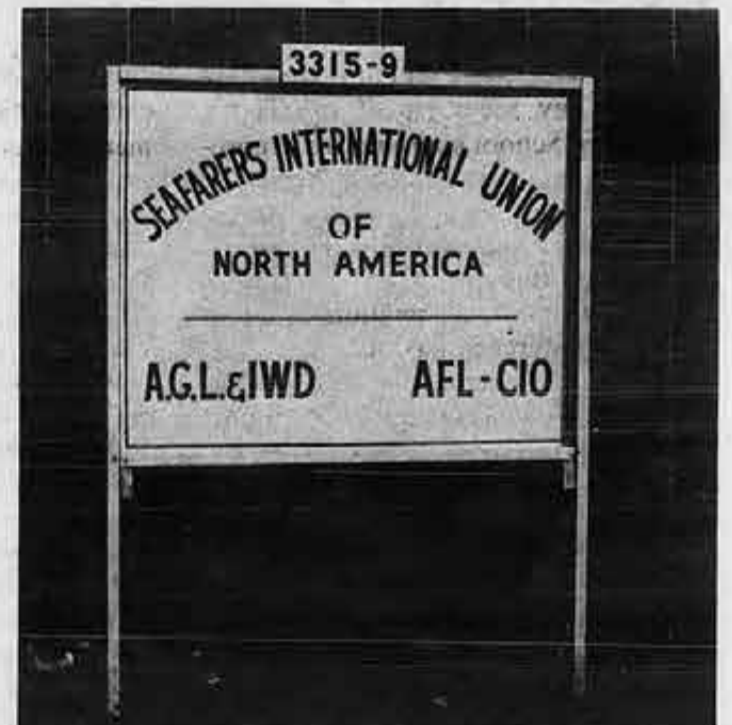
SIU Jacksonville Representative Jim Davis, left, conducts job call following meeting as Seafarer J. Crowley, right, throws in for AB's job aboard the SIU-contracted *Iberville*.



Prior to membership meeting, Seafarers David Goosby, QMED, left; George Costango, able-seaman, center, and Tom Barlow, able-seaman, engage in friendly game of rummy.



Awaiting start of membership meeting are Jacksonville Seafarers Kenneth Jefferson, left; Ellis Young, center, and Maurice Murray. All three sail in the engine department.



Sign outside new Jacksonville hall.



Jacksonville Seafarers listen to updated reports on the present state of the maritime industry at the second membership meeting to be held at the new hall.

# IMCO and ILO Meet to Study Maritime Safety Proposals

A joint committee of the Intergovernmental Maritime Consultative Organization (IMCO), and seafaring and ship owner members of the International Labor Organization (ILO) met in Geneva last month to study labor's sug-

gestions and amendments to IMCO's proposals for international maritime safety regulations.

These joint conferences allow IMCO representatives to show their proposals to seafaring labor representatives and

to modify them to partially reflect worldwide labor's needs.

Seafarers were represented at this important conference by SIU Vice President Earl Shepard. HLSS Vocational Education Director Bob Kalmus accompanied Vice President Shepard in an advisory capacity.

By participating in these international organizations, the SIU can monitor all proposals for international maritime regulations that could affect unlicensed seamen, as well as help shape these new proposals.

At this joint conference, the SIU was particularly interested in a proposal to draft "mandatory minimum requirements for junior ratings forming a part of a navigational watch."

The proposal IMCO brought to the joint conference did not define the exact functions of a "junior rating" and the seafaring ILO representatives suggested that language specifying that the junior rating should not serve as the sole rating on a navigational watch be included in the draft. This would insure that a mate on watch could not serve as both an officer in charge of a watch and as a "junior rating", and that unlicensed members of the deck department would be required on board ships under international law.

Unfortunately, both IMCO representatives and ship owner members of the ILO would not accept a proposal that specified manning requirements.

Therefore the changes were not added, though they will be attached to the drafted proposal as labor's comments on the proposed international requirements.

This paper, with its attached comments, will go to a drafting convention where an international maritime safety treaty will be drawn up, and may eventually become international law.

For this reason, it is important that the SIU participate in these international forums and work to insure that the unlicensed seamen's jurisdiction is not invaded or given away.

The next international meeting which the SIU will attend will be an IMCO conference which will be held in June to set up proposed requirements for engine room ratings.

## Maritime Ad Hoc Committee



Members of the Ad Hoc Committee on Maritime Industry Problems met in Miami, Fla. this month to work out a unified program to meet the crisis facing seagoing, shipyard and related unions. The AFL-CIO committee is headed by John Dunlop who has been named by President Ford to become Secretary of Labor. SIU President Paul Hall was a prime mover in setting up the committee.

## Committee Developing Educational Conference Agenda

A pre-conference committee which included key members of the Harry Lundeberg School staff and SIU representatives met this month to begin developing an agenda for the upcoming Educational Conference to be held in Piney Point this spring. A letter outlining all pertinent information concerning the Conference has also been sent to all SIU members, to each SIU-contracted ship's chairman, and to all port agents.

Also, a questionnaire will be sent out later this month to Seafarers asking for their comments and suggestions on such topics as the Constitution, pension, welfare and vacation plans, training and upgrading and a number of other topics important to all SIU members.

The conference agenda will include discussions on the evolution of the maritime industry, its present state, the direction in which it is moving and how the SIU's political activities have

contributed to its development. Conference delegates will also make recommendations for the deep sea contract coming up for renewal in June, including possible revisions or additions in our shipping rules, the Welfare, Pension and Vacation Plans, and our training and upgrading programs at Piney Point.

As reported in last month's issue of the LOG, the conference will be held at the Lundeberg School from Apr. 14 to Apr. 26. The delegation representing the membership will consist of 66 Seafarers, 22 from each of the three ship-board departments, to be elected at special membership meetings in each A&G port on Apr. 10 at 2:30 p.m. The membership delegation will be participating in the Conference along with the Union's contract department and representatives of all our beneficial Funds.

Based on shipping and registration, and last year's activities in the various A&G ports, membership representation

from each port will be: New York, 12; New Orleans, 6; Houston, 6; San Francisco, 6; Baltimore, 3; Boston, 3; Detroit, 3; Jacksonville, 3; Mobile, 3; Norfolk, 3; Philadelphia, 3; San Juan, 3; Seattle, 3; Tampa, 3; Wilmington, 3; and Piney Point, 3.

To qualify for election as a delegate to the conference, a Seafarer must:

- be a full book member with "A" Seniority in good standing.
- have 24 months seetime with SIU-contracted operators in ratings above entry (seetime will be con-

sidered as any time for which contributions have been made toward Pension and Welfare eligibility.)

- must have at least 60 days of such employment in the period from Apr. 1, 1974-Apr. 1, 1975.

Anyone wishing to be a delegate should be sure to bring along proof of his qualifications to the Apr. 10 Special Meeting.

If any port fails to elect its quota, then Headquarters will hold a Special Meeting on Apr. 11 at 2:30 p.m. to elect that port's quota.

## Ecuador Holding 7 U.S. Tuna Boats and Crews in Salinas

Seven American tuna boats and their crews are being held in the port of Salinas, Ecuador after being seized on the high seas, according to the Ecuadorian government, for fishing within the 200 mile coastal water jurisdictional limit this South American country maintains. Two of the seized vessels are manned by members of the SIUNA-affiliated Fisherman's Union of America, Pacific and Caribbean Area.

Ecuadorian officials announced that the boats would be held until the catches were removed; but because of inadequate storage and cannery facilities in Salinas, the vessels and crews could be detained up to 40 days. Ecuador has also fined the vessels' owners in excess of \$1 million.

These seven boats are just a few of the numerous American vessels that have been seized by the Ecuadorian government over the past few years.

The 1,350-member SIUNA-affiliated fishermen's union has called for immediate Congressional action to "stop

these acts of piracy," and to "protect our men and property with whatever measures deemed necessary."

Several bills have already been introduced into the 94th Congress which would provide government assistance in many areas to the too-long neglected U.S. fishing industry.

Specifically dealing with the problem of seizure, Rep. John Murphy (D-N.Y.) has introduced a resolution that would amend the Fisherman's Protective Act of 1967 to guarantee the safety of American fishing boats, their crews and equipment, against illegal harassment and seizure by foreign governments. In addition, Rep. Bob Wilson (R-Calif.) has advocated that the U.S. cut off all imports from Ecuador until a reasonable solution to the seizure problem is worked out.

The SIU will fight in the 94th Congress to insure that American fishermen receive the same protection and safeguards at their jobs as Americans employed in other vital industries.

## Supreme Court Rules Against Right to Picket Foreign Flags

Rejecting all arguments by American maritime unions that the picketing in a U.S. port of foreign-flag vessels is "the lawful exercise of protected rights of free speech," the Supreme Court ruled by a 5-4 vote that the Taft-Hartley Act does not overrule the jurisdiction of individual state courts to issue injunctions to halt such picketing.

This case, formally known as *American Radio Associations, AFL-CIO, et al., v. Mobile Steamship Association et al.*, arose in 1971 when six U.S. maritime unions picketed foreign-flag ships at the Port of Mobile's Alabama State

Docks to publicize the adverse impact the foreign operations had on both the American seaman and the American merchant marine as a whole.

The Mobile Steamship Association immediately obtained an injunction in an Alabama State Court against the picketing, thereby touching off a four-year court battle. The case reached the Alabama Supreme Court in May 1973 which ruled against the unions and affirmed the state court's action. And, a similar decision was handed down three

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### W-2 Forms

W-2 forms for taxes withheld in 1974 from vacation pay were sent out to all Union members in January. These forms have been mailed to your home address, but if you have moved, or did not receive your form, a copy may be obtained at Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

For information on filing your tax return, see pages 16-18 of the January issue of the LOG.

# The Committee Page

## Seattle Committee



Awaiting a payoff in the port of New York on Jan. 23 following a coastwise run is the Ship's Committee of the *SS Seattle* (Sea-Land). From left are: smiling Bosun John Giannotis, ship's chairman; Chief Steward H. Ridgeway, secretary-reporter; J. Reeves, steward delegate; Robert Meador, engine delegate, and Henry McCue, deck delegate.

## Cities Service Baltimore



The Ship's Committee of the tanker, the *SS Cities Service Baltimore* are, from left: Isaac L. Alvarez, steward delegate; Henry Parkinson, ship's chairman; John J. Kulas, engine delegate, and Marvin Howell, secretary-reporter. The ship was on a coastwise run from Corpus Christi, Tex. to Stapleton Anchorage, S.I., N.Y. for payoff on Jan. 21.

## Brooklyn Committee



Paying off at the Blount Island Containerport in Jacksonville, Fla. after a coastwise run on Jan. 10 was the Ship's Committee of the containership the *SS Brooklyn* (Puerto Rico Maritime). From left are: crewmember Guy "Frenchy" Salanon, third cook; Chief Steward O. Fayne, secretary-reporter; Raoul Rivera, deck delegate; Chief Electrician G. Ortiz, educational director; Robert Bullock, engine delegate, and E. Odum, steward delegate.

## Transhawaii Committee



After a coastwise run, Recertified Bosun Victor Carbone of the *SS Transhawaii* (Puerto Rican Marine) (seated far left) waits for payoff in Baltimore on Jan. 4 with the containership's committee of, seated from left: Robert A. Outlaw, steward delegate, and Chief Steward Oreste Vola, secretary-reporter. Standing are, from left: Bernard Saberon, deck delegate; Herman Bergeron, engine delegate, and Chief Electrician Sadak Wala, educational director.

## Overseas Traveler



Recertified Bosun Arne Hovde, ship's chairman of the tanker *SS Overseas Traveler* (Meritime Overseas) bends over to talk to (seated) SIU Patrolman Teddy Babkowski about his report during a payoff in the port of New York on Jan. 15. Other Ship's Committee members are, from left: C. D. Crowder, educational director; Chief Steward J. C. Anderson, secretary-reporter, and Joseph Stanton, deck delegate. The ship came from the Far East and she is now on a voyage to Europe.

## Cities Service Norfolk



Seated from left is part of the Ship's Committee of the containership the *SS Cities Service Norfolk*. They are: Pantryman Malito Maldonado, steward delegate; AB Arthur Finnell, deck delegate, and Paul C. Guillory, engine delegate. Also, waiting for payoff in the port of New York on Jan. 23 on completion of a coastwise voyage was (in background) Chief Cook Frank Adkins.

# High Legislative Priority Given Bill to Halt 3rd-Flag Incursion

High on the Senate Commerce Committee's list of legislative priorities for the new 94th Congress is an important bill aimed at halting a growing incursion by third-flag carriers into the transportation segment of America's foreign trades.

The bill would require that all operators must file any rate reductions 30 days before the new rate becomes effective; and if the reduced rates are filed by a third-flag carrier, it must be proven by the operator that the new rate at least covers the full cost of providing the service.

This necessary law would put a stop to the common practice employed by third-flag operators of indiscriminately lowering rates to stifle competition and then raising the rates when national-flag competitors have been forced out of business.

The Federal Maritime Commission, which has been expressing deepening concern over the third-flag carrier situ-

ation, presently has very little authority to act against rate-cutting and price-fixing practices proven detrimental to U.S. foreign commerce.

A spokesman for the Senate Commerce Committee affirmed that the bill "is needed to enable the Federal Maritime Commission to more effectively prevent anticompetitive rate practices. Without this legislation, the recent emergence of the United States flag liner vessels as a positive contributor to our balance of payments position, as a viable alternative to movement of our commerce on foreign-flag vessels, and as a naval and military auxiliary in time of national emergency, could be placed in jeopardy."

The Commerce Committee had ordered an identical bill reported to the full Senate for a vote late in the 93rd Congress — unfortunately too late for floor action.

In this report, the Committee determined that 9.5 percent of the 1972 U.S.

Atlantic Coast-North Europe liner trade was handled by third-flag carriers, with an expected jump to 13 percent by this year. The Committee also reported that 26 percent of U.S. Pacific liner trade in 1972 was carried in third-flag bottoms, with an expected 40 percent this year. No percentage figures, however, were released concerning the carriage of U.S. imported oil cargo.

As usual in legislation that would foster the growth of a competitive U.S. merchant marine, the bill is receiving stiff opposition from the Departments

of State and Justice. The Departments jointly stated that the bill was inconsistent with the administration's purpose of improving trade relations.

At a meeting held late last month in Washington, D.C., the national committee of the National Maritime Council, which promotes the development of a strong, competitive U.S. merchant marine, took special note of this growing danger to the health of the American merchant fleet and vowed to get the Commerce Committee-supported bill through Congress.

## SIU Tampa Port Agent 'Bennie' Gonzalez, 64, Dies

SIU Tampa Port Agent Belarmino "Bennie" Gonzalez died of natural causes in Tampa General Hospital on Jan. 28. He was 64.

Brother Gonzalez was a charter member of the SIU, joining the Union on Nov. 12, 1938. He sailed as a chief steward on Union-contracted vessels until he became an SIU official in 1946.

From 1954 he served the Union as a patrolman in the ports of New York, Seattle and Tampa. He was a patrolman in the port of Miami from 1959 to 1963 and was acting port agent there from 1963 to 1965. Finally, he served as Tampa port agent until his death.

A native of Havana, Cuba, Seafarer Gonzalez was a naturalized American citizen. He was the son of the late Mr. and Mrs. José Gonzalez of Tampa.

Burial was in the Garden of Memories Cemetery, Tampa.

Surviving are his widow, Mrs. Ana Josefa Torres Gonzalez; a son, José Collazo Gonzalez; three daughters, Mrs. Francis (Carmen Lidia) Perna; Mrs. Ana Josefa Colazzo Quintanilla, and Mrs. Nicholas (Norma Iris) Colazzo Matassini of Houston; a brother,



Belarmino "Bennie" Gonzalez

Manuel Gonzalez; five sisters, Mrs. Luisa Arguelles; Mrs. Margarita Perez; Mercedes Gonzalez of Tampa; Mrs. Maria Paiz, and Mrs. Enequina Edwards; a nephew, José A. Gonzalez of Tampa, and a granddaughter, Nicole Matassini, also of Houston.

Besides the close family, Union officers and rank and file members were also in attendance at the funeral services.

## Jamaica Union Official Visits SIU



Reg Ennis, right, general secretary of the Port Supervisors Union in Kingston, Jamaica discusses mutual problems of labor unions in the U.S. and in Jamaica—with SIU Vice-President Frank Drozak. General Secretary Ennis was participating in a month-long Labor Department-conducted program in which he viewed many U.S. labor institutions.

## Flim-Flam Organizations Are Exploiting Senior Citizens

Operating under the guise of non-profit organizations genuinely concerned about the well-being of elderly Americans, the National Retired Teachers Association, the American Association of Retired Persons, and similar organizations, are actually exploiting countless thousands of U.S. citizens who are either retired or nearing retirement age, according to information released by the national office of the AFL-CIO.

Through multimillion dollar television, radio, newspaper and direct mail advertising campaigns, the NRTA and AARP offer 55 year old and older people supposedly unbiased advice on the best possible life and health insurance policies. However, these organizations maintain a profitable, cozy relationship with the various insurance companies whose policies they recommend. And for the most part, the policies are inferior protection at extremely high costs.

For instance, the honorary president of the jointly administered NRTA and AARP also holds controlling interest in an insurance company that specializes in health, automobile, and life insurance for persons over 55 years of age. With the help of NRTA and AARP solicitations, this company's excessive profits jumped from \$183 million in 1973 to \$250 million in 1974. In return, the

NRTA and AARP received \$5.8 million from this company last year for "administrative allowances."

Attempting to write their own life insurance policy, the combined NRTA-AARP has been working in Congress to block labor-backed legislation calling for a national health insurance program, which, if enacted, would severely curb their exploitation of the elderly. In the past, these organizations also opposed Medicare and on the state levels

they support "right to work" legislation.

The AFL-CIO national office has condemned the profit motivated actions of the NRTA and the AARP, and urges all its Union affiliated brothers to join in the fight to put a halt to their exploitation of the elderly.

The AFL-CIO also urges its membership of 13 million workers to support the National Council of Senior Citizens, the only organization of older and retired workers that has the com-

plete endorsement of the AFL-CIO. The NCSC has consistently worked side by side with the AFL-CIO in fostering programs that are in the best interests of American workers. The SIU joins in support of this worthwhile organization.

For further information on the National Council of Senior Citizens and its programs write William Hutton, Executive Director, National Council of Senior Citizens, 1511 K Street, N.W., Washington, D.C. 20005.

## Public Health Hospitals Are Being Revitalized

A little over a year after the SIU led a successful fight to keep them open, the United States Public Health Service hospitals are undergoing a Government-sponsored revitalization.

A new director of the system, Dr. Edward J. Hinman, was appointed last July and new funds were pumped into the budget to modernize the hospitals.

The struggle to keep the hospitals open began in 1970 when the Department of Health, Education and Welfare issued at least three closeout or transfer threats, and stated, as recently as last April, that it did not know what the fate of the hospitals would be. This, despite the fact that Congress passed legislation providing for continuing operation of the facilities

In November, 1973 Congress tacked an amendment onto a defense appropriations bill which guaranteed that the Public Health Service hospitals would remain open for both out-patient and in-patient service. The measure provided over \$100 million to operate, modernize and upgrade the eight existing hospitals and 32 clinics in port cities across the nation.

These hospitals over the years have had the primary mission of providing care to merchant seamen, Coast Guard personnel and certain other Government workers. They have been plagued by many problems, including the end of the "doctor draft," a decline in patient load, a slowdown in research and a very

high loss of hospital and clinic staff.

The passage of the 1973 legislation was the result of a long, hard fight waged by the SIU and certain members of Congress who have supported maritime causes in the past. The victory was made possible by the help of SIU members who support the Union's political activities with their contributions to SPAD.

The current revitalization includes new and increased community patient care and research in alcoholism and drug abuse, day care for old and disabled persons to keep them out of nursing homes, rehabilitation of heart disease and cancer victims, preventive dental care and health screening of poor children.



## Headquarters Notes

by SIU Vice President Frank Drozak

### FIREFIGHTING

The U.S. Maritime Administration began conducting its firefighting course at its new facilities in Earle, N.J. on Feb. 17.

However, MARAD has announced that because the Earle, N.J. facility is not yet completed, only a limited number of class openings are available for each class date. This is only a temporary situation.

Upcoming class dates at the new firefighting school are Feb. 21, Mar. 7, 17 and 21.

Brothers, firefighting is becoming an increasingly important endorsement, and the day will soon be here when this endorsement will be a prerequisite to getting a job aboard an SIU-contracted vessel. So participate in this one-day program as soon as possible and get this important endorsement.

### BOSUNS RECERTIFICATION PROGRAM

Week after week, we have been receiving an increasing amount of mail here at Headquarters from both ships' Masters and SIU-contracted company officials, praising the fine performance of our recertified bosuns. The letters have noted that the ships are running smoothly and that most contractual questions are answered quickly by the recertified bosun, resulting in fewer overtime and other beefs aboard ship.

The SIU is looking toward the future; and in the years to come it is plainly visible that the job security of the American Seafarer depends upon his ability to continually upgrade his professional skills in order to remain on an even keel with the rapidly advancing maritime technology.

Those Seafarers who have participated in the Bosuns Recertification Program—one of the most successful educational programs ever conducted by the SIU—are now, and will continue over the years, contributing invaluable assistance to the SIU in building a secure future for our membership.

I know you join me in congratulating the 12 bosuns who graduated this month, thus bringing to 201 the number of Seafarers who have completed the Recertification Program. They are: Carl Linebery; Basilo Maldonado; Carl Olesen; Enos Allen; Jose Aguiar; Clarence Pryor; Fred Johnson; Joseph Zelay; Joseph Puglisi; William Reeves; Johannes Sorel, and Eddie Craddock.

### ORGANIZING ACTIVITIES

The SIU is in the process of filing charges against Sabine Tankers for firing an employee who had supported our efforts in the Sabine organizing drive.

Sabine Tankers has tried this tactic of intimidation several times in the past; but in each case the SIU has intervened in behalf of the dismissed employees. Our efforts before the NLRB have resulted in the rehiring with back pay for every seaman fired by the company.

Also, an SIU organizing drive is continuing aboard the *Glomar Explorer*, which is a deep-sea mining vessel operated by Global Marine Development, Inc., out of the port of Wilmington. During the past month SIU representatives have been actively engaged in contacting unlicensed employees aboard this vessel, and report success in enlisting support for the SIU.

### 'A' SENIORITY UPGRADING

Since the 'A' Seniority Upgrading Program started in mid-1973, a total of 138 men have achieved their 'A' books. Along with our recertified bosuns, these men are helping to build a stronger Union and a more secure future for the SIU membership.

If you are eligible for the program, apply immediately. By earning an 'A' book in the SIU, you will have earned a working lifetime of job security in the U.S. merchant marine.

I want to wish the six Seafarers who completed the program this month smooth sailing in the years ahead. They are: Carson Jordan; Ralph Egeland; Mickey Noble; Llewellyn Trott; Frank Cammuso, and Barney Burnette.

### NEW SHIPS

Due to the layoff of approximately 1,800 workers in Seatrain Shipbuilding Corp.'s Brooklyn facilities, a new delivery schedule calls for the *TT Stuyvesant* to be completed in December of 1975 and the *TT Bay Ridge* in December of 1976. (For more details, see story on page three of this LOG.)

Aeron Marine Shipping Co. launched the *Golden Monarch*, a San Clemente class tanker, on Feb. 1 in San Diego, Calif. Seafarers are already manning the company's *Golden Dolphin* and *Golden Endeavor*.

### EDUCATIONAL CONFERENCE

The SIU will be conducting an Educational Conference at Piney Point from Apr. 14 to Apr. 26 to discuss, among other things, the state of the maritime industry today and our new contract which is coming up for renewal in June. Each member and each ship's chairman has been sent a letter with full information on the Conference. (For further details, see article on page five of this issue of the LOG.)

## Merchant Marine Fleets Protected in 20 Countries

Though President Ford has rejected an oil import preference bill that would have greatly helped the American merchant marine and U.S. shipbuilding, other countries throughout the world, including Australia, Kuwait and Saudi Arabia, have now moved to protect their national merchant marine by imposing import and export oil quotas that require the use of ships sailing under their flags.

In addition, Argentina, Brazil, Chile, Colombia, Ecuador, Nicaragua, Peru, Venezuela, France, Spain, Algeria, Morocco, the United Arab Republic, India, Japan, Pakistan and the Philippines have for some time now reserved portions of water-borne imports and exports for their ships.

The latest announcement of an oil import quota was by the Australian government. This oil import quota policy will require that 40 percent of all the oil Australia imports be carried on Australian-registered ships, manned by Australian crews and operated by

Australian-owned shipping companies.

Australian Transport Minister Charles Jones, announcing the new proposal, said that six 65-70,000 dwt tankers would be needed to meet the quota. The government suggested that its Australian National Line provide three of the tankers and Australian shipping companies the other three.

According to Mr. Jones, "These proposals, when put into effect, will give Australia a greater measure of security in relation to the availability of essential supplies of crude oil."

This new policy is also expected to foster a major expansion of Australian-flag shipping operations overseas.

Prior to the Australian announcement, Saudi Arabia and Kuwait unveiled oil export quota plans aimed at creating and sustaining national tanker fleets.

These announcements bring the total number of countries protecting their merchant marine through cargo preference policies to twenty.

## Gets Quick Action on Claim



In the port of Wilmington, Calif., Seafarer Richard Rodriguez happily displays Sickness and Accident benefit check he received shortly after filing the claim. His claim was quickly processed because Brother Rodriguez carefully filled out his claim and included all necessary documents in his correspondence with the SIU Welfare Plan office. The veteran Seafarer has been disabled for the past three months due to a heart attack. He hopes to be shipping out again in a short while.

## 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 Number	Union
Delgado, S.	076-16-6322	A&G
Rivera, R.	073-24-2942	UIW
Alderate, B.	461-18-1347	UIW
Wells, W.	285-34-9772	UIW
Bleeker, S.	104-16-3454	RMR
Trexler, R.	217-14-4868	A&G
Clarke, L.	066-50-8005	UIW
Hunt, M.	159-26-7306	IBU
Hart, F.	130-10-1426	A&G
Taurin, J.	218-01-9856	A&G
Quinnonez, M.	584-50-4883	UIW
Ureta, S.	570-18-6179	A&G
Santiago, A.	583-20-7873	UIW



# Washington Activities

By B. Rocker



Since the 94th Congress convened last month, over 1,000 bills have been introduced in the House and Senate, a number of which concern the well-being of Seafarers, our brothers in affiliated unions, and the maritime industry as a whole. So, this month the Washington Activities column has been expanded to keep the membership informed on these new legislative developments.

## Oil Import Bills

Four new oil import bills have already been introduced in the House of Representatives in the first session of the 94th Congress.

These bills are similar to the Energy Transportation Security Act (H.R. 8193), passed by both houses in the 93rd Congress, but vetoed by the President. The new bills would guarantee 20 percent of all oil import cargo for U.S. flag ships, effective immediately, rising to 25 percent after June 30, 1976, and 30 percent by mid-1978.

The four bills have been referred to the Merchant Marine and Fisheries Committee.

The SIU was instrumental in rallying support for H.R. 8193 last year among Maritime Port Councils, AFL-CIO State Federations and maritime management groups to fight the wealthy and powerful oil lobby. We believe passage of that bill was a major victory, although it was pocket vetoed.

We have seen the beginning of the economic effect of the veto in ship layoffs and just recently with the layoff of 1,800 in the Brooklyn Shipyard. We are not giving up in our fight; we will begin again to work for passage of a bill which guarantees U.S.-flag ships a fair share of cargo to promote jobs and job security for our members.

## Maritime Authorization

Before the second session of the 93rd Congress adjourned in December, both houses passed the authorization bill for fiscal year 1975 for the Maritime Administration. President Ford vetoed the bill, he said, because of a provision to reimburse fishermen who suffer losses as a result of action by a foreign fishing vessel.

Congresswoman Leonor Sullivan (D-Mo.), chairman of the Merchant Marine and Fisheries Committee, has introduced a new bill to authorize \$562.9 million for Maritime Administration programs, including \$275 million for construction differential subsidies and \$242.8 million for operating differential subsidies.

It also provides for a regional Great Lakes Maritime Administration office. The Great Lakes is administered through the East Coast office at present.

## Senate Commerce Committee Hearings on Oil Spill

The Commerce Committee, chaired by Senator Warren Magnuson (D-Wash.), has held preliminary hearings on tanker accidents in the Far East, off the coast of South America and off our own coasts.

Witnesses in the hearings have stated that passage of H.R. 8193—the oil import bill—would have been a step toward safer transport of oil since U.S. ships are better constructed and U.S. regulations are more stringent than foreign-flag ships.

## Hearings on the Depressed Condition of U.S. Tanker Industry

Hearings are being held in the Senate Commerce Committee to investigate the present state of the industry, and to formulate plans to revive American shipping. (See story on page three of this LOG.)

Some of the questions to be discussed are the effect of increased oil import fees on American tankers; the loss of thousands of shipyard and seafaring jobs because of tanker industry depression; government mortgage guarantees for tankers; the effect of shipyard closings on the economy, and what the Administration plans to do to solve the problems.

## Alaskan Gas for the Lower Forty Eight

The Federal Power Commission has agreed to consider the application of El Paso Alaska to transport LNG by pipeline and U.S.-flag ships. The Interior Department had attempted to require El Paso to apply for a right-of-way permit before making application to FPC.

## Shipping Violations

Rep. Leonor K. Sullivan (D-Mo.) has introduced legislation which would amend Section 27 of the Merchant Marine Act of 1920 (the Jones Act) to provide for a monetary penalty for the transportation of merchandise in violation of the Jones Act.

## Ocean Mining

Rep. Thomas Downing (D-Va.) has introduced a bill, H.R. 1270, to help promote the development of the hard mineral resources of the ocean floor in the absence of an international ocean mining treaty.

## Nuclear Ships

Authorization to aid in the developing, constructing and operating privately-owned nuclear-powered merchant ships would be added to the Merchant Marine Act of 1936 under a bill introduced by Rep. Thomas Downing.

## U.S. Fishing Industry

A number of bills designed to help the fishing industry have been introduced in the House and the Senate.

H.R. 1492, introduced by Rep. Leonor Sullivan (D-Mo.) and Rep. Thomas Downing (D-Va.), seeks to extend the protection given coastwise trade to the domestic fishing industry.

Rep. John Dingell (D-Miss.) has introduced a bill which would amend the Fishermen's Protective Act of 1967 by strengthening the import restrictions which may be imposed to deter foreign countries from conducting fishing operations that adversely affect international fishing conservation programs.

Also, Rep. Dingell and Rep. John Murphy (D-N.Y.) have introduced a joint resolution to amend the Fishermen's Protective Act of 1967 to insure the safety of U.S. commercial fishing vessels, crews and equipment against illegal harassment and seizure.

Authorization for the Secretary of Commerce to make loans to U.S. fishermen who have had their vessels or gear damaged by foreign vessels would be provided by legislation introduced by Rep. William Cohen (R-Me.). A similar bill passed by the House and Senate in the 93rd Congress was vetoed.

These bills have all been referred to the Committee on Merchant Marine and Fisheries.

In the Senate, Sen. Edward Kennedy (D-Mass.) has introduced five bills designed "to allow the American fishing industry to revitalize itself."

The Federal Fisheries Environmental and Natural Disaster Assistance Act, S. 194, would provide product insurance and indemnity against losses that occur as the result of a national disaster.

S. 195, the Fisheries Development Act of 1975, is designed to encourage the efficient use of U.S. fishing resources.

An amendment to the Fishermen's Protective Act of 1967, S. 196, would reimburse fishermen whose vessels or gear were damaged by foreign vessels. A similar bill, S. 145, was introduced by Sen. Robert Packwood (R-Ore.).

S. 197 amends the Small Business Act to provide disaster assistance for individuals who are self-employed in the fishing industry. Under S. 198 the Saltonstall-Kennedy Act of 1954 would be amended to provide a 100 percent return of duties on fish imports to the domestic fishing industry.

S. 194, S. 195 and S. 196 have been referred to the Senate Committee on Commerce. S. 197 has been referred to the Banking, Housing and Urban Affairs Committee, and S. 198 to Agriculture and Forestry.

## Oil Pipelines

Two bills to prohibit a pipeline company from transporting its own oil through its pipeline have been introduced in the House by Rep. Silvio Conte (R-Mass.) and Rep. Donald Fraser (D-Minn.).

## Oil Import Fees

A number of bills regulating the imposition of import fees on oil have been introduced in response to President Ford's \$3 per barrel increase in import oil fees.

A bill which would delay President Ford's import fee increase for 90 days was introduced by Rep. William Green (D-Pa.). Designated H.R. 1767, it passed in the House by a vote of 309 to 114.

S. 140, introduced by Sen. Claiborne Pell (D-R.I.), and S.J. Res. 3, introduced by Sen. Edward Kennedy and 10 co-sponsors, would require Congressional approval of all oil import fees.

And legislation that would prohibit the imposition of duties, taxes or fees on the importation of petroleum and petroleum products has been introduced by Rep. Charles Bennett (D-Fla.). This bill has been sent to the Ways and Means Committee.

## Intermodal Transportation

Rep. Leonor K. Sullivan has reintroduced legislation which would amend the Shipping Act of 1916 and facilitate intermodal transportation. A similar bill never went beyond the Merchant Marine and Fisheries Committee in the 93rd Congress.

## 200 Mile Limit

Four bills, introduced by Rep. Norman Lent (R-N.Y.), Gerry Studds (D-Mass.), Thomas Downing (D-Va.), John Murphy (D-N.Y.) and Peter Rodino (D-N.J.), would extend U.S. jurisdiction from 12 miles off U.S. shores to 200 miles. All have been referred to the Merchant Marine and Fisheries Committee.



To Protect Your  
Job Security in  
the Fight for  
Favorable Legislation

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

**Edwin Craddock**



Seafarer Eddie Craddock, 46, has been sailing with the SIU for 30 years and has shipped as bosun for the past 20. A native of Mobile, he makes his home there with his wife Doris. Brother Craddock ships from the port of New Orleans.

**Clarence Pryor**



Seafarer Clarence Pryor, 39, has been sailing with the SIU for 22 years, and has been shipping as bosun for the past 10 years. A native of Mobile, he ships from that port and makes his home there.

**Fred Johnson**



Seafarer Fred Johnson, 53, has been a member of the SIU since 1942 and began sailing as bosun the following year. A native of Boston, Brother Johnson now ships from the port of Mobile where he makes his home with his wife Orpha.

**Joseph Zeloy**



Seafarer Joseph Zeloy, 48, has been sailing with the SIU since 1950 and has been shipping out as bosun for the past seven years. A native of Mississippi, Brother Zeloy now makes his home in Gretna, La. He ships from the port of New Orleans.

**William Reeves**



Seafarer William Reeves, 43, has been a member of the SIU since 1952 and started shipping out as bosun in 1965. A native of Mobile, he ships from that port and makes his home there with his wife Oleeta and their four children.

**Basilo Maldonado**



Seafarer Basilo Maldonado, 55, has been sailing with the SIU since 1953, and started shipping as bosun in 1972. A native of Ponce, Puerto Rico, Brother Maldonado now ships from the port of Baltimore where he makes his home with his wife Geraldine.

**Enos Allen**



Seafarer Enos Allen, 52, has been a member of the SIU since 1946 and has been shipping out as a bosun for the past 10 years. A native of Newfoundland, he now makes his home in Novado, Calif. Brother Allen ships from the port of San Francisco.

**Jose Aguiar**



Seafarer Jose Aguiar, 49, has been a member of the SIU since 1941 and started sailing as bosun in 1958. Born in Puerto Rico, Brother Aguiar now ships from the port of New York where he makes his home with his wife Olga and their three children.

**Johannes Sorel**



Seafarer Johannes Sorel, 51, started going to sea in 1937, joined the SIU in 1947 and has been shipping out as bosun since 1953. A native of Rotterdam, he now makes his home in Pensacola, Fla. with his wife Isabella and their three children. Brother Sorel ships from the port of Jacksonville.

**Joseph Puglisi**



Seafarer Joseph Puglisi, 43, has been a member of the SIU since 1951 and has been sailing as bosun for the past 10 years. A native of New York, he ships from that port and makes his home in Brooklyn.

**Bosuns Recertification Program**

**More Than 200 Graduated**

When the 19th class of recertified bosuns graduated at the general membership meeting this month the total number of bosuns to complete the program went over the 200 mark. Two hundred and one of our bosuns are now asserting their leadership of SIU crews aboard our contracted vessels.

After completing the two month program these men, who are the key unlicensed seamen on their ship, are better able to act as leaders in handling the new equipment of the modern, technically-advanced ships of today. The recertified bosuns are also gaining a greater knowledge of their Union and a deeper insight into the entire maritime industry.

Effective leadership aboard ship is the foundation of the continued growth of the industry, the strength of the SIU and the job security of our membership. The recertified bosuns are providing that leadership.

**Carl Lineberry**



Seafarer Carl Lineberry, 37, has been a member of the SIU since 1958 and has been sailing as bosun since 1968. A native of Mobile, he ships from that port and makes his home there.

**Carl Olesen**



Seafarer Carl Olesen, 50, has been a member of the SIU since 1959 and has been shipping out as bosun since 1962. A native of Copenhagen, he now ships from the port of San Francisco where he makes his home.

**Recertification Honor Roll**

Following are the names and home ports of the 261 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

- Aguiar, Jose, New York
- Allen, Enos, San Francisco
- Allen, J. W., Seattle
- Altstet, John, Houston
- Anderson, Alfred, Norfolk
- Anderson, Edgar, New York
- Annis, George, New Orleans
- Aranda, Alfonso, Baltimore
- Atkinson, David, Seattle
- Baker, Elmer, Houston
- Barnhill, Elmer, Houston
- Baudoin, James, Houston
- Beavers, Norman, New Orleans
- Bechivans, Nicholas, New York
- Beck, Arthur, San Francisco
- Beeching, Marion, Houston
- Berger, David, Norfolk
- Beye, Jan, New York
- Bojao, Stanley, San Francisco
- Boney, Andrew, Norfolk
- Bourgot, Albert, Mobile
- Brendle, Mack, Houston
- Brooks, Tom, New York
- Browning, Ballard, Baltimore
- Bryan, Ernest, Houston
- Bryant, Vernon, Tampa
- Burch, George, New Orleans
- Burke, George, New York
- Burton, Ronald, New York
- Bushong, William, Seattle
- Butterton, Walter, Norfolk
- Butts, Bobby, Mobile
- Butts, Harmon, Houston
- Cain, Hubert, Mobile
- Caldela, Anthony, Houston
- Carbone, Victor, San Juan
- Casanova, Michael, New Orleans
- Castro, Guillermo, San Juan
- Charouat, Donald, Mobile
- Christenberry, Richard, San Fran
- Christensen, Christian, San Fran
- Cisecki, John, San Francisco
- Clegg, William, New York
- Colson, James, Seattle
- Cooper, Fred, Mobile
- Craddock, Edwin, New Orleans
- Dakin, Eugene, Boston
- D'Amico, Charles, Houston
- Dammeyer, Dan, New York
- Darville, Richard, Houston
- Delgado, Julio, New York
- Dickinson, David, Mobile
- Dixon, James, Mobile
- Drake, Woodrow, Seattle
- Drewes, Peter, New York
- Duet, Maurice, Houston
- Dunn, Beverly, Mobile
- Eckerl, Arne, Seattle
- Eddins, John, Baltimore
- Falcloth, Charles, Mobile
- Ferrera, Raymond, New Orleans
- Flowers, Eugene, New York
- Foster, James, Mobile
- Foti, Sebastian, Wilmington
- Funk, William, New York
- Gahagan, Kenneth, Houston
- Garner, James, New Orleans
- Garza, Peter, Houston
- Giugliardano, Donato, Phila
- Gillain, Robert, Jacksonville
- Gillikin, Leo, San Francisco
- Gonzalez, Jose, New York
- Garbea, Robert, New York
- Garman, James, New York
- Greenwood, Perry, Seattle
- Grimm, Vincent, New York
- Hager, Bertil, New York
- Hanback, Burt, New York
- Hanstvedt, Alfred, New York
- Harvey, Lee J., New Orleans
- Hugel, John, New Orleans
- Helmum, Karl, Seattle
- Hicks, Donald, New York
- Hill, Charles, Houston
- Hodges, Raymond, Mobile
- Hodges, Raymond W., Baltimore
- Hogge, Albert, Baltimore
- Honka, Stephen, New York
- Hoyde, Arne, Philadelphia
- Ipsen, Orla, New York
- James, Calvin, New York
- Jandora, Stanley, New York
- Jansson, Sven, New York
- Johnson, Fred, Mobile
- Johnson, Ravanghu, Houston
- Joseph, Leyal, Philadelphia
- Justus, Joe, Jacksonville
- Kaslopp, Ed, New York
- Kerageorgion, Antoine, New Orleans
- Kerngood, Morton, Baltimore
- Kleimola, William, New York
- Knoles, Raymond, San Francisco
- Koen, John, Mobile
- Konis, Perry, New York
- Koza, Leo, Baltimore
- Krawczynski, Stanley, Jacksonville
- Lambert, Reidus, New Orleans
- Landron, Manuel, San Juan
- Lasso, Robert, San Juan
- Lataple, Jean, New Orleans
- Lavoine, Raymond, Baltimore
- LeClair, Walter W., New York
- Lee, Hans, Seattle
- Levin, Jacob, Baltimore
- Libby, George, New Orleans
- Lineberry, Carl, Mobile
- Mackert, Robert, Baltimore
- Maldonado, Basilo, Baltimore
- Manning, Denis, Seattle
- Mattoli, Gaetano, New York
- McCuskey, Earl, New Orleans
- McGinnis, Arthur, New Orleans
- Mehan, William, Norfolk
- Mize, Cyril, San Francisco
- Merrill, Charles, Mobile
- Michael, Joseph, Baltimore
- Miller, Clyde, Seattle
- Melfert, Roy, Jacksonville
- Moen, Irwin, Baltimore
- Monardo, Sylvester, New Orleans
- Morris, Edward Jr., Mobile
- Morris, William, Baltimore
- Moss, John, New Orleans
- Moyd, Ervin, Mobile
- Mullis, James, Mobile
- Murry, Ralph, San Francisco
- Nash, Walter, New York
- Nicholson, Eugene, Baltimore
- Nielsen, Vagn, New York
- O'Brien, William, New York
- O'Connor, William, Seattle
- Olesen, Carl, San Francisco
- Olson, Fred, San Francisco
- Olson, Maurice, Boston
- Ortmann, Albert, San Francisco
- Palino, Anthony, New York
- Parker, James, Houston
- Pedersen, Otto, New Orleans
- Pehler, Frederick, Mobile
- Pence, Floyd, Houston
- Perry, Wallace, Jr., San Francisco
- Pierce, John, Philadelphia
- Pollanen, Viikko, New Orleans
- Paulsen, Verner, Seattle
- Pressly, Donald, New York
- Pryor, Clarence, Mobile
- Fuchalski, Kasimir, San Francisco
- Puglisi, Joseph, New York
- Pulliam, James, San Francisco
- Radich, Anthony, New Orleans
- Rains, Horace, Houston
- Reeves, William, Mobile
- Richburg, Joseph, Mobile
- Rihn, Ewing, New Orleans
- Riley, William, San Francisco
- Ringuette, Albert, San Francisco
- Rivers, Alfonso, San Juan
- Rodrigues, Lancelot, San Juan
- Rodriguez, Ovidio, New York
- Ruley, Edward, Baltimore
- Schwarz, Robert, Mobile
- Sell, Thomas, Baltimore
- Selix, Floyd, San Francisco
- Serayk, Peter, New York
- Sheidrake, Peter, Houston
- Smith, Lester, Norfolk
- Sokol, Stanley, San Francisco
- Sorel, Johannes, Jacksonville
- Spuren, John, San Francisco
- Stockmann, Sven, New York
- Swearingen, Barney, Jacksonville
- Swiderski, John, New York
- Ted, Frank, New York
- Thompson, J. R., Houston
- Ticer, Dan, San Francisco
- Tillman, William, San Francisco
- Tirelli, Enrico, New York
- Todd, Raymond, New Orleans
- Tolentino, Ted, San Francisco
- Turner, Paul, New Orleans
- Wallace, Edward, New York
- Wallace, Ward, Jacksonville
- Wallace, William, Mobile
- Wardlaw, Richard, Houston
- Weaver, Harold, Houston
- Whitmer, Alan, New York
- Wingfield, P. G., Jacksonville
- Woods, Malcolm, San Francisco
- Workman, Howard, New Orleans
- Zaragoza, Roberto, New York
- Zeloy, Joseph, New Orleans

**Barney Burnette**



Seafarer Barney Burnette has been sailing as a chief cook with the SIU since 1967. A World War II veteran, Brother Burnette upgraded to chief cook at the Lundeberg School in Piney Point before participating in the 'A' Seniority Program. Brother Burnette, a native of Arkansas, lives in Lomito, Calif., and ships out of the port of Wilmington.

**Mickey Noble**



Seafarer Mickey Noble, 22, graduated from the Lundeberg School in 1971. He returned to Piney Point in 1973 to obtain his AB ticket before attending the 'A' Seniority Program. A native of New York, Brother Noble now lives in San Francisco and ships from that port.

**'A' Seniority Upgrading Program**

**Six Receive Full 'A' Books**

The SIU's 'A' Seniority Upgrading Program is a forward-looking course aimed at protecting the future of our Union by providing full-book members who have a solid understanding of the maritime industry, a better appreciation of their responsibilities aboard ship and a deeper insight into the SIU.

Also, starting with the December class, the 'A' Seniority Upgrading Program

has been expanded to include the American Heart Association's "Basic Life Support Training" in cardiopulmonary resuscitation and emergency cardiac care.

This month six more Seafarers have earned their full books, bringing the number of members who have achieved full 'A' book status through this program to 138.

**Llwellyn Trott**



Seafarer Llwellyn Trott, 36, has been shipping with the SIU for five years. Sailing in the engine department, Brother Trott studied for his QMED rating at the Lundeberg School before returning there for the 'A' Seniority Program. A native of Bermuda, Brother Trott lives in New York with his wife, Jonnie Mae, and ships from that port.

**Ralph Egeland**



Seafarer Ralph Egeland, 33, started sailing with the SIU in 1969. Seafarer Egeland sails as an AB, and before attending the 'A' Seniority Upgrading Program, he obtained his Quartermaster endorsement at Piney Point. A Marine Corps veteran, Seafarer Egeland lives in San Francisco and ships from that port.

**Frank Cammuso**



Seafarer Frank Cammuso, 36, has been sailing with the SIU in the deck department since 1967. A six-year Navy veteran, Brother Cammuso earned his quartermaster endorsement at the Lundeberg School before attending the Seniority Upgrading Program. Brother Cammuso is a native of Pittsburgh and now lives in Long Beach, Calif. He ships out of the port of Wilmington, Calif.

**Carson Jordan**



Seafarer Carson Jordan, 24, joined the SIU in 1971 when he graduated from the Harry Lundeberg School. A Navy veteran, Seafarer Jordan returned to Piney Point in 1972 to earn his AB ticket. A native of Jacksonville, Fla., he ships out of that port.

Adams, Francis, Deck  
Allen, Lawrence, Engine  
Allison, Murphy, Engine  
Abmad, Bin, Deck  
Andrepoint, P. J., Engine  
Arnold, Mott, Deck  
Bartol, Thomas, Deck  
Baxter, Alan, Engine  
Bean, P. L., Deck  
Beauverd, Arthur, Engine  
Bellinger, William, Steward  
Beralls, William, Deck  
Blacklok, Richard, Engine  
Bolen, James, Deck  
Bolen, Timothy, Deck  
Burke, Lee Roy, Engine  
Burke, Timothy, Deck  
Burnette, Barney, Steward  
Cammuso, Frank, Deck  
Castle, Stephen, Deck  
Clark, Garrett, Deck  
Coiangelo, Joseph, Deck  
Conklin, Kevin, Engine  
Cunningham, Robert, Deck  
Daniel, Wadsworth, Engine  
Davis, William, Deck  
Day, John, Engine  
Derke, Michael, Engine  
Deskins, William, Steward  
Dising, Maximo, Engine  
Egeland, Ralph, Deck  
Escudero, Tomas, Engine

Ewing, Larry, Steward  
Farmer, William, Deck  
Filo, Marion, Deck  
Frost, Stephen, Deck  
Galke, Thomas, Engine  
Galliano, Marco, Deck  
Garay, Stephen, Deck  
Garcia, Robert, Deck  
Gilliam, Robert, Steward  
Gotay, Raul, Steward  
Gower, David, Engine  
Graham, Patrick, Deck  
Grimes, M. R., Deck  
Hale, Earnest, Deck  
Hart, itay, Deck  
Hawker, Patrick, Deck  
Haynes, Blake, Engine  
Heick, Carroll, Deck  
Heller, Douglas, Steward  
Humason, Jon, Deck  
Hummerick, James, Jr., Steward  
Hutchinson, Richard, Jr., Engine  
Ivey, D. E., Engine  
Johnson, M., Deck  
Jones, Leggette, Deck

Jordan, Carson, Deck  
Kegney, Thomas, Engine  
Keith, Robert, Deck  
Kelley, John, Deck  
Kelly, John, Deck  
Kerney, Paul, Engine  
Kirksey, Charles, Engine  
Kittleson, L. Q., Deck  
Knight, Donald, Engine  
Konetes, Johnnie, Deck  
Kunc, Lawrence, Deck  
Kundrat, Joseph, Steward  
Laner, Ronnie, Engine  
LeClair, Lester, Steward  
Lehmann, Arthur, Deck  
Lentsch, Robert, Deck  
Lundeman, Louis, Deck  
Makarewicz, Richard, Engine  
Manning, Henry, Steward  
Marcus, M. A., Deck  
McAndrew, Martin, Engine  
McCabe, John, Engine  
McCabe, T. J., Engine  
McParland, James, Engine  
Minix, R. G., Jr., Engine

Miranda, John, Engine  
Moneymaker, Ernest, Engine  
Moore, C. M., Deck  
Moore, George, Deck  
Moore, William, Deck  
Mortier, William, Deck  
Mouton, Terry, Engine  
Noble, Mickey, Deck  
Painter, Phillip, Engine  
Palombis, Nikolaos, Engine  
Papageorgiou, Dimitrios, Engine  
Parker, Jason, Deck  
Poletti, Pierangelo, Deck  
Reamey, Bert, Engine  
Restaino, John, Engine  
Ripley, William, Deck  
Rivers, Sam, Engine  
Roback, James, Deck  
Rodriguez, Charles, Engine  
Rodriguez, Robert, Engine  
Rogers, George, Engine  
Sabb, Caldwell, Jr., Engine  
Salley, Robert, Jr., Engine  
Sanders, Darry, Engine  
Sanger, Alfred, Deck

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

**Upgrading Honor Roll**

Following are the names and departments of 138 Seafarers who have completed the 'A' Seniority Upgrading Program.

**His Is a Knotty Hobby**



OS Sidney "Frenchy" Le Blanc, 45, of the SS Overseas Vivian (Maritime Overseas) tells how he knots hemp into (pictured) bellcord, ship's wheel, ship's wheel picture frame, lighthouse lamp holder, rose, ship's wheel made out of a different cord, place mat, cross and a monkey fist. "Frenchy" also makes hats from various materials, like the one he sports, and does fancy lettering.

**He's the One!**



Pantryman Miguel Robles (center left) points to Chief Steward Marvin Deloatch aboard the SS Columbia (Ogden Marine) in the port of Dammam, Saudi Arabia, and congratulates him for the "fine, wonderful Christmas Day dinner" he and 3rd Cook William Meehan (right of Yule tree) prepared together. Far left, Saloon Messman Victor Mondeck holds dessert of spiced sweet potato pie with whipped cream to be washed down by chilled, spiked punch or spiked egg nog.

# 275 Seafarers Donate \$100 or More in 1974 in

The following Seafarers, 275 in all, have demonstrated an active interest in participating in political and legislative activities, which are vital to both our job security and our social, economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund during the year 1974.

M. E. Ahmed  
San Francisco, Calif.

S. Alderson  
Carlville, Ill.

D. Alexander  
Jacksonville, Fla.

M. A. Alhoj  
Dearborn, Mich.

G. M. Ally  
Richmond, Mich.

J. Alonso  
Jeffersonville, N. Y.

W. O. Ammann  
Toledo, Ohio

A. H. Anderson  
Norfolk, Va.

J. E. Anderson  
Yokohama, Japan

L. Anderson  
Colon, Panama

A. Aronica  
Jacksonville, Fla.

A. Atiesja  
Dearborn, Mich.

D. B. Atkinson  
Adberwood, Wash.

F. E. Aubusson  
St. Louis, Mo.

C. M. Aversano  
Islip, N. Y.

J. L. Badgero  
Spring Lake, Mich.

J. Baun  
Superior, Wisc.

H. Bents  
Pittsburgh, Pa.

D. Berger  
Chesapeake, Va.

S. Bergeria  
Philadelphia, Pa.

R. J. Black  
Duluth, Minn.

C. Bobadilla  
Camita, P.I.

F. A. Bolton  
Houston, Tex.

L. D. Bonser  
Oakland, Calif.

L. L. Bowman  
Garnet, Mich.

D. Brancoccio  
Brooklyn, N. Y.

S. Brooks  
Baltimore, Md.

G. Brown  
Piney Point, Md.

R. Browning  
Norfolk, Va.

R. V. Browning  
Mobile, Ala.

S. Browning  
Norfolk, Va.

E. K. Bryan  
Pasadena, Texas

B. J. Buffalo  
Slidell, La.

T. Burke  
Ogdensburg, N. Y.

R. Burton  
Jacksonville, Fla.

A. Campbell  
Brooklyn, N. Y.

A. Campbell  
Jacksonville, Fla.

J. W. Campbell  
La Center, Wash.

P. Capito  
Brooklyn, N. Y.

J. Carr  
Mont Jay, Pa.

W. J. Carter  
Duluth, Minn.

J. Castleberry  
Weatherford, Tex.

J. Cisieki  
Mt. Top, Pa.

E. Colby  
Needland, Texas

L. Cole  
Daly City, Calif.

F. Colon  
New York, N. Y.

J. Condon  
Northville, Mich.

K. W. Conklin  
Drayden, Md.

T. P. Conway  
Baltimore, Md.

P. Correll  
Millbrae, Calif.

A. Costello  
Santa Rosa, Calif.

W. J. Crowle  
Middlesex, N. J.

T. Curtis  
Indianapolis, Ind.

R. J. Danos  
Kenner, La.

F. Debarde Jr.  
Savannah Beach, Ga.

D. Dellesta  
Covina, Calif.

R. Diaz  
New York, N. Y.

F. Dickey  
Collingwood, Tenn.

J. A. Didomenico  
Massapequa, N. Y.

J. Dies  
Jacksonville, Fla.

M. S. Digangi  
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J. Di Giorgio  
Westwood, N. J.

M. Dixon  
Baltimore, Md.

E. Doruth  
Brooklyn, N. Y.

P. Drews  
Brooklyn, N. Y.

F. Drozak  
Hackensack, N. J.

P. Drozak  
Houston, Texas

K. A. Dudley  
Minden, Nev.

J. J. Dwyer  
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Al Dykes  
Chesapeake, Va.

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San Diego, Calif.

R. Gibson  
Kanacjawa, Japan

E. J. Gildersleeve  
Brooklyn, N. Y.

D. Gill  
Jacksonville, Fla.

K. A. Gill  
Lake Forest, Ill.

S. Ginsburg  
Chicago, Ill.

H. Gooding  
Jacksonville, Fla.

V. Greeff  
Baltimore, Md.

D. T. Green  
Tung Ku, Korea

J. Green  
Baltimore, Md.

P. R. Green

J. Griel  
Jacksonville, Fla.

A. Guillen  
Woodside, N. Y.

B. Hall  
Brooklyn, N. Y.

P. Hall  
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H. H. Halloway  
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Newton, Miss.

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(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.)

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**1975**
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# ASHORE



## Bangor, Northern Ireland

Two Seafarers are the proud owners of a restaurant-cafe in this little hamlet (20,615 souls) near Belfast on the Irish Sea in County Down.

They are QMED Richard Sheridan, 28—no relation to the 19th Century Irish playwright who wrote "School for Scandal"—and AB Daniel P. Toman, 44.

Sheridan left his New York City home in 1973 to visit kin from Ireland and Toman is an Irishman who has lived in New York.

They met through Sheridan's Irish relatives and later sailed together aboard the *SS Steel Engineer* in 1960.

Operating the "Classic Cafe" is partner-manageress Ann Caldwell, 25.

## Jacksonville

Late last year three of Delta Line's LASH ships, the *SS Delta Mar*, *SS Delta Norte* and the *SS Delta Sud* had "checkups" in the floating drydock of the Jacksonville Shipyards. All passed the tests following a year of service after their launchings.

## Boston

Port Agent Ed Riley reports that paralyzed Seafarer Tom O'Connor is back in Soldiers Hospital in Chelsea and would like to hear from his old shipmates.

## Port Said, Egypt

The Suez Canal Authority says commercial shipping operations in the canal are expected to resume during the first half of this year. The World Bank has agreed to lend Egypt \$50 million to aid in the reopening costs.

## Port Everglades, Fla.

Sea-Land Service is now providing a regular containership run between Northern Europe and here.

## Washington, D.C.

Experimental research continues in the possibility of using bacteria to clean oil tankers with subsequent use of the bacteria, which contain valuable protein, in the manufacture of animal and chicken feed.

## Portsmouth, England

Kicking off the U.S. Bicentennial Celebration's "Operation Sail 1976" will be a transatlantic race starting here and finishing in Newport, R.I.

Like the first Operation Sail of 24 ships in 1964, 100 training ships from countries all over the globe will sail to N.Y. Harbor for a review by the President of the United States and a parade up the Hudson River. Some vessels will anchor at the South St. Seaport in the East River.

## North Pole

Information reporting buoys here used by the U.S. National Oceanic and Atmosphere Administration in an experiment have revealed data which could mean safer navigation in the dangerous waters of the Arctic Ocean and could aid in future meteorological forecasting.

Stationed in 1972, two of the seven 340-pound buoys sent data for more than a year and a half, weathering damage from the cruel elements and mauling polar bears.

U.S., Canadian and Japanese scientists will use the facts in future studies connected with the Arctic Ice Dynamics Program.

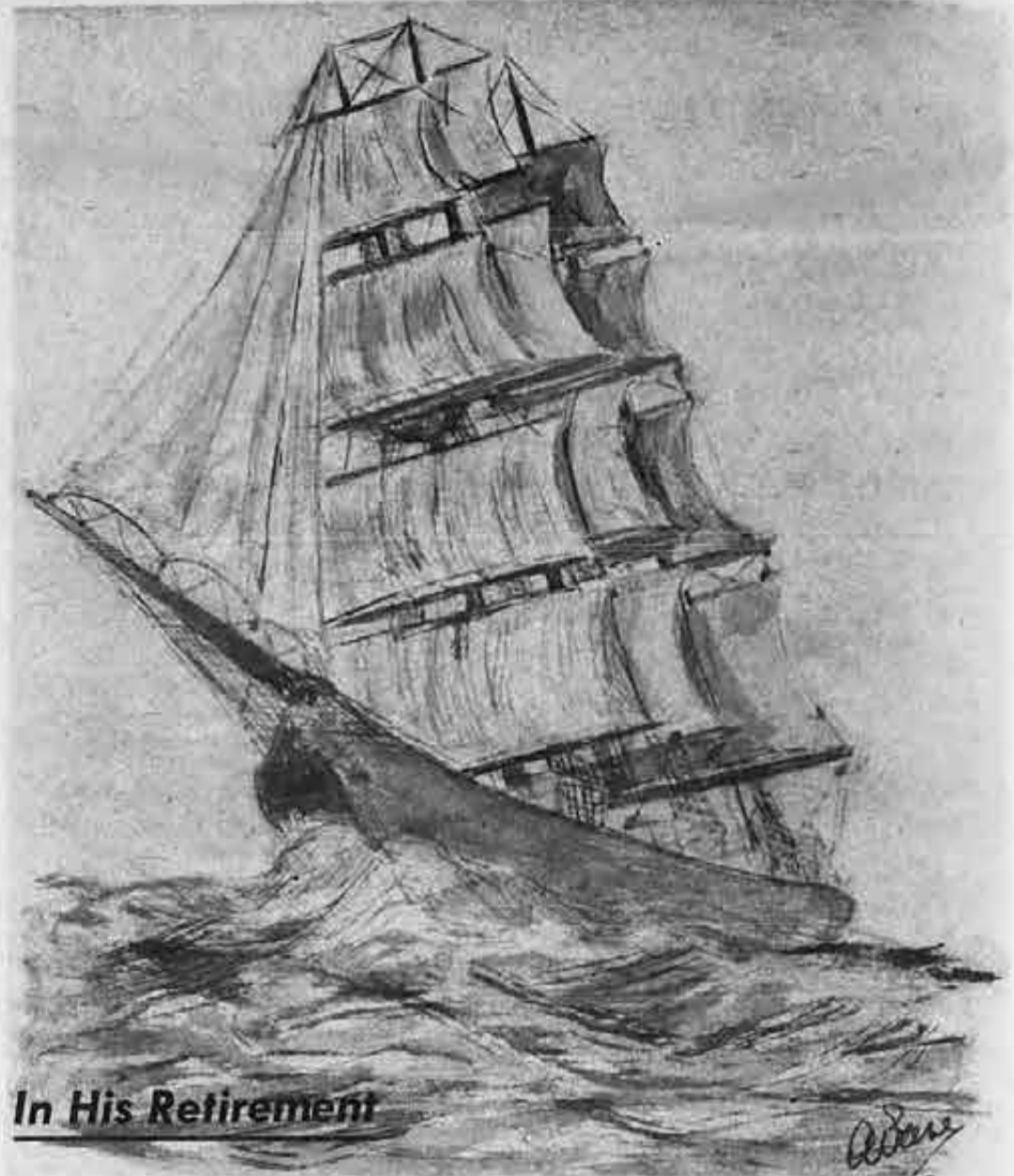
## Washington, D.C.

A joint research program undertaken by MARAD and the U.S. Navy focuses on the defense capability of the merchant marine fleet. The effort will concentrate on developing a logistical support system to quickly modify commercial containerships to be naval auxiliaries for underway supply and sealift to ports lacking cargo offloading facilities.



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.



## Seafarer Takes Up Hobby

Seafarer Adrian Fase, on the eve of his retirement, has renewed a childhood interest in painting and sketching that's tempered by the 27 years he has spent sailing in the deck department of SIU-contracted ships.

Though he's never had any formal training, Seafarer Fase discovered as a youngster that he had a good eye and a memory for recalling scenes and pictures, and recreating them in oil, watercolor or charcoal from memory.

A native of Rotterdam, Brother Fase began his sailing career on the canals of Holland around the same time that he discovered his painting avocation. Following his natural inclination towards both the sea and art, Brother Fase left the canals after a few years to start shipping on Norwegian ships, taking his oil paints and canvases with him.

But in 1941, Brother Fase's ship was sunk in the North Atlantic by a German torpedo, and though he escaped safely, all of his paints and canvases were lost.

The cost of replacing the expensive oil paints and canvases, especially during the war-time material shortages, was too great, and Seafarer Fase was forced to give up his hobby.

In 1947 Brother Fase joined the SIU,

and within a few years he began sailing as a bosun. And, though cost and shortages were no longer a problem, Brother Fase was busy pursuing a full-time career as a Seafarer and never found the time to take up his hobby again.

After sailing with the SIU for 27 years, Brother Fase began preparing to retire and his dormant interest in painting and drawing was reawakened when he began thinking of the idle hours his retirement would bring.

So, using charcoals and pastel crayons, he began trying to recreate paintings he had seen in museums, especially seascapes and ships. And once he started, Seafarer Fase found he still enjoyed working with his natural ability and good memory to skillfully reproduce the various scenes he could recall.

Now ready to retire, Brother Fase spends much of his time drawing and is planning to return to Rotterdam where he hopes to get some of the formal art training he missed as a youngster. Between the picturesque canals of Rotterdam and its booming port, Brother Fase is looking forward to an active retirement spent capturing and recording his home port's nautical life with his paints and charcoals.



Seafarer Fase, who retired on an SIU pension, displays some of his drawings.



Retired Seafarer Joe Vaccaro takes time out from cooking meals and serving drinks in his restaurant to play the role of entertainer.

## At Sea or Ashore, Once A Bartender Always A...

SIU pensioner Giuseppe (Joe) Vaccaro probably can't remember the last time he *wasn't* standing behind a bar serving drinks to customers. For over 50 of his 72 years he has been tending bar, starting in 1919 in Juarez, Mexico, lasting throughout his SIU sailing career and now with his own bar and grill in a suburb of New Orleans.

Joe Vaccaro shipped with the SIU for over 25 years before he retired eight years ago. Throughout his career he sailed on passenger ships serving as bartender on all of them. In fact, he says if the passenger ships were operating today he would still be an active seafarer.

"I loved those passenger ships; those were the happiest days of my life. I wish I could still ship."

Born and raised in New Orleans, Seafarer Vaccaro was out on his own when he was very young. He was only 16-years old when he tended bar in Juarez. "Those were some days, very wild and dangerous" he says, the twinkle in his eyes revealing fond remembrances of an exciting youth. "You never knew what to expect down there."

When Vaccaro spent time at home in New Orleans he used to go down to the docks and "sell clothes to the guys on the ships. Not only clothes, but all sorts of junk. I had a lot of contact with seamen when I was still very young. I got to be friends with many of them even before I started shipping."

Finally he started making some short trips out of New Orleans, mostly to Cuba.

Vaccaro had been an active union supporter since he was a young man. He shipped on the West Coast for many years even before the SIU was established.

While he was still shipping with the SIU he purchased about six acres of land along the Madisonville Highway about 35 miles east of New Orleans. In 1953 he had his restaurant built on the land and since he retired he has been using it regularly as his "hobby."

"My father had a restaurant for many years in the French Quarter in New Orleans. It was called 'Tony's Spaghetti,' and it was located on Decatur Street. He also tended bar for many years."

Joe's restaurant is a very cozy place with two separate rooms. One contains a well-stocked bar and a juke box, and the adjacent room has a piano, a wine rack and about 15-20 tables. Aside from tending bar Joe also cooks the meals and makes sandwiches (aided by his 17-year old stepson) but then adds mischievously, "When I don't feel like cooking I tell the customers that the chef has the day off and we're not serving food today."

### Fond Memories

Although he says his restaurant is only a "hobby" (it is not his sustaining income) the former seafarer lives on the premises behind the bar. He recalls vividly his shipping days and his membership in the SIU all with fond memories.

"Going to sea is the greatest life in the world. The Union is really great, especially for the young guys today with all the medical benefits, job security and vacation pay. As for me, I've got my pension and I'm very satisfied."

Anyone entering Joe's place is liable to find him sitting at the piano playing and singing, or accompanying a song on the juke box, like Tony Bennett's 'I Left My Heart in San Francisco.' He is a very friendly, gregarious person with many, many colorful stories to tell. In short, the perfect bartender.



### SS Overseas Alice

Crewmembers of the *SS Overseas Alice* (Maritime Overseas) were greeted Christmas Day with a beautifully illustrated, mimeographed luncheon and dinner menu festooned with bells, stars, candles, and holly.

For appetizers, Seafarers had deviled eggs, stuffed celery hearts, spiced cocktail weiners, smoked fish and pickled mussels. Beside all kinds of olives and pickles, they could whet their appetites more with spring onions and rose radishes. After that the hearty eaters could have clear consomme or cream of tomato soups or shrimp cocktail with sauce.

For entrees there were: roast Tom Turkey, savory dressing, gravy, cranberry sauce; roast prime rib of beef au jus to order; Virginia baked ham with pineapple sauce or baked red snapper with lemon butter sauce. Last but not least, you could order grilled strip loin steaks with garlic sauce, too. Hot dinner rolls, of course, were also served.

Vegetables included fluffy snowflake potatoes, asparagus spears with white sauce, Maryland candied yams, French fried onion rings and buttered cauliflower clusters.

Desserts were pumpkin and mincemeat pies, English fruitcake, unshelled nuts, fresh fruits and filled (cream) candies. All this could be washed down with hot Swedish Julglogg.

The back page featured the Happy New Year Baby 1975 naming Seafarers in all departments especially those in the steward department who cooked and served such a feast, namely Chief Steward Everett R. Perry, Chief Cook William White, Cook-Baker James J. O'Hara, Saloon Messman Barry Leeper, Crew Messman Wilhelm Van Luyn and Steward Utility Masayoshi Omura.

### SS Overseas Arctic

The tanker, *SS Overseas Arctic* (Maritime Overseas) carried 47,000 tons of oil on Jan. 26 to the United Kingdom from the Persian Gulf.

### SS Ogden Challenger

On a voyage to the East Coast and the Gulf on Jan. 14 was the tanker *SS Ogden Challenger* (Ogden Marine) carrying 33,000 tons of oil from the Mediterranean.

### SS Golden Endeavor

The *OBO Golden Endeavor* (Westchester Marine) offloaded 90,000 tons of oil on Jan. 20 in the United Kingdom and the Continent of Europe from the Red Sea area.

### SS Ogden Champion

Also on the run from the Med was the *SS Ogden Champion* (Ogden Marine) to the Gulf and the East Coast with 36,000 tons of oil on Jan. 16.

### SS Long Beach

Recertified Bosun Manuel Landron sent us a Christmas dinner menu from the *SS Long Beach* (Sea-Land) with Santa Claus and a Christmas tree on the cover page. Chief Steward J. E. Higgins and Deck Delegate Ah Sai Wong and the whole steward department wished the entire crew a Merry Christmas and a Happy New Year.

Leading off with cold egg nog or hot Tom and Jerry, followed by fresh shrimp or fruit cocktail with sauce or three kinds of chicken soup or Waldorf or tomato aspic salad, hungry Seafarers aboard the *Long Beach* could choose Tom Turkey with oyster, corn bread or old-fashioned sage dressing, roast leg of lamb with mint sauce, broiled fillet of fish with lemon butter sauce, rib of beef au jus, Virginia ham in pineapple sauce and Parker House or clover leaf rolls and corn or blueberry muffins.

Like hot vegetables? The crew savored whipped Idaho and candied sweet potatoes, buttered string beans, fresh lima beans and garden peas, asparagus and broccoli spears, Harvard-style beets, savory black eyed peas, whole kernel corn, and steamed cauliflower.

Finally, they topped the meal off with pecan, peach or cherry pie or cheesecake with ice cream or sherbet and dates, figs and candy.

### SS Mayaguez

Seafarer W. F. Bellinger reports Recertified Bosun J. C. Mullis is aboard the *SS Mayaguez* (Sea-Land) which has been shifted to the Orient shuttle run operating out of Hong Kong to Saigon and Singapore.

Also on board, he says, is Piney Point grad, Darryl Kastle of Lundeborg School Class 119.

"We have on one occasion made Sattahip, Thailand and expect to make Manila and Subic Bay before the present articles run out. We have an excellent crew with all departments cooperating in the best traditions of the Brotherhood of the Sea," adds Bellinger.

### SS Erna Elizabeth

An SIU brother had to get off the *SS Erna Elizabeth* (Hudson Waterways) recently in St. Croix, the Virgin Islands, because his wife passed away.

Before he shoved off down the ladder, his SIU shipmates and licensed personnel stretched the blanket to collect \$409 for him.

He asked Recertified Bosun James B. Dixon to thank all of the crew for him. After calling at Norfolk, the ship headed for layup in Mobile.

Politics Is Porkchops  
Donate to SPAD

# Servicing SIU Crews on the East Coast: a Time for Questions, Settling Beefs and Getting the Latest News

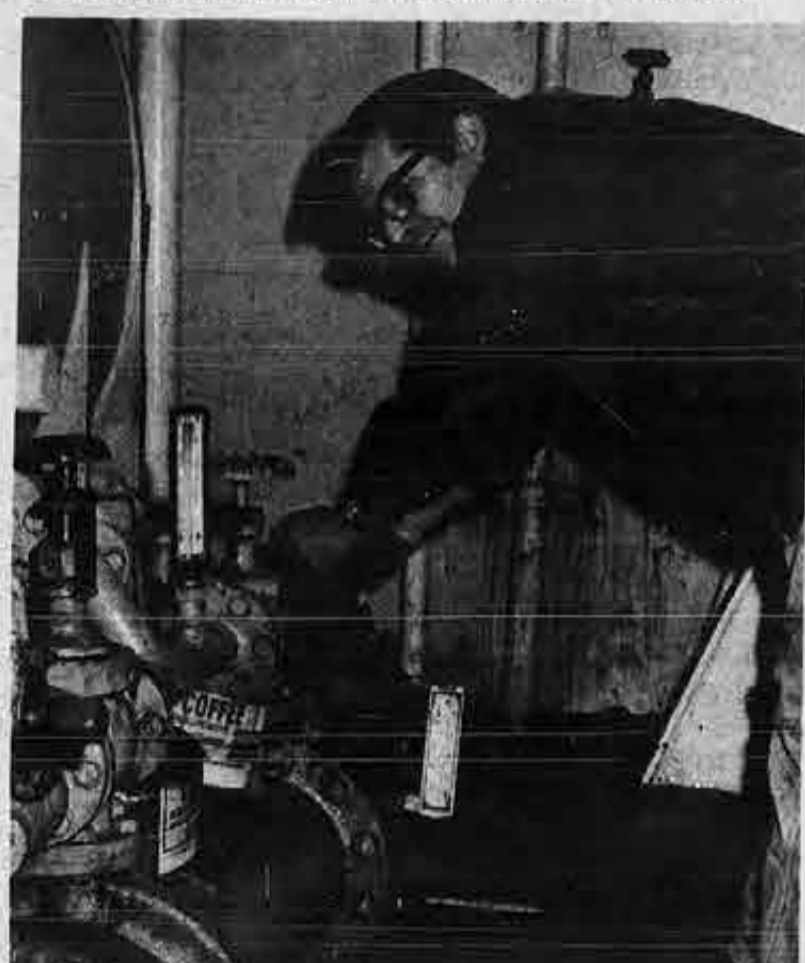
When the *Overseas Aleutian* (Maritime Overseas) paid off at the New Haven Terminal in Conn. last month, an SIU Patrolman was waiting to service the Seafarers aboard. Coming from the Persian Gulf, France and Wales, the ship had been out for over four months and the crewmembers were anxious to hear the latest Union news from the patrolman. After emptying its tanks in New Haven, the *Aleutian* left for Corpus Christi where it was laid up.



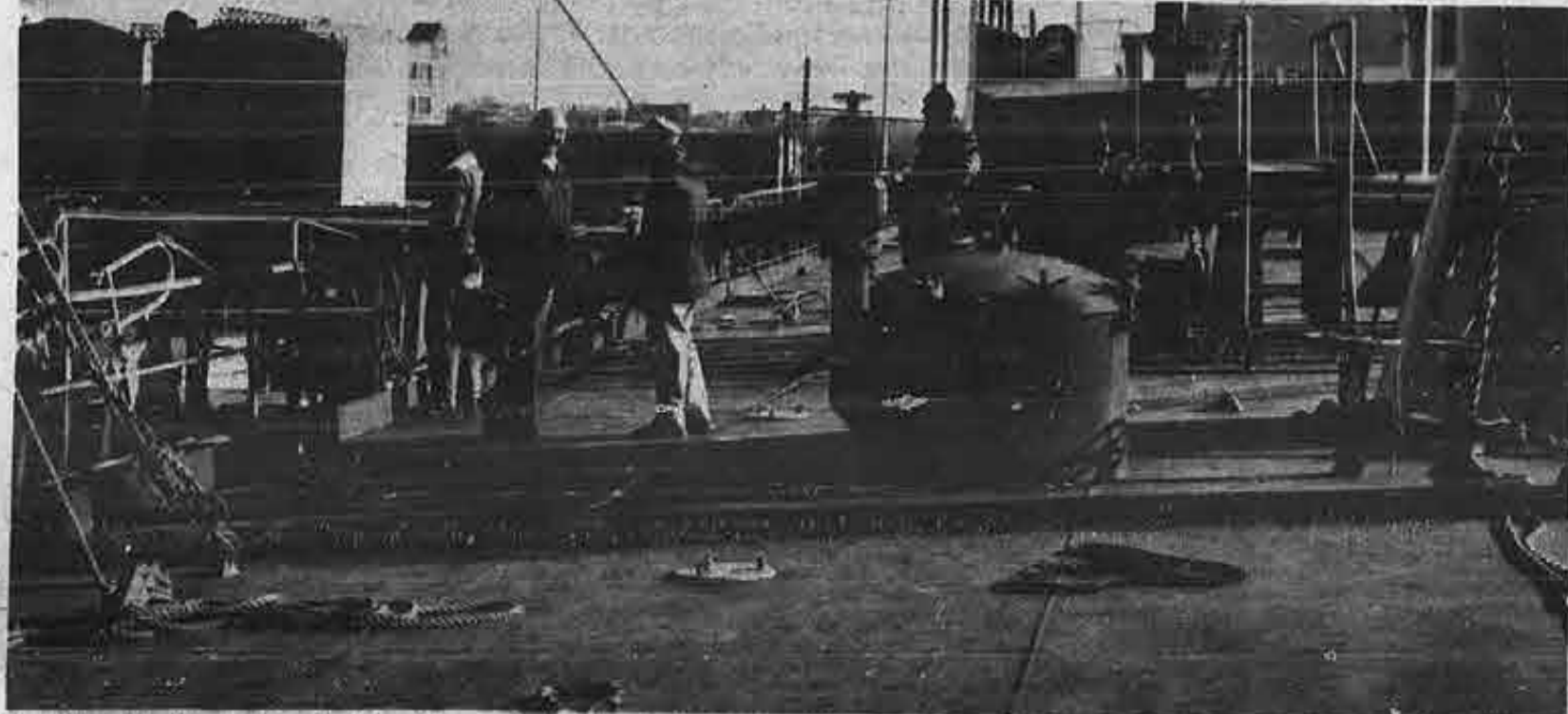
The crew of the *Overseas Aleutian*, a 40,000 dwt tanker, spent their Christmas in Wales before leaving for New Haven, Conn. Pictured here at the New Haven Terminal, the *Aleutian* was carrying heating oil for New England customers.



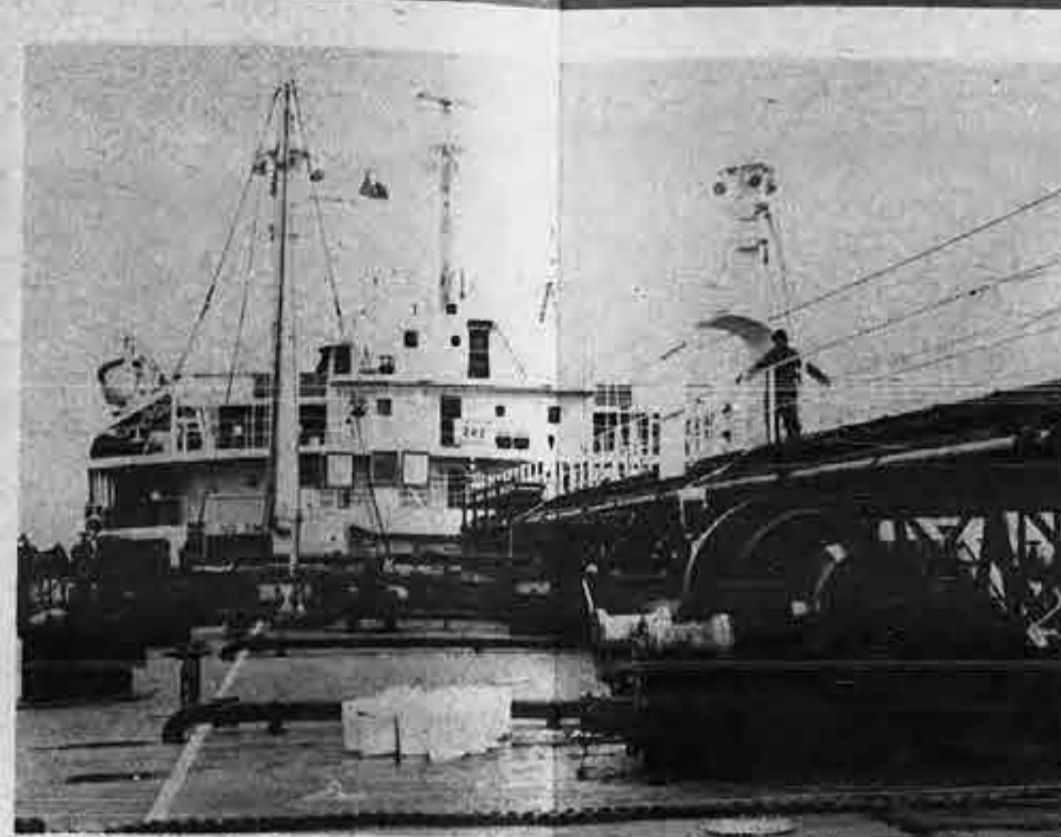
Fireman/Watertender Marcel Romano checks the water level in the *Aleutian's* boiler.



Oiler Dennis Convey checks valves in the engine room.

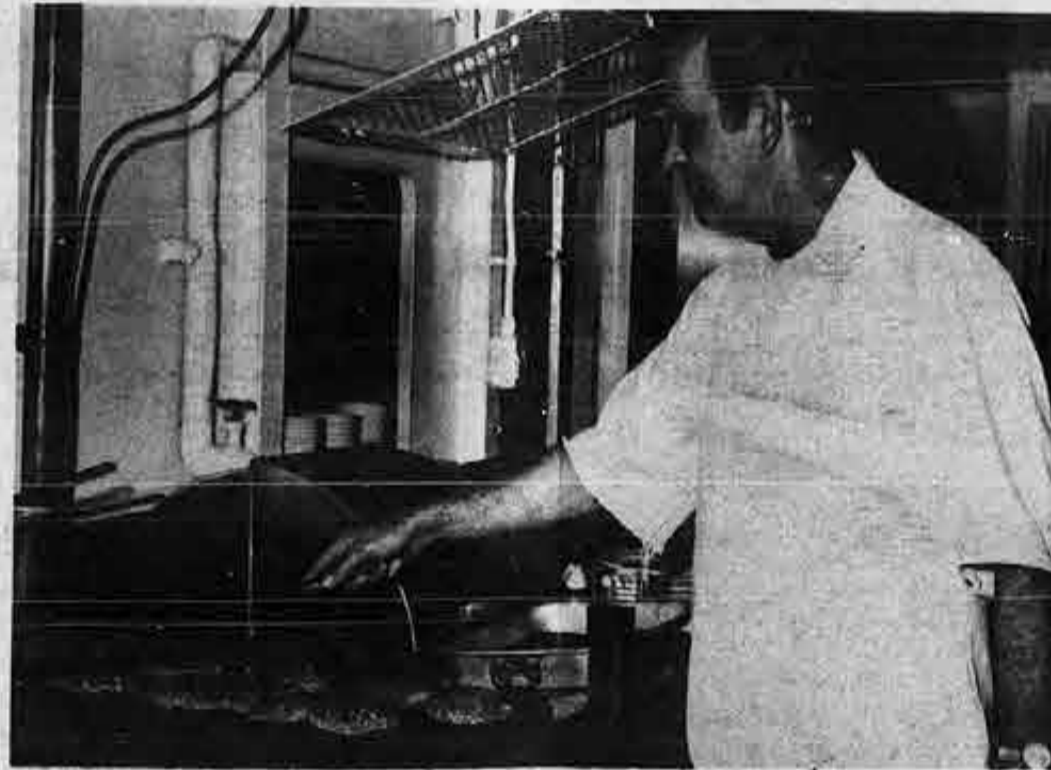


An SIU patrolman boards the *Aleutian* in New Haven. The ship had been out for over four months and the SIU crewmembers had many questions for the patrolman.



The *Cities Service Baltimore* carries 35,000dwt of oil. This view forward shows the tanker's deck covered with a maze of pipes, valves and winches.

The *Cities Service Baltimore*, a 35,000 dwt tanker on a coastwise run, was boarded by an SIU patrolman when it dropped anchor for a payoff last month in New York City's Stapleton Anchorage. Carrying kerosene and heating fuel, the ship used the lay over to load stores and bunkers, while the crew took advantage of the patrolman's presence to pay dues, get information on the Union's various legislative battles, offer contract suggestions and donate to SPAD.



Cook and Baker William McDonald prepares chopped steaks for the *CS Baltimore* crew's dinner.



The SIU is composed of both young and older Seafarers as shown here. AB Pat Hawker (right) poses with 34-year SIU veteran Calman Bogge, also an AB.

The *SS Brooklyn* (Puerto Rico Maritime), a C-4 containership, was on its normal Puerto Rico-East Coast run when it called on the port of Jacksonville. During the ship's stay at the Blount Island Containerport in Jacksonville, an SIU patrolman visited the crew to make sure the Seafarers aboard had no unsettled beefs or outstanding overtime claims. Regular servicing by Union representatives is one of the most important functions of SIU officials.



Chief Cook C.R. Ramos prepares a hearty meal for the *Brooklyn* crew's lunch.



The *SS Brooklyn*, a C-4 containership, was visited by an SIU patrolman when it called on the Blount Island Containerport in Jacksonville.



Seafarers Robert Feliciano (left) and Reyes Flores, both sailing in the deck department, take a break in the *Brooklyn's* crew mess for lunch.

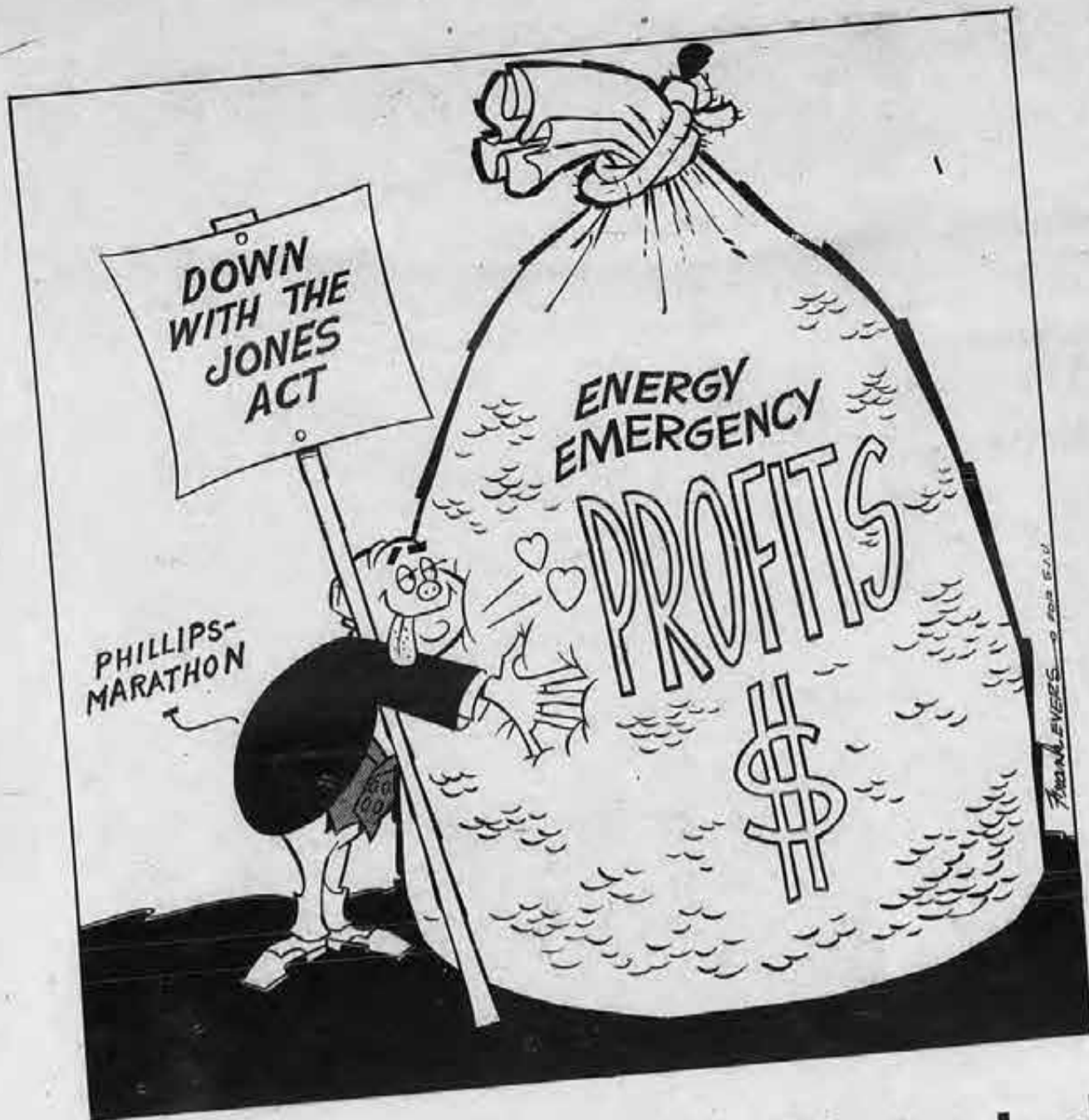


AB B. Ledo pulls up a chair and gets ready to dig into his lunch.



From left to right, Wiper Ernest Waters, OS Robert Feliciano, AB Raul Rivera, OS Reyes Flores and OS Edward Willoch pose together on the deck of the containership *Brooklyn* during its visit to the Jacksonville containerport facilities.





## Jones Act Must Be Protected

Major oil interests, waving a club fashioned out of threatened fuel shortages over New England gas consumers, have once again attempted to force a waiver of the Jones Act and carve a foothold in U.S. domestic shipping for foreign-flag vessels.

New England LNG Inc., a consortium of New England utilities, would like Defense and Treasury Department officials to believe that unless a waiver to the Jones Act is granted, the supply of natural gas to New England defense facilities will be jeopardized. This possibility, they argue, offers the legal grounds for awarding them a temporary waiver under maritime statutes originally designed to meet emergency national defense movements. (See story on page three of this LOG)

Realizing that this argument is only offered in an attempt to create a legal loophole, and could not be taken seriously by either the government or the public, New England LNG has issued veiled blackmail threats of natural gas shortages that would bring about production cutbacks and curtailed profits for New England businesses dependent on natural gas.

The SIU cannot buy New England LNG's stated reasons for seeking a waiver that would allow them to charter a Norwegian or Liberian-flag vessel to haul LNG from Alaska. The company points out that there is no U.S. flag LNG carrier available now to help meet this "emergency" gas shortage. Perhaps Secretary of the Treasury Simon should ask New England LNG if the Alaskan natural gas carried on these ships will be able to reach New England before the winter heating season is over?

And before New England LNG projects an expected gas shortage for the next winter peak, the SIU would like to

point out to Secretary Simon that three U.S.-flag LNG carriers are scheduled to be launched at Newport News Shipbuilding and Drydock during 1975.

There is another question the SIU would like to have answered by the company that would reap windfall profits from the sale of its Alaskan LNG—the Phillips-Marathon oil conglomerate.

Since 1969, Alaskan natural gas has been shipped to Japan by foreign-flag LNG vessels, yet neither Phillips or Marathon ever contracted for the construction of an American-built LNG carrier. There were clear warnings that there would soon be serious natural gas shortages in the lower 48 states, and yet Phillips and Marathon seemed to cut themselves out of the projected market by failing to build vessels that could carry the product under the existing U.S. laws. Why?

Surely they have had sufficient time to meet the Jones Act provisions and they could not have ignored such a large potential market.

Is Phillips-Marathon's lack of a U.S.-flag LNG carrier the result of poor business judgement, or does it rise from the belief that the U.S. Government and maritime can be bullied into submission by the threat of shortage to suit the needs of the oil industry's opportunist search for the highest profits possible?

Whether it be poor planning, or a plot to open the Alaskan LNG and pipeline oil trade to foreign-flag vessels, should these companies be rewarded for failing to act until they thought it was too late?

Fortunately, it is not too late. New England gas consumers are making it through this winter without the Alaskan LNG. U.S.-flag LNG carriers will be finished before the next peak gas consumption period, and there is no need to waive the Jones Act.

## Letters to the Editor



### Thanks SIU Welfare Plan

I wish to express my appreciation to the Seafarers Welfare Plan for the promptness in paying the bills for my confinement in the hospital.

It makes me feel proud and happy to know that I am protected by such a strong organization.

Fraternally,  
Samuel E. Ratz  
Deltona, Fla.

### Oil Bill Veto a Disappointment

Upon receiving President Paul Hall's telegram, explaining that President Ford had pocket vetoed the oil bill, we were greatly disappointed. After reading the telegram and posting it on the bulletin board, a discussion was held on the importance of continuing the fight for the oil bill. The veto also made us realize the importance of continuing our support of SPAD.

Fraternally,  
Crew, At Sea  
Sea-Land Economy

### Retiring Shipmate Will be Missed

Our brother Seafarer, Ah Sai Wong, a veteran of many years, is making his last trip to sea. He will be retiring this April and he will be missed by everyone who ever sailed with him. Brother Wong always had a happy smile for everyone at all times. A better shipmate would be hard to find.

Fraternally,  
All Crewmembers  
SS Long Beach

February 1975 Volume XXXVII, No. 2

**SEAFARERS LOG**

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

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 499-6800, Second class postage paid at Brooklyn, N.Y.



Loading and unloading oil aboard the 80,906 dwt *Notre Dame Victory* (Ecological Shipping Corp.) is regulated and monitored by remote controls in the ship's modern console room.

### Four-Week Course Offered at HLS

# Automation Is Already Part of Maritime Industry

In the past decade, the world maritime industry has technologically advanced far more rapidly than any other segment of cargo transportation and transfer. Today's merchantman, as compared with the ship of 10 or 15 years ago, has undergone a radical evolution in terms of vessel size, type and design, speeds, cargo capacity and cargo handling systems. And, today's new vessels—the LNG, the LASH, the ore/bulk/oil, the roll-on/roll-off, the supertanker—are driven by highly automated, complex diesel, steam, and gas turbine propulsion and engineering systems.

Despite the literally scores of technological advancements already in operation aboard modern merchant vessels, the trend toward installation of automated shipboard systems for increased speed and efficiency in cargo carriage is relatively in its infancy. In the next ten years alone, further automated improvements will, among other things, include satellite navigation and communications equipment, computer-controlled engineering and cargo-handling systems, and advanced electronic detection systems.

No matter how complex, though, or technologically advanced automated merchant vessel systems become, the serious responsibilities of safe ship operation and maintenance still fall into the hands of professional seafarers.

However, just as marine technology and shipboard systems have become increasingly more complex, so have the professional seafaring skills needed to supervise them. Today's merchant sailor can no longer depend totally on the basic seamanship skills of 20 or even 10 years ago. The old shipboard ratings are rapidly disappearing and are being replaced with new ratings requiring a high degree of technical skill and operating proficiency. And, in the near future, shipboard personnel will have to command a sufficient flexibility to be able to perform important duties outside their own specialty in case of emergency or breakdown in a vital automated system.

The changing skills needed to safely man the new vessels can only be acquired through upgrading of skills and training in new technical areas.



The complex bridge of the *Ultramar* (Westchester Marine), an 80,500-ton oil, ore bulk carrier, incorporates some of the most advanced navigational equipment used today to guide modern merchant ships.

To enable our members to keep on an even keel with this demand for well-trained, technically proficient seafarers, the SIU has instituted at the Lundeberg School a new upgrading program dealing specifically with marine automation and related systems.

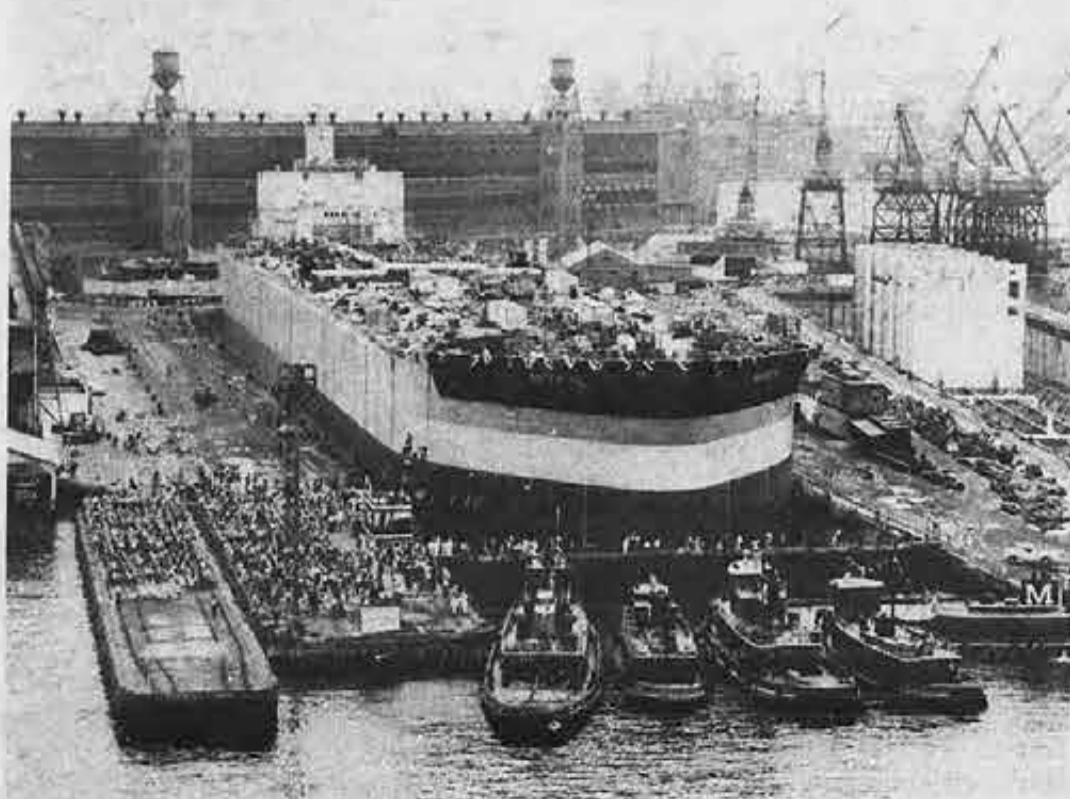
This four week course—as in all the SIU's training and upgrading programs—includes both classroom and practical on-the-job instruction. Utilizing a full scale engine simulator and console similar to those found aboard automated ships, the course covers training in automated boiler equipment; systems analysis and operation of remote controls; generators; fire pumps; sanitary systems; bilge pumps and other associated engine room equipment. A Coast Guard endorsement as QMED-any rating is a requirement for the course. (See page 30 of this issue of the LOG for dates.)

The training and upgrading of seafaring skills can no longer be put off to another day. Automation on merchant vessels has arrived and is here to stay. And, in the not too distant future, specific training in automation will be a prerequisite to obtaining a job aboard American-flag vessels.

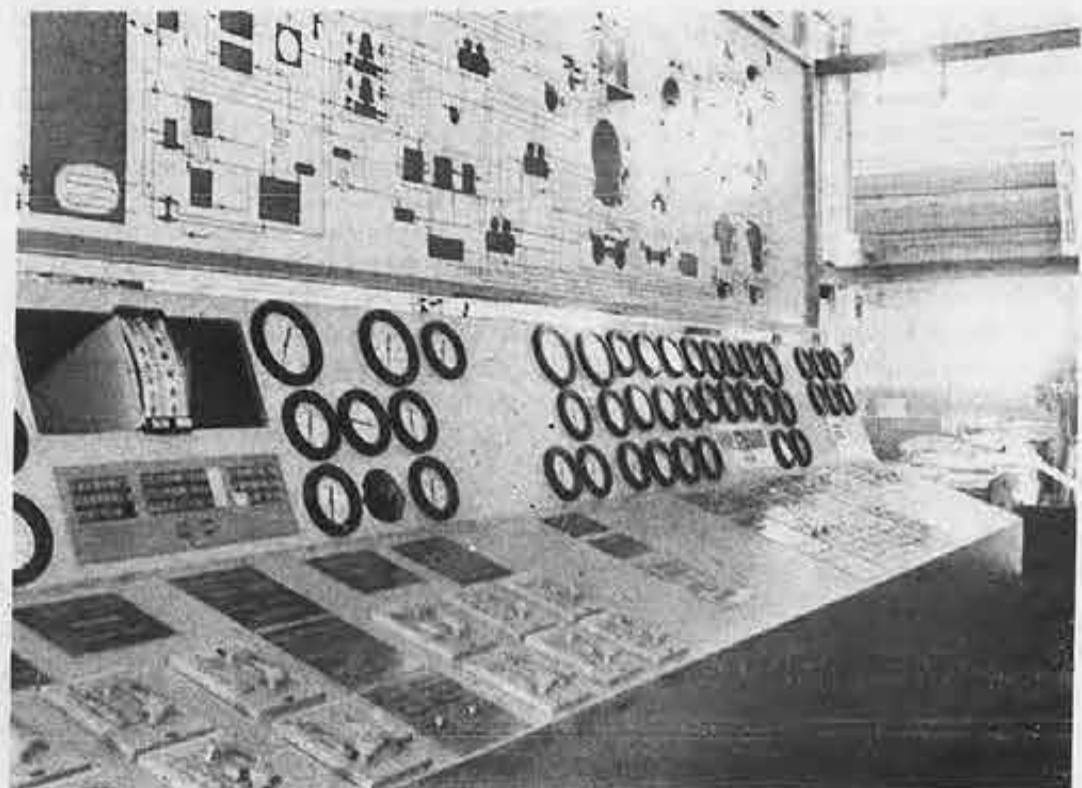
However, as responsible Seafarers, the need for training goes beyond simply getting a job.

The new automated vessels, although technically advanced with hundreds of built in safeguards, pose serious problems to human life both aboard ship and ashore, marine life, and general environmental safety because of the potentially dangerous cargoes—such as LNG, LPG, hazardous chemicals, and crude oil—they carry. Recent disastrous collisions caused by foreign-flag vessels, manned by improperly trained people, attest to this fact.

A ship, no matter how automated, remains only as safe as those who man her. Seafarers, by participating in the SIU's training and upgrading programs at Piney Point are insuring personal safety, the safe operation of all SIU-contracted vessels, and the safety of marine and coastal environments as well.



Remote monitoring systems on the 225,000 dwt *TT Brooklyn* (American Petrofina) enable engine room watchstanders to survey fuel oil, water and draft levels instantly just by checking the engine room's central console.



HLSS Vocational Director Robert Kalmus designed and supervised the construction of this full-scale engine room console simulator. This simulator is used to train Seafarers taking a four-week marine automation systems course at the Lundeberg School.



**BOSTON** (Sea-Land Service), December 8—Chairman, Recertified Bosun L. E. Joseph; Secretary J. Keno; Deck Delegate Leonard Grom; Engine Delegate Frank Sandy. Chairman discussed President Hall's report from the latest Seafarers Log and recommended that every crewmember get the Seafarers Log, read it thoroughly, discuss the articles with their fellow crewmembers so as to be fully aware of what is going on in the industry. Also, discussed the importance of voluntary donations to SPAD. A vote of thanks to the steward department for an excellent Thanksgiving dinner.

**JACKSONVILLE** (Sea-Land Service Inc.), December 15—Chairman W. Butts; Secretary H. Galicki; Educational Director G. Roy; Engine Delegate Curtis Ducote. Chairman discussed the importance of voluntary donations to SPAD and noted that the SPAD poster was received and will be placed on the bulletin board. A vote of thanks to the steward department for a great Thanksgiving dinner. Next port Elizabeth.

**MISSION SANTA INEZ** (Hudson Waterways), December 1—Chairman, Recertified Bosun W. L. Tillman; Secretary L. Crane; Educational Director Jim Dryden; Deck Delegate Jack Aives; Engine Delegate R. Mullen; Steward Delegate Herbert E. Olson. Thanksgiving dinner was celebrated in Adiak, Alaska. A SPAD poster was received from headquarters and placed on the bulletin board. Chairman will answer questions and keep all crewmembers informed on what the Union is doing for them in Piney Point and New York. No disputed OT. Next port San Pedro.

**TRENTON** (Sea-Land Service Inc.), December 8—Chairman, Recertified Bosun O. Ipsen; Secretary Di Carlo Educational Director Horn; Deck Delegate John J. Carey. Chairman held a discussion on the importance of voluntarily donating to SPAD. No disputed OT. Everything running smoothly.

**ELIZABETHPORT** (Sea-Land Service Inc.), December 22—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director P. Koroe. Chairman discussed the importance of voluntarily donating to SPAD. Letter was posted that was sent to the movie company about the poor grade of pictures that are being sent to the ship. \$27.50 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department for excellent holiday meals. Next port Portsmouth, Va.

**SEA-LAND McCLEAN** (Sea-Land Service Inc.), December 22—Chairman, Recertified Bosun David H. Berger; Secretary T. R. Goodman; Educational Director W. J. Dunnigan. Chairman informed membership about SPAD and called attention to the good reading in the Seafarers Log. \$30 in ship's fund. No disputed OT. Everything running smoothly.

**LONG BEACH** (Sea-Land Service), December 1—Chairman, Recertified Bosun M. Landron; Secretary J. E. Higgins; Educational Director W. Carroll; Engine Delegate Mason Hall. \$26 in ship's fund. No disputed OT. Received SPAD poster and placed same on bulletin board. Everything running smoothly. Next port Oakland.

**SEA-LAND ECONOMY** (Sea-Land Service Inc.), December 1—Chairman, Recertified Bosun A. E. Bourgot; Secretary L. Nicholas; Educational Director J. C. Speer; Deck Delegate J. H. Fullford; Engine Delegate D. Sanders; Steward Delegate J. W. Watkins. Received SPAD poster and placed same on bulletin board. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Rotterdam.

**CARTER BRAXTON** (Waterman Steamship Co.), December 29—Chairman, Recertified Bosun Raymond Hodges; Secretary V. Pizzitolo. Chairman discussed the importance of voluntary contributions to SPAD. No disputed OT. Everything running smoothly. Next port Charleston, S. C.

**TAMPA** (Sea-Land Service Inc.), December 22—Chairman, Recertified Bosun Vincent Grima; Secretary Stanley F. Schuyler; Educational Director J. Keating. Old TV set was taken ashore and replaced with a new one. \$4 in ship's fund. No disputed OT. Posted communication from President Paul Hall on oil bill. Vote of thanks to the steward department for a job well done.

**ANCHORAGE** (Sea-Land Service), December 29—Chairman, Recertified Bosun Sven Jansson; Secretary A. Seda; Deck Delegate Richard Mason. It was suggested that all crewmembers donate to SPAD in order to continue the fight to revitalize and strengthen our merchant marine. SPAD poster was received and placed on the bulletin board. Also, telegram from Paul Hall on Senate passage of the oil bill was received and discussed. Some disputed OT. A vote of thanks to the steward department for a good Christmas dinner menu. Next port Elizabeth.

**DELTA URUGUAY** (Delta Steamship Lines, Inc.), December 29—Chairman Herbert J. Ballard; Secretary W. P. Kaiser; Educational Director Hugh F. Wells, Jr.; Deck Delegate Jack Olsen; Engine Delegate Oscar R. Bird; Steward Delegate Francis B. Howard. Received a telegram from headquarters about the passage of the oil bill in the Senate. \$505 in movie fund. \$61.76 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department for a fine Thanksgiving and Christmas dinner. Next port New Orleans.

**OGDEN WILLAMETTE** (Ogden Marine), December 1—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director Wilkerson; Deck Delegate Martia Hammond; Engine Delegate A. J. Vogel; Steward Delegate S. A. Smith. Chairman suggested that all crewmembers donate to SPAD. No disputed OT. All communications received, read and posted. A vote of thanks to the steward department. Everything running smoothly.

**DEL ORO** (Delta Steamship), December 8—Chairman Francisco Charneco; Secretary Teddy Kross; Educational Director Lee A. Smith; Deck Delegate Patrick M. Graham; Engine Delegate Charles A. Henley; Steward Delegate Gasper Noto. Talked about Paul Hall being named to the advisory panel by President Ford. \$71.15 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department. Everything running smoothly.

**BROOKLYN** (Puerto Rican Marine Operating), December 1—Chairman, Recertified Bosun N. Bechlivanis; Secretary O. Payne; Educational Director G. Ortiz. Chairman held a discussion on the vote for the oil bill in Washington this month. Suggested that all give to SPAD so we can continue to fight in Washington. Full report on the oil bill will be in the Seafarers Log. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND MARKET** (Sea-Land Service), December 29—Chairman, Recertified Bosun Anthony Palino; Secretary Ange Panagopoulos; Educational Director Angelo Meglio; Engine Delegate Thomas Keaney. No disputed OT. Chairman reported to crewmembers on news of last Union meeting of December 2, 1974. Also, on President Paul Hall's comments and advice for conferences to be held in Piney Point regarding coming negotiations. Telegram from Paul Hall regarding oil bill was read and posted. A vote of thanks to the steward department for a superb Christmas dinner. Next port Elizabeth.

**COLUMBIA** (Ogden Marine), December 1—Chairman, M. Welch; Secretary M. Deloatch; Educational Director D. Norris. \$8.65 in ship's fund. No disputed OT. A vote of thanks to the steward department for a fine Thanksgiving dinner. Next port in Saudi Arabia.

**PANAMA** (Sea-Land Service), December 29—Chairman, Recertified Bosun Arthur Beck; Secretary Cesar F. Blanco; Educational Director Ola Storness; Deck Delegate Francisco Rivera; Engine Delegate George S. Byoff; Steward Delegate Curtis L. Brodnax. No disputed OT. Telegram from headquarters that Senate passed the oil bill 44 to 40 was read and posted. A vote of thanks to the steward department for a fine Christmas dinner. Next port Long Beach.

**DELTA MAR** (Delta Steamship), December 1—Chairman, Recertified Bosun R. Lambert; Secretary D. Collins; Educational Director E. Synan. \$29 in ship's fund. No disputed OT. Held a discussion on safety aboard ship. A vote of thanks to the steward department for a splendid Thanksgiving dinner.

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

LOS ANGELES  
SEA-LAND EXCHANGE  
KEYA IDEAL  
SEA-LAND VENTURE  
NEWARK  
CITRUS PACKER  
SAN JUAN  
SCHUYLKILL  
TRANSINDIANA  
PITTSBURGH  
IBERVILLE  
FENNAH  
FAIRLAND  
DELTA BRASIL  
CHARLESTON  
SEA-LAND RESOURCE  
ST. LOUIS  
ARECIBO  
BRADFORD ISLAND  
CITIES SERVICE MIAMI  
MOBILE  
SAN PEDRO  
NEW YORKER

CANTIGNY  
MERRIMAC  
CHICAGO  
SEA-LAND TRADE  
MAUMEE  
THETIS  
CONNECTICUT  
OAKLAND  
ROBERT TOOMBS  
SEA-LAND GALLOWAY  
JOSEPH HEWES  
OVERSEAS ALEUTIAN  
SUGAR ISLANDER  
DELTA SUD  
OVERSEAS ALASKA  
BETHFLO  
THOMAS LYNCH  
SEA-LAND FINANCE  
DELTA NORTE  
EAGLE TRAVELER  
VANTAGE HORIZON  
YELLOWSTONE  
GEORGE WALTON

**SEAMAR** (Calmar Steamship), December 21—Chairman, Recertified Bosun Robert F. Mackert; Secretary Claude Garnett; Educational Director Wm. Sears; Engine Delegate John P. O'Toole; Steward Delegate Lorenzo Rinald. No disputed OT. Telegram on the passage in Congress of the Oil bill from President Paul Hall, was read and posted. A vote of thanks to the steward department for a good Thanksgiving and Christmas dinner. Next port Newark, N.J.

**DELTA ARGENTINA** (Delta Lines Steamship), December 29—Chairman, Recertified Bosun Arthur McGinnis; Secretary L. Santa Ana; Educational Director U. Sanders, Jr.; Deck Delegate Earl Davis; Engine Delegate James Brack; Steward Delegate Wilburt Freeman. Chairman urged all to upgrade themselves at Piney Point because most of the new ships they are building call for certified ratings. Everyone should donate to the blood bank and chairman suggested they donate to SPAD for their own and their family's security.

**OVERSEAS ROSE** (Maritime Overseas Corp.), December 8—Chairman, Recertified Bosun Horace Rains; Secretary B. Fletcher; Educational Director Ross Hardy. Chairman held a discussion on Piney Point and what it is doing for the membership. Have two crewmembers from the Piney Point school on board and they are a very good example of what the school is doing. Some disputed OT in deck department. Held a safety discussion on the fire hazards aboard ship. Everything running smoothly.

**SEA-LAND PRODUCER** (Sea-Land Service), December 22—Chairman, Recertified Bosun William Bushong; Secretary W. J. Moore; Educational Director S. Senteny; Deck Delegate Wilber Schug; Engine Delegate Joseph Forque; Steward Delegate Vincent Chavez. Received telegram from President Paul Hall which was good news on the passage of the oil bill in Congress. No disputed OT. Everything running smoothly. Next port Port Everglades.

# Seafarers Savor a Holiday Feast Aboard the SS Pennmar



Enjoying a festive holiday meal aboard the SS Pennmar (Calmar) recently (left above l. to r.) were OS Jack Taylor, AB George Baker and OS Ollie Puroy. (Center above) Crew Messman David Kempton finishes putting the nice, white tablecloths and bowls of fruit in place for his Brothers of the Sea. Meanwhile, back in the galley (right above l. to r.) Chief Steward Sidney Garner, Chief Cook Paul Garland and Saloon Messman Kenneth Weaver take a breather after preparing and serving such a sumptuous repast to the crew. On an U.S.-circling intercoastal run, the C-4's forward and aft deck cranes and cargo booms took on structural steel and pig iron into her four holds in Baltimore on Dec. 20 for a port of call on Jan. 29 in Portland, Ore. There she unloaded lumber for final delivery in Portsmouth, N.H. Besides traversing the Panama Canal, the Pennmar usually calls at Long Beach and Richmond, Calif. (where she was built), Coos Bay, Ore. and Seattle.

## 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.

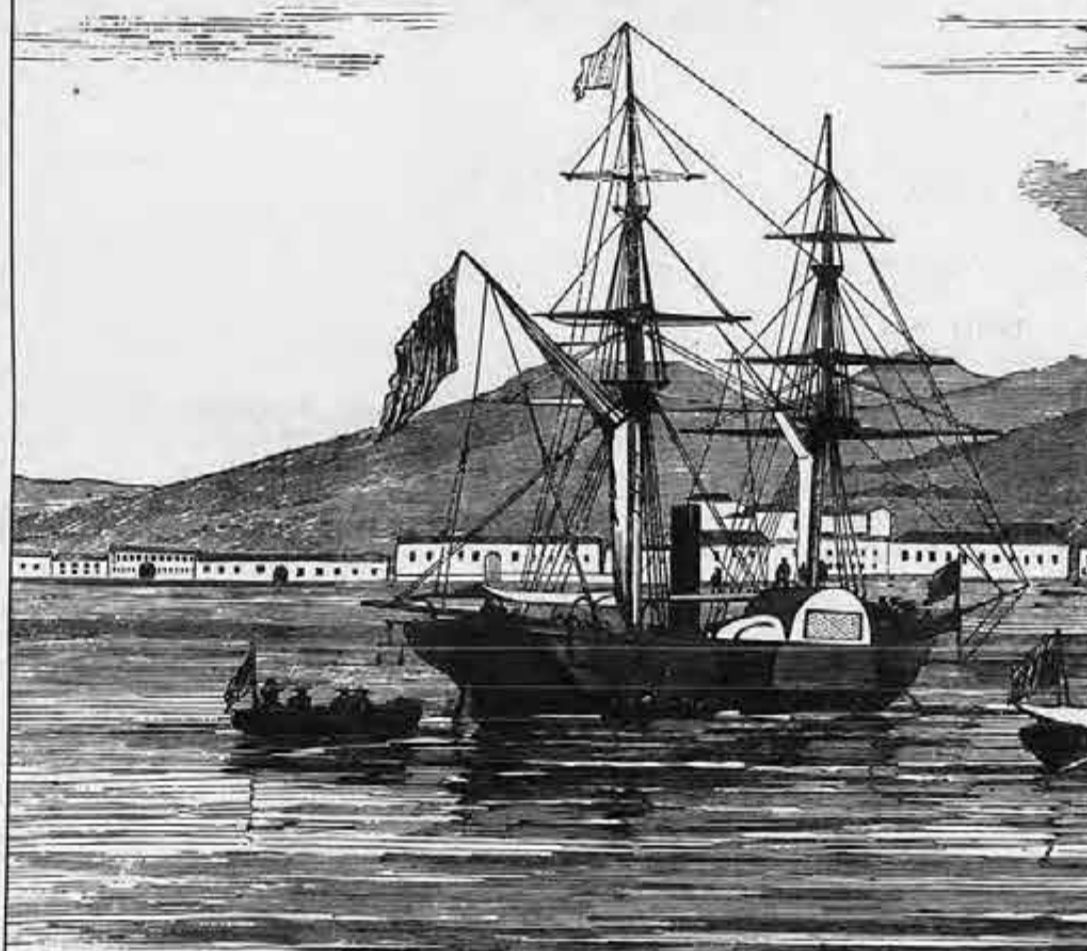
**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional 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.

## STEER A CLEAR COURSE!



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

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

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

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

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

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

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

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

Stay drug free and steer a clear course.

# Mt. Washington, Raphael Semmes, Bienville Sail the Far East

In addition to the SIU-contracted ships engaged in the U.S. Pacific Coast-Far East trade, a number of vessels manned by Seafarers remain in the Far East, usually on a one or two year charter, shuttling cargo between ports in Japan, Korea, Taiwan, Hong Kong and South East Asia. Although thousands of miles from a U.S. port, the vessels are still regularly serviced out of the port of Yokohama by SIU representative Frank Boyne. The six photos on this page show ships and men from three SIU-contracted vessels in various Far East ports.



The SIU-manned *Raphael Semmes*, operated by Sea-Land, at a berth at the Taikoo dockyard in Hong Kong for minor repairs.



After their ship was laid up indefinitely for repairs at a shipyard in Kobe, Japan, the crew of the containership *Bienville* paid off and was later sent to San Francisco.



The SIU deck crew aboard the tanker *Mount Washington* swings gangway over the side and into position while docking vessel in port of Yokosuka, Japan.



Another shot of the *Raphael Semmes* shows the SIU-manned vessel leaving Kwai Chung harbor with tug escort.



Before leaving for San Francisco, the *Bienville* ship's committee headed by Recertified Bosun Dan Ticer stopped for a quick photo. They are, from the left: Frank Gonzalez, engine delegate; Gary Hoover, deck delegate; Dan "Senator" Ticer, ships chairman; Al LaMonthe, steward delegate, and Jack Mar, secretary-reporter.



As the *Mount Washington* discharges her cargo in Yokosuka, Pumpman Pricilo Silva checks to see if tanks are discharging properly by floating cloth over inspection hole. Suction on the cloth shows that discharge is in progress.

## Personals

### Joseph L. Grey

Please contact Edith Washington as soon as possible at 1106 President St., Brooklyn, N.Y. 11225, or call (212) 771-1865.

### Edward James Broader

Please contact your sister, Alice, as soon as possible at 353 Endsleigh Ave., Baltimore, Md. 21220.

### Alexander W. Weir

Please contact Mrs. Lillian Weir as soon as possible at 13-A Azalea Ct., Eatontown, N.J. 07724.

### Huminado R. Llenos

Please contact your daughter Mary Smith as soon as possible at 594 Harrison Ave., Tonawanda Township, N.Y. 14223.

### Richard V. Geiling

Please write or call Mary Geiling in San Francisco as soon as possible.

### Albert Raymond Randall

Please contact your wife immediately at (415) 992-2502.

### Cheyne Morris

Please contact M. B. Peterson, attorney, 1220 Americana Building, 811 Dallas St., Houston, Tex. 77002, or call collect (713) 228-4455 as soon as possible.

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

Dec. 24, 1974 - Jan. 22, 1975

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	14	14	\$ 37,610.00	\$ 37,610.00
In Hospital Daily @ \$1.00 .....	2,030	2,030	2,030.00	2,030.00
In Hospital Daily @ \$3.00 .....	140	140	420.00	420.00
Hospital & Hospital Extras .....	14	14	902.27	902.27
Surgical .....	2	2	269.00	269.00
Sickness & Accident @ \$8.00 .....	6,902	6,902	55,216.00	55,216.00
Special Equipment .....	2	2	245.63	245.63
Optical .....	159	159	3,819.39	3,819.39
Supplemental Medicare Premiums .....	12	12	1,245.10	1,245.10
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	360	360	67,010.80	67,010.80
Doctors' Visits In Hospital .....	49	49	2,239.19	2,239.19
Surgical .....	103	103	14,295.60	14,295.60
Maternity .....	17	17	5,100.00	5,100.00
Blood Transfusions .....	3	3	199.00	199.00
Optical .....	156	156	3,461.54	3,461.54
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	12	12	36,000.00	36,000.00
Hospital & Hospital Extras .....	116	116	17,264.79	17,264.79
Doctors' Visits & Other Medical Expenses ..	107	107	3,699.10	3,699.10
Surgical .....	15	15	2,603.25	2,603.25
Optical .....	87	87	1,755.20	1,755.20
Blood Transfusions .....	1	1	72.00	72.00
Special Equipment .....	2	2	754.55	754.55
Dental .....	1	1	1,200.00	1,200.00
Supplemental Medicare Premiums .....	14	14	532.90	532.90
<b>SCHOLARSHIP PROGRAM</b>				
	5	5	2,117.20	2,117.20
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	10,323	10,323	260,062.51	260,062.51
Total Seafarers Pension Plan .....	18	18	34,466.80	34,466.80
Total Seafarers Vacation Plan .....	1,323	1,323	811,630.04	811,630.04
Total Seafarers Welfare, Pension & Vacation	11,664	11,664	\$1,106,159.35	\$ 1,106,159.35

# New SIU Pensioners



**Joseph L. Collins, 57**, joined the SIU in the port of New York in 1952 sailing as a bosun for 15 years. Brother Collins had sailed for 27 years. He is a Navy veteran of World War II and had applied for the Bosuns Recertification Program in 1973. Born in Roda, Va., he is now a resident of Arabi, La. with his wife, Ruth Mae.



**William J. Clegg, 48**, joined the SIU in the port of San Francisco in 1955. He was one of the first bosuns to graduate from the Recertification Program in August 1973. Brother Clegg had sailed since 1951. He last worked from 1969 to 1973 on the Sea-Land shore gang in Port Elizabeth, N.J. Seafarer Clegg also walked the picket line in the Greater N.Y. Harbor strike in 1961 and was a post-war veteran of the U.S. Navy. Born in Queens, N.Y., he is now a resident of Scranton, Pa. with his wife, Claudette.



**James S. McRae, 65**, joined the Union in 1940 in the port of New Orleans sailing as a bosun. Brother McRae is a pre-war veteran of the Navy. A Georgia native, he is a resident of Houston with his wife, Fannie.



**Gettys B. Ellzey, 66**, joined the Union in the port of New York in 1959 sailing as a fireman-watertender. Brother Ellzey is a native of Mississippi and is now a resident of Galveston with his wife, Olive.



**John Kallaste, 63**, joined the SIU in 1943 in the port of New York sailing as a pumpman. Brother Kallaste was on the picket lines in the N.Y. Harbor strike in 1961 and the Robin Line strike in 1962. Born in Estonia, USSR, he is a naturalized U.S. citizen and is now a resident of Brooklyn, N.Y.



**Fernando Munoz, 61**, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Munoz was born in San Juan, Puerto Rico and is a resident of Rio Piedras, Puerto Rico with his wife, Irma.



**Paul O. Lacy, 64**, joined the Union in the port of Duluth in 1960 sailing as an AB. Brother Lacy is a native of Cotter, Ark. and is a resident of Pocahontas, Ark. with his wife, Ina.



**Potenciano B. Paculba, 65**, joined the SIU in the port of New York in 1957 sailing as a chief cook. Brother Paculba won a personal safety award in 1960 on the accident-free ship, the *SS Chocataw*. Born in the Philippines, he is currently a resident of Anaheim, Calif. with his wife, Felicidad.



**Paolo Pringi, 61**, joined the Union in 1940 in the port of New York sailing as a fireman-watertender. Brother Pringi had sailed for 30 years and walked the picket line in the N.Y. Harbor strike in 1961. Born in New York City, he is a resident of Est-Da Rio, Brazil with his wife, Rosalie.



**Robert L. Garriss, 63**, joined the Union in 1942 in the port of New Orleans sailing as a bosun. Brother Garriss was born in Georgia and is now a resident of Dickinson, Tex. with his wife, Viola.



**Thomas H. Bubar, 80**, joined the SIU in 1943 in the port of New York sailing both as a bosun and in the steward department. Brother Bubar had sailed for 52 years. He walked the picket line in the Greater N.Y. Harbor strike in 1961 and attended a crews conference at the Harry Lundberg School of Seamanship in Piney Point, Md. Born in Maine, he is now a resident of Burnham, Me. with his wife, Orpha.



**Antonios J. Sakellis, 53**, joined the SIU in the port of Norfolk in 1957 sailing as a bosun. Brother Sakellis applied for the Bosuns Recertification Program in 1973. A native of Ismilios, Egypt, he is now a resident of Brooklyn, N.Y.



**Chester A. Iannoli, 55**, joined the SIU in 1947 in the port of New York sailing as a bosun for 22 years. Brother Iannoli had applied for the Bosuns Recertification Program in 1972. He also attended a Piney Point Crews Conference and was active in an organizing drive on the Isthmian Line in 1956. Seafarer Iannoli is a veteran of the U.S. Army in World War II. He is a native of Rhode Island and is a resident of Milford, Mass.



**John E. Floyd, 61**, joined the SIU in the port of Detroit in 1960 sailing as a fireman-watertender. Brother Floyd was born in St. James, Mich. and is now a resident of Toledo, Ohio with his wife, Mary.



**William H. Underwood, 51**, joined the Union in the port of Philadelphia in 1957 sailing as a chief cook. Brother Underwood is a Navy and Army veteran. He was born in Portsmouth, Ohio and is a resident of Philadelphia with his wife, Jean.



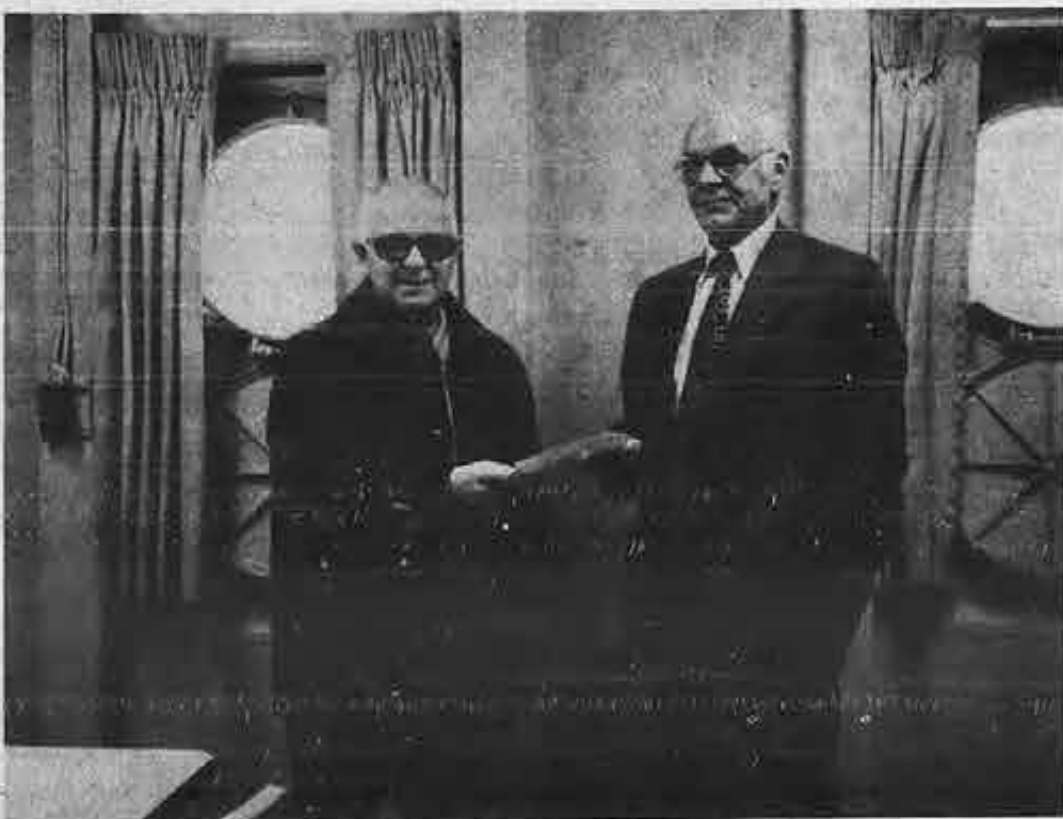
**Joseph George, 65**, joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender. Brother George had sailed for 27 years. A native of Lebanon, he is currently a resident of Wilkes-Barre, Pa. with his wife, Rachel.



**Carlos E. Vega, 55**, joined the SIU in the port of Tampa in 1957 sailing as an oiler. Brother Vega had sailed for 28 years and is a Navy veteran of World War II. Born in Tampa, he is now a resident there.

**Julian Wilson Jr., 48**, joined the Union in the port of New York in 1960 sailing as a bosun. He is a Navy veteran of World War II. Brother Wilson is a native of Forsyth, Ga. and is now a resident of New Orleans with his wife, Mary.

## Great Laker Gets 1st Pension Check



SIU pensioner Fred J. Fidler, 65 (left) accepts his first pension check from Frankfort, Mich., Port Agent Harold Rathbun. Brother Fidler joined the SIU in the port of Detroit in 1960 sailing as an oiler. He resides in Sturgeon Bay, Wisc. with his wife, Ruby.

## MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Mar. 3	2:30 p.m.	5:00 p.m.	7:00 p.m.
Philadelphia	Mar. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Mar. 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Norfolk	Mar. 6	9:30 a.m.	5:00 p.m.	7:00 p.m.
Jacksonville	Mar. 6	2:00 p.m.	—	—
Detroit	Mar. 7	2:30 p.m.	—	—
	Mar. 10	—	5:00 p.m.	—
Houston	Mar. 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Mar. 11	2:30 p.m.	5:00 p.m.	—
Mobile	Mar. 12	2:30 p.m.	5:00 p.m.	—
San Francisco	Mar. 13	2:30 p.m.	—	—
Wilmington	Mar. 17	2:30 p.m.	—	—
Seattle	Mar. 21	2:30 p.m.	—	—
Columbus	Mar. 15	—	—	1:00 p.m.
Chicago	Mar. 11	—	5:00 p.m.	—
Port Arthur	Mar. 11	—	5:00 p.m.	—
Buffalo	Mar. 12	—	5:00 p.m.	—
St. Louis	Mar. 13	—	5:00 p.m.	—
Cleveland	Mar. 13	—	5:00 p.m.	—
Jersey City	Mar. 10	—	5:00 p.m.	—

# DISPATCHERS REPORT

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	4	2	2	4	5	0	15	4	4
New York	80	8	2	48	24	0	177	32	6
Philadelphia	15	3	0	8	1	0	26	7	0
Baltimore	38	2	0	23	2	0	67	6	0
Norfolk	20	5	0	3	1	0	42	9	1
Tampa	6	2	0	11	1	2	8	2	0
Mobile	31	7	0	10	1	0	71	17	0
New Orleans	69	5	1	46	5	0	151	28	3
Jacksonville	30	2	0	21	4	0	56	8	2
San Francisco	63	6	1	43	13	0	142	20	1
Wilmington	38	9	1	1	0	0	56	14	1
Seattle	26	9	0	39	5	0	72	18	0
Puerto Rico	11	0	0	2	2	0	21	2	0
Houston	72	6	1	50	6	0	146	35	9
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	3	1	1	2	2	0	6	2	3
Alpena	5	0	0	0	0	0	10	1	1
Buffalo	1	0	0	0	0	0	1	0	0
Cleveland	5	0	0	2	2	0	4	1	0
Detroit	8	0	0	6	2	1	17	2	1
Duluth	0	0	0	1	0	0	4	3	0
Frankfort	0	0	0	6	0	0	5	1	0
Chicago	2	0	1	0	0	0	4	0	2
Totals	517	67	10	336	79	3	1,101	212	34
<b>ENGINE DEPARTMENT</b>									
Boston	1	2	0	0	3	1	1	3	1
New York	81	39	3	58	23	0	135	96	7
Philadelphia	13	6	0	2	3	0	23	11	0
Baltimore	29	13	2	14	4	0	58	18	3
Norfolk	20	5	0	4	0	0	38	10	0
Tampa	8	1	0	5	0	0	8	2	0
Mobile	19	6	0	7	1	0	46	19	0
New Orleans	51	12	1	36	4	0	116	51	2
Jacksonville	21	8	1	8	5	0	40	24	3
San Francisco	56	23	1	32	18	0	111	50	1
Wilmington	14	7	0	6	1	0	31	17	0
Seattle	27	16	1	24	7	1	40	24	1
Puerto Rico	10	1	0	4	0	0	21	6	0
Houston	57	23	0	40	8	0	115	51	4
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	1	2	0	2	3	1	0	3	0
Alpena	5	2	0	0	0	0	5	2	0
Buffalo	1	0	1	0	0	0	1	0	2
Cleveland	2	1	0	0	0	0	4	2	2
Detroit	17	1	0	8	1	0	25	1	0
Duluth	0	0	0	0	0	0	2	4	1
Frankfort	1	0	0	2	0	0	1	0	0
Chicago	2	1	0	0	0	0	3	2	0
Totals	436	169	10	252	87	3	822	396	27
<b>STEWARD DEPARTMENT</b>									
Boston	1	0	0	2	1	0	3	0	0
New York	38	6	0	31	33	0	75	12	0
Philadelphia	8	0	0	1	3	0	19	1	0
Baltimore	18	2	0	12	4	0	31	4	0
Norfolk	14	2	0	4	3	0	22	3	0
Tampa	4	0	0	4	2	0	2	0	0
Mobile	18	1	0	2	0	0	53	2	0
New Orleans	26	1	0	37	14	0	80	5	0
Jacksonville	14	1	1	6	4	1	30	3	1
San Francisco	40	5	0	31	19	2	73	17	0
Wilmington	9	5	0	2	2	0	25	7	0
Seattle	22	3	0	21	12	0	38	7	0
Puerto Rico	7	0	0	2	3	0	25	1	0
Houston	41	3	0	26	15	0	82	10	0
Piney Point	0	1	0	0	17	0	0	0	0
Yokohama	1	2	1	0	2	2	4	1	1
Alpena	2	0	0	0	0	0	4	0	0
Buffalo	0	0	0	0	0	0	1	0	0
Cleveland	1	0	0	0	0	0	1	0	0
Detroit	0	0	0	0	0	0	5	1	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	1	0	0	0	0	0
Chicago	1	0	0	0	0	0	3	0	0
Totals	265	32	2	182	134	5	576	74	2
<b>ENTRY DEPARTMENT</b>									
Boston	1	1	7				2	1	12
New York	36	97	18				60	221	63
Philadelphia	8	27	0				15	40	0
Baltimore	23	19	2				36	56	13
Norfolk	6	22	2				15	40	9
Tampa	2	6	0				4	4	1
Mobile	8	13	0				25	39	0
New Orleans	32	54	5				59	133	21
Jacksonville	10	25	2				13	55	6
San Francisco	29	54	7				47	134	9
Wilmington	7	10	1				12	44	2
Seattle	13	26	2				30	44	7
Puerto Rico	4	11	0				25	28	1
Houston	33	56	9				43	96	42
Piney Point	0	25	0				0	1	0
Yokohama	0	4	4				2	5	5
Alpena	2	10	4				4	13	16
Buffalo	4	0	3				7	2	9
Cleveland	5	5	3				6	4	12
Detroit	19	11	10				37	15	27
Duluth	0	0	0				2	2	5
Frankfort	4	2	0				5	4	7
Chicago	3	0	0				5	2	2
Totals	249	478	79				454	983	269
Totals All Depts.	1,467	746	101	770	300	11	2,953	1,665	332

SIU Afloat, Coast, Lakes  
& Inland Waters  
Inland Boatmen's Union  
United Industrial Worker

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Paul Hall
- SECRETARY-TREASURER**  
Joe DiGiorgio
- EXECUTIVE VICE PRESIDENT**  
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(205) HE 2-1754
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Politics Is  
Porkchops  
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SPAD

For the second month in a row, shipping has dropped off somewhat in most ports. The dropoff is due partially to the general depressed state of the U.S. economy; partially to the sagging worldwide tanker market, resulting in layoffs of U.S. tankers, and partially to the veto of the oil bill which has resulted in widespread layoffs throughout the U.S. maritime industry. Compared to other industries in the country, though, employment in SIU is relatively good, and according to the Maritime Administration general employment on U.S.-flag ships should remain stable.

# AFL-CIO: Ford, Congress Act on Jobs, Tax Cuts, Oil

Continued from Page 2

to the unemployed to minimize their hardships.

Pointing out that the country's downward economic spiral is gaining momentum, the General Board warned that "without this emergency action, unemployment will feed on unemployment; production cutbacks will spread further, and the threat of widespread bankruptcies of businesses and banks will become reality."

## Energy Report

Looking more closely at the General Board's economic proposals, the most extensive report was filed on the nation's energy situation. The Board urged

Congress to immediately enact a quota on oil imports, including a ban on imports originating in countries that embargoed oil to the U.S. and Holland last year; to take the importation of oil out of private hands and place it in the hands of government; to establish a fair rationing system that minimizes regional, industry and individual hardships, and to enact a genuine, effective excess profits tax.

The Board also declared that it would fight to block the Administration's proposals to deregulate the price of natural gas, decontrol the price of domestic crude, and impose a per barrel duty on imported oil.

Rising to support the Board's energy proposals, SIU President and AFL-CIO Vice President Paul Hall affirmed that "we must live up to and support these recommendations if we are to correct the nation's energy problems, an area that needs correction very badly."

Recalling last year's oil price gouging which caused widespread energy shortages, uncontrolled inflation, and undue personal hardships on millions of Americans, President Hall noted that the price of imported oil "has now gone four and five times over what it was 12 to 16 months ago." However, he stated that by supporting and implementing the AFL-CIO's energy program, "we can force the price of oil back to the \$3 barrel limit which we were paying 16 or 18 months ago."

Hall further pointed out that the passage of the staunchly labor-supported Energy Transportation Security Act last December proved that the powerful multinational oil cartel was no longer invincible in Congress.

"By working together", said Hall, "we decisively beat the oil cartel in Congress where it counts; and even though Ford did veto it, by working together again, we can dump them head on again."

## File S&A Claims Within 60 Days

In filing for Sickness and Accident benefits, Seafarers are reminded that they must submit their claim for in-patient or out-patient benefits within 60 days of discharge from the hospital or from the first date of disability.

Claims for S&A benefits filed after the 60-day period must be denied according to the regulations of the Seafarers Welfare Plan.

Seafarers should acquaint themselves with the SIU Surgical, Pension and Welfare Digest so they will not be denied a claim due to an oversight. A copy of the digest is available at any SIU hiring hall or by writing the SIU Welfare Plan office at Union headquarters.

## Jones Act Again Under Attack

# Oil Interests Petition for a Waiver to Carry LNG

Continued from Page 3

can now only sell Alaskan LNG to Japan for 51¢ per Mcf (thousand cubic feet), the company plans on receiving approximately \$2.50 per Mcf on the New England market.

To grant the waiver now when Phillips-Marathon feels they can make a larger profit by selling the Alaskan gas to the U.S., President Hall said "would only reward the intrasigence of the oil companies."

Herbert Brand, president of the Transportation Institute, a research organization sponsored by all segments of the maritime industry, has also urged Secretary Simon to reject New England LNG's application for a Jones Act waiver.

He noted in a 13-page letter to the Secretary of the Treasury that it is

highly unlikely Alaskan LNG can be shipped to New England in time to have an impact on this heating season and that U.S.-flag LNG carriers will be available by the next heating season.

The Liberian-flag LNG carrier *Kenai Multina*, partially owned by Phillips, was originally called the *Kentown* and was slated to sail under U.S. registry. The SIU was negotiating to man the *Kentown* before its operator, Interstate Bulk, sold the ship.

If Phillips-Marathon and New England LNG are granted this waiver, a dangerous precedent will be set allowing oil companies to use foreign-flag ships on the grounds that there are no U.S. flag-ships available after those companies have refused to build ships in U.S. yards to be operated by U.S. seamen. (See editorial on page 18 of this LOG).

## Supreme Court Rules Against Right to Picket Foreign Flags

Continued from Page 5

months later by the U.S. Circuit Court of Appeals for the Fifth Circuit.

More, of course, is at stake in this case than the right of American maritime unions to picket foreign-flag operators.

Presently, national foreign-flag ships, and "flag of convenience" vessels dominate carriage of U.S. foreign liner trade and hold a virtual monopoly on the transportation of imported oil to American ports.

This unfortunate situation not only infringes on the rights of American seamen to secure jobs on U.S.-flag ships, but poses a serious threat to our national security and the health and well-being of the entire American maritime industry.

In addition, the carriage of oil and other hazardous cargoes on sub-standard foreign-flag vessels manned by improperly licensed crews creates a real threat to the environmental protection of our shorelines and coastal waters.

Issues of this magnitude involve more than one individual state. They involve the general well-being of the entire country, and the federal government should maintain control over the carriage of this nation's foreign commerce.

Justice William O. Douglas, one of the four Supreme Court justices dissenting on the picketing decision, discussed the growing problem of pollution of our coastal waters, and stated that no public issue is more important to the life of the oceans of the world than "keeping marine traffic in more responsible hands than those which 'flags of convenience' commonly use."

The issue of foreign-flag picketing, of course is not a dead one. The SIU, along with other maritime unions, will continue the fight to make the public aware of the serious economic and environmental dangers that follow in the wake of foreign flag vessels, and will continue to work legislatively to enact laws that would curtail any harmful operations.

## Senate Probes Crisis In Maritime Industry

Continued from Page 3

Following the hearing, which produced no tangible Administration proposals to halt the decline in employment in the maritime industry, Senator Magnuson told Commerce Secretary Dent that he wants to know a lot more about the "gloomy picture" of the troubled tanker industry.

## Bosun Renews His Clinic Card



A participant in the current Bosuns Recertification class, Seafarer Richard Chiasson (left) accepts his renewed clinic card from Headquarters SIU clinic receptionist Jean Dreher. While he spent a month in Brooklyn, N.Y. in the class, Brother Chiasson made sure he got a new clinic card when his old one ran out. SIU medical clinics give physical examinations free of charge for all Union members. Seafarers waiting to ship out should check their clinic card and have it renewed if it is running out. In last month's LOG, Mrs. Dreher was identified as Headquarters SIU clinic secretary Florence Penny in a photo with Recertified Bosun Robert Butts, who was receiving his new clinic card.

Specifically, Senator Magnuson wants Dent to explain why the President vetoed the Oil Bill last December because it was "inflationary" and then turns around and calls for a \$3 a barrel increase in oil import fees.

Dent told the hearing that a subcommittee of the cabinet-level Economic Policy Board had been named to

look into the tanker industry crisis. He also said that plans are being made to have the President meet with maritime union leaders, ship operators and the shipyards to "see what we can do."

Responding to that announcement, Senator Magnuson said that the "very grave" condition of the tanker industry "requires a sense of urgency."



# Alcoholism - a Disease That Slowly



by Dr. Joseph B. Logue  
SIU Medical Director

The ship has been out at sea for several months. You're bound for port. The routine life on ship, the confinement to the ship's quarters, the ritualized existence, it will all cease as the ship docks. After the payoff, you can get another ship, go on the beach, or go on vacation. Everyone's mind is on renewing old acquaintances and meeting new faces. If this is your home port, you are anxious to see friends and family.

Often the first stop is a seamen's bar. A seamen's bar is unique too, just like your career. It might be likened to a haven or refuge, and is an integral part of many a seaman's life ashore. It is unlike a cocktail lounge or a commuter bar. It is a bridge between ship and shore. At sea, homeward bound, it was tensions and pressures mounting. There is tremendous anticipation and drinking is a way of releasing tensions.

The seamen's bar is a place to sleep if you have no other, a place to store gear, to borrow money, to lend money. The most important thing, there are friendly people there, and it is a comfortable place. To the lonely seaman, it is symbolic of home. There is always someone there who knows you; or someone you know of. Here, casual acquaintances can blossom into brotherhood. So with a shore leave, the sailor may go no further in his adventures than the focal point of the bar.

## Alcoholism Affects Anyone

A life at sea is unique compared to other careers. Each career has its assets, as well as its problems. Alcoholism affects anyone, no matter what an individual chooses to do; go to sea, sit behind a desk, or become a politician. Despite one's chosen occupation, the disease called alcoholism can develop, just like any other disease. An individual can be a diabetic, have cancer, be an alcoholic, or have a heart condition. All these diseases can be arrested if they are treated properly—or they can cause death.

Alcoholism is threefold, in that it affects the body, mind and spirit.

The alcoholic suffers from a real illness which he has no control over; it is not caused by a desire to hurt others, a weakness of will or immorality. We live in an age where ignorance and prejudice are being over-

## Ogden Yukon Committee



Ship's chairman Recertified Bosun Harold L. Weaver (second from left) of the *SS Ogden Yukon* (Ogden Marine) resolved beefs of the crew last year and brought a clean tanker in to payoff recently in Yokosuka, Japan, before sailing for Okinawa. Members of the Ship's Committee are (l. to r.): AB Charles T. Scott, deck delegate; "Buck" Weaver; 3rd Cook Sylvester Zygarowski, steward delegate; Chief Steward F. P. Kustura, secretary-reporter, and Wiper H. R. "Bob" Newell, engine delegate. Not shown in the photo in front of the U.S. Consulate is Chief Pumpman Ramon Digon, educational director, who stayed on board.

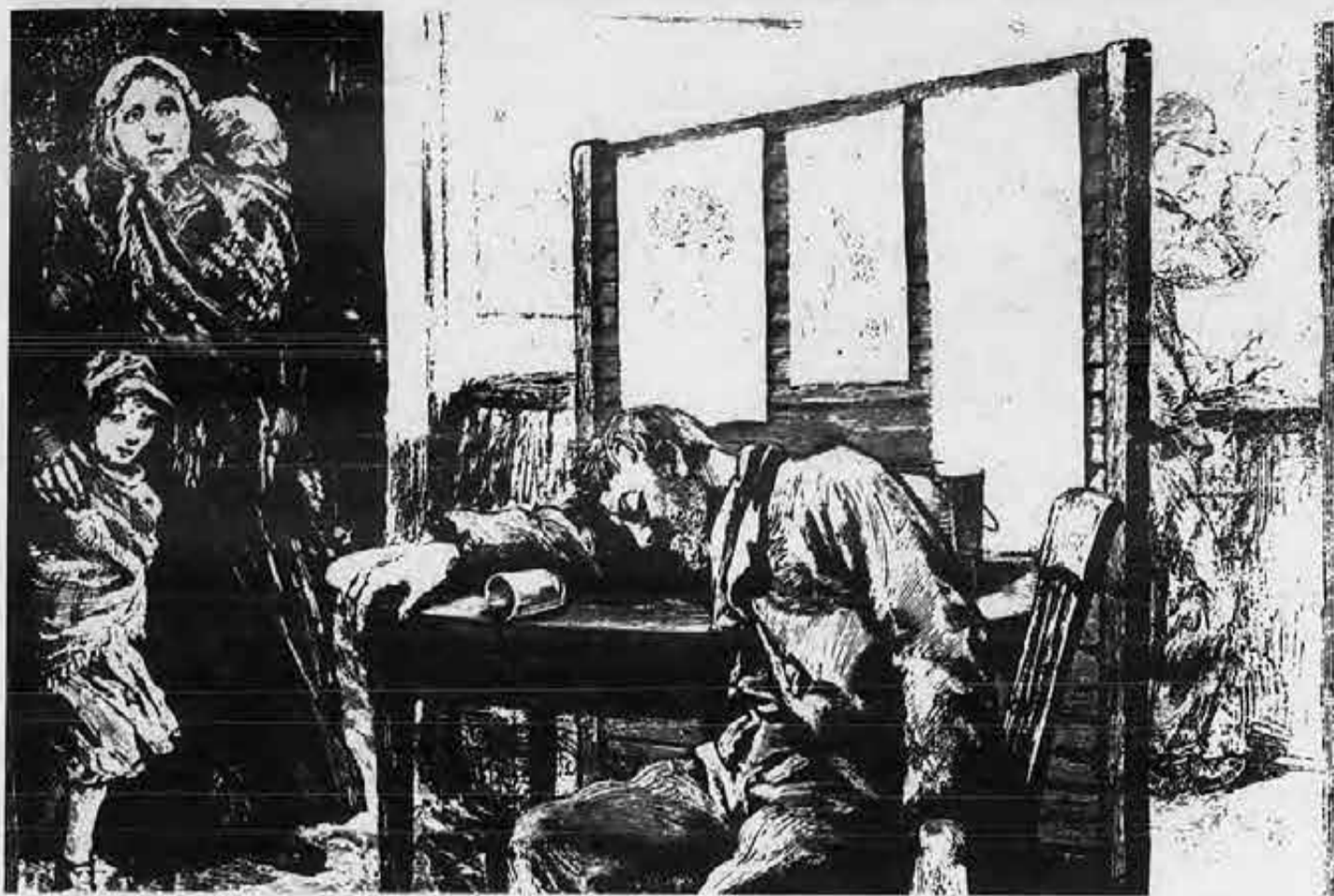
## Baltimore Committee



Recertified Bosun Sven Stockmarr, ship's chairman (seated rear right) of the containership, the *SS Baltimore* (Sea-Land) gets his dues receipt on Jan. 24 from SIU Patrolman Teddy Babkowski (seated center) during a payoff in the port of New York. The rest of the Ship's Committee are, standing from left: Robert Bridges, steward delegate; Torry Kid, Jr., engine delegate; Chief Steward William L. Nihem, secretary-reporter, and Kenneth L. Hart, educational director. Seated foreground is H. L. Hansen, deck delegate, waiting his turn to pay his dues.

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

# Leads to Death, Insanity or Recovery



thrown by knowledge and understanding. Society is rapidly accepting the fact that alcoholism is very much a real disease. The alcoholic cannot have that one drink, or a whole cycle is set up. *Alcoholism is when you can't stop after one drink.*

Alcoholism is affecting a goodly number of seamen, just as it is the rest of the populace. (There are nine million alcoholics in America.)

More and more alcoholic clinic doors are opening. Education about matters affecting an individual is always essential. Alcoholics Anonymous—for the alcoholic, Alonon—for family and friends of the alcoholic, Aloteen—for the teenage children or friends of an alcoholic, and other similar groups supply this most needed education. Most groups are as close as a telephone directory even if you are in a foreign country.

## What Causes Alcoholism

What causes the disease called alcoholism? There are many theories as to the causes of different diseases the human being endures. Two of the theories on the cause of alcoholism are the compulsion to drink which may be psychological and that alcoholics may have a different psychomotor-activity level on a biochemical basis. Alcohol, which is a sedative, artificially brings down the psychomotor level of the alcoholic, and makes the alcoholic feel more relaxed. However, the second effect of alcohol is to increase psychomotor-activity.

When alcohol is consumed, within 15 to 20 minutes a certain blood level is attained and within one to one and a half hours it reaches a peak. Chemically the blood alcohol level rises, the psychomotor-activity level goes down, the person is relieved, relaxed, less anxious, less frightened, less worried than before.

At the end of the second hour the blood level starts down. The second effect of a sedative is that psychomotor-activity is increased. And so the tensions and pressures that caused the need for the alcoholic to drink and were somewhat alleviated by the drink, give way to more pressing agitating effects and there is more tension. Thus the alcoholic drinks more to alleviate these feelings. And so goes the cycle.

All sedative drugs, or soporifics, are qualitatively identical and can replace one another. Cross-tolerance to these drugs develops. So if a tolerance is built up for alcohol, which is a sedative drug, the individual has a tolerance to the other sedatives. If given these sedatives, he usually returns to alcohol to relieve the "jittery effect" he has gotten from the same class sedatives.

Therefore, the use of sedatives is relatively ineffective and never cures. They may be used in some Alcoholic Detoxification Units, under strict medical supervision, to prevent severe withdrawal symptoms. However, before the patient is released, there are several days time lapse since his last dose of sedation was given. These drugs should be given only under strict medical supervision, or as mentioned, the al-

coholic patient will only become more "jittery", and return to alcohol for a more calming effect, which ignites the whole cycle over again.

## What Is an Alcoholic?

Alcoholism is a progressive disease, and when not treated can be fatal. What is an alcoholic?

*(The following three paragraphs and illustrations are taken from Marty Mann's pamphlet "How to Know an Alcoholic" which contains highlights from her book "New Primer on Alcoholism" published by Holt, Rinehart & Winston in 1958. Both the book, which is \$4.95, and the pamphlet, which is \$.25, are available prepaid from the Publications Department of the National Council on Alcoholism, Inc., 2 Park Ave., N.Y., N.Y. 10016).*



**EARLY SYMPTOMS**  
(incipient alcoholism; averages 10 years in duration)

Makes promises, to himself: will do better next time; to others: knows his limit and intends to stick to it. Tells lies: minimizes or conceals number of drinks he had, and whether he was drunk. Gulps drinks ("Other people drink so slowly"). Takes drinks before going to party or appointment where there'll be drinking. Must have drinks at certain times: before lunch, after work, before dinner, before special event such as theater, concert, sports event, meeting, weekend jaunt, wedding, funeral, christening, etc. Must have drinks for tired feeling, nerves, worries, depression: "nothing else helps," "shattering day at office," "frantic day with children," etc. Eating habits not much affected, although incipient alcoholic may toy with food after too long and too busy pre-meal drinking interval, or may wolf lunch or dinner with a liquor-plus-delay-induced voracious hunger.



**MIDDLE SYMPTOMS**  
(mostly continuation of early symptoms, lasting from two to five years)

Promises and lies come thick and fast, are necessary to hide the fact that his drinking is different, to minimize amount he drinks, to build up myth he can stop if he wishes, to deflect criticism, to prevent scenes, to save home or job. Gulps

drinks to avoid waiting for slow ones; at home always fixes drinks; if out, insists on doing it; carries secret supply anyway. Prefers pre-meal drinking at bar instead of home; if lunch or dinner is out, he arrives "high," late, or both, or insists on drinking before meal. Eating is irregular, made up for by eating at odd times, day and night. He is always "dog-tired," "nervous," worried, depressed, and must drink for it. New symptoms: drinking times are added to, 11 A.M. and 4 P.M., for instance; drinking alone; signs of drinking show at embarrassing times; weekend bouts; Monday hangovers; morning drink; he starts "going on the wagon"; increased irritability during periods of non-drinking.



**LATE SYMPTOMS**  
(advanced alcoholism; until death, insanity or recovery)

Alcoholic drinks to live and lives to drink; rarely wants to eat; when he does he gorges like a wolf. Drunken behavior usually takes place at the wrong time; at office, interview for new job, important dinner or meeting, wedding, at church; however, many alcoholics while sodden with drink can appear at these functions and give impression they are sober. Drinking bouts increase in frequency and intensity, depending on financial and physical condition of the alcoholic; morning drinks are a necessity; periods of "being on the wagon" occur less often. Irritability and emotional responses are fairly constant. Alcoholic will be fired from jobs, will sometimes quit for no apparent reason. He must get money to drink, by any means possible, will often stop at nothing although the alcoholic is not fundamentally dishonest. He watches horrible effect of his drinking on family with apparent indifference. Loses sense of time.

A true alcoholic cannot stop drinking, and go straight all alone. He needs help. That is what Alcoholic Anonymous and similar organizations offer. After treatment in a Detoxification Unit, there must be therapy of a sort—re-education is more the correct term than therapy. An alcoholic must learn all he can about his disease, and after a long hard struggle, when he can reach beyond himself and help another alcoholic, he has come a long way.

## Using Antabuse

In the treatment of alcoholism, the doctor will suggest the use of a drug called Antabuse. This drug does not work on the central nervous system; it does not relieve anxiety; it does not change the psychomotor-activity level of the brain. Only if the individual takes alcohol while taking Antabuse will anything happen. When Antabuse is taken every day it gives four to five days protection against drinking. If alcohol is consumed when Antabuse has been taken, a certain chemical level builds up in the bloodstream and causes a toxic reaction. Nausea, vomiting, flushing and vasomotor collapse follows.

Antabuse is a helpful tool, not the answer. Time is gained to work with the patient and his feelings. It must be taken voluntarily and because the individual wants to stop drinking, Antabuse can be taken for years and has been taken for years with no side effects.

## Compassion and Understanding

In treating the alcoholic, cessation of alcohol intake is the prime concern. Education is essential. Simple compassion and understanding is most important. It acts as a bridge to the alcoholic's isolation. Basically the alcoholic has been saying: "I'm strung up, I'm caught and nobody seems to realize how violently ill, how terribly trapped I am". All people say is, I just won't quit drinking, or I bring it on myself. With understanding, there is a chance for success.

Long term treatment is directed toward increasing the abstinent alcoholic's capacity to tolerate anxiety. There can be no recourse to sedation. A helping hand is needed. Understanding and compassion to help the alcoholic through his discomfort is what is needed.

Alcoholism is arrestable if the alcoholic wants it. But the alcoholic must want and work daily for it. It is a disease that requires day to day treatment. TODAY is a key word.

*"Unborn Tomorrow and Dead Yesterday, Why Fret About Them If TODAY Be Sweet?"—Omar*

AMENDED

# ANNUAL REPORT

For the fiscal year ended March 31, 1974

## SEAFARERS WELFARE FUND

(Name of Welfare Fund)

275 20th Street, Brooklyn, New York 11215

(Address of Fund)

to the

# SUPERINTENDENT OF INSURANCE

of the

# STATE OF NEW YORK

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

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

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

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

Item	ADDITIONS TO FUND BALANCE	
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$6,362,721.73	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$6,362,721.73
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	56,508.22	
(b) Dividends		
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		56,508.22
4. Profit on disposal of investments		
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) Adjustment to Reserve for Claims pay. & contrib. receivable	119,935.63	
(b) Receipts from other entities, food sales, int. on delinq., misc.	285,795.74	
(c) Total Other Additions		405,731.37
7. Total Additions		<u>\$6,824,961.32</u>
<b>DEDUCTIONS FROM FUND BALANCE</b>		
8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$3,437,034.86
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		1,396,475.71
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		464,089.86
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	405,521.70	
(b) Allowances, Expenses, etc. (Schedule 2)	21,132.24	
(c) Taxes	33,749.99	
(d) Fees and Commissions (Schedule 3)	76,167.24	
(e) Rent	103,710.44	
(f) Insurance Premiums	6,683.69	
(g) Fidelity Bond Premiums		
(h) Other Administrative Expenses (Specify Tabulating, employee benefits, office expenses)	632,793.71	
(i) Total Administrative Expenses		1,279,759.01
13. Loss on disposal of investments		
14. Decrease by adjustment in assets values of investments		103,980.55
15. Other Deductions: (Itemize)		
(a) Provision for loans deemed doubtful of collection	6,728.11	
(b)		
(c) Total Other Deductions		6,728.11
16. Total Deductions		<u>\$6,688,068.10</u>

### RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits) at Beginning of Year		\$1,018,891.53
18. Total Additions During Year (Item 7)	6,824,961.32	
19. Total Deductions During Year (Item 16)	6,688,068.10	
20. Total Net Increase (Decrease)		136,893.22
21. Fund Balance (Reserve for Future Benefits) at End of Year (Item 14, Statement of Assets and Liabilities)		<u>\$1,155,784.75</u>

### STATEMENT OF ASSETS AND LIABILITIES

Item	ASSETS	End of Reporting Year
1. Cash		\$ 420,518.93
2. Receivables:		
(a) Contributions:		
(1) Employer		1,342,690.78
(2) Other (Specify)		
(b) Dividends or Experience Rating Refunds		
(c) Other (Specify) Due from other entities, less applicable reserves		278,009.59
3. Investments: (Other than Real Estate)		
(a) Bank Deposits at Interest and Deposits on Shares in Savings and Loan Associations		185,343.17
(b) Stocks:		
(1) Preferred		
(2) Common		
(c) Bonds and Debentures:		
(1) Government Obligations		
(a) Federal		
(b) State and Municipal		
(2) Foreign Government Obligations		
(3) Non-Government Obligations		
(d) Common Trusts:		
(1) (Identify)		
(2) (Identify)		
(e) Subsidiary Organizations (Identify and Indicate Percentage of Ownership by this plan in the subsidiary)		
(1) %		
(2) % See attachment		2,170,327.56
4. Real Estate Loans and Mortgages		
5. Loans and Notes Receivable: (Other than Real Estate)		
(a) Secured		447,855.34
(b) Unsecured		
6. Real Estate:		
(a) Operated		
(b) Other Real Estate		
7. Other Assets:		
(a) Accrued Income		13,061.67
(b) Prepaid Expenses		347,568.83
(c) Other (Specify) Fixed assets—net; inventories		
8. Total Assets		<u>\$5,205,375.87</u>
<b>LIABILITIES</b>		
9. Unpaid claims (not covered by Insurance)		\$ 777,792.00
10. Accounts payable		250,889.99
11. Estimated liability for future payment of benefits		95,128.00
12. Contributions due to other Fund		2,925,781.13
13. Reserve for retired participants benefits		7,547,503.00
14. Reserve for future benefits (Fund balance)—deficit		(6,391,718.25)
15. Total Liabilities and Reserves		<u>\$5,205,375.87</u>

STATE OF \_\_\_\_\_ }  
 COUNTY OF \_\_\_\_\_ } SS.  
 \_\_\_\_\_ and \_\_\_\_\_  
 Trustees of the Fund and \_\_\_\_\_  
 affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee: \_\_\_\_\_  
 Employee trustee: \_\_\_\_\_

SEAFARERS WELFARE PLAN  
 attachment to  
 NEW YORK STATE INSURANCE DEPARTMENT  
 ANNUAL STATEMENT  
 Year Ended March 31, 1974

Reconciliation of Fund Balance—Page 6—Item 21		
Reserve for Retired Participants Benefit—Page 7—Item 13	\$7,547,503.00	
Reserve for Future Benefit—(Fund Balance)—Page 7—Item 14	(6,391,718.25)	
		<u>\$1,155,784.75</u>



# Final Departures



**John S. Clapp, 48**, died on Dec. 20 in Seattle, Wash. Brother Clapp joined the Union in the port of Baltimore in 1956 sailing as a bosun. He had sailed for 30 years. Seafarer Clapp was born in Detroit and was a resident of Seattle when he passed away. Surviving are a brother, John of San Francisco and a sister, Mrs. Catherine M. Wilson of Grosse Point, Mich.



SIU pensioner **Pio M. Dario, 73**, died of a heart attack in Provincial Hospital, Samar, the Philippines on Nov. 29. Brother Dario joined the SIU in 1947 in the port of Baltimore sailing in the steward department. He walked the picket line in the 1961 N.Y. Harbor strike. A native of Samar, he was a resident there. Interment was in the Roman Catholic Cemetery, Samar. Surviving are two nephews, Abraham B. Dario of Manila and Juan B. Dario of Quezon City, the Philippines and a niece, Mrs. Zosima Dario Campanero of Samar.



SIU pensioner **Luther Dills, 60**, died on Jan. 6. Brother Dills joined the Union in 1944 in the port of Norfolk sailing as a bosun. He had sailed for 29 years and was a pre-World War II U.S. Army veteran. Born in Georgia, he was a resident of Baxley, Ga. when he passed away. Surviving are his widow, Dorothy and two daughters, Alana and Alieia, both of Winter Garden, Fla.



**Romie J. Ewer, 72**, passed away on Jan. 1. Brother Ewer joined the SIU-affiliated IBU in the port of Houston in 1958 sailing as an oiler for the G & H Towing Co. from 1958 to 1974. Born in Minnesota, he was a resident of Galveston when he died. Surviving are his widow, Frances; his mother, Nellie of Los Angeles and a sister, Mrs. E. C. Gise of Louisiana.

**John R. Earle, 46**, died on Dec. 26. Brother Earle joined the SIU-affiliated IBU in the port of Philadelphia in 1972 sailing as a cook for American Barge Line. He was born in Huntsville, Tex. and was a resident of Louisville, Ky. at the time of his death. Surviving are his widow, Faye; three sons, John, Dennis and Todd and four daughters, Mrs. Linda Taylor, Mrs. Janice R. Miles, Debra and Teresa of Louisville.

SIU pensioner **Maxwell W. Hudgins, 64**, passed away on Jan. 3. Brother Hudgins joined the SIU-affiliated IBU in the port of Philadelphia in 1959 sailing as a mate for the Graham Transportation Co. (Interstate Oil) from 1950 to 1974. Born in Gwynn, Va., he was a resident there when he died. Surviving are his widow, Ruby; two sons, Maxwell, Jr. and Robert, and a daughter, Katherine.



**Vasco V. Tobey, Jr., 30**, expired on Jan. 8. Brother Tobey joined the SIU in the port of New York in 1971 sailing as an AB. He attended the Andrew Furuseth Training School in New Orleans and attended an educational conference at Piney Point in 1971. Seafarer Tobey was also a sergeant in the U.S. Army. A native of New Orleans, he was a resident there when he passed away. Surviving are his widow, Rosemary; a daughter, Kelly of Kenner, La. and his father, Vasco of New Orleans.



SIU pensioner **Edward Tonisson, 72**, passed away on Jan. 6. Brother Tonisson joined the SIU in 1943 in the port of New York sailing as a fireman-watertender. He had sailed for 46 years and was on the picket line in the N.Y. Harbor strike in 1961. Seafarer Tonisson was born in Estonia, USSR, and was a resident of Scarsdale, N.Y. when he died. Surviving are his widow, Marie and two nieces, Jia Vaher and Luule Jaani, both of Vasterrik, Sweden.



**Jose J. Torres, 51**, died of a heart attack in Galveston USPHS Hospital on Dec. 17. Brother Torres joined the SIU in the port of Houston in 1969 sailing as a fireman-watertender. He was born in Mexico, became a naturalized U.S. citizen and was a resident of Hitchcock, Tex. when he passed away. Interment was in Galveston. Surviving are his widow, Hermina; a daughter Minerva and six other children.



**Orlo C. France, 64**, died in October. Brother France joined the SIU-affiliated IBU in the port of St. Louis in 1965 sailing as a chief engineer for the Inland Tug Co. from 1963 to 1974 and the Commercial Transportation Co. from 1952 to 1963. A native of Pacland, La., he was a resident of Mandeville, La. when he passed away. Surviving are his widow, Enola Mae and a step-daughter, Barbara Ann.



SIU pensioner **Hubert S. Wilkins, 60**, succumbed to cancer in the Pungo District Hospital, Belhaven, N.C., on Dec. 11. Brother Wilkins joined the SIU-affiliated IBU in the port of Norfolk in 1961 sailing as a chief engineer for Lee Hudgins from 1941-3, for the Allied Towing Co. from 1947 to 1954 and for the Gulf Atlantic Towing Co. from 1954 to 1974. He was an Army veteran of World War II. A native of Belhaven, he was a resident there when he died. Interment was in Ryder Hill Cemetery, Belhaven. Surviving are his widow, Rhoda Jean, and two sons, James of Beaufort, N.C. and Nathan.



SIU pensioner **Lawrence F. McGlone, 59**, expired on Dec. 23. Brother McGlone joined the SIU in the port of New York in 1957 sailing as a bosun. He was an Army veteran of World War II. A native of Philadelphia, he was a resident of Pleasantville, N.J. Surviving is a sister, Mrs. Marion C. Murphy of Somers Point, N.J.



**Herman E. Mitcham, 22**, was killed in an auto accident on July 23. Brother Mitcham joined the SIU in the port of New Orleans in 1969 sailing as a wiper. He was a 1969 graduate of the HLSS in New Orleans. Seafarer Mitcham was born in Texas and was a resident of Conroe, Tex. when he died. Surviving are his parents, Mr. and Mrs. Lawrence Dupre of Conroe.



**Peter F. Morgano, 48**, died on Dec. 9. Brother Morgano joined the SIU-affiliated IBU in the port of Chicago in 1969 sailing as a porter for Kinsman Marine. He was a Navy veteran of World War II. Born in Gary, Ind., he was a resident of Toledo, Ohio when he passed away. Surviving are a brother, Bernard of Gary and an aunt, Mrs. Carmella Enzivino Sanzoney.



SIU pensioner **Joseph J. Quillin, 76**, succumbed to a heart attack on Jan. 2 in Somers Point, N.J. Brother Quillin joined the Union in the port of Philadelphia in 1961 sailing as an oiler for the P. F. Martin Co. of Philadelphia from 1950 to 1963. He was an Army veteran. A native of Philadelphia, he was a resident of South Dennis, N.J. when he died. Interment was in South Dennis Cemetery. Surviving is his widow, Ruth.

**Linwood I. Sadler, 43**, succumbed to rheumatic heart disease on Dec. 28 in Dorchester, Md. Brother Sadler joined the IBU in the port of Baltimore in 1957 sailing as a tugboat captain for the Harbor Towing Corp. from 1971 to 1974. He was an Army veteran of the Korean War. A native of Mathews, Va., he was a resident of Pt. Haywood, Va. when he died. Burial was in Pear Tree Cemetery, Onemo, Va. Surviving are his widow, Peggy Ann; a step-daughter, Lorrie Ann Jenkins, and his mother, Mabel of Mathews.

**Morris D. Siegel, 56**, died in the New Orleans USPHS Hospital on Dec. 19. Brother Siegel joined the SIU in the port of New York in 1955 sailing in the steward department. He walked the picket line in the N.Y. Harbor strike in 1961 and was a veteran of the U.S. Air Force in World War II. Born in New York City, he was a resident there when he passed away. Surviving are his widow, Patricia and a sister-in-law, Barbara of New Orleans.



**Bradle S. F. Pinder, 53**, died in Lutheran Hospital, Baltimore, on Dec. 23. Brother Pinder joined the SIU in the port of New York in 1966 sailing as a chief electrician. He was a graduate of the Andrew Furuseth Training School and a World War II veteran of the Army infantry. A native of Baltimore, he was a resident of Jacksonville, Fla. when he passed away. Burial was in Mt. Auburn Cemetery, Baltimore. Surviving are his father, J. Norman Pinder of New York City; an aunt, Mrs. Carrie Carroll and two cousins, Joseph W. Palmer and Joanne Rucks, all of Baltimore.



**Alfred Talaske, 38**, died of a heart attack in Alpena, Mich. on Aug. 12, 1973. Brother Talaske joined the IBU in the port of Alpena in 1956 sailing in the steward department for Boland and Cornelius, American Steamship Co. and the Huron Cement Co. He was a graduate of the HLSS. Born in Alpena, he was a resident there. Interment was in Holy Cross Cemetery, Alpena. Surviving are his parents, Mr. and Mrs. Michael T. Talaske and a brother, David, all of Alpena.



**Jack M. McCranie, 59**, died of cancer in the Baptist Hospital, Miami, on Oct. 8. Brother McCranie joined the SIU in 1938 in the port of Tampa sailing as a chief steward. He was born in Macon, Ga., and was a resident of Miami at the time of his death. Interment was in Presbyterian Cemetery, Jackson, Ga. Surviving are his widow, Marjorie; two sons, James and Dennis, and a daughter, Rebecca.



**Robert F. Stewart, 68**, passed away on Aug. 20, 1971. Brother Stewart joined the SIU in 1948 in the port of New York sailing as a chief electrician. He had sailed for 26 years and walked the picket line in the Robin Line strike in 1962. Born in Brooklyn, N.Y., he was a resident of Rockaway Park, Brooklyn when he died. Surviving are his widow, Kathleen of New York City, N.Y.; two sons, Robert of Long Island, N.Y. and Joseph; a daughter, Joan and a sister, Mrs. Helen Coryat, both of New York City.



SIU pensioner **Melvin A. Spires, 75**, succumbed to heart disease on Jan. 4. Brother Spires joined the SIU in 1941 in the port of Tampa sailing as a fireman-watertender. He was a U.S. Army infantry veteran of World War I. Born in Georgia, he was a resident of New Orleans when he died. Surviving is a brother, Albert of Melrose, Fla.

## Upgrading Class Schedule

Feb. 20	— QMED, Lifeboat, Welding, and all Steward Department Ratings
Mar. 3	— FOWT
Mar. 6	— QMED, Lifeboat, and all Steward Department Ratings
Mar. 10	— LNG/LPG
Mar. 20	— QMED, Lifeboat, Welding, Quartermaster, and all Steward Department Ratings
Mar. 31	— FOWT
Apr. 3	— QMED, Lifeboat, and all Steward Department Ratings
Apr. 17	— QMED, Lifeboat, Able Seaman, Welding, and all Steward Department Ratings
Apr. 21	— Advanced Electrical Procedures
Apr. 28	— FOWT
May 1	— QMED, Lifeboat, and all Steward Department Ratings
May 15	— QMED, Lifeboat, Welding, and all Steward Department Ratings
May 26	— FOWT
May 29	— QMED, Lifeboat, Quartermaster, and all Steward Department Ratings
June 2	— Automation
June 12	— QMED, Lifeboat, Welding, and all Steward Department Ratings
June 23	— FOWT
June 26	— QMED, Lifeboat, Able Seaman, and all Steward Department Ratings
July 10	— QMED, Lifeboat, Welding, and all Steward Department Ratings
July 21	— FOWT
July 24	— QMED, Lifeboat, and all Steward Department Ratings
July 28	— Advanced Pumpman Procedures
Aug. 7	— QMED, Lifeboat, Welding, Quartermaster, and all Steward Department Ratings
Aug. 18	— FOWT
Aug. 21	— QMED, Lifeboat, and all Steward Department Ratings

NOTE: The date and course are subject to change at any time.

## High School Program Is Available to All Seafarers

Thirty-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 seetime.
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

## 12 Quartermasters Graduate at HLSS



A recent class of 12 Seafarers graduating from the quartermaster course at Piney Point studied Rules of the Road, Basic Navigation and Radar Plotting. They are top from left: John T. Kelly; George Atchley; John Walken; Instructor Paul Allman; Jack B. Enochs; Leonard Bugajewski, and Curt Decker. In the bottom row, from left are: Francisco Cortes; Ralph Egeland; Albert S. Lea; James Mullally; Michael Nash, and Herbert Green.

## Fireman-Watertender Class Graduates



New graduates of the fireman-watertender class at the HLSS in Piney Point, Md. stand with their instructor, Jack Parcel, fourth from right. From left are: Robert Martin; Robert Craig; Samuel Harris; Michael Mallani; Parcel; Carlos Rodriguez; Warren Steen, and Melvin Lash.

## New QMED Grads at Piney Point



Graduates of the QMED course at the Harry Lundeberg School of Seamanship pose for photo with their instructor, Charles Nalen, fourth from left. From the left are: Donald Farmer; Juan Patino; George Ratliff; Nalen; Richard Turpin, and Ramon Ali.



# Lundeberg School



## Deck Department Upgrading

### Quartermaster

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

### Able-Seaman

#### Able-Seaman—12 months—any waters

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

#### Able-Seaman—unlimited—any waters

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

### Lifeboatman

1. Must have 90 days seetime in any department.

## Engine Upgrading

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

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

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

1. No requirements.

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

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

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

1. No requirements.

### QMED—any rating

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

### Welding

1. Must hold endorsement as QMED—any rating.

### LNG/LPG Program

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

### Advanced Pumpman Procedures

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

### Advanced Electrical Procedures

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

## Steward Upgrading

### Assistant Cook

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

### Cook and Baker

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

### Chief Cook

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

### Chief Steward

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

### HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

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

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

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

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

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

HLS Graduate: Yes  No  Lifeboat Endorsement: Yes  No

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

I Am Interested In:

- |  |                                      |   |
|--|--------------------------------------|---|
| <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     | <input type="checkbox"/> Advanced Pumpman Procedures    |
|  | <input type="checkbox"/> Diesel      | <input type="checkbox"/> Advanced Electrical Procedures |
|  |                                      | <input type="checkbox"/> Assistant Cook                 |
|  |                                      | <input type="checkbox"/> Cook & Baker                   |
|  |                                      | <input type="checkbox"/> Chief Cook                     |
|  |                                      | <input type="checkbox"/> Steward                        |

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

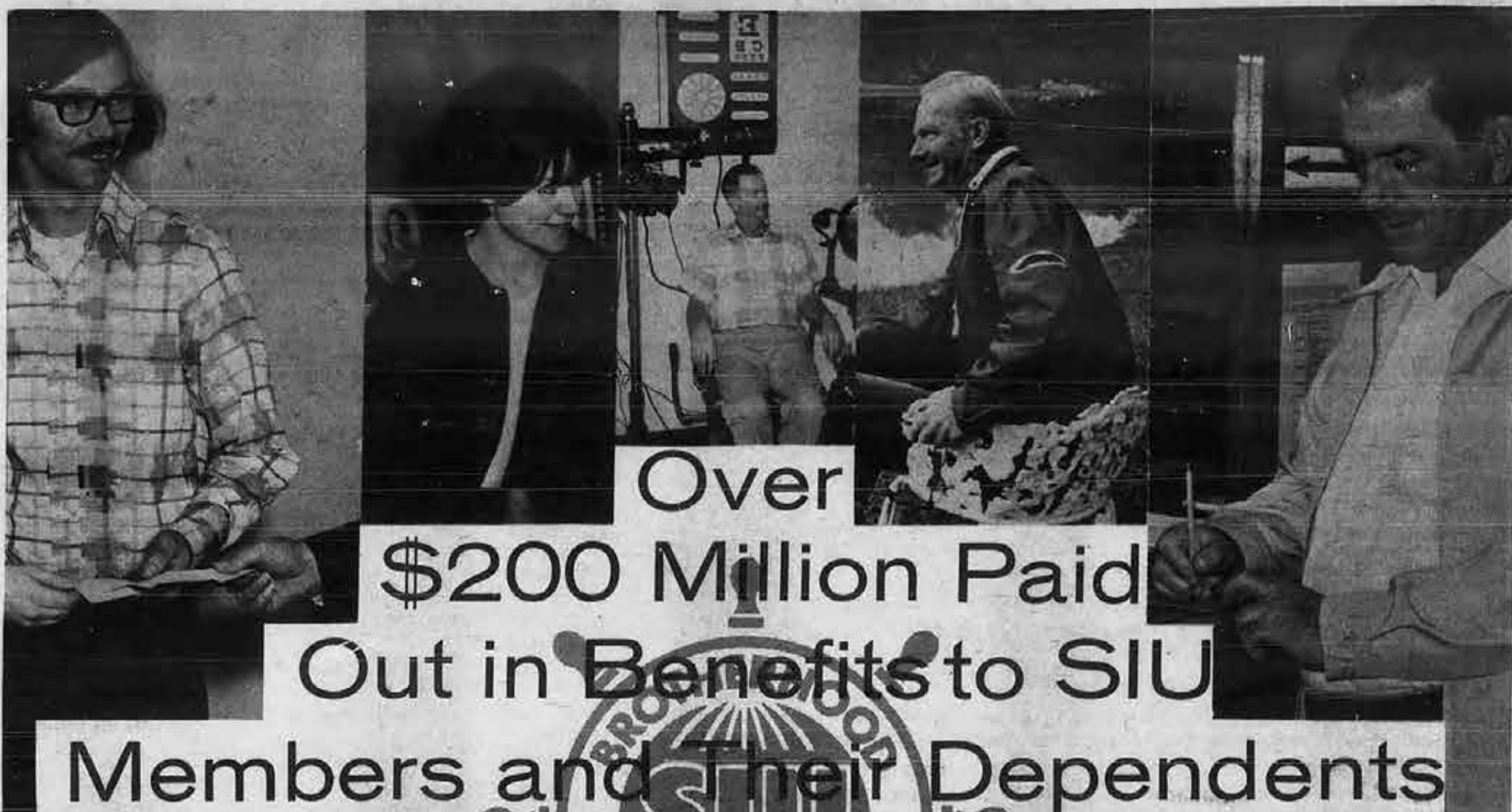
PORT \_\_\_\_\_ DATE \_\_\_\_\_

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



**S**INCE inception of the Seafarers Welfare Plan in 1950, the Vacation Plan in 1951, and the Pension Plan in 1961, these various plans have paid out over \$205.5 million in cash benefits to thousands of SIU members, pensioners, and their dependents. A breakdown of the three programs shows that the Vacation Plan has paid nearly \$110 million in vacation pay benefits over the years, including \$6.5 million in 1974 alone. The SIU's comprehensive Welfare Plan, which provides cash payments on a wide range of hospital, surgical and other medical benefits, has paid out over \$52 million to our active Seafarers and their dependents, as well as to our pensioners (and their dependents), who continue to receive medical benefits even after retirement. And, in addition to the many medical benefits, the Welfare Plan, since its inception, has also paid over a half million dollars in college scholarship grants to our members and their high school aged dependents.

The Union's Pension Plan, the most secure in the maritime industry, has delivered over \$43 million to SIU retirees in its 14 years of existence. And in 1974, Pension Plan payments nearly doubled Welfare Plan benefits and slightly exceeded Vacation Plan expenditures. For years, the SIU's various welfare plans have been helping our active members, our pensioners, and their families to financially cope with the continuously rising cost of living as well as the skyrocketing cost of all types of medical care. So, don't be cheated by not taking advantage of all the benefits available to you as a Seafarer. If you are unfamiliar with the benefits, obtain a copy of the SIU Surgical, Pension and Welfare Digest, which completely outlines all welfare benefits payable to you and your dependents. You can get copies at any SIU hiring hall or by writing the Seafarers Welfare Plan Office at 275 20th St., Brooklyn, N.Y. 11215.

