



SEAFARERS LOG

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May, 1974

Scholarship Winners



Pearl Yao



Judy Yao



Seafarer Paul Rittiner



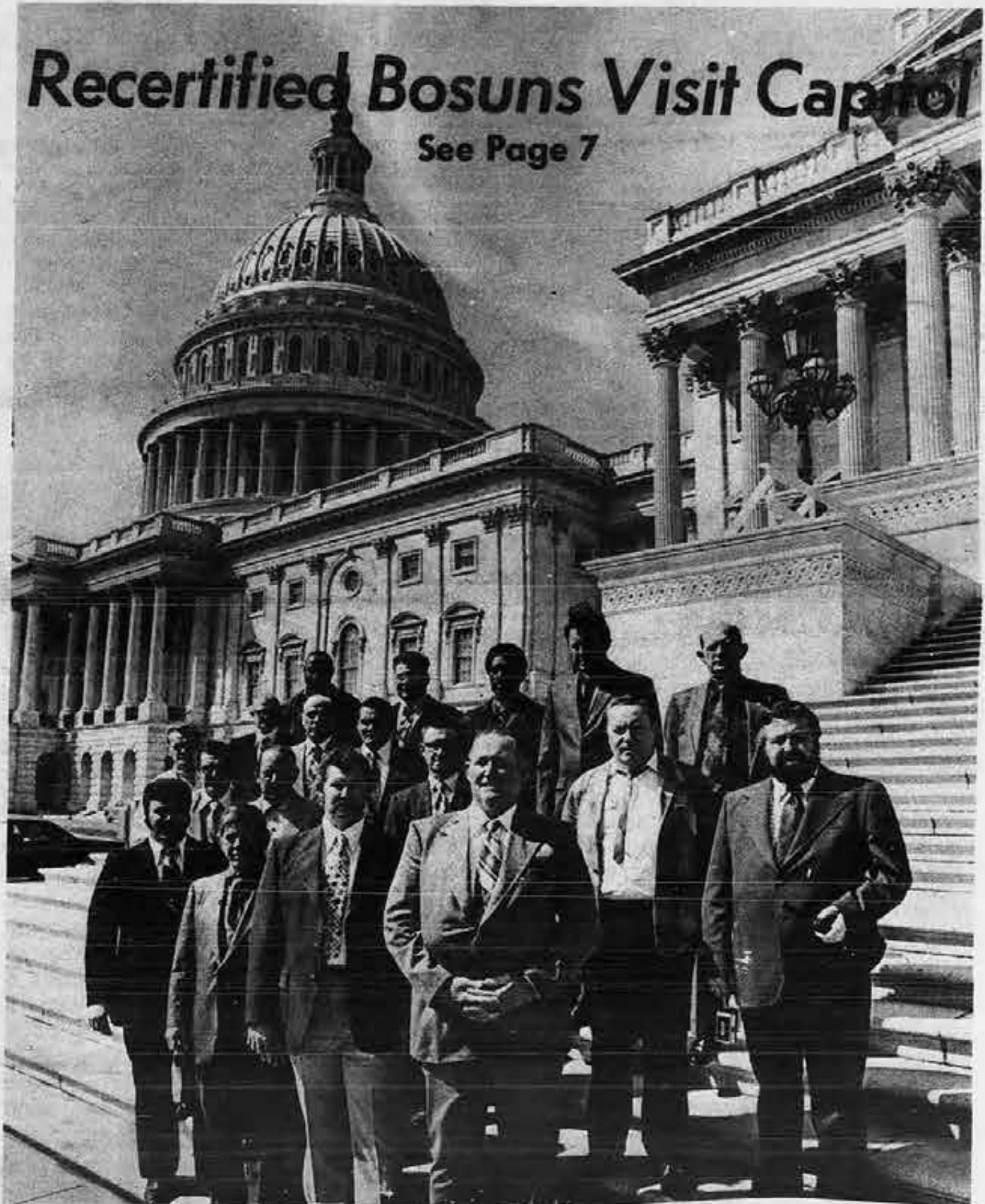
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Janice Lynn Parker

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Oil Import Bill Passed by House of Representatives

WASHINGTON — The House of Representatives passed legislation by a vote of 266 to 136 — H.R. 8193 — which provides for the carriage of up to 30 percent of oil imports in American-flag tankers.

The bill was adopted on May 8, 1974, after debate.

The legislation, which is entitled the Energy Transportation Security Act of 1974, would immediately require 20 percent of petroleum imports to come in on U.S.-flag vessels. The percentage would be increased to 25 percent on July 1, 1975 and to 30 percent on July 1, 1977. In the event that sufficient U.S. tonnage is not available to handle the cargo at "fair and reasonable" rates the Secretary of Commerce could waive the requirement.

The fight to secure passage of H.R. 8193 was led by Congresswoman Leonor K. Sullivan (D.-Mo.), Chairman of the House Merchant Marine and Fisheries Committee. In calling for support of the bill, Representative Sullivan outlined the benefits that would "flow from the enactment of this bill."

Passage, she said,

- is essential to United States security to maintain tanker capability to move our petroleum requirements;
- provides substantial balance of payments benefits to the United States;
- would provide many jobs for

American workers otherwise lost to foreign labor;

- will result in a cost monitoring system for the first time for petroleum ocean transportation costs;
- will provide "additional badly needed protection for our marine environment;"
- will probably not increase consumer costs, or if there is an increase, "it will be negligible."

Representative Sullivan said the reason for supporting this bill is to reduce our dependence on foreign-flag petroleum transportation. She said that presently our national energy policy has been "pegged to follow the na-

tional oil companies to wherever they can find the greatest profits."

The Missouri congresswoman slapped at the multinational oil companies and governmental agencies for arguing against the bill because of possible retaliation by other trading nations.

Representative Sullivan said that this argument is without "substance or accuracy." In fact, she stated, other nations have "seized the initiative and are busily engaged in putting together their own vessel capability in order to carry substantial shares of bilateral trade in their own vessels."

Representative Sullivan pointed to

the formation of the Arab Maritime Petroleum Transportation Company "for the express purpose of assembling a substantial tanker fleet capable of lifting a percentage of exports from their own oil fields."

She said that it is "perfectly obvious from the trend in the world today that the worn-out retaliation argument is groundless."

"Too long has the United States sat back helping everybody in the world and doing nothing to help itself," Representative Sullivan said.

Representative James Grover (R-N.Y.), ranking minority member of the

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Seafarers to Receive Wage Boost

SIU members will receive a five percent pay increase effective June 16 under terms of the three-year freightship and tanker agreements negotiated and signed in 1972 between the Union and its contracted companies.

There will also be a boost in premium overtime pay rates for work done on weekends and holidays.

In the first year of the contracts, Seafarers received an approximate 11 percent wage increase. Last year Union members received a five percent pay hike, and that, coupled with this year's increase makes a total wage raise of 21

percent over the three-year period of the contracts which expire in June of 1975.

Some average highlights of the new monthly base wage and premium rate increases include:

- **In the deck department**, freightship bosuns will get a pay raise of \$38.33 a month plus 33 cents more an hour for premium overtime. The SIU tanker bosun (aboard vessels of 25,000 dwt or over) will get a pay raise of \$40.88 and 38 cents an hour for premium overtime.

Freightship able seamen will get a \$29.18 pay hike and 25 cents an hour

more in premium pay. Ordinary seamen will receive \$22.81 more a month and 20 cents more an hour for premium pay. Tanker able seamen will receive \$29.53 more a month plus 26 cents more an hour in premium pay. Ordinary seamen will get a \$23.41 monthly raise and 21 cents more an hour in premium wages.

- **In the engine department**, aboard freightships, chief electricians will receive a wage increase of \$45.09 and a wage premium overtime increase of 39 cents an hour. QMED's get a \$43.34 monthly hike and 37 cents an hour in

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the PRESIDENT'S REPORT:



Paul Hall

OUR UNION is now locked in a struggle with the giant oil and grain industries which could determine — not only the continued security of our membership—but the economic well-being of the nation and the hundreds of thousands of workers in maritime and related industries.

This month, after a long and determined campaign, we were successful in getting approval in the House of Representatives for a bill which would require that at least 20 percent of the nation's petroleum imports be carried on American bottoms, and this quota to be increased to 30 percent in 1977. Our Union led the fight for this bill and—largely because of the understanding and participation of the majority of our membership—we won the vote in the House by a margin of 266 to 136. The bill now goes to the Senate, and the oil giants have already geared up for an all-out fight to block it at any cost.

At the same time, these oil giants that directly control a majority of the foreign-flag tankers carrying petroleum into this country are engaged in a concerted attack on the Jones Act which would, if they are successful, effectively destroy the domestic shipping of American-flag vessels. More than this, any encroachment on the Jones Act would further increase this country's dependence on unreliable third-flag nations which have already demonstrated that they can and

...But Do We Really Listen?

will use their "flag of convenience" to frustrate the peace-seeking foreign policy objectives of the United States.

The impact of a defeat on the oil import quota bill and watering down the Jones Act would not only be destructive in terms of our national interest but would be a serious blow to the job security of American seamen. The loss of job opportunities for American sailors—coming at a time when we have just crossed the threshold of a revitalization of the U.S.-flag merchant fleet—would be ironic. But the oil giants, who last year racked up unconscionable profits at the expense of American consumers and are presently engaged in a morally bankrupt propaganda blitz aimed at blurring the truth about their manipulation of oil prices, have little concern over the jobs and security of American seamen.

So, the fight is ours. It is a fight for the job security of our membership, and the job security of all American seamen, as well as a fight for the economic and political integrity of our nation. We are in the forefront of this battle—as we have been in so many battles before—to secure the rights of the American seaman.

Our strength today is, as it always has been, in the understanding and unity of our membership. And at no time has this understanding and unity been more urgent than now. Understanding comes through listening to what we hear and comprehending what we read. Al Whit-

mer said it at our membership meeting after completing the Bosuns Recertification Program. He told the members: "A lot of us hear the reports on the fights we have in Washington—but how many of us really listen?"

This is the key: listening and understanding. Because if we can understand our problems we can work together to solve them. If we can understand that picket lines are no longer on the waterfront but in the Halls of Congress, and if we understand that our antagonists are the giant oil-grain-farm lobbies whose economic self-interest would destroy American-flag shipping, then we can understand the necessity for working together to preserve our job security and advance the interest of our nation's well-being.

Our weapons are an informed and united membership, and an effective political organization. It was this combination of unity, understanding and political action that resulted in our successful efforts to secure passage of the Merchant Marine Act of 1970 which generated the growth of the American-flag merchant fleet. It will be this same combination that will spur an increase in cargo for our nation's merchantmen through a reasonable petroleum import quota program and the continued protection of our domestic shipping. An informed and unified membership is our political strength—and SPAD is our political muscle.

SIU Scholarship Program Gives Five \$10,000 Grants

The SIU's Scholarship Program, recognized by fine colleges and universities throughout the U.S. as one of the best "no strings attached" programs in the country, this month awarded five more \$10,000 scholarship grants—one going to a full book SIU member and the other four to children of Seafarers.

This brings to 107 the number of grants awarded by the SIU's Scholarship Program since its inception in 1953. Of these, 27 were awarded to Seafarers and 80 to dependents of Seafarers.

This year's winners are: **Seafarer Paul Rittiner, Jr.**, 26 of New Orleans; **William McDonald, Jr.**, 18, son of Seafarer and Mrs. William McDonald of Abilene, Tex.; **Janice Lynn Parker**, 17, of Tuckasagee, N.C., daughter of the late Seafarer Samuel Parker; and **Pearl and Judy Yao**, 18-year old identical twin daughters of Seafarer and Mrs. Fang Wing Yao of San Francisco, Calif.

Two alternates were also chosen, and will receive the grants in the event one

or more of the winners is not able to accept the award.

The alternates are: **John Chermesino, Jr.**, 18, son of Seafarer and Mrs. John Chermesino of Boston, Mass.; and **Anne Marie McGreal**, 17, daughter of Seafarer and Mrs. Thomas McGreal of New York, N.Y.

The winners were chosen from among 24 applicants by a Scholarship Selection Committee, made up of an



Seafarer William McDonald, Sr.
Father of William McDonald, Jr.

impartial panel of educators from around the country which met at the Lundeberg School on Apr. 26.

The Committee's selections were based on the applicants' scholastic ability, determined by high school grades and scores achieved on the College Boards or the American College Test, and the individuals' character and leadership qualities based on extracurricular activities and letters of recommendation.

This year's Selection Committee members were: Dr. Charles Lyons, President of Fayetteville State University, Fayetteville, N.C.; Miss Edna Newby, Asst. Dean of Douglass College, New Brunswick, N.J.; Charles D. O'Connell, Director of Admissions, University of Chicago; Dr. Bernard Ireland, an official of the College Entrance Examination Board; Dr. Elwood C. Kastner, Dean of Registration of New York University, and Prof. R. M. Keefe, of Lewis and Clark Community College, Godfrey, Ill.

Each of the five winners will receive his or her \$10,000 scholarship grant over a four-year period, and may pursue any course of study at any accredited college or university in the United States or its territories.

Praises SIU's Education Programs

New Orleans-born Seafarer Paul Rittiner, introduced at the May membership meeting at Headquarters, praised the SIU for its keen interest in education for its members and their dependents.

He stated that the Scholarship Program provided a "great opportunity" for Seafarers and their dependents to receive a fine education "they might otherwise not be able to afford."

He also pointed out that the SIU's GED High School Equivalency Program, and other vocational and academic programs offered at the Lundeberg School in Piney Point are "fine examples of the SIU's dedication to education."

Seafarer Rittiner, a graduate of Martin Berhman High in New Orleans, already has some college experience under his belt.

He attended Louisiana State Univer-

sity at Baton Rouge for two semesters and accumulated 36 credits, but was forced to abandon his college studies due to "lack of funds."

Rittiner began sailing with the SIU in 1965 after attending the Andrew Furuseth Training School in New Orleans. He received his AB ticket in 1968, and his full book in 1971 after completing the SIU's "A" Seniority Upgrading Program.

He plans to pick up where he left off at LSU, with a major in Education and minors in American Government and Economics.

His plans for the future include working toward a Master Degree in Education and then a career in teaching. Brother Rittiner also plans to maintain his full book with the SIU, and someday renew his career on the sea.

A Career in Medicine

William McDonald, Jr. will this month be graduating from Cooper High School in Abilene, Tex. Born in Haskell, Tex. in 1956, the young scholar will use his \$10,000 grant to pursue a career in medicine at Baylor University in Waco, Tex.

He recalls that he always wanted to be a physician, and that his choice for this career "stems from the fact that my grandfather is a doctor, and he has probably been the biggest inspiration in my life."

During his high school years, William was an outstanding scholar and athlete.

He played with his school's football



Seafarer Fang Wing Yao
Father of Judy and Pearl Yao



The six-member SIU Scholarship Selection Committee study scholastic and extracurricular records of those who applied for the five \$10,000 grants. Mr. Charles Logan, center, served as a consultant to the committee. Selection Committee members are, clockwise from the left: Dr. Charles Lyons, president, Fayetteville State University; Prof. R. M. Keefe, Lewis and Clark Community College; Charles D. O'Connell, director of admissions, University of Chicago; Consultant Logan; Dr. Elwood Kastner, dean of registration, New York University; Dr. Bernard Ireland, representing the College Entrance Examination Board, and Miss Edna Newby, assistant dean, Douglass College.

team, and belonged to the Fellowship of Christian Athletes, the Math Club, the Drama Club, and the Classical Film Society.

William's high school Principal J. M. Anthony writes that "this young man has exhibited qualities of leadership far superior to the average student in our present senior class. He is of high moral character, very dependable, and possesses excellent academic qualities."

William says he is looking toward the future "with enthusiasm."

His father, Seafarer William Jackson McDonald, Sr., has been sailing with the SIU for 28 years. He joined the Union in the port of New Orleans and sails with the rating of Cook and Baker.

Brother McDonald has accumulated



The late Seafarer Samuel Parker
Father of Janice Parker

nearly 7,000 days seetime in his sailing career.

Will Study Law

Graduating this month from Cullowhee High School second in her class with an overall four-year grade average of 95 is scholarship winner Janice Lynn Parker.

She will use her \$10,000 grant to pursue a career in law at Carson-Newman College in Jefferson City, Tenn.

A life-long resident of Tuckasagee, N.C. in the Southern section of the Appalachian Mountains, the young scholar realizes the importance of study and education, and explains that "a career in law will present a continuing chal-

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Lundeberg School Entry-Rating Training, Shipping Guarantees Job Security For All Seafarers



Graduates check the registration board as they wait for a job opening.

"I was very impressed with the training programs at Piney Point, especially the training of the young fellows who will be my replacement aboard ship when I retire. They will be the insurance of my pension. I know it will be in good hands because these young men are learning the history of our Union and the importance of keeping our Union strong."

These words were spoken by Sea-

farer William O'Connor who has been sailing with the SIU for 21 years and who—like all of the bosuns attending the Bosuns Recertification Program—got a first-hand look at the training programs and shipping procedures of the trainees at the Harry Lundeberg School in Piney Point.

The entry-rating training program at Piney Point is providing skilled and

motivated young men—who have an understanding of our Union and the problems we face—to replace the veteran Seafarers who have passed on, retired or left the industry. This training program is the SIU's insurance that this Union will remain strong and that the programs and policies adopted by our membership today will continue in the future, and that the rights of our pensioners will remain secure.

The shipping procedures of trainees from Piney Point are regulated by Section 4(E) of the SIU Shipping Rules which provide that "... if the first call of a vacant Group III or 3rd cook job does not produce a qualified seaman possessing Class A or Class B seniority, the job shall be referred to the hiring hall at Piney Point, Maryland, where the job shall then be offered at a job call. If after the first call of such job, the job remains open, it shall be referred to the port from which it was originally offered . . ."

Jobs that are referred to the port of Piney Point are posted on the Rotary Shipping Board. Graduate trainees register with the port agent and select

their jobs on a seniority basis. When they have selected their jobs, the graduate trainees are flown to the port where the ship is located. They are met at the airport on their arrival by an official of the SIU who takes them aboard ship and introduces them to their department delegate and their shipmates.

The training and shipping of young men to continue the tradition of the SIU is unique in this nation's maritime industry. And it is because of the development of this program that shipowners look to the SIU for qualified and reliable young seamen to continue the outstanding performance of SIU members.

The training of these young men is the guarantee of continued job security for all of our members as well as the promise of continued security of our pension program.

Our members should encourage their sons and other young men to take advantage of the opportunities offered at Piney Point, not only for their future, but for the continued growth of the SIU and the security of our membership.



Trainee graduates register at hiring hall in port of Piney Point.



Graduate is all smiles as he gets his "B" book and shipping card from Port Agent Gerry Brown.



Veteran Seafarers help the newcomers who are the future of the SIU.

Boycott Begun

Local 621 of URW Continues 14-Month Strike in Calif.

For the past 14 months, nearly 300 men and women, members of Local 621 of the United Rubber, Cork, Linoleum and Plastic Workers of America,

have determinedly held the picket line against their employer, R & G Sloane Co. of Sun Valley, Calif.

The company, which manufactures

plastic piping and pipe fittings, has continually refused to bargain in good faith with the Union's officials.

Instead, the company has intentionally prolonged the strike by reducing its contract offers to a point that would lower the plantwide average wage by up to 60 cents an hour.

These workers, who have valiantly endured a great deal of personal sacrifice throughout the strike which began Mar. 11, 1973, cannot and will not accept such a settlement.

In addition, the company has continued to operate the plant during the strike by hiring illegal aliens and by paying bounties for the recruitment of other strikebreakers.

The company's intent in this matter

is clear. It is attempting to break the Union.

The American labor movement cannot allow the company to achieve this goal, for such a tragedy would create a serious threat to all trade unionism in this country.

In support of the strike, the AFL-CIO Executive Council has issued a strong statement, calling for a national boycott by American consumers and contracting companies of all R & G Sloane Co. products.

The SIU has expressed its full support for the URW local and, if the need arises, SIU members, as in the Wall Street Strike of 1949 and on many other occasions, will morally and physically support these workers on the picket lines.

Maritime Day Set for May 22

President Nixon has proclaimed May 22 National Maritime Day to commemorate the vital role of the American merchant marine in war and peace.

In his annual proclamation the President urged all "ships sailing under the American flag" to observe "dress ship" customs and requested all Americans to honor the merchant marine by displaying the flag at their homes on this day.

The first National Maritime Day was marked by Congress in 1933 in commemoration of the first transatlantic steamship voyage of the USS Savannah to Liverpool, England in 1819.

Following is the text of the President's proclamation:

THE WHITE HOUSE

NATIONAL MARITIME DAY, 1974

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA A PROCLAMATION

Since the beginning of our Nation, maritime enterprise has helped to forge the spirit of America and shape its destiny.

In our early years, our merchant marine was a major force in fostering our economic growth and defending our freedom. Down through the years, the American merchant marine continued to serve our economic aspirations and to assist our military forces in times of emergency.

Today, when the United States is the world leader in trade and military power, the dual roles of our merchant marine remain vital to the national interests.

Under the Merchant Marine Act of 1970, new generations of highly advanced and efficient ships are being introduced into our merchant fleet to reinforce America's presence in the world's shipping lanes and to insure that our Maritime capacities remain equal to their challenges.

To promote public awareness of our maritime heritage, the Congress in 1933 (48 Stat. 73) designated the anniversary of the first transatlantic voyage by a steamship, the Savannah on May 22, 1819, as National Maritime Day, and requested the President to issue a proclamation annually in observance of that day.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby urge the people of the United States to honor our American merchant marine on May 22, 1974 by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this third day of April, in the year of our Lord nineteen hundred seventy-four, and of the Independence of the United States of America the one hundred ninety-eighth.

RICHARD NIXON

UIW Members Ratify Contract With Seatrain

Members of the SIU-affiliated United Industrial Workers of North America employed at the former Brooklyn Navy Yard, early this month ratified by mail

ballot a new three-year collective bargaining agreement with Seatrain Shipbuilding Corp.

UIW officials described the new con-

tract "as one of the best in the shipbuilding industry."

After five weeks of intensive bargaining with the company, the 16-man UIW negotiating committee in late April unanimously approved the proposed terms of the new contract.

Summaries of the major proposals in the new agreement along with referendum ballots were immediately mailed to the membership and returned within ten days.

The Union negotiating committee counted the returned ballots.

The new contract provides for a substantial money package increase spread over two-and-a-half years; a hike in fringe benefits; a yearly cost of living raise; establishment of a third work shift with premium pay; changes in overtime and seniority language; premium pay for certain classifications, and adoption of upgrading and training programs.

Benjamin Schwartz Passes Away



Benjamin "Little Benny" Schwartz died of a heart attack on Apr. 10 after he had collapsed in the mess-

hall of the SS Ogden Champion (Ogden Marine) in New Orleans. He was 63.

Born in Poland, Brother Schwartz joined the SIU in 1949 in the port of New York and sailed as an oiler. In 1965 he participated in the District Council 37 beef, and was active in all Union affairs. He was a U.S. Air Force veteran.

Surviving are his niece, Mrs. Hannah Rozen of Brooklyn, N.Y., and a nephew, Harry Byofsky of Bellerose, L.I., N.Y.

Interment was in Baron de Hirsch Cemetery, Staten Island, N.Y. on Apr. 15.

Seatrain Discontinues Hawaii, Guam Service

SIU-contracted Seatrain Lines of California is discontinuing its West Coast services to Hawaii and Guam and will sell or transfer leases to some of the vessels, equipment and facilities to Matson Navigation Company.

Howard M. Pack, president of Seatrain Lines, Inc., parent company of Seatrain Lines, California, cited continued losses aggravated by the rising costs and uncertainties of the energy crisis as the reason for Seatrain's decision to withdraw from the Hawaiian trade, effective immediately.

R. J. Pfeiffer, president of Matson said his company has agreed in principle to acquire the Seatrain assets in order to avoid disruption or curtailment of ocean freight services in both the Hawaiian and Guam trades.

Matson will take over charters on three Seatrain containerships now serving the Pacific. The ships are the SS Transchamplain, SS Transontario and the SS Transoneida, all converted T-2 tankers.

In addition, Matson will purchase

3,400 27-foot cargo containers and 1,500 27-foot chassis from Seatrain. Matson will also assume the leases on Seatrain's terminal at Sand Island, Honolulu.

Purchase price of the assets for Matson will be in excess of \$14,500,000. Seatrain had been in the Hawaii service since 1969, and began the Guam service in 1970.

Bosun 'Billy' Burke Is Dead At Age 49



Bosun William D. "Billy" Burke, 49, former SIU Headquarters maintenance chief, died Apr. 24 of a heart attack at his home in Brooklyn, N.Y.

A native of New York City, Brother Burke joined the SIU in the port of New York. In the early 1940s he sailed for the Isthmian Line. In 1961 he walked the picket line in the Greater New York Harbor strike.

After recovering from a serious accident in 1968, he ran for the Union's Bosuns Recertification Program Committee in 1972. At the time of his death, he was on the Sea-Land shore gang and had applied to enter the Bosuns Recertification Program at the Harry Lundeberg School of Seamanship in Piney Point, Md.

Surviving are his widow, Inger; three sons, Glen, Patrick and Michael; two daughters, Colleen and Sharon, and a brother.

Funeral services were held on Apr. 27 in Brooklyn. Brother Burke's ashes were buried at sea off a Sea-Land SL 7 containership.



John Eddins

Seafarer John Eddins has been sailing with the SIU since he joined the Union in New York in 1948. He now ships out of Baltimore where he lives with his wife and son. He has been sailing as bosun since 1958.

During this program I had an opportunity to attend a meeting of the National Maritime Council. I learned that the shipowner, too, is cooperating in the fight for legislation to protect and advance American-flag shipping. All of this costs money, time and labor, and all of us should invest through SPAD for laws which will give us ships, cargo and job security. Think about it. Either we all participate in this fight or we all find ourselves vacating our berths to the foreign-flag operators.



Andrew Boney

Seafarer Andrew Boney has been a member of the SIU since 1945 and has sailed as bosun for the past 15 years. Born and raised in Virginia, Seafarer Boney ships out of the port of Norfolk.

The Bosuns Recertification Program is one of the best things that could have happened to me. I didn't support SPAD too much before, but now I understand how much I have to lose in terms of job security and retirement unless we all support our Union on the legislative front by donating to SPAD. We should be glad that we have responsible leadership that understands the problems and knows how to cope with them. We should all be more responsible Union members, ourselves, and help secure the future of our Union.



Peter Drewes

Seafarer Pete Drewes joined the SIU in Charleston, S.C. in 1944 and began sailing as bosun in 1954. He served as elected SIU patrolman from 1969 through 1972. Seafarer Drewes now ships out of the port of New York.

Perhaps the most important part of this program came during my visit to Washington where I received an in-depth briefing on our legislative efforts in Congress. Many of our members do not realize the importance of federal legislation in securing more ships and

Bosuns Recertification Program:

Tenth Class Graduates

THE BOSUNS RECERTIFICATION PROGRAM graduated its tenth class of Seafarers this month bringing to 94 the total number of SIU bosuns who have had an opportunity to learn more about their Union, the industry and the programs we have developed to insure a strong American-flag merchant fleet.

The knowledge they have gained will enable them to better perform their roles aboard ship as representatives of our Union at sea. Because they have a better understanding of our constant fight for more ships, more cargo and more job security these bosuns will be able to provide all of our membership with a better understanding of these programs by discussing them at the weekly membership meetings aboard ship.

On this page, the latest graduates of the recertification program comment briefly on their impressions of what it has meant to them.

more cargo for American-flag shipping. But the basic fact is that ships and cargo mean job security for all of us. We led the fight for the Merchant Marine Act of 1970 which has revitalized the American merchant marine and has provided all of us with better job security. We won this fight only because of the participation of our membership. The fight now is for cargo—and I for one understand fully that it will only be through full membership participation that we will be successful in this effort.



Alan Whitmer

Seafarer Alan "Honest Al" Whitmer joined the SIU in 1943 and has been sailing as bosun since 1950. Seafarer Whitmer lives in Maine with his wife Carol and daughter Mary, and ships out of New York.

There are many of us who go to the Union hall when we want to ship out. We make a trip, reap the benefits, but few of us ever ask ourselves—How is this possible? Why am I able to have job security second to none? What can I do to preserve what we have? How can I help? We are now engaged in Washington in some of the most important struggles of our economic life—the survival of the American merchant marine and all that goes with it. How can we help? By investing in SPAD. This is an investment in our collective and individual future. It's job security for all of us. These are some of the things I have learned.



Floyd Selix

Seafarer Floyd Selix joined the SIU 22 years ago and now sails out of the port of San Francisco. He has been shipping as bosun for the past eight years.

We are not immune from the problems of the maritime industry. We are

vulnerable to attack from all sides by those who would sink the American merchant marine by legislative action. The Jones Act is under constant attack by powerful interests who want to gain a foothold in our domestic shipping. The Oil Import Quota Bill [Energy Transportation Security Act], now pending in Congress, is a logical second step—after the Merchant Marine Act of 1970—in rebuilding the U.S.-flag fleet. The major oil giants are violently opposed to this bill and are spending untold sums of money to fight it. Therefore, we must fight fire with fire—and we can do this only through our support of SPAD.



Ernest Bryan

Seafarer Ernest Bryan joined the SIU in Houston in 1947. He has been shipping as bosun for six years. Seafarer Bryan ships out of the port of Houston where he lives with his wife and three children.

I wish I could describe Piney Point like it really is, but I believe a person would have to see this place first hand and then he would go away, like I did, feeling really proud. I just hope it is possible for each of you to come and visit, or to take advantage of the courses offered at the Lundeberg School, and meet the dedicated people who are teaching and working with the trainees—the men who will man the ships of tomorrow.



Barney Swearingen

Seafarer Barney Swearingen joined the SIU in September, 1939. His seafaring career was interrupted when he served with the U.S. Army from 1941 to 1947. He returned to the sea and has been sailing as bosun since 1955. Seafarer Swearingen ships out of Jackson-

ville where he lives with his wife Leona.

The Bosuns Recertification Program is one of the best and most important of our training and educational programs. I've been an active member of the SIU for 34 years, but the program has certainly shown me things I never knew before. I have asked, and heard more questions asked by other bosuns, concerning every phase and operation of our Union and everyone was answered to the individual's satisfaction. I also feel that I now have a better understanding about this Union as well as the maritime industry. I realized before attending the program what our SPAD donations were being used for, but now that I have seen the operation we have in Washington and how well it works my outlook and attitude has changed about the program and I support it fully.



Arthur McGinnis

Seafarer Arthur McGinnis has been a member of the SIU since 1951 and has shipped as bosun for the past 13 years. A native of Connecticut, Seafarer McGinnis, now ships out of the port of New Orleans.

One of the most impressive things I saw during this program was how we are getting our membership ready for the new ships that are being built. Our training programs at Piney Point are the best thing we have done because it means that we will get the new ships which means the job security of all of us. I know I learned a great deal about the LASH barge carriers, the LNG's and LPG's, and the SL-7's. Another thing that hit home was the importance of having a voice in the halls of Congress. If we don't make ourselves heard in Congress we will soon lose all of the things we fought so hard to obtain over the years.



Lester Smith

Seafarer Lester Smith has been shipping as bosun since 1949. He joined the SIU in 1946 and now ships out of the port of Norfolk where he makes his home with his wife Loys.

I have learned more about our Union in the last two months than I did in the 28 years I have been a member of the SIU. I used to wonder why we were involved in a school for seamen in Piney Point and why our money was being spent on it. But now that I have been there to see for myself, I understand why this school is so important to the future of our Union and to our continued job security. This program has meant a great deal to me because I have a better understanding now of what it's all about, and I think anyone who gets the chance should take advantage of the many programs offered by our Union for education and training.



William O'Connor

Seafarer William O'Connor joined the SIU in Norfolk in 1943 and now ships out of the port of Seattle where he lives with his wife Shirley. He has been sailing as bosun since 1949.

I was very impressed with the training programs at Piney Point, especially the training of the young fellows who will be my replacement aboard ship when I retire. They will be the insurance of my pension and I know it will be in good hands because those young men are learning the history of our Union and the importance of keeping our Union strong. I was also impressed with the upgrading programs and the dedication of the teachers who work with young and old alike to make sure that all will be able to pass the Coast Guard examinations. This school, and programs like the recertification program—are the future of our Union.

I said to myself: "What can I learn that I haven't already learned aboard ship?" Let me tell you, I learned a lot about our Union and this industry that I never knew. While I was in Piney Point I was surprised at the quality of the training programs for the young men who are the future of the SIU, and who will keep this Union going when we are gone. Another surprise was during my trip to Washington and the Transportation Institute. It showed me where the real fight is to build ships and get cargo which means job security for our membership. This is where all of us can help through our support of SPAD. We have a hard fight ahead of us, so we must work together to keep our Union strong.



Reidus Lambert

Seafarer Reidus Lambert has been a member of the SIU for 20 years and has shipped as bosun for the past five years. He now lives in Kenner, La. with his wife Jean, and ships out of the port of New Orleans.

I have had an opportunity to spend time at Union Headquarters and at Piney Point, and believe me I have seen a lot that has opened my eyes. I know that I will be a better Union member when I go back aboard ship. One very important thing I learned is that SPAD is the future of this Union. Everyone knows that big business is going to fight us every step of the way, and we are going to have to fight like hell to protect our jobs and to get more ships and more cargo. This can only be done through SPAD—and my support is 100 percent.

SIU Bosuns in Washington



Seafarers attending the Bosuns Recertification Program at Union Headquarters and Piney Point, and two Upgraders, got a first-hand look at the SIU's legislative operation during a one-day trip to Washington. Among their stops was the Capitol building where they saw the U.S. Congress at work. First row, from left, are Lundeberg School Vice President Mike Sacco, and Bosuns Manuel Landron, Jim Garner and Harold Weaver. Second row, from left, are Piney Point Port Agent Gerry Brown and Bosuns Raymond Ferreira, John Cisiecki, Albert Wrinquette and Verner Poulsen. Third row, from left, are Bosuns Bob Gillain, Ravaughn Johnson, James Thompson and Roberto Zaragaza. Fourth row, from left, are Upgrader E. C. Gardner, Bosun Robert Schwarz, Upgrader Oscar Johnson, and Bosuns Arthur McGinnis and Reidus Lambert.

Bosun's Recertification Honor Roll

Following are the names and home ports of the 94 Seafarers who have successfully completed the SIU Bosuns Recertification Program:

- | | |
|---|--|
| John Altstatt, Houston | Raymond Knoles, San Francisco |
| Alfred Anderson, Norfolk | Perry Konis, New York |
| Edgar Anderson, New York | Leo Koza, Baltimore |
| George Annis, New Orleans | Reidus Lambert, New Orleans |
| Alfonso Armada, Baltimore | Robert Lasso, Puerto Rico |
| David Atkinson, Seattle | Jean Latapie, New Orleans |
| Elmer Barnhill, Houston | Raymond Lavoine, Baltimore |
| James Baudoin, Houston | Hans Lee, Seattle |
| Norman Beavers, New Orleans | Jacob Levin, Baltimore |
| Marion Beeching, Houston | Joseph Leyal, Philadelphia |
| David Berger, Norfolk | George Libby, New Orleans |
| Jan Beye, New York | Robert Mackert, Baltimore |
| Stanley Bojko, San Francisco | Denis Manning, Seattle |
| Andrew Boney, Norfolk | Gaetano Mattioli, New York |
| Albert Bourgot, Mobile | Arthur McGinnis, New Orleans |
| Ernest Bryan, Houston | William Meehan, Norfolk |
| Vernon Bryant, Tampa | Clyde Miller, Seattle |
| George Burch, New Orleans | Edward Morris, Jr., Mobile |
| George Burke, New York | Ervin Moyd, Mobile |
| Walter Butters, Norfolk | Walter Nash, New York |
| Harmon Butts, Houston | Vagn Nielsen, New York |
| Richard Christenberry, San Francisco | William O'Connor, Seattle |
| William Clegg, New York | Fred Olson, San Francisco |
| Fred Cooper, Mobile | Albert Oromaner, San Francisco |
| Charles D'Amico, Houston | James Parker, Houston |
| Richard Darville, Houston | Wallace Perry, Jr., San Francisco |
| Julio Delgado, New York | Viekko Pollanen, New Orleans |
| David Dickinson, Mobile | Donald Pressly, New York |
| James Dixon, Mobile | James Pulliam, San Francisco |
| Peter Drewes, New York | Tony Radich, New Orleans |
| John Eddins, Baltimore | Ewing Rihn, New Orleans |
| Eugene Flowers, New York | William Riley, San Francisco |
| Donato Giangiordano, Philadelphia | Alfonso Rivera, Puerto Rico |
| James Gorman, New York | Lancelot Rodrigues, Puerto Rico |
| Perry Greenwood, Seattle | Ovidio Rodriguez, New York |
| Burt Hanback, New York | Thomas Self, Baltimore |
| Karl Hellman, Seattle | Floyd Selix, San Francisco |
| Donald Hicks, New York | Peter Sheldrake, Houston |
| Raymond Hodges, Mobile | Lester Smith, Norfolk |
| Raymond W. Hodges, Baltimore | Sven Stockmarr, New York |
| Elbert Hogge, Baltimore | Barney Swearingen, Jacksonville |
| Stephen Homka, New York | Frank Teti, New York |
| Calvain James, New York | Ward Wallace, Jacksonville |
| Stanley Jandora, New York | Richard Wardlaw, Houston |
| Sven Jansson, New York | Alan Whitmer, New York |
| Morton Kerngood, Baltimore | Malcolm Woods, San Francisco |
| William Kleimola, New York | Homer Workman, New Orleans |



Lancelot Rodrigues

Born in British Guiana, Seafarer Lancelot Rodrigues has been going to sea since 1945. He joined the SIU in 1964 and has been sailing as bosun since 1970. He lives with his wife Wallis and three children in Ponce, P.R., and sails out of San Juan.

When I first read about this program

Telling It Like It Is



"Many of us hear—but how many of us really listen?" This was the question posed by Seafarer Al Whitmer as he received his Bosuns Recertification Certificate at the Headquarters membership meeting this month. Bosun Whitmer said: "If we listen we will understand our problems—and if

we can understand the problems we can do something to solve them." Brother Whitmer made his remarks after reports on the Union's activities in Washington were read which detailed the progress of the oil import quota bill and the SIU's efforts to block attacks on the Jones Act.

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



Headquarters Notes

by SIU Vice President Frank Drozak

SEAFARERS WELFARE PLAN

I want to stress again the importance of taking the time to make certain that all claim forms for benefits under the Seafarers Welfare Plan are filled out completely and that all necessary receipts, bills, discharges or other documents are attached to the claim forms when they are sent to the SIU Welfare Plan for payment. The SIU Welfare Department makes every effort to get the claims processed as quickly as possible, but many times the forms have to be returned to the member or his dependent because information is lacking. This creates a hardship which could be avoided if the member would take the time to make certain that his claim form is complete with all necessary information.

Members should also leave a claim form with their dependent when they go to sea. The first page of the form should be filled out completely and signed by the member. Discharges showing that the basic seetime requirement has been fulfilled should also be left at home. By taking this precaution, our members will not have to worry should their wives or children need medical care while they are at sea.



BOSUNS RECERTIFICATION PROGRAM

With the graduation this month of 12 more bosuns from the Bosuns Recertification Program, we now have 94 bosuns who have completed the two-month training and upgrading program, and I want to congratulate our latest graduates on their efforts to make themselves more effective aboard ship. These brothers — and all of our members who have completed the program — have a better understanding of this Union, the industry and the problems we must tackle to insure our continued job security.

Bosun Al Whitmer said it all at the membership meeting in New York this month when he commented: "A lot of us hear the reports read at membership meetings and hear the reports from our officials at payoffs — but how many of us really listen?" That's the key: *listening and understanding*. Because if we really listen and try to understand what our problems are, then we will be able to tackle those problems and solve them.

Our recertified bosuns, together with our "A" Seniority upgraders are making a valuable contribution to bringing our membership a better understanding of the problems confronting this Union. They have had the opportunity to see first-hand every operation of the SIU — at Headquarters, in Washington and at our training center in Piney Point. They asked questions, and they *listened*. These bosuns will now be more effective representatives of our Union both at sea and ashore.

I want to congratulate these brothers on their participation in this program and their concern for the continued job security of this membership — Andy Boney, Ernie Bryan, Pete Drewes, John Eddins, Reidus Lambert, Art McGinnis, Bill O'Connor, Lancelot Rodrigues, Floyd Selix, Barney Swearingen, Lester Smith and "Honest Al" Whitmer.



"A" SENIORITY UPGRADING

Five more of our members completed the "A" Seniority Upgrading Program this month and I would like to congratulate Jon Humason, Arthur Lehmann, Phillip Painter, Pierangelo Poletti and Bert Reamey. It is important that we encourage more of our members to participate in this program because the strength and future of this Union rests on the shoulders of our full "A" seniority members. We have today in this Union about one and one-half jobs for every full book member, and the number of members who are leaving the industry, because of death or retirement, exceeds the number of members who are achieving full "A" seniority through our upgrading program.



TRAINING AND UPGRADING

One of the most important keys to the success of this Union in securing new ships and new companies — deep sea, on the Lakes and in the rivers — has been the success of our training programs in Piney Point. Training and upgrading to meet the challenges of advancing technology in the maritime industry is the key to the future of this Union and the job security of our membership.

We have been successful — more than any other Union — in getting new ships and more job opportunities. We have been successful in this effort because we have shown that we can provide trained and highly-qualified crews for the new ships, tugs and towboats of our growing American-flag fleet. The QMED training, while it is by no means the only important upgrading program at the Harry Lundeberg School, has proven valuable in providing qualified men for the SL-7's, VLCC's, LNG's, LASH and OBO carriers which represent the continued job security and pension security of this membership.

Boggs-Outstanding Citizen



The Greater New Orleans AFL-CIO this year presented its 12th annual Outstanding Citizen Award to Congresswoman Lindy Boggs (second from right) who is the wife of the late Rep. Hale Boggs of Louisiana. SIU Vice President Lindsey Williams, also president of the Greater New Orleans AFL-CIO is standing left, along with Mrs. C. J. Stephens, wife of N.O. Port Agent Buck Stephens, and Pat Stoddard, president emeritus of the New Orleans organization.

SIU Scholarship Grants

Continued from Page 3

lege to me to keep up-to-date, through reading and concentration, on new legal issues. This will keep my mind active, because I have discovered that the mind will quickly grow stale if allowed."

Actively involved in her school's extracurricular programs, Janice belonged to the French Club, the Math Club and the Poetry and Drama Club. She also worked on the school newspaper and was co-editor of the 1974 school yearbook.

Janice was written up for two consecutive years in "Who's Who Among American Students," and was awarded membership in the Society of Outstanding American High School Students, and the National Honor Society.

Cullowhee High School Principal Charles Stallings writes, "Janice is an excellent student in every way. Her high academic grades and participation in many of the school's extracurricular activities are an indication of her value and worth as a student and school citizen. She is a human being who will make contributions to society as long as she lives."

Her father, the late Seafarer Samuel Parker, died from injuries sustained in a shipboard accident in Okinawa in June of 1972. Brother Parker sailed as electrician, and was a member of the SIU for 28 years prior to his death.

Medicine and Marine Biology

Identical twin sisters, Pearl and Judy Yao, graduated from George Washington High School in San Francisco last December, both being in the top 20 students of 220 graduates.

As well as being identical twins, the two are also very close friends.

They are planning to attend the same college, the University of California at San Diego; however Judy will study marine biology and Pearl has chosen a career in medicine.

Judy believes that "education leads to success" and that a college education "will enable me to achieve my personal goals in life."

Judy has a great respect and concern for nature, and feels that as a marine biologist she will be able to "help solve some of the problems we face, such as pollution and over population."

After completing her undergraduate work, Judy plans to attend Scripps Institute of Oceanography in Claremont, Calif. to finish her education.

Like her sister, Pearl values education very highly, and recalls that "I've always dreamt of going to college ever since I was a little girl."

Pearl chose a medical career simply because "I want to help people, and the best way I know of doing this is by becoming a doctor."

Both girls were very active in their school's extracurricular programs, participating in the Drama Club, the Girls Athletic Association and other Clubs and Committees.

Their Principal, Saul Madfes, writes that the girls "are more than worthy recipients of a scholarship award, and they will bring credit to your organization and the school which they will attend."

The girls' father, Seafarer Fang Wing Yao, has been a member of the SIU since 1955. Born in Shanghai, China, the veteran Seafarer sails in the engine department with an FOWT rating.

The SIU extends congratulations and sincere good wishes to the five scholarship winners in their college careers.

Marine Firemen's President Retires

Harry Jorgensen, president of the Marine Firemen's Union, and a vice president of the SIUNA, retired last month because of ill health.

According to the Marine Firemen's Union, Jorgensen's health had been deteriorating over a period of time, and made it difficult for him "to put in the amount of time required as President of the Union."

Henry "Whitey" Disley, vice president of the union's Pacific District affiliate was named acting president until a special election to fill the vacancy is held. Disley has also been designated to fill the position of vice president in the SIUNA.

Nominations for the office of president took place last month at union meetings, and the election was scheduled to take place sometime this month.

Two More Seafarers Achieve Educational Goals

The educational programs of the SIU are aimed, not only at advancing the professional skills of Seafarers, but also toward providing them with academic opportunities that had been denied them.

This month, two more Seafarers achieved their educational goals. Able Seaman Paul Rittiner, Jr., who has been sailing with the SIU since 1965, was accepted by the Union College Scholarship Committee for a four-year grant worth \$10,000, and Seafarer William Bellinger became the 19th SIU member to achieve a high school diploma through the Union's academic enrichment program at the Harry Lundeberg School in Piney Point. (For the story on Seafarer Rittiner and the SIU College Scholarship awards, see page 3.)



Seafarer Bellinger

Seafarer Bill Bellinger's career reminds one of the old nursery rhyme—". . . a butcher a baker a candlestick maker . . ." During his lifetime he has been employed as a construction worker, a truck driver, bus driver, cab driver, short order cook, police officer

and served with the military during two wars.

Recently, the 51-year old SIU member took on yet another role—GED student at the Harry Lundeberg School of Seamanship.



Seafarer Rittiner

Bellinger said he "formally finished the 8th grade, but actually started to quit in the fifth grade." By the 6th and 7th grade he had declared himself a non-student and teachers were just passing him on to get "rid" of him.

"In the past, there have been many, many cases when having the high school diploma would have helped me considerably and not having it hindered me considerably," commented the Houston, Tex. resident.

"It was difficult," he continued. "I felt comfortable in some content areas, and uncomfortable in others—particularly in mathematics—I'm completely baffled by it."

"But, I picked up quite a bit, particularly in English-Grammar," said Bellinger. "I can read writing, but in

the past have not been able to write reading."

"I have a desire to write," he said. "I could never write, though, without having learned what I've learned here about punctuation, clarification, sentence structure and paragraphing."

Bellinger has been sailing with the SIU since 1967 and is currently shipping as chief cook or baker. He's no stranger to Piney Point, either. In Oc-

tober 1972 he came to HLS for his Lifeboat ticket, and in March of this year he came back for seniority upgrading and received his full 'A' book last month.

"I would encourage other Seafarers to get their high school diplomas," said Bellinger. "Because they're going to find a high school education is almost a must—and becoming more and more so every day."

LEGISLATIVE REPORT

By B. Rocker



Pending Bills

Action is still pending on three bills which have major importance to Seafarers. Progress has been reported and content discussed at length over the last several months on the following:

- **Energy Transportation Security Act: H.R. 8193**, a bill to guarantee a minimum of oil imports for our U.S.-flag ships, has been reported out of the House Merchant Marine and Fisheries Committee, and is awaiting a rule from the House Rules Committee. The rule sets the time limit for general debate and governs the amending process—including "closed rule," which means no amendments are allowed, or "open rule," which permits amendments from the floor. In some cases, only members of the committee reporting the bill can add amendments.

SIU has urged passage of H.R. 8193 in the interest of the maritime industry, the national economy, and national security.

- **Pension Plan Regulation:** A conference committee has been appointed (members from the House and the Senate), but because Congress has been in recess, members have been away, visiting their districts and meeting with constituents. In their absence, their staff members have worked together on H.R. 2, and H.R. 4200 to achieve a compromise bill to regulate pension plans and protect workers' pension rights.

- **Select Committee on Committees:** The proposal to reorganize the House committee structure, H.R. 988, is scheduled to go before the Democratic caucus.

SIU has strongly opposed H.R. 988, because, among its deficiencies, the resolution would weaken the Merchant Marine and Fisheries Committee.

Minimum Wage

On Apr. 8, the President signed into law new amendments to the Fair Labor Standards Act which will raise the minimum wage to \$2 an hour, effective May 1 and increasing to \$2.30 by 1976.

Coverage will now be extended to five million workers who previously did not come under minimum wage—federal, state and local government employees and domestics. More than 1.6 million federal employees and nearly 3.4 million state and local government workers will now be protected. And for the first time, firemen and policemen will be paid overtime after 60 hours.

The increase is the first in six years. The Consumer Price Index shows that in that time, the cost of living has increased 39 percent.

The House Education and Labor Committee said in its report of the bill that under the existing minimum wage of \$1.60, an employee working 40 hours a week for 50 weeks would gross \$3,200 or \$1,000 below the figure defined by the Bureau of Labor Statistics as "poverty level."

Mr. Nixon had vetoed a bill in September which would have raised the minimum to \$2.20, because he felt it would be inflationary. However, he believes the increase is "now a matter of justice that can no longer be fairly delayed."

Support SPAD



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

High School Program Is Available to All Seafarers

Nineteen 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

Lyman Hall Committee



The SIU-manned freightship *Lyman Hall* paid off on Apr. 8 in Port Newark, N.J. The *Lyman Hall* was purchased a year ago by Waterman from Pacific Far East Lines. She took on her first SIU crew last July. Committee members, from the left, are: Rosco Rainwater, steward delegate; Ed Wallace, ship's chairman; Felix Diaz, educational director, and Jim Martin, secretary-reporter. The *Lyman Hall* is on the Far East run.

Elizabethport Committee



Recertified Bosun Vagn Teddy Nielsen is on his first ship, the *Elizabethport*, since recently completing the SIU's two-month Bosun Recertification Program. The Sea-Land operated containership paid off in Port Elizabeth, N.J. on Apr. 28. Ship's committee members, from the left, are: Nielsen, ship's chairman; N. W. Jorgensen, engine delegate; J. Morales, educational director; George W. Gibbons, secretary-reporter; Bill Sierr, steward delegate; and T. Williams, deck delegate. Usual run for the *Elizabethport* is the Mediterranean.

San Juan Committee



After completion of a Mediterranean voyage, the SIU-contracted containership *San Juan* paid off at Port Elizabeth on Mar. 18. Her ship's committee members are, from the left: S. Piatak, secretary-reporter; H. Murranka, ship's chairman; L. Nieves, engine delegate, and Y. Swartz, deck delegate. Brothers Piatak and Swartz were incorrectly identified in the April LOG.

Houston Committee



Third Cook Mohammed Hussien, far left, stands in with the ship's committee for a photo aboard the containership *Houston* at a recent payoff at the Sea-Land docks in Port Elizabeth, N.J. Committee members are from the left: Julio Figueroa, steward delegate; John Barcroft, deck delegate; Stanley Zielewski, educational director; Frank Rodriguez, ship's chairman, and Thomas Williams, secretary-reporter. The 504-foot containership runs coastwise.

Charleston Committee



The 497-foot long containership *Charleston*, operated by Sea-Land, paid off late last month after completion of a coastwise run. Committee members are, standing left; Louis Cepeda, educational director, and Bob Hutchins, secretary-reporter. Standing right is Victor Silva, steward delegate; and seated clockwise from the left, are: Tom Wolfe, deck delegate; John McCollum, ship's chairman; crewmember William Smith, and John Tobin, engine delegate.

Transidaho Committee



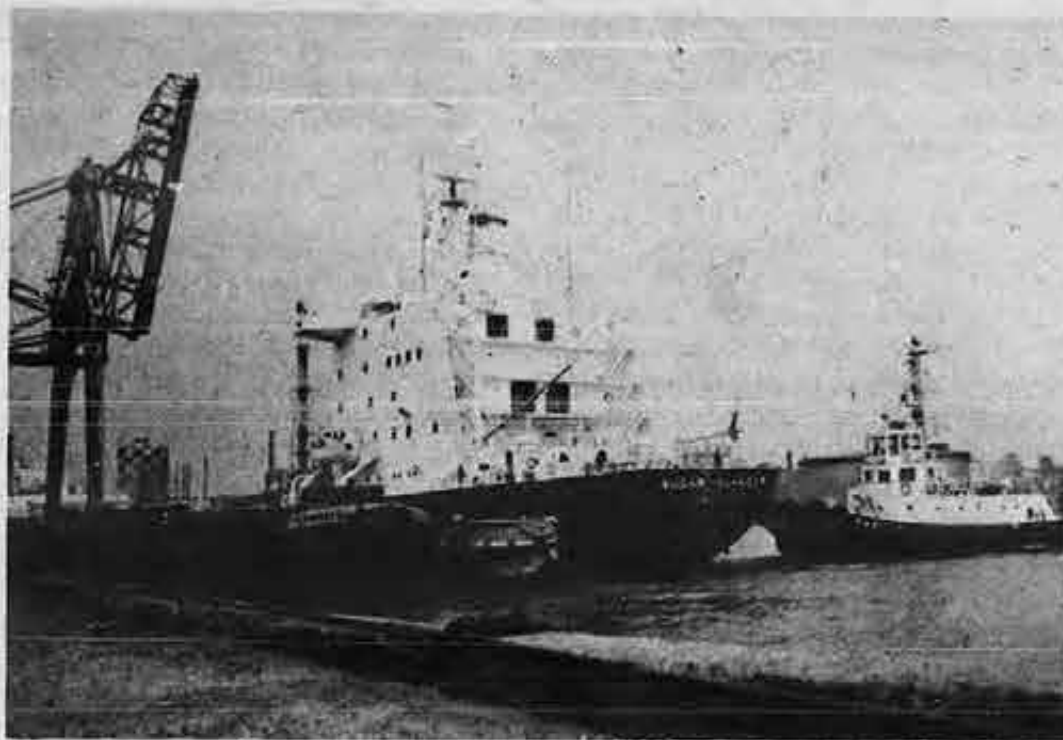
Recertified Bosun Elbert Hogge, a member of the September class of the Bosun Recertification Program, is now serving as ship's chairman on the committee of the *Transidaho*. Other committee members, from the left, are: Dimas Mendoza, deck delegate; Juan Ruiz, steward delegate, and Abraham Aragon, secretary-reporter. The *Transidaho*, operated by Hudson Waterways paid off late last month in the port of New York. She is on a coastwise run.

From the Gulf to Japan, the Sugar Islander Delivers Her Cargo

The 28,000 dwt bulk carrier *Sugar Islander* (Pyramid Sugar Transport, Inc.), one of the largest of her type ever built in a U.S. shipyard, stopped off at the port of Kawasaki, Japan recently to discharge cargo. The SIU-contracted *Sugar Islander* spent two days in port unloading over 24,000 tons of grain.

The 641-foot long vessel's normal run is to the Far East. She usually picks up grain on the U.S. Gulf Coast, discharges it in Far East ports, and then picks up sugar in the Hawaiian Islands before returning to the Gulf or West Coast.

The ship was built by Lockheed Shipbuilding and Construction. She was dedicated on Aug. 24, 1973, and has a speed of 15.75 knots. The vessel has six cargo holds with a capacity of 1,195,986 cubic feet. She is under long term charter to the California and Hawaiian Sugar Co. for the



The *Sugar Islander* in port at Kawasaki, Japan where she recently spent two days unloading over 24,000 long tons of grain carried from New Orleans. The 28,000-dwt bulk carrier is one of the largest of her type ever built in the U.S.

transport of raw sugar from Hawaii to the mainland.

One of the many modern features aboard the *Sugar Islander* is the galley, which has three ovens (one of which is a combination microwave-conventional), a push-button potato peeling machine, a meat slicing machine, ice cube machine and other equipment which makes the steward's job easier. The galley also has cafeteria-style serving which includes hot steam tables.

On this recent run to the Far East the ship also discharged cargo at Kobe before arriving in the Philippines, where it loaded 27,000 long tons of bulk sugar for deposit at the C & H Refinery in Crockett, Calif. The vessel arrived back in New Orleans in late April to load up a full cargo of soybean, and it was scheduled to head back for the Far East earlier this month.



Four Seafarers on board enjoy a hot meal in the ship's modern crew's mess. From left are: Bosun William Parker, AB Dewey Penton, AB Percy Kennedy and QMED Robert Vance.



Wiper William Feyer enjoys a cup of coffee in the *Sugar Islander's* cafeteria-style galley.

Know Your Rights



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

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

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

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

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

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

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

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

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

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

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

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

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

Oil Import Bill Passed by House of Representatives

Continued from Page 2

House Merchant Marine and Fisheries Committee, in his speech on the floor during the debate, urged "my colleagues on both sides of the aisle" to support passage of the bill in the interest of national security and as a "corollary to project independence." He pointed to the increasing seapower of the Soviet Union and the fact that "virtually all petroleum imported from the Middle East moves on ships which owe no allegiance to the United States."

The New York Republican said that "according to their own lobbyist, the

oil industry imports their petroleum on ships flying the Liberian flag 42 percent of the time; some eight percent is carried on U.S.-flags mostly from Caribbean countries and a variety of foreign ships carry the balance."

Representative Grover lashed at the so-called effective controlled fleet which he said cannot be relied upon. He said "it is appalling that the State Department and even the Department of Defense continue to pay lip service to the discredited effective-control theory."

Many other Congressmen, from both political parties, rose to speak in support of H.R. 8193.

Congressman Frank Clark of (D.-Pa.), chairman of the Merchant Marine Committee, and a staunch advocate of the legislation, noted that "the real opponents of this vital legislation are the multinational oil companies." Congressman Clark said that the committee's action on the Energy Transportation Security Act was the first step in Congress' goal of "formulating an energy policy that is not dominated by the oil companies."

Congressman Joel Pritchard, a (R.-Wash.), added that "we can no longer afford to leave U.S. oil policy at the discretion of the oil companies."

Another member of the Merchant Marine Committee, Congressman Peter Kyros said it is doubtful "if the 1970 Act would ever be successful as long as the multinational oil companies control the transportation of the vast prepon-

derance of these oil imports."

Congressman Thomas Downing (D.-Va.), a long time supporter of a strong U.S. merchant marine, also spoke in support of the Energy Transportation Security Act. "There is no question" he said "that the proposed legislation is needed and needed now." He added, "the bill would provide many additional jobs for American workers that would otherwise be lost to foreign labor."

Robert Leggett (R.-Calif.), stated that the legislation, by requiring the increased use of U.S.-flag vessels, will result in "a larger portion of the tankers operating near our shore to come under American environmental regulations regarding release of polluting oil into the water."

Another supporter of a strong U.S. merchant marine and a sponsor of the Energy Transportation Security Act, Joseph Addabbo (D.-N.Y.), stated that by the passage of H.R. 8193, "the nation's consumers will save at least a penny per gallon on imported oil while we at the same time provide thousands of jobs for American workers."

Many other Congressmen, from all sections of the nation, rose to speak in favor of the legislation, including Congressman John Murphy of New York, Joe Waggoner of Louisiana, Fred Rooney of Pennsylvania, Lawrence Hogan of Maryland, Bob Eckhardt of Texas, Teno Roncallo of Wyoming, and William Ketchum of California.

Hearings before the Merchant Marine

Subcommittee of the Senate Commerce Committee, chaired by Sen. Russell B. Long (D.-La.), are expected to take place within the next few weeks. Many supporters, including SIU President Paul Hall, will testify at the Committee hearings.

Panama Canal Launch Service

Members are advised that there have been problems concerning launch service to and from vessels in transit through the Panama Canal. The Panama Canal Authority which operates the launch service has advised that there will be no guarantee of transportation either to or from the ship.

The SIU is looking into the matter and will report the progress of its investigation in the LOG. In the meantime, members are advised not to rely on launch service while their ships are in the Canal zone area.

5 Percent Wage Boost

Continued from Page 2

premium wages. Oilers and firemen-watertenders get a \$29.18 increase and 25 cents an hour for premium overtime. Wipers get \$27.11 and 24 cents an hour in premium wages.

Tanker QMED's get an increase of \$45.09 and 39 cents in premium overtime. Chief pumpmen get \$41.25 and 36 cents in premium overtime. Oilers and firemen-watertenders will receive \$29.53 extra a month and 26 cents extra an hour in premium overtime. Wipers get \$27.11 more a month and 24 cents an hour in premium pay.

• In the steward department, freight-ship chief stewards will receive \$38.33 more a month and 33 cents more an hour in premium overtime. Cooks and bakers get \$33.21 more and 29 cents an

hour in overtime pay. Messmen will receive an increase of \$22.63 a month and 20 cents more an hour in premium overtime.

Tanker steward-cooks will get \$41.80 a month extra and 36 cents an hour extra in overtime premium pay. Cooks and bakers will receive \$34.63 a month and 29 cents extra an hour in overtime pay. Messmen will get \$22.63 more a month and 20 cents an hour in premium overtime pay.

Bosuns, Chief Electricians and Chief Stewards on SL-7, SL-18 and LASH ships who receive higher monthly base salaries than men with these ratings on other freights, will receive the same pay increase. However their increase in overtime premium pay will be slightly higher.

War Bonus Arbitration

An arbitration session was held last month to determine whether the Military Sealift Command is required to reimburse steamship companies for payment of Vietnam war bonuses after the date of July 1, 1973. A final decision is still pending.

The MSC's position is that merchant seamen no longer had the legal right to war bonuses with termination of the Selective Service Act on July 1, stating that these payments are only awarded "during an induction period."

However, many steamship companies, at great cost, continued the payments without reimbursement and now stand to lose these monies.

The American Maritime Association will represent the majority of SIU-contracted companies in this matter. Final decision on the arbitration will be published in an upcoming issue of the LOG.

On Board Delta Mar



Wiper Jacob Oterba, (center) and Bosun Joe Collins (right) bring their books up-to-date with New Orleans Patrolman Jimmy Martin when their ship, the Delta Mar, first LASH containership-barge carrier built in the United States, paid off in the Gulf port recently. Brothers Oterba and Collins were incorrectly identified in the April LOG.

In Iberville's Galley



Three members of the Iberville's steward department at work in the ship's galley during visit in Port of New Orleans. Third cook John R. Holiday (left) and Cook and Baker Eddy A. Bowers (center) look on as Chief Steward Harvey M. Lee prepares food. Brothers Bowers and Lee were incorrectly identified in the April issue of the LOG.

MEMBERSHIP MEETINGS' SCHEDULE

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

Overseas Arctic On the African Run



Able-seaman Howard Knox stretches a guy as the 65,000-ton tanker lies at the Stapleton anchorage off Staten Island.

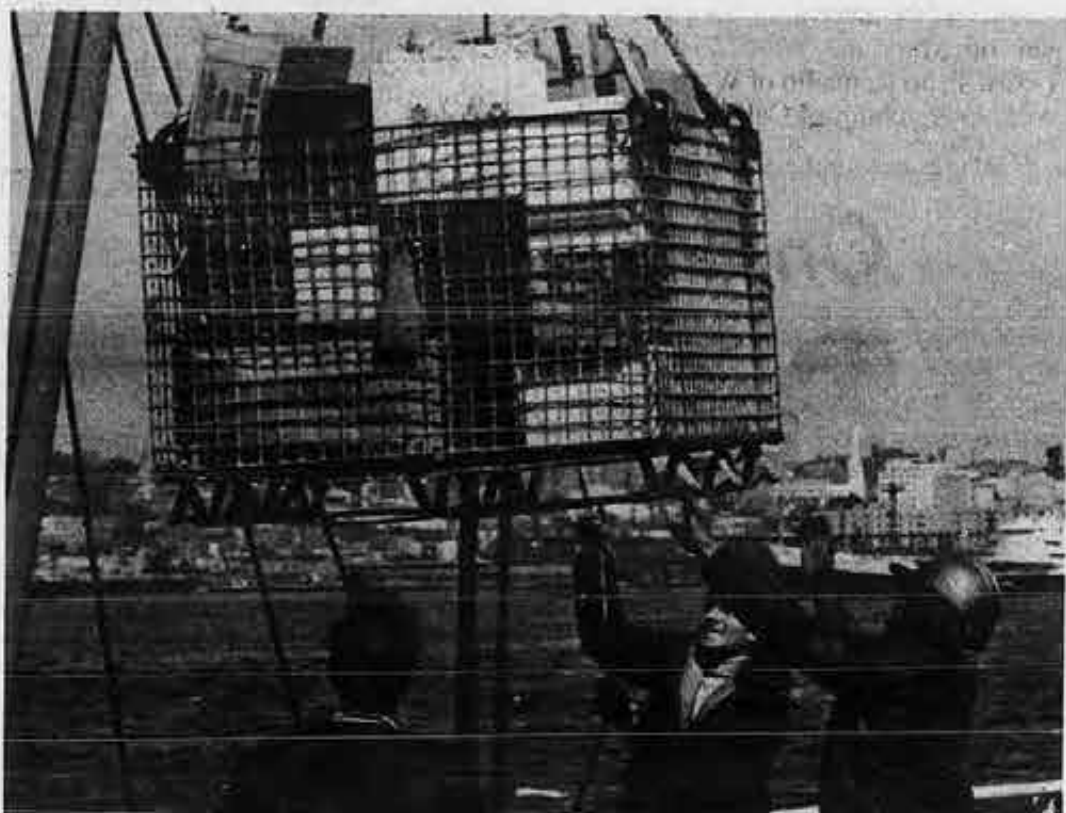
THE OVERSEAS ARCTIC arrived at the port of New York this month after a voyage to Nigeria. The 65,000-ton tanker anchored off Stapleton, Staten Island while she waited for clearance to move into her dock to discharge cargo. While she was at anchorage, the crew held a good shipboard meeting and discussed many of the critical issues being debated in Washington which affect their job security—including the “oil import quota” bill and the continuing attacks on the Jones Act.

Participation in SPAD was very good because, as Able-seaman Richard Bradford said: “I donate to SPAD because I have a job and I want to make sure that I will continue to have a job in this industry. I look at SPAD as an investment in my future.”

The *Overseas Arctic* is now on a run to the Mediterranean. Recertified Bosun Luther Pate said: “We have a good crew aboard, and the young fellows from the Harry Lundeberg School are doing an outstanding job.”



Chief Pumpman John O'Rawe checks oil levels in the tanks as the *Overseas Arctic* makes ready to discharge.



Stores come aboard the *Overseas Arctic* as the ship lies at anchor off Staten Island in the New York harbor waiting to discharge her cargo of crude oil after a trip from Nigeria.



Seafarer William Niel, who sails as baker, mixes batter for one of his culinary specialties. Brother Niel is a veteran Seafarer and a long-time member of the SIU.



Bosun Luther Pate is a strong supporter of SPAD and he invests in his future by investing in SPAD at nearly every payoff. Seafarer Pate, who has been a member of the SIU for 28 years said: “SPAD is job security. We have to have strong representation in Washington. We have to all get behind SPAD because by being united we can keep our security.”



Lundeberg School graduates Cheyenne Morris, left, and Daniel Dellosa are both sailing as ordinary seamen—and received praise from their shipmates for their enthusiasm over their work and their willingness to learn. Both of the young Seafarers invested in their future by investing in SPAD at the payoff.

ASHORE



New Orleans

SIU-contracted Delta Line marked its 55th birthday recently. The firm's name, which originally was Mississippi Shipping Co., was changed to the Delta Steamship Co. in 1962.

San Antonio, Tex.

One of the main speakers recently at the Unity Dinner of the National Maritime Council's Central Region Action Group here was O. William Moody, administrator, AFL-CIO Maritime Trades Department.

Moody related how labor views the American merchant marine and its future. He urged importers and exporters to increase their use of American-flag vessels.

Stressing the importance of global trade, the unity dinners have been held in cities throughout the United States. They show American shippers how labor, management and government are united in an effort to develop a strong, competitive, modern, American-built, privately owned and operated U.S.-flag merchant marine.

New York

The port of New York leads the list of busy ports in 1973 with 9,093 ships calling. Two other busy ports were Philadelphia with 5,128 ships calling and Los Angeles with 5,019 ships. For the California port, a jump of 301 ships over the 1972 figure was reported.

Boston

Chief pumpman Thomas O'Connor of this port remained in a coma late last month in the U.S. Public Health Service hospital here following surgery to remove a blood clot. That operation was performed in the Massachusetts General Hospital.

Also in the PHS hospital convalescing after an operation for ulcers is Seafarer Augustus "Roger" Hickey.

St. Louis

"I'm still alive and kicking," says Port Agent Leroy Jones back on the job late last month after recovering from injuries sustained Nov. 16 when a car crashed through the front window of the Union hall here.

"I'm getting stronger every day," he noted while using a cane to get about the hall. Brother Jones said his doctor in the hospital laid his recovery on his "fine physical condition." He spent two months in the hospital recovering from severe internal injuries. Jones summed it up with, "I'm coming along fine. I'm just a lucky country boy."

Also hurt in the crash were Mrs. Ronald Hicks and Union members Ronald Hicks and Max Shinault. All are all right except for Hicks who is still recovering up in Illinois.

Former SIU representative in Paducah, Ky. and Chicago, Frank "Scotty" Aubusson, has been assigned here as an IBU representative.

The UIW-manned *Delta Queen* sailing out of New Orleans made her first stop of the new season here on April 25.

Long Beach, Calif.

Sea-Land Service, Inc. completed construction of a sixth new crane at this port and brought to a close its two-year program of building new cranes and modifying existing ones at docks where the new SL-7 containerships are expected to call.



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 Perry Sees Gold In Them Thar Hills



Seafarer Wallace Perry shows his federal claim permit to Joseph Loyal while they were both attending the Bosuns Recertification Program this year.

Back in the 1880's gold was discovered in Washington Creek in northern California—and the rush was on. Today, nearly 100 years later, there are still those hardy optimists who pan in the creek and dig in the soil hoping to hit the "mother lode."

Among those who live in tents and make-shift huts along the banks of Washington Creek as they patiently search for riches is Seafarer Wallace Perry who recently completed the SIU's Bosuns Recertification Program.

Seafarer Perry is no newcomer to panning and digging for gold. Before he got his present federal claim permit in July 1973, he had already prospected for five years in various areas of California and had also prospected in Alaska in the 1950's.

Seafarer Perry's federal permit—which cost him \$10—gives him the right to prospect on a 20 acre tract along the creek. There's another 20 acres next to his claim and he plans to get a permit for this land, too.

"While I was in Alaska," he said, "I used to follow the hydraulic dredges and pan the gravel pilings left behind by the dredge." He did all right, he said, but when he went to California to try his luck he did some homework first.

"Before I got my sluice box and gold

pan," he said, "I picked up a lot of books on the subject and I talked to many old-timers in the area. I learned a lot I didn't know about gold mining."

Although he only worked his claim for two months since he got his permit, Seafarer Perry has already dug a tunnel 14 feet into an outcropping of gravel.

"The tunnel is drifting into hard rock," he said, "and what I'm looking for is a mother lode in the bed rock under the outcropping." He said he also expects to find a "placer pocket" which is a pocket of gold which has settled as sediment in the bottom of a water-covered hole in the gravel bottom.

"The only thing you have to do to keep your claim is to show that you worked your mine every year," he explained. The land, which is in Nevada County, Calif., is regulated by two federal agencies—the Forestry Department and the Bureau of Land Management.

Seafarer Perry, who has been a member of the SIU for 21 years and ships out of the port of San Francisco, says that he plans to sail for seven to eight months each year and work his mine the rest of the time.

"I've barely made expenses so far by panning the creek," he said. "But who knows, maybe this year I'll hit that mother lode."



Entrance to the tunnel being dug by Seafarer Perry in his search for a mother lode of gold in bedrock under the gravel outcropping.

Politics Is Porkchops Donate to SPAD

Movie 'The Seafarers' Directed by Kubrick

Although many Union members have seen the SIU-produced motion picture *The Seafarers* at Union halls throughout the country and at the Harry Lundeberg School, few have noticed the opening credits which state that the film was photographed and directed by Stanley Kubrick, now internationally known for his direction of such important movies as *2001: A Space Odyssey*, *A Clockwork Orange*, *Dr. Strangelove*, *Lolita*, *Spartacus*, and *Paths of Glory*.

In 1953, Kubrick had displayed considerable talent in the documentary film field.

When the SIU, through the LOG, decided to make a motion picture which told the proud story of the Union, young Stanley Kubrick was given the job.

Recently, the Motion Picture Division of the Library of Congress in Washington, D.C. requested a print of *The Seafarers* so that it could be added to their permanent collection of important films. There, it will be available for viewing by the general public.

Written by Will Chasan and narrated by newscaster Don Hollenbeck, *The Seafarers* tells the story of the day-to-day operations of the SIU in very human terms. The film outlines the Union's pension and welfare plans, maternity benefits, scholarship fund, educational programs, LOG activities, and the operations of Headquarters.

In addition, the theory and practice of the SIU hiring hall are depicted, with particular stress on the importance of the hiring hall concept to Seafarers.

The movie is not merely a presentation of facts and statistics about the SIU. It tells the story of our members in very personal, human terms. An SIU representative is shown making his weekly visit to hospitalized Seafarers, paying them their cash benefits, filling personal requests, and exchanging scuttlebutt with hospitalized brothers.

Members are seen relaxing and socializing at headquarters, examining works of art created by Seafarers, and throwing in for jobs. The film is not content to stay ashore; the camera goes on board ship to cover a payoff and to

show the process of ironing out grievances. Kubrick, a landlubber himself, glorifies the labor of the Seafarers in strikingly beautiful compositions set against the sea and sky.

Most SIU members appreciate the democratic nature of the Union, but this film is a good introduction to that aspect of the organization for men just coming into the industry, and for the general public as well. The secret ballot for Union elections, the majority rule concept used at meetings, and the right of every member to nominate himself for office are explained in detail.

The film ends with a Seafarer preparing to make way for a voyage to a foreign port. As he mounts the gangway, the narrator sums up the story of the SIU and the seaman's way of life. "Any man," he says, "no matter how independent, is a member of a family, a community . . . a crew." He stresses that cooperation and unity have brought all of the gains that the SIU has achieved throughout the years.

So, although the film is an historical account and does not show the recent progress of the SIU since 1953, the basic strategy of the Union is stressed: **Strength in Unity.**

Get Passports

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

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

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

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



SS Walter Rice

In a letter to the ship's engine department delegate, Seafarer Nathan Adams, Chief Engineer Jefferson P. Shobe and First Engineer Gay C. Glover expressed their appreciation to the SIU members in the black gang ". . . for the outstanding job" the engine department did on a voyage in the Gulf to Corpus Christi, Tex., late in March.

Especially cited in the letter by name were: Firemen-watertenders Nathan Adams, Bernard R. Hireen and Guadalupe Banda; Oilers Melvin C. Eickmeier, Edwin D. Imhoff and Waller S. Murphy; Wiper Trinidad Garcia, Jr. and Deck Engineer George E. Connell.

"In addition to maintaining alert engine room watches, you have contributed greatly to our routine maintenance, repairs and quadra-annual U.S. Coast Guard inspection," the letter said.

The top engineers concluded with: "We extend our personal thanks to each man and hope that you will all be able to make the next trip with us."

SS Delta Norte

This vessel and the *Delta Sud* (Delta Line) are taking part in a U.S. Government research project by collecting marine data from the world's oceans.

The Cooperative Expendable Bathythermograph Program was first carried out in mid-1970 on the *Delta Argentina* and the *Delta Brazil* for the National Marine Fisheries Service and MARAD.

Midshipmen of the Kings Point Maritime Academy, L.I., N.Y., aboard these SIU-contracted ships with the bathythermograph probe, take underwater temperature readings. The readings pinpoint seasonal and year-to-year temperature variations in the Yucatan and Florida Straits, Antilles, Equatorial and Guiana Currents.

With this valuable information, the National Oceanographic Data Center makes up nautical charts, showing the temperature and salt content of the currents, so important to mariners and meteorologists in their work.

USNS Maumee

Messman Charles Thrope was left in hospital in Wellington, N.Z., following scald burns in shipboard mishap recently.

The Meteor

Now a museum ship, the *Meteor*, last surviving vessel of a 44 whaleback tanker fleet built in the twin Great Lakes ports of Duluth, Minn., and Superior, Wisc. during the 1880s-1890s, was presented to the city of Superior recently by her owner after 74 years of service.

Restored to its original condition, the ship was visited by 20,000 persons during the first few weeks of exhibition at her mooring on Barkers Island.

SS Citrus Packer

Departed Union Brother Browning S. Wilamoski, 67, formerly on the *SS Alex Stephans* (Waterman Steamship), was buried at sea after midday on Sunday, April 14, in the Bay of Bengal.

Seafarer Wilamoski died Mar. 13 in the port of Calcutta, India. Prior to the sea burial, Father D. Souza of the Stella Maris R.C. Church of Calcutta said a funeral service aboard ship Apr. 12 in the harbor.

At sea, ship's Capt. Emmanuel Patronas read prayers written by the priest for our departed brother with the officers and crew assembled.

The SIU crew, the master, captain and crew of the *Alex Stephans*, representatives of Waterman Steamship Co. and Angus Co. Ltd., presented wreaths of flowers at the ceremony.

The ship's committee of Bosun William C. Jordan, Secretary-Reporter John C. Reed and Deck Delegate J. Milage Skinner handled funeral arrangements.

SS Transpanama

A collection of \$205 was taken up for Able Seaman Hobart R. Kirkwood of this ship who died of a heart attack on the morning of Apr. 2 while the vessel was docking at Baton Rouge, La.

The money was sent to his survivors, his mother and three children in Jacksonville, Fla.

SS Delta Sud

In a letter of congratulation to the crew of the SIU-contracted *Delta Sud*, ship's Capt. John D. Kourian wrote recently ". . . I would like to take this opportunity . . . to thank all of the personnel for a job well done.

"Those involved in the operation and maintenance of the cargo cranes deserve special praise, for it is their effort that has made the LASH concept a successful operation . . . The important fact is that we have all kept the vessel moving when it was required, and under all conditions . . . It was you that made it possible, and you can well be proud of your achievement.

"Management, as well as union leadership, can make many claims for their contribution to the success of LASH—and justly so, but they are not in the arena . . . The final test is in the arena. The credit belongs to the men in the arena . . . You are the men in the arena.

"Many thanks for your fine efforts."
Ship's Chief Steward Michael J. Dunn, the vessel's secretary-reporter, on reading the commendation replied ". . . We are very proud to be members of this crew."

Transhawaii Committee



The SIU-contracted containership *Transhawaii*, operated by Seatrain, paid off recently in Weehawken, N.J. Ship's committee members, from the left, are: E. Rodriguez, deck delegate; H. C. McCurdy, secretary-reporter; Victor Carbone, ship's chairman; D. Rios, steward delegate, and W. Cachola, engine delegate. The *Transhawaii* is on a coastwise run.

Brotherhood of the Sea:

SIU Blood Bank Serves Members and Families

BROTHERHOOD OF THE SEA means that Seafarers are concerned about the security and well-being of their brothers who go to sea — and this is exemplified by our members' unselfish support of the SIU Blood Bank.

Since its beginning in 1959, Seafarers have donated more than 10,000 pints of blood to make sure that their brothers will have an ample supply in times of need. But, because the need for blood by Seafarers and their dependents is always present — the need for donors has to be one of our prime concerns.

"The blood bank program is an important part of our overall health program," said Dr. Joseph Logue, SIU medical director. "With the cost of blood in hospitals at an all-time high, it is especially important today that we maintain an adequate reserve in our blood bank to supply the needs of this membership."

It only takes a few minutes to give a pint of blood — and it's safe and painless. The reward — in knowing that your blood will help a brother Seafarer — will remain with you forever. And the demonstration of your concern is in the best tradition of Brotherhood of the Sea.



Seafarer Ernest Bryan registers at SIU Clinic in New York to donate blood.



Dr. Maurice Rivkin checks Seafarer Bryan's blood pressure.



Lab Technician Fred Howard takes a blood sample for analysis.



Seafarer Bryan relaxes as Nurse Sheryl Edel takes a pint of blood.



Seafarer Bryan proudly displays blood for the SIU Blood Bank.



SIU Medical Director Dr. Joseph Logue talks with Bryan about Blood Bank.



Seafarers' blood donations are taken to lab for typing, processing and storage.



Seafarer Arthur Sankovidt received a special Certificate of Honor from SIU Medical Director Dr. Joseph Logue in recognition of his donating a total of three gallons of blood to the SIU Blood Bank.



Chief Steward Alvin Carpenter has donated eleven pints.



Bosun David Atkinson donated a pint of blood at the New York SIU Clinic while he was participating in the recertification program.



Seafarer Clifford Emanuel receives his "Gallon Donor" pin from Dr. Logue.



Seafarer William Bellinger was among a number of "A" Seniority Upgraders who donated blood at the SIU Clinic in New York while they were taking part in the upgrading program.



Recertified Bosun Floyd Selix said it didn't hurt a bit.

**Members of the Gallon Club:
SIU Blood Bank Honor Roll**

Listed below are members of the Gallon Club — members who have donated a gallon or more of blood to the SIU Blood Bank. The understanding and unselfishness of these members — and all SIU members who have donated to the Blood Bank — are making it possible to insure that blood will be available to all of our members and their dependents in time of need.

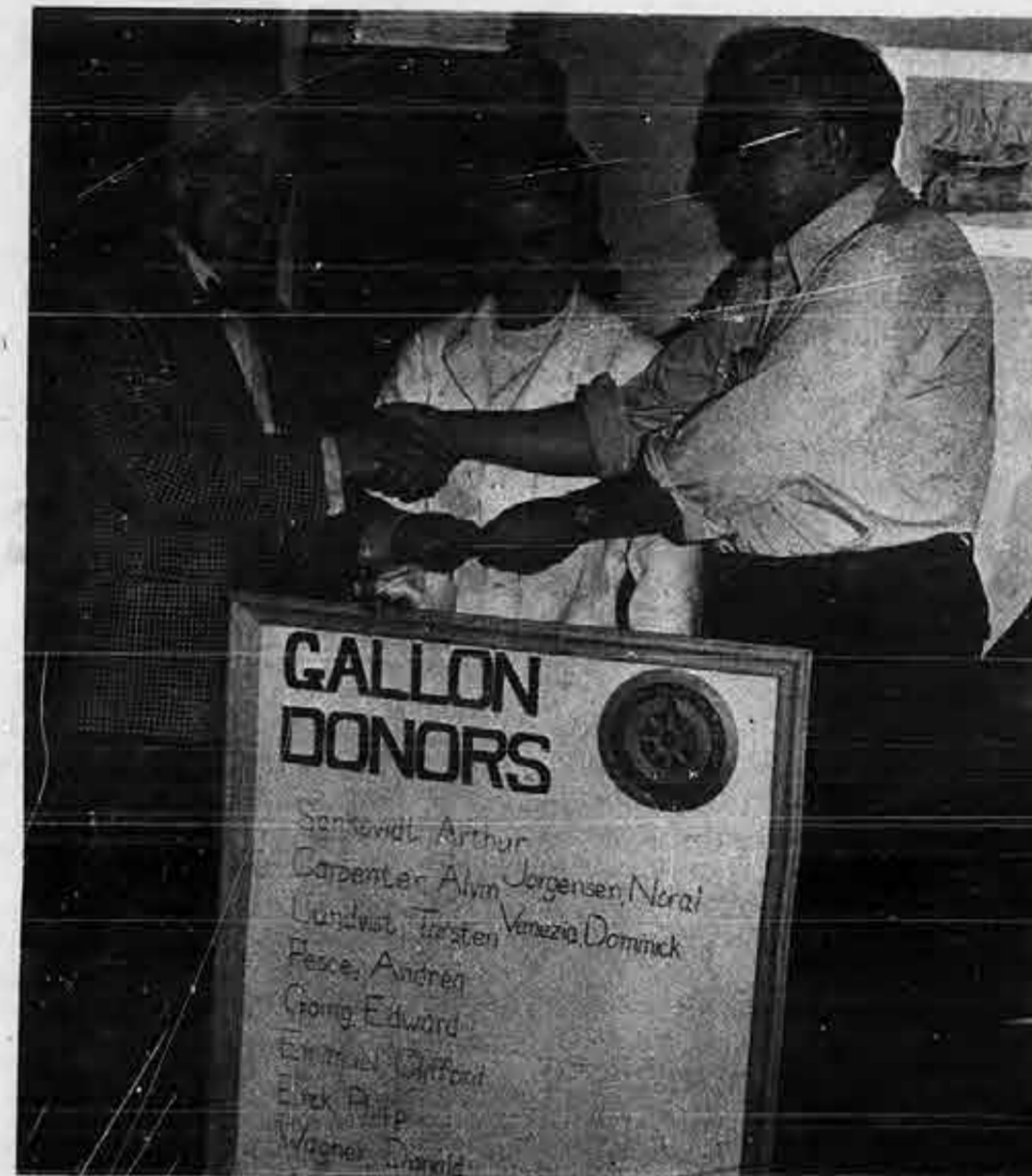
Their participation in the SIU Blood Bank is in the best tradition of the "Brotherhood of the Sea."



Alvir Carpenter
Peter Dolan
Arthur Elliott
Clifford Emanuel
Philip Erck
Edward Going
Charles Johnston

Arthur Sankovidt (3 gallons)

Noral Jorgensen
Bernard Krogman
Torsten Lundkvist
Alfred Pelton
Andrea Pesce
Dominick Venezia
Donald Wagner



Great Lakes Seafarer Bernard Krogman is congratulated by Dr. Logue.

Stumbling Block



A Sound Investment

The next few months leading up to this year's elections will be an extremely critical time for the American maritime industry.

This November, each of the 435 seats in the U.S. House of Representatives is up for election as well as nearly one third of the Senate seats.

Presently, the SIU and the maritime industry have many staunch supporters in both houses of Congress who over the past few years have consistently pushed and voted for legislation that has significantly helped revitalize the U.S. merchant marine.

On the other hand, though, there are a number of Congressmen and Senators — many of them oil lobby puppets — who have just as consistently opposed legislation which would spur growth in our industry.

Despite this continuous opposition, through our legislative activities in Washington, D.C. and with the aid of our supporters in Congress, the SIU has spearheaded in the last few years the passage of many important bills vital to the maritime industry.

The signing of the Merchant Marine Act of 1970 marked the enactment of the most significant piece of maritime legislation in nearly 40 years.

It is vital to the growth of the maritime industry that we continue to work — and work hard — for the reelection of our supporters in Congress, while at the same time working for the defeat of those who would allow the industry to flounder and die.

At the same time, though, our major political enemies, such as the big oil lobbies, will be exerting all of their resources in exactly the opposite direction.

Our only weapon in overcoming this well-financed opposition is the SPAD dollar.

The staunch support of SPAD by our members in the past has enabled us to beat the opposition at their own game. Yet in the next few months, we must increase our support of SPAD to insure continued success in Washington and the preservation of what we have already won.

Give to SPAD — it is an investment in your livelihood.

Firefighting for Your Safety

One of the most potentially dangerous occurrences which constitutes a serious shipboard emergency is a fire at sea.

If not immediately and effectively controlled, a small fire can rapidly spread causing disastrous and tragic effects.

To avoid such a situation, each seaman manning a vessel must be well acquainted with the various causes and ways of fighting a fire.

To provide all American seafarers with this vital knowledge, the Maritime Administration sponsors a Firefighting

School at the Army Base in Bayonne.

The course is only one day in length, and includes both classroom instruction and practical firefighting training in the field.

This course is a must for all Seafarers, to insure the personal safety of the crew and the vessel.

If you have not already done so, sign up and take this important course as soon as possible—for your own good and the good of your ship and shipmates.

The next firefighting class is scheduled for May 31.

Letters to the Editor



65 Years at Sea

I am writing this on the eve of my departure for the land of my birth, Sweden. I am now almost blind and partially deaf, but outside of that my health is excellent.

I wish to express my humble thanks and appreciation for the number of years I have had the advantages and pleasure of being a small cog in the finest Union in the U.S.A.

Brothers, only we, the real oldtimers realize and appreciate the almost unbelievable advances that have taken place in the seaman's life of today as compared to yesteryear. Only through the strength of our Unions has a seaman achieved the respectability in society that was denied him in my early days.

Sixty-five years ago when I first started out on Scandinavian ships the only strength and respectability you had was in your fists and if you knew how to use them.

Here are just a few examples:

How would our young sailors of today like to sleep and eat in the same room — that is deck in one and black gang in one?

You had to buy your own utensils — if you had any money left over to buy them with, and if not, any old cans had to do. You had to buy your own bed clothes, mattress and blankets — and of course sheets were an unheard of luxury.

How often did you have money for such luxuries? Not very often — generally a few burlap bags had to suffice.

It was a seven-day work week with no overtime. If you got sea-sick or otherwise felt ill, you could not, as you do today, lay up — you stayed on your watch or got logged. That was the glorious life I had dreamed of before first starting out — but the dream soon disappeared into stark reality.

Brothers, just one suggestion from an oldtimer. While you are on a ship it is your home — treat it as such. You have not been shanghaied as in the old days — you have signed up on your own free will. You have a duty to perform — live up to it. Because you are representing your Union, your performance on the ship can make or break your Union.

Now my humblest appreciation and thanks for the pleasure I have had in my associations with the Seafarers International Union — especially to my tugboat Brothers in New Orleans, and to my Friend-Brother, Lindsey Williams.

Fraternally,

Emil G. Pearson
Worcester, Mass.

May 1974

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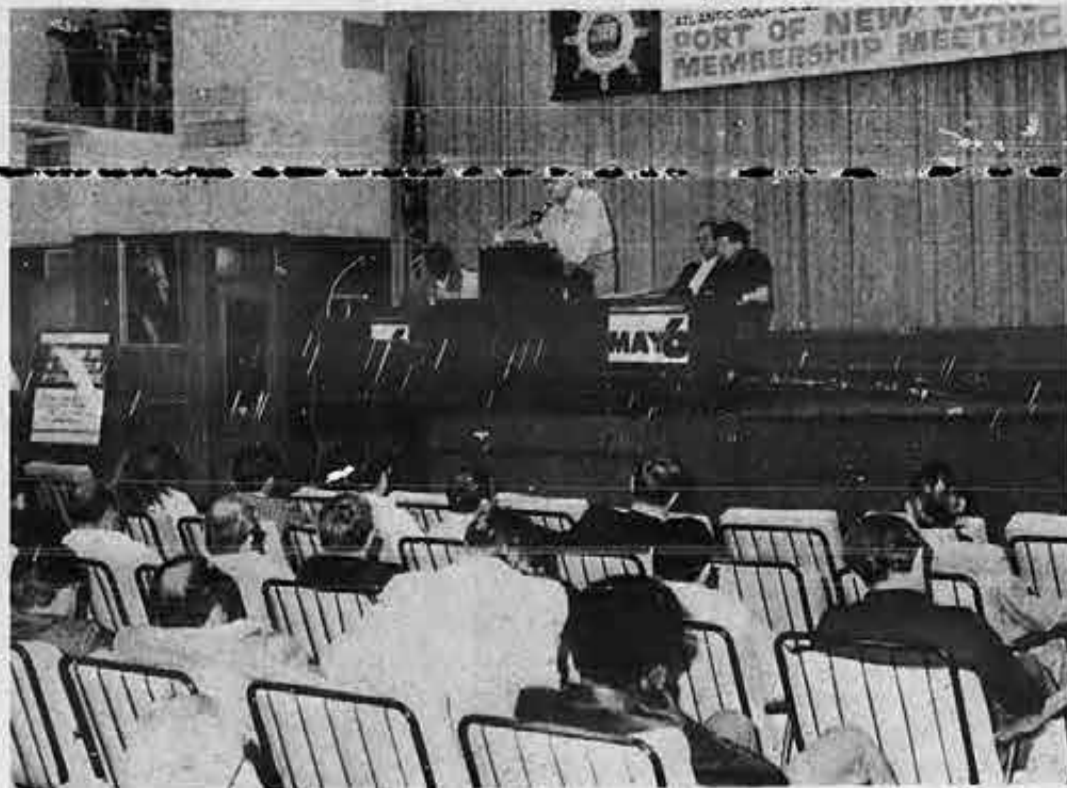
SEAFARERS LOG

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

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SIU President Paul Hall addresses the May 6 general membership meeting at Headquarters. Hall stressed the need for every Seafarer to be well-informed about the many important issues facing the maritime industry today.

Scholarship winner, Seafarer Paul Rittiner, thanks the membership for the "opportunity" to receive a college education.

Membership Meeting, N.Y.

"A" Seniority Upgrader Pierangelo Poletti notes the importance of SPAD to the future of the SIU and the maritime industry.

At this month's general membership meeting at Headquarters, 12 more SIU Bosuns received their Certificates after completing the Union's two-month Bosun Recertification Program.

The comments of the bosuns to the membership concerning the program and the many important

issues facing the Union, showed that this tenth class of bosuns was one of the best informed to complete the course.

In addition, five more Seafarers received their full "A" books, bringing to 88 the number of SIU members who have achieved their full books since the Seniority Upgrading Program began last year.

In his report to the membership meeting, Secretary-Treasurer Joe DiGiorgio also read the names of this year's five SIU Scholarship winners, and introduced 26-year old Seafarer Paul Rittiner, the 27th SIU member to win the \$10,000 grant since the program was initiated in 1953.



Recertified Bosun Andrew Boney points out the importance of "getting involved" in the issues confronting the Union.



SIU Representative George McCartney, right, congratulates "A" Seniority Upgrader Bert Reamey for achieving his full book.



Recertified Bosun Ernest Bryan encourages all SIU members to take advantage of the many opportunities available at the Lundeberg School.



Recertified Bosuns, seated front from the left, Floyd Selix, Ernest Bryan, Andrew Boney and Lester Smith in attendance at the Headquarters' meeting.



SIU members listen closely to proceedings at the May 6 meeting.



GALVESTON (Sea-Land Service), March 24—Chairman Recertified Bosun Denis Manning; Secretary Gus Skendelas; Educational Director Maurice D. Stover; Engine Delegate John A. Sullivan; Steward Delegate Oscar Swenson. \$26.65 in ship's fund. No disputed OT. A vote of thanks to John A. Sullivan who spent much time on arrival pools and raised enough money for a Cinemascope lens. The cost of the lens was \$195. Next port Anchorage.

TRANSHAWAI (Seatrains), March 3—Chairman Victor Carbone; Secretary H. C. McCurdy; Engine Delegate Willie Cochola; Steward Delegate Dario Rios. The entire ship's company, officers and crew sent a card of sympathy to the family of Joseph Sojak, Assistant Engineer who was killed on duty on the *Transidaho*. A get well card was sent to Carmelo Bonfont, oiler who was on watch and injured at the same time. No disputed OT. Next port Weehawken. Observed one minute of silence in memory of our departed brothers.

ALBANY (Ogden Marine), March 24—Chairman Recertified Bosun R. E. Darville; Secretary J. Williams; Educational Director Stanley Rothman. Some disputed OT in deck department. Brother R. E. Darville reported he had just completed the Bosuns Recertification Program at Piney Point. He stressed the upgrading and other features open to both the old and new members of the Union. Everything running smoothly.

TRANSIDAH0 (Seatrains), March 4—Chairman Recertified Bosun Elbert Hogge; Secretary D. Vola; Educational Director Robert E. LaGasse. No disputed OT. Bosun suggested that all members donate to SPAD. Everything running smoothly. A vote of thanks to the steward department for a job well done.

SAUGATUCK (Hudson Waterways), March 26—Chairman L. Paradise; Secretary A. Papadimitis; Educational Director D. Keller. Some disputed OT in deck department. Everything running smoothly. Next port Houston.

BRADFORD ISLAND (Steuart Tankers Co.), March 3—Chairman P. Sernyk; Secretary J. L. Hodges; Educational Director Allen Batchelor. \$38 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

AFOUNDRIA (Sea-Land Service), March 17—Chairman C. J. Clark; Secretary E. C. Martin; Educational Director A. Lane; Engine Delegate C. A. Morrison. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth, N. J.

MERRIMAC (Ogden Marine Inc.), March 31—Chairman John C. Green; Secretary W. T. Rose; Deck Delegate Bryan P. Kaline, Jr.; Engine Delegate John Malinowski; Steward Delegate Edward F. Costin. No disputed OT. Everything running smoothly.

NEW YORKER (Sea-Land Service), March 24—Chairman J. R. Wilson; Secretary Edward M. Collins; Educational Director R. Borlase; Steward Delegate Jerry E. Wood. Some books are needed to complete the library. Some disputed OT in deck department. Observed one minute of silence in memory of our departed brothers. Next port Norfolk, Va.

SEATRIN WASHINGTON (Seatrains Lines), March 24—Chairman J. S. Lewis; Secretary Willie Slater; Educational Director J. A. Thompson; Deck Delegate Marc Marcus; Engine Delegate Robert Bunch; Steward Delegate Philip Pimperton. Some disputed OT in steward department. Vote of thanks to the steward department for a job well done. Next port Oakland.

DELTA PARAGUAY (Delta Steamship), March 10—Chairman Recertified Bosun D. L. Dickinson; Secretary W. J. Miles; Educational Director Frank Chavers; Engine Delegate Max L. Sewart; Steward Delegate James Perrymon. \$9.03 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Takaradi, Ghana.

Sea-Land Finance



Recently Recertified Bosun Jim Pulliam, seated second from right, attends Union meeting aboard the SL-7 containership *Sea-Land Finance* at her most recent payoff in the Port of Oakland. Also pictured, seated clockwise from the left, are: Mike Worley, SIU patrolman, and committee members Ali Mahamad, steward delegate; Clifford Hall, engine delegate; Tony Ferrara, deck delegate; ship's chairman Pulliam and John T. Shields, secretary-reporter. Standing right is Sadak Wala, educational director.

Bethtex Committee



The SIU-contracted bulk carrier *Bethtex*, operated by Bethlehem Steel, paid off in the port of Baltimore on Mar. 30. The ship's committee gathered in the vessel's recreation room for a photo. They are, from the left: Carl Merritt, educational director; Harry Jones, steward delegate; E. J. Jaks, engine delegate; Gene Paschall, deck delegate; William Baker, ship's chairman, and Thomas Jackson, secretary-reporter. The *Bethtex* runs coastwise.

MAUMEE (Hudson Waterways), March 10—Chairman Carl Thomson; Secretary Vasser Szymanski; Educational Director Allen Spell. Crew messman Charles Thrope was injured and taken to a hospital in Wellington, New Zealand. Some disputed OT in deck and engine departments. Everything running smoothly. Next port Houston.

PORTLAND (Sea-Land), March 24—Chairman Recertified Bosun Frank Teti; Secretary Juan Cruz. Chairman requested all members at payoff to remember SPAD and to lend their support as it is to their advantage. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Elizabeth.

BROOKLYN (Westchester Shipping), March 10—Chairman Recertified Bosun Alfonso A. Armada; Secretary Jimmie Bartlett; Educational Director Eddie Corley. No disputed OT. A vote of thanks to the steward department for a job well done. The steward gave a vote of thanks to the deck department for helping keep the pantry and messhalls clean. Observed one minute of silence in memory of our departed brothers. Next port in Canary Islands.

MARYMAR (Calmar Shipping), March 10—Chairman Tom Karkatzas; Secretary B. J. McNally; Educational Director B. Wilhehnsen; Deck Delegate Tom Buterakos; Engine Delegate Joe Tagleiferri; Steward Delegate Louis Williams. Had a discussion on safety and suggested that all crewmembers read the books put out by the SIU on the subject of safety. No disputed OT. Everything running smoothly.

JEFFERSON DAVIS (Waterman Steamship), March 31—Chairman L. Arena; Secretary E. Cooper; Educational Director G. Craig; Engine Delegate Earl Willis; Steward Delegate Kenny Mobley. Crewmembers were asked to observe all safety rules for their own benefit. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Durban.

OVERSEAS ANCHORAGE (Maritime Overseas), March 10—Chairman F. A. Pehler; Secretary George A. O'Berry; Educational Director Herman Wilkerson. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Istanbul.

TAMARA GULDEN (Transport Comm. Corp.), March 24—Chairman M. Duet; Secretary S. Hawkins; Educational Director Poulakis. Chairman supplied movies the cost of which will be equally divided among the crewmembers and the officers. \$5 in ship's fund. No disputed OT. Everything running smoothly. Next port Rotterdam.

OVERSEASULLA (Maritime Overseas Corp.), March 24—Chairman Walter Colley; Secretary John S. Burke, Sr.; Educational Director Franklin Miller; Deck Delegate M. C. Cooper; Engine Delegate Joseph Collis; Steward Delegate Herbert Hollings. \$7.75 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Trinidad.

LONG BEACH (Sea-Land Service), March 31—Chairman C. L. Gonzalez; Secretary Ray Taylor; Educational Director Ramon Torres. No disputed OT. Everything running smoothly.

MOBILE (Sea-Land Service), March 4—Chairman E. Mercereau; Secretary A. Williams; Educational Director K. Abarons. No disputed OT. Everything running smoothly.

TRANSHAMPLAIN (Hudson Waterways), March 3—Chairman Recertified Bosun Thomas L. Self; Secretary A. Bodie; Educational Director Raymond L. Bowman; Engine Delegate Frank M. Coe. Some disputed OT in engine department. Everything running smoothly. Next port Oakland.

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

PORTMAR
PANAMA
WALTER RICE
SEA-LAND RESOURCE
BOSTON
CALMAR
SEATTLE



SIU veteran H. C. McCurdy, who sails as chief steward, prepares lunch for *Transhawaii* crew.



SIU-Contracted Transhawaii Pays Off In Weehawken

The SIU-manned containership *Transhawaii* paid off at the Seatrain docks in the port of Weehawken, N.J. on Apr. 26.

Originally built in 1944, the *Transhawaii* was acquired by Seatrain Lines in 1968 and converted for container carriage in 1970 to help meet the growing needs of the U.S. containerized trade.

Formerly known as the *General James H. McRae*, she saw action as a troop carrier in the last year of World War II.

The *Transhawaii* is capable of carrying 480 forty-foot long mixed cargo containers.

The containership is presently on the coastwise run.

At the payoff, department representatives agreed the ship had an excellent crew that worked well together, and said they were looking forward to the next trip.



Fireman W. Cachola, also serving as department delegate, tends to duties in ship's engine room.



The *Transhawaii* is capable of carrying 480 forty-foot long mixed cargo containers.



Seafarer Polo N. Vasquez, sailing as ordinary seaman, works topside in port of Weehawken, N.J.



Chief Electrician K. Katsalis applies his professional skills in the containership's engine room.

New 'A' Book Members



**Bert
Reamey**

Seafarer Bert Reamey obtained a QMED rating from the Harry Lundeberg School in 1973. Seafarer Reamey joined the SIU in 1966. The 50-year old native of Oklahoma is a World War II veteran who saw action in the Pacific. He now lives in Kent, Wash. with his wife, Olga, and their two children. Brother Reamey sails out of the port of Seattle.

The Harry Lundeberg School at Piney Point is geared to the needs of the shipping industry. A new seaman can get a good, basic understanding of all the shipboard departments. The "old timer" can advance as far and as rapidly as he wants. The only limitations are those put there by the seaman himself.

During my visit to SIU Headquarters I was impressed with the sincere desire shown by the Union officials that each seaman in our program understood the inner workings of every department of our Union. If we wanted more information all we had to do was ask.

The SIU leadership is totally involved in getting more and better ships for us to man, in providing the trained crews for this new merchant marine fleet and making sure that there is cargo to be moved.

And, we insure our future by supporting SPAD.



**Phillip
Painter**

Seafarer Phillip Painter has been a member of the SIU since 1966. He received a QMED rating from the Harry Lundeberg School in Jan. 1974. A native of West Virginia the 44-year old

5 More Receive Full 'A' Books

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

The addition of these five brings to 88 the number of members who have attained full "A" book status since this upgrading program was initiated last year. The five are: Bert Reamey, Phillip Painter, Arthur Lehmann, Pierangelo Poletti and Jon Humason.

Seafarer now lives in Richmond, Va. with his wife Pauline and their three boys. Brother Painter ships out of the port of New York.

Having attended the engine department upgrading and "A" Seniority Programs at Piney Point in recent months, I find the training programs, facilities, instructors and staff excellent in all respects. The knowledge that I have gained there has better equipped me to handle my job and duties aboard ship.

While at Headquarters I was able to visit the various departments and learn first-hand how each one functions. I found the personnel eager to assist, able and very efficient in their duties. The discussions at the daily meetings were very informative.

It is pleasing to know that the Union is well abreast of the affairs that affect Seafarers.



**Jon
Humason**

Seafarer Jon Humason graduated from the Harry Lundeberg School in 1971. A 21-year old native of Virginia, Brother Humason makes his home in Portsmouth. He sails out of the port of Norfolk as an AB.

During my stays at Piney Point and

The Seniority Upgrading Program was established in order to maintain the SIU's tradition of providing well-trained and highly qualified Seafarers for all its contracted ships.

Its main objective is to prepare our members for the innovations in the new ships being built, and to give all Seafarers a better understanding of the problems we face and how to deal with them in the future.

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

New York I have gained a better insight into how my Union operates. I was amazed at the size and the people involved in such an operation. As an "A" Seniority Upgrader my time at both places was spent learning more about my Union. This is an opportunity few labor unions give their membership. Few labor unions believe in a membership that is informed and educated as to what's happening in all phases of its industry. The SIU does. And even fewer give you a chance to go to school and upgrade yourself. The SIU does.

The Union is the best friend I have. No one else ever made anything like this possible. As far as I know there is no other union that makes these things possible at no cost or in such a short period of time. Without the help of the SIU, I would still be on the street, a dead end street at that.

The best way to finish this is to say what a brother said to me, and there is so much truth in it. "To join the SIU and go to sea is the chance of a lifetime." I'm just proud and happy that I had the chance.



**Pierangelo
Poletti**

Seafarer Pierangelo Poletti received a Quartermaster rating at the Harry

Lundeberg School in Dec., 1972. A native of Savona, Italy, the 32-year old Seafarer has been a member of the SIU since 1968. He sails as AB out of the port of New Orleans, where he now makes his home.

I have been at Piney Point twice. Once in Dec., 1972 for the Quartermaster upgrading and the second time in April, 1974 for the Seniority upgrading. Seems to me that the conditions as well as everything concerned with the Harry Lundeberg School are improving each time that I come back.

I would like to make just a little point about SPAD. I have been on ships and at payoff time I heard some "A" book members telling a "B" book member that they (the "A" books) do not have to donate to SPAD because they were "A" books. How wrong! An "A" book has invested a good part of his life in the welfare of this Union. Who has more to lose than the "A" book with 15-20 years in the Union.

Without political donations, this Union can lose ships and jobs in 24 hours just because the wrong legislation was passed. So I urge any member of this Union—donate to SPAD because it is like buying insurance. It is for your job protection.



**Arthur
Lehmann**

Seafarer Arthur Lehmann joined the SIU in 1967. A 33-year old native of Michigan, Brother Lehmann sails out of the port of Wilmington as an AB. He now makes his home in San Francisco.

Our experiences both at Piney Point and New York have opened our eyes about just what our Union is doing. In Piney Point, we were able to see all of the various programs, all the way from the basic departmental training that each trainee receives to the technical programs for QMED and LNG. All of these upgrading programs are available to us as members of the SIU.

We were also given a background of unionism with a great emphasis on maritime unions and the SIU. We were shown just what our SPAD contributions are used for, and why we must continue to be "ever vigilant." Many of us, while aboard ship, have not been able to fully grasp the many important roles we must assume in Washington.

In New York we have been shown just how intricate an operation we have. We were shown our welfare, pension and vacation plans, our basic financial structure, our basic operation in the hiring halls and our payoffs with a patrolman. We even visited our UIW brothers at the Seatrain shipyard.

Upgrading Honor Roll

Following are the names and departments of 88 Seafarers who have completed the "A" Seniority Upgrading Program.

P. J. Andrepont, Engine	Patrick Graham, Deck	Richard Makarewicz, Engine	Ronald Shaw, Engine
Mott Arnold, Deck	M. R. Grimes, Deck	Henry Manning, Steward	Joseph Simonetti, Steward
Alan Baxter, Engine	Ray Hart, Deck	M. A. Marcus, Deck	Spurgeon Simpson, Engine
P. L. Bean, Deck	Patrick Hawker, Deck	Martin McAndrew, Engine	Keith Sisk, Deck
Arthur Beauverd, Engine	Blake Haynes, Engine	John McCabe, Engine	D. B. Smith, Steward
William Bellinger, Steward	Carroll Heick, Deck	T. J. McCabe, Engine	Gary Spell, Engine
Richard Blacklok, Engine	Jon Humason, Deck	R. G. Minix, Jr., Engine	Joseph Spell, Deck
Timothy Boien, Deck	James Hummerick, Jr., Steward	John Miranda, Engine	H. D. Spencer, Engine
Lee Roy Burke, Engine	D. E. Ivey, Engine	C. M. Moore, Deck	David Stenter, Engine
Timothy Burke, Deck	M. Johnson, Deck	George Moore, Deck	Kvetoslav Svoboda, Engine
Garrett Clark, Deck	Leggett Jones, Deck	William Moore, Deck	Robert Thomas, Engine
Kevin Conklin, Engine	Thomas Kegney, Engine	Phillip Painter, Engine	Timothy Thomas, Deck
Wadsworth Daniel, Engine	John Kelley, Deck	Jason Parker, Deck	Robert Trainor, Deck
William Davis, Deck	Paul Kerney, Engine	Pierangelo Poletti, Deck	Larry Utterback, Deck
John Day, Engine	Charles Kirksey, Engine	Bert Reamey, Engine	Thomas Vain, Deck
William Deskins, Steward	L. Q. Kittleson, Deck	John Restaino, Engine	George Vukmir, Deck
Maximo Dising, Engine	Johnnie Konetes, Deck	William Ripley, Deck	Marvin Walker, Engine
Larry Ewing, Steward	Lawrence Kunc, Deck	James Roback, Deck	Albert Wambach, Deck
Marion Fila, Deck	Joseph Kundrat, Steward	Charles Rodriguez, Engine	Mark Wilhelm, Engine
Stephen Garay, Deck	Arthur Lehmann, Deck	Caldwell Sabh, Jr., Engine	Richard Wilson, Steward
Robert Gilliam, Steward	Robert Lentsch, Deck	Robert Salley, Jr., Engine	John Wolfe, Deck
David Gower, Engine	Louis Lundeman, Deck	Alfred Sanger, Deck	Ashton Woodhouse, Engine

**Politics Is
Porkchops
Donate to
SPAD**

New SIU Pensioners



Luis G. Figueroa, 58, joined the SIU in 1941 in the port of Boston sailing as a bosun. Brother Figueroa was on the picket line in the N.Y. Harbor strike in 1961 and the Robin Line strike in 1962. A native of Puerto Rico, he is now a resident there in Catano with his wife, Josephine.



Rudolph Kirschenmann, 52, joined the SIU in the port of New Orleans in 1966 sailing in the engine department. Brother Kirschenmann was born in McLaughlin, S.D., and is now a resident of Bay St. Louis, Miss.



George H. Lamont, 65, joined the Union in the port of Frankfort, Mich. in 1953 sailing as an AB. Brother Lamont is a native of Manistee County, Mich., and now resides in Arcadia, Mich. with his wife, Paula.



Jake Cobb, 62, joined the SIU in 1943 in the port of New York sailing as a chief steward. Brother Cobb was born in Chipley, Fla., and is now a resident of New Orleans.



Hugh J. MacInnis, 68, joined the SIU-affiliated Inland Boatmen's Union in the port of Detroit in 1961 sailing in the engine department for the Dunbar and Sullivan Dredging Co. from 1950-8, Merritt and Chapman Co. in 1958 and the Great Lakes Tug and Dredge Co. from 1959 to this year. Born in Canada, Brother MacInnis now resides in Highland Park, Mich. with his wife, Mary.



William J. Donald, 54, joined the SIU in 1944 in the port of Norfolk sailing as an AB. Brother Donald is a native of Lansing, Mich., and is now a resident of Norfolk with his wife, Betty Jane.



Buren D. Elliott, 69, joined the Union in 1945 in the port of Norfolk sailing as chief electrician in the engine department. Brother Elliott at the age of 67 was a 1972 upgrading program graduate at the Harry Lundeberg School of Seamanship in Piney Point, Md. He has been a union man since 1923. Born in South Carolina, he is now a resident of Chesapeake, Va. with his wife, Amanda.



James B. Lippincott, 51, joined the SIU in 1944 in the port of Mobile sailing in the engine department. Brother Lippincott is a U.S. Navy veteran of World War II. Born in Wyoming, he is now a resident of St. Ignatius, Mont. with his wife.



Frank J. Foley, 72, joined the Union in the port of Mobile in 1956 sailing in the steward department. Brother Foley sailed for 27 years. Born in Kentucky, he is now a resident of New Orleans.



Lawton J. "Hoss" Beale, 66, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Beale walked the picket line in the 1961 N.Y. Harbor strike. A native of Florida, he is a resident there in Dunnellon with his wife, Janie.



Alexander MacLean, 65, joined the SIU in 1948 in the port of Conneaut, Ohio. He sailed as an AB for the Becker Towing Co. from 1959 to 1974 out of the port of Detroit. Brother MacLean is a native of Scotland and now resides in Wyandotte, Mich. with his wife, Kate.



Charles E. Ludwick, 45, joined the Union in the port of New York in 1952 sailing in the steward department. Brother Ludwick was born in New York and is now a resident of Houston with his wife, Dorothy Lee.

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

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Mar. 28-Apr. 24, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	10	53	\$ 22,745.00	\$ 147,623.00
In Hospital Daily @ \$1.00	415	3,830	415.00	3,830.00
In Hospital Daily @ \$3.00	663	1,661	1,989.00	4,983.00
Hospital & Hospital Extras	21	71	2,746.15	11,381.46
Surgical	3	13	384.00	1,724.00
Sickness & Accident @ \$8.00	7,297	31,329	58,376.00	250,632.00
Special Equipment	5	9	1,586.35	2,561.40
Optical	237	913	5,500.47	20,898.08
Supplemental Medicare Premiums	15	122	403.70	5,293.40
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	480	1,700	95,046.39	347,080.52
Doctors' Visits In Hospital	87	278	2,629.07	8,124.72
Surgical	133	501	17,741.10	63,620.15
Maternity	23	98	6,140.00	25,690.00
Blood Transfusions	3	14	358.40	1,091.15
Optical	155	620	3,505.19	13,364.79
Special Equipment	—	—	—	—
PENSIONERS & DEPENDENTS				
Death	12	48	34,000.00	141,050.70
Hospital & Hospital Extras	141	611	19,126.53	107,048.92
Doctors' Visits & Other Medical Expenses ..	101	476	4,320.84	17,563.21
Surgical	11	55	1,629.00	7,862.75
Optical	38	194	1,325.04	4,869.87
Blood Transfusions	1	3	95.75	245.75
Special Equipment	—	11	—	3,470.18
Meal Books	—	—	—	—
Dental	1	3	195.34	578.54
Supplemental Medicare Premiums	1,826	5,429	12,140.40	36,746.80
SCHOLARSHIP PROGRAM				
	14	42	4,158.25	14,968.65
TOTALS				
Total Seafarers Welfare Plan	11,692	48,084	296,556.97	1,241,303.04
Total Seafarers Pension Plan	2,204	6,591	529,056.60	1,594,420.50
Total Seafarers Vacation Plan	932	4,598	503,879.19	2,563,092.89
Total Seafarers Welfare, Pension & Vacation	14,828	59,273	\$1,329,492.76	\$5,398,816.43

Personals

Jerry L. Broaddus

Please contact either your mother or sister as soon as possible in Lock Springs, Mo. 64654.

Leonard A. Wright

Please contact your mother, Mrs. Helen Wright, as soon as possible at the Baptist Home, 1801 Chestnut Hills, Cleveland, Ohio 44106.

Albert V. Loo

Please contact Ms. Sally Brooks as soon as possible at Sylvania House, 13 Locust St., Philadelphia, Pa.

Antonio Escoto

Please contact your brother, Salvador, as soon as possible at 225 Douglas Dr., Harahan, La. or call 504-737-0910.

Don Gilbo

Mr. Louis I. Scheer wishes that you contact him as soon as possible at 4803 N.E. 101 Ave., Portland, Ore. 97220.

John Adam Kaczmarowski

Please contact your sister-in-law, Jeanne Boyle as soon as possible.

All Seafarers

Anyone that may have been friends with the late Seafarer Joseph Henry White, it is requested that you get in touch with his brother, William LeBlanc, who had not seen him for many years. Address correspondence to J. W. LeBlanc, 65 Dorchester St., Charlottetown, Prince Edward Island, Canada.

Ian Pickering

Please contact Ms. G. Pickering as soon as possible at 89 Buxton Rd., Weymouth, Dorset, England.

ANNUAL REPORT

For the fiscal year ended September 30, 1973

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

(Name of Welfare Fund)

275 20th Street, Brooklyn, New York 11215

(Address of Fund)

to the

SUPERINTENDENT OF INSURANCE

of the

STATE OF NEW YORK

- NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2 has been filed in lieu of pages 7 to 14 of the New York Annual Statement, Part IV—Section A of Form D-2 may be substituted for Page 3 herein.
- (2) The Annual Report is required to be filed, in duplicate, not later than five months after end of fiscal year. Address replies to New York State Insurance Department, 55 John Street, New York, New York 10038.
- (3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

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

ADDITIONS TO FUND BALANCE	
Item	
1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1)	\$7,860,242.95
(b) Employee	
(c) Other (Specify)	
(d) Total Contributions	\$7,860,242.95
2. Dividends and Experience Rating Refunds from Insurance Companies	
3. Investment Income:	
(a) Interest	23,148.31
(b) Dividends	
(c) Rents	
(d) Other (Specify)	
(e) Total Income from Investments	23,148.31
4. Profit on disposal of investments	223.19
5. Increase by adjustment in asset values of investments	
6. Other Additions: (Itemize)	
(a) Adjustment to prior years' employee benefits	348,178.00
(b) Interest on Delinquencies; Miscellaneous	11,091.33
(c) Total Other Additions	359,269.33
7. Total Additions	\$8,242,883.78

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	\$ 503,593.41
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.)	3,386,271.26
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	
12. Administrative Expenses:	
(a) Salaries (Schedule 2)	\$ 39,610.53
(b) Allowances, Expenses, etc. (Schedule 2)	968.11
(c) Taxes	3,126.32
(d) Fees and Commissions (Schedule 3)	44,462.68
(e) Rent	14,266.15
(f) Insurance Premiums	323.66
(g) Fidelity Bond Premiums	920.35
(h) Other Administrative Expenses (Specify Tabulating, employee benefits, office expenses)	61,885.81
(i) Total Administrative Expenses	165,563.61
13. Loss on disposal of investments	
14. Decrease by adjustment in asset values of investments	1,273,925.60
15. Other Deductions: (Itemize)	
(a) Provision for doubtful contributions receivable; Miscellaneous	160,738.30
(b) Mortgage and Loan Interest	33,196.77
(c) Total Other Deductions	193,935.07
	\$5,523,288.95

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)		\$7,114,502.93
18. Total Additions During Year (Item 7)	\$8,242,883.78	
19. Total Deductions During Year (Item 16)	5,523,288.95	
20. Total Net Increase (Decrease)		2,712,594.63
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		\$9,834,097.76

STATEMENT OF ASSETS AND LIABILITIES

ASSETS ¹		End of Reporting Year
Item		
1. Cash		\$ 83,306.05
2. Receivables:		
(a) Contributions:		
(1) Employer		1,828,328.24
(2) Other (Specify)		
(b) Dividends or Experience Rating Refunds		223,539.29
(c) Other (Specify) Due from Subsidiary; Miscellaneous		
3. Investments (Other than Real Estate):		
(a) Bank Deposits At Interest and Deposits or Shares in Savings and Loan Associations		1,211,637.56
(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)		6,686,173.24
(1) See Schedule %		
(2) %		
4. Real Estate Loans and Mortgages		
5. Loans and Notes Receivable: (Other than Real Estate)		
(a) Secured		
(b) Unsecured		297,845.75
6. Real Estate:		
(a) Operated		
(b) Other Real Estate		
7. Other Assets:		
(a) Accrued Income		7,874.19
(b) Prepaid Expenses		48,335.71
(c) Other (Specify) Fixed Assets—Net; Security Deposits		
8. Total Assets		10,387,040.03

LIABILITIES

9. Insurance and Annuity Premiums Payable	
10. Unpaid Claims (Not Covered by Insurance)	
11. Accounts Payable	268,467.60
12. Accrued Expenses	
13. Other Liabilities (Specify) Mortgages Payable	284,474.67
14. Reserve for Future Benefits (Fund Balance)	9,834,097.76
15. Total Liabilities and Reserves	10,387,040.03

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

ANNUAL REPORT OF THE HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

STATE OF _____ }
 _____ } SS.
 COUNTY OF _____ }
 _____ 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:

[Signature]

Employee trustee:

[Signature]

Others (Indicate titles):

Overseas Arctic in New York



Above, crewmembers on the *Overseas Arctic* (Maritime Overseas) take part in shipboard meeting during payoff at Stapleton Anchorage, Staten Island, N.Y. last month. The brothers and New York Patrolman Ted Babkowski (far right) discuss the latest developments on the oil import quota bill and other federal legislation affecting their job security. Ninety percent of the crew invested in their future by donating to SPAD. Below, members of the *Overseas Arctic's* ship's committee are on the deck. They are, from left: Earl Gay, secretary-reporter; Tony Nerosa, steward delegate; Richard Bradford, deck delegate; N. J. Wuchina, engine delegate; Joe Orsini, educational director, and Luther Pate, ship's chairman.



SS Seattle Pays Off



Above, crewmembers of the *Seattle* (Sea-Land) participate in shipboard meeting after vessel paid off in Port Elizabeth, N.J. earlier this month. New York Patrolman Carl Peth, left, discusses various issues including the Union's current legislative battles in Washington and the important role SPAD donations play in our legislative fights. Below, two members of the Bosuns' Recertification Program, Barney E. Swearingen (left) and Al Whitmer (third from left) pose with the *Seattle's* ship's committee. They are, from left to right: John Gianniotis, ship's chairman; Ralph Rumley, engine delegate; Gene Hall, deck delegate and John Fanoli, steward delegate.



DRUGS

~~CANCEL
CANCEL~~

SEAMEN'S
PAPERS



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

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

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

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

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

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



Final Departures



SIU pensioner **James King**, 68, died Feb. 24. Born in Ireland, he was a resident of Beaver, Pa. when he passed away. Brother King joined the Union in the port of Detroit in 1959 sailing in the engine department for 34 years. Surviving is a sister, Mrs. Nora Creese of Beaver.



Rodney E. Matthies, 22, died Jan. 29. Brother Matthies was a resident of Lockport, Ill. at the time of his death. He joined the SIU-affiliated IBU in the port of Detroit in 1971 sailing in the deck department as a lineman for Hannah Inland Waterways since 1970. Surviving is his father, C. C. Matthies of Lockport.



SIU pensioner **Anton E. Sandberg**, 65, succumbed to a liver ailment in the Paul Oliver Hospital Frankfort, Mich., Nov. 28. Born in Alexandria, Minn., he was a resident of Frankfort when he died. Brother Sandberg joined the Union in the port of Detroit in 1960 sailing in the engine department on the *B.W. Druckenmiller* (American Steamship) from 1965 to 1972. Burial was in Benzonia Twp. Cemetery, Benzonia County, Mich. Surviving is his widow, Ruby and three sons, Anton J., Jr. of Alexandria, Brian and Michael.



Allen Styner, 39, died of injuries Jan. 29 in a Port Arthur, Tex. hospital following an accident. Born in Cade, La., he was a resident of Port Arthur when he passed away. Brother Styner joined the SIU in the port of Jacksonville in 1970 sailing in the steward department as a third cook. Interment was in Port Arthur. Surviving are his widow, Alice and two daughters, Carmen and Alice.



Howard A. Thomas, 42, died in Sault Ste. Marie, Ontario, Canada, July 7. Born in Traverse City, Mich., he was a resident of Interlochen, Mich. when he passed away. Brother Thomas joined the SIU in the port of Frankfort, Mich. last year sailing in the engine department. He was a wounded veteran of the Coast Guard. Interment was in Traverse City. Surviving are his widow, Phyllis; his parents, Mr. and Mrs. Jeremiah Thomas, and a brother, Rosewell J. all of Grawn, Mich.; a son, Howard T., Jr.; a stepson, Thomas B. Redding II and a stepdaughter, Debra Redding.



SIU pensioner **Milford W. Valentine**, 63, died after respiratory arrest in the USPHS hospital in Galveston, Tex., Oct. 31. Born in Fults, Ill., he was a resident of La Marque, Tex. at the time of his death. Brother Valentine joined the SIU in 1944 in the port of New Orleans sailing in the engine department. Burial was in La Marque. Surviving is his widow, Mamie.



SIU pensioner **Adolfo Capote**, 72, passed away Dec. 29. Born in Key West, Fla., he was a resident of Tampa when he died. Brother Capote joined the SIU in 1939 in the port of Tampa sailing in the steward department for Cities Service. Surviving is his widow, Thelma.



SIU pensioner **James W. Simmons**, 55, expired from heart failure Oct. 28. Born in Clinton, N.C., he was a resident there at the time of his death. Brother Simmons joined the Union in 1946 in the port of Norfolk sailing in the steward department as a second cook for Maritime Overseas and Delta Line. He had sailed for 26 years. Seafarer Simmons served during World War II in the Army combat infantry of the 116th Regiment in the Normandy, Northern France and Rhineland campaigns in Europe. Interment was in Clinton Cemetery. Surviving are his mother, Martha and brother, William, both of Clinton.



SIU pensioner **Teofil Smigielski**, 69, died Feb. 26. Born in Lowell, Mass., he was a resident of Bunnell, Fla. at the time of his death. Brother Smigielski joined the Union in 1943 in the port of New York sailing in the deck department as a bosun. He had sailed for 38 years. Surviving are his brother, Charles of Flagler, Fla. and two sisters-in-law, Mrs. Sophie Smigielski and Mrs. Carol Jean Smigielski, both of Florida.



SIU pensioner **Nicholas P. Tsousakis**, 63, died of cancer in Aspropyrgos, Greece, Oct. 8. Born in Mosehonisia, Turkey, he was a resident of Piraeus, Greece at the time of his death. Brother Tsousakis joined the SIU in 1945 in the port of New York sailing in the deck department. Interment was in Aspropyrgos. Surviving are his widow, Dorothy, and two daughters, Mrs. Joann Smith and Mrs. Christine A. Kozlowski, all of Baltimore and a brother, Emanuel of Piraeus.



Clyde L. Vanepps, 60, succumbed to cancer in Studebaker Hospital, Norwalk, Calif., Dec. 21. Born in Ashford, N.Y., he was a resident of Norwalk when he died. Brother Vanepps joined the SIU in the port of Galveston in 1954 sailing in the engine department as a chief electrician for Sea-Land Service. Burial of his ashes was on the high seas. Surviving are his widow, Ann; two sons, Gerald of Brawley, Calif. and Waldemar of Houston, and a sister, Shirley Mae of Norwalk.



SIU pensioner **Willie A. Edwards**, 65, died of heart disease Feb. 2. Born in Virginia, he was a resident of the Bronx, N.Y. at the time of his death. Brother Edwards joined the Union in 1941 in the port of New York sailing in the steward department for Victory Carriers. He walked the picket line in the 1961 N.Y. Harbor strike. Burial was in the Frederick Douglas Cemetery, Staten Island, N.Y. Surviving is his widow, Evelyn.



SIU pensioner **Edmond L. Cain, Jr.**, 48, died Mar. 1. Born in York, Pa., he was a resident of Essex, Md. at the time of his death. Brother Cain joined the Union in 1944 in the port of Norfolk sailing in the deck department. He was an Army veteran. Surviving are his widow, Ann Ruth; his father, Edmond L. Cain, Sr. of Baltimore; a son, Patrick and three daughters, Kathy, Naomi and Dawn.



SIU pensioner **Alvin J. Finch**, 77, succumbed to a cerebral thrombosis Jan. 1 in the Buffalo V.A. Hospital. Born in Amsterdam, N.Y., he was a resident of Point Derby, N.Y. at the time of his death. Brother Finch joined the SIU-affiliated IBU in 1941 in the port of Buffalo sailing in the engine department as tug fireman for Dunbar & Sullivan from 1920-1, Great Lakes Towing Co. from 1923-65 and the Great Lakes Tug and Dredge Co. He was an Army veteran of World War I. Burial was in the First Church of Evans Cemetery, Point Derby. Surviving are his widow, Lucille; a son, Alvin, Jr. and a daughter, Shirley.



William May, 66, died of natural causes Jan. 29. Born in Shanghai, China, he was a resident of New York City at the time of his death. Brother May joined the SIU in the port of New York in 1961 last sailing in the steward department as a cook on the *SS Charleston*. He did picket duty in the 1962 Robin Line strike and the 1961 N.Y. Harbor strike. Interment was in Cypress Hills Cemetery, Brooklyn, N.Y. Surviving are his widow, Wongluet; a daughter, Ling Ying, and a brother, Land of Woodside, Queens, N.Y.



Francis F. Stoken, 58, died of a heart attack in Schoolcraft Memorial Hospital, Manistque, Mich., Aug. 26. Born in Manistque, he was a resident of Garden, Mich. when he passed away. Brother Stoken joined the SIU in the port of Detroit in 1960 sailing as a deck gateman for Amersand/McKee Sons. He was an Army veteran of World War II. Burial was in New Garden Cemetery, Garden. Surviving are his widow, June; a son, Nicholas, Jr., two daughters, Mary and Susanna; a brother, Raymond of Manistque and a brother-in-law, James Duschene of Garden.

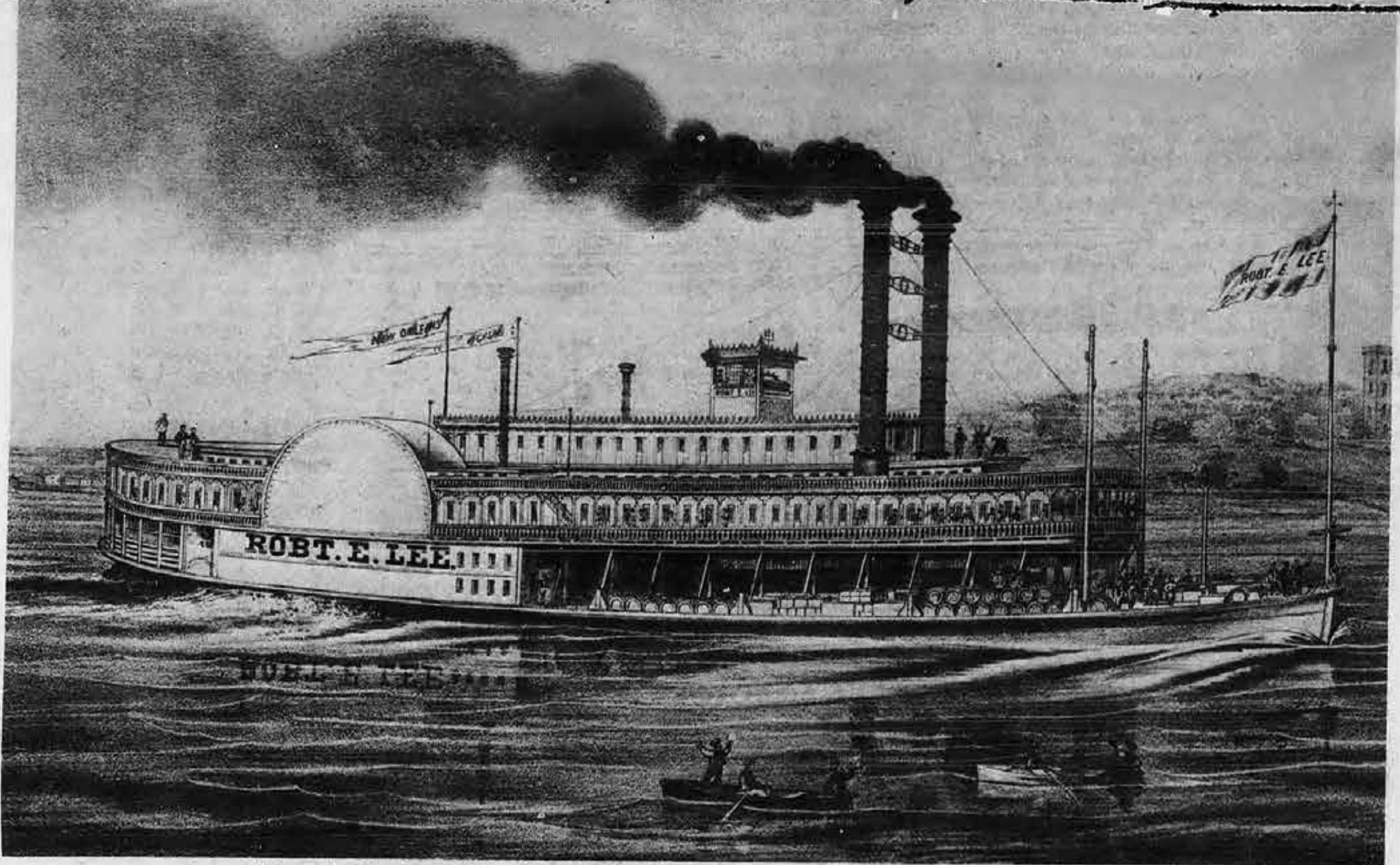


James C. MacDonald, 63, succumbed to heart failure in San Francisco General Hospital Sept. 27. Brother MacDonald joined the Union in the port of New York in 1955 sailing in the steward department. A native of Glasgow, Scotland, he was a resident of Clearwater Beach, Fla. when he died. Interment was in Fairmont Cemetery, Fairfield, Calif. Surviving are a brother, John MacDonald of Clearwater Beach; a sister, Mrs. Ellen Spearbreaker, and a nephew, Brian Snider, both of Racine, Wisc.



SIU pensioner **Melvin C. Dart**, 62, succumbed to a hemorrhage in St. Mary's Hospital, Green Bay, Wisc., Nov. 28. Born in Door County, Wisc., he was a resident of Sturgeon Bay, Wisc. at the time of his death. Brother Dart joined the SIU-affiliated IBU in the port of Detroit in 1962 sailing as a tug piledriver for the Luedtke Engineering Co. of Frankfort, Mich. from 1950 to 1972. Interment was in St. Joseph's Cemetery, Sturgeon Bay. Surviving are his widow, Pearl and two sons, Reginald and Cleyon.

Twain's Mississippi—A Fascinating and Mighty River



With smoke billowing and flags flying, Mississippi Steamboat Robert E. Lee travels down the great river.

"The Mississippi is well worth reading about. It is not a commonplace river, but on the contrary is in all ways remarkable. Considering the Missouri its main branch, it is the longest river in the world—4,300 miles. It seems safe to say that it is also the crookedest river in the world, since in one part of its journey it uses up 1,300 miles to cover the same ground that the crow would fly over in 675."

—Mark Twain

Mark Twain wrote that paragraph as the opening to his book "Life On the Mississippi" over a century ago (before the source of the Nile had been discovered revealing it as the longest river

in the world). In that book, Twain described many colorful accounts of the Mississippi and his experiences on it. Today it can be used as a "semi-factual" historical guide to the great river.

The Spanish explorer Hernando deSoto was the first white man to see the Mississippi, in 1541, Twain points out in his book. But deSoto did not really explore it. He died and was buried in it by his priests and soldiers.

Obviously the account of the discovery by deSoto's men who returned home did not stir any excitement, for almost 130 years passed before another white man was to see the river.

Although the white settlers along the Atlantic coasts had heard of a great river to the west, there

was no interest in it and hence no exploration. Even deSoto was not looking for a river when he found it, and evidently neither he nor his men valued the discovery.

In 1673 the French explorers Joliet and Marquette set out from Canada with an expedition. They went by way of the Great Lakes, down through Green Bay, Wisc. and reached the banks of the Mississippi. Traveling down the Mississippi they passed the mouth of the Ohio, and reached the mouth of the Arkansas, according to Twain.

This renewed interest in the Mississippi after 130 years apparently was due to the belief in that day that the Mississippi emptied into the Gulf of California, and thereby provided a short cut from Canada to China. Previously the river was thought to have emptied into the Atlantic.

After Joliet and Marquette reached the mouth of the Arkansas, they came to believe that the Mississippi did not empty into the Gulf of California or the Atlantic, but into the Gulf of Mexico. They returned to Canada with their news.

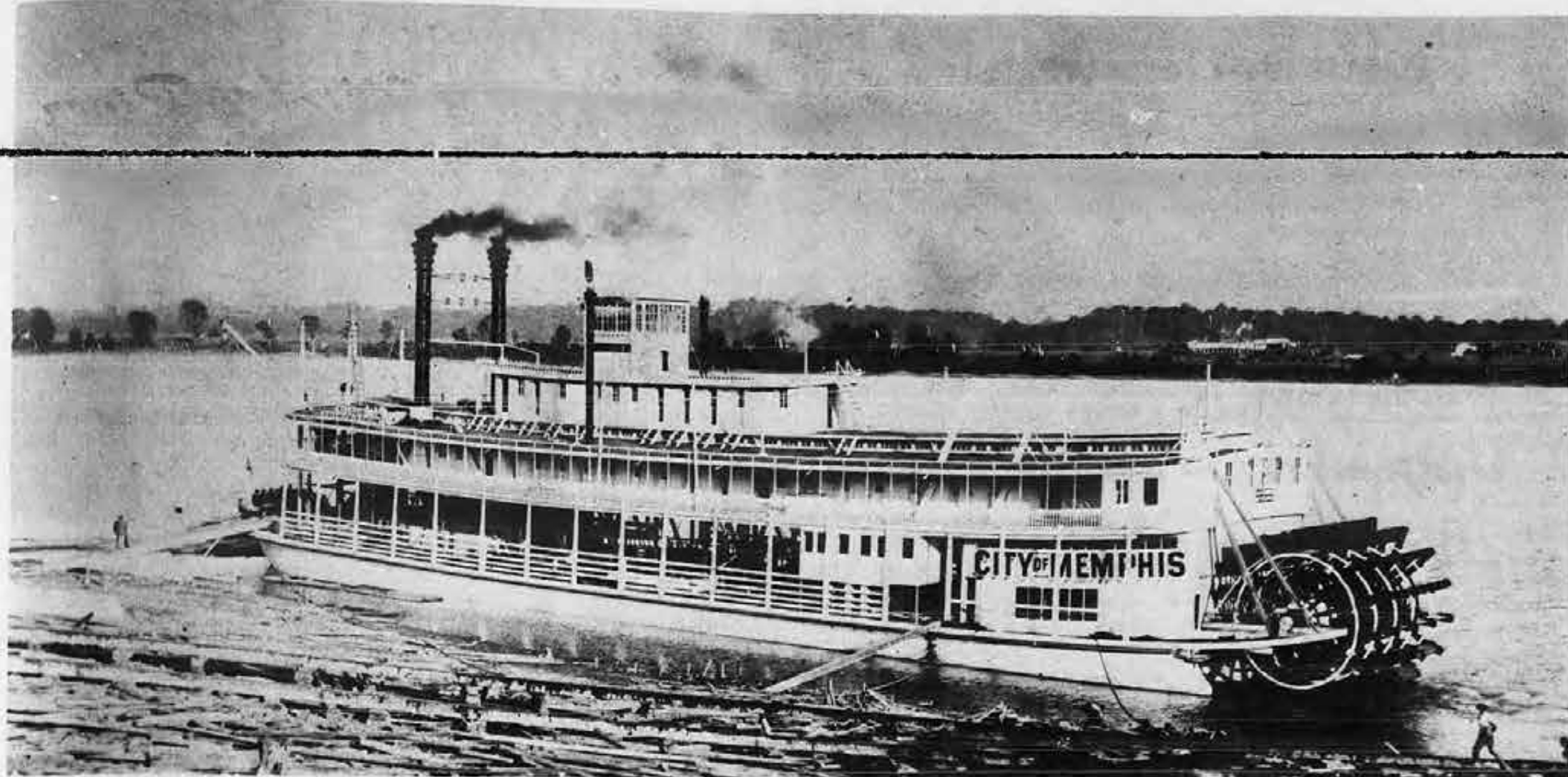
Almost simultaneous with the exploration of Joliet and Marquette was the one of LaSalle, sailing in the name of Louis XIV. After numerous delays and misfortunes, LaSalle and his men set out in the dead of winter in 1681. They started down the Illinois and at the Mississippi they turned southward. They went past the mouth of the Missouri and the Ohio, and reached the mouth of the Arkansas.

In February, 1682, at a point which was to become the future town of Napoleon, Ark., LaSalle raised a cross with the arms of France on it, right on the banks of the Mississippi. Joliet and Marquette's expedition ended on that same spot, and when deSoto first sighted the river (over a century and a quarter earlier) he sighted it from there also, Twain notes. From that point LaSalle was able to see the river empty into the Gulf of



Spanish explorer Hernando deSoto discovered the Mississippi in 1541.

Continued on Page 29



Sternwheeler *City of Memphis* paddles down the river, circa 1870.

Continued from Page 28

Mexico, and he proved conclusively what Joliet and Marquette had earlier theorized.

It was not until the beginning of the 19th century however that the river became a vehicle for anything even remotely resembling a regular commerce. Here's how Mark Twain describes the first real transportation on the river, and the type of men working on it:

"The river's earliest commerce was in great barges—keelboats, broadhorns. They floated and sailed from the upper rivers to New Orleans, changed cargoes there, and were tediously warped and poled back by hand. A voyage down and back sometimes occupied nine months."

"In time this commerce increased until it gave employment to hordes of rough and hardy men; rude, uneducated, brave, suffering terrific hardships with sailorlike stoicism; heavy drinkers, coarse frolickers in moral sties like the Natchez-under-the-hill of that day, heavy fighters, reckless fellows, every one . . . yet, in the main, honest, trustworthy, faithful to promises and duty, and often picturesquely magnanimous."

Before long the steamboat made its appearance. For the first decade or two the keelboats were used for downstream business to New Orleans, while the steamboats carried cargo upstream. But after some time the steamboats increased so much (in number and speed) that they took over the entire commerce. Keelboating died, and the keelboatman became a deckhand, or a mate or pilot on the steamer.

In a colorful description by Twain, he tells of the type of boat which revolutionized water travel and commerce on the river:

"She is long and sharp and trim and pretty; she has two, tall fancy-topped chimneys, with a gilded device of some kind swung between them; a fanciful pilothouse, all glass and 'gingerbread,' perched on top of the 'texas' deck behind them; the paddle-boxes are gorgeous with a picture or with gilded rays above the boat's name; the boiler deck, the hurricane deck and the texas deck are fenced and ornamented with clean white railings; there is a flag gallantly flying from the jack-staff. . . ."

Some 60 years after steamboating began on the Mississippi, and about 30 years after its peak, it had died off considerably. The railroads killed steamboat passenger traffic (taking much less



Marquette and Joliet exploring the river in 1673.

time), and the towing fleets took away much of the freight business by taking more loads at much less expense.

The Mississippi itself has always been an immensely wide, fast-flowing river with numerous snags, stumps, blind reefs and sandbars. And it's always had an incredible shifting channel, which re-located cities, changed boundaries and in general created "geographic chaos."

For example, in Twain's day, at Hard Times, La. the river was two miles west of the region it once occupied, so that the original site of that town was not in Louisiana, but on the other side of the river in the State of Mississippi.

Just as hard to believe is the fact that almost all of the 1,300 miles of the Mississippi which LaSalle sailed down in 1682 was solid ground 200 years later. The river flowed to the right in some places, and to the left in others, Twain tells us.

It has been over 400 years since deSoto set eyes on this remarkable river which flows the length of this nation from the Great Lakes down into the Gulf of Mexico. Since that time it has provided the American people with a means of transportation (for cargo and passengers), a capricious, forceful body of water which sometimes plays havoc with surrounding towns and countryside and a subject for seamen, authors and storytellers to pursue for as long as men inhabit this country.



The legendary Mark Twain on the deck of a ship.

Upgrading Class Schedule

May 20 — Welding
 May 27 — FOWT
 May 30 — QMED, Lifeboat, and all Steward Dept. Ratings
 June 3 — QMED, Lifeboat, Able Seaman, Welding, and all Steward Dept. Ratings
 June 24 — FOWT
 June 27 — QMED, Lifeboat, and all Steward Dept. Ratings
 July 11 — QMED, Lifeboat, Quartermaster, Welding and all Steward Dept. Ratings

In All Departments

Upgrading — Key to Future

Education is a never-ending process. We are always learning, whether it be through the informal route of the "school of hard knocks," or through the more formal avenue of a classroom setting. Higher education is a great plus factor for anyone wishing to advance himself within his chosen profession or who desires simply to enrich his life by experiencing as many learning situations as possible.

The Harry Lundeberg School has committed itself to providing Seafarers in the maritime industry with the knowledge of modern approaches to shipping and keeping them up to date on innovations within the deck, engine and steward departments. The Lundeberg School is committed to giving each and every Seafarer the opportunity to upgrade himself and advance to the high-

est rating within his department, if he wishes.

Today's world is so technically oriented, with a computer for almost any task, that a man working in the engine department must be on top of the situation at all times in order to perform his job competently. This applies not only to the QMED's, but to the wipers, who receive their training in the Lundeberg School's entry-rating program.

For this reason, the Lundeberg School is in the process of constructing a console simulator in order to support the QMED courses and expose the candidate to all phases of the console he might encounter aboard ship. The console will teach the student how to handle a modern engine room and how



A group of engine department Seafarers take advantage of one of the many courses offered at the SIU-IBU Upgrading Center at the Lundeberg School in Piney Point, Md. Here, as part of a course in welding, bracing and cutting, instructor Charlie Nalen (third from left) demonstrates proper way to light-off acetylene torch.

to counteract an emergency situation.

For the AB, the Lundeberg School is developing curriculum in addition to its established course of study that would enable an AB candidate to take over the helm of a ship under simulated conditions. This will prepare him to competently man the helm of any vessel afloat.

Those persons upgrading to Third Cook or other positions within the Steward Department will be facing new technology such as radar ovens. In the Lundeberg Upgrading program, students learn how to run the galley aboard ship efficiently as well as tastefully.

Upgrading not only extends into the vocational department of the Lundeberg School, but the academic department as well. The General Equivalency Development program at HLS enables an individual to earn his diploma—whether for better job opportunities or personal satisfaction.

This chance has been welcomed by many Upgraders, such as Bill Bellinger, 51, who recently gained his diploma after a little more than a month of study.

Seafarer Bellinger was the 19th Upgrader to receive his diploma through the Lundeberg School program. Just before entering the GED program, Brother Bellinger had received his full 'A' book through the Union's 'A' Seniority Upgrading program.

Education is the key to a more qualified work force within the maritime industry as well as the SIU's foot inside the door in obtaining more and better contracts. And, the Harry Lundeberg School of Seamanship is the door to the future.

Diesel Engine Course

A Diesel Engine course for Marine Diesel Engineers will begin on July 29 at the Harry Lundeberg School. Requirements for the course are available to all those interested by writing the Director of Vocational Education, Harry Lundeberg School of Seamanship, St. Mary's County, Piney Point, Md. 21074.

Following is an outline of the areas the course will cover:

- a. What a Diesel Engine Is
- b. Distinguishing features of Diesel Engines
- c. Basic Construction of Diesel Engines
- d. Heat and Combustion
- e. Oil and Gaseous Fuels
- f. Engine power and fuel consumption
- g. Engine types
- h. Stationary & Moving Parts
- i. Valve gear, Scavenging & Supercharging
- j. Injection fuel
- k. Lubrication
- l. Governing
- m. Auxiliary Systems
- n. Operation & Maintenance
- o. Troubleshooting, First Aid and Safety

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.

Dennison, E. F.	234-60-8752	UIW
Benson, G.	381-54-7943	A&G
Vito, F.	134-14-9223	A&G
Jeanty, R.	084-48-4142	UIW
Price, S.	460-58-8037	A&G
Crabtree, R.	268-36-3740	UIW
Kauffer, C.	233-09-1116	UIW
Ortiz, A.	095-18-6193	A&G
Williams, S.	248-30-0004	UIW
Williamson, V.	212-20-0831	A&G
Quinnonez, M.	088-40-2559	UIW
Diaz, A.	080-16-8311	A&G
Rice, J.	226-68-5364	UIW
Renski, J.	161-09-4087	A&G
Sheldrake, P.	082-22-7106	A&G
Reed, A.	031-07-1871	IBU
Murray, M.	264-88-3708	A&G
Southard, R.	382-20-7418	A&G
Young, W.	212-20-6272	A&G

Lifeboat Course

Any Seafarer wishing to take the Lifeboat course while upgrading at the Harry Lundeberg School of Seamanship in Piney Point, Md., should indicate that fact on his application. The Seafarer will then be able to attend a Lifeboat course if one is available while he is at the School.

Why Donate to SPAD?



Seafarer Howard Ring, Jr. catches up on the latest developments in the important oil import quota bill as reported in the LOG when the *Sea-Land McLean* (Sea-land Service) arrived in the port of New York after a run to Rotterdam and Bremerhaven. Able Seaman Ring, who is a regular supporter of SPAD, said: "Our political activities are essential to our job security. SPAD made the Merchant Marine Act of 1970 possible, and SPAD will mean more ships and cargo which means more jobs for all of us in the SIU."



Lundeberg School



Deck Department Upgrading

Quartermaster

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

Able-Seaman

Able-Seaman—12 months—any waters

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

Able-Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

Engine Upgrading

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

LNG/LPG Program

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

Steward Upgrading

Assistant Cook

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

Cook and Baker

1. 12 months seetime as Third Cook or;

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

Chief Cook

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

Chief Steward

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

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Name _____ Age _____
(Last) (First) (Middle)

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

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

RECORD OF 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



DIRECTOR GENERAL OFFICE OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



**Face
It**

\$20⁰⁰ SEAFARERS POLITICAL ACTIVITY DONATION \$20⁰⁰

Date _____ B 10001

Contributor's Name _____

Address _____ City _____ State _____

S.S. No. _____

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

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

\$20⁰⁰ 1974 \$20⁰⁰

Signature of Solicitor _____ Port _____

**Support
SPAD**

