



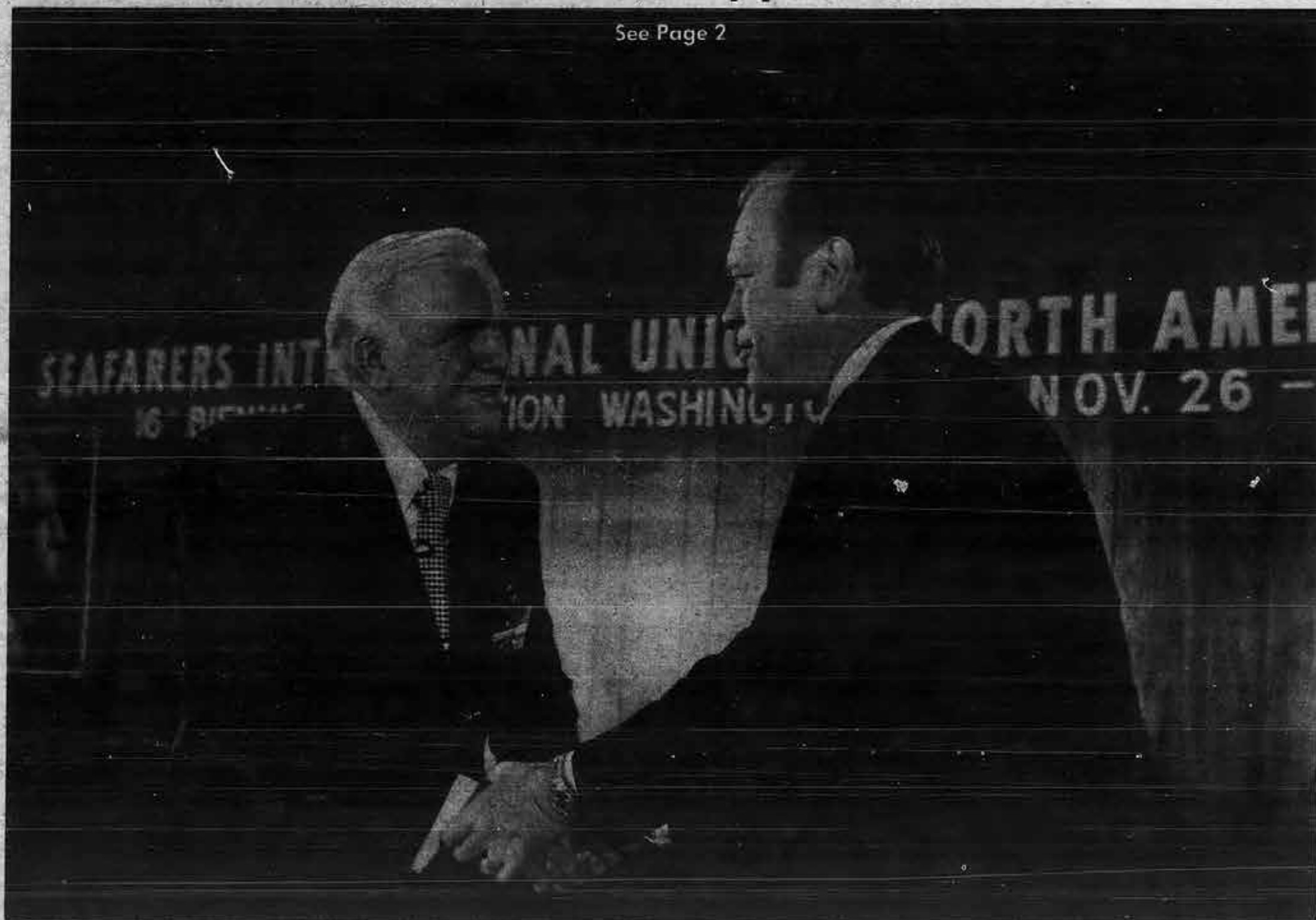
SEAFARERS LOG

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August, 1974

President Ford Has Record Of Support for Merchant Marine

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President Gerald R. Ford—who was then Vice President designate—is greeted by SIU President Paul Hall at the SIU Convention last November where he asserted his belief that "America has an opportunity to again be the greatest maritime nation in the world." Ford was sworn in as President of the U.S. on August 9th. (See story on page 2.)

**SIU-Contracted
TT Williamsburgh
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500th High School Diploma Through HLSS

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Labor Support for Oil Import Bill Builds in Nation

WASHINGTON — Support for the Energy Transportation Security Act of 1974 continued to pour in from the labor movement throughout the nation as the Senate was preparing to vote on the measure. Action in the Senate is expected later this month.

The bill will require that 20 percent of this nation's oil imports be carried on U.S.-flag ships beginning this year, and that the quota be increased to 25 percent in 1975 and to at least 30 percent in 1977.

Under the leadership of the SIU—and with the support of labor organizations in every state of the union—the bill has already won overwhelming endorsement in the House of Representatives with a vote of 266-136, and late in June was voted out of the Senate Merchant Marine Committee by a strong margin of 14-2.

The bill had already received the unanimous endorsement of the AFL-CIO and the AFL-CIO Maritime Trades Department earlier this year, and since then 65 national unions and their affiliates—including State Central Federations in every one of the 50 states—have actively participated in support of the bill by contacting every member of the U.S. Senate to urge favorable consideration.

Legislative representatives from national and international unions have worked closely with the SIU and the Maritime Trades Department in pressing for passage of this legislation.

The Energy Transportation Security Act will strengthen the nation's national security by insuring that a substantial percentage of America's energy needs will be transported on ships owned and controlled by the United States through this country's private industry. It will also add to the nation's security by providing a stronger U.S. merchant marine to serve the nation in times of national emergency.

Other goals of the bill include:

- Cost benefits of from 36 to 59 cents per barrel of imported oil by reducing oil company pricing deceptions such as transfer pricing, by increasing tax revenues and earnings from U. S. shipping companies, by providing thousands of new jobs for U. S. shipyard and shipboard workers, and by greatly reducing the present U. S. balance of payment deficit created by U. S. dollars paid for use of foreign oil tankers.

- A tangible consumer benefit of several cents a barrel by waiving 15 cents per barrel of the oil import fee on crude oil imports carried in U. S. tankers. The savings would be required to be passed on to U. S. consumers.

- It would aid U. S. farm exports by creating a large pool of U. S. ships willing to carry bulk farm products such as grain as a backhaul at low rates.

- It would aid the Great Lakes and other U. S. seacoasts by fairly apportioning U. S. Government-impelled cargoes to the nearest U. S. ports.

The central purpose of the Oil Bill is to reduce the U. S. dependence for oil import transportation on foreign flag, foreign crewed vessels that owe no allegiance to the U.S.

This dependency is further compounded by the dangerous U. S. reliance on foreign oil imports and the susceptibility of these imports to a further cut-off by the Arab nations.

This dual cut-off would only be forestalled by a strong U. S. fleet able to resist foreign threats and able to continue to carry U. S. oil imports.

The dangers the nation faces in the future will be heightened as the Arab states complete their massive tanker-building program and achieve their goal of carrying 40 percent or more of Arab oil exports.

Today the United States is virtually the only major power that allows its vital oil import transportation lifelines to be foreign dominated. Other nations

have built up large tanker fleets and have passed laws or made administrative decisions to provide their fleet with a major portion of their oil trades. France allots its fleet the equivalent of two-thirds of its oil imports. Japan, by administrative actions, assures its ves-

sels more than 50 percent of its oil imports.

Many other countries are taking similar actions to strengthen their merchant marine while ensuring that a greater portion of their vital trade is carried in their own fleet.

President Ford Has Record Of Merchant Marine Support



President Gerald R. Ford, who was then Vice President designate, addresses the SIU Convention held last November as SIU President Paul Hall, seated beside the podium, listens.

WASHINGTON—President Gerald R. Ford—who was sworn in this month as the 38th President of the United States following the resignation of Richard M. Nixon—has long been a staunch advocate of a strong American Merchant Marine.

President Ford, as a member of Congress, was one of the leading supporters of the Merchant Marine Act of 1970 and has continued to work for implementation of the Act.

Speaking at the SIU Convention in Washington last November, President Ford reaffirmed his support for a strong national merchant fleet. He called the 1970 Merchant Marine Act "the great-

est shot in the arm to American maritime industry in its broadest sense in the history of our country." Looking to the future he said: "America has an opportunity because of this legislation to again be the greatest maritime nation in the world."

President Ford was a member of Congress for 25 years as a representative from Michigan before he became Vice President.

SIU President Paul Hall said he was confident that President Ford "would continue his support for an American merchant marine that will provide this nation with security in times of peace as well as national emergency."

the PRESIDENT'S REPORT:

Working Toward A Common Goal



Paul Hall

WE ARE MOVING SWIFTLY toward enactment of the Energy Transportation Act of 1974—a law which will guarantee that American-flag ships will carry a fair share of the crude oil imported into this nation. The importance of this legislation to our national security has been urged by many members of Congress. Spokesmen for consumer protection and environmentalists have pointed out the importance of the bill in bringing about a greater measure of national control over our economy and our environment. Industry leaders have supported the bill because it will revitalize maritime related industries which have been in decline for many years.

Leading the fight all the way has been the American Labor Movement—and this is the most significant aspect of this long legislative struggle. Never in recent years has the labor movement in this country united in an effort to initiate and

enact legislation which will provide job security for many thousands of American workers, as well as insure the integrity of this nation.

It was the membership of the SIU which initiated this fight for cargo for American ships. And from the very beginning the labor movement rallied to our support. The AFL-CIO convention unanimously supported our efforts as did the Maritime Trades Department. AFL-CIO unions in every one of the 50 states have been working actively for passage of the bill. National and international unions in all industries across the country have rallied to our support.

The importance of this is that it demonstrates that the American labor movement can and will unite in an effort to move this nation forward to protect the economic security of American citizens and to insure the security of the nation against the military and economic blackmail of foreign nations.

The Energy Transportation Security Act will provide thousands of jobs for American seamen and workers in related maritime industries. It will provide a major incentive for revitalizing this nation's merchant marine—our fourth arm of defense. It will enhance our national prestige and will establish this nation in its rightful place as a leading power on the high seas.

It is to the credit of the American labor movement that we have shown the foresight and determination to work for passage of this important legislation. The unity that has been demonstrated shows very forcefully that the labor movement in this nation is a viable force for the well being of the country—and not just for the parochial interests of its membership.

We are all working toward a common goal. We are working for jobs for Americans, security for America, and a better way of life for all Americans.

2nd Supertanker, TT Williamsburgh, Christened

The 225,000 dwt *TT Williamsburgh*, sister supertanker of the *TT Brooklyn*—first giant ship built by 3,000 SIU-affiliated UIW members, employed by Seatrain Shipbuilding—was christened and launched by the wife of New York City's mayor, Mrs. Abraham D. Beame shortly after Friday noon on Aug. 9 at the former Brooklyn Navy Yard.

Like the *Brooklyn*, the 1,094-foot *Williamsburgh* will be manned by an SIU crew to carry 1.5 million barrels of oil following systems testings and outfitting, sea trials in September and delivery in October.

Three more of the six-story behemoths will be built at the Yard with a sixth leviathan planned and awaiting the green light from the U.S. Maritime Subsidy Board. This sixth vessel could provide jobs at the shipyard right into the 1980's.

Presently, the third supertanker to be built, the *TT Stuyvesant* is half completed and the fourth tanker recently named the *TT Bay Ridge* will have work started on her in the very near future.

More than 4,000 spectators saw



TT Williamsburgh eases out of graving dock as UIW shipbuilders look on.

Mary Beame get help from Seatrain Shipbuilding's new president, John A. Serrie, Jr. in baptizing the *Williamsburgh* with champagne.

A huge dockside circus-like tent shaded the 1,000 guests as they cheered the horn blast of the ship on her first minivoyage on a 1:45 p.m. high tide as she was tugged out to Dock J nearby.

Just before the launching of the 50,000 hp single screw ship in perfect weather and to the tune of "Look Me Over" and "California Here I Come" by the U.S. Coast Guard Band from Governor's Island in N.Y. Harbor, the multitude was treated to a dynamic keynote address by Brooklyn Congresswoman Shirley Chisholm whose 12th District flanks the Yard.

"It is not the blueprints on the drawing board, it is not the economic ideology, but it is the jobs and training (at the Yard) that will be the only tangible answer to the unemployment in our community today," she emphasized.

"Together we must fight in Washington, D.C.," she said, "through the New York congressional delegation to secure more contracts for the large tankers and cargo vessels. Together we must build; together we must have faith."

Mrs. Chisholm told the audience of shipbuilding workers and owners, government and Union officials and invited guests that top priority was jobs. She said the community must "get a piece of the action." She concluded by saying that "tankers are needed for our nation."

A Brooklyn native and former Bay Ridge resident, U.S. Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell stated, "This christening provides further evidence of the restoration of this Yard which in just a few short years has again become one of our nation's leading shipbuilding centers."



SIU VP Frank Drozak (left) chats with Robert J. Blackwell, U.S. asst. secretary of commerce on maritime affairs, about the future of the industry.

Blackwell added "I think it's a great credit to Seatrain and the workforce that its first endeavor in the shipbuilding field was to produce the largest merchant ships ever built in this country."

The MARAD head detailed the agency's "heavy engagement" to guarantee equal job rights for the upward mobility of minorities in the shipbuilding industry spelled out by the Mer-

chant Marine Act of 1970.

Of the estimated 3,000 UIW members at the Yard, 82 percent are from minority groups, Blackwell pointed out.

He also noted U.S. women blue collar shipyard workers soared from 862 in early 1973 to 2,400 this March.

Another Brooklyn resident of 45 years, N.Y.C. Mayor Beame termed the Yard as "... one of the city's most job-producing resources."

Beame said "This is a great day for the Brooklyn Navy Yard and a great day for our city. Brooklyn needs the Navy Yard. And New York City needs the Navy Yard."

The mayor continued "It is through such projects as the *TT Williamsburgh* resulting from skilled and dedicated management such as Seatrain's, teamed with the excellent effort by workers such as those who built the *Williamsburgh*, that New York City can—and will—realize the full potential of its reputation as the greatest city in the world."

Summing up, Beame said "... the management and board of directors of CLICK (Commerce, Labor, Industry Corp. of Kings), the people of the local communities, all those workers who built the tanker, and all others involved,

have good reason to be proud today."

Top man of Seatrain Lines, parent of Seatrain Shipbuilding, Howard Pack praised the SIU-affiliated UIW for "closely working" with the company. He said the "rebirth of the fleet is a fact. This christening signals that rebirth. I believe Seatrain can take pride in being a pioneer in the movement to begin a resurgence of shipbuilding at American yards."

Seatrain Lines chairman of the board Joseph Kahn said we "proved ourselves capable." Kahn said he was "proud of the workforce 3,000 strong and growing." It was a difficult job and a job well done, he added.

Other SIU-UIW members and government officials at the ceremonies were the 12 Seafarers in the Bosuns Recertification Program at Union headquarters, SIU Vice President and UIW National Director Frank Drozak; SIU-UIW Secretary-Treasurer Joseph Di Giorgio; SIU New York Patrolman George McCartney; UIW Atlantic Area Director Ralph Quionnez; UIW Chief Steward Cuthbert Jones; UIW Representative Robert O'Keefe; U.S. Assistant Secretary of Commerce for Economic Development William Blunt; Federal Maritime Commissioners Ashton C. Barrett and George H. Hearn; U.S. Secretary of the Maritime Subsidy Board James S. Dawson, Jr., and Commander of the U.S. Coast Guard's Atlantic Area Vice Admiral W. F. Rea, III.

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At launching are (l.) Frank Drozak and (3rd from l.) Sec.-Treas. J. Di Giorgio with Recertified Bosuns (l. to r.) J. Spuron, E. Tirelli, J. Gonzalez and O. Pedersen.



SIU President Paul Hall on the platform of the 32nd General Convention of the Carpenters in Chicago, August 1. With him is Carpenters General Secretary William Livingston.

Speaking at Carpenters Convention

Hall Stresses Need for Political Action, Organizing

Stressing the absolute necessity of strong political action to safeguard the rights of the millions of American workers involved in the trade union movement, and the importance of a coordinated effort in labor to build an effective organizing team, SIU President Paul Hall delivered an address to the 32nd General Convention of the Brotherhood of Carpenters and Joiners of America in Chicago, Ill. on August 1.

In introducing President Hall to the Convention, Bill Sidell, president of the Carpenters and Joiners Union,

called him "one of the finest friends that the Carpenters have ever had in the Labor movement." He added that Hall was a "doer" and a "firm believer in helping your friends and fighting your enemies."

In his address, President Hall told the Convention that "our welfare as workers lies in the area of legislation. The conditions under which we work depends on whether or not we get good laws on the books."

Hall noted, though, that "exercising our free prerogative as free trade union-

ists in the political arena" is not an easy task, for each time a labor union becomes actively involved in politics, the Union's officers are harassed by certain elements of the federal government.

"We in the labor movement are held more accountable for our actions than any single sector of the whole American society," he said.

"Even though the trade union movement operates today under a double standard of justice," affirmed Hall, "we must continue to be active in politics to insure the rights and job security of our individual members."

Hall concluded that this can be most effectively accomplished "by supporting our friends in Congress—whether they be Democrats or Republicans—and by working for the defeat of our enemies."

Focusing on another "very impor-

tant" area, President Hall outlined for the Carpenters Convention the progress of the newly formed AFL-CIO Department of Organizing.

He said that over the past few years "the trade union movement as a total-ity has not done too good of a job in organizing," and that this can only be combated by a "coordinated effort by everyone involved in labor."

He affirmed, however, that the AFL-CIO Department of Organizing "would be able to supply the kind of leadership and coordinated effort that is required on the part of us all to get off the seats of our pants and continue the vital job of organizing."

SIU President Hall thanked General President William Sidell of the Carpenters for the great support his organization—along with many others, has given maritime workers in their legislative fights.



Carpenters General President William Sidell delivers keynote address to the 32nd General Convention of the United Brotherhood of Carpenters and Joiners of America held in Chicago. The Carpenters delegates shown represent a membership of 850,000.

Sailing Aboard Thomas Lynch



Brother Ed Lessor stands by one of the life preservers aboard the *Thomas Lynch* (Waterman) during a recent payoff of the vessel in Brooklyn, N.Y. Brother Lessor, who sails as able-seaman, joined the Union in 1945 in the port of Boston. He now makes Seattle his home port.

Filipino Unionist Visits SIU



Roberto Oca, National President of the Philippine Transport and General Workers Organization, discusses labor publication with SIU Vice-President Frank Drozak during a recent tour of SIU Headquarters. Brother Oca, visiting related transportation unions in the U.S., was impressed by the size and organization of SIU operations.

Best Great Lakes Contract Ever Negotiated

SIU Concludes Successful Bargaining Agreement

Contract negotiations between the SIU and the shipowners of the Great Lakes Association of Marine Operators were formally concluded in Detroit, Mich. on Aug. 8.

The new agreement between the Union and the companies reflects the best wage, benefit and working rules conditions ever negotiated for unlicensed seamen on the Great Lakes.

Among the highlights of the new contract are large hourly rate increases spread out over the next three years. Effective Aug. 1, 1974, all ratings re-

ceived a 28 or 30 cents an hour increase and a 67 cents per hour cost of living adjustment. For example, bosuns will now earn \$5.065 per hour, QMEDs \$5.16 and second cooks \$4.96.

On Aug. 1, 1975, all ratings will get a 16 cents per hour increase, and non-entry watch standers will receive an additional 15 cents per hour "watch differential."

As the third step in the wage increases negotiated, after Aug. 1, 1976 there will be a 16 or 21 cent increase in hourly rates.

Through HLS Program

Bosun Jim Foti Gets High School Diploma

Bosun Jim Foti, who is currently enrolled in the 14th class to go through the Bosuns Recertification Program, has become the 23rd Seafarer to receive a high school diploma through the Harry Lundeberg's General Education Development Program.

Seafarer Foti thus becomes the first bosun to receive a high school diploma while simultaneously participating in the Bosuns Recertification Program at Piney Point. And at 57, he is also the oldest Seafarer to obtain a diploma, proving once again that you are indeed never too old to learn.

Brother Foti has been a member of the SIU since 1941, and he has been

In addition to the agreed-upon increases, cost of living adjustments will be computed and added to each yearly increase. This is the first time that a Great Lakes SIU contract has included a provision for cost of living adjustments.

The new contract also contains substantial changes in working rule and living conditions for Seafarers on the Great Lakes.

Included in these changes are: two new holidays, Flag Day on June 14 and

Maritime Day on May 22; double time and one-half for holidays; an increase in transportation allowance to 9 cents per mile, \$95 maximum; an increase in subsistence from \$13 to \$23.75; time and one-half in addition to regular wages for crewmembers required to clean up excessive oil spills; overtime for deck department members required to work in the tunnel; no painting, chipping or sooging for QMEDs, and overtime for firemen required to pass coal.

Increased fringe benefits were also negotiated.

sailing as a bosun since 1954. He is a native of Boston, but now makes his home on the West Coast.

"I dropped out of high school in Massachusetts after completing the 10th grade, and that was over 40 years ago," he says. "I must admit that after all these years I had my doubts about going through this program."

Seafarer Foti credits the teachers at the school with helping him pass the state tests and get his diploma. In fact he completed the course in less than the normal eight weeks time, and had the highest total score on the tests of anyone in his group.

"The teachers at Piney Point were

very, very encouraging and enthusiastic. They chose good subject areas for me to study, and gave me a lot of confidence. And, they provide individual instruction with the students, which is really great."

When Seafarer Foti came to Piney Point he took a pre-GED test and scored very well. He was then given another series of tests, again scored well, and decided to go through the program and try for his diploma.

Since he was also going through the Bosuns Recertification Program at the same time, he was kept pretty busy during his stay at Piney Point.

"I spent a lot of time in my room studying the books they gave me. It was a little hectic, going to classes with the bosuns too, but Piney Point is like a school in a resort, so my time down there was a pleasant experience."

Seafarer Foti admits that for someone to go "back to the books" after a 40 year lapse he must have continued some sort of an "informal education" over that time.



Above, Bosun Foti receives some individual tutoring from Social Studies Teacher Jean Magrini; below, English Teacher Marilyn Grotzky works with Trainee Tim Galvin and Brother Foti.



SIU Representative Attends ITF Congress

SIU Vice President Bull Shepard has joined other U.S. maritime labor officials and labor representatives from all over the world in Stockholm, Sweden for the 31st Congress of the International Transport Worker's Federation.

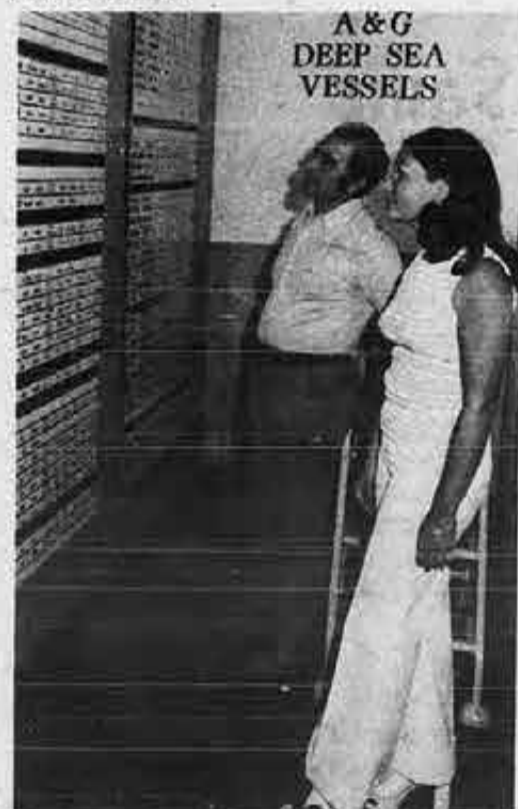
The ITF is a multinational confederation of transportation worker's unions set up to coordinate labor movement activities on an international level.

The agenda of this ITF congress includes a vote on a motion sponsored by the SIU and other U.S. trade unions, calling for an investigation of multinational companies.

Stating that the financial decisions made by these business giants "aim at establishing sub-standard worldwide employment conditions," and that these multinational companies "are taking a

heavy toll among working families and working communities from one end of the globe to the other," the motion calls for an ITF conference to formulate an international labor course of action to deal with these companies.

The 31st congress is also considering motions dealing with safe manning of ships, income tax relief for seafarers and the basic rights of trade unions.



Bosun Foti is shown board listing Deep Sea vessels at Headquarters by Control Room worker Marie Fundora.

Investigation On Navy Tanker Award

Both SIU and District 2 MEBA-AMO have called for an investigation of the Military Sealift Command's decision to award manning contracts for nine new 25,000 dwt Navy tankers to Marine Transport Lines, even though another operator, Iran Destiny Carriers, had submitted a lower bid.

The MSC bypassed Iran Destiny, an SIU contracted company, claiming that they were not a responsible operator. This contention was partially based on the MSC takeover of four Navy tankers operated by Iran's affiliate Falcon, an action the SIU has strongly criticized as a Navy attempt to move into the civilian sector of the merchant marine.

With the SIU's encouragement, Senator Warren Magnuson (D-Wash.), chairman of the Committee on Commerce, has sent an inquiry to under secretary of the Navy William Middendorf about MSC's awarding of these contracts to the higher bidder MTL.

Congressman Frank Clark (D-Pa.), also encouraged by SIU, has sent a telegram to under secretary Middendorf. Protesting "the Navy's manner of handling the awarding of the fixed-price contract" because it "increases cost to government and taxpayers." Representative Clark felt that the "Navy award should be set aside and renegotiated in fairness to all parties."

Attacking MSC's decision on another front, MEBA requested that the General Accounting Office review the decision to deny Iran Destiny the contracts for the nine tankers.

SIU will continue to follow the situation closely and keep you informed of all future developments.



James Mullis

Seafarer James Mullis, 47, has been sailing with the SIU since 1945, and has been shipping as bosun for the past 12 years. A native of Mobile, Ala., Brother Mullis ships from that port city, and resides there with his wife Elizabeth, and their daughter.

I was glad I was selected to attend the Bosuns Recertification Program at Piney Point and in New York. As I see it the staff and teachers are doing a great job in the training program of seamanship. They let it be known that they were there to help us, and for us to ask questions if we wanted to know something. We were treated with great respect.

We went to Washington on a two-day trip and met a lot of people who are working with the SIU to save our jobs and create new ones. It takes a lot of money to fight big oil companies and the U.S. Government at the same time. So the only way we can fight is with SPAD.

During our stay in New York we went through all the departments and I learned a lot about the Union and its operation that I never knew before.



William Tillman

Seafarer William Tillman, 43, has been sailing with the SIU since 1958, and as bosun since 1963. A native of Mississippi, Brother Tillman now makes his home in San Jose, Calif. with his wife Theodora and their six children. He ships out of the port of San Francisco.

I am very happy that I was selected for the Bosuns Recertification Program. I'd like to thank the entire staff and Union officials in New York and Piney Point for the knowledge and understanding I gained while attending.

We made a few trips to Washington; one was to the Senate and House of Representatives and the other was to the Transportation Institute and Maritime Trades Department. We learned how the Transportation Institute and Maritime Trades Department help pass legislation which is before the Congress. This means additional job opportunities, job security, and better Welfare and Pension benefits for the membership.

So, let's all do our part, by taking a \$20 SPAD ticket to make sure we keep SPAD dollars on Capitol Hill where the fight is.

**Politics Is
Porkchops**

Bosuns Recertification Program

130 Have Now Graduated

Another class of recertified bosuns graduated from the SIU's Bosun Recertification Program this month, and before long they will all be making a valuable contribution on board SIU ships. By attending the program, and thereby gaining a greater knowledge of their Union, these SIU bosuns are able to return to the ships and inform other members of the SIU's fight for job security, and how the Union is facing its problems.

There are now 130 bosuns who have gone through the program and have obtained a better understanding of the maritime industry today and of the new technology on SIU-contracted ships.

Here are brief comments by the latest graduates on what the program has meant to them.



Kenneth Gahagan

Seafarer Kenneth Gahagan, 50, has been sailing with the SIU since 1952, and as bosun since 1958. A native of Marshall, N.C., Brother Gahagan still makes his home there. He ships out of the port of Houston.

I have gotten a better understanding of just how the Union operates. Since we have been here in New York I have been able to go over records and see how they are kept. I must say that I believe that Piney Point has a very good program. I like the way the instructors took each student and would work with him, and the program gives the student a feeling of belonging and responsibility.

We were able to go to Washington, D.C. to the Congress and to see first hand how laws are made or defeated. We all had the opportunity to visit the Transportation Institute and were told just what its function is. Now we also know why SPAD is so important to each and every one of us; that is how we are able to compete.



Sylvester Monardo

Seafarer Sylvester Monardo, 49, has been a member of the SIU since 1943, and has been sailing as bosun since 1947. A native of Braddock, Pa., Brother Monardo now makes his home in Slidell, La. Seafarer Monardo ships out of the port of New Orleans.

I have been a member of the SIU for 31 years. There have been many changes in the industry during those years. We've gone from four hundred-foot ships to at/or near 1,000-foot ships. And the SIU has been governing into our fold the bulk of the new construction of these ships.

Piney Point has developed into an excellent training facility. The majority of the young men in training are excellent candidates for SIU membership. I found our programs sound and promising.



Floyd Pence

Seafarer Floyd Pence, 49, started shipping with the SIU in 1943. A native of Texas, Brother Pence, who is a veteran of WW II, ships out of the port of Houston where he makes his home with his wife Lydia and their two sons.

I learned a lot in Piney Point from the wonderful teachers and instructors that we have there. We received a lot of Union literature to take to sea with us. These things will help us better inform our Union brothers about how the Union functions, how we came to be where we are today, what it takes to keep what we have, and what it takes to keep growing.

At Headquarters I learned that nothing is hidden from the members. The books were open to us, they let us go through the official records of each department, nobody rushed us, and each and everything was explained to us as we went along.



Anthony Caldeira

Seafarer Anthony Caldeira, 47, has been sailing with the SIU since 1949, and as bosun since 1954. A Navy veteran of WW II, Brother Caldeira is originally from Brooklyn, N.Y. He now ships out of the port of Houston where he makes his home.

Piney Point really surprised me with its training and educational programs whose teachers and officials are so oriented toward seamen. While I was there I was really impressed with the School and teachers. I went to Washington and learned that the shipping industry is controlled by legislation; we could not survive if we were not involved in politics. We are really carrying the ball in our SPAD program. I will support SPAD and hope all members will do so too.

In Headquarters in New York I was also very impressed with the management of the Union. I hope we continue to work together to solve our problems.



John Moss

Seafarer John Moss, 47, has been sailing with the SIU since 1966, and started shipping as bosun five years ago. A native of Hubbard, Tex., Brother Moss, who sailed on merchant vessels during WW II, now makes his home in New Orleans with his wife Esther and their two daughters. He ships out of the port of New Orleans.

This program has given me my first chance to get acquainted with the way things work from the top of the organization, and the people who make it work. Every official has done his dead level best to answer any questions we brought up, and made every effort to explain anything we may have forgotten.

For those concerned about Piney Point, as I was, I learned that the administration down there is doing a hell of a good job. Everything is controlled very well and there is no waste of equipment or material.

Our job security is now governed more by Washington than ever before. Through our political arm, SPAD, we further our cause to get the necessary legislation passed to protect our jobs. Without money to support our people on Capitol Hill we're dead.



Edward Ruley

Seafarer Edward Ruley, 50, has been a member of the SIU since 1943, and started shipping as bosun the following year. A native of Baltimore, he ships from that port city and makes his home in a Baltimore suburb.

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 31 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.

We also attended the firefighting school and it was most impressive. I think it should be compulsory for every member to attend, as it gives you more confidence to fight a fire aboard ship.

Also, our legislative activities are very important and I just want to say, Don't get mad, give to SPAD and be glad.

Donate to SPAD



Ralph Murry

Seafarer Ralph Murry, 49, has been a member of the SIU since 1946, and has shipped as bosun for the past 18 years. A native of Virginia, Brother Murry now ships from the port of San Francisco where he makes his home with his wife Betty.

When I arrived at Piney Point I was amazed at what I saw. I couldn't believe that our Union had such a nice place for Seafarers to up-grade themselves. I was able to sit in on all the training programs and see for myself what the young seamen were being taught, and believe me they were being taught every phase of our Union and how it operates.

At Union Headquarters we learned a lot more about the running of our Union and how everyone's record is kept. We were also shown every department, and had our questions about the whole operation of our Union answered thoroughly. I hope I can carry this information back on board my next ship and pass it on to my other brothers.



Kasimir Puchalski

Seafarer Kasimir Puchalski, 50, joined the SIU in 1944, and has been sailing as bosun since 1947. Born in Cleveland, Ohio, Brother Puchalski ships out of the port of San Francisco where he makes his home.

When I got to Piney Point I couldn't believe it. The beauty of the place and the treatment we got. The staff went out of the way to teach us and make things interesting at the same time. When I saw how they were teaching the trainees, it made me proud that I'm an SIU member.

The trips to Washington were interesting. We went to the House of Representatives and Senate and saw how they pass legislation; we also visited the Transportation Institute and the Maritime Trades Department. Now I know what they mean when they say our fights are on Capitol Hill and we need SPAD. SPAD will make the difference between a weak maritime industry and a strong one.

The program as a whole is very good, and I'm glad I picked the SIU when I first started going to sea.



Elmer Baker

Seafarer Elmer Baker, 42, has been a member of the SIU since 1955, and has been sailing as bosun for the past four years. Born in North Carolina, Brother Baker now makes his home in Texas City, Tex. with his wife Patricia and their three children. Seafarer Baker ships out of the port of Houston.

Since I have been in the Bosuns Recertification Program I have been exposed to all of the functions of the SIU including the affiliates, and have seen how the records are kept. We have had first hand-knowledge of the problems that the SIU is faced with, and how they are handled.

We went to Washington, D.C. to visit Congress and sat in on the proceedings to see how laws are passed. So we can now understand why SPAD is very essential for all of us in the SIU because the place for us to be active is in politics.

The training program at Piney Point for young men is the best they could get anywhere in three months, and I like the program for the upgraders.



Alfred Hanstvedt

Seafarer Alfred Hanstvedt, 56, has been a member of the SIU since 1945, and began sailing as bosun in 1951. Born in Bergen, Norway, Brother Hanstvedt now makes his home in Toms River, N.J. with his wife Betzy. Seafarer Hanstvedt ships out of the port of New York.

Before going to Piney Point I thought I knew all about our Union, but now after being at Piney Point for 30 days, I found out how little I really knew. So, the Bosuns Recertification Program has really been great for me. I learned a lot about our Union, and all my questions were answered.

After 30 days at Piney Point I then thought I had learned everything, but after arriving at Headquarters I found out more information about the SIU. While I have been here in New York I have learned all about how our records are kept and how our Union operates.

I hope every member of our Union gets a chance to see these things that concern our Union.

Bosuns Recertification Honor Roll

Following are the names and home ports of the 130 Seafarers who have successfully completed the SIU Bosuns Recertification Program.

Allstatt, John, Houston
Anderson, Alfred, Norfolk
Anderson, Edgar, New York
Annis, George, New Orleans
Armada, Alfonso, Baltimore
Atkinson, David, Seattle
Baker, Elmer, Houston
Barnhill, Elmer, Houston
Bando, James, Houston
Beavers, Norman, New Orleans
Beaching, Marion, Houston
Berger, David, Norfolk
Bey, Jan, New York
Bojko, Stanley, San Francisco
Boney, Andrew, Norfolk
Bourgoi, Albert, Mobile
Bryan, Ernest, Houston
Bryant, Vernon, Tampa
Burch, George, New Orleans
Burke, George, New York
Burton, Ronald, New York
Bushong, William, Seattle
Butterton, Walter, Norfolk
Butts, Hurmon, Houston
Caldesi, Anthony, Houston
Castro, Guillermo, San Juan
Christenberry, Richard,
San Francisco
Cisacki, John, San Francisco
Clegg, William, New York
Cobon, James, Seattle
Cooper, Fred, Mobile
D'Amico, Charles, Houston
Daryll, Richard, Houston
Delgado, Julio, New York
Dickinson, David, Mobile
Olson, James, Mobile
Drewes, Peter, New York
Edins, John, Baltimore

Ferrera, Raymond, New Orleans
Flowers, Eugene, New York
Gahagan, Kenneth, Houston
Garner, James, New Orleans
Giangiordano, Donato, Philadelphia
Gillain, Robert, Jacksonville
Gorbes, Robert, New York
Gorman, James, New York
Greenwood, Perry, Seattle
Hanback, Bert, New York
Hanstvedt, Alfred, New York
Hellman, Karl, Seattle
Hicks, Donald, New York
Hodges, Raymond, Mobile
Hodges, Raymond W., Baltimore
Hogge, Albert, Baltimore
Houka, Stephen, New York
James, Calvin, New York
Jandora, Stanley, New York
Jansson, Sven, New York
Johnson, Ravaghan, Houston
Kerngood, Morton, Baltimore
Kleinholz, William, New York
Knobles, Raymond, San Francisco
Koen, John, Mobile
Koniz, Perry, New York
Koga, Leo, Baltimore
Lambert, Neldus, New Orleans
Landron, Manuel, San Juan
Lasso, Robert, San Juan
Lampie, Jean, New Orleans
Lavigne, Raymond, Baltimore
Lee, Hans, Seattle
Levin, Jacob, Baltimore
Loyal, Joseph, Philadelphia
Lobby, George, New Orleans
Mackori, Robert, Baltimore
Manning, Denis, Seattle
Marzoli, Gaetano, New York

McCaskey, Earl, New Orleans
McGinnis, Arthur, New Orleans
Meehan, William, Norfolk
Miller, Clyde, Seattle
Monardo, Sylvester, New Orleans
Morris, Edward, Jr., Mobile
Moss, John, New Orleans
Moyd, Ervin, Mobile
Mullis, James, Mobile
Murry, Ralph, San Francisco
Nash, Walter, New York
Nicholson, Eugene, Baltimore
Nielsen, Vagn, New York
O'Connor, William, Seattle
Olson, Fred, San Francisco
Oromaner, Albert, San Francisco
Parker, James, Houston
Pance, Floyd, Houston
Perry, Wallace, Jr., San Francisco
Pierce, John, Philadelphia
Polharen, Viecko, New Orleans
Poulsen, Verner, Seattle
Pressly, Donald, New York
Puchalski, Kasimir, San Francisco
Pulham, James, San Francisco
Radich, Tony, New Orleans
Riha, Ewing, New Orleans
Riley, William, San Francisco
Ringuette, Albert, San Francisco
Rivera, Alfonso, San Juan
Rodrigues, Lancelot, San Juan
Rodriguez, Ovidio, New York
Rulay, Edward, Baltimore
Schwarz, Robert, Mobile
Sell, Thomas, Baltimore
Seltz, Floyd, San Francisco
Selnitrak, Peter, Houston
Smith, Lester, Norfolk
Sokol, Stanley, San Francisco

Stockmar, Sven, New York
Swearingen, Barney, Jacksonville
Teti, Frank, New York
Thompson, J. R., Houston
Tilman, William, San Francisco
Todd, Raymond, New Orleans
Turner, Paul, New Orleans
Wallace, Ward, Jacksonville
Wardlaw, Richard, Houston
Weaver, Harold, Houston
Whitner, Alan, New York
Woods, Malcolm, San Francisco
Workman, Homer, New Orleans
Zatogza, Roberto, New York

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.

An Active SIU Member



St. Louis Port Agent Leroy Jones administers the SIU oath of obligation to Robert E. Forshee, SIU Cook and Baker, as he receives his full "A" book. An active Union member, Brother Forshee has also been an active recruiter for the training programs of the SIU's affiliate, the Inland Boatmen's Union. Seated are Kevin and Keith Hollis, two of the young men Brother Forshee has interested in the IBU Deckhand/Tankerman program at the Lundeberg School in Piney Point, Md. All SIU members are urged to follow Brother Forshee's example and serve the Union by helping recruit young men for our excellent training programs.



Pensioner Mans Expo Booth

Jack Ryan, retired SIU member, shows Andy Vinnes, eight, how to splice a line at the Expo Folklife Festival in Seattle. Brother Ryan spent a week, at the invitation of the Folklife Festival, showing festival crowds that old sailing art—Marlin Spike and rope work.



Headquarters Notes

by SIU Vice President Frank Drozak

SABINE TANKERS ORGANIZING DRIVE

We are moving steadily ahead in our bid to organize Sabine Tankers. The NLRB has scheduled hearings to start Sept. 16 to review evidence supporting SIU charges of unfair labor practices against the company during a certification election in February, 1974. We are confident that the NLRB upon reviewing a detailed presentation of the company's illegal activity will rule in favor of the SIU.

Meanwhile, in the field, our organizers are maintaining contact with the company's unlicensed personnel. Their reports to Headquarters show the SIU strength aboard Sabine's ships has remained strong over the last several months.

"A" SENIORITY UPGRADING

With the five brothers who graduated from the SIU's "A" Seniority Upgrading program this month, we now have 104 Seafarers who have completed this program since it began last year.

These 104 men, and those who will join them in the future, can convey what they learned about Piney Point, Headquarters, and today's maritime industry to their brothers at sea.

I have asked them to encourage their fellow Seafarers, who are eligible, to participate in this one-month program to guarantee their future job security.

Congratulations to each of the five "A" Seniority upgraders who graduated this month and I wish them smooth sailing in the years ahead. They are: Larry Allen; Bob Cunningham; Sam Rivers; Sid Vaiton, and Bill Mortier.

LNG TRAINING

The next LNG/LPG course being offered by the Lundeberg School of Seamanship in Piney Point, Md. will begin on Sept. 23.

Almost every day while you're in port you hear on radio, read in the newspaper or see on television, something about the world's fuel needs. New forms of energy and better ways of carrying fuel are being devised each day. Ships which carry liquefied natural gas are among these new energy carriers and you will be seeing many of them in the months and years ahead.

If we want to secure these new vessels we must provide skilled personnel to man them.

Requirements, an application and a description of the course can be found on pages 30 and 31 of the LOG and I ask that each Seafarer eligible, take advantage of this program and apply as soon as possible.

FIREFIGHTING

In the future it will most surely be required that each seaman boarding high technology ships have firefighting training. This is for your own good and the welfare of each and every member aboard ship.

The U.S. Maritime Administration's Firefighting School, which has trained an estimated 20,000 men, has closed its Bayonne, N.J. facility and expects to open its new school at Earle, N.J. around Nov. 6. Meanwhile, classes are being given at the Navy Damage Control School in Norfolk, Va. The dates for September are: Sept. 6th and 20th.

Ask any of the SIU patrolmen how to apply for this course.

I cannot encourage each of you too strongly to apply for this one-day course now.

BOSUNS RECERTIFICATION PROGRAM

This month we graduated the 12 Seafarers who completed the 13th class of the Bosuns Recertification Program and welcomed to Headquarters those 12 Seafarers who will take part in the program here during the month of August.

We are proud of the fine job our recertified bosuns are doing aboard ship. They are holding informative and knowledgeable meetings each week on their vessels and are letting their brothers know about the Union's programs in Piney Point, Headquarters and in Washington.

After this month's membership meeting in New York—as is done each month—a special bosuns meeting was held and a three-man Selection Committee was elected to choose those brothers who would participate in the September Bosuns Recertification class.

With the 12 brothers who graduated this month we now have 130 bosuns who have completed the two-month program. I want to congratulate these 12 men and wish them the best as they go aboard their ships. They are: Elmer Baker; Tony Caldeira; Ken Gahagan; Al Hanstvedt; Sylvester Monardo; John Moss; Jim Mullis; Ralph Murry; Floyd Pence; Kasimir Puchalski; Ed Ruley, and Bill Tillman.

NEW CONSTRUCTION

Waterman's 893-foot long LASH vessel, the *Stonewall Jackson*, docked in the port of New York at Pier Seven last month. Headquarters representatives went on board and found the operations on the ship working well. They inspected the vessel top to bottom and watched as the unique LASH barges were unloaded. Ultra modern ships like the *Stonewall Jackson* are bound to present some new problems at first. But usually these difficulties can be resolved in a short time. We will continue to study and watch the LASH ships closely so that any new development can be handled quickly and properly.

Also, one of the three American President Line vessels that Waterman has acquired—the ex *President Jackson* now renamed *Joseph Hewes*—was delivered on July 15. No delivery dates have been set for the others, the ex *President Buchanan* to be renamed *Carter Braxton* and the ex *President Garfield* to be renamed *Sam Chase*.

Sea-Land Service's *Sealand Producer*—a former Pacific Far East Line ship—will be delivered on Sept. 2 and American Ultramar's *Golden Dolphin* crew will on Sept. 9.

Further, I would like to report that as of July 1st, Cities Service Tankers Corp. changed its name to International Ocean Transport Corp.

Washington Activities



By B. Rocker

Energy Transportation Security Act

A vote on the Senate version of the Energy Transportation Security Act of 1974 has been delayed.

A strong network of support for the bill has grown through joint efforts of the SIU, Maritime Trades Department, and the AFL-CIO Ad Hoc Committee on Maritime Industry Problems, set up in April by President Meany. Member groups of the Committee have contacted State Central Bodies, Port Councils, and their own local organizations, to promote passage of the bill. The Committee met again on July 11 to discuss progress and responses to their contacts with Senators.

There are some differences between the House and Senate versions, which will have to be resolved in a conference committee after the bill passes the Senate.

However, the percentages of oil guaranteed to U.S.-flag ships are the same: 20 percent in the beginning; 25 percent after June 30, 1974 and 30 percent after June 30, 1977.

Our latest information indicates the bill will come to the Senate floor late in August.

House Merchant Marine and Fisheries Committee

A special committee, chaired by Rep. Julia Hansen (D-Wash.) has completed deliberation on the Bolling Committee resolution to change the House committee structure.

Under the Hansen Proposal, the Merchant Marine Committee would retain all functions which would be lost under House Resolution 988. In addition, the Merchant Marine Committee would gain jurisdiction over international fishing agreements, now in the hands of the House Foreign Affairs Committee.

SIU has strongly opposed stripping the Merchant Marine and Fisheries Committee of its jurisdiction and placing maritime matters in other committees whose members have less experience and expertise in legislation which affects the merchant marine.

No action is scheduled at present. Debate is expected to begin after Labor Day.

Double Bottom Tanker Requirements

In special hearings held by the Coast Guard, Congressman John Murphy, Edwin Hood, President of the Shipbuilders Council of America, and James Reynolds, President of the American Institute of Merchant Shipping endorsed Coast Guard proposed regulations to omit double bottom requirements for new tankers.

Murphy quoted from findings of the Inter-Governmental Maritime Consultative Organization (IMCO) which indicate, on the basis of substantial experience, that double bottoms adversely affect stability and buoyancy.

If such regulations were imposed, they would only apply to U.S.-flag ships, not those registered under foreign flag. The increased building costs would make it more difficult to compete with foreign fleets at a time when our U.S. merchant marine is beginning to grow.

Pension Plan Regulation

House and Senate conferees met on July 31 for a final drafting session on H.R. 2, a bill to regulate private pension plans.

The conference version of the bill is scheduled to go to both houses for a vote, as we go to press.

Deepwater Ports

A special Deepwater Ports Subcommittee, made up of members of the Senate Commerce, Public Works and Interior Committees, is continuing to work on a draft of a bill to license and regulate deepwater terminals.

The Senate version differs somewhat from the companion bill already passed by the House.

It gives authority to the Department of Transportation to issue licenses; the House version places licensing in the Interior Department. It also includes an oil spill liability provision not in the House bill.

SIU supports deepwater port construction. The new 265,000 dwt vessels being constructed in American shipyards cannot be accommodated by the existing Gulf and East Coast ports. Deepwater ports and bigger ships will make our U.S.-flag fleet competitive with foreign-flag ships.

The only major issue still to be resolved is compensation for damage to persons injured by oil pollution in operation of a deepwater port.

The bill is expected to go to the floor of the Senate for debate by late August.

Other Legislation

We are also monitoring:

Hearings in the Senate on the Intercoastal Shipping Act of 1933, to provide that government cargo be regulated by the Federal Maritime Commission. It would repeal the government's privilege to ship cargo free or at reduced rates.

Hearings in the House Armed Services Committee on naval shipbuilding, to determine whether funds for building and repair of naval vessels should be restricted to Navy yards. Private yards would like a 50-50 split, and costs for work in Navy yards are reported to be as much as 33 percent higher than commercial contract prices.

H.R. 5385, Surface Transportation Act, which would require water carriers to file rates for transportation of dry bulk commodities and allows railroads to freely reduce their rates during a one-year experimental period. The bill has been marked up in the subcommittee and will go to the full committee (House Interstate and Foreign Commerce) in the near future.



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.

Organ(izes) SS Newark



There's nothing unusual about Chief Steward Jack Utz playing the organ—except that this organ is in his room aboard the SS Newark (Sea-Land). Probably the only SIU member with his own organ aboard ship, Brother Utz brought it aboard to help pass the long stretches of time a sailor spends away from home.



At the Baltimore Clinic

Mrs. Margaret "Mickey" Smith, medical technician, checks records in the Health Clinic at the SIU Hall in Baltimore. Mrs. Smith has been at the Baltimore Hall for 14 years.

Money Due From Bates

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

If your name appears on the list please contact Union Headquarters at 675 Fourth Ave., Brooklyn, N.Y. 11232.

The SIU is currently trying to secure more reimbursements and notices will appear in the LOG when the Union succeeds in securing further payments.

Frank Caparelli
Michael T. Doherty
Julio Dominguez
George L. Kelly
Bernard M. Neill
Britton D. Turner
Joseph W. Waite
Abdurrah M. Awadh
Carl A. Bean
Frank A. Bolton
Gary R. Jensen
Oliver F. Loveless
Stanley L. Morris
James R. Smart
James H. Wallis
Joseph A. Ferro
Jacob Fritzier
Jerry T. Breland
Carl Alex Brill
Daniel Clement
James McDonald
Mack Stratton
Raymond R. Womack
Arthur A. Theriot
Emmanuel Flamourakis
Benford E. Harris

MARAD Reports Figures On U.S. Merchant Fleet

As of Apr. 1, the privately-owned sector of the U.S. merchant marine consisted of 568 ocean-going ships and 202 Great Lakes self-propelled vessels, according to data released by the Maritime Administration.

The MARAD figures show 173 freighters, 235 tankers, 21 bulk carriers, 133 intermodal ships and six combination passenger-cargo ships in the ocean fleet, for a total deadweight tonnage of more than 13.2 million.

The Great Lakes fleet consists of 173 bulk carriers, 14 tankers, and 15 other ships, including railroad and automobile ferries, with a total deadweight tonnage of nearly 2.5 million.

The same MARAD report shows American shipyards building or holding orders for construction of 68 tankers, 18 intermodal carriers, seven dry bulk carriers, and two tug barges, totalling more than 6.1 million deadweight tons and valued at almost \$3.6 billion.

Money Due

Money is due Seafarer J. Williams (Social Security Number 563-10-8472) from Texas City Tankers Corporation.

Brother Williams should contact the company at P.O. Box 1271, Texas City, 77590, or call (713) 945-4451.



Companies Receive Awards

Two SIU-contracted companies, Calmar Steamship Corp. and Sea-Land Service Inc., received awards recently for excellent sanitation aboard their vessels from the U.S. Department of Health, Education and Welfare, Public Health Service, Food and Drug Administration. This is the 12th year in a row that the companies have received a Special Citation. Basis of the awards is a rating of 95 or better on an official Public Health Service inspection involving 166 separate items of sanitary construction, maintenance and operation. Those attending the Sea-Land presentation (above) are (from l. to r.) D. T. Tolan, senior vice president, Sea-Land; R. T. Soper, vice president, Marine Operations, Sea-Land; Ed Mooney, SIU headquarters representative; John E. Bogle, supervisory investigator, Food and Drug Administration; B. Varn, commissary superintendent, Sea-Land. Those present for the Calmar award (below) are (from l. to r.) S. M. Moodie, assistant vice president, Calmar; T. C. Maraviglia, regional food and drug director, Philadelphia office, U.S. Public Health Service; A. F. Cherney, vice president, Calmar, and Ben Wilson, SIU Baltimore port agent.



74 SIU Ships Win Coast Guard Award

Seventy-four SIU-manned ships — 62 cited at least once before — have won 1973 AMVER awards for their outstanding participation in the U.S. Coast Guard's 1,276 ship — international rescue program.

Also three Union-contracted vessels joined the four-year-old system this year.

All of these Union-contracted vessels were on an Automated Mutual Assistance Vessel Rescue System (AMVER) plot for 128 or more days, constantly on the alert to aid ships in trouble on the high seas.

Merchantmen of all nations making offshore passages of more than 24 hours may send sail plans and periodic position reports via free radio messages to the AMVER Center c/o the Coast Guard in New York City.

Data from these messages is put into a computer which maintains dead reckoning positions of participating ships all during their voyages. The predicted locations and SAR characteristics of all vessels known to be within a given area are given upon request to recognized SAR agencies of any country for use in a maritime safety emergency.

Benefits to shipping include:

- Improved likelihood of rapid aid in emergencies.
- Reduced number of calls for assistance to vessels not favorably located.
- Reduced time lost for vessels responding to calls for assistance.

First time SIU winners of the award were the USNS tanker *Erna Elizabeth* (Albatross Tanker), *SS Falcon Countess*, *SS Falcon Duchess* and *SS Falcon Lady* (Falcon Tankers); *SS Overseas Bulker* and *SS Overseas Joyce* (Maritime Overseas); *SS Penn Ranger* (Penn Shipping) and the *SS Sea-Land Commerce*, *SS Sea-Land Galloway*, *SS Sea-Land McLean* and the *SS Sea-Land Trade*.

They received certificates and blue pennants.

New SIU-contracted members of the AMVER this year are the *TT Brooklyn* (Westchester Marine), *SS Mohawk* (Ogden Marine) and the *SS Warrior* (Sea-Land).

The other multiple award winners were:

The *SS Bethflor* and *SS Bethtux* (Bethlehem Steel);

SS Calmar, *SS Marymar*, *SS Portmar* and the *SS Seamar* (Calmar Lines);

SS Bradford Island (Cities Service);

Labor College Scholarship Available

The Community Services Committee of the New York City Central Labor Council, AFL-CIO has announced the establishment of the "Thomas J. Perry Scholarship" at the Labor College in New York City.

The winner of the scholarship, selected by a screening committee of the Student Association of the Labor College, will receive tuition and other school fees for a two year course of studies in Labor-Liberal Arts at the Labor College.

The Labor College is a division of Empire State College designed to present an opportunity to working people, especially union members, to attend a college program designed to meet their needs, interests and goals. Part of the State University of New York, the Labor College offers four degrees: Associate in Science, Associate in Arts, Bachelor of Science and Bachelor of Arts.

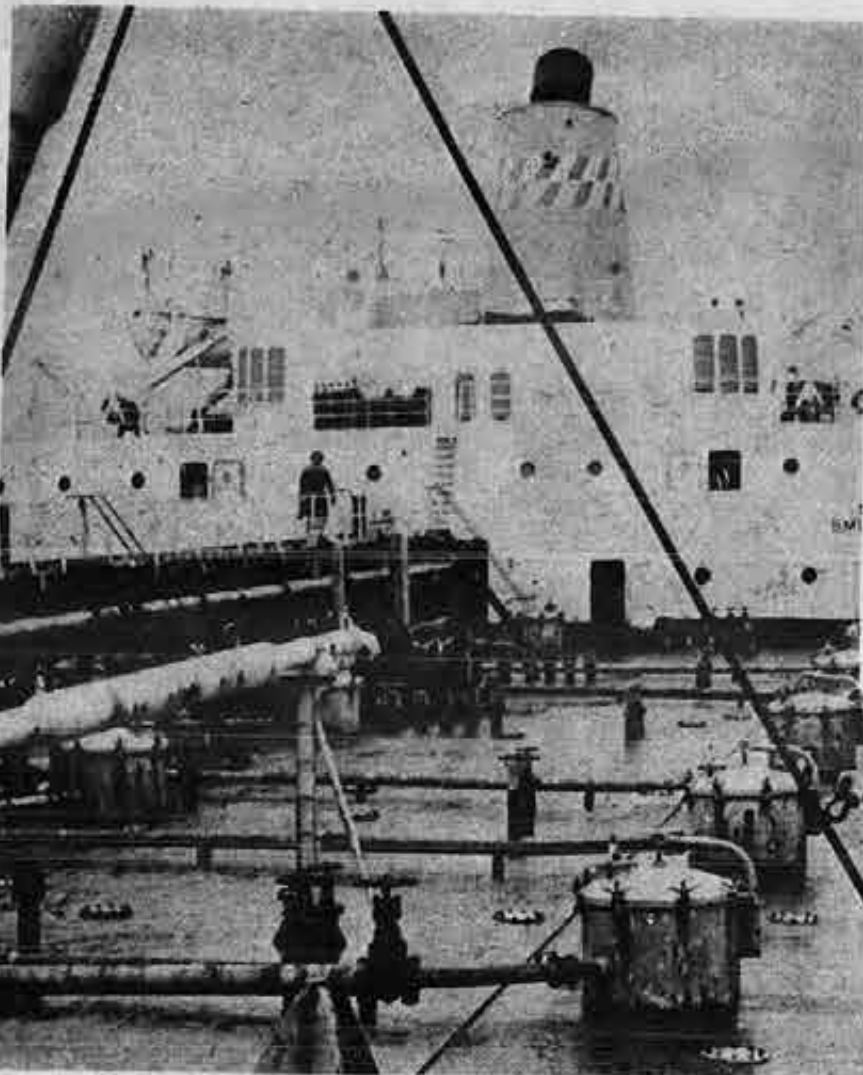
Any Seafarer who is interested in attending this course of studies but is financially unable to do so, should contact the Community Services Committee at 386 Park Avenue, New York, N.Y. 10016 to obtain an application for the scholarship.

Attention Photo Bufrs

Interested in seeing your photos in print? If you take pictures of your ship, fellow crewmembers or ports of call, the LOG would like to print them. Just mail them to the Seafarers LOG Office at 675 4th Ave., Brooklyn, N.Y. 11232. Be sure to identify the people, ships and ports in each photo, and include your home address if you would like your photos returned.



Baker La France Smith prepares fresh ham with pineapple for crew.



The deck of the Achilles, anchored in the waters of the Narrows between Staten Island and Brooklyn in New York.



Bosun Fred Jensen relaxes in the crew's mess aboard the Achilles.

After 3 Month Voyage, the Achilles Comes Home

THE steam tanker *Achilles* (Newport Tankers) paid off recently in Stapleton Anchorage, Staten Island, N.Y. after a three-month trip. She spent a good deal of her voyage at Russian ports including Odessa and Poti.

The 712-foot long vessel has a beam of 93 feet, a deadweight ton-

nage of 43,506 and a gross tonnage of 24,471. The ship was built in 1960 at the Newport News Shipbuilding and Dry Dock Co. in Newport News, Va.

The *Achilles* was one of the 50 U.S.-flag ships working on the grain run to the Soviet Union which resulted from the bilateral trade agree-

ment between the U.S. and Russia concluded in 1972. Through your SPAD contributions the SIU was able to insure that one third of the ships carrying grain to Russia would be American.

On this trip, which the crew reported was very smooth, the *Achilles* carried grain to Odessa, spent five

days there, and then went on to Poti for 20 days.

On the way back, the ship—carrying crude oil—stopped in Algiers, Puerto Rico, St. Croix and then went on to New York. The *Achilles* usually picks up cargo in the Gulf Ports of Houston, New Orleans and Beaumont, Tex.



Fireman-Oiler-Watertender Mohamed Omar changes burners in the boiler.



Oiler Oscar Ortiz checks gauges in engine room to make sure everything is running properly aboard the Achilles.



William J. Izzett, (right) a wiper on the Achilles, makes a SPAD donation as SIU Patrolman Ted Babkowski fills out receipt.

Anchorage Committee



The *Anchorage*, an SIU manned containership operated by Sea-Land, paid off on June 12 in Port Elizabeth, N.J. after a run to the Mediterranean. Ship's Committee members, from the left, are: Bernard Shapiro, steward delegate; Raymond Reyes, deck delegate; Manuel Sanchez, ship's chairman, and Reidar M. Neilsen, educational director. Converted to carry containers in 1969, the 496-foot long *Anchorage* carries up to 354 containers on its transatlantic runs.

Tampa Committee



Recertified Bosun George Burke, third from the left, is now sailing as bosun aboard the SIU-contracted containership *Tampa*. Photo was taken at the ship's last payoff in Port Elizabeth, N.J. From the left, the Ship's Committee members are: Tom Kline, deck delegate; A. D. Jesus, steward delegate; Burke, ship's chairman; Charles Petersen, engine delegate, and Jose Ross, ship's secretary-reporter.

Los Angeles Committee



With the Port of Elizabeth in the background, the Ship's Committee aboard the *Los Angeles* poses for a photo. They are from the left: R. B. Woodard, steward delegate; Alf Larsen, deck delegate; Paul Lopez, chief steward; John Leon, educational director; Carlos Solà, engine delegate, and Peter Garzo, ship's chairman. In Port Elizabeth for their most recent payoff, the crew aboard the *Los Angeles* had just completed a Mediterranean run.

Achilles Committee



The SIU-contracted tanker *Achilles*, operated by Newport Tankers, paid off last month at the Stapleton Anchorage in New York Harbor after a three month grain/oil run to Odessa, Russia. The Ship's Committee members, seated from the left, are: Louie Hudson, steward delegate; Dario P. Martinez, ship's secretary-reporter and Fred Jensen, ship's chairman. Standing are Jack Rhodes (l.), deck delegate and Robert Arnold, engine delegate.

San Francisco Committee



The containership *San Francisco*, operated by Sea-Land, paid off in Port Elizabeth, N.J. last month after just completing a successful run to the Mediterranean. The Ship's Committee members, standing from the left, are: Brad Pinder, educational director; Julius Silagyi, steward delegate; Joseph Puglisi, ship's chairman, and Theodore Veleotes, deck delegate. Seated from the left are: Jay Sides, engine delegate and Ted Babkowski, SIU patrolman.

American Victory Committee



One of the last C-2s still sailing, the *American Victory* is owned by Victory Carriers. After four months of carrying general cargo for the Army in the Far East, the crew paid off last month in the Army Terminal in Bayonne, N.J. The Ship's Committee members are, from the left: T. R. Price, ship's chairman; D. K. Kelly, engine delegate; Sam W. McDonald, ship's secretary-reporter, and John Kelly, deck delegate.

Delayed Benefits

SIU members are reminded that in filing a claim with the Seafarers Welfare and Pension Plans, your correspondence must include a properly filled out claim form as well as other pertinent documents or the claim cannot be processed and payment will be delayed.

Documents absolutely necessary for the prompt payment of various types of claims include: doctor or hospital bills, certified death certificates, birth certificates, marriage licenses, Medicare statements, funeral bills, discharges, and notarized tax returns from the previous year when proof of support of adopted or step-children is required. Your doctor's social security number or the hospital's identification number is also necessary for the processing of certain claims.

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

Name	Social Security Number	Union
Urli, A. J.	131-22-8914	A&G
Benham, J. R.	369-44-3136	A&G
Ziemba, F.	217-14-3500	IBU
Welstead, G. C.	143-44-5926	A&G
Rodriguez, C.	054-09-9412	A&G
Burton, R.	438-14-9360	A&G
McNeil, A.	230-68-2530	UIW
Ingram, G. C.	242-26-7597	IBU
Thies, H. O.	364-38-9379	A&G
Brathwaite, E.	125-44-0668	UIW
Zakorchemny, J.	159-32-4004	UIW
Belew, R. F.	362-38-4295	A&G
Johnson, C.	502-09-7296	A&G
DeWailly, O.	435-16-2901	IBU
Brasseaux, M.	459-03-5652	IBU
Welton, J. P.	151-22-4288	IBU
Brown, C.	218-54-2054	UIW
Jackson, C.	225-74-4534	UIW
Conley, J. P.	569-07-2612	A&G
Maples, T.	421-76-5145	IBU
White, C.	418-66-0781	A&G
Herek, E.	505-10-9396	A&G

Contributing to SPAD



Able Seaman Otiliano Morales has been shipping with the SIU for eight years and is a strong booster for SPAD. He said: "SPAD helps us to get jobs. Everything is changing now, and it's changing for the better. It's all because of SPAD that we are getting new ships and more jobs for our security." Here he gets his receipt after giving a \$20 donation to Patrolman Babkowski.

\$20.00 SEAFARERS POLITICAL ACTIVITY DONATION \$20.00

Date _____ B 10001

Contributor's Name _____

Address _____ City _____ State _____

S.S. No. _____

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

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

\$20.00 1974 \$20.00

Signature of Solicitor _____ Port _____

Pensioners Urged: Apply for Medicare

SIU Pensioners are reminded that they should apply for Medicare as soon as they are eligible in order to insure adequate coverage for medical expenses.

Any Seafarer 65 years of age or older, or any pensioner who has been receiving a disability award from Social Security for two years is eligible for Medicare.

To apply, you must bring proof of date of birth and your social security card to your local social security office three months before you turn 65, during the month you turn 65, or during the three months after your 65th birthday. If you do not register during this seven-month period, you may only apply for Medicare during the open enrollment period held each January, February and March. Those that enroll during this period are not covered by Medicare until the following July 1.

Pensioners should note that the Seafarers Welfare and Pension Plan requires that all eligible pensioners must submit medical bills to Medicare for payment before submitting the unpaid balance of these bills to our welfare and pension plan.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

June 27-July 24, 1974

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	8	102	\$ 14,000.00	\$ 273,795.88
In Hospital Daily @ \$1.00	172	4,834	172.00	4,834.00
In Hospital Daily @ \$3.00	214	2,260	642.00	6,780.00
Hospital & Hospital Extras	15	112	1,953.70	16,262.25
Surgical	1	27	60.00	2,694.00
Sickness & Accident @ \$8.00	7,532	53,336	60,256.00	426,688.00
Special Equipment	2	12	614.00	3,515.40
Optical	211	1,534	4,634.33	34,868.68
Supplemental Medicare Premiums	10	220	689.20	10,582.80
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	495	3,177	84,698.81	639,019.83
Doctors' Visits In Hospital	86	505	2,631.86	15,736.14
Surgical	148	917	21,266.00	119,887.95
Maternity	31	172	7,975.00	44,534.75
Blood Transfusions	5	25	618.00	1,971.65
Optical	151	1,072	3,161.21	22,948.46
PENSIONERS & DEPENDENTS				
Death	5	74	15,000.00	217,000.00
Hospital & Hospital Extras	259	1,196	17,758.42	193,775.26
Doctors' Visits & Other Medical Expenses ..	108	842	3,160.85	31,089.98
Surgical	8	90	1,035.00	12,367.25
Optical	86	362	1,539.21	8,972.79
Blood Transfusions	—	4	—	305.75
Special Equipment	1	19	330.65	4,680.51
Dental	1	5	448.32	1,276.86
Supplemental Medicare Premiums	1,889	11,052	13,413.00	80,562.90
SCHOLARSHIP PROGRAM		60		20,636.72
TOTALS				
Total Seafarers Welfare Plan	11,438	82,009	256,057.56	2,194,787.81
Total Seafarers Pension Plan	2,230	13,231	540,134.29	3,191,402.79
Total Seafarers Vacation Plan	865	7,564	419,325.24	4,050,799.12
Total Seafarers Welfare, Pension & Vacation	14,533	102,804	\$1,215,517.09	\$9,436,989.72

ASHORE



Piney Point

A delegation from Russia to the U.S.A.-U.S.S.R. Educational, Cultural and Technical Exchange Program toured the facilities of the Harry Lundeberg School of Seamanship here on July 18. The group was in the United States for a two-week visit.

Highlights of the HLSS tour by the delegation to the school were a cocktail party and banquet attended by them, the U.S. Maritime Administration's W. H. Patterson, S. D. Wheatley and E. St. Germain; SIU vice president Earl Shepard from the port of Baltimore; HLSS President Hazel Brown, and HLSS Vice President Michael Sacco, and the school's faculty.

The Soviet delegation on ship equipment, crew training and human factors were deputy chiefs of administration for the U.S.S.R. Ministry of the Merchant Marine, N. F. Babynin and A. V. Y. Kazanov; deputy director of the Scientific Research Institute; S. N. Dranitsyn; chief engineer of maritime shipping, E. K. Blinov; division chief of the Scientific Research Institute, S. P. Arsen'Yev, and division chief of the Bureau of Technical Information, A. P. Grachev.

Lagos, Nigeria

A new container terminal will be built in this capital city and principal port for this West African country by 1976.

Reportedly this new facility is part of a \$75-million program financed partly by the World Bank.

New Orleans

"The highest maritime museum in the world," the Louisiana Maritime Museum here, now has a new home on the 31st deck of the International Trade Mart at the foot of Canal St. at the Mississippi River.

SIU-contracted Delta Line's president Capt. J. W. Clark, who also heads the mart, formally opened the new premises recently by cutting a ceremonial ribbon—a length of mooring line.

The museum houses a 56-inch scale model of one of Delta's LASH vessels, the *SS Delta Mar* and a collection of ship models, flags, nameplates, lights, divers suits, charts and many other nautical artifacts.

In the lobby of the mart is a 13-foot, 500-pound model of the U.S. Navy's World War II heavy cruiser, the *USS New Orleans* worth \$100,000, on loan from the U.S. Government.

Washington, D.C.

The U.S. Coast Guard has issued proposed pollution regulations for American seagoing tankers and barges of at least 150 tons engaged in the domestic carriage of petroleum, including oil, sludge, oil refuse and refined products.

The rules, which do not require the vessels to be equipped with double bottoms, were drafted under the Federal Water Pollution Control Act and the Ports and Waterways Safety Act of 1972.

Boston

Chief pumpman Thomas O'Connor who suffered a blood clot induced coma is still in serious condition at the USPHS hospital here. At the same hospital is Seafarer James Francisco undergoing cobalt treatment following lung surgery. He'd like his brothers of the sea to drop him a line. Brother William McKinnon injured in a motorcycle mishap is out of the Massachusetts General Hospital here and is now at home convalescing.

Boston, England

English historian Martin Middlebrook author of "The First Day of the Somme", "The Nuremberg Raid" and now in the process of researching the World War II story of Allied Convoys Sc. 122 and HX. 229 in the Battle of the North Atlantic in early March 1943, is asking Seafarers for help in his research.

The 104-ship convoys sailed from New York and lost 22 merchant ships between them to Nazi U-boats before reaching England.

Since 25 of the merchant vessels and three of the naval escorts in the convoys were American, Middlebrook writes to the *LOG*, "I'm anxious to describe fully this American participation and I'm appealing to readers of the Seafarers *LOG* who took part to help me by giving their personal experiences."

"In particular, I'm hoping to trace men who served on the destroyers, the *USS Babbitt* and *USS Upshur* and the U.S. Coast Guard cutter, the *USS Ingham* or any of the U.S. merchant ships involved, especially from the *SS Harry Luckenbach*, *SS Matthew Luckenbach*, *SS Irene Du Pont*, *SS Granville*, *SS James Oglethorpe*, *SS Walter Q. Gresham* and *SS William Eustis*, all of which were sunk."

He concludes: "If any of your members are able to help, could they please write to me giving, initially just their name and address and their ship or position in March 1943. I will then give them more details of the information I am seeking."

His address is: Martin Middlebrook, 48 Linden Way, Boston, Lincolnshire PE 21, 9DS, England. His phone number is: Boston STD Code 0205-4555.

SIU Vessel Cited for Rescue

The SIU-contracted *SS McKee Sons* (American Steamship Co.) recently became the first Great Lakes vessel to ever receive a marine safety citation of merit. The award was given for the *McKee Sons'* rescue of six persons from Lake Huron last December.

The 633-foot long self-unloader was cited in the 18th National Ship Safety Achievement Awards Contest sponsored by the marine section of the National Safety Council and the American Institute of Merchant Shipping.

Last Christmas Eve the *McKee Sons* was anchored off Stoneport, Mich. waiting to load cargo. About a mile and a half away was the steamer *Frontenac*, also at anchor. The weather was extremely hazardous; freezing rain and snow and 25-knot winds pelted both vessels. As the ships rolled and jerked at their anchors, footing on deck became treacherous.

Just before midnight a crewmember aboard the *Frontenac* fell overboard and was lost from sight. The ship immediately launched a six-man crew in a lifeboat to search for and rescue the man. The men got underway so quickly that they failed to dress properly; one crewmember was clad in only a T-shirt and cotton pants.

The *McKee Sons*, under the command of Captain Robert J. Laughlin, had been in radio contact with the *Frontenac* and joined the search. Unfortunately the search proved futile; the man had perished within minutes. However, now the lifeboat crew was unable to return to its ship, despite repeated efforts.

It was then up to the *McKee Sons* to save the lifeboat crew before they died of exposure. They appeared occasionally on the radar, and were also lighting flares. The captain, along with the assistance of the ship's SIU-crew, was able to guide the *McKee Sons* close enough to the lifeboat to pick the men up.

Both the crew of the *Frontenac* and the crew of the *McKee Sons* were cited for "their dedicated effort to saving lives of others under the most adverse conditions. This is in the highest tradition of the American merchant marine and a tribute to all men who follow a career at sea. The awards given are also emblematic of the highest traditions of safety beyond the call of duty which have characterized American merchant ships and the men who sail them since the birth of our nation."

Thomas Jefferson Meeting



In top photo, crewmembers aboard the SIU-contracted *Thomas Jefferson* participate in a Union meeting at the ship's most recent payoff at Pier 7 in Brooklyn, N.Y. last month. SIU Representative George McCartney, standing center, led discussions on the importance of the SIU's Washington activities, and brought the crew up-to-date on the progress of the oil imports bill in Congress and other important issues affecting the Union. In bottom photo, ship's committee members pose for a quick picture after their three-month Far East voyage. They are, from the left: John Kelly, steward delegate; Floyd Mitchell, secretary-reporter; Albert Doty, ship's chairman; James Collins, deck delegate, and Jack Brock, engine delegate. Bosun Doty noted that it was "one hell of a nice trip and crew."





Lundeberg grad Ronald Miller on board his first ship, the *Achilles*.

Lundeberg Grad Makes First Trip on Achilles

"Travelling is an education in itself," says 22-year-old Ronald Miller, who recently made his first trip aboard an SIU ship after graduating from the Harry Lundeberg School this past February.

The young Seafarer, a native of Hattiesburg, Miss., shipped out on the tanker *Achilles* (Newport Tankers) as a wiper. Even though he would have settled for any department, because he was anxious to get on his first ship, Miller says he's very happy with the engine department and will definitely stick with it.

"There's more advancement in the engine department, and even if I decide to quit shipping I will know plenty about engines and that's good because I like to work with my hands."

Seafarer Miller became interested in the SIU through his younger brother, Dave. Dave Miller had spoken with a friend who was shipping out and he decided to join the SIU, graduating from Piney Point in September, 1973.

Unfortunately, Dave Miller, who is 19, fell into a cargo hatch on the *SS Hurricane*, his second ship, and injured his back severely. But, the elder Sea-

farer Miller says his brother's accident does not discourage him.

"I like shipping a lot; you can work when you want to. Right now I plan on getting off this ship and taking a short vacation back home in Mississippi."

Seafarer Miller, who attended two years of junior college in Mississippi before joining the SIU, also has very positive feelings about the training programs at the Harry Lundeberg School, and the facilities at Piney Point in general. He says he learned a lot there that helped him on board ship, and that—combined with actually doing the job on the ship—has been an invaluable experience.

"A lot of guys complain about the discipline at Piney Point," he says. "But, if you can't go through that for three months, then how can you expect to survive on a ship for even longer periods of time? You'll never be able to do a good job."

"I think Piney Point is what you make it. You can't have a negative attitude about the place. It's only as good as you make it, and you only get out of it what you put into it. I had a great time."

HLS Grads Ship Together



Every day is like a school reunion aboard the *SS Ultrasea* (Westchester Marine Shipping) where four HLS grads ship together. Pictured from left, are: J. Havduk, OS; C. Galvan, OS; R. McDonnell, Steward Utility; and R. Farris, Steward Utility. All trained and graduated from the Lundeberg School in Piney Point, Md.

AT SEA



SS Sea-Land Consumer

This containership, one of the two new SL-18 class vessels bought by SIU-manned Sea-Land Service while under construction at Bethlehem Steel's Sparrows Point, Md. shipyard from Pacific Far East Line for \$32 million last Fall, entered the Gulf-North Europe run late last month. She was converted at another shipyard, in Mobile, Ala. to carry 739, 35 and 40-foot containers.

The other containership acquired by Sea-Land Service Inc. is the *Sea-Land Producer* undergoing modifications also and expected to be delivered next month.

The 720-foot, 23-knot *Sea-Land Consumer* joined her sisterships, the SIU-contracted *Sea-Land Economy* and the *Sea-Land Venture*, on the Gulf-North Europe run. They were put on this route in 1972 after sailing between the U.S. East Coast and North Europe and the United Kingdom.

Sailing from Houston and New Orleans, the *Sea-Land Consumer* will call at Rotterdam and Bremerhaven every 10 days.

SS Delta Mar

The *SS Delta Mar* (Delta Line) was honored last month by the city fathers of the port of call of Puerto Cabello, Venezuela with a plaque commemorating the LASH ship's maiden voyage stopover there last year. She was the first LASH vessel to call at that port city.

SS La Salle

Rounding the Cape of Good Hope late last month near the port of Durban, South Africa, this Waterman Steamship Co. vessel reported she had to hospitalize A. Saliani, saloon messman, and C. de Jesus, cook and baker in the port of Karachi, India.

SS Arizpa

Recertified Bosun Stanley J. Jandora aboard the *SS Arizpa* (Sea-Land) said there was "a good article in the last (May) LOG for young and oldtimers to read. It's entitled '65 Years at Sea'."

The above mentioned article in the Seafarers LOG was in the Letters to the Editor column on Page 18.

It was written by Brother Emil G. Pearson of Worcester, Mass. who recounted the rough, old days aboard ship in his letter. He advised young Seafarers to treat their ships as they would their homes.

SS Gateway City

Twenty-seven year SIU veteran Chief Steward Andy Reasko celebrated his marriage to Miss Sum Yi in Pusan, Korea on June 16 with the entire crew invited. The couple "wish to express their sincere thanks and gratitude to the membership and officers of the *SS Gateway City* (Sea-Land) (shuttling on the Far East run to Yokohama) for donations and remembrances at the wedding party."

SS Baltimore

Wheelsman E. Carter was taken by helicopter off this Sea-Land ship to Patrick Air Force Base, Fla. early in June after being stricken while on early morning duty.

He had been in bed, ill for an hour-and-a-half when his condition worsened. Chief Mate A. K. Nazarian immediately notified Capt. R. D. Loftberg that Carter was "in bad shape and to contact the USPHS hospital."

The skipper had Radio Operator Edward Wendrow make ship-to-shore phone contact until a helicopter from Cape Canaveral, Fla. arrived on deck after noon with a Dr. Hardy aboard who had the ill Seafarer lifted off in nine minutes.

Chief Steward Ken Hayes says "Capt. Loftberg, Nazarian, Dr. Hardy and the crew of the chopper are to be commended for their prompt action and care of a sick brother."



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.

New LASH SS Stonewall Jackson, Built Under 1970 Act, Completes First Run to New York



The new SIU-contracted LASH *Stonewall Jackson* (Waterman) being docked at Pier 7 in Brooklyn, N.Y. The *Jackson* had just completed a run to New York from New Orleans, where she crewed up last month.

The SIU-contracted LASH SS *Stonewall Jackson*, on its first run, called on the port of New York last month to deliver LASH barges to the Waterman Steamship Co. terminal in Brooklyn.

Though the crew went aboard in June, they spent the month in New Orleans learning how to operate the ship's 1.5 million dollar crane, familiarizing themselves with the automated engine room and getting accustomed to the ultra modern facilities in the galley, before their first run.

This 893-foot LASH ship is capable of carrying 89 LASH barges 18,500 miles at 22 knots. And when it reaches port, the steam turbine-powered *Jackson* can load and unload 2,000 tons of cargo in an hour.

The second in a series of three new LASH ships, the *Jackson* was built by Waterman with the help of government subsidies awarded under the Merchant Marine Act of 1970. The SIU, through donations to SPAD, was able to garner the crucial support needed for the passage of this act.

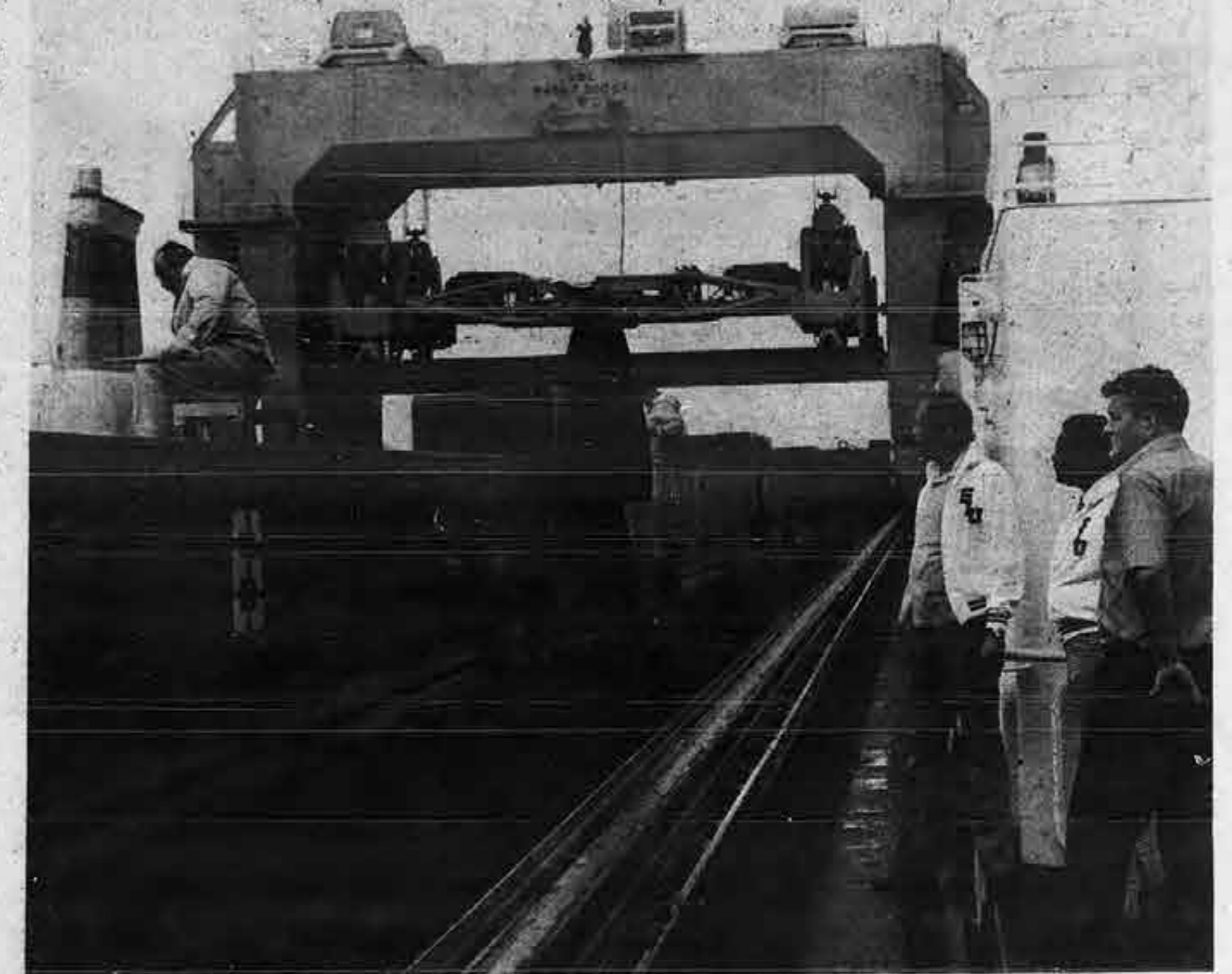
With the aid of this SIU supported act, Waterman has also built the *Jackson's* sisterships *Sam Houston* and *Robert E. Lee*, making it one of the major freight cargo steamship operators in the U.S.

Running from the Gulf and East Coast to the Persian Gulf, the *Stonewall Jackson* and her two sisterships will replace six World War II-built conventional freighters.

In addition to its LASH building program, the expanding Waterman Company has also recently added three former Pacific Far East ships to its fleet.



The view aft from the *Stonewall Jackson's* bridge, showing her barge holds and crane.



Standing far right, two recertified bosuns and an SIU 'A' Seniority upgrader watch as a longshoreman readies a barge for unloading by the ship's crane. They are, from the left: Recertified Bosun Kenneth Gahagan; Upgrader Lawrence Allen and Recertified Bosun Elmer Baker.

500th GED Graduate Receives High School Diploma; HLSS Program Now in Its Fourth Year

Last month the Harry Lundeberg School graduated the 500th student to complete its General Education Development Program, pass the Maryland state tests, and receive a high school diploma. This figure represents the total number of trainees and Seafarers who have taken advantage of the opportunity to obtain a high school diploma through the Lundeberg School's eight week accredited course.

The 500th student to graduate from the program is Danny Hunter, a 19-year-old trainee from Ft. Lauderdale, Fla. Danny became interested in the merchant marine through his father, who was a merchant seaman during WW II. He quit school after the ninth grade, and when he came to Piney Point to enroll in the trainee program he learned about the GED course.

"They have really good teachers here, a real good staff," he said. "And the program itself is very good. I learned a lot in a very short time."

Young Seafarers such as Danny Hunter, who upgrade themselves both academically and vocationally are the Seafarers of the future who will be manning technologically advanced ships such as the new LASH ship *Stonewall Jackson*. (See story above.)

The GED Program itself has made great strides since its inception a little less than four years ago. The program stresses individual accomplishment and students work individually with teachers.

The program encompasses five subject areas: English grammar, Literature, Social Studies, Science and Math. There are also other courses, such as a reading course, study skills, and ports o' call, which deals with different cultures, politics and religions.

Even though the program leads to a high school diploma, there is not an over-emphasis on tests. Margaret Nalen, Director of Academic Education, says that the program is "goal oriented. We try to have a great emphasis on basic skills, those that can be applied in life."

Mrs. Nalen says, "We try to go with concepts, and reduce everything to a smaller scale. We try for a real positive approach." Whatever that approach is—as Danny Hunter and the 499 who received diplomas before him can attest to—it certainly is working.



Science teacher Cindy McCall presents high school diploma to 500th GED graduate Danny Hunter.



Trainee Hunter receives congratulations from Lundeberg School President Hazel Brown.



Danny Hunter, who also completed the three-month entry-rating course, registers with Piney Point Port Agent Gerry Brown.



Trainee Arlen Jones works in Science class while class "mascot" surveys the surroundings.



Trainees Pat Lavin (left), and Paul Apperso work with teacher Anne Clare Morrison in reading lab.

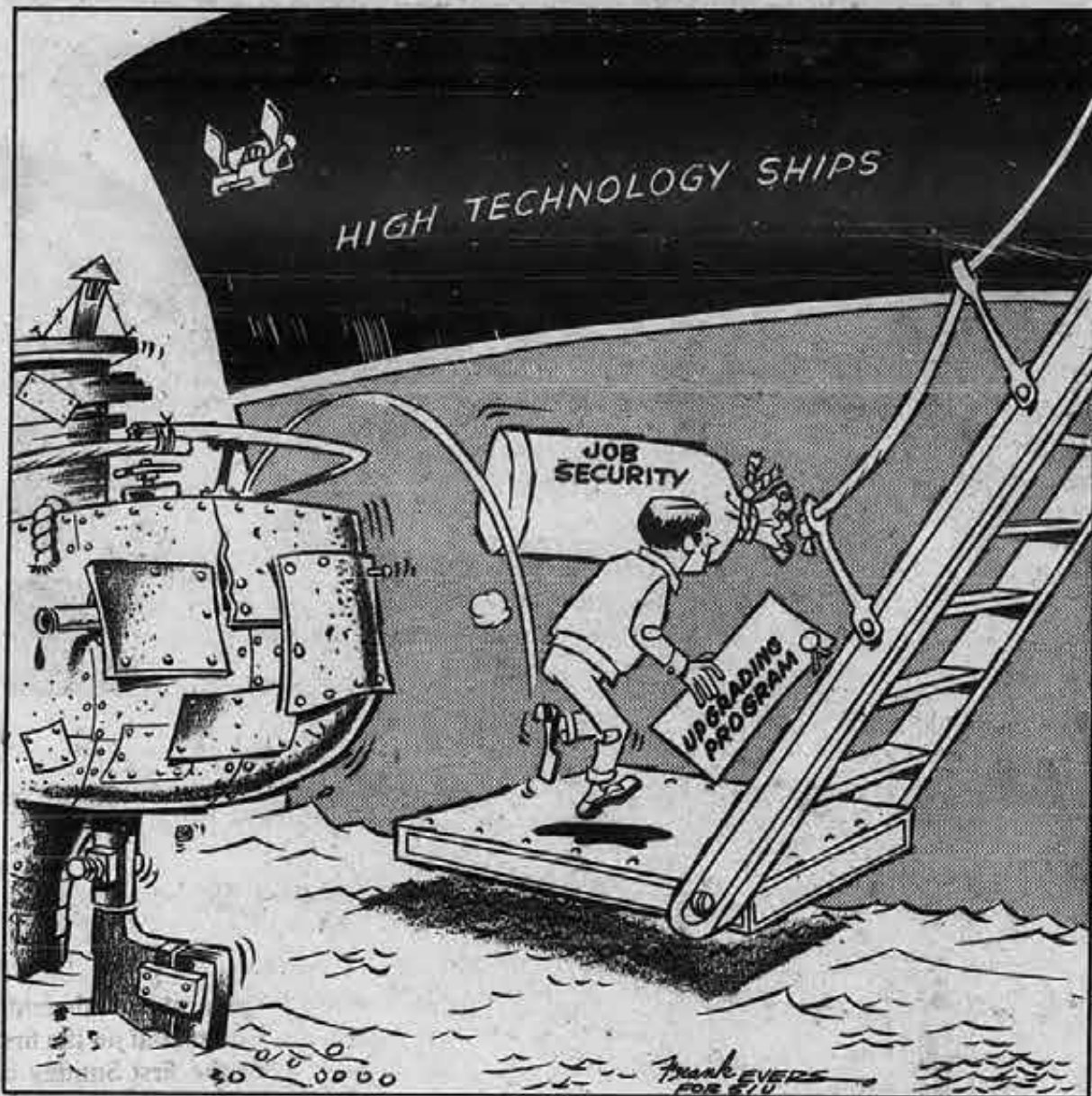


English teacher Marilyn Grotzky looks over work of Trainee Steve Hoelscher, as Seafarer Pete Albano looks on.



Brother Hunter packs his gear in preparation for shipping out from Piney Point.

Invest In Your Future



New Ships and New Skills

It is no secret to anyone actively involved in the U.S. merchant marine that our industry is in the midst of many revolutionary changes—and these changes are occurring at a very rapid pace.

As the familiar old freightships and small capacity oil tankers are inevitably taken out of service one by one, they are being replaced by such radically different vessels as the LASH/containership, the ore/bulk/oil carrier, the supertanker—and in the not-too-distant future—LNGs and LPGs.

These modern, technologically advanced vessels represent a giant step forward for the U.S. maritime industry in regaining its once world-wide dominance in merchant shipping and shipbuilding.

Yet, for the professional sailor, this rapid advancement has created a new and important challenge—to acquire the additional skills absolutely necessary to safely and efficiently man the modern deep-sea vessel.

We, as Seafarers, must meet this challenge head on if we are to insure for ourselves a continually secure livelihood in our changing industry. And, we can do so by fully participating in the many fine training and upgrading programs available to SIU members at the Harry Lundeberg School in Piney Point, Md.

The School regularly conducts a complete range of courses which enable Seafarers to advance to the higher ratings and endorsements in their respective departments.

The importance of these new ratings and endorsements—such as QMED—any rating, Bosun's Recertification, and LNG/LPG training for members of all

departments—cannot be stressed enough. In just a few years, whether or not one has these ratings may mean the difference between getting or not getting a job aboard an SIU-contracted vessel.

To date, the good participation of this membership in the Union's career advancement opportunities has paid off for Seafarers.

Already, SIU members are manning many of the highly automated vessels—such as the Delta and Waterman LASH ships, the supertanker *TT Brooklyn*, and others—built under the 1970 Merchant Marine Act which was passed with the aid of SPAD donations. And the SIU will continue to get the majority of the new ship contracts if our members continue to cooperate and participate in the Union's programs.

What it all boils down to is jobs and job security—the promise of a financially secure future for all SIU members and their families.

Through the SIU's Lundeberg programs, Seafarers are provided with the opportunities to gain the needed skills of the future, but it is still up to the individual SIU member to participate and build his guarantee of long term job security.

The Lundeberg programs are open to all Seafarers. A complete outline on course requirements and starting dates can be found in each issue of the LOG on pages 30 and 31.

If you have questions about these programs, ask an SIU representative or write the Lundeberg School directly.

All Seafarers are strongly urged to take the time out and participate in these programs. The few weeks spent at the School are an investment in years of job security.

Letters to the Editor



An Oldtimer Remembers

Recently, I saw Piney Point for the first time and I felt proud of what the Union has been able to build over the years, and I'm sure that any other oldtimer like myself would feel the same way. Now I can laugh at the people who always tried to tell me that I was wasting my time trying to make a better Union.

Seeing Piney Point brought back some vivid memories of the old days and of how far we have come from Clay Street to where we are now.

Back then, we knew that one man alone could do nothing, but by sticking together in a strong Union we knew we would get out of Clay Street and into a respectable Union hall. Any oldtimer who can remember that far back can also remember something else—the men who first organized themselves into this great Union.

They were men who knew that old newspapers and brown wrapping paper taken out of a trash can would make warm blankets for sleeping in some alley with rats the only company. It wasn't too bad, though, the rats didn't bite—they just struggled up for warmth. But those damned rats were far better company than the ones who tried to stop us from organizing into a strong Union—a Union which at this time more than a quarter of a century has been able to build a place like Piney Point from almost nothing.

For those oldtimers who have never been to Piney Point, you will see the Seafarers of the future and you will see the opportunities they have, and you will remember that life only offered you the chance of a snowball in hell.

Ask any oldtimer who has seen it and he will say the same thing, and tell you how proud he is. Your own old memories will kick you like you have never been kicked before.

Fraternally,
Daniel D. Backus, B-975
Miss Loma, Calif.

April 1974 Volume XXV, No. 4

SEAFARERS LOG

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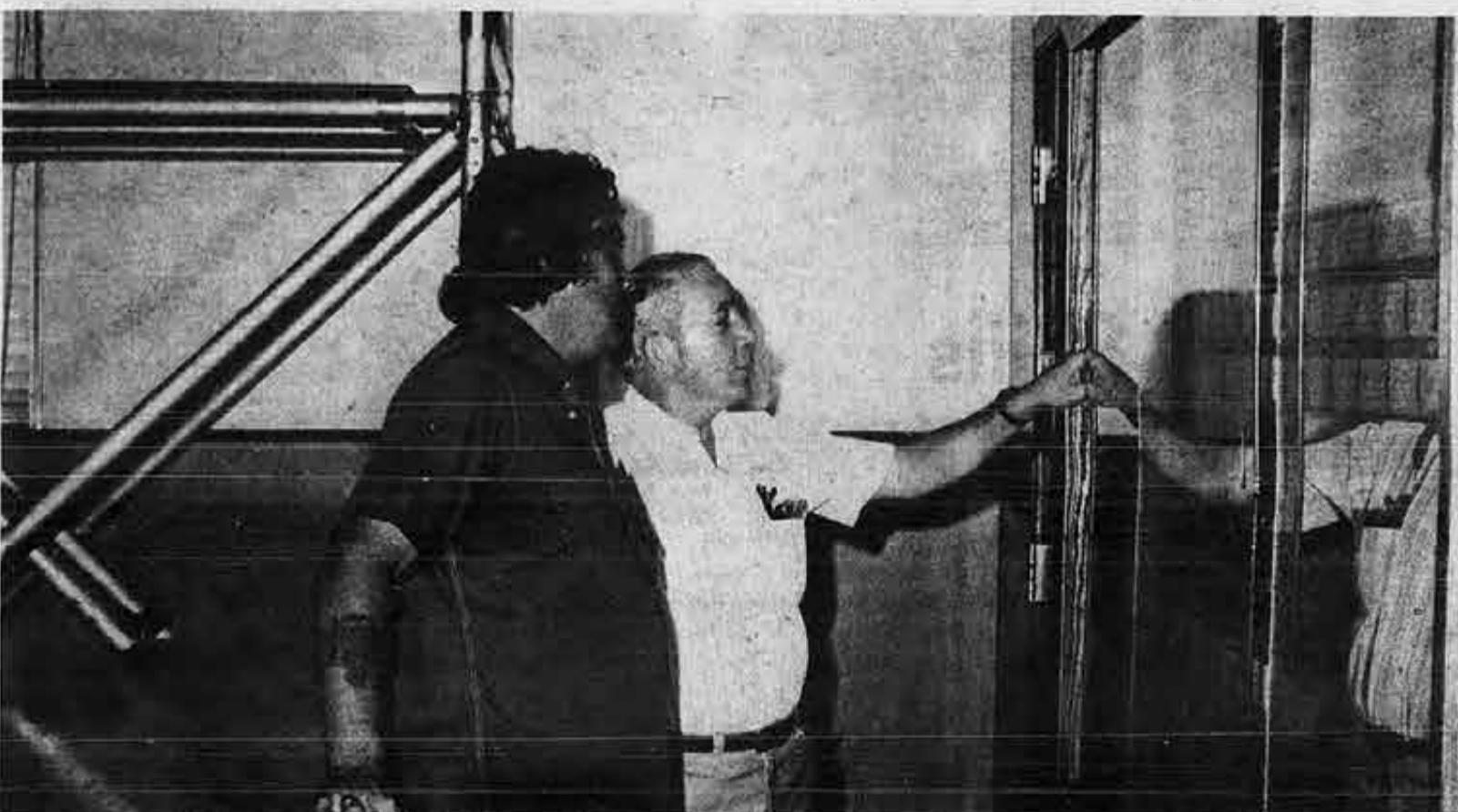
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SIU Vice President Bull Shephard reports to membership at last month's meeting in port of Baltimore.

Baltimore Membership Meeting Provides Forum for Discussion



Able-seamen Tom Spangler (left), and Tom Danzey check Registration board in Union Hall in Baltimore.

SIU brothers in the port of Baltimore hold a general membership meeting at the Union Hall on the first Wednesday after the first Sunday of each month. These meetings are held on designated days in each SIU Constitutional port, and they provide an opportunity for all our members to discuss beefs, ask questions and put motions before the membership.

At last month's Baltimore meeting, SIU Atlantic Area Vice President Bull Shephard reported that shipping was good all along the East coast. He informed the members of the SIU's current legislative fights in Washington, and our continuous struggle to provide job security for all Seafarers.

Members in all ports should attend these meetings to express their views and keep informed of all developments affecting their Union.



Seafarer Jim Combs, who received a QMED rating at Piney Point in Feb., 1973, has the floor for a question at the general meeting.

New SIU Pensioners



Benito R. Cuenca, 72, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Cuenca had sailed for 52 years and is a U.S. Coast Guard veteran of World War II. Born in the Philippine Islands, he is now a resident of Violet, La. with his wife, Beulah.



Leo J. Gomes, 62, joined the Union in the port of Mobile in 1955 sailing as a cook. Brother Gomes was born in Trinidad, British West Indies and is now a resident of Mobile with his wife, Mary.



Alexander Pulles, 64, joined the Union in the port of Baltimore in 1961 sailing as an AB. Brother Pulles was born in Estonia, now part of the USSR, and is now a resident of Baltimore with his wife, Alide.



Hollis Bishop, 51, joined the SIU in 1949 in the port of Tampa sailing in the engine department. Brother Bishop is a veteran of the U.S. Army Engineers Corps in World War II. Born in Alabama, he is now a resident of Bayou La Batre, La. with his wife, Dorothy and his daughter, Lenora.



Jean V. Bertrand, 67, joined the SIU in the port of New Orleans in 1955 sailing in the steward department. Brother Bertrand is a native of Louisiana and is now a resident of Ville Platte, La.



David P. Rivers, 48, joined the SIU in 1946 in the port of Boston sailing as an AB. Brother Rivers is a native of Patrick, S.C. and is now a resident of Diboll, Tex. with his wife, Bertie Mae.



George B. Williams, 61, joined the Union in the port of New York in 1955 sailing as a cook. Brother Williams walked the picket line in the Greater N.Y. Harbor strike of 1961 and the Robin Line strike of 1962. Born in Louisville, Ky., he is now a resident of Norfolk.



James D. Bergeria, 56, joined the Union in 1942 in the port of Philadelphia sailing as a cook. Brother Bergeria was born in Pennsylvania and is now a resident of Philadelphia with his wife, Elizabeth.



Juan Rodriguez, 67, joined the Union in 1944 in the port of Baltimore sailing as a chief steward. Brother Rodriguez was born in Utuado, Puerto Rico and is now a resident of Puerto Nuevo, Puerto Rico with his wife, Maria.



Elmer G. Derby, 64, joined the Union in the Great Lakes port of Elberta, Mich. in 1956 sailing as an oiler for Ann Arbor Carferries. Brother Derby is a native of Manistee County, Mich. and is now a resident of Bear Lake, Mich. with his wife, Doris.



Severino Garcia, 48, joined the Union in the port of Houston in 1956 sailing in the engine department. Brother Garcia is a native of Galveston and is now a resident of Houston.



Joaquin Passapera, 62, joined the SIU in 1946 in the port of Philadelphia sailing as an OS. Brother Passapera is a lifelong resident of Yabucoa, Puerto Rico where he is a resident with his wife, Felicita.



Joe B. Brown, 65, joined the SIU in 1946 in the port of New York sailing as a cook. He had sailed for 38 years and walked the picket line in the Greater New York Harbor strike in 1961. Brother Brown was born in Alabama and is now a resident of Brooklyn, N.Y. with his wife, Lillian.



Delos O. Boyd, 72, joined the SIU in the port of Mobile in 1958 sailing as a cook. Brother Boyd is a native of Mississippi and is now a resident of Brookhaven, Miss.



John Kackur, 60, joined the Union in 1943 in the port of Baltimore sailing as a chief cook. Brother Kackur is a native of Pennsylvania and is now a resident of New Paris, Pa.



Alipio Trujillo, 57, joined the SIU in the Gulf port of Lake Charles, La. in 1955 sailing as a cook. Brother Trujillo is a U.S. Army veteran of World War II. Born in Cuba, he is now a resident of Miami with his wife, Delia.



Riversly C. Brown, 66, joined the Union in 1944 in the port of Norfolk sailing in the steward department. Brother Brown is a native of Viequez, Puerto Rico and is now a resident of San Francisco.



David Henry, 67, joined the SIU in 1943 in the port of New York sailing as a fireman-water-tender for the Kinsman Marine Transit Co. Brother Henry was born in Ireland and is now a resident of Buffalo, N.Y.

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

San Francisco Pensioner



Seafarer William Nuttal, left, receives his first pension check from San Francisco Port Agent Steve Troy at the June membership meeting. Brother Nuttal, who sailed in the steward department, joined the Union in 1948 in the Port of New York. Born in the Philippines, Seafarer Nuttal is 69 years old. His last ship was the *Beauegard*.

MEMBERSHIP MEETINGS' SCHEDULE



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

New 'A' Book Members

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

By initiating this Upgrading Program the SIU is filling the great need in the changing maritime industry for

Five Receive Full 'A' Books

a means of teaching seamen the latest technology on all newly-constructed ships. At the same time this program provides our members with a better understanding of our problems and

how we must deal with them if we are to play an important role in this nation's merchant marine of the future.

The number of men who have gone through this Upgrading Pro-

gram has now reached 104. Aside from the knowledge they have gained, their full 'A' Books now give them better opportunities when they ship out.

On this page the five new graduates of the program describe in their own words what the program has meant to them.

Sam Rivers



Seafarer Sam Rivers graduated from the Harry Lundeberg School in January, 1972. Prior to attending the Seniority Upgrading Program Brother Rivers obtained a QMED rating at Piney Point. A native of St. Louis, he still makes his home there. Seafarer Rivers ships out of the port of San Francisco.

This Union is known as the Brotherhood of the Sea, and to me this means respect. And, by giving the other guy as much respect as you would want from him, you create a strong foundation through a lifetime. I'm proud of the Union for what it has given me, and that is an opportunity to play a big role in it, an opportunity to prove to myself and to others the hidden intelligence that refused to come out before I got involved in the SIU.

The Union consists of many things; not only the world of the sea, which is the main concern, but also such things as dealing with everyday life, politics, law and order, discipline, and most of all unity among the people. A union like the SIU is one of the best ways to show people what unity really means and how it is put to work.

Robert Cunningham



Seafarer Robert Cunningham graduated from the Harry Lundeberg School in 1972. Prior to attending the 'A' Seniority Upgrading Program, Brother Cunningham received his AB ticket at Piney Point. A native of California, he now makes his home in Los Angeles. Seafarer Cunningham ships out of the port of Houston.

While going through the 'A' Seniority Upgrading Program I have learned a lot about my Union and how it operates. During our stay at Piney Point we made a trip to Washington and learned how SPAD was working for us. We went to the House of Representatives and the Senate; talked with Congressmen and Senators. Without SPAD we wouldn't have any representation on Capitol Hill. That's why SPAD is so important to our security.

Here at Headquarters we have learned how our Union operates and all of the problems that come up and how they are solved. I was really impressed with the different departments, such as IBM, Records, Claims, Control Room and Welfare; they were all very interesting. It amazed me to see how much work has to be done to keep everything straight.

With our membership we will build a stronger and better union.

Sidney Vaiton



Seafarer Sidney Vaiton graduated from the Harry Lundeberg School in 1969. Brother Vaiton received an FOWT rating in 1970 in New York. A native of New Orleans, he continues to make his home there. Seafarer Vaiton ships out of the port of San Francisco.

I learned more through being a Sea-

farer than any school ever taught me. The type of education I received at sea, overseas and through the Harry Lundeberg School was of a highly unique type, and that is experience. The opportunities for advancement are extraordinary, because after three months of wiper time I upgraded to FOWT.

The instructors at Piney Point teach you what you have to know from direct experience.

I can see the importance of SPAD for the betterment of the Union. Without it my livelihood would diminish. With it we will open up ways to a better and brighter future.

William Mortier



Seafarer William Mortier has been a member of the SIU since 1968. Brother Mortier received a Quartermaster rating at Piney Point last year, and returned this year to go through the LNG/LPG training course at the school. A native of Holland, he now makes his home in New York. Seafarer Mortier sails as AB from the port of New York.

My stay at Piney Point, which was a pleasant and constructive one, has been instrumental in giving me a better perspective as to what is going on in Washington politics in keeping our ships and assuring jobs for all seamen.

The laws formulated by our Washington politicians either make or break our job situation, and the sooner our SIU members realize this fact the better they will understand how important it is to our job security. It is up to us to back up SPAD with our donations and not just give it lip service; so when you pay off your ship, don't wait for the patrolman to ask you for your SPAD donations.

Don't ask what the SIU can do for you, but see what you can do for the SIU, which in effect would be doing it for yourself.

Lawrence Allen



Seafarer Larry Allen has been sailing with the SIU since 1969. Prior to obtaining his full 'A' Book, Brother Allen received his QMED rating and attended the LNG/LPG training program at the Harry Lundeberg School. A native of Mississippi, Brother Allen ships out of the port of San Francisco where he makes his home with his wife Wilbur and their four children.

During my stay at Piney Point and New York I got to learn a lot about the operation of the SIU, what it means to be a member of this Union, and how SPAD is used. You might say SPAD and Piney Point are the backbone of our Union because the SIU needs them both.

My stay at Piney Point was very rewarding. They have a very outstanding staff there, and a very good program. In New York you have a chance to look over the operation starting with Welfare, Claims, IBM, Control Room and Records. The SIU leaves no doubt in its members' minds just what every penny is being spent for.

Now that I have received all the endorsements that an unlicensed man can receive, it makes me a full member of the SIU.

Upgrading Honor Roll

Following are the names and departments of 104 Seafarers who have completed the "A" Seniority Upgrading Program.

Allen, Lawrence, Engine	Makarewicz, Richard, Engine
Andrepoint, P. J., Engine	Manning, Henry, Steward
Arnold, Mott, Deck	Marcus, M. A., Deck
Bartol, Thomas, Deck	McAndrew, Martin, Engine
Baxter, Alan, Engine	McCabe, John, Engine
Bean, P. L., Deck	McCabe, T. J., Engine
Beauverd, Arthur, Engine	Minix, Jr., R. G., Engine
Bellinger, William, Steward	Miranda, John, Engine
Blacklock, Richard, Engine	Moore, C. M., Deck
Bolen, Timothy, Deck	Moore, George, Deck
Burke, Lee Roy, Engine	Moore, William, Deck
Burke, Timothy, Deck	Mortier, William, Deck
Clark, Garrett, Deck	Painter, Philip, Engine
Conklin, Kevin, Engine	Paloumbis, Nikolaos, Engine
Cunningham, Robert, Deck	Papageorgiou, Dimitrios, Engine
Daniel, Wadsworth, Engine	Parker, Jason, Deck
Davis, William, Deck	Poletti, Pierangelo, Deck
Day, John, Engine	Reamey, Bert, Engine
Deskins, William, Steward	Restaino, John, Engine
Dising, Maximo, Engine	Ripley, William, Deck
Ewing, Larry, Steward	Rivers, Sam, Engine
Fila, Marion, Deck	Roback, James, Deck
Galka, Thomas, Engine	Rodriguez, Charles, Engine
Garay, Stephen, Deck	Sabb, Caldwell, Jr., Engine
Garcia, Robert, Deck	Salley, Robert, Jr., Engine
Gilliam, Robert, Steward	Sanders, Darry, Engine
Gotay, Raul, Steward	Sanger, Alfred, Deck
Gower, David, Engine	Shaw, Ronald, Engine
Graham, Patrick, Deck	Simonetti, Joseph, Steward
Grimes, M. R., Deck	Simpson, Spurgeon, Engine
Hart, Ray, Deck	Sisk, Keith, Deck
Hawker, Patrick, Deck	Smith, D. B., Steward
Haynes, Blake, Engine	Spell, Gary, Engine
Heick, Carroll, Deck	Spell, Joseph, Deck
Humason, Jon, Deck	Spencer, H. D., Engine
Hummerick, James, Jr., Steward	Stauter, David, Engine
Hutchinson, Richard, Jr., Engine	Svoboda, Kvetoslav, Engine
Ivey, D. E., Engine	Thomas, Robert, Engine
Johnson, M., Deck	Thomas, Timothy, Deck
Jones, Leggette, Deck	Trainer, Robert, Deck
Kegney, Thomas, Engine	Utterback, Larry, Deck
Kelley, John, Deck	Vain, Thomas, Deck
Kerney, Paul, Engine	Vaiton, Sidney, Engine
Kirksey, Charles, Engine	Vanyi, Thomas, Steward
Kittleson, L. Q., Deck	Vukmir, George, Deck
Knight, Donald, Engine	Walker, Marvin, Engine
Konetes, Johnnie, Deck	Wambach, Albert, Deck
Kunc, Lawrence, Deck	Wilhelm, Mark, Engine
Kundrat, Joseph, Steward	Wilson, Richard, Steward
Lehmann, Arthur, Deck	Wolfe, John, Deck
Lenisch, Robert, Deck	Woodhouse, Arthur, Engine
Lundquist, Louis, Deck	Zaklet, Hans, Engine



GALVESTON (Sea-Land Service), June 30—Chairman Recertified Bosun Karl A. Hellman; Secretary Gus Skendeias; Educational Director Rogers Coleman; Deck Delegate Wilbur Newton; Engine Delegate John A. Sullivan; Steward Delegate Oscar Sorenson. Chairman advised crewmembers to read the Seafarers LOG which has many interesting items in it. Referred to President's report on the Maritime Strategy meeting that was held in Washington and how all contributions to SPAD help make us a stronger Union. Crewmembers agreed with chairman and realize that we must all back our Union. \$36.05 in ship's fund. Vote of thanks to the steward department for a job well done.

BETHFLOR (Bethlehem Steel), June 16—Chairman J. Michaels; Secretary J. Kundrat; Educational Director Ralph Gowan; Engine Delegate H. Duarte. \$26 in ship's fund. No disputed OT. Everything running smoothly. Next port Houston.

BOSTON (Sea-Land Service), June 30—Chairman Recertified Bosun C. D'Amico; Educational Director John Atherton. 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.

BROOKLYN (Anndep Steamship Corp.), June 23—Chairman Recertified Bosun Alfonso Armada; Secretary Jimmie Bartlett; Educational Director Joe Arnino; Steward Delegate C. Martin. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Capetown.

CALMAR (Calmar Steamship), June 23—Chairman Recertified Bosun Morton J. Kerngood; Secretary C. Garnett; Deck Delegate D. Shields; Engine Delegate Leon Fountain. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

DEL ORO (Delta Steamship), June 16—Chairman Robert Breaus; Secretary Teddy Kress; Educational Director David Rojas; Deck Delegate Andrew Thompson; Engine Delegate R. L. Evans; Steward Delegate John Reilly. \$76 in ship's fund. Some disputed OT in deck and engine departments. A vote of thanks to the steward department for a job well done.

SEATRAN MARYLAND (Hudson Waterways), June 23—Chairman Recertified Bosun John Eddins; Secretary Walter Fitch; Deck Delegate H. DeBoissiere; Engine Delegate J. Billott; Steward Delegate F. Urias. \$9 in ship's fund. Some disputed OT in deck and engine departments. Chairman urged all crewmembers to support the upgrading program. A vote of thanks to the steward department for a job well done. Next port New Orleans.

SEA-LAND RESOURCE (Sea-Land Service), June 2—Chairman James Lomax. Some disputed OT in deck and engine department. Request bus service from ship to the gate in Yokohama, Kobe and Hong Kong. Everything running smoothly.

DELTA ARGENTINA (Delta Steamship), June 19—Chairman Recertified Bosun Tony J. Radich; Secretary S. B. Wright; Educational Director R. Lawson; Engine Delegate James Ward. Some disputed OT in deck department. Chairman urged all crewmembers to attend Union meetings and to donate to SPAD. All crewmembers were asked to cooperate and donate to the movie fund. A vote of thanks to the steward department for a job well done.

DELTA PARAGUAY (Delta Steamship), June 9—Chairman Recertified Bosun George Burch; Secretary W. J. Miles; Educational Director Frank W. Chavers; Engine Delegate Juan Cruz; Steward Delegate James Penymor. \$3.03 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Takaradi, Ghana.

JACKSONVILLE (Sea-Land Service), June 23—Chairman Recertified Bosun W. H. Butts; Secretary J. Prats; Educational Director H. Duhadaway; Deck Delegate Pedro Del Valla; Engine Delegate Curtis Ducote; Steward Delegate R. Bosco. No disputed OT. Chairman suggests that all crewmembers support SPAD—it is for their benefit. A vote of thanks to the steward department for a job well done.

ROSE CITY (Sea-Land Service), June 16—Chairman Recertified Bosun J. Cisiecki; Secretary F. Kaziukewicz; Engine Delegate Delmar Richey. Chairman held a discussion on SPAD what it is for—how it works—and how it can benefit all crewmembers in the future. Put out some reading matter on different subjects which should be of interest to everyone. Suggested that everyone get to see Piney Point. Vote of thanks to the steward department and deck department for mess hall upkeep.

SEATRAN PUERTO RICO (Hudson Waterways), June 30—Chairman M. Silva; Secretary S. Brown; Educational Director D. Pase; Deck Delegate John Wilson; Engine Delegate H. F. Welch. \$10.80 in ship's fund. \$10 donated to a Korean Orphan home. Vote of thanks to the steward department for a job well done. Extended high praise to John Kane, pantry utility and Manuel Cordero, saloon mess for an excellent job. This was their first trip out of Piney Point. Next port Oakland, Calif.

SEA-LAND COMMERCE (Sea-Land Service), June 2—Chairman Lothar Rock; Secretary L. Dekan; Educational Director Gene Speckman; Steward Delegate Martin Badger. \$140 in ship's fund. Chairman to try and purchase some movie film in Seattle. No disputed OT. Crewmembers suggested that more safety meetings be held. Next port, Long Beach.

LA SALLE (Waterman Steamship), June 23—Chairman Recertified Bosun L. Rodriguez; Secretary A. Salem; Educational Director Gower; Deck Delegate L. Callaway; Engine Delegate A. Rehm; Steward Delegate G. Vorice. Chairman suggested that the men in the engine department should go and get their QMED at Piney Point. Reminded all crewmembers that when they get their SPAD receipt to be sure you have a number on it. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Next port Durban.

ARIZPA (Sea-Land Service), June 29—Chairman S. J. Sandora; Secretary W. Seltzer; Educational Director I. Koramis; Engine Delegate Jose Pineiro; Deck Delegate Walter Gustavson; Steward Delegate Joseph Righetti. Chairman suggested that to get an insight of Union activities and the use that SPAD is being put to, read the Seafarers LOG thoroughly. Reference was made to the May 1974 issue of the Seafarers LOG—Letters to the Editor column—"65 Years At Sea"—which depicted life at sea as it used to be and how it is today. Next port, Port Elizabeth.

Elizabethport Committee



Recertified Bosun Vagn "Teddy" Neilsen, third from the left, graduated in April from the Bosuns Recertification Program and is now sailing aboard the SIU-contracted containership *Elizabethport*. Photo was taken at the ship's most recent payoff in Port Elizabeth. The Ship's Committee members are, from the left: George Gibbons, ship's secretary-reporter; R. A. Ruffner, deck delegate; Neilsen, ship's chairman; M. V. Jorgensen, engine delegate; Nick Caputo, AB, and B. Sierra, steward delegate.

ARTHUR MIDDLETON (Waterman Steamship Corp.), June 9—Chairman Bernard Toner; Secretary J. Mojica; Educational Director Robers Cosaclo; Deck Delegate Albert Packers; Steward Delegate Stephen M. Dong. 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 Savannah.

DELTA SUD (Delta Steamship), June 25—Chairman Recertified Bosun Viecko Pollanen; Secretary Mike Dunn; Educational Director Morris Bartlett; Deck Delegate Jack D. Callaway. \$15 in ship's fund, \$285 in movie fund. Some disputed OT in deck department. Brother James C. Dial of Upper Alabama, besides going to sea, is raising racehorses. A special vote of thanks to the steward department for a job well done.

PORTLAND (Sea-Land Service), June 1—Chairman Recertified Bosun Don Hicks; Secretary Juan Cruz. Chairman suggested that all members support SPAD. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

ELIZABETH PORT (Sea-Land Service), June 30—Chairman Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director P. Kanavos. No disputed OT. A vote of thanks to the steward department for a job well done. The men in the steward department thanked the deck department for keeping the messroom and pantry clean. Next port Cadiz, Spain.

OVERSEAS ULLA (Maritime Overseas Corp.), June 16—Chairman Walter Colley; Secretary John S. Burke, Sr.; Educational Director Franklin Miller; Deck Delegate M. C. Cooper; Engine Delegate C. E. Johnson; Steward Delegate Herbert Hollings. \$21 in ship's fund. Some disputed OT in engine and steward departments. All communications posted. Vote of thanks to the steward department for a job well done.

ANCHORAGE (Sea-Land Service), June 16—Chairman M. Sanchez; Secretary J. Nash. \$14 in ship's fund. No disputed OT. A vote of thanks to the steward department to the deck department for keeping messhall and pantry clean. Also a vote of thanks to Brother Jackson for running movies.

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

BIENVILLE
SCHUYLKILL
OVERSEAS BULKER
CHICAGO
BALTIMORE
EAGLE TRAVELER
OVERSEAS ARCTIC
SUGAR ISLANDER
MILLICOMA
MAYAGUEZ
SHENANDOAH
PHILADELPHIA
OVERSEAS EVELYN
LONG BEACH
SEA-LAND EXCHANGE
SEATTLE
SAN JUAN
OVERSEAS TRAVELER



Seafarer Nyles Nash, sailing as FOWT, checks the boilers aboard the *American Victory*.



Seafarers gather in the crew's mess during the payoff to pay dues, discuss the voyage and hold a shipboard meeting.

American Victory At N.J. Army Terminal

The SIU manned *American Victory* (Victory Carriers), paid off last month at the Army Terminal in Bayonne, N.J.

One of the last C-2s still sailing, the *Victory* and her SIU crew carried general Army cargo to Subic Bay, Hawaii, Thailand, Viet Nam, Korea, Japan, Guam, Long Beach, Calif., Panama and Puerto Rico during the four-month run.

Though the ship is old, the crewmembers agreed that it had been a good run, with few problems and an abundance of good ports.

During the payoff, a lengthy shipboard meeting was held and the crewmembers, actively interested in Union affairs, discussed the oil bill and its implications for SIU members, the various attacks on the Jones Act, and the Sabine Tanker organizing drive.



Thirty-year SIU veteran Sam W. McDonald, left, chief steward and Seafarer Bill Theodore, third cook, prepare dinner for the crew.



Cook and Baker Paul Lemmon, left, and BR T. Nettles, sailing with SIU for over 30 years, buy SPAD tickets from SIU patrolmen. They both realize the importance of Union participation in political action.

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.

DISPATCHERS REPORT

JULY 1-31, 1974

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	6	1	1	8	1	2	7	2	3
New York	97	18	3	72	20	7	165	33	2
Philadelphia	13	3	0	2	0	0	28	7	1
Baltimore	35	7	1	17	7	0	81	7	1
Norfolk	14	2	0	6	2	0	30	5	0
Tampa	5	1	0	0	0	0	11	2	0
Mobile	21	2	0	15	2	0	48	8	0
New Orleans	54	14	1	48	12	0	97	15	0
Jacksonville	41	14	2	25	16	2	65	12	1
San Francisco	59	14	0	55	10	0	110	30	0
Wilmington	25	4	0	16	4	0	28	16	1
Seattle	29	10	0	23	7	0	41	18	1
Puerto Rico	11	1	0	5	4	0	20	1	0
Houston	71	13	1	33	15	3	161	28	4
Piney Point	0	0	0	0	5	0	0	0	0
Yokohama	3	2	3	3	5	2	2	3	3
Alpena	5	0	0	11	2	9	3	0	3
Buffalo	3	1	0	3	2	3	2	1	0
Cleveland	10	6	4	10	14	16	5	4	3
Detroit	11	5	3	15	6	24	15	3	1
Duluth	11	5	4	15	18	10	4	3	3
Frankfort	7	1	1	17	2	7	4	1	1
Chicago	9	0	6	7	3	11	6	0	4
Totals	540	124	30	406	155	95	933	199	32
ENGINE DEPARTMENT									
Boston	3	5	2	2	2	2	2	4	2
New York	68	46	4	53	43	7	134	57	1
Philadelphia	13	0	0	5	3	0	18	4	0
Baltimore	38	14	0	18	7	0	63	20	0
Norfolk	10	4	0	7	7	0	19	7	0
Tampa	3	1	0	0	2	0	5	2	0
Mobile	26	5	0	15	3	0	40	15	0
New Orleans	56	15	2	46	14	0	60	28	2
Jacksonville	24	8	0	15	14	2	27	12	2
San Francisco	54	24	0	39	19	0	85	38	0
Wilmington	15	10	0	7	10	0	17	10	0
Seattle	20	13	1	17	14	0	21	14	1
Puerto Rico	9	4	1	13	4	0	17	8	1
Houston	57	17	0	21	15	1	113	33	3
Piney Point	0	0	0	0	5	0	0	0	0
Yokohama	2	1	2	2	3	5	2	1	1
Alpena	5	1	1	2	1	6	4	2	4
Buffalo	2	0	1	6	1	2	2	0	1
Cleveland	9	2	2	9	4	3	2	2	1
Detroit	18	5	3	28	5	6	15	3	2
Duluth	14	5	3	19	5	4	5	5	4
Frankfort	7	0	1	5	0	2	4	0	1
Chicago	2	3	0	4	4	1	0	3	5
Totals	465	183	23	333	185	41	663	268	31
STEWARD DEPARTMENT									
Boston	1	1	0	2	0	0	4	2	0
New York	40	8	2	47	27	6	68	12	4
Philadelphia	5	0	0	3	0	0	13	0	0
Baltimore	17	2	1	14	7	2	25	2	1
Norfolk	11	0	0	2	4	0	19	2	0
Tampa	5	0	0	1	1	0	4	1	0
Mobile	11	2	0	8	3	0	26	3	0
New Orleans	30	2	0	39	8	0	45	6	0
Jacksonville	14	4	0	11	10	5	22	5	1
San Francisco	37	8	0	32	26	1	61	26	0
Wilmington	10	4	0	5	2	0	13	8	0
Seattle	14	1	0	15	10	3	14	2	0
Puerto Rico	6	1	0	7	1	1	15	2	0
Houston	36	1	0	24	16	0	78	11	1
Piney Point	0	2	0	0	21	0	0	0	0
Yokohama	1	1	1	2	3	6	1	0	0
Alpena	1	1	0	2	1	1	0	1	0
Buffalo	0	0	0	0	0	1	0	0	0
Cleveland	0	0	0	3	4	3	0	0	0
Detroit	6	1	4	16	3	14	3	0	0
Duluth	2	2	0	2	3	2	2	0	0
Frankfort	2	0	0	12	3	5	1	0	0
Chicago	0	0	1	1	1	1	0	1	4
Totals	249	41	9	260	154	53	424	85	11
ENTRY DEPARTMENT									
Boston	4	3	6				1	6	11
New York	41	80	34				56	172	75
Philadelphia	4	6	0				11	27	3
Baltimore	23	22	3				40	46	15
Norfolk	5	22	2				11	26	8
Tampa	0	2	0				3	3	2
Mobile	13	19	1				19	41	1
New Orleans	28	53	0				37	72	11
Jacksonville	6	29	6				12	46	13
San Francisco	29	64	3				37	97	15
Wilmington	4	19	0				8	20	0
Seattle	16	21	8				17	16	6
Puerto Rico	10	15	1				21	43	4
Houston	17	50	24				29	82	58
Piney Point	0	29	0				0	3	0
Yokohama	0	3	10				0	1	4
Alpena	4	1	32				2	3	67
Buffalo	4	1	12				4	4	28
Cleveland	8	11	22				6	7	25
Detroit	26	9	60				23	14	67
Duluth	6	16	16				5	7	33
Frankfort	19	3	23				11	4	27
Chicago	4	3	20				5	2	46
Totals	271	481	283				358	742	519
Totals All Depts.	1,525	829	345	999	494	189	2,378	1,294	593

The above figures clearly show that shipping in all areas is excellent. During the period of July 1-31, a total of 1,682 jobs were shipped from SIU halls. But of these, only 999 were taken by Class "A" Seniority full book men. That means there were 683 permanent jobs available to Class "A" Seniority full book men not taken by them. There are plenty of jobs available in all departments, and SIU members can feel secure that when they go to an SIU hall there will be jobs for them to fill.

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(616) EL 7-2441

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(713) WA 8-3207

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(201) HE 5-9424

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630 Jackson Ave. 70130
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(804) 622-1892

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

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

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

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

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

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

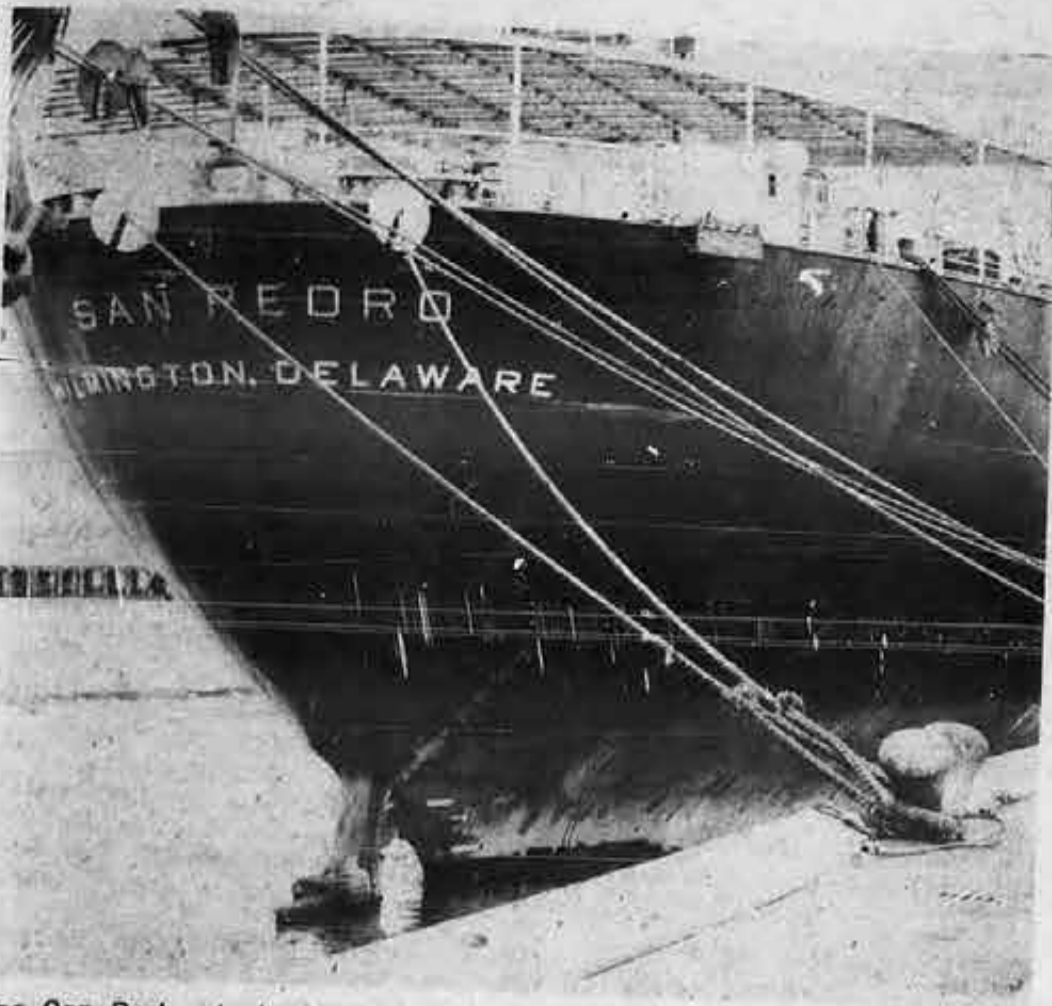
ST. LOUIS, Mo......4581 Gravois Ave. 63116
(314) 752-6500

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

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(419) 248-3691

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

YOKOHAMA, Japan.....P.O. Box 429
Yokohama Port P.O.
5-6 Nihon Odori
Naka-Ku 231-91
201-7935 Ext. 291



The *San Pedro* docked at the port of Oakland last month when she paid off after time spent on a Far East shuttle run.



The Sea-Land container terminal at the port of Oakland, Calif.

San Pedro Pays Off in Oakland After Far East Run

The containership *San Pedro* (Sea-Land) docked in the port of Oakland, Calif. last month for a payoff after returning from the Far East. The 695-foot long vessel is a converted C-4 ship built in 1945 at Kaiser Shipyards in Vancouver, Wash. She was converted in Feb. 1970 at Todd Shipyards in San Pedro, Calif. The *San Pedro* has a deadweight tonnage of 17,897 and a shaft hp of 9,000. The ship has two cranes on board which can unload containers at ports where there are no cranes on the dock. The *San Pedro* has been on a Far East shuttle run which then brings her back to the West Coast of the U.S. Some of her Far East ports are Inchon, Pusan, Yokohama, and Naha, Okinawa. Besides the port of Oakland, she also stops at the port of Long Beach, Calif.



Seafarer Abe Rosen, who signed-on the *San Pedro* as a BR Utility, is also a member of the Screen Actors Guild as the union card he holds clearly shows. Rosen has appeared in many films under the name of Jeffrey Allen, acting in small character roles in Westerns and as a stuntman.



Chief Cook S. King (left) and Cook and Baker Robert L. Glenn prepare food in the *San Pedro's* galley.



Fireman-Watertender Duane Peterson changes burners in the boiler.



Deck delegate Dave Jkirt (left) makes SPAD donation and receives certificate from SIU Patrolman Joey Sacco.



Final Departures



SIU pensioner **Dennis A. Marcoly**, 62, succumbed to arteriosclerosis at home on Apr. 25. Brother Marcoly joined the Union in 1942 in the port of New York sailing in the engine department. A native of Pennsylvania, he was a resident of Long Beach, Calif. at his death. Interment was in St. Mary's Cemetery, O'Hara Twsp., Pa. Surviving are three brothers, Michael, Francis and James; three sisters, Mrs. Angeline Thens, Mrs. Armella Carbone and Mrs. Lucy Enie, all of Pittsburgh and a nephew, Joseph M. Marcoly of Downey, Calif.



SIU pensioner **Florencio P. Marquez**, 82, passed away on June 24. Brother Marquez joined the Union in 1939 in the port of New York sailing in the engine department. He had sailed for 41 years. A native of Puerto Rico, he was a resident of Yabucoa, P.R. at his death. Surviving are his widow, Francesca and two daughters, Naomi of Camden, N.J. and Suzanne.



John P. Troester, 67, passed away on June 21. Brother Troester joined the SIU in the port of Houston in 1959 sailing in the engine department. He began sailing in 1927. Born in Rumania, he was a resident of Port Arthur, Tex. at his death. Seafarer Troester became a naturalized American citizen. Surviving are his widow, Birdie, and a sister, Mrs. Walter Liska of Hinsdale, Ill.



Warren B. Smith, 65, died of cancer in Memorial Medical Center, Ashland, Wisc. on Dec. 27, 1973. Brother Smith joined the SIU in the port of Toledo in 1960 sailing as a wheelsman for the Bolan, Cornelius Steamship Co. and the Reiss Steamship Co. A native of Washburn, Wisc., he was a resident there at his death. Interment was in Calvary Cemetery, Washburn. Surviving is his widow, Mildred.



SIU pensioner **Manfred E. Walker**, 66, succumbed to a lung malady in the USPHS hospital in Norfolk on June 11. Brother Walker joined the Union in 1938 in the port of Norfolk sailing in the engine department. He had sailed for 38 years. Born in Maple, N.C., he was a resident of Vesuvius, Va. at his death. Interment was in Mt. Carmel Presbyterian Church Cemetery, Steeles Tavern, Va. Surviving are two sisters, Mrs. Elsie M. Wynn of Norfolk and Mrs. Hilda Olander of Vesuvius.



SIU pensioner **Antonio R. Russo**, 61, succumbed to heart disease at home on Apr. 24. Brother Russo joined the Union in 1948 in the port of New York sailing as a chief electrician. He was also a member of the SUP and walked the picket line in the N.Y. Harbor strike in 1961 and the Robin Line beef in 1962. Seafarer Russo was a Navy veteran of World War II. Interment was in Long Island National Cemetery, Pinelawn, L.I., N.Y. Born in New York City, he was a resident of Brooklyn, N.Y. at his death. Surviving are two daughters, Mrs. Theresa De Pompeis of the Bronx, N.Y. and Grace, and a sister, Mrs. Concetta Rizzo of Fair Lawn, N.J.



SIU pensioner **Leoncio Servidad**, 66, passed away of natural causes in the Kings County Medical Center, Brooklyn, N.Y. on Apr. 25. Brother Servidad joined the Union in the port of New York in 1955 sailing as a cook. He was on the picket line in the 1957-8 Robin Line strike. Born in the Philippines, he was a resident of Brooklyn, N.Y. at his death. Burial was in St. Charles Cemetery, Farmingdale, L.I., N.Y. Surviving are a brother, Gomer and a sister, Leona, both of Ilorilo City, the Philippines and a cousin, Mrs. Katherine Magno of Brooklyn, N.Y.



STEER A CLEAR COURSE!

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!**

Politics Is Porkchops Donate to SPAD



Final Departures



George C. Doyle, 33, died of injuries sustained in a truck-pedestrian accident in New Orleans on Feb. 14. Brother Doyle joined the Union in the port of Houston in 1965 sailing as a

wiper. Seafarer Doyle was born in Eunice, La., and was a resident of Houston at his death. He attended the Andrew Furuseth Training School in New Orleans and in Houston in 1965 and was a post-world War II veteran of the U.S. Navy. Interment was in Lake Charles (La.) Cemetery. Surviving are his widow, Mabel; a daughter, Beverly, both of Houston and his father, Steve of De Quincy, La.

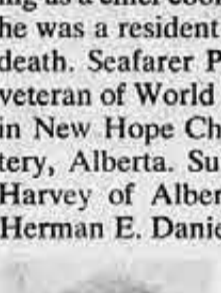


Jesse H. Gage, Jr., 48, succumbed to heart disease on May 6. Brother Gage joined the SIU in the port of Norfolk in 1968 sailing as a chief cook. A native of Cleveland, he was a

resident of Norfolk at his death. He was a Navy veteran of World War II and the post-war fleet. Surviving are his widow, Cleo; his mother, Mrs. Mary G. Smith of Quitman, Miss.; four sons, Carl, Mark, Kenneth and Oresden, and two daughters, Jacquelyn and Mary Ann, all of Norfolk.

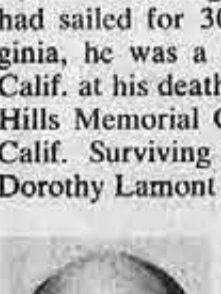


Claude W. Pritchett, 59, died of natural causes in Cumberland Hospital, Brooklyn, N.Y. on Jan. 31. Brother Pritchett joined the Union in 1947 in the port of Norfolk sailing as a chief cook. A native of Virginia, he was a resident of Alberta, Va. at his death. Seafarer Pritchett was an Army veteran of World War II. Interment was in New Hope Christian Church Cemetery, Alberta. Surviving are a brother, Harvey of Alberta and a sister, Mrs. Herman E. Daniel of Farmville, Va.



SIU pensioner **Conrad D. Shirley**, 66, died of pneumonia in the USPHS hospital in San Francisco on Feb. 5. Brother Shirley joined the SIU in 1944 in the port of

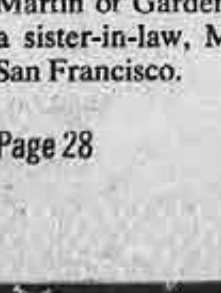
Baltimore sailing as a chief cook. He had sailed for 30 years. Born in Virginia, he was a resident of Torrance, Calif. at his death. Burial was in Green Hills Memorial Cemetery, San Pedro, Calif. Surviving is a daughter, Mrs. Dorothy Lamont of Torrance.



Oliver F. Martin, 62, died in the USPHS hospital in San Francisco on Mar. 15. Brother Martin joined the Union in 1945 in the port of New Orleans sailing in the deck department. Born in South Carolina, he was a resident of Charleston, S.C. at his death. Surviving are a brother, C. C. Martin of Garden City, L.I., N.Y. and a sister-in-law, Mrs. W. L. O'Neal of San Francisco.



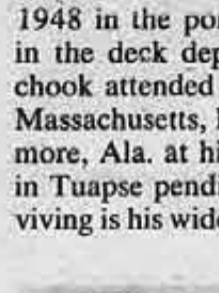
Anthony Pinchook, 49, succumbed to diabetes aboard the *SS Transerie* (Hudson Waterways) in Tuapse, Russia on May 11. Brother Pinchook joined the Union in 1948 in the port of New York sailing in the deck department. Seafarer Pinchook attended the HLSS. A native of Massachusetts, he was a resident of Atmore, Ala. at his death. Interment was in Tuapse pending a burial at sea. Surviving is his widow, Anne.



David F. Dudley, 42, died of head injuries sustained in a fall in San Francisco on Apr. 22. Brother Dudley joined the SIU in San Francisco in 1972 sailing as a fireman. Born in Alabama, he was a resident of Birmingham, Ala. at his death. He was a veteran of the Army's 17th Infantry Regiment, 7th Division during the Korean War. Burial was in Shadow Lawn Cemetery, San Francisco. Surviving are his mother, Ruth of Birmingham and a brother, Hubert of Norton Air Force Base, San Bernardino, Calif.



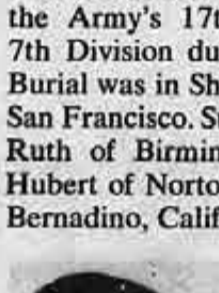
Allen J. Bullard, 54, succumbed to arteriosclerosis in Jacksonville, Fla. on Mar. 31. Brother Bullard joined the Union in 1939 in the port of Savannah sailing in the engine department. He was a Navy veteran of World War II. A native of Waycross, Ga., he was a resident of Texas City, Tex. at his death. Burial was in La Marque Cemetery, La Marque, Tex. Surviving is his widow, Lillian.



SIU pensioner **Opie C. Wall**, 70, died of a heart attack in Baltimore General Hospital following an operation there for arteriosclerosis on Mar. 14. Brother Wall joined the SIU in 1947 in the port of Norfolk sailing in the engine department. He had sailed for 38 years. Seafarer Wall was a pre-war Navy veteran. Born in Raleigh, N.C., he was a resident of Baltimore at his death. Interment was in Cedar Hill Cemetery, Brooklyn, Md. Surviving are his widow, Virginia and a daughter, Betty of Baltimore.



SIU pensioner **Sigurd Halvorsen**, 60, died of a heart attack in the USPHS hospital in New Orleans on Mar. 28. Brother Halvorsen joined the SIU in 1947 in the port of Mobile sailing as an AB. He was born in Norway and was a naturalized citizen. Seafarer Halvorsen was a resident of New Orleans at his death. Burial was in Metairie Cemetery, New Orleans. Surviving are a daughter, Mrs. Anna H. Murret of Abbeville, Miss., and his mother, Anna of Spannevien Hauge-sund, Norway.



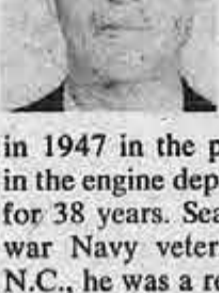
Frank Saudarg, 78, died of a heart attack in Cape May, N.J. on May 26. Brother Saudarg joined the SIU-affiliated IBU in the port of Philadelphia in 1961 sailing as a derrick engineer for Merritt, Chapman and Scott Corp. from 1937 to 1963. He was a World War I veteran. A native of Lithuania, he was a resident of Villas, N.J. at his death. Interment was in Fernwood Cemetery, Fernwood, Pa. Surviving is his widow Viola.



Valente B. Ybarra, 60, reportedly drowned in the Mississippi River off a ship at Charbonnet Wharf, Arabi, La., on Mar. 17. Brother Ybarra joined the Union in 1948 in the port of New York sailing as a chief cook. He attended an HLSS Crews Conference. Born in Silver City, N.M., he was a resident of Violet, La. at his death. Interment was in Memorial Gardens, Chalmette, La. Surviving are his widow, Lillian; a stepson, Mervin; a stepdaughter, Barbara and a sister, Lena of Los Angeles.



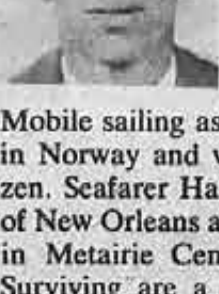
SIU pensioner **James E. Stickney**, 65, succumbed to arteriosclerosis on the way to St. Luke's Hospital, Newburgh, N.Y. on May 19. Brother Stickney joined the SIU in 1938 in the port of New York sailing in both the engine and deck departments. He was a pre-war Navy veteran. Seafarer Stickney walked the picket line in the Greater N.Y. Harbor strike in 1961. A native of Otego, N.Y., he was a resident of Montgomery, N.Y. at his death. Interment was in Wallkill Valley Cemetery, Walden, N.Y. Surviving is his widow, Margaret.



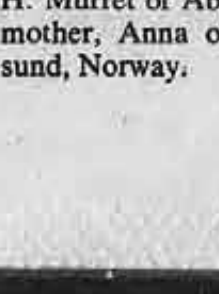
SIU pensioner **Theodore M. Griffith**, 72, died of a heart attack in Touro Infirmary, New Orleans on Apr. 26. Brother Griffith joined the Union in 1939 in the port of Mobile sailing as an AB. He had sailed for 40 years. Born in Alabama, he was a resident of Lockhart, Ala. at his death. Burial was in Greenwood Cemetery, Florala, Ala. Surviving are his widow, Irma; a daughter, Mrs. Clarence O. Dupuy, Jr., both of New Orleans and a sister, Mrs. Norah H. E. Hobbs of Lockhart.



Royce A. Yarborough, 69, passed away in Seattle on May 22. Brother Yarborough joined the SIU in the port of Baltimore in 1957 sailing as a cook. He was an Army veteran of World War II. A native of Virginia, he was a resident of Seattle at his death. Surviving are an uncle, T. C. Lawrence, Sr. of Hamlet, N.C. and a cousin, Mrs. Madge L. Thomas of Pinchurst, N.C.



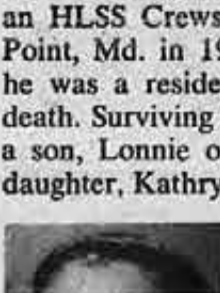
Benjamin W. Tingley, 58, died of pneumonia in Charity Hospital, New Orleans on May 18. Brother Tingley joined the SIU in the port of New Orleans in 1957 sailing as a chief electrician. He was an Army World War II veteran. Born in Philadelphia, he was a resident of Galveston, Tex. at his death. Burial was in St. Bernard Memorial Gardens, New Orleans. Surviving are his widow, Nettie and a sister, Mrs. Richard L. Houston of Timberlake, Ohio.



SIU pensioner **Albert A. Richards**, 57, died of arteriosclerosis in Mobile General Hospital on Apr. 17. Brother Richards joined the Union in 1938 in the port of Mobile sailing as an AB. He was an Army veteran of World War II. A native of Mobile, he was a resident there at his death. Interment was in Pine Crest Cemetery, Mobile. Surviving is his widow, Annie.



Lonnie V. Hargesheimer, Sr., 44, passed away on May 11. Brother Hargesheimer joined the Union in 1949 in the port of New York sailing as a chief steward. He attended an HLSS Crews Conference at Piney Point, Md. in 1971. Born in Indiana, he was a resident of Houston at his death. Surviving are his widow, Hattie; a son, Lonnie of Metairie, La. and a daughter, Kathryn.



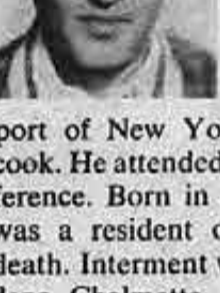
Benjamin W. Tingley, 58, died of pneumonia in Charity Hospital, New Orleans on May 18. Brother Tingley joined the SIU in the port of New Orleans in 1957 sailing as a chief electrician. He was an Army World War II veteran. Born in Philadelphia, he was a resident of Galveston, Tex. at his death. Burial was in St. Bernard Memorial Gardens, New Orleans. Surviving are his widow, Nettie and a sister, Mrs. Richard L. Houston of Timberlake, Ohio.



SIU pensioner **Albert A. Richards**, 57, died of arteriosclerosis in Mobile General Hospital on Apr. 17. Brother Richards joined the Union in 1938 in the port of Mobile sailing as an AB. He was an Army veteran of World War II. A native of Mobile, he was a resident there at his death. Interment was in Pine Crest Cemetery, Mobile. Surviving is his widow, Annie.



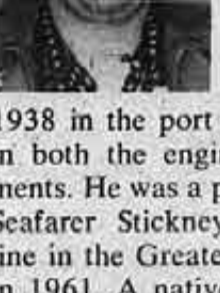
SIU pensioner **Jan Robert Mucins**, 76, passed away in Hoboken, N.J. on May 28. Brother Mucins joined the Union in 1943 in the port of New York sailing in the engine department. He was on the picket line in the Greater N.Y. Harbor strike in 1961. Seafarer Mucins attended a Crews Conference at the HLSS in 1970. A native of Latvia, he was a resident of Hoboken at his death. Burial was in Greenwood Cemetery, Brooklyn, N.Y.



SIU pensioner **Lyndon G. "Duke" Wade**, 70, died of a heart attack in Belleville (Ill.) Memorial Hospital on Dec. 6. Born in Irishtown, Twsp., Ill., he was a resident of East St. Louis, Ill. at the time of his death. Brother Wade joined the SIU in the port of New York in 1952 sailing in the steward department as a cook. Burial was in McKendrie Chapel Cemetery, Keyesport, Ill. Surviving are three sisters, Mrs. Lincoln H. Bange of East St. Louis; Mrs. Mary Hediger of Carlye, and Mrs. John Stone of St. Louis; three brothers, Don of Lavonia, Mich. and Murray and Howard of St. Louis and two stepbrothers, Dean Kramer of St. Louis and George Kramer of Glendale, Calif.



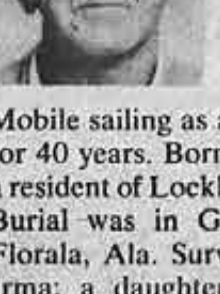
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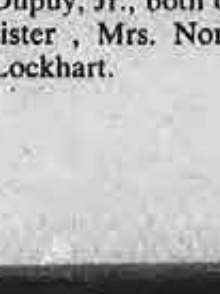
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Final Departures



SIU pensioner **Robert J. Moody**, 71, died of a coronary thrombosis in Concord, N.H. on Dec. 1, 1971. Brother Moody joined the SIU in the port of Detroit in 1960 sailing as an AB for McKee Sons. He was born in Newfoundland, Canada, and was a resident of Concord at his death. Interment was in Alexander Cemetery, Bow, N.H. Surviving are a brother, James and a niece, Mrs. Linda E. Dymont, both of Concord and a nephew, Robert of Hampton, Va.



Edward P. J. Marsh, 54, died in the USPHS hospital in San Francisco on May 19. Brother Marsh joined the Union in the port of New York in 1965 sailing in the engine department. Born in Illinois, he was a resident of San Francisco at his death. Surviving are his widow, Mary of Sacramento, Calif., and nephew, John W. Winter of East St. Louis, Ill.



John W. Mack, 59, died in New Orleans on Apr. 2. Brother Mack had sailed for 37 years in the deck department. He was an Army veteran. A native of Baltimore, he was a resident of Seattle at his death. Surviving are his mother, Marion and a sister, Mrs. Catherine L. Spence of Baltimore.



William (Bill) F. Lowe, 53, died on Feb. 24. Brother Lowe joined the SIU in the port of New York in 1952 sailing as a chief steward. Born in Manny, La., he was a resident of San Pedro, Calif. at his death. Surviving are his daughter, Susan and his parents, Mr. and Mrs. A. Harmon Lowe, all of Vivian, La.



William H. Johnson, 53, died June 3 in Norfolk. Brother Johnson joined the SIU in 1947 in the port of Baltimore sailing as a bosun. He had sailed for 32 years. Seafarer Johnson was a Navy veteran of World War II. A native of Schoolfield, Va., he was a resident of Danville, Va. at his death. Surviving are his widow, Jeanette of Norfolk and his mother, Lucy of Danville.



Fred R. Ballard, 58, passed away on Mar. 19. Brother Ballard joined the SIU in the port of Savannah in 1951 sailing as an AB. Born in Jacksonville, Fla., he was a resident there at the time of his death. Burial was in Jacksonville. Surviving is his widow, Imogene.



Perry J. Dixon, 35, died on June 24. Brother Dixon joined the SIU-affiliated IBU in the port of Philadelphia sailing in the deck department for the Interstate Oil Transport Co. since 1958. Born in Philadelphia, he was a resident of Blackwood, N.J. at his death. Surviving are his widow, Kathleen, and his father, Walter of Philadelphia.



Ralph E. Jenkins, 51, died of natural causes on Apr. 26. Brother Jenkins joined the SIU in the port of Detroit in 1970 sailing in the engine department. He was wounded in the Normandy (France) invasion in World War II with the Air Force. A native of Kentucky, he was a resident of River Rouge, Mich. at his death. Burial was in Ferndale Cemetery, Riverview, Mich. Surviving is a sister, Mrs. Pauline Lykins of Ecorse, Mich.



Ronald K. Jansa, 24, died of injuries on his way to Houston Memorial Hospital on Mar. 27. Brother Jansa joined the SIU in the port of New Orleans in 1968 sailing as an OS. He was a graduate of the Harry Lundeberg School of Seamanship, Piney Point, Md. Born in Houston, he was a resident there at his death. Interment was in South Park Cemetery, Pearland, Tex. Surviving are his parents, Mr. and Mrs. William P. Jansa of Houston.



SIU pensioner **James M. Davis**, 54, died of cancer in the USPHS hospital, Staten Island, N.Y. on Mar. 3. Brother Davis joined the Union in the port of New York in 1952 sailing as a chief cook. He had sailed for 29 years. Born in Birmingham, Ala., he was a resident of Montgomery, Ala. at his death. His ashes were scattered at sea. Surviving are his mother, Lanora of Birmingham; a brother, Tom of Montgomery; a nephew, James D. Johnson of Center Point, Ala., and three sisters, and two other brothers.



SIU pensioner **Fred C. Frederiksen**, 77, succumbed to heart disease in New Orleans on Oct. 20, 1972. Brother Frederiksen joined the Union in 1947 in the port of New Orleans sailing as a bosun. He won a safety award aboard the SS Louisiana (Seatrain) in 1961. A native of Denmark, he was a resident of Hoboken, N.J. at his death. Seafarer Frederiksen became a naturalized U.S. citizen in 1957. Interment was in St. Bernard Memorial Gardens, Chalmette, La. Surviving are a daughter, Mrs. Nancy Milos of Valparaiso, Chile; a granddaughter, Helga of Santiago, Chile and a son-in-law, Hector G. M. Loof of Santiago.



Nelson Jullius, 60, passed away in Buffalo, N. Y., on May 28. Brother Jullius joined the Union in the port of Buffalo in 1958 sailing as a fireman. Born in Massachusetts, he was a resident of Buffalo at his death. Surviving are his foster mother, Mrs. Albina Julien and a sister, Mrs. Camille Gilbert, both of Quebec, Canada.



SIU pensioner **Paul Gladden, Sr.**, 73, succumbed to cancer in St. Joseph's Hospital in Tampa on Apr. 2. Brother Gladden joined the Union in 1945 in the port of Norfolk sailing as a bosun. He was born in Memphis, Tenn. and was a resident of Tampa at his death. Burial was in St. Peter's Cemetery, Oxford, Miss. Surviving are a son, Paul of Mobile and a brother, Sanford of Boulder, Colo.



SIU pensioner **Frank A. Hallem**, 59, died on June 27. Brother Hallem joined the Union in 1944 in the port of Norfolk sailing as a chief cook. Born in Egypt, he was a resident of New Orleans at his death. He became a U.S. naturalized citizen in 1960. Surviving are a daughter, Evangeline of the Bronx, N.Y., and a brother, Yese of Alzwek-Lgri, Egypt.



SIU pensioner **Melvin G. Hartley**, 50, was killed in a truck-train wreck in Lexington, N.C. on Oct. 27, 1973. Brother Hartley joined the Union in 1944 in the port of Norfolk sailing in the engine department. Born in Lexington, he was a resident there at his death. Burial was in Lexington City Cemetery. Surviving are his widow, Opal; a son, Paul; a sister-in-law, Sandra, and a grandson, Grant.



John Trost, 76, died on May 24. Brother Trost joined the SIU in the port of New York in 1958 sailing as a fireman. He had sailed for 35 years. A New York native, he was a resident of Baltimore at his death. Burial was in Belfast, N.Y. Surviving is a sister, Mrs. Gertrude Foster of Filmore, N.Y.



SIU pensioner **Comas J. Knight**, 70, died on May 10. Brother Knight joined the Union in 1943 in the port of New York sailing in the engine department. He attended a Piney Point Pensioner Conference in 1970 and was a World War I Coast Guard veteran. Born in Georgia, he was a resident of Philadelphia at his death. Surviving is his widow, Margaret.



Joseph L. Lindvall, 80, died on Mar. 18. Brother Lindvall joined the SIU in the port of Duluth in 1961 sailing in the engine department for the Zenith Dredge Co. of Duluth from 1944 to 1974 and the Englund Towing Co. in 1943 and Duluth Mining Co. from 1941 to 1943. He was an Army Engineers Corps veteran of World War I. Born in Hancock, Mich., he was a resident of Bayfield, Wisc. at his death. Surviving are a sister, Mrs. Genevive Stephens of Duluth; a nephew, Robert Lindvall of Washburn, Wisc. and a brother.



SIU pensioner **Julian Q. Dedicatoria**, 75, passed away on June 20. Brother Dedicatoria joined the SIU in 1938 in the port of Philadelphia sailing as a chief steward. He was a U.S. Navy veteran of World War I. A native of the Philippine Islands, he was a resident of Philadelphia at his death. Surviving are his widow, Ada and a son, Julian.



Ralph J. Keen, 59, passed away on Apr. 8. Brother Keen joined the SIU in the port of Alpena, Mich. in 1950 sailing as a wheelman. He had sailed for 40 years. A native of Port Huron, Mich., he was a resident there at his death. Seafarer Keen was a Navy submarine veteran of World War II. Burial was in Port Huron. Surviving is his widow, Mildred.



SIU pensioner **Robert R. Lester**, 66, passed away on May 25. Brother Lester joined the Union in 1941 in the port of Baltimore sailing as an AB. He had sailed for 35 years and walked the picket line in the Greater N.Y. Harbor strike in 1961. Seafarer Lester was a resident of Edgewater, N.J. at his death.



SIU pensioner **Bennie H. Lowderback**, 47, died on Apr. 10. Brother Lowderback joined the Union in 1946 in the port of New Orleans sailing in the steward department. Born in Louisiana, he was a resident of Kalamazoo, Mich. at his death. Surviving is his mother, Jessie of Marion, La.



Charles W. Pelen, 58, died on June 24. Brother Pelen joined the SIU in the port of New Orleans in 1958 sailing as a chief steward. Born in Harrisburg, Pa., he was a resident of Houston at his death. Surviving is a sister, Mrs. Rebecca Pipes of Harrisburg.

LNG COURSE

Beginning Sept. 23 the Lundeberg School will again offer a course in LNG/LPG. The course will end Oct. 18.

The skill required to man the highly complex Liquid Natural Gas carrier has made the need for the course very evident. The school's staff has met extensively with chemical engineers who have designed the cargo containment and cargo pumping systems. Charlie Nalen, the chief instructor for the course, just completed a two-week conference designed to familiarize him even more with the complex system.

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

Course description: The course of instruction to obtain certification for LNG/LPG includes the following: Introduction to the chemistry of both LNG and its products, i.e. propane, butane, and ethylene, proper operating procedures for loading and discharging cargo, explanation of the physical plant used to contain and store the cargo, tank cleaning and gas freeing, safety and firefighting.

Eligibility: Engine personnel must be QMED—any rating. All other department personnel (deck and steward) must hold a rating.

Length of Course: Four weeks.

Seafarers Train for LNG Ships

The SIU's LNG/LPG program offered at the Lundeberg School in Piney Point, Md. was highly praised in the June 1974 edition of the U.S. Maritime Administration's publication "Seaword". The article, which is reprinted in full below, was accompanied by a photo showing a group of Seafarers who participated in the course earlier this year.

The next LNG/LPG course being offered by the School will begin on Sept. 23. See this page and page 31 for further details and an application.

As technology advances so must the manpower to sustain it and the crews who man U.S. flag ships are making sure they are never left behind.

One of the best examples of labor support of improved ships capabilities has been the Seafarers International Union's efforts to prepare its crews for manning the high technology liquefied natural gas carriers currently under construction.

These LNG vessels which will be transporting vital energy to this country contain sophisticated cargo facilities unlike those found in standard tankers. The cargo is carried in a liquid state in huge tanks at temperatures of minus 260 degrees Fahrenheit. Seafarers, therefore, must be familiar with not only all operational and maintenance procedures of these vessels but also understand the chemistry and safety measures involved in the transport of the gas.

The SIU Harry Lundeberg School at Piney Point, Maryland, is providing these LNG crews with extensive instruction in LNG transport technology through school instructors, visiting chemical engineers, and simulated ship-board equipment. Since the vessels have a capability of transporting liquid petroleum gas, the school also provides

comprehensive coverage of the gas freeing and tank cleaning systems connected with the transport of this cargo.

The first LNG vessels scheduled to be manned by these well-trained and safety conscious SIU crews are the U.S. flag KENTOWN and MONTANA, operated by a subsidiary of Interstate Oil Company.

Engine Dept. Upgraders



Another class of Seafarers who have obtained a QMED rating, graduated from the eight-week training course at the Lundeberg School recently. Here they pose with Director of Vocational Education Robert Kalmus, far left, and Instructor Charles Nalen, far right. They are, from the left: Jerry Makarewicz, Frank Kraemer, John Griffith, and George Rogers.

High School Program Is Available to All Seafarers

Twenty three 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

Special Course for Pumpman

The Harry Lundeberg School will be offering a special course for pumpman beginning on Nov. 4 and finishing on Nov. 27.

As automation has been steadily reducing the size of crews, it has become increasingly necessary for each member of the crew to have more expertise in his job function.

This has become extremely evident in the case of the pumpman since fewer and fewer of our ships carry the rating second pumpman and more and more tankers join our fleet every day. The course being offered at the Lundeberg School is geared towards giving the pumpman that training which he would normally have received as second pumpman. The school's staff has researched the latest developments on automated tankers and with the use of its operational tank barge will conduct a concentrated "hands on" training program to ascertain that the SIU pumpmen of tomorrow will maintain the same high standards as they have in the past.

Course description: The course of instruction leading to certification as pumpman will consist of both classroom and practical work to include: Tanker regulations, loading and discharging, pumps and valves operation and maintenance, ballasting, tank cleaning and gas freeing, safety and firefighting.

Eligibility: Applicants must already hold Coast Guard endorsement as pumpman or QMED—any rating.

Length of Course: Four weeks.

Upgrading Class Schedule

Aug. 19	— FOWT
Aug. 22	— QMED, Lifeboat, and all Steward Dept. Ratings
Sept. 5	— QMED, Lifeboat, Welding, Quartermaster, and all Steward Dept. Ratings
Sept. 16	— FOWT
Sept. 19	— QMED, Lifeboat, and all Steward Dept. Ratings
Sept. 23	— LNG/LPG
Oct. 3	— QMED, Lifeboat, Welding, Able Seaman, and all Steward Dept. Ratings
Oct. 15	— FOWT
Oct. 17	— QMED, Lifeboat, and all Steward Dept. Ratings
Oct. 31	— QMED, Lifeboat, Welding, Quartermaster, and all Steward Dept. Ratings
Nov. 4	— Pumpman
Nov. 11	— FOWT
Nov. 14	— QMED, Lifeboat, Able Seaman, and all Steward Dept. Ratings
Nov. 29	— QMED, Lifeboat, FOWT, Welding, and all Steward Dept. Ratings
Dec. 12	— QMED, Lifeboat, and all Steward Dept. Ratings
Dec. 26	— QMED, Lifeboat, and all Steward Dept. Ratings



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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

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

Upgrade for Job Security

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

For Your Educational Advancement

Apply Now for SIU's 5 Annual \$10,000 Scholarships

The SIU has always recognized the vital importance of education—whether it be vocational or academic—for personal career advancement in today's competitive world.

As part of the Union's total commitment to education, the SIU each year offers five \$10,000 college scholarship grants to its members and their dependents.

Members should take special notice that the scholarship program is open to them as well as dependents of Seafarers, and they should take advantage of it.

Eligibility requirements make the program open to:

- Members under 35 years of age who have three years seetime, as well as 1 day of employment in the last six months and 90 days in the previous year.
- Dependents of members who meet the seetime requirements.
- Dependents of deceased members who had met the seetime requirements before their death.

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

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

Dates for the upcoming exams are Nov. 2, Dec. 7 and Feb. 1 for the SAT's, and Oct. 19, Dec. 14 and Feb. 22 for the ACT's.

Additional information on the SAT Exams can be obtained by writing the College Boards at either Box 592, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701. For the American College Tests the address is Box 414, Iowa City, Iowa 52240.

Scholarship winners receive their \$10,000 grants to pursue a chosen field of study at any accredited college in the U.S. or its territories.

Scholarship applications may be obtained at any SIU hiring hall, or by writing to the SIU Scholarship Administrator, 275 20th St., Brooklyn, N.Y. 11215.

Make arrangements to take the necessary exam as soon as possible and send in completed applications to the Administrator.

Application deadline is Apr. 1, 1975.

