

Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO



# SEAFARERS LOG

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HARRY LUNDEBERG SCHOOL OF SEAMANSHIP  
Piney Point, Maryland 20674

## Historic Alcoholism Seminar



Held by Union

# AFL-CIO Cautions on Reported Unemployment Dip

Notwithstanding President Ford's hailing as "good news" the report that the nation's unemployment rate in January dropped 0.5 points to 7.8 percent, the steepest monthly dip in 16 years with 800,000 more persons getting jobs last month, the AFL-CIO cautioned

against making too much of the flawed unemployment report figures.

"While the figures do show modest improvement," chief AFL-CIO economist Nat Goldfinger said, "a careful study of the full report indicates no justification for claims that there is a

dramatic drop in unemployment."

He stressed that part of the improved situation was due to an increase in part-time workers who "are officially counted by the Government as fully employed" adding "there was increased unemployment (19.9 percent) among teenagers."

Goldfinger emphasized that "a more realistic measure of unemployment in January would be 10.6 percent."

The U.S. Labor Department report said that there were 7,290,000 unemployed last month and 86,194,000 persons employed in the same period.

Government economists attributed the unemployment dip to an unmeasurable "fluke" of seasonal adjustment.

drop from the present almost eight-million jobless to three-million.

The percentage of the work force now unemployed is about twice that considered economically acceptable just a few years ago.

Summing up, because of the statistical aberrations in the unemployment figures, subsequent months ahead will be sure to be less encouraging than the January jobless rate.

## Joint and Survivor Annuity

### Benefit Offered in Pension Plan

The Board of Trustees of the SIU's Pension Plan is considering the rules that will apply to a joint and survivor annuity benefit.

Under this joint and survivor annuity, or husband-wife annuity, an SIU member choosing this benefit would receive a reduced monthly pension until his death and, if his wife is still living at the time of his death, she would continue receiving 50 percent of his monthly pension benefit until her death.

The pensioner covered under this annuity would receive a reduced benefit because this plan is more expensive than a benefit which ends with the death of the pensioner.

The actual amount of this reduced monthly benefit would be computed by actuaries considering many fac-

tors, including the life expectancy of the pensioner's spouse, and must be calculated on a case-by-case basis.

Each married Seafarer, when he becomes eligible for a pension, will be notified of the exact amount of the reduced monthly pension he will get should he receive this benefit and will be given 90 days to reject the joint and survivor annuity.

If he does not reject the husband-wife annuity at this time, he will, as required by the Employee Retirement Income Security Act of 1974, automatically receive the joint benefit when he retires.

Unmarried Seafarers will automatically receive the full monthly pension benefit which will end with their death. The joint and survivor benefit will not apply to men already on pension.

### Too Discouraged

The AFL-CIO contends that there are 1.2-million today who "are too discouraged to look for work" and there were 3.5-million workers compelled to work parttime. They said the average duration of joblessness was about four months.

The number of "hardcore" jobless persons out of work for 27 weeks or longer remained at a record 1.6-million in December. A year ago the number of hardcore unemployed was about a third of that figure or 537,000.

The President says that unemployment will not drop below five percent until 1981. The AFL-CIO says that Congress should adopt policies aimed at bringing unemployment down to three percent within three years—a

## Tallying Committee Ends Work

The Tallying Committee has finished counting ballots cast in the SIU, AGLIWD election of officers for the 1976-79 term. This committee was composed of two men elected from each constitutional port at special meetings on Dec. 29, 1975.

The results of the election and the Tallying Committee's full report have been posted in each SIU hall. This report will be read at all March membership meetings and will be carried in the *Seafarers Log*.

## the PRESIDENT'S REPORT:



Paul Hall

### To Pay Back a Debt

Each month, more and more of our old line Seafarers—men who joined the Union at or shortly after its inception in 1938—are taking their well deserved and hard-earned pensions.

It's sad to see these men retire from the industry and the Union because many of us hold deep personal friendships with them. We sailed with them, worked with them, lived with them, and in many cases grew to know them better than some of our own blood relatives.

At the same time, though, we should all be happy and proud to see them go, because back in 1938 when the SIU was formed, not one of these men ever dreamed that some day they would be able to retire on a good, secure pension. But what else could they think back in 1938, a year which marked some of the darkest days in American seafaring?

As a matter of fact, when the SIU was formed nearly 38 years ago, our Union was held together by little more than a name, a charter and the sincere spirit and desire of the SIU membership to make a go of it.

We had no pension, vacation or welfare benefits. Our wages, if you can call what we made back then wages, handcuffed the American seafarer to the bottom of the nation's economic scale. And shipboard living and working conditions had nearly hit rockbottom.

To top it all off, just two years prior to the SIU's inception, the companies had succeeded in breaking the seamen's unions of the 20's and early 30's.

So even as the SIU was formed, its future was at best uncertain. As it turned out, though, the same spirit, desire, and need to better ourselves that brought us together, kept us together, and the SIU began to move slowly forward. What happened from then on right up until the present should be common knowledge to all SIU members, both young and old.

We negotiated contracts, and the membership made them stick. Step by step we won welfare benefits for ourselves and our dependents. We won

pension benefits, which marked the first such benefits ever for American sailors. We won vacation benefits—another first.

Most importantly though, we won wage increases that not only raised our earnings but freed the American seaman from the bottom of the economic ladder. And today, the Seafarer's wages are comparable with that of any skilled laborer.

These tremendous gains in wages and benefits are of course great achievements. But Seafarers did not stop there. As early as the mid 50's, Seafarers were working to develop training and upgrading courses to help younger seamen advance themselves more quickly. These early training programs grew with the help and support of the membership. And as a direct result we now have the Harry Lundeberg School—one of the finest vocational training schools for seamen in the world.

What this all comes down to is that everything we have today as seamen—top wages, pensions, vacations, welfare benefits, and the Lundeberg School—is the direct result of the long years of work and determination put in by the Union's earliest members. These men unselfishly worked in the spirit of true brotherhood to build the cornerstone of a solid future that would stand up not only for themselves but for the next generation of Seafarers, and the next and the next.

Many of these men worked to build institutions, like the Lundeberg School, that they knew they might never use. Yet they did it just the same to build a better Union, a better industry and a better world for all American seamen of all ages.

It was this kind of unselfish determination, always with an eye on the future, that made the SIU a success—where earlier seamen's unions had failed—in the maritime industry which had traditionally been the most difficult of all American industries to organize.

To these Seafarers—the first SIU members—many of whom have already retired, we owe a great debt as well as a great deal of thanks because it is they who struggled, fought, and eventually brought the SIU and its membership out of some of the toughest days American seamen have ever endured.

However, our debt to these Seafarers does not end with a handshake and a pension check. The younger men of this Union must pick up where others have left off. They must support the same programs—educational, political and otherwise—and in the same enthusiastic manner that made the SIU a success in the first place.

The times may have changed but the SIU's goal must remain the same—to provide a strong progressive and responsive Union in a competitive industry for all generations of American Seafarers.

The continued success and growth of the SIU—a labor union for sailors—is, I believe, the only possible payment in full for those who first planted the seeds 38 years ago.

# Coast Guard Accepts 15 in Deck, Engine Depts.

The U.S. Coast Guard has certified a 15-man crew for the deck and engine departments of the 35,000 dwt tanker *Chevron Oregon*, approving the elimination of all unlicensed ratings in the black gang.

Both the National Marine Engineers Beneficial Association and the SIU are protesting this move by the Coast Guard, pointing out that the approved manning scale will not provide adequate safety for the crew and this country's environment. The ship is to carry oil between Alaska and the U.S. West Coast.

The entire unlicensed crew aboard the *Chevron Oregon* will consist of six ABs who will also presumably serve as tankermen, a steward/cook and two steward utilities.

The engine department will be composed of a chief engineer and three as-

sistant engineers. At present it seems that these engineers will perform maintenance work and will stand watch below. It had originally been proposed by the ship's designers that the deck officer on watch would have monitored engine alarms in addition to his normal duties, thereby leaving the engine room totally unmanned.

In addition to the engineers, the approved licensed crew will also include a master, a chief mate, a second mate, a third mate and a radio officer.

The NMEBA is bringing suit against the Coast Guard under the National Environmental Protection Act in an attempt to have their manning scale certification overturned, charging that

the Coast Guard did not work up an Environmental Impact statement before taking what should be considered major Federal action effecting the country's environment.

In a move to prevent Chevron from crewing the *Oregon* before their suit is heard, the NMEBA asked a federal court in Washington, D.C. to grant a temporary injunction to stop the Coast Guard from issuing inspection and manning certification for the ship.

### Temporary Injunction Denied

This request for a temporary injunction was denied but the NMEBA is continuing its suit.

The SIU is considering joining in the

NMEBA's suit against the Coast Guard, believing the Coast Guard is abusing its discretionary powers in approving the 15-man deck and engine departments of the *Chevron Oregon*.

The first of six tankers in a series, the *Oregon* is powered by a gas turbine-electric propulsion plant which General Electric, the unit's designer and builder, admits is "just about the most expensive and least efficient marine drive system available."

Despite the high distillate fuel costs and low efficiency of this system, Chevron chose the turbine-generator combination because the company was looking for a "reliable and proven machinery plant . . . which can be automated and controlled in the simplest possible manner" and which would allow them to eliminate some watch standing engineering personnel.

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**QMEDs Urged To Observe Pumpman**

Watchstanding QMEDs lacking actual pumpman's experience are encouraged to observe pumping procedures while standing watch below.

This practical experience, in addition to your QMED training, may help you to perform the pumpman's job in the future, improving your job opportunities.

## Senate Confirms Usery As Secretary of Labor

WASHINGTON—The Senate confirmed by a vote of 79 to 7, after an hour's debate, President Ford's nomination of William J. (Bill) Usery, Jr. as his third Secretary of Labor on Feb. 4. He succeeds the resigning John T. Dunlop who had succeeded Peter J. Brennan.

Commenting on his resignation, Dunlop said that he felt he could "no longer conduct effective policy in the Labor Department."

Usery, 52, a Democrat who was director of the Federal Mediation and Conciliation Service for almost three years and Ford's top labor arbitrator and troubleshooter, received seven no Republican votes on his nomination.

The Georgia-born former welder, served as Local 8 president in 1952-3 for the International Association of Machinists and Aerospace Workers and also served the union as a chief steward and negotiating committee chairman

before joining the IAMAW headquarters staff in 1955 as a grand lodge representative.

Later he entered Government service in 1969 to become Assistant Secretary of Labor for four years.

As head of the Federal Mediation and Conciliation Service, Usery helped to settle strikes in the railroad and airline industries. As Assistant Secretary of Labor, he was the Government's chief mediator in negotiations involving the nation's railroads and airlines.

## Some Questions Answered On New U.S. Pension Bill

A number of inquiries have been made about certain specific aspects of the new U.S. Pension legislation (*Employee Retirement Income Security Act of 1974*). We hope the following question and answer format will clarify some of these points.

### Does the new pension law affect only the normal pension, or does it also affect the early normal and disability pensions?

Most provisions of the new law apply only to the normal pension. However, the joint and survivor annuity benefit will apply to all pensions and those eligible for an early normal pension before they turn 55 will be vested for a reduced pension should they leave the industry. This means that a Seafarer who has accrued 7,300 days of actual seetime may leave the industry before he is 55 years old and upon reaching the age of 55 will receive a reduced pension based on his life expectancy and the amount he would have received if he had begun receiving a pension at the age of 65.

The rest of the eligibility requirements for the early normal and disability pensions, including the 90 days of employment in the previous calendar year requirement, remain unchanged.

### Have the requirements for the other benefits available under the Seafarers Welfare and Pension Plan changed?

The requirements for other benefits, including the 90 days of employment in the previous calendar year requirement, remain unchanged.

Some members have been confused by the 125 day requirement for vesting credit under the new law. This 125 day requirement *only* applies to earning years of vesting credit for a normal pension. To be eligible for any benefits other than a normal pension or a reduced early normal pension, you still must have 90 days of employment in the previous calendar year.

### How does vesting credit and breaks in service work under the new law?

The first thing to remember is that these provisions only apply to the normal pension.

To be vested for a pension, that is to have a legal right to receive the portion of the normal pension you have earned when you turn 65, you must have 10 years of service with 125 days or more of seetime in each year.

To put it another way, each year you work 125 days or more you will receive vesting credit for that year. When you have credit for 10 years, you are fully vested and will receive the portion of the pension you earned when you turn 65 even if you have left the industry.

If before you are fully vested you work less than 125 days in one year but more than 62½ days, you receive no vesting credit for that year. Although you will not receive credit for the year, that year is not counted as a break in service.

You will only incur a break in service before you are fully vested if you work less than 62½ days in a year. But even a break does not mean you will lose the credit you have already earned.

The only way you will lose that credit before you are vested will be if you

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W. J. Usery Jr.

## Trustees Change SIU Scholarship Requirements

The SIU's Board of Trustees voted recently to change seetime and age requirements for an SIU member for the Annual College Scholarship Program.

Formerly, a Seafarer had to be 35 years of age or under and have three years seetime to be eligible for either the four-year \$10,000 scholarship or the two-year \$5,000 scholarships. With the Trustees' changes, though, there is now no age requirement and a Seafarer need only two years seetime to qualify.

The scholarship requirements for dependents (less than 19 years old and unmarried) of members (with three years seetime), however, remain the same.

# Large Turnout for San Francisco Meeting

The future of American-flag shipping on the West Coast dominated discussion last month as 150 Bay Area Seafarers turned to for the general membership meeting in the constitutional port of San Francisco.

Steve Troy, SIU San Francisco agent and chairman of the meeting, pointed out that shipping on the West Coast had dropped off in the past few years because of two major factors—the end of America's involvement in Vietnam and the rapid growth of third-flag operations in the U.S.-Far East trades.

However, it was the general feeling among San Francisco Seafarers that the

current slowdown in West Coast shipping is only temporary.

It was pointed out that the completion of the trans-Alaska oil pipeline next year would provide hundreds of long-term job opportunities for West Coast Seafarers in the carriage of Alaskan crude from Valdez to various points south in the lower 48 states as well as overseas.

The strong possibility of construction of a second pipeline—for natural gas—to shadow the Alaska oil pipeline was also optimistically discussed. This pipeline, if constructed, would mean hundreds of jobs for West Coast Sea-

farers on sophisticated American-flag LNG/LPG carriers.

Confidence was also expressed in the SIU's efforts to spearhead a bill through Congress that would curb the incursion of third-flag carriers in the U.S. foreign trades. Passage of such a bill would also increase shipping for West Coast Seafarers.

In addition to reports on prospects for shipping, the San Francisco agent gave a good explanation of how the new pension bill affects the SIU's Pension Plan, focusing on the subjects of vesting and joint survivor annuities. He suggested that Seafarers refer to pages 9-10 in the December 1975 issue of the *Log* for detailed information on the new pension bill.

Troy also led a discussion on the SIU's new rehabilitation program at Piney Point for Seafarers suffering from alcoholism. He urged the membership to read the special supplement on the program carried in the December 1975 issue of the *Log* and he encouraged those Seafarers with an alcoholism problem to get help through the Lundberg School's rehab program.

In other meeting business, SIU Patrolman Joe Sacco, who served as reading clerk, gave updated reports on all the SIU's recent political activities and a rundown on new construction and additions to the SIU fleet. A detailed rundown of all ships scheduled to come through San Francisco in the month of February was also given.

Harvey Mesford, agent in Seattle,

and Mike Worley, agent in Wilmington, also attended the San Francisco meeting to give the membership a report on shipping prospects in their ports.

SIU San Francisco Representative Pat Marinelli, who served the meeting as recording secretary, answered several questions on welfare benefits available to Seafarers through the Union's Welfare Plan.



Bosun Don Bartlett (right) will make the 1976 SPAD Honor Roll as he buys five SPAD tickets from SIU Patrolman Joe Sacco. Brother Bartlett is chief bosun on the Sea-Land shore gang in San Francisco.



Seafarer Reg Blythe, a chief electrician, has his Maltese Poodle Pippi show off one of his tricks in the San Francisco Hall. Brother Blythe says that Pippi enjoys coming down with him to the Bay Area Union Hall.



San Francisco members throw in for three jobs aboard the *Sea Land Trade* (Sea Land) after their January membership meeting.



San Francisco Port Agent Steve Troy (center) chairs the port's January membership meeting while Patrolman Joe Sacco (left) serves as reading clerk and Patrolman Pat Marinelli acts as recording secretary.



Over 150 Bay Area Seafarers turned to at the new San Francisco Hall for their membership meeting on Jan. 15.



Seafarer Dennis Connolly talks to the San Francisco membership about credit unions during the Good and Welfare section of their meeting.

## Seek Improved Conditions, Standards on Ships

# ILO Sets a Maritime Conference in October in Geneva

Later this year the SIU, along with other U.S. maritime unions, will participate in a very important conference in Europe which could have a profound effect on international shipping for many years to come.

The meeting, to be held in October in Geneva, Switzerland, will be a full Maritime Conference of the International Labor Organization (ILO), a United Nations agency, and a forum where government, employer and worker representatives from around the world gather in order to seek improved labor conditions and living standards.

Late last year delegates from the world's maritime countries met in Geneva at an ILO Preparatory Technical Maritime Conference and laid the foundation for a campaign against sub-standard ships, a subject which will come up for final discussion at the full conference this year. Representatives from 32 nations attended the Geneva meeting.

The major concern of the conference was the danger to the safety and health of seamen aboard the vessels operated under flags-of-convenience by countries such as Panama and Liberia. These ships are often sub-standard.

## Penot Elected ROU President

Joseph M. Penot has been elected president of the Radio Officers Union, and has begun serving his first term.

Brother Penot has spent most of his career aboard SIU-contracted vessels, including the passenger liner *SS Alcoa Clipper* and *Waterman* ships.

Sailing as radio officer aboard the SIU-contracted *SS Delta Brasil* when word of his election came through, Brother Penot was presented with a cake by the rest of the *Brasil's* crew which read "Congratulations El Presidente."

The ROU has 600 members and is an affiliate of the United Telegraph Workers, a member union of the Maritime Trades Department and the AFL-CIO.

## Frankfort Agent Retires



Harold Z. Rathbun

Frankfort (Mich.) Port Agent Harold Z. Rathbun, 65, retired last month after serving in the post for eight years.

Brother Rathbun joined the SIU in the port of Elberta, Mich. in 1954 sailing as an AB. He sailed 35 years.

Born in Ionia, Mich., he is a resident of Frankfort with his wife, Sylvia.

On this very crucial issue, the worker delegates noted that 36 percent of all ships lost through shipwrecks and collisions flew flags of convenience although the vessels registered under these flags represented only 25 percent of the total world merchant marine.

### Shipboard Conditions

Most of these losses were due to bad shipboard conditions and the incompetence of the officers, the seamen delegates charged. Consequently, they demanded that the standards to be adopted later this year be incorporated into an international pact binding on governments.

However, despite these facts and the strong united position taken by the seamen representatives, prospects for any significant action on this issue to aid the plight of many seamen are not very bright, mainly due to the strong opposition of many shipowners and the reluctance of government representatives to force the issue.

SIU Vice President Earl Shepard, who represents the SIU at these meetings, and who led the U.S. union delegation at the conference, admitted they were disappointed at the failure of all parties to take a forceful position.

## SIU Official Appointed to Navy League Council

SIU port agent in San Francisco, Steve Troy, has been named as a member of the port's prestigious 801-member council of the Navy League of the United States by the council's president, T. J. Patterson, Jr.

The Navy League, made up of many councils located in key ports throughout the U.S., is a 74-year old, 45,000-member organization dedicated to educating the public about the dependence of America on sea power. Its membership includes active men and women from all segments of the maritime industry, interested citizens, and retired Navy, Marine Corps and Coast Guard personnel.

In a letter announcing the appointment, Patterson, who is also head of the Western Region Action Group of the Maritime Administration, noted: "Sea power is of prime importance to our nation, not only in the military sense but also in the international trade and diplomacy aspects during peacetime. Our well being, our way of life is dependent heavily upon the successful application of sea power."

The SIU Port Agent pointed out that "the Russians and other third-flag carriers have hurt the American fleet, especially here on the West Coast. Only strong participation by the SIU in all forums, like the Navy League, dealing with maritime will help restore the U.S. fleet to its former leading position as a maritime power."

### New Maritime Committee

The San Francisco council of the Navy League recently established the National Maritime Affairs Committee, which according to T. J. Patterson, will investigate "how we can utilize the U.S. merchant marine more effectively in peacetime."

Thomas B. Crowley, president of Crowley Maritime, will chair the Com-

"We did not get as much as we had hoped for, particularly on the issue of sub-standard ships," Vice President Shepard said. "The shipowners put up strong opposition to many union demands and governments were afraid to act. But we live in eternal hope that they will change their minds before the full conference," he stated.

Delegates at last year's Preparatory Conference also drew up a proposed text which would commit countries to maintain effective control over vessels registered in their territory in such matters as safety standards, social security and employment and living conditions. It would also regulate the engagement of seafarers, provide for inspection of ships and for official inquiry into serious shipping accidents.

### Control Procedures

A draft action program accompanying the proposed guidelines provides, in the case of countries that accept them, for control procedures to be exercised by the International Labor Organization or the Intergovernmental Maritime Consultative Organization. Countries that do not accept the guidelines may be required by other countries to give evidence that their ships meet minimum

standards. Failing this, seafarers may be actively discouraged from sailing on such ships.

In two other areas, the delegates approved for consideration by the full Conference a proposal which would encourage member states to make it national policy to promote regular employment for qualified seafarers; and a recommendation was adopted setting limits on the number of hours and conditions of work for young seafarers, considered to be those under 18 years of age.

## NLRB Approves SIU For San Juan Pilots

WASHINGTON — The National Labor Relations Board here has approved a negotiated representation settlement for an SIU affiliate, the SIU de Puerto Rico, to be recognized as the bargaining agent for all motorboat operators, utility employees and mechanics employed by the San Juan Pilots Association of San Juan Bay.

Excluded from the agreement are all other employees, office clerical workers, professional and managerial personnel, guards and supervisors.

mittee. The findings of the Committee will be presented at a special Spring 1976 meeting of the Navy League in San Francisco. This meeting will be attended by William Middendorf, secretary of the Navy.

Patterson said that one of the Committee's recommendations would be a sharp increase in the number of Navy-merchant marine seaborne support operations. He said that the fine success of the SIU-manned *Erna Elizabeth* in refueling Navy ships at sea is strong evi-

dence that these kind of Navy-merchant marine support operations can work well.

Patterson also noted, in a telephone interview with the *Log*, that the Navy League of the United States "is not only dedicated to the maintenance of a strong Navy, but of a strong U.S. merchant marine as well."

Patterson expressed confidence that the work of the Navy League will "act as a catalyst to bring the services, Navy and merchant marine together."

## Hdqs. Cafeteria Chief Retires



Retiree William Jenkins (left), for the last 16 years manager of the Headquarters cafeteria, delivers his nostalgic retirement speech to Seafarers at the monthly membership meeting in the New York Hall on Feb. 2. At right, is SIU Patrolman George McCartney who had introduced the new pensioner. Brother Jenkins began his sailing career in 1927.

# The Committee Page

## Anchorage Committee



Recertified Bosun Esteban Morales (extreme left) ship's chairman of the containership *SS Anchorage's* (Sea-Land) Ship's Committee of (l. to r. front to rear): Engine Delegate Joseph Zeschitz; Chief Steward Edward Kaznowski, secretary-reporter; Deck Delegate G. McGuinn, and Steward Delegate Frank Bradley. The ship paid off on Jan. 29 in Port Elizabeth, N.J. She's on the coastwise run.

## Tampa Committee



The ship's committee of the *Tampa* (Sea-Land) gathers in the crew's mess at a payoff earlier this month in Port Elizabeth, N.J. They are, from (l. to r.): Joe Righetti, steward delegate; Recertified Bosun Guillermo Castro, ship's chairman; Marco Galliano, deck delegate; Rod Borlase, engine delegate, and W. Seltzer, secretary-reporter. The *Tampa*, on the coastwise run from New York to San Juan, was scheduled to lay-up after the payoff for repairs.

## Borinquen Committee



Recertified Bosun Felix Aponte (left), ship's chairman of the *SS Borinquen* (Puerto Rico Marine), takes a photo with the Ship's Committee recently at a payoff in Port Elizabeth, N.J. The committee consists of (l. to r.): Chief Steward Jose Ross, secretary-reporter; Educational Director Jaime Pantoja; Deck Delegate Francisco Cornier; Steward Delegate Eduardo Lasso, and Engine Delegate W. Gonzalez. The ship is on the coastwise run to San Juan.

## Sea-Land Trade Committee



At a payoff on Jan. 15 in the port of Oakland, Calif. is Recertified Bosun Verner Poulsen (left) ship's chairman of the containership *SS Sea-Land Trade* with the Ship's Committee of (l. to r.): Steward Delegate Andy Reasko; Educational Director Steven Senteney, and Engine Delegate D. L. Coy. The S-L 7 is on the Far East run to the ports of Yokohama, Kobe, Hong Kong, Seattle, Long Beach and San Francisco.

## Nathaniel Green Committee



Recertified Bosun John Davies (seated rear left) ship's chairman of the C4 *SS Nathaniel Green* (Waterman) looks on Feb. 9 as third Cook Eddie Coleman (standing front right) signs SIU Patrolman Teddy Babkowski's (seated rear right) report during a payoff on Pier 7 at Brooklyn, N.Y. Other members of the Ship's Committee are (seated l. to r.): Wiper Andrew Selico, engine delegate, and Chief Electrician Prentice Walker, educational director. Standing (l. to r.) are: Chief Steward William Webster, secretary-reporter, and AB Dewey Benton, deck delegate. The ship crewed up on Jan. 12 and is on the coastwise run.

## Pittsburgh Committee



Ship's Chairman of the *SS Pittsburgh* (Sea-Land), Recertified Bosun Donald Pressly (extreme left), at a payoff in Port Elizabeth, N.J. on Dec. 21 with the Ship's Committee of (l. to r.) Engine Delegate Stanley O'Brien, Steward Delegate Patrick Fitzgerald, Deck Delegate L. Bugajewski and Chief Steward I. Buckley, secretary-reporter. The containership is on the run to the Med.



## Headquarters Notes

by SIU Vice President Frank Drozak

I attended the three-day seminar on alcoholism at the Harry Lundeberg School earlier this month and had an opportunity to speak to the assembled Union members, officials, company representatives and guests.

This seminar served the important function of focusing our attention on a serious matter—brothers who have a drinking problem.

As I told the delegates at the seminar, the SIU has established an alcoholic rehabilitation program to help these men because other programs available are not geared specifically to the needs of the alcoholic seaman, a man whose method of earning a living makes him unique.

The SIU Center recognizes seamen's special problems and is staffed by both professional counselors and by Seafarers who are themselves recovered alcoholics.

When The Center first was set up, we realized that we have an obligation and responsibility to help our members perform their jobs on board ship. But as the seminar progressed it became evident that SIU members also wanted to help these men overcome their problems because seamen are the kind of people who help each other.

I came away from the seminar, as did all the delegates, with the conviction that alcoholism is a disease that can be beat and that the SIU can offer the aid and support needed to help the alcoholics within our industry.

\* \* \*

In another important area, this month marks the beginning of the 1976 presidential race as the first primary opens in New Hampshire. Also, as the entire House of Representatives and one-third of the Senate comes up for election, politicians seeking these seats are starting to plan their 1976 campaigns.

The SIU must be ready to take an active role in these national elections, supporting our industry's friends and opposing those who are unfriendly toward maritime.

Our industry is almost totally regulated by national and international laws and policies. And it is the Congress and the Administration which will decide which laws and which policies will be put into effect.

Congress and the President will decide if this country is to have an oil cargo preference law and if we will move to curb the rate-cutting third-flag fleets on the West Coast. They will be responsible for enforcing the Jones Act and continuing to implement the Merchant Marine Act of 1970.

All these issues affect our ability to earn a decent living by going to sea.

I don't have to tell you how many jobs depend on enforcement of the Jones Act or how many ships are being laid up on the West Coast—Far East run because of the third-flag fleets. And you already know how many jobs were created by the 1970 Act and how many jobs an oil cargo preference law would generate.

If either an Administration or Congressional majority hostile to a strong U.S. merchant marine is elected, it could be disastrous.

Only through SPAD can we participate in these important elections. With the money you give to SPAD we can support those who believe in the importance of this country's merchant fleet and who will help the SIU to protect its members' jobs.

There is too much at stake for us not to give our strongest effort and fullest support to this program. The health of the entire industry and the strength of every Seafarer's job security will hinge on our support of SPAD in the coming months.

### BOSUNS RECERTIFICATION PROGRAM

This month 12 more Seafarers graduated from the Bosuns Recertification Program. These 12 bosuns bring to 343 the number of SIU brothers who have completed this program since its inception in the summer of 1973.

The bosuns, who spend one month down in Piney Point and one month at Headquarters, have upgraded their vocational skills as well as their knowledge of the maritime industry. They have especially learned how essential it is for their Union to be involved in all aspects of maritime, particularly the legislative sphere.

### 'A' SENIORITY UPGRADING PROGRAM

The 'A' Seniority Upgrading Program has been very successful in promoting our qualified members to the status of full 'A' book brothers in our Union. I strongly urge each Seafarer who is eligible to apply for this program and I congratulate the six brothers who have successfully completed the one month program at Piney Point and Headquarters this month.

### FIREFIGHTING

In the months and years ahead firefighting training will become increasingly important as a pre-requisite for sailing on many of our ships.

I urge each member who does not already have a firefighting certificate to take the two-day course which includes classroom training at the Harry Lundeberg School and practical training at the jointly sponsored MSC-MARAD firefighting school in Earle, N.J.

Upcoming dates for the firefighting course are Mar. 9, 19 and 30.

### LNG TRAINING

In light of the fact that support is rapidly growing for an all-Alaska gas route, I urge all Seafarers who are eligible to take the LNG/LPG training course offered at the Harry Lundeberg School of Seamanship in Piney Point, Md.

The next course is beginning on March 8.

## Some Questions Answered On New U.S. Pension Bill

Continued from Page 3

have a number of consecutive breaks that equal the total number of years you worked 125 days or more.

For example, if you have earned three years of vesting credit and work less than 62½ days in each of the following three years, you will lose all credit for your seetime.

Here are a few important things to remember about vesting and breaks in service.

- For every year you work 125 days or more, you receive one year of vesting credit. When you have accumulated 10 years of credit you are vested and can no longer have a break in service in regard to your pension.

- If you work less than 125 days in any year but more than 62½ days, you do not get credit for a year's service but you do not have a break in service.

- If you work less than 62½ days in a year, you have a break in service. If you have a number of consecutive breaks that equal the total number of years credit you have earned, you lose all of that credit.

- The breaks must be consecutive to lose your accumulated credit. Even working more than 62½ days in a year will prevent you from losing that credit.

- The 125 day requirement only applies to earning vesting credit for a normal pension.

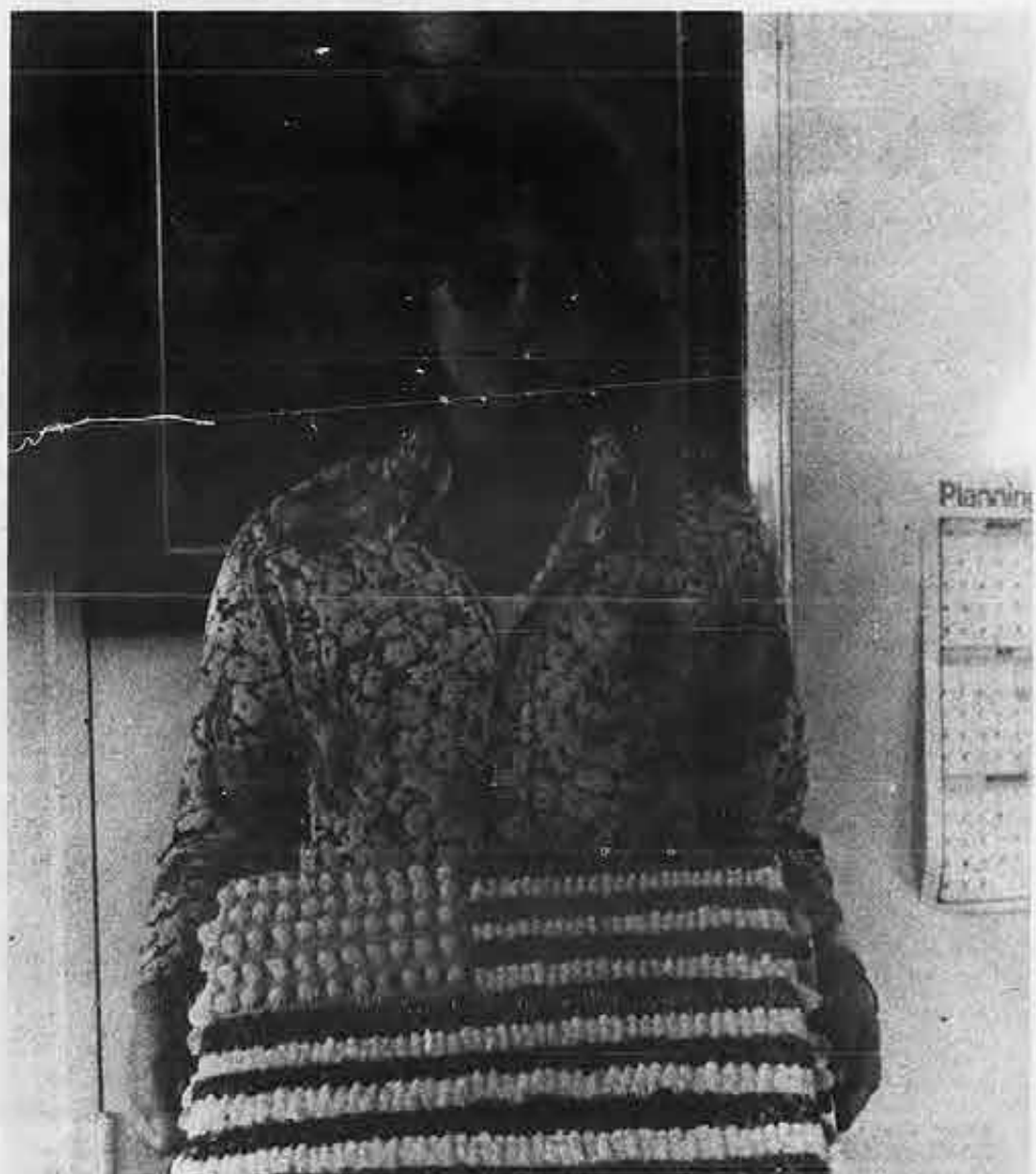
- Each and every day worked for a company signatory to our plan will count towards the total number of days needed to qualify for a pension, even if they were accumulated in a year for which you did not receive vesting credit.

- Although the new law did not take effect until Jan. 1, 1976, your previous seetime will be counted towards vesting credit if you do not have a break in service under the old 90 days in three years rule.

What does the section on the Joint and Survivor Annuity provision mean when it says, "a Plan need not pay the wife her benefit if the employee dies within two years after he elects a husband-wife benefit, and his death was not the result of an accident occurring after he made the election"?

This section just means that the Pension Plan need not pay a survivor's pension benefit if a pensioner dies within two years after choosing to receive the survivor benefit. It was included in the law to protect pension plans against people who have terminal illnesses. However, if a married Seafarer who is eligible for a pension dies while he is still an active, working member, his wife will receive a survivor's pension.

## Here's a Patriotic Baker



Piney Point Cook and Baker grad Jerry Farrell shows off an Old Glory cake he baked.





# Washington Activities



As part of the Washington Activities column, for the next few months we will be running articles concerning the way in which our form of government works. We hope these articles will prove informative to our members.

## Representative Government, American Style

The Congress of the United States is a fascinating and unique body. It is different from legislative bodies of other Western democratic countries. Most national legislatures work within a parliamentary system with a chief executive (usually called the prime minister) who is elected from the legislature. Cabinet members in many systems are also chosen from the legislature, and remain members of the legislature. Power is usually concentrated in the lower house only.

Congress has gone through many changes over the years; it is different now from the way it was during our early history.

Both the House of Representatives and the Senate have become much more highly organized than they were originally.

### The House

In the House, the Speaker is the chamber's presiding officer and the majority party's overall leader. In addition, there are majority and minority leaders with assistant floor leaders (whips), their assistants, and a number of supporting organizations to assist with party strategy, legislative scheduling and communication.

At present, the Speaker is Carl Albert. The Majority Leader is Thomas P. (Tip) O'Neill.

Today, the Speaker presides over the House, decides points of order, refers bills to appropriate committees, appoints members of select and conference committees.

The Constitution does not specify that the Speaker must be a member of the House, but no non-member has ever been selected.

### The Senate

In the Senate, there is no Speaker. The Vice President is the constitutional head of the Senate and in his absence, the President Pro Tempore presides. Neither of them has the power of the Speaker.

The Senate is smaller than the House—the Senate has only 100 members; the House has 435.

The filibuster and the non-germane rule are characteristics peculiar to the Senate. The filibuster is a time-delaying tactic used by a minority to prevent

a vote on a bill: unlimited debate. The non-germane rule allows unrelated amendments to be added to bills, and the strategy is to add them to bills which are certain to pass.

\* \* \* \* \*

### Some developments in Congress since last month's column are:

Congress returned from Christmas recess on Jan. 19 for the Second Session of the 94th Congress.

Rep. Tom Downing (D-Va.) has announced that he will retire. Rep. Downing is chairman of the House Subcommittee on Merchant Marine and has been a member of Congress since Jan. 3, 1959, representing the First District, which includes Newport News.

Three bills vital to our members have been passed or are near final stages as we go to press.

- The appropriation bill for the Department of Health, Education and Welfare for fiscal year 1976 (which began last July 1) was vetoed by the President last December. It contained money for the PHS hospitals. Both houses overrode the veto—Jan. 27 and 28—and the bill's language clearly states the intent of Congress that the hospitals be kept open. This action makes the legislation public law.

- The railroad bill, passed before the recess, was held until Congress returned to prevent the President from pocket vetoing. However, because the President is cutting back on spending, to make the provisions more acceptable to him, the conference committee reduced the amount by \$1 billion. Funding includes operation of Penn Central and six other insolvent carriers.

The provision opposed by SIU, allowing the railroads to lower rates, is still in the final version, now awaiting the President's signature.

- On Jan. 28, the Senate voted 77-19 to establish a 200 mile fishing limit off U.S. coasts to protect American fishermen and their fishing grounds. The Senate bill would go into effect in 1977. The House version, passed in October, has a July 1976 effective date. This and other differences will have to be resolved in conference.

Hearings are being held in committees on a number of other bills of interest—water pollution liability, Alaska Gas Pipeline, extension of the Jones Act to the Virgin Islands, outer continental shelf exploration and management, third-flag rates, merchant marine oversight—but no immediate action is expected. We do continue to monitor them, however, to keep up to date with these bills since all of them affect the livelihoods of seamen.

**Support SPAD**

To Protect Your  
Job Security in  
the Fight for  
Favorable Legislation

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

## MEMBERSHIP MEETINGS SCHEDULE



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

Politics Is Porkchops  
Donate to SPAD

## New FMC Head Gives Talk



At the microphone is the newly appointed chairman of the Federal Maritime Commission, Karl E. Bakke addressing members of the New York Propellor Club and the Maritime Association of New York following a luncheon given in his honor on Jan. 22 in the port city.

## AT SEA



### Sea-Land McLean

Appearing in the 1976 edition of "Guinness' Book of World Records" is Bosun John Hunter of the S-L 7 containership *SS Sea-Land McLean*. From Oct. 6, 1972 to Oct. 7, 1973 he rode the ship for 45 crossings of the North Atlantic, a record for most crossings in a year. Brother Hunter steamed 328,500 miles in the year.

In the same edition, a world record for the fastest Pacific Ocean crossing from Kobe, Japan to the port of Seattle or equal distance is held by the S-L 7 50,315 dwt containership *Sea-Land Commerce*. She set the record of 4 days, 21 hours, 24 minutes on May 27, 1973. On July 6, 1973, she sailed 4,840 nautical miles to Long Beach, Calif. at a higher average speed of 33.27 knots.

### M/V Paul Thayer

The 10,344 dwt Great Lakes bulk carrier *M/V Paul Thayer* (Pringle) went into winter layup at Lorain, Ohio after being refloated on Lake Erie's Pelee Passage where she was stranded. Part of her cargo had to be removed to lighten the ship.

### SS Delta Brasil

Brazil's Ambassador to Trinidad H. E. Sergio Luis Portella de Aguiar and Argentine Consul General to Trinidad Enrique Moresco and their families were visitors aboard the C3 *SS Delta Brasil* (Delta Line) recently when she called at Port of Spain. The vessel is on the New Orleans-South America run.

### S/T Mount Navigator

Another SIU-contracted tanker the *S/T Mount Navigator* (Cove) was tapped for the carriage of 26,400-tons of wheat to Alexandria and Port Said, Egypt recently loading from the ports of Baltimore, Philadelphia or Norfolk.

### SS Del Sol

The master of the C3 *SS Del Sol* (Delta Line) Capt. R. A. McDonald at the end of the year wrote to Mrs. George Williamson of Hialeah, Fla.: "As per your instructions and the wishes of your late brother, (Seafarer) Frank Ortiz at 15:30 hours on Dec. 21, 1975 at Latitude 10 degrees 20N and Longitude 29 degrees 36W, 1,145 miles west of the coast of Africa, the ship's crew was mustered and his remains committed to the sea.

"Mrs. Williamson, in behalf of the crew and myself, I wish to extend my sympathy over your great loss, but I hope you will find abiding comfort in the fact that your brother's wish was carried out and consolation that it was done by brother Seafarers, many of whom had sailed with him over the years."

### S/T Shenandoah

The tanker *SS Shenandoah* (Hudson Waterways) recently sailed with 22,000-tons of grain from the Gulf to a port on the west coast of Mexico.

### SS Yellowstone

Recently the bulk carrier *S/T Yellowstone* (Rio Grande) went on a voyage to Karachi, India with a 15,000-ton cargo from the port of Mobile.

### SS Potomac

The bulk carrier *SS Potomac* (Empire Trans.) from the port of Tampa will carry a 20,000-ton cargo to Karachi, India.

### SS Columbia

In April, the *SS Columbia* (Ogden Marine) will sail to Karachi, India from the port of Tampa with a 21,000-ton bulk cargo.

### SS Boston

Recertified Bosun Leyal E. Joseph of the containership *SS Boston* (Sea-Land) says "Once again the crew of the *SS Boston* has proven themselves to be very capable seamen.

"A gentleman by the name of Solomon Zelonker of North Miami had his boat sunk from under him on Sunday (Nov. 23) evening off the coast of Florida. About 2 p.m. on Monday he was spotted in the ocean hanging on to the seat of his boat by Third Mate Joe Disarno. Capt. Nils Aaadland was called to the bridge and he immediately started a rescue attempt.

"The port lifeboat was launched and made its way to the man. He was taken into the lifeboat. After talking with him and finding out that he was alone when his boat sank and there was no one else to be picked up, he was brought back to the ship.

"Zelonker was then given dry clothing, coffee and cigarettes by the crew. He expressed his gratefulness and very warm thanks to the crew. After resting awhile, he was transferred to a Coast Guard cutter to be taken ashore.

"It was indeed as smooth an operation as could be expected by any crew."

# Bosun's Seatime Full of Near Misses

"I guess I'm just lucky."

That's what Recertified Bosun Ray "Blackie" Ferrera asserted when he completed the retraining program and, in a visit to the *Log* office, told of his many close shaves from the scythe of the Grim Reaper.

A headline from the May 1972 issue of the *Seafarers LOG*: "SIU Man's Heroic Strength Prevents Death" was the last dramatic episode recently reported in the thrill-packed sea life of this 56-year-old charter member of our Union. The *LOG* story told a tale of how a courageous seaman blessed with superhuman strength became a hero in his own right.

It happened aboard the SIU-contracted *SS De Soto* in the Saigon River at Cat Lai as then 19-year-old OS Morris Montecino tended mooring lines to the anchor buoys.

Just as the 10,475-ton freightship neared the anchorage, she lurched unexpectedly sideways causing a line to slip a turn.

In a flash, Ferrera recalled, "the 8-inch Manila rope" encircled the still-sailing Montecino, hurling him to the deck where he was swiftly dragged toward the bow chock.

The doomed Seafarer battled frantically and unsuccessfully to free himself of the snake-like hemp which was securely tangled around his ankles, Ferrera said.

The moving coil was within seconds of pulling the helpless seaman through the chock to a certain and painful death when he felt the tremendous arms of Bosun Ferrera entwined about his waist pulling him away from disaster.

"You don't know how strong you are really until an emergency like this happens," the 30-year bosun emphasized.

### Tight Bear Hug

For an instant, the cool-headed, 190-pound Ferrera held back the pull of the line with his 'tight' bear hug which, he remembered, "broke five of Montecino's ribs."

Refusing to give up his life-saving hold on his shipmate, Ferrera said the line began to slip off the young seaman. Not until it had ripped off his shoes and locked onto one ankle, breaking it, the bosun added.

Finally, they both fell to the deck free of the line which hurtled through the chock over the side.

Seafarer Ferrera suffered deck friction burns and bruises of his arms, back and knees. Montecino, beside the fractures, was badly bruised and battered all over his body, but thankfully, alive, saved by his valiant brother of the sea.

The Florida-born bosun, who joined the International Seamen's Union in



Ray "Blackie" Ferrera

1936 in Tampa, said the captain of the *De Soto* recommended him for the U.S. Merchant Marine Distinguished Service Medal for his feat. But the SIU crew of the *SS Platte* (Ogden Marine) got the yearly award for rescuing 31 Finnish seamen off the stricken tanker, *SS Ragny*.

Another near miss for the doughty bosun, he declared, was aboard the *SS Kyska* (Waterman) on the Murmansk convoy run to Russia in 1943.

"Ships sunk all around us everyday. And ammo ships blew up before we reached Murmansk where we spent 15 days with air raids every night."

On her next or following voyage, the *Kyska* was sunk, too, he said.

Fortunately, he says, "I was never torpedoed."

A plaque in the Harry Lundeberg School of Seamanship Museum reminded Ferrera of his lost shipmate, Seafarer Jean Domingues who died on the *SS William Moultrie* (Waterman) which received a unit gallant ship citation for her work on the Murmansk run in 1942.

His seafaring career began, Ferrera pointed out, when his deceased brother-in-law, Manuel Perez, 71, who retired from the SIU in 1950, encouraged him to sail the seven seas for 39 years.

"I learned from him. He taught me how to splice rope and wire, and everything else he had picked up as a bosun on Portuguese sailing ships."

The Portuguese-Cherokee bosun had to interrupt his recertification training at Union Headquarters to attend the funeral of his brother-in-law mentor who died in Tampa May 24.

Ferrera's brother, Joseph is a retired tug boat captain of Tampa Harbor.

### Near Miss

Next near-fatal miss for the bosun occurred in 1941 just before the war began for America when he missed the freightship *SS Helen Margaret* (Bull Line). She sailed an hour early without Ferrera from Port Tampa bound for Baltimore in the dead of winter with a cargo of phosphates. She was never seen again. Torpedoed!

Ferrera resides in the shipbuilding town of Chickasaw, Ala., outside of Mobile, with his wife, Elsie, who's also part Cherokee, and his mother-in-law Mrs. Irene Lofton, 83, who, he said, has been with them for 20 years. The Ferreras' offspring have long grown up and gone out on their own as their seafaring father did.

Again in 1941, but this time in the Caribbean, off Trinidad, he said, his ship sighted a sub's periscope and tried to ram her. His ship missed when the sub crash dived.



Morris Montecino

# Seafarer, SIU Crew Are Cited for Rescue at Sea

AB Luis A. Malave and the SIU crew of the *USNS Tallulah* (Hudson Waterways) recently received a citation from the U.S. Navy's Military Sealift Command and the Distinguished Sea Rescue Award for saving 257 crewmembers and entertainers off the burning British cruise liner, the *MV Cunard Ambassador* 30 miles southwest of Key West, Fla. on Sept. 12, 1974.

Other SIU *Tallulah* crewmembers honored were: Recertified Bosun Joseph C. Donovan; AB R. W. Rogens; AB Joe Royce Bennett; AB Lacluis Walbert; AB Arthur L. Mallory; AB John Panders; OS Patrick H. Key; OS Marco Tulio Mora Jr.; Educational Director W. L. Pritchett; Oiler G. Garza; Oiler C. Everett Gerald; Oiler R. Cannon; FOWT. D. Terry, Jr.; FOWT. G. Lindsay; FOWT. C. B. Eagleson; Wiper W. M. Semmons; Chief Steward John W. Parker, Jr.; Cook Esquivel Olvido; Cook R. D. Bridgers; Messman Walter E. Devereaux; Messman Dewey E. Emory and Utility Grant Marzett.

Seafarer Malave, 42, then an OS aboard the MSC tanker partially loaded with a cargo of jet fuel enroute to Charleston, S.C. from Tampa, said he was the first on the 4 a.m. to 12 forward lookout watch to spot smoke coming from the burning cruise ship after the *Tallulah* was diverted by the U.S. Coast Guard to aid in the rescue.

The *Ambassador* radioed she was on her way to New Orleans to pick up passengers for a cruise to Mexico when a ruptured fuel line ignited a blaze in her engine room. Finally, most of her crew was ordered into their lifeboats.

Brother Malave, who joined the SIU in the port of New York in 1970, added he and his shipmates helped many of the survivors, some of them women, out of their lifeboats around 10:30 a.m., giving them blankets, clothes and hot food and coffee. Some had to be cautioned not to smoke on deck. Later, he said, the *Tallulah* carried them to Miami where they were met by a band and happy relatives and friends.

Meanwhile, back at the *Ambassador*, the Coast Guard cutter *Cape York* put a 96-man crew aboard the English vessel to fight the five-deck fire as the cutter *Diligence* shot a stream of water into the flames. When the *Ambassador's* emergency power supply cut out during the night, the Guardsmen left the ship as she was towed to Key West.

Malave, no stranger to awards and honors, was cited nine times as a New York City auxiliary police officer for saving people in fires in 1973-4 in Manhattan's 23rd Precinct and Kew Gardens, Queens by the police commission-



Luis A. Malave

er, the Patrolmen's Benevolent Assn. and the American Federation of Police. He upgraded to AB at Piney Point this year and said he'll soon get his firefighting and lifeboat endorsements.

His and the *Tallulah* Seafarers' citations from the MSC's commander, Rear Adm. S. H. Moore read in part:

"Enclosed is a citation which recognizes your contribution . . . For that rescue, the crew of the *USNS Tallulah* has been awarded the Distinguished Sea Rescue Award by the American Institute of Merchant Shipping and the Maritime Section of the National Safety Council . . . This marks the third time a MSC ship has won this coveted award. The achievements by you and your shipmates illustrate the professionalism of both the MSC Civil Service mariners and the Union seamen who man command ships operated by private contractors as was the *USNS Tallulah*. I am certain that this was an experience that you will long remember, one that is in keeping with the highest traditions of the sea and human brotherhood. Congratulations for a job well done."

Brother Malave's individual and his shipmates' Distinguished Sea Rescue Award also read in part:

"In recognition of an outstanding safety achievement involving highly meritorious service and in appreciation of a feat which reflects credit upon the entire American merchant marine . . . this award (goes) to Luis A. Malave of the *USNS Tallulah* (MSC) for his part in the dramatic rescue . . . This award is emblematic of the highest traditions of safety beyond the call of duty which have characterized American ships and American Seafarers since Colonial times."



## ASHORE



### Chesapeake & Delaware Canal

AB Clarence L. Cousins, last riding on the *C4 SS Portmar* (Calmar) in 1975 "wishes to commend a Capt. Thompson, now a pilot through the C & D Canal, for his timely assistance at a period when it meant a lot to me . . . Even though the incident happened some time ago . . .

"It was when he was master on the *LST Bethcoaster* on the run from Sparrows Pt., Md. to Bridgeport and New Haven, Conn. . . Suffice to say that his efforts in my behalf were in the finest traditions of our seagoing brotherhood and will always be remembered with feelings of deep gratitude by me . . . This is a tribute to him for his kindness to a member of his crew at the time."

### USPHS Hospital, Staten Is., N.Y.

Friends of Seafarer Herbert M. "Frenchy" De Boissiere from coast-to-coast will be glad to know that the USPHS Hospital here reports that on Feb. 6 he was in "satisfactory condition" in Ward AB4 following an operation there on Jan. 16.

### Toledo

Grain shipments moved through this port in 1975 topped the record figure of 91.2-million tons of grain shipped in 1971 here. As of Nov. 1, more than 100-million tons of grain were handled.

### Mobile

With more than 22.6-million bushels of grain passing through this port from Aug. 1 up to Nov. 1, a record high was set for that period. The amount represented \$30 million.

### Port of Wilmington, Calif.

After an hiatus of 38 years, Recertified Bosun Tadeusz Chilinski and his sister who is visiting the U.S. from Poland, were reunited.

### Iljichevsk, Russia

On Christmas Day here aboard the anchored OBO, the *SS Ultramar* (Westchester Marine), Seafarers had a lunch of fresh Maryland oysters, steamed Gulf shrimps, fresh white potato salad, cottage cheese fruit salad, cream of tomato soup, roast young turkey with sage dressing and giblet gravy, cranberry jelly, baked glazed sugar-cured ham with a fruit sauce, oven roast rib of beef to order au jus, butter pearl onions, broiled fresh salmon steaks in lemon butter, mashed rutabagas, fresh cauliflower, candied carrots, braised fresh kale, chocolate cake, lemon cream pie and assorted fresh fruits!

If that wasn't enough for a good feeder, here they had a Thanksgiving Day dinner of stuffed celery, rose radishes, spring onions, chilled eggnog, chilled tomato salad with assorted dressings, beef consomme, fresh shrimp cocktail, Tom turkey with oyster dressing and gravy, cranberry sauce, rib of beef and ham, steamed yellow rice, cut green beans, turnip greens with roots, candied sweet yams, fresh corn on the cob, whipped potatoes with cheese, baked acorn squash, hot hard rolls, mince and pumpkin pie, pound and fruit cake, assorted salted nuts, hard candies, ice cream, cookies, cafe noir and cold beer. Wow! A feast for a king.

### Baltimore

This port's Curtis Bay Coal Pier shipped the largest amount of coal overseas last year since the Marshall Plan year of 1947. And the port's Dundalk Marine Terminal handled a record load of containerized cargo during the first nine months of the year.

More than 6.73-million tons of coal—5.1-million tons to Japan—were also shipped to the United Kingdom, France, Germany and Argentina. In 1947, a record 11.4-million tons of coal were shipped.

More than 1.7-million tons of containerized cargo amounting to 149,612 containers moved through the terminal. An increase of 22,680 boxes and 70,371-tons over last year for the same period.

### Hydra, Greece

A 4,500-year-old hulk of a sunken ship has been found on an isle near here. This is 1,000 above the previous oldest ship ever discovered. Greek archaeologists reported pottery found in the wreck shows the vessel sank between 2,700 and 2,200 B.C.

### Tubarao, Brazil

This iron ore port has the world's biggest ore loading berth. Peak loading capacity is 20,000-tons an hour with 40,000-tons an hour expected in the future. The ore terminal can handle ships of 270,000 dwt. When current building is completed the berth will be able to handle vessels of 400,000 dwt.

**PANAMA** (Sea-Land Service), December 7—Chairman, Recertified Bosun Cyril Mize, Jr.; Secretary J. Mar; Educational Director E. Ford. \$17.75 in ship's fund. No disputed OT. A suggestion was made that crewmembers donate to SPAD. Chairman and all crewmembers expressed hope that Steve Troy, San Francisco port agent recovers very soon. A suggestion was made that a movie fund be made up from the arrival pool. Next port Balboa.

**NEWARK** (Sea-Land Service), December 13—Chairman, Recertified Bosun E. D. Christiansen; Secretary L. Crane; Educational Director R. P. Coleman; Deck Delegate G. C. Somerville; Engine Delegate A. L. Craig; Steward Delegate R. V. Geiling. Some disputed OT in deck department. Chairman discussed the firefighting school and lifeboat training at Piney Point and the importance of crewmembers upgrading. It was suggested that crewmembers donate to SPAD. Next port Seattle.

**TEX** (Alton Steamship), December 9—Chairman, Recertified Bosun Tom Walker; Secretary Jimmie Bartlett; Educational Director Torry Kidd, Jr.; Steward Delegate C. H. Martin. \$8.25 in ship's fund. No disputed OT. Recertified Bosun Tom Walker brought the membership up-to-date on the Piney Point school and the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Tampa.

**ALLEGIANCE** (International Ocean Transport), December 7—Chairman S. T. Grooms; Secretary C. Hurlburt; Educational Director J. Sanchez. No disputed OT. A vote of thanks to the steward department for a fine Thanksgiving Day dinner. Observed one minute of silence in memory of our departed brothers and for those men who lost their lives at Pearl Harbor on December 7, 1941. Next port New York.

**OVERSEAS ALEUTIAN** (Maritime Overseas), December 14—Chairman, Recertified Bosun William Morris; Secretary Higgs; Educational Director Sears; Steward Delegate Guillermo Grojales. No disputed OT. Report to *Seafarers Log*: "Ships crew and officers collected \$200 for chief electrician to help share expenses. He had illness at home and left the ship in Novorossiysk, Russia on November 9, 1975."

**SEA-LAND COMMERCE**, December 14—Chairman, L. G. G. Reck; Secretary Gus Skendelas; Educational Director William G. Heater; Deck Delegate John Nelson. Some disputed OT in engine department. All communications were posted. Question was brought up on how to open port holes in case of emergency. This question will be answered at the next safety meeting to which everyone is invited. A discussion was held on donating to SPAD. Next port Kobe.

**TAMARA GULDEN** (Transport Commercial), December 28—Chairman, Recertified Bosun Peter Sernyk; Secretary N. Hatgimisios; Educational Director R. Nielson; Deck Delegate Rafael Lugo; Engine Delegate John Nettles; Steward Delegate Frank Okoorian. \$9.80 in ship's fund. Some disputed OT in deck department. Telegram received from Headquarters was read and posted. A vote of thanks to the steward and his department for the wonderful Thanksgiving and Christmas dinner and the trouble they all went through to please the crew.

**SEA-LAND ECONOMY** (Sea-Land Service), December 28—Chairman, Recertified Bosun F. H. Johnson; Secretary L. Nicholas; Deck Delegate J. D. Farragut; Engine Delegate I. Galeas; Steward Delegate S. Morris. No Disputed OT. Chairman discussed SPAD donations and advised all crewmembers to read the *Seafarers Log*. Report from the secretary: "A belated but not forgotten Merry Christmas and Happy New Year to all hands at Headquarters." Communications from Paul Hall were read and explained in their entirety at the meeting. A vote of thanks to the steward department for a wonderful Christmas dinner and continuous good service and food. Next port New Orleans.

**PONCE DE LEON** (Puerto Rico Marine Mgt.), December 13—Chairman, Recertified Bosun R. Burton; Secretary C. Rice; Educational Director J. Quintella; Deck Delegate James Corder; Steward Delegate Robert Spencer. No disputed OT. Chairman spoke on articles that appear in the *Seafarers Log*. Everything running smoothly.

**COLUMBIA** (Ogden Sea Transport), December 28—Chairman, Recertified Bosun Clarence E. Pryor; Secretary Hutcherson; Deck Delegate Jack D. Brown; Engine Delegate Jay Barnett; Steward Delegate Melton Dale. \$12.25 in ship's fund. No disputed OT. A vote of thanks to the steward department for a very fine Christmas dinner and a holiday atmosphere aboard ship. Happy New Year to all hands. Observed one minute of silence in memory of our departed brothers. Next port, Port Said.

**ELIZABETHPORT** (Sea-Land Service), December 14—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able; Engine Delegate Michael Miller. \$122 in ship's fund. \$5 in movie fund. No disputed OT. Chairman held a discussion on donating to SPAD. Secretary reported that there were better movies on board for this trip. Also that food and other supplies were obtained for the orphanage. A vote of thanks to the deck department for keeping the pantry and the messroom clean. Next port Naples, Italy.

**SEA-LAND McLEAN** (Sea-Land Service), December 30—Chairman, Recertified Bosun J. Richburg; Secretary R. Buie; Educational Director H. S. Martin; Deck Delegate B. R. Scott; Engine Delegate R. Machaj; Steward Delegate F. Rogers. Bosun thanked all delegates for a job well done and the steward department for a fine Thanksgiving and Christmas dinner. A report was read on the grain deal. Chairman suggested that all members participate in SPAD. A safety meeting was held and all suggestions will be implemented. The fire and boat drill was very good. Next port San Francisco.

**SEA-LAND FINANCE** (Sea-Land Service), December 28—Chairman, Recertified Bosun James W. Pulliam; Secretary Cesar F. Blanco; Educational Director Dale Susbilla; Deck Delegate Jennings J. Long; Engine Delegate William Leeper; Steward Delegate Charles N. Ratcliff. No disputed OT. Any donation to the movie fund will be appreciated. Telegram from Paul Hall was read and discussed. Crewmembers were urged to stay active and keep up with the latest by reading the *Seafarers Log*. Next port Yokohama.

**OGDEN YUKON** (Ogden Marine), December 7—Chairman, Recertified Bosun Vernon Bryant; Secretary Mario Canalejo, Sr.; Educational Director Riley Mills. All notices received from Headquarters were read and posted. Chairman gave a vote of thanks to all brothers for the way everybody performed aboard the ship in Odessa, Russia. Secretary extended a vote of thanks to the steward department and the boys from Piney Point, for a job well done on this voyage. No disputed OT. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND MARKET** (Sea-Land Service), December 28—Chairman, Recertified Bosun Walter Nash; Secretary A. Panagoroules; Educational Director Nillo Reitti. Chairman read the telegram from President Paul Hall. Explained to the members the value of SPAD and the results of the agreement with Russia on the grain deal. A talk was held on safety aboard ship. No disputed OT. A vote of thanks to the steward department for a terrific Christmas dinner. Report to the *Seafarers Log*: "Our messhall was decorated with live wreaths, flowers and poinsettias. It was a real Christmas festivity and everyone felt at home away from home."

**AGUADILLA** (Puerto Rico Marine Operating), December 13—Chairman, Recertified Bosun Victor Carbone, Jr.; Secretary W. W. Reid; Educational Director S. Wala. Some disputed OT in deck department. Chairman reported on the new courses in diesel engineering that are open to everyone. The new ships being built today will require crewmembers to have lifeboat and firefighting tickets. \$8.50 in ship's fund. A vote of thanks to the steward department for a job well done.

**TRANSCOLORADO** (Hudson Waterways), December 9—Chairman, Recertified Bosun T. A. Tolentino; Secretary J. Pitetta; Educational Director J. Peterson. \$20 in ship's fund. No disputed OT. Chairman reported on donations to SPAD. Next port Subic Bay.

**OGDEN WILLAMETTE** (Ogden Marine), December 14—Chairman, Recertified Bosun E. K. Bryan; Secretary Kelly; Deck Delegate Carlos Spina; Engine Delegate Martin Fox; Steward Delegate R. E. Leonard. No disputed OT. Chairman suggested that all crewmembers should read the President's Report in the *Seafarers Log*. A vote of thanks to the steward department for a job well done.



**INGER** (Reynolds Metal Co.), December 28—Chairman, P. R. Price; Secretary Duke Hall; Educational Director R. D. Holmes; Deck Delegate D. Boone; Steward Delegate John Calhoun. \$83.03 in ship's fund. No disputed OT. Radiogram from Paul Hall on the Russian grain deal was read and posted. A vote of thanks for a nice Christmas dinner through the efforts of the steward department. Report to *Seafarers Log*: "A lifetime wish was fulfilled for some of the crew while ship was in Haifa, Israel as they went on a tour of some of the Holy Land." Observed one minute of silence in memory of our departed brothers. Next port Philadelphia.

**SAM HOUSTON** (Waterman Steamship), December 28—Chairman, Recertified Bosun Edwin C. Craddock; Secretary Thomas Liles, Jr.; Educational Director Herbert Calloe; Deck Delegate Gordon L. Davis; Engine Delegate Gary J. Bryant; Steward Delegate Derrell G. Reynolds. \$29 in ship's fund. Some disputed OT in steward department. \$145 in movie fund. Minutes of last meeting and SIU crew list mailed to Headquarters from Aqaba, Jordan. Letter on grain deal was read and posted by ship's chairman. A vote of thanks to the steward department for a very good Christmas dinner. Observed one minute of silence in memory of our departed brothers. Next port New York.

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

TRANSPANAMA  
MAYAGUEZ  
DELTA BRASIL  
DEL SOL  
YELLOWSTONE  
JEFF DAVIS  
ERNA ELIZABETH  
STONEWALL JACKSON  
SHOSHONE  
ARECIBO  
SAN JUAN  
DELTA ARGENTINA  
DELTA URUGUAY  
MOUNT WASHINGTON  
WALTER RICE  
COUNCIL GROVE  
BEAUREGARD  
SEA-LAND EXCHANGE  
POTOMAC  
ROBERT E. LEE  
DELTA SUD  
PORTLAND  
GALVESTON  
BORINQUEN  
SAMUEL CHASE  
MAUMEE  
SEA-LAND McLEAN  
GALLOWAY

CHARLESTON  
CAROLINA  
SHENANDOAH  
ST. LOUIS  
SUMMIT  
CANTIGNY  
BALTIMORE  
ELIZABETHPORT  
SEA-LAND PRODUCER  
AMERICAN EXPLORER  
DEL RIO  
MOUNT EXPLORER  
OAKLAND  
OVERSEAS ANCHORAGE  
JACKSONVILLE  
ANCHORAGE  
MERRIMAC  
SEA-LAND CONSUMER  
CARTER BRANTON  
OVERSEAS NATALIE  
TAMPA  
RESOURCE  
DELTA MAR  
LOS ANGELES  
MOHAWK  
MONTICELLO VICTORY  
GOLDEN DOLPHIN  
JOHN B. WATERMAN

Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO

## Historic Alcoholism Seminar Held

The SIU held an historic, as well as a very successful, three-day seminar on alcoholism at the Harry Lundeberg School on the weekend of Jan. 30. Attended by many Union officials, members, company representatives and guest speakers, the seminar, entitled "The Problem Drinker in Industry," was perhaps the first of its kind ever given by a trade union in this country.

Two rank-and-file members from each constitutional port were elected at special meetings on Tuesday, Jan. 27 to attend the seminar and represent the entire SIU membership. They were joined by SIU port agents and other Union officials, and representatives from various SIU contracted companies.

The participants in the seminar heard welcoming speeches from SIU officials and members of the HLS staff, and throughout the three-day seminar listened to speeches by leaders in the field who discussed the medical, psychological and social problems of alcoholism.

### Need Full Support

A crowd of well over 100 people gathered in the auditorium of the SS Zimmerman on Friday evening to hear HLS Vice President Mike Sacco welcome them to the seminar and explain that in order for the SIU's alcoholic rehabilitation program to succeed, it "must have the full support from all of us." Following a greeting from HLS President Hazel Brown, the audience saw a film entitled "The Other Guy," which helped to dispel the myth of the stereotype alcoholic as only a "skid row bum."

On Saturday morning SIU Vice President Frank Drozak and HLS President Hazel Brown spoke to the delegates and officially launched the seminar's program. Throughout the next two days, speakers from the



SIU President Paul Hall delivers "Departing Challenge" to participants at the close of alcoholism seminar.

medical profession, representatives from labor and management, and experts in the field of alcoholic rehabilitation addressed the participants on practically every phase of the problems of alcoholism.

Besides listening to the speeches by the various guests, all the participants took an active part in the seminar themselves. All the delegates were divided into separate small groups—seven in all—where they were to discuss the present Alcoholic Rehabilitation Program at Piney Point, make recommendations for expanding and improving it, and seek ways to encourage Seafarers who have alcoholic problems to get help at the SIU Alcoholic Rehabilitation Center.

These small groups of from 12-15 people held sessions on both Saturday and Sunday. With one of the guest speakers serving as a leader, each group held general discussions

on the problems of alcoholism and made suggestions and recommendations for implementing the best possible alcoholic rehabilitation program at Piney Point.

### Tour of the Center

On Saturday, all those who attended the seminar were given a tour of the SIU Alcoholic Rehabilitation Center located on the HLS Valley Lee Farm. The Rehab Center staff, comprised of both professional and Seafarer counselors, was on hand to give the participants a guided tour of the entire facility, and at the same time provide information and answer all questions about the rehabilitation program.

On Sunday afternoon, following the final guest speaker and last group session, SIU President Paul Hall delivered a "departing challenge" to those in attendance. President Hall congratulated everyone for a most

successful seminar and told the audience that "this is one of the better things we've ever done—to try and help our brothers."

Conceding that the maritime industry had a "bad record on alcoholism," President Hall said "it's time we did something about it." He asked for "cooperation among everyone to make this a successful program", and charged Union officials and brother members alike with the responsibility of "helping our shipmates and improving the quality of ourselves."

When the seminar was adjourned, practically everyone, from Union officials to company representatives to guest speakers and staff members, conceded that they had learned a great deal about the problems of alcoholism that they had not known. And, there seemed to be a determined resolve among all to make the SIU Alcoholic Rehabilitation Program a great success, now and in the future.



Harry Lundeberg School Vice President Mike Sacco welcomes participants to the opening of the seminar.



Tom Heggarty, who was participating in the Bosuns Recertification Program at Piney Point during the seminar, picks up some reading material on the alcoholism problem before returning to auditorium to hear next speaker.

# Drozak Outlines Goals, Purposes of Rehab

SIU Vice President Frank Drozak opened the three-day seminar on "The Problem Drinker In Industry" with a strong endorsement of a meaningful program "to help our brothers recover from this disease of alcoholism."

Drozak told the assembled participants—SIU port agents, elected delegates from all constitutional ports, and recognized authorities in the field of alcoholism—that the SIU recognized alcoholism as a treatable disease and that "It's up to us to develop a program to help our members recover." He said:

"It will do no good to hold this conference, discuss the problem, make recommendations—and then go back to our ports and to our ships and do nothing."

Drozak began his opening remarks with a reminder of the tragic consequences of alcoholism. He told of a brother Seafarer who froze to death last December in the doorway of a building only a few blocks from Union Headquarters. He told of another Seafarer—a 24-year-old graduate of Piney Point who had just recently been released from a USPHS hospital for alcoholism—who was found floating in the harbor at Rotterdam.

"They died needlessly," Drozak said. "They died because they needed help,

and none of us was there to help."

The SIU Vice President went on to state the goal of the SIU's Alcoholic Rehabilitation Program. "We need to help the other guy—the guy who can't help himself." He told the delegates that "alcoholism is a disease, and it's nothing to be ashamed of."

He explained that the SIU is involved in establishing an alcoholic program for its members because hospital programs are inadequate and insufficient when it comes to dealing with Seafarers.

"The seaman is unique, he is a shy person," Drozak said. Then, noting that The SIU Rehab Center is staffed not only by professional counselors, but by Seafarer counselors as well, he said "seamen are the kind of people who help each other. A seaman can communicate with other seamen. Put him in with strangers and he's lost."

Citing the effects of alcoholism on not only the alcoholic himself, but his family and friends as well, Vice President Drozak noted that "the biggest percentage of broken homes are among seamen." And, he said, "it doesn't have to be this way; I think we can change it."

The SIU Vice President also told the assembly that "we have an obligation and responsibility" to see to it that our

members are fully able to perform their jobs on board ship. He cited the new, technologically-advanced vessels which have been constructed, and said that all Seafarers must be at top efficiency when working aboard these ships. This means, he said, no alcoholics on the job.

In order for that to happen, he noted that it would be the responsibility of all the port agents to "encourage any member with an alcoholism problem to get help here at The SIU Center." He said that the port agents should develop programs in their ports, and set up a referral system whereby all the men who need help with an alcoholism problem know about The Rehab Center and are convinced that the program can help them.

In closing, Vice President Drozak said that not only should we "get them down here and help our brothers recover, but we have to be there when they leave to give them all the help they need." This means, he said, that "back in the ports and on the ships, both officials and members must help and see to it that a man who is a recovering alcoholic, stays that way."

He also asked the delegates to do their part and make suggestions and recommendations for instituting the



Frank Drozak

*"We need to help the other guy—the guy who can't help himself."*

best possible program the SIU can formulate. He said that "we must answer certain, important questions. How do we get seamen to enter the program? How do we help them after they leave The Rehab Center and return to their home ports?"

He said that "we can't let these two days pass us by." He stated that "we have to come up with ideas and views" and then go and develop the best possible program.



HLS President Hazel Brown presents plaque commemorating weekend seminar to Bill Hibbert, Director of SIU's Alcoholic Rehabilitation Program.

## HLS President Cites Many Success Stories

Following Vice President Drozak's speech, HLS President Hazel Brown described the first big expansion at the Lundeberg School—the educational programs instituted in 1971—and drew a comparison between the "problems we had to solve five years ago, and the problems we have to solve today."

Noting that the educational programs which were begun in 1971 were an outgrowth of an educational conference held that year, President Brown said, "we can start today, the way we started with that educational conference, to solve this problem."

### Many Success Stories

The HLS President told the audience about the many success stories which have taken place at Piney Point since

the first big educational expansion.

She talked about all the trainees who have graduated and gone on to careers at sea; and all the Seafarers who have upgraded their skills, including QMEDs, Quartermaster, Stewards, and men who have gone through other programs such as the Bosuns Recertified Program and the 'A' Seniority Upgrading Program.

She also noted the huge success of the General Educational Development (GED) Program at Piney Point, whereby many Seafarers who had very little formal education went to the Lundeberg School and obtained a high school diploma.

"It made us all feel very good," she said, "to see these men, some of them

in their 50's and 60's who had not been to school in over 40 years, come down here, complete our GED Program and obtain that high school diploma."

President Brown told the members of the audience that it was up to them to "think how we can best implement this alcoholism program. We should think of ways to do it on the ships, in the halls and in the homes, not just down here at Piney Point."

The HLS President concluded by stating that "five years ago I said in launching our educational program, that our goal was to develop the 'whole man.' We have made great progress toward that goal, and although we still have some problems, I have no doubt that we can succeed in solving them."



Hazel Brown

*"We can start today . . . to solve this problem."*

# "The Who, What, and Why of Alcoholism"

Following the conclusion of President Brown's remarks, HLS Vice President Mike Sacco introduced the first guest speaker of the seminar: Dr. LeClair Bissell, Chief of the Smithers Alcoholism and Treatment Center, Roosevelt Hospital, New York City. Dr. Bissell spoke to the participants on "The Who, What, and Why of Alcoholism."

Dr. Bissell told the audience that when it comes to the problems of alcoholism, "you can divide people into two groups—those who see this problem, and those who refuse to see it. And," she continued, "by virtue of this seminar being held this weekend, I can see that your Union and its leaders fall into the category of those who see it."

Noting that an old theory of alcoholism stated that an alcoholic was "an emotionally disturbed person," the doctor said that it was only during the 1950's that it began being diagnosed as a "disease." And, finally only as recently as 1971 did the American College of Physicians officially classify alcoholism as a "disease."

One of the problems in treating this disease, she said, is that the medical profession is only slowly beginning to learn about alcoholism. Even today there is a lack of knowledge about the disease, and Dr. Bissell cited the fact that "there are 114 medical schools in the United States and only 15 of them have any educational program dealing with alcoholism."

Ms. Bissell then went on to talk about who is likely to be affected by this disease and described some of its characteristics. She told the audience that although "there is no evidence to support the view that it is inherited, we have found that it tends to run in families."

She also said that statistics indicate that "the chances of a man being an alcoholic are four times as great" as those of a woman. Other figures show that half of the wives of alcoholics had an alcoholic parent, and blacks tend to become alcoholics at a younger age. Although she described alcohol as



Dr. LeClair Bissell

*"An alcoholic does not want to hear that he is one. So, he will do everything to convince you and himself that he is not an alcoholic, that he has his problem under control."*

"a very simple drug which dissolves very easily," she warned the group that it also "does harm to virtually every part of your body except a few. The only areas it doesn't affect eventually are your hair, the enamel of your teeth and the urinary bladder."

### No Simple Definition

The doctor told the audience that "we know that alcoholics are different, but what we don't know is how they got that way." She went on to say that "we don't have any one simple cause for this disease and there is no simple definition or diagnosis. There is no one symptom that every alcoholic has."

Ms. Bissell noted that there were "a few" definitions of an alcoholic. One, by the World Health Organization (WHO), states that an "alcoholic is a person whose chronic use of alcohol causes any trouble in any major area of life—his job, his homelife, or his health." Another definition, she said, is that an "alcoholic is a person who cannot on any given occasion predict

how much he will drink."

Dr. Bissell discussed a few of the physical symptoms of alcoholism, including the frightening experience of "blackouts." She said alcoholics frequently suffer from "blackouts"—that is they go through "a period of time when the alcoholic may or may not look drunk, and when he doesn't remember anything."

She also told the participants that a major problem in dealing with alcoholics is the "denial factor"—the fact that "an alcoholic does not want to hear that he is one. So," she continued, "he will do everything to convince you and himself that he is not an alcoholic, that he has his problem 'under control'."

In conclusion, Ms. Bissell reminded the audience that alcoholism is an "addiction, like an addiction to any other drug." And, she said, if a person does become "physically addicted" to alcohol, he can "die from withdrawal" just like any other drug addict.



Dr. LeClair Bissell, one of the guest speakers at the seminar, answers questions for (l to r): SIU Representative Ed Morris; UIW Representative Pat Moran, and SIU Representative George McCartney, during recess.

## Shulman Answers Question "Why Treatment?"

The first guest speaker on Saturday afternoon was Dr. Gerald Shulman, representing the Chit Chat Foundation, an Alcoholic Rehabilitation Center in Wernersville, Pa. Dr. Shulman, who told the audience that he saw his "role here today as a consultant", addressed the participants on "Why Treatment?"

Dr. Shulman began by telling the assembly that alcoholism "has many characteristics, and it's an insidious illness." He went on to say that alcoholism is "progressive, it will either get better or get worse." Other characteristics he said, are that it is "chronic, the symptoms will either exacerbate, or they will remiss;" and it is "incurable, an alcoholic can't be cured, but he can recover."

After telling the audience that a major problem in dealing with alcoholics is that they "deny the presence of addiction, they can't face it and they do not want to give up booze," Shulman cited a few statistics concerning alcoholics. He said that the average alcoholic who does not receive treatment has his life span shortened by about 12 years. And, he stated that about 25,000 deaths a year are attributable to alcoholism, including traffic accidents, both

pedestrian and passenger.

### Definitely Treatable

Dr. Shulman then told the participants that "alcoholism is definitely treatable," and described the two phases which he said make up the treatment. The first phase is "detoxification," which he described as the "process of getting a person from the drinking state to a point where alcohol is no longer in the body and he is relatively healthy." He stated that this phase "deals with the physical, the body," and can be given in a medical or non-medical environment.

The second phase of the treatment, and just as important, is the rehabilitation. This phase, Dr. Shulman said, "deals with the head," and its objective is to get the person to a "point where he won't drink again." The overall goal of treatment, he continued, is to get the alcoholic "not only to stop using it, but to go beyond that point. To get him to lead a positive life style."

However, the speaker went on, even though "we know how to treat this disease," he admitted that there were some obstacles which prevent a successful fight against alcoholism in many cases. He said one was the mistaken belief that all alcoholics are "skid row bums," and



Dr. Gerald Shulman

*The overall goal of treatment is to get the alcoholic "not only to stop using it, but to go beyond that point. To get him to lead a positive life style."*

that this stereotype hurts treatment because many alcoholics who are not "skid row bums" think that their drinking problem is "not that bad."

He said another obstacle was usage

of the term "reformed alcoholic," because we "have to think of alcoholism as a disease, and sick people do not 'reform'—sinners reform." He also stated that another attitude which was harmful was the "feeling of masculinity, this attitude of 'be a man and drink a lot.'"

One other major obstacle to successful treatment, Dr. Shulman said, is that the alcoholic is frequently "protected by close friends and relatives under the belief that we are helping them." He stated that this "collusion by people was often unintentional," but just as harmful.

Also, he told the audience that because denial is one of the major symptoms of the illness, "you can't wait for the alcoholic to ask for help, or say it's 'none of my business.'" He went on to note that "alcoholics don't want to be in treatment, they have to be pushed into it. 'Shotgun' ways to treatment do work."

In conclusion, he said that "ignorance" is a major problem in dealing with alcoholism. "Some people," he continued, "think the problem is in the bottle. It's not. You cannot separate the alcoholic from the bottle, and his belief in the bottle. It's all part of the problem."



Bill Hibbert (far left), director of the SIU Alcoholism Rehab Center, explains some details about the Center's program for (l. to r.): Ted David, representative, International Ocean Transport Co.; Carolyn Gentile, SIU special counsel; Joseph Calabrese, representative, Westchester Marine, and Paul Stepen, Union delegate from Duluth.



Looking over scale model of Rehab Center and surrounding area are (from l. to r.): Mike Sacco, HLS vice president; Charles Svenson, representing Transportation Institute, and Bill Hibbert.



Juanita Kirkwood (2d left), Rehab Center administrative assistant and counselor, shows a group of the participants attending the seminar The Center's conference room during guided tour of the facility.



Leo English, representative, Delta Steamship Co., signs guest book while William Morris, Jr., Union delegate from Jacksonville, looks on.



Bill Hibbert (left), conducts tour of dormitory for (l. to r.): Riley Regan, consultant, National Institute on Alcohol Abuse and Alcoholism; Donald Smith, FOWT Upgrader; Ed Pike, Union delegate from Cleveland, and Stanley Johnson, representing Hudson Waterways.

## Seminar Participants Take Guided Tour of SIU Alcoholism Rehabilitation Center

Prior to breaking for lunch on Saturday, all the participants were given a guided tour of the SIU Alcoholic Rehabilitation Center which is located on the rolling greens of the HLS Valley Lee Farm. The Center's facilities are housed in a comfortably, modernized 100 year-old house which is situated on a 1,000 acre farm across the river from the Harry Lundberg School.

All those attending the seminar were taken around the premises by a member of The Center's staff. The facilities actually consist of two buildings, one where the clients who are there for treatment gather for therapy and counseling, and the other which serves as a dormitory where the men reside.

Downstairs in the main building is a large conference room where the

clients eat all their meals together with the counselors and staff. This room is also utilized for group lectures and weekly Alcoholics Anonymous meetings. Adjacent to the conference room is a series of smaller rooms, one of which is used for group therapy, and the others where the clients go for individual counseling with both Seafarer and professional counselors.

Upstairs in the main building is an office for The Center's Director, a room for medical examinations, and added living quarters for more clients. Presently, The Rehab Center is able to accommodate 14 clients at one time for treatment, but there are plans for expanding the facilities.

Located next to the main farmhouse is the "bunkhouse," or dormitory, where the clients reside while

they are receiving treatment. The rooms are spacious and comfortable. There is also a recreation room located in this building.

During the six-week period that the client spends receiving treatment, he has a full schedule each weekday from 8 a.m. to 5 p.m. In the morning there are physical examinations, followed by group educational lectures and then work therapy.

The afternoon schedule consists of individual counseling and group therapy. While they are at The Rehab Center, the men are encouraged to keep a "Feelings Book," a diary of their activities of the day and how they felt about them.

The SIU Alcoholic Rehabilitation Center provides an excellent opportunity for any Seafarer with an alcoholism problem to receive treatment

and start on the road to recovery. The Center is manned by a professional staff, trained and experienced in dealing with the problems of alcoholism, who are there to give guidance and counseling.

There are also Seafarer counselors—recovered alcoholics themselves—who are present to give help and encouragement. And, there are other Seafarers who are trying to recover

from this disease, who help each other and understand each other's problems.

The Rehab Center is available to all SIU members. All information is kept strictly confidential. The goal of this program is to help the alcoholic Seafarer resume a normal life without alcohol, rebuild his mind and his body, and lead a happy, productive life once again.



Representing the port of San Francisco are, from (l. to r.): Delegate Bill Bellinger; Port Agent Steve Troy, and Delegate Enos Allen.



Attending the seminar from the port of Houston are from (l. to r.): Delegate Ted (Bo) James; Delegate Herman Butts; SIU Representative Mickey Wilburn, and SIU Vice President Paul Drozak.



Representing the port of Philadelphia are from (l. to r.): Delegate Philip Huss; Port Agent John Fay, and Delegate Arthur Raio.



Attending seminar from New Orleans are from (l. to r.): Delegate Ted Kross; Port Agent Buck Stephens, and Delegate Robert Johnson.



Representing the port of Mobile at the seminar are, from (l. to r.): Delegate Ben Huggins; SIU Representative Harold Fisher, and Delegate Bernard Burns.



Attending the seminar from the port of New York are, from (l. to r.): Delegates Richard Adamson and William Reid; SIU Representative George McCartney, and Port Agent Leon Hall.



Attending the seminar from the port of Detroit are, from (l. to r.): Port Agent Jack Bluit; and Delegates Lec Godley and Edward Lombardi.



Representing the port of Baltimore at the seminar are, from (l. to r. standing): Delegates Leo Koza and Earl Rogers, and (seated) Port Agent Ben Wilson.





John J. McManus

*"Perhaps what we need to have is a National Conference on this problem, with representatives from labor, management and government present."*

## McManus: "The union's Role in Alcoholism"

The final guest speaker on Saturday afternoon was John J. McManus, representing the AFL-CIO Department of Community Services. McManus spoke to the participants on "the Union's Role in Alcoholism."

McManus informed the audience about what the AFL-CIO is doing in the area of alcoholism through its Department of Community Services. He said that the Federation has over "200 people representing all workers," in its Community Services Department who make up many "community service committees."

He stated that the Federation, through these committees, was working in many cities with local Alcoholics Anonymous groups and other alcoholic

rehabilitation programs in an effort to assist any union members who have a problem with alcoholism.

McManus called the various committees involved in this work "delivery systems" which have been formed in 25 different communities out of the local central labor councils of the AFL-CIO. He said that these "delivery systems" would also be expanded, and that the Federation is seeking ways to improve its community services.

In relation to the SIU and Seafarers, McManus urged "anyone here or in your union" to take advantage of these community services if "he needs help with an alcoholism problem." He said that many of the 25 communities were

located in port cities throughout the country and were easily accessible for members.

McManus concluded his remarks by suggesting that "perhaps what we need to have is a National Conference on this problem, with representatives from labor, management and government present."

He noted that the purpose of this conference would be to "put forth recommendations, and to say 'where do we go from here' in regard to this national problem."

"An effort should be made," he said, to get national cooperation among the many different alcoholic programs in existence.

## Ray: "Management's Role in Alcoholism"

On Sunday morning the seminar resumed as all the participants reconvened in the auditorium of the Zimmerman. The first speaker of the day was

James Ray, Task Administrator of the National Council on Alcoholism in Washington, D.C., who addressed the audience on "Management's Role in Alcoholism."

Ray told the delegates that although both he and the other speakers at the seminar had been working in the field of alcoholism for a number of years, "there are no real experts in this field—we're all still learning."

He then went on to describe what he felt were the key objectives and goals of a successful alcoholic rehabilitation program. He said that any alcoholism program in industry should "focus on job performance" in determining the extent of a worker's alcoholic problem, and he stressed the importance of cooperation between labor and management in setting up a successful program.

"A program jointly-entered into between labor and management," Ray stated, "will succeed four times as much as only a unilateral program, either labor only, or management only."

Ray told the assembly that the key to a successful rehabilitation program is to "reach people early." He cited, as did a previous speaker, the statistics noting that on the average, alcoholics die 12-15 years earlier than other people. He said in order to prevent the long term addiction that could result, it was important to rehabilitate an alcoholic "as early as possible."

### Reach One Percent

Pointing out that statistics show that in any one group, be it the employees of a company or the members of a union, anywhere from five to eight per-

cent are alcoholics, Ray said that the "goal of your program should be to reach about one percent of your membership a year. That would be considered a successful program. The bottom line," he concluded, "is how many people are you helping?"



James Ray

*"A program jointly-entered into between labor and management will succeed four times as much as only a unilateral program."*



SIU Vice President Frank Drozak (left) confers with Riley Regan, guest speaker and a consultant for the National Institute on Alcohol Abuse and Alcoholism.

## Regan Speaks on "Occupational Programs" for the Alcoholic



Riley Regan

*"You have special needs for your organization. You must develop a program which will suit these needs."*

The second speaker on Sunday was Riley Regan, a Consultant for the National Institute on Alcohol Abuse and Alcoholism, who addressed the group on "Occupational Programs."

Regan described for the participants some of the other alcoholic rehabilitation programs for which he had served as a consultant, notably at companies such as Bethlehem Steel and General Electric. But, even though these programs are successful, he said, they would probably not be suited for the needs of the SIU and its membership.

"I don't think these types of programs would work for your Union," he said. "As should be obvious by the discussions here since this seminar began," he continued, "you have special needs for your organization. You must

develop a program which will suit these needs."

He then went on to discuss what he called the "Components of a Policy," which he said must be a "written program, specifically spelled out, so there will be no questions concerning the rules and regulations of any program you set up."

Echoing the theme of a previous speaker, Regan said that such a program should be "negotiated together between labor and management," in order to insure its success. He also stated that it should be "specific to Seafarers, set up by Seafarers, because you know your population better than anyone."

After relating some personal experiences and problems he himself had in

the area of alcoholism, Regan briefly touched upon the importance of educating people when it comes to dealing with this problem. He said that the "whole field of alcoholism is dependent upon education."

### Encourage Referrals

Regan concluded his remarks by making one suggestion which he said "might make it easier for the program you're trying to set up down here." He said that "you should encourage voluntary referrals," and that the best way to do this was to set up "drop-in centers in your port cities where people can come in and ask where they can get help with a drinking problem." He said that these centers could work in conjunction with The Rehab Center in Piney Point.

# Weisman Summarizes and Praises Seminar

The final guest speaker of the seminar was Dr. Maxwell Weisman, the Director of the Division of Alcoholism Control for the State of Maryland. Dr. Weisman delivered a "Summarization" of the entire seminar for the participants.

Dr. Weisman began his remarks by congratulating the SIU, as many of the previous speakers had done, for holding the seminar and, in effect, recognizing that a problem exists and then making an attempt to solve it.

**"It is the first time to my knowledge,"** he said, **"that a union has undertaken this type of program."**

Although he stated that there has been some progress made in this field in recent years, Dr. Weisman also said that he was disappointed about the lack of progress in other ways. "I have to admit to you," he told the audience, "that psychiatry especially has had a poor 'track record' in dealing with the problem of alcoholism."

One of the chief problems in trying to fight alcoholism, he stated, is "attitude." He went on to say that this "attitude," particularly among Americans, has done much harm in dealing with alcoholics.

### Dispel Myths

"We are victims of the attitude which society has inculcated into us," he asserted. "One of the chief 'myths' that we must dispel is that the alcoholic is a 'hopeless case.' This is untrue. When a person quits drinking, much of his body bounces back. We have tremendous resiliency."

After noting that "you don't really have to be a doctor to recognize the alcoholic syndrome," Weisman listed the "three factors which are possible causes of alcoholic addiction." He warned the delegates however, that "we really don't know the causes of alcoholism, there are a number of theories."

The first factor Weisman said "might be a biological or physiological basis. In other words, some people, just by their biological make-up, are more susceptible to alcoholism." The second possible cause is a "psychological basis, the upbringing of the individual." And, the third is a "sociological or cultural basis."

Although he noted that these three factors could combine to cause an alcoholism problem, they also could be decisive alone. And, he stated "in any individual the causes might be weightier in one area rather than another."

In conclusion, Dr. Weisman said that he "agreed with much of what has been said here in the past two days. One of the most effective areas of helping alcoholics is in his job, especially with joint labor-management programs. With cooperation I'm sure that we can be more successful here than in any other single area."



Dr. Maxwell N. Weisman

*"One of the chief myths that we must dispel is that the alcoholic is a 'hopeless case.' This is untrue."*

# Participants Break Up Into Groups

Throughout the weekend seminar, interspersed between speeches by the invited guests, all the participants divided up into seven different groups to discuss not only the problems in dealing with alcoholism, but to participate in "give-and-take sessions" and make suggestions and recommendations in regard to the Alcoholic Rehabilitation Program the SIU is running.

Each group, consisting of from 12-15 people, had a group "leader" whose job it was to spearhead the discussions and answer any questions. Six of the groups were led by the guest speakers for the weekend: Dr. Le-Clair Bissell; Dr. Gerald Shulman; John McManus; James Ray; Riley Regan, and Dr. Maxwell Weisman. The seventh group was led by Kenneth McCusker, Program Director of the Division of Alcoholism Control for the State of Maryland.

Although no formal recommendations by any of the groups were submitted to the seminar as a whole, members of the HLS and The Rehab Center staff, and others who will have a hand in developing the program,



Riley Regan (left, center), leader of Group II explains a point to the other members of his group. Some of the discussions held in a few of the groups.

What follows is just a sampling of

Group II spent time in its Saturday afternoon sessions discussing the high degree of tolerance of alcoholics. The

group was told by Dr. Shulman, its leader, that alcoholics "have a high degree of tolerance to begin with, and then it goes way up, then after a period of time drops way below that of normal people."

The group was also informed of the dangers of "cross tolerance," where an alcoholic can become addicted to other drugs without ever having taken them. This occurs because the alcoholic has such a high degree of tolerance for alcohol that his system can easily accept drugs similar to alcohol.

There was also a discussion of the necessity of establishing definite rules and regulations for any alcoholic rehab program which the SIU develops. Some of the areas involved are setting up a good, practical system for referrals, that is, getting men into the program; deciding how many times a man can be readmitted into the program if his drinking continues after being initially released, and determining if a man is an alcoholic even if his job performance does not so indicate.

Continued on Page 20



Members of Group IV discuss suggestions for implementing best possible rehab program at Piney Point.



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## Participants Break Up Into Groups

Continued from Page 19

Group III discussed the problems in dealing with a "very strong denial factor." It was suggested that a "profile with warning signals" might be established to determine if a person has the symptoms of an alcoholic even if he continues to deny it.

The group discussed the best ways to get members into the program, and one of the members in the group who is currently a client at The Center, said he thought the "best advertisement for the program is the man who goes through it. He can approach others with a problem and try to con-

vince them that they can be helped as he was."

### Change Life Style

The possibility of trying to "change the seaman's life style toward drinking" was also discussed. Many of the members in this group agreed that the seaman's life "revolves around gin mills" and it was perhaps time to get him interested in other things when he goes ashore. In relation to this, one member said that a major problem was that "alcoholism has been glamorized by films and commercials, and the public, including



Members of Group I listen as Dr. LeClair Bissell, Chief of the Smithers Alcoholism and Treatment Center at Roosevelt Hospital in New York, and group leader, explains the factors of the "Alcoholic Syndrome."

### SIU Alcohol Rehabilitation Center

I am interested in attending a six-week program at the SIU Alcoholic Rehabilitation Center. I understand that this will be kept **strictly confidential**, and that no records or information about me will be kept anywhere except at The Center.

Name ..... Book No. ....

Address .....  
(Street or RFD) (City) (State) (Zip)

Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Maryland 20692

seaman, have been 'sitting ducks' for this for years."

Group V discussed the necessity for expanding the present facilities at The Rehab Center to accommodate more clients. They reached the conclusion that the port agent could be of great help when it came to getting men into the program. Two or three SIU port agents were members of this group and they agreed that they knew just about all the members who ship out of their ports and which ones might have a drinking problem, so they thought this was an excellent suggestion.

The problem of keeping a man off the bottle when he returns to the ship was also discussed. Almost everyone agreed that it would take the cooperation of the rest of the crew to "monitor" a recovered alcoholic and help him in any way possible to stay away from alcohol.

The remaining four groups held discussions very similar to the ones described here. The participants in all the groups were virtually unanimous in agreeing that they had learned much and even had contributed a lot by taking part in the various sessions.

## Seminar Ends With Departing Challenge From Hall

SIU President Paul Hall closed the historic weekend seminar by issuing a strong call for action and cooperation from "everyone in the SIU," in estab-



Paul Hall

*"It is up to us to reach the guy who is an alcoholic and get him to upgrade himself as a human being."*

lishing a successful alcoholic rehab program, and telling the audience that "it is time we all did something about this problem of alcoholism."

Hall, in delivering a final "Departing Challenge" to a crowd of about 125 people gathered in the Zimmerman's auditorium, said that "we have to try to take the sailor and turn him around on his thinking about it [alcoholism]. To do this," he continued, will take "cooperation among everyone, and we must discuss this issue everywhere—on board ships, in the union halls, at meetings and wherever we gather."

After beginning his remarks by congratulating HLS President Brown and her staff for the "fine progress of this school," President Hall told the audience that "this seminar is one of the better things we've ever done, this effort to try and help our brothers. We are one of the very first unions to attempt this type of thing, and I'm glad we are."

Hall told the participants that "we have a bad record on alcoholism, and it is the weakest spot in the history of sailors." He went on to state that "although there has been some criticism in the past when we have attempted new programs, I anticipate less criticism on this program then with any of the

others."

The SIU President said that he felt alcoholism is "really one more problem—one more beef. Nothing more, nothing less." Then, after briefly touching on the resistance in some quarters to the expanded educational program which was started five years ago at Piney Point he said, "you know problems take all forms, sometimes whiskey, sometimes learning."

### Up to Us

Hall told the delegates that it "is up to us to reach the guy who is an alcoholic and get him to upgrade himself as a human being." He conceded that the "seaman has never had much respect" from others, but he asserted "we have to improve the quality of ourselves, if we expect to get that respect. How can you expect others to respect us as people—as a profession," he asked, "if we don't respect ourselves?"

He said he believed that if "we solve the problem of alcoholism, we open the door to solving our other problems." One of these other problems, he said, is the high number of broken homes among sailors. "Do you know," he asked the audience, "that the highest percentage of orphans in any area where seamen live in the country come from the broken homes of seamen."

President Hall said that "we are starting out in a new area, and it's a rough one. For the first time in the history of sailors we're doing something about this. In 200 years we've never written or done anything about the problem of alcoholism. We're treading on water where we've never treaded before."

The SIU President called the program a "great challenge, a great opportunity for us. It is a challenge for the non-drinkers, a chance to be a friend. And, it is a tremendous opportunity for everyone in our Union who is an alcoholic. I'd say it is an absolute must for the drinkers."

President Hall drew a parallel between the present attempt to develop a successful alcoholic rehabilitation program and the emphasis put on the question of safety a few years ago. He stated that although it took time, the Union, and the maritime industry in general, had vastly improved in the area of safety aboard ship.

"We must put alcoholism on the agenda the way safety was put on a few years ago," he stated. "We have to discuss it on the ships and in the Union halls." Then he concluded by saying, "We should all remember that nobody is going to help us unless we help ourselves. I am confident that we'll take this liability and turn it into an asset."

# USPHS Hospitals to Stay Open—For Now

After a decade of battling to keep U.S. Public Health Service hospitals open, the SIU must again prepare to meet another attack — perhaps the strongest ever — against this vital health care system.

In 1975 President Ford had vetoed a bill which contained 1976 appropriations for Department of Health, Education and Welfare program funds, including the PHS hospital program. It also included a section requiring HEW to certify that it is in compliance with a previous law mandating full maintenance and staffing of the hospitals.

With the strong support of the SIU and other AFL-CIO unions, both Houses of Congress overrode the President's veto by the required two-third's majority, enacting a bill that reflects Congress' intent to keep the nation's Public Health Service hospitals open.

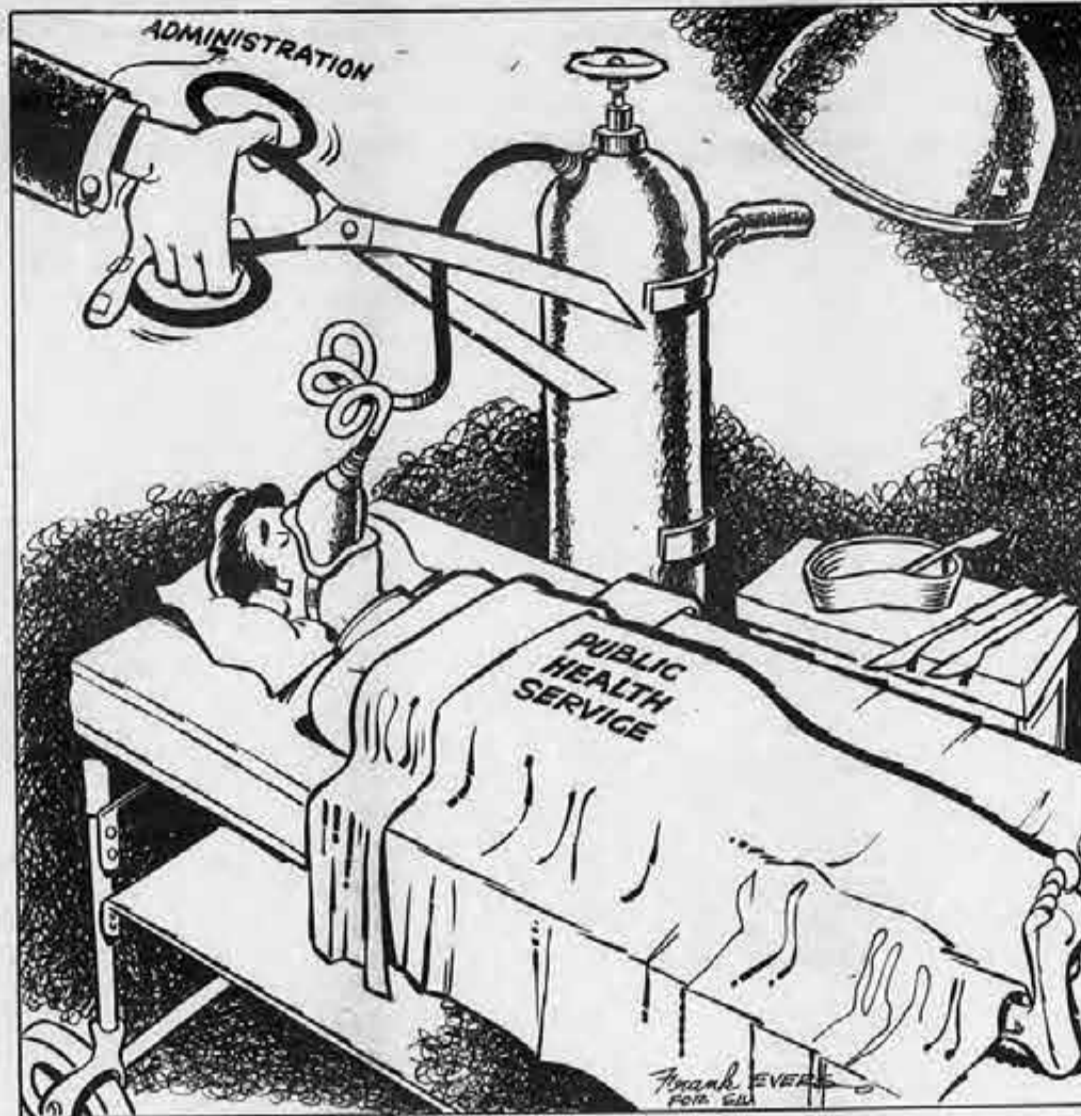
This override, one of the few Congress has been able to carry, was a major setback for foes of the PHS hospitals in both the Administration and in HEW.

Thwarted by opposition mounted with our SPAD dollars, HEW officials and the Administration, just as they have in the past, still continue to refuse to accept the will of Congress and of organized labor that these eight hospitals be maintained.

President Ford's latest attack on the PHS hospitals is quite straightforward. In presenting his budget request for the fiscal year 1977, he announced that "legislation will be submitted to transfer to community use or to close the eight Public Health Service hospitals."

This is just what HEW has been trying to do for over 10 years despite the fact that the entire USPHS system (including clinics and hospitals) provides essential health care for nearly 200,000 Americans at a cost substantially below that of similar private care.

So following the Administration's lead with enthusiasm, HEW has been writing to some local and state agen-



## Don't Let This Happen

cies in communities that have PHS hospitals asking for their approval to close the hospitals.

HEW has tried this before and the SIU has responded by mobilizing allies on both the local level and in Washington to keep the hospitals open.

There are many strong supporters of this system in the Senate and House of Representatives who will not be fooled by HEW's argument that closing the hospitals will save the Government money. They realize that the Federal Government would pay more for care of beneficiaries of the PHS system at private or community hospitals, that already dangerously overcrowded local hospitals would have their patient load increased even further, and that local communities would lose the import-

ant professional services of the PHS hospitals.

In addition, the SIU has always pointed out that Seafarers and the rest of the nearly 200,000 beneficiaries of the entire PHS system would not receive the priority care at com-

munity-oriented hospitals they now get at PHS facilities.

Although HEW may not realize it, quick medical treatment is vitally important for a merchant seaman who often has only a few hours before his ship leaves port. If he must wait on a long line in a community hospital, this professional sailor will be left with only two choices—he can miss his ship or he can gamble on waiting to get proper care until his ship, which will take him far from any professional medical care, puts into another port.

With President Ford's announcement that he will seek to close down the PHS hospitals, HEW has gained a strong ally in their fight to end the 200-year tradition of U.S. Government hospitals for merchant seamen.

But the SIU, supported by a unified membership that understands the need for political action and by many good friends in Congress, local government and the trade union movement, is also strong.

The preservation of the PHS hospitals has always been given top priority by the SIU and so far, we have been able to force HEW to continue operating and maintaining this important health care system.

The override of the Presidential veto is proof of the support we can rally to protect these eight hospitals. We will continue to rally this support in order to fend off this latest in a long line of attacks against these vital maritime institutions.

## Letters to the Editor



HISTORIC PRESERVATION

## Credits Log For Saving a Life

Today while reading my November issue of the *Log*, I came upon an article on the Heimlich Maneuver to save a choking victim. It made me realize that I owe you a letter of profound thanks.

Several months ago I read the story in the *Log* as to this method to save a choking victim.

My wife and I were with a church group visiting the United Nations Building in New York on Nov. 11. Our group was having lunch, sitting at tables along the windows in the delegates' dining room. My wife was on my left and another of our group was opposite us. We were eating our dessert when my wife hit my left side hard. When I looked at her, I saw her eyes were full of fright and staring. Luckily I realized she was choking and recalling the story I read in the *Log* I jumped up, pushed the chairs of the two other diners behind us out of the way, got behind my wife and performed the maneuver as written in the article.

Thank God it worked, as a piece of the pastry she had been eating popped out of her mouth.

This happened so quickly that the lady opposite us was astonished. The people behind us, though, realized why I had pushed their chairs away and another lady at a table ahead of us also saw what had occurred.

So you see, if it hadn't been for the *Log* and that article, my wife probably would have choked to death.

Thank you for both of us. You can truthfully say, the *Log* did save my wife's life.

Fraternally,  
Capt. William J. Hart, Ret.  
Wilmington, Del.

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# SECURITY IN UNITY

# New SIU Pensioners



**Nils H. Richardson, 75**, joined the SIU in 1938 in the port of Baltimore sailing as an AB and bosun. Brother Richardson sailed 60 years and during four wars. He was on the picket line in the 1946 General strike, 1947 Isthmian strike and the Eastern and Gulf Sailors Assn. strike in Baltimore. Seafarer Richardson was also a member of the ISU in 1928 and the National Sailors and Firemens Union of Great Britain and Ireland from 1917 to 1920. Born in Fredrikstad, Norway, he became a U.S. naturalized citizen after he came here in 1920. He writes poetry and collects photos and newspaper clippings for his scrapbook. He's a resident of Riviera Beach, Md. with his wife, Ida.



**William L. Rackley, 59**, joined the SIU in 1949 in the port of New York sailing as a chief steward. Brother Rackley sailed 40 years and during the Vietnam War. He was on the picket line in the 1961 Greater N.Y. Harbor strike. Born in North Carolina, he is a resident of Bayonne, N.J.



**William H. Rhone, 61**, joined the SIU in 1939 in the port of Mobile sailing as a chief steward for 34 years. Brother Rhone sailed 43 years, was in the first graduating class of the Union's Steward Upgrading School in 1962 and served picket duty in the Robin Line strike the same year. He attended Alabama State Teachers Junior College in Mobile in 1939 and also ran two successful businesses. Born in Pensacola, Fla., he is a resident of Baltimore.



**Edward V. Webb, 49**, joined the SIU in 1943 in the port of Mobile sailing as a chief cook. Brother Webb sailed 33 years. He was born in Mobile and is a resident of San Francisco.



**Edward F. Lessor, 65**, joined the SIU in 1945 in the port of Boston sailing as a bosun. Brother Lessor sailed 31 years. Born in Vermont, he is a resident of West Hartford, Conn.



**Carl H. West, 63**, joined the SIU in the port of Duluth in 1964 sailing as a fireman-watertender. Brother Webb sailed 43 years. He was born in Jackson, Ohio and is a resident of Ripon, Calif.



**Joseph Suarez, Jr., 62**, joined the SIU in 1949 in the port of New York sailing as a bosun. Brother Suarez sailed 28 years. He was born in Louisiana and is a resident of New Orleans.



**Sylvester S. "Zygie" Zygarowski, 70**, joined the SIU in 1945 in the port of New York sailing as a chief steward. Brother Zygarowski received a 1960 SIU Personal Safety Award for sailing aboard an accident-free ship, the *SS Maiden Creek*. He is a pre-World War II veteran of the U.S. Navy. Seafarer Zygarowski was born in Chicopee, Mass. and is a resident of Yokohama.



**Wong M. Sing, 63**, joined the SIU in the port of New York in 1962 sailing in the steward department. Brother Sing sailed 21 years and during the Korean War. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Fairport*. Born in Ningpo, China, he has been in the U.S. since 1948. Seafarer Wong is a resident of San Francisco.



**Ernest C. "Andy" Anderson, 66**, joined the SIU in the port of New Orleans sailing as a bosun. Brother Anderson sailed 45 years and is a pre-World War II veteran of the U.S. Navy. He was born in Jacksonville and is a resident there.

**Glen H. Whitehead, 69**, joined the SIU in the port of Toledo sailing as a fireman-watertender. Brother Whitehead sailed 19 years. He was born in Roberton, Ohio and is a resident of Toledo.

## Personals

**John J. Kavanagh**

Please call the editor of the *Seafarers Log* at (212) 499-6600, ex. 242.

**William Brack**

Your wife requests that you contact her at 118 MacDougal St., Apt. 17, New York, N.Y. 10012.

**Julius Markham**

Mrs. Jerome Kiefer requests that you contact her at 218 St. Louis Way, Vancouver, Wash. 98664.

**Paul Frankmanin**

John McClure asks that you contact him at 5520 Trotwood Dr., Orlando, Fla. 32809.

**Salvator Joseph Alpedo**

Leonora G. Luongo requests that you call her as soon as possible at (603) 887-3925 or contact her at RFD #1 Box 241AA, Chester, N.H. 03036.

**Fredrick Fomich**

Mrs. Fredrick Fomich requests that you contact her as soon as possible at Ancora Hospital, Ancora, N.J.

**John E. Kniess**

Robert S. Kniess requests that you contact him as soon as possible at 3122 W. Monte Vista, Phoenix, Ariz. 85009.

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

Dec. 25, 1975-Jan. 21, 1976

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	5	5	\$ 21,164.55	\$ 21,164.55
In Hospital Daily @ \$1.00 .....	1,530	1,530	1,530.00	1,530.00
In Hospital Daily @ \$3.00 .....	533	533	1,599.00	1,599.00
Hospital & Hospital Extras .....	3	3	104.99	104.99
Surgical .....	1	1	250.00	250.00
Sickness & Accident @ \$8.00 .....	4,873	4,873	38,984.00	38,984.00
Special Equipment .....	1	1	392.20	392.20
Optical .....	119	119	3,541.39	3,541.39
Supplemental Medicare Premiums .....	19	19	1,706.00	1,706.00
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	268	268	62,589.13	62,589.13
Doctors' Visits In Hospital .....	58	58	2,452.90	2,452.90
Surgical .....	62	62	9,620.00	9,620.00
Maternity .....	15	15	5,000.00	5,000.00
Blood Transfusions .....	1	1	25.50	25.50
Optical .....	95	95	2,556.06	2,556.06
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	6	6	21,000.00	21,000.00
Hospital & Hospital Extras .....	138	138	28,290.93	28,290.93
Doctors' Visits & Other Medical Expenses ..	82	82	2,983.06	2,983.06
Surgical .....	11	11	767.00	767.00
Optical .....	50	50	981.53	981.53
Blood Transfusions .....	—	—	—	—
Special Equipment .....	—	—	—	—
Dental .....	—	—	—	—
Supplemental Medicare Premiums .....	38	38	1,498.60	1,498.60
<b>SCHOLARSHIP PROGRAM</b>				
	8	8	2,679.12	2,679.12
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	7,916	7,916	209,715.96	209,715.96
Total Seafarers Pension Plan .....	28	28	24,000.00	24,000.00
Total Seafarers Vacation Plan .....	1,518	1,518	667,987.93	667,987.93
Total Seafarers Welfare, Pension & Vacation	9,462	9,462	\$901,703.89	\$901,703.89

## SS Carolina Pays Off, Holds Meeting in Port of Baltimore



Photo left, Recertified Bosun Julio Delgado (seated center) ship's chairman of the containership SS *Carolina* (Puerto Rico Operators) with the Ship's Committee of (seated l. to r.): Engine Delegate Luis F. Rivera and Deck Delegate Walter Kohut. In the back row (l. to r.) are: Educational Director Robert La Gasse; Chief Steward Sid Berger, secretary-reporter, and Steward Delegate Franklin Hively. The ship paid off in the port of Baltimore's Dundalk Marine Terminal on Jan 23. At right, Atlantic Coast Vice President Earl (Bull) Shepard (seated rear center) holds a meeting in the ship's messhall. Bosun Delgado is (standing) at his left. The *Carolina* is on the run to the port of San Juan.

## 2 Get Their 1st Pension Checks



SIU Representative Joe Sacco (left) gives retiring Seafarer King Sea Koo a handshake and his first pension check as Seafarer Ah S. Wong (right) flashes his benefit check at the monthly membership meeting in the port of San Francisco.

## Alcoholism: A Major Problem Today



**Alcoholism is a major problem.  
One out of every 10 Americans who drink has a serious  
drinking problem.  
Alcoholism is a disease. It can be treated.**

## Drugs Mean Loss of Seaman's Papers

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

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

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

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

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

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

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

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

**Stay drug free and steer a clear course.**





# Final Departures



SIU pensioner **Walter S. Whitten**, 74, succumbed to cancer in the Mobile Infirmary on Oct. 31. Brother Whitten joined the SIU in 1941 in the port of Mobile sailing as a wiper. He sailed 19 years. Seafarer Whitten was born in Alabama and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Alma and a brother, W. N. Whitten.

SIU pensioner **Placido Aldevera**, 63, passed away from natural causes in Metropolitan Hospital, Philadelphia on Nov. 16. Brother Aldevera joined the Union in 1938 in the port of Galveston sailing as a chief cook. He sailed 40 years. Seafarer Aldevera was born in the Philippines and was a resident of Philadelphia. He was a U.S. naturalized citizen. Interment was in Mt. Mariah Cemetery, Philadelphia. Surviving are a brother, Basilio of Guadalupe Cebu City, P.I. and a sister, Canuta of Cacer, Cebu City, P.I.



SIU pensioner **Donald B. Andrews**, 48, died on Nov. 9. Brother Andrews joined the SIU in the port of Duluth in 1971 sailing as an oiler for Kinsman Marine Steamship Co. He was a U.S. Army veteran of World War II. Born in South Dakota, he was a resident of Duluth. Surviving are his widow, Jane; three daughters, Cynthia of Duluth, Sandra and Laken and a sister, Mrs. Willard Voit of Sauk Rapids, Minn.



SIU pensioner **Juan Feliciano**, 51, died on Nov. 5. Brother Feliciano joined the SIU in the port of New York in 1965 sailing as engine maintenance. He sailed 29 years and was on the picket line in the N.Y. Harbor strike in 1961 and the 1963 beef. A native of Puerto Rico, he was a resident of New York City. Surviving are his widow, Emelia; two sons, Wilfredo and Miluono and three daughters, Mrs. Juanita Agrant of New York City, Sonia and Judy.



SIU pensioner **John T. Mills**, 69, died of a heart attack in the USPHS Hospital, Norfolk on Oct. 22. Brother Mills joined the SIU-affiliated IBU in the port of Norfolk in 1968 sailing as a deckhand for Gulf Atlantic Towing Corp. from 1965 to 1968 and for Curtis Bay Towing Co. from 1969 to 1975. He was born in Fairmount City, Pa. and was a resident of Chesapeake, Va. Interment was in Chesapeake (Va.) Memorial Gardens Cemetery. Surviving is his widow, Dorothy.



IBU pensioner **Paul T. Reed Sr.**, 53, succumbed to lung cancer in the Mobile Infirmary on Nov. 10. Brother Reed joined the Union in 1946 in the port of Mobile sailing as an AB for the Mobile Towing Co. from 1947 to 1975. Born in Florida, he was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Grace; two sons, Paul and John; a stepdaughter, Ann Capps and his parents, Mr. and Mrs. Thomas Reed.



IBU pensioner **Harold E. White**, 55, died of a heart attack in Houston on Oct. 2. Brother White joined the SIU in the port of New York in 1953 sailing as an AB. He sailed 33 years. Seafarer White was a veteran of the pre-war and World War II U.S. Army. A native of Crosby, Tex., he was a resident of Houston. Interment was in Laurel Land Cemetery, Fort Worth, Tex. Surviving are his parents, Mr. and Mrs. Jesse E. White; a brother, Thomas of Fort Worth and a brother-in-law, Edward Williams.



IBU pensioner **Robert J. Stewart**, 49, expired on July 14. Brother Stewart joined the SIU in the port of Duluth in 1965 sailing as an AB for the Gartland Steamship Co. and for the Reiss Brothers Co. from 1964 to 1967. He sailed 33 years. Born in Buffalo, he was a resident there. Surviving are his widow, June; two sons, James and Russell; two daughters, Mrs. William J. Lee and Deborah and a brother, David, of Buffalo.



SIU pensioner **Pedro "Pete" Guzman**, 68, died on Oct. 26. Brother Guzman joined the SIU in 1943 in the port of Boston sailing as a cook. He sailed 32 years and walked on the picket lines in the 1961 N.Y. Harbor strike and the 1962 Robin Line strike. Born in Puerto Rico, he was a resident of Brooklyn, N.Y. Surviving are his widow, Belen of San Juan; three sons, Pedro, Joseph and William and six daughters, Maria, Annabellen, Katherine, Gloria, Margaret and Luzelena.



SIU pensioner **Joseph W. Henderson**, 79, expired of arteriosclerosis in the Pasadena (Calif.) Rehabilitation and Convalescent Hospital on June 4. Brother Henderson joined the Union in 1938 in the port of Mobile sailing as a chief steward. He sailed 30 years. A native of Virginia, he was a resident of Pasadena. Cremation took place at the Mt. View Crematory, Altadena, Calif. Surviving are his widow, Johnnie Mac and a daughter, Kay.



James T. Smart, 45, died on Nov. 18. Brother Smart joined the SIU-affiliated IBU in Port Arthur in 1970 sailing as a deckhand and captain for the Higgman Towing Co. of Orange, Tex. from 1957 to 1967, Sabine Towing Co. from 1967 to 1969, for Slade Towing Co. in 1972, and for Marine Fueling Service Co. from 1969 to 1975. He was a veteran of the post-World War II U.S. Navy. Born in Leander, Tex., he was a resident of Port Neches, Tex. Surviving are his mother, Mrs. Effie Whitley of Georgetown, Tex. and his father, O. H. Smart of Austin, Tex.



IBU pensioner **Vaino E. Fonsell**, 71, passed away in Aland, Finland on Nov. 2. Brother Fonsell joined the Union in the port of New York in 1960 sailing as a mate and deckhand for the New York, Hartford and New Haven Railroad from 1944 to 1947 and for the N.Y. Dock Railroad from 1947 to 1961. Seafarer Fonsell was born in Finland and was a resident of Aland. Surviving are two brothers, Arron of Brewer, Me. and Felix of Aland.



IBU pensioner **Guy B. Wills**, 70, succumbed to pneumonia in the New Port Convalescent Center, New Port Richey, Fla. on Oct. 30. Brother Wills joined the Union in the port of Philadelphia in 1961 sailing as a mate and captain for the S.C. Loveland Co. from 1948 to 1960 and for the Interstate Oil Transportation Co. from 1960 to 1972. He was born in Florida and was a resident of New Port Richey. Burial was in Meadowland Memorial Gardens Cemetery, New Port Richey. Surviving is his widow, Gertrude.



**Furman P. Hipp**, 60, died on Nov. 27. Brother Hipp joined the SIU in 1943 in the port of New York sailing as a bosun. He sailed 32 years. Seafarer Hipp was born in Greenwood, S.C. and was a resident of Glen Burnie, Md. Surviving are his widow, Betty; a son, Lewis and a daughter Joan.



SIU pensioner **Harold F. Taylor**, 81, passed away on Sept. 9. Brother Taylor joined the Union in 1938 in the port of New York sailing as a fireman-watertender and deck engineer. He sailed 43 years and was a veteran of the World War I U.S. Navy. Born in East Boston, he was a resident of Boston. Surviving are his widow, Kikue; his mother, Eleanor of Roxbury, Mass. and a sister, Mrs. Peter La Croix of Boston.



IBU pensioner **Harry Oliver**, 65, died of a lung hemorrhage in the USPHS Hospital, New Orleans on Oct. 16. Brother Oliver joined the Union in the port of Detroit in 1961 sailing as a lineman for Dunbar & Sullivan from 1956 to 1958 and for the Great Lakes Dredge & Dock Co. from 1958 to 1974. He sailed 34 years. Born in Alpena, Mich., he was a resident of Rockledge, Fla. Burial was in Brevard (Fla.) Memorial Park Cemetery. Surviving are his widow, Alice; two sons, Frank and Gary; three grandsons, Tim, Frank and Gary and a granddaughter, Alice.



SIU pensioner **Joseph V. Perry**, 65, succumbed to heart failure in the Paul Oliver Memorial Hospital, Frankfort, Mich. on Nov. 15. Brother Perry joined the Union in the port of Elberta, Mich. in 1954 sailing as an AB for the Ann Arbor Railroad Ferrys from 1965 to 1967. He sailed 46 years. A native of Maywood, Mich., he was a resident of Frankfort. Interment was in Benzonia Township Cemetery, Benzie County, Mich. Surviving are his widow, Evelyn and a son, Fred.



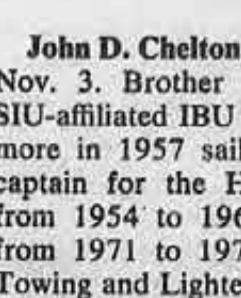
**Daniel H. Bishop**, 56, died on Nov. 30. Brother Bishop joined the SIU-affiliated IBU in the port of New Orleans in 1961 sailing as a tankerman and deckhand for National Marine Service from 1969 to 1975. He sailed 28 years starting in 1941 and was a veteran of the pre-World War II U.S. Army. Born in Freeport, Fla., he was a resident there. Surviving are his widow, Ocie; a daughter, Judy and a stepdaughter, Georgiana Bailes.



**R. Ralph C. Rafferty**, 62, drowned with 30 shipmates when the SS Edmund Fitzgerald sank in Lake Superior on Nov. 10. Brother Rafferty joined the SIU in 1963 in the port of Cleveland sailing as a chief steward. He sailed 37 years. Born in Toledo, he was a resident of Perrysburg, Ohio. Surviving are his widow, Brooksie; a son, Randall Williamson and a daughter, Pamela.



**John D. Chelton**, 77, passed away on Nov. 3. Brother Chelton joined the SIU-affiliated IBU in the port of Baltimore in 1957 sailing as a mate and captain for the Harbor Towing Co. from 1954 to 1969, Transit Oil Co. from 1971 to 1972 and the Norfolk Towing and Lighterage Co. from 1972 to 1973. He was born in Marion, Md. and was a resident of Painter, Va. Surviving are his widow, Novella and a daughter, Mrs. Martha Northom.





# Final Departures



**SIU pensioner Walter S. Whitten, 74,** succumbed to cancer in the Mobile Infirmary on Oct. 31. Brother Whitten joined the SIU in 1941 in the port of Mobile sailing as a wiper. He sailed 19 years. Seafarer Whitten was born in Alabama and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Alma and a brother, W. N. Whitten.



**IBU pensioner Paul T. Reed Sr., 53,** succumbed to lung cancer in the Mobile Infirmary on Nov. 10. Brother Reed joined the Union in 1946 in the port of Mobile sailing as an AB for the Mobile Towing Co. from 1947 to 1975. Born in Florida, he was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Grace; two sons, Paul and John; a stepdaughter, Ann Capps and his parents, Mr. and Mrs. Thomas Reed.



**James T. Smart, 45,** died on Nov. 18. Brother Smart joined the SIU-affiliated IBU in Port Arthur in 1970 sailing as a deckhand and captain for the Higgin Towing Co. of Orange, Tex. from 1957 to 1967, Sabine Towing Co. from 1967 to 1969, for Slade Towing Co. in 1972, and for Marine Fueling Service Co. from 1969 to 1975. He was a veteran of the post-World War II U.S. Navy. Born in Leander, Tex., he was a resident of Port Neches, Tex. Surviving are his mother, Mrs. Effie Whitley of Georgetown, Tex. and his father, O. H. Smart of Austin, Tex.



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**SIU pensioner Oliver T. Tollefson, 61,** passed away on Nov. 27. Brother Tollefson joined the SIU in the port of Duluth in 1967 sailing as an OS for the Kinsman Marine Steamship Co. in 1966, Buckeye Steamship Co. and for Reiss Brothers Co. from 1968 to 1969. He was a U.S. Navy veteran of World War II. A native of Eagle Lake, Minn., he was a resident of Lengby, Minn. Surviving are his widow, Verla; a son, William and two daughters, Hazel and Linda.



**SIU pensioner Edmund F. Zarecki, 67,** died of pneumonia in the Lake Park Hospital, Sylvania, Ohio on June 12. Brother Zarecki joined the Union in the port of New York in 1960 sailing as a cook since 1942 on Great Lakes freighters. He was born in Ohio and was a resident of Holland, Ohio. Interment was in Calvary Cemetery, Toledo. Surviving are three brothers, Victor, Isadore and Ambrose of Toledo and two sisters, Sister Mary Leona and Mrs. Eva V. Furel of Holland.



**SIU pensioner Charles F. Jeffers, 79,** died on St. Simon's Is., Ga. on Nov. 15. Brother Jeffers joined the Union in 1941 in port of Baltimore sailing as an AB. He sailed 35 years and was a veteran of the U.S. Army in World War I. Seafarer Jeffers was born in Georgia and was a resident of St. Simon's Is. Burial was in the family plot in Waycross (Ga.) Cemetery. Surviving are his widow, Luthia; a sister, Mrs. Gladys J. Murphy of St. Simon's Is. and a nephew, E. Jefferson Murphy of Amherst, Mass.



**SIU pensioner Willie C. Sanders, 69,** expired on Dec. 1. Brother Sanders joined the Union in the port of Savannah in 1958 sailing as a fireman-water-tender. He sailed 29 years. Born in Savannah, he was a resident of Orlando, Fla. Surviving is his widow, Ellen.

**Thomas Gilbride** died in Bergen Pines Hospital, Paramus, N.J. on July 28. Brother Gilbride joined the SIU in 1967. He was a resident of New York City. Surviving is a brother of Brooklyn, N.Y.



**SIU pensioner Placido Aldevera, 63,** passed away from natural causes in Metropolitan Hospital, Philadelphia on Nov. 16. Brother Aldevera joined the Union in 1938 in the port of Galveston sailing as a chief cook. He sailed 40 years. Seafarer Aldevera was born in the Philippines and was a resident of Philadelphia. He was a U.S. naturalized citizen. Interment was in Mt. Mariah Cemetery, Philadelphia. Surviving are a brother, Basilio of Guadalupe Cebu City, P.I. and a sister, Canuta of Cerce, Cebu City, P.I.



**Harold E. White, 55,** died of a heart attack in Houston on Oct. 2. Brother White joined the SIU in the port of New York in 1953 sailing as an AB. He sailed 33 years. Seafarer White was a veteran of the pre-war and World War II U.S. Army. A native of Crosby, Tex., he was a resident of Houston. Interment was in Laurel Land Cemetery, Fort Worth, Tex. Surviving are his parents, Mr. and Mrs. Jesse E. White; a brother, Thomas of Fort Worth and a brother-in-law, Edward Williams.



**IBU pensioner Valno E. Fonsell, 71,** passed away in Aland, Finland on Nov. 2. Brother Fonsell joined the Union in the port of New York in 1960 sailing as a mate and deckhand for the New York, Hartford and New Haven Railroad from 1944 to 1947 and for the N.Y. Dock Railroad from 1947 to 1961. Seafarer Fonsell was born in Finland and was a resident of Aland. Surviving are two brothers, Arron of Brewer, Me. and Felix of Aland.



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## Service for Sunken Ship Held

Seafarers of the SIU-contracted tanker, the SS Henry Steinbrenner (Kinsman Marine) prepare to conduct a memorial service for the ill-fated crew of the SS Edmund Fitzgerald which sank in a storm in the east end of Lake Superior on Nov. 10. The flowers and a floral wreath were strewn upon the waters where the entire crew of the vessel supposedly went down.



**Donald B. Andrews, 48,** died on Nov. 9. Brother Andrews joined the SIU in the port of Duluth in 1971 sailing as an oiler for Kinsman Marine Steamship Co. He was a U.S. Army veteran of World War II. Born in South Dakota, he was a resident of Duluth. Surviving are his widow, Jane; three daughters, Cynthia of Duluth, Sandra and Laken and a sister, Mrs. Willard Voit of Sauk Rapids, Minn.



**Robert J. Stewart, 49,** expired on July 14. Brother Stewart joined the SIU in the port of Duluth in 1965 sailing as an AB for the Gartland Steamship Co. and for the Reiss Brothers Co. from 1964 to 1967. He sailed 33 years. Born in Buffalo, he was a resident there. Surviving are his widow, June; two sons, James and Russell; two daughters, Mrs. William J. Lee and Deborah and a brother, David, of Buffalo.



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**Daniel H. Bishop, 56,** died on Nov. 30. Brother Bishop joined the SIU-affiliated IBU in the port of New Orleans in 1961 sailing as a tankerman and deckhand for National Marine Service from 1969 to 1975. He sailed 28 years starting in 1941 and was a veteran of the pre-World War II U.S. Army. Born in Freeport, Fla., he was a resident there. Surviving are his widow, Ocie; a daughter, Judy and a stepdaughter, Georgiana Bailes.

## Know Your Rights



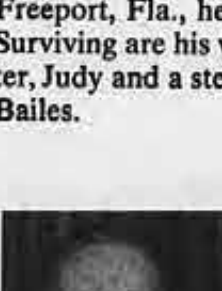
**Juan Feliciano, 51,** died on Nov. 5. Brother Feliciano joined the SIU in the port of New York in 1965 sailing as engine maintenance. He sailed 29 years and was on the picket line in the N.Y. Harbor strike in 1961 and the 1963 beef. A native of Puerto Rico, he was a resident of New York City. Surviving are his widow, Emelia; two sons, Wilfredo and Miluono and three daughters, Mrs. Juanita Agrant of New York City, Sonia and Judy.



**Pedro "Pete" Guzman, 68,** died on Oct. 26. Brother Guzman joined the SIU in the port of Boston sailing as a cook. He sailed 32 years and walked on the picket lines in the 1961 N.Y. Harbor strike and the 1962 Robin Line strike. Born in Puerto Rico, he was a resident of Brooklyn, N.Y. Surviving are his widow, Belen of San Juan; three sons, Pedro, Joseph and William and six daughters, Maria, Annabellen, Katherine, Gloria, Margaret and Luzelena.



**Furman P. Hipp, 60,** died on Nov. 27. Brother Hipp joined the SIU in 1943 in the port of New York sailing as a bosun. He sailed 32 years. Seafarer Hipp was born in Greenwood, S.C. and was a resident of Glen Burnie, Md. Surviving are his widow, Betty; a son, Lewis and a daughter Joan.



**R. Ralph C. Rafferty, 62,** drowned with 30 shipmates when the SS Edmund Fitzgerald sank in Lake Superior on Nov. 10. Brother Rafferty joined the SIU in 1963 in the port of Cleveland sailing as a chief steward. He sailed 37 years. Born in Toledo, he was a resident of Perrysburg, Ohio. Surviving are his widow, Brooksie; a son, Randall Williamson and a daughter, Pamela.

**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.



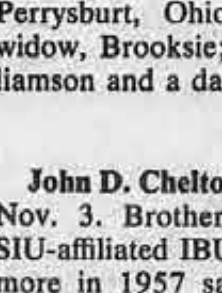
**John T. Mills, 69,** died of a heart attack in the USPHS Hospital, Norfolk on Oct. 22. Brother Mills joined the SIU-affiliated IBU in the port of Norfolk in 1968 sailing as a deckhand for Gulf Atlantic Towing Corp. from 1965 to 1968 and for Curtis Bay Towing Co. from 1969 to 1975. He was born in Fairmount City, Pa. and was a resident of Chesapeake, Va. Interment was in Chesapeake (Va.) Memorial Gardens Cemetery. Surviving is his widow, Dorothy.



**SIU pensioner Joseph W. Henderson, 79,** expired of arteriosclerosis in the Pasadena (Calif.) Rehabilitation and Convalescent Hospital on June 4. Brother Henderson joined the Union in 1938 in the port of Mobile sailing as a chief steward. He sailed 30 years. A native of Virginia, he was a resident of Pasadena. Cremation took place at the Mt. View Crematory, Altadena, Calif. Surviving are his widow, Johnnie Mac and a daughter, Kay.



**SIU pensioner Harold F. Taylor, 81,** passed away on Sept. 9. Brother Taylor joined the Union in 1938 in the port of New York sailing as a fireman-water-tender and deck engineer. He sailed 43 years and was a veteran of the World War I U.S. Navy. Born in East Boston, he was a resident of Boston. Surviving are his widow, Kikue; his mother, Eleanor of Roxbury, Mass. and a sister, Mrs. Peter La Croix of Boston.



**John D. Chelton, 77,** passed away on Nov. 3. Brother Chelton joined the SIU-affiliated IBU in the port of Baltimore in 1957 sailing as a mate and captain for the Harbor Towing Co. from 1954 to 1969, Transit Oil Co. from 1971 to 1972 and the Norfolk Towing and Lighterage Co. from 1972 to 1973. He was born in Marion, Md. and was a resident of Painter, Va. Surviving are his widow, Novella and a daughter, Mrs. Martha Northom.



Lloyd Thomas



Seafarer Lloyd Thomas, 33, has been a member of the SIU since 1963, and began shipping out as bosun in 1971. A native of New Orleans, Brother Thomas now makes his home in Oakland, Calif. with his wife Shantelle. He ships from the port of San Francisco.

Perry Burnette



Seafarer Perry Burnette, 54, has been sailing with the SIU since 1959, and he began shipping out as bosun in 1969. A native of Florida, Brother Burnette ships from the port of Tampa where he makes his home with his wife Gladys.

Juan Burgos



Seafarer Juan Burgos, 60, has been a member of the SIU since 1942, and he began shipping out as bosun 10 years ago. A native of Puerto Rico, Brother Burgos now ships from the port of New York where he makes his home.

Luis Polanco



Seafarer Luis Polanco, 55, has been an SIU member since 1946, and has been shipping out as bosun for the past nine years. A native of Puerto Rico, Brother Polanco now ships from the port of New York where he makes his home.

George Brooke



Seafarer George Brooke began sailing with the SIU after he graduated from the Harry Lundeberg School in 1972. Shipping in the engine department, Brother Brooke also earned his FOWT endorsement at the Piney Point school before beginning the 'A' Seniority Program. Brother Brooke ships from the port of Baltimore and lives in Washington, D.C.

Michael Freeburn



Seafarer Michael Freeburn, an Air Force veteran, has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1972. Brother Freeburn, a member of the deck department, also received his AB's ticket at Piney Point. A native of Detroit, Brother Freeburn now lives in Chino, Calif. and ships from the port of Wilmington.

James Fonville



Seafarer James Fonville has been sailing in the engine department since his graduation from the Harry Lundeberg School three years ago. A QMED, Brother Fonville earned that endorsement at Piney Point before attending the 'A' Seniority Upgrading Program. Shipping from the port of New York, Brother Fonville is a native and resident of Charleston, W. Va.

James Illson



Seafarer James Illson has been sailing in the engine department since his graduation from the Harry Lundeberg School in 1973. Brother Illson returned to Piney Point to study for his FOWT endorsement before attending the 'A' Seniority Upgrading Program. A native of Manhattan, he now lives in New Rochelle, N.Y. and ships from the port of New York.

Guy Venus



Seafarer Guy Venus began sailing with the SIU in 1970 when he graduated from the Harry Lundeberg School in New Orleans. Sailing in the engine department, Brother Venus studied for his FOWT endorsement at the Harry Lundeberg School before attending the 'A' Seniority Upgrading Program. Born in New York City, Brother Venus now lives in Sumrall, Miss. and ships out of the port of New Orleans.

# 12 More Bosuns Graduate

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

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

The first four weeks of the program are spent at the Harry Lundeberg School of Seamanship. Here the men partake in classes on Union education and Union history, and also study the SIU contract, constitution, and benefit

plans. They learn about the maritime industry and the new ships being constructed; they take firefighting and first aid courses, and also get a taste of politics with visits to Washington.

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

After completing both phases of this program the Recertified Bosun is much better qualified in all the aspects of his job.

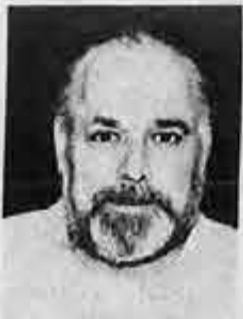
The main goal and objective of this program has been better communication. Though programs such as this one and the 'A' Seniority Upgrading Program, that goal is being accomplished.

William Byrne



Seafarer William "Scotty" Byrne, 48, has been an SIU member since 1957, and has been shipping out as a bosun for over a year. A native of Liverpool, England, Brother Byrne now makes his home in Theodore, Ala. He ships from the port of New York.

Tom Holt



Seafarer Tom Holt, 54, has been shipping with the SIU since 1962, and started sailing as a bosun in 1967. A native of Tennessee, he now makes his home in Geneva, Ohio with his wife Almeda. Brother Holt ships from the port of New York.

Dimas Mendoza



Seafarer Dimas Mendoza, 56, has been shipping with the SIU since 1944, and started sailing as bosun in 1972. A native of Fajardo, P.R., Brother Mendoza ships from the port of San Juan where he makes his home with his wife Felicitia.

John Hunter



Seafarer John Hunter, 54, has been an SIU member since 1943, and started shipping out as bosun the following year. A native of the British West Indies, Brother Hunter ships from the port of Mobile where he makes his home.

Julius Thrasher



Seafarer Julius "Whitey" Thrasher, 54, has been an SIU member since 1944, and he started shipping out as bosun in 1947. A native of South Carolina, Brother Thrasher now makes his home in Alexandria, La. He ships from the port of New Orleans.

A. G. Alexander



Seafarer A. G. "Tex" Alexander, 51, has been an SIU member since 1946, and began shipping out as bosun during the 1950's. A native of Arkansas, Brother Alexander now makes his home in Milam, Tex. with his wife Mary. He ships from the port of Houston.

Clifton Jordan



Seafarer Clifton Jordan, 51, has been an SIU member since 1945, and has been shipping out as bosun since the 1950's. A native of Mississippi, he now makes his home in Brookhaven, Miss. with his wife Louise. Brother Jordan ships from the port of New Orleans.

Stefan Kadziola



Seafarer Stefan Kadziola, 56, has been shipping with the SIU since 1943, and he began sailing as a bosun in 1945. A native of Denmark, Brother Kadziola ships from the port of New York where he makes his home.

John Curran



Seafarer John Curran, sailing in the deck department, graduated from the Harry Lundeberg School in 1972 and returned there to earn his AB ticket before attending the 'A' Seniority Program. Shipping from the port of Philadelphia, Brother Curran resides in that city with his wife Joyce and their son.

## Seniority Upgrading Program

# Six New 'A' Book Members

This month six more Seafarers joined the ranks of the SIU full 'A' book members by participating in and graduating from the 'A' Seniority Upgrading Program. This brings the number of Seafarers who have earned their 'A' books through this program to 209.

Before graduating from the program, these new 'A' book members were given the opportunity to sharpen their seafaring skills by learning about the latest innovations in the maritime industry.

The 'A' Seniority Program also provided these Seafarers with a thorough working knowledge of the SIU's history, functions, operations and goals.

This two-pronged approach used to upgrade these Seafarers into full 'A' book status insures that the SIU will always have a solid membership that can participate in Union activities with an understanding of the modern maritime industry and their Union's role in that industry.

Following are the names and home ports of the 343 Seafarers who have successfully completed the SIU Bosuns Recertification Program. These men have gone aboard our contracted ships to lead the SIU-licensed crews, and they have held informative meetings, settled beefs, answered questions and contributed toward smoother voyages.

## Bosun's Honor Roll at 343

Abulay, Edmund Philadelphia  
 Adams, John, New York  
 Agular, Jose, New York  
 Alexander, A. G., Houston  
 Allen, Enos, San Francisco  
 Allen, J. W., Seattle  
 Altstatt, John, Houston  
 Amat, Kasmin, New York  
 Anderson, Alfred, Norfolk  
 Anderson, Chester, New York  
 Anderson, Edgar, New York  
 Annis, George, New Orleans  
 Antonioui, Angelo, New York  
 Aponte, Felix, New York  
 Arena, Louis, New Orleans  
 Armada, Alfonso, Baltimore  
 Atkinson, David, Seattle  
 Backrak, Daniel, Wilmington  
 Baker, Elmer, Houston  
 Baker, William, Houston  
 Bankston, Claude, New Orleans  
 Barnhill, Elmer, Houston  
 Barrial, Pablo, New Orleans  
 Baudoin, James, Houston  
 Beavers, Norman, New Orleans  
 Bechliwanis, Nicholas, New York  
 Beck, Arthur, San Francisco  
 Beeching, Marion, Houston  
 Berger, David, Norfolk  
 Beregría, John, Philadelphia  
 Bergeria, Stove, Philadelphia  
 Beye, Jan, New York  
 Bojko, Stanley, San Francisco  
 Bonfont, Eduardo, San Juan  
 Boney, Andrew, Norfolk  
 Bourgot, Albert, Mobile  
 Bowman, Jack, Seattle  
 Boyle, Charles, New Orleans  
 Braunstein, Herbert, Wilmington  
 Brendle, Mack, Houston  
 Broadus, Ray, Mobile  
 Broadus, Robert, Mobile  
 Brooks, Tom, New York  
 Browning, Ballard, Baltimore  
 Bryan, Ernest, Houston  
 Bryant, Vernon, Tampa  
 Burch, George, New Orleans  
 Burgos, Juan, New York  
 Burke, George, New York  
 Burnette, Perry, Tampa  
 Burton, Ronald, New York  
 Busalacki, Joseph, Jacksonville  
 Bushong, William, Seattle  
 Butterton, Walter, Norfolk  
 Butts, Bobby, Mobile  
 Butts, Hurmon, Houston  
 Byrne, William, New York  
 Cain, Hubert, Mobile  
 Caldeira, Anthony, Houston

Calogeros, Demetrios, Seattle  
 Campbell, Arthur, New Orleans  
 Carbone, Victor, San Juan  
 Carey, John, New York  
 Casanueva, Michael, New Orleans  
 Castro, Guillermo, San Juan  
 Chestnut, Donald, Mobile  
 Chiasson, Richard, New Orleans  
 Chlinski, Tadeusz, Wilmington  
 Christenberry, Richard, San Francisco  
 Christensen, Christian, San Francisco  
 Christiansen, Egon, San Francisco  
 Cisiecki, John, San Francisco  
 Clegg, William, New York  
 Cofone, William, Wilmington  
 Cole, Lonnie, Norfolk  
 Colson, James, Seattle  
 Compton, Walter, Norfolk  
 Cooper, Fred, Mobile  
 Cousins, Walter, Wilmington  
 Craddock, Edwin, New Orleans  
 Crawford, William, Jacksonville  
 Cross, Malcolm, Wilmington  
 Curlew, Jack, Yokohama  
 Curry, Leon, Jacksonville  
 Dakin, Eugene, Boston  
 D'Amico, Charles, Houston  
 Dammeyer, Dan, New York  
 Darville, Richard, Houston  
 Davis, John, New York  
 Davis, James, Seattle  
 Delgado, Julio, New York  
 Dickinson, David, Mobile  
 Dixon, James, Mobile  
 Donovan, Joseph, Boston  
 Doty, Albert, New Orleans  
 Drake, Woodrow, Seattle  
 Drewes, Peter, New York  
 Duet, Maurice, Houston  
 Dunn, Beverly, Mobile  
 Eckert, Arne, Seattle  
 Eddins, John, Baltimore  
 Edelmon, Bill, Houston  
 Englund, Clayton, New York  
 Falcloth, Charles, Mobile  
 Farhi, Israel, Houston  
 Feil, William, New York  
 Ferrera, Raymond, New Orleans  
 Finklea, George, Jacksonville  
 Flowers, Eugene, New York  
 Foster, Floron, New Orleans  
 Foster, James, Mobile  
 Foti, Sebastian, Wilmington  
 Frey, Charles, Jacksonville  
 Funk, William, New York  
 Furr, John, Houston

Gahagan, Kenneth, Houston  
 Gallagher, John, Philadelphia  
 Garner, James, New Orleans  
 Garza, Peter, Houston  
 Gavin, Joseph, Houston  
 Giangjordan, Donato, Philadelphia  
 Gianniotis, John, New York  
 Gillain, Robert, Jacksonville  
 Gillikin, Leo, San Francisco  
 Gomez, Jose, New York  
 Gonzalez, Calixto, San Juan  
 Gonzalez, Jose, New York  
 Gorbea, Robert, New York  
 Gorman, James, New York  
 Gosse, Fred, San Francisco  
 Green, John, Baltimore  
 Greenwood, Perry, Seattle  
 Grima, Vincent, New York  
 Guadamud, Luis, New Orleans  
 Gustavson, Walter, New York  
 Hager, Bertil, New York  
 Hale, William, New Orleans  
 Hancock, Thomas, Mobile  
 Hanstvedt, Alfred, New York  
 Harvey, Lee J., New Orleans  
 Hawkins, Tom, Seattle  
 Hazel, John, New Orleans  
 Hellman, Karl, Seattle  
 Hicks, Donald, New York  
 Hillburn, Thomas, Mobile  
 Hill, Charles, Houston  
 Hirsch, Burton, Baltimore  
 Hodges, Raymond, Mobile  
 Hodges, Raymond W., Baltimore  
 Hogge, Elbert, Baltimore  
 Holt, Tom, New York  
 Homka, Stephen, New York  
 Hovde, Arne, Philadelphia  
 Hunt, H. C., Houston  
 Hunter, John, Mobile  
 Ipsen, Oria, New York  
 James, Calvin, New York  
 Jandora, Stanley, New York  
 Jansson, Sven, New York  
 Japper, John, New York  
 Johnson, Fred, Mobile  
 Johnson, Ravaughn, Houston  
 Jordan, Clifton, New Orleans  
 Joseph, Loyal, Philadelphia  
 Joyner, William, Houston  
 Justus, Joe, Jacksonville  
 Kadziola, Stefan, New York  
 Karatzas, Tom, Baltimore  
 Karsson, Bo, New York  
 Kelsey, Tom, San Francisco  
 Kerageorgiou, Antoine, New Orleans

Kerngood, Morton, Baltimore  
 Kingsley, Jack, San Francisco  
 Kleimola, William, New York  
 Knight, Bruce, Norfolk  
 Knoles, Raymond, San Francisco  
 Koen, John, Mobile  
 Konis, Perry, New York  
 Koza, Leo, Baltimore  
 Krawczynski, Stanley, Jacksonville  
 La France, Dave, New York  
 Lambert, Reids, New Orleans  
 Landron, Manuel, San Juan  
 Lasnansky, Andrew, San Francisco  
 La Soya, Eligio, Houston  
 Lasso, Robert, San Juan  
 Latapie, Jean, New Orleans  
 Lavoine, Raymond, Baltimore  
 Lawton, Woodrow, Baltimore  
 Leake, Herbert, Baltimore  
 LeClair, Walter W., New York  
 Lee, Hans, Seattle  
 Levin, Jacob, Baltimore  
 Lewis, Jesse, Seattle  
 Libby, George, New Orleans  
 Libby, Herbert, New York  
 Lineberry, Carl, Mobile  
 Logan, John, Mobile  
 Loik, Peter, Baltimore  
 Mackert, Robert, Baltimore  
 Maldonado, Basilo, Baltimore  
 Manning, Denis, Seattle  
 Martineau, Tom, Seattle  
 Mattioli, Gaetano, New York  
 McCaskey, Earl, New Orleans  
 McCollom, John, Boston  
 McCorvey, Durell, Jacksonville  
 McDonald, John, New Orleans  
 McGarry, Frank, Philadelphia  
 McGinnis, Arthur, New Orleans  
 McHale, J. J., New York  
 McKinney, Melville, Philadelphia  
 Mears, Feriton, New York  
 Meehan, William, Norfolk  
 Meffert, Roy, Jacksonville  
 Mendoza, Dimas, San Juan  
 Merrill, Charles, Mobile  
 Michael, Joseph, Baltimore  
 Miller, Clyde, Seattle  
 Mitchell, William, Jacksonville  
 Mize, Cyril, San Francisco  
 Mladonich, Ernest, New Orleans  
 Moon, Irwin, Baltimore  
 Monardo, Sylvester, New Orleans  
 Moore, John, Houston  
 Morales, Esteban, New York  
 Morris, Edward Jr., Mobile

Morris, William, Baltimore  
 Morris, William, Jacksonville  
 Moss, John, New Orleans  
 Moyle, Ervin, Mobile  
 Mullis, James, Mobile  
 Murry, Ralph, San Francisco  
 Myrex, Luther, Mobile  
 Nash, Walter, New York  
 Nelson, Jack, Jacksonville  
 Nicholson, Eugene, Baltimore  
 Nielsen, Vagn, New York  
 Northcutt, James, San Francisco  
 Nuckols, Billy, New York  
 O'Brien, William, New York  
 O'Connor, William, Seattle  
 Ohannasian, John, Jacksonville  
 Olbrantz, Leonard, Jacksonville  
 Olesen, Carl, San Francisco  
 Olson, Fred, San Francisco  
 Olson, Maurice, Boston  
 Oromaner, Albert, San Francisco  
 O'Rourke, Robert, Houston  
 Owen, Burton, Houston  
 Owens, Clarence, New Orleans  
 Palino, Anthony, New York  
 Palmer, Nick, San Francisco  
 Paradise, Leo, New York  
 Parker, James, Houston  
 Parker, William, New Orleans  
 Pate, Luther, New York  
 Peavoy, Floyd, New Orleans  
 Pedersen, Otto, New Orleans  
 Pehler, Frederick, Mobile  
 Pence, Floyd, Houston  
 Perry, Wallace, Jr., San Francisco  
 Pierce, John, Philadelphia  
 Polanco, Luis, New York  
 Pollanen, Viikko, New Orleans  
 Poulsen, Verner, Seattle  
 Pressly, Donald, New York  
 Price, Billie, Norfolk  
 Pryor, Clarence, Mobile  
 Puchalski, Kasimir, San Francisco  
 Puglisi, Joseph, New York  
 Pulliam, James, San Francisco  
 Radich, Anthony, New Orleans  
 Rains, Horace, Houston  
 Rallo, Salvador, New Orleans  
 Reeves, William, Mobile  
 Richburg, Joseph, Mobile  
 Rihn, Ewing, New Orleans  
 Riley, William, San Francisco  
 Ringuette, Albert, San Francisco  
 Rivera, Alfonso, San Juan  
 Robinson, William, Seattle  
 Rodrigues, Lancelot, San Juan

Rodriguez, Frank, New York  
 Rodriguez, Ovidio, New York  
 Ruley, Edward, Baltimore  
 Sanchez, Manuel, New York  
 Sanford, Tommie, Houston  
 Sawyer, Alfred, Norfolk  
 Schwarz, Robert, Mobile  
 Self, Thomas, Baltimore  
 Selix, Floyd, San Francisco  
 Sernyk, Peter, New York  
 Sheets, James, Baltimore  
 Sheldrake, Peter, Houston  
 Shortell, James, San Francisco  
 Showers, William, San Francisco  
 Sipsy, Robert, San Francisco  
 Smith, Lester, Norfolk  
 Smith, Vertis, Tampa  
 Sokol, Stanley, San Francisco  
 Sorel, Johannes, Jacksonville  
 Spuron, John, San Francisco  
 Stanford, Glen, New Orleans  
 Stockmarr, Sven, New York  
 Suchocki, Leonard, San Francisco  
 Swearingen, Barney, Jacksonville  
 Swiderski, John, New York  
 Tati, Frank, New York  
 Theiss, Roy, Mobile  
 Thomas, Lloyd, San Francisco  
 Thompson, Carl, Houston  
 Thompson, Clayton, New Orleans  
 Thompson, J. R., Houston  
 Thrasher, Julius, New Orleans  
 Ticer, Dan, San Francisco  
 Tillman, William, San Francisco  
 Tirelli, Enrico, New York  
 Todd, Raymond, New Orleans  
 Tolentino, Ted, San Francisco  
 Troche, Gregory, Mobile  
 Turner, Paul, New Orleans  
 Ucci, Peter, San Francisco  
 Velazquez, William, New York  
 Walker, Fred, Baltimore  
 Walker, Tom, Houston  
 Wallace, Edward, New York  
 Wallace, Ward, Jacksonville  
 Wallace, William, Mobile  
 Walters, Herwood, New York  
 Wardlaw, Richard, Houston  
 Ware, Dick, Houston  
 Waters, Aubrey, Seattle  
 Weaver, Harold, Houston  
 Welch, Macon, Houston  
 Whitmer, Alan, New York  
 Wingfield, P. G., Jacksonville  
 Woods, Malcolm, San Francisco  
 Workman, Homer, New Orleans  
 Worley, John, San Francisco  
 Wymbs, Luke, New York  
 Zaragoza, Roberto, New York  
 Zelay, Joseph, New Orleans

## 'A' Seniority Honor Roll Now Numbers 209

Seafarers who have completed the 'A' Seniority Upgrading Program have had the opportunity to learn about their Union and its activities, making them good, informed Union members. These men are encouraged to take the delegate's job aboard ship and put this new knowledge to work. Following are the names and departments of the 209 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck  
 Allan, Lawrence, Engine  
 Allison, Murphy, Engine  
 Ahmad, Bin, Deck  
 Ames, Allan, Deck  
 Andrepoint, P. J., Engine  
 Armitstead, Daniel, Engine  
 Arnold, Mott, Deck  
 Barnett, Jay, Engine  
 Bartol, Thomas, Deck  
 Baxter, Alan, Engine  
 Bean, P. L., Deck  
 Beauverd, Arthur, Engine  
 Bellinger, William, Steward  
 Berulis, William, Deck  
 Biletz, John, Engine  
 Blacklok, Richard, Engine  
 Blasquez, Gregory, Engine  
 Bohannon, Christopher, Engine  
 Bolen, James, Deck  
 Bolen, Timothy, Deck  
 Bofes, John, Engine  
 Brackbill, Russell, Deck  
 Brooks, George, Engine  
 Bruschini, Mario, Steward  
 Burke, Lee Roy, Engine  
 Burke, Timothy, Deck  
 Burnette, Barney, Steward  
 Butch, Richard, Engine  
 Cammuso, Frank, Deck

Carhart, David, Deck  
 Carruthers, Francis, Engine  
 Castle, Stephen, Deck  
 Cavanaugh, Jackson, Deck  
 Clark, Garrett, Deck  
 Colangelo, Joseph, Deck  
 Conklin, Kevin, Engine  
 Corroll, Paul, Engine  
 Cosentino, Dominic, Deck  
 Coyle, Michael, Engine  
 Cunningham, Robert, Deck  
 Curran, John, Deck  
 Daniel, Wadsworth, Engine  
 Davis, William, Deck  
 Day, John, Engine  
 Derke, Michael, Engine  
 Deskins, William, Steward  
 Dising, Maximo, Engine  
 Dobloug, James, Engine  
 Dukehart, David, Engine  
 Edgell, Pat, Engine  
 Egeland, Ralph, Deck  
 Elliott, Byron, Engine  
 Escudero, Tomas, Engine  
 Esposito, Gennaro, Engine  
 Ewing, Larry, Steward  
 Farmer, William, Deck  
 Farragut, John, Deck  
 Fila, Marion, Deck  
 Fonville, James, Engine

Frak, Stan, Deck  
 Freeburn, Michael, Deck  
 Fried, Peter, Engine  
 Frost, Stephen, Deck  
 Galka, Thomas, Engine  
 Gallagher, Patrick, Deck  
 Galliano, Marco, Deck  
 Garay, Stephen, Deck  
 Garcia, Robert, Deck  
 Gilliam, Robert, Steward  
 Gotay, Raul, Steward  
 Gower, David, Engine  
 Graham, Patrick, Deck  
 Grimes, M. R., Deck  
 Grisham, Steve, Deck  
 Hagar, Ken, Deck  
 Hale, Ernest, Deck  
 Haller, John, Engine  
 Harris, Nathaniel, Engine  
 Hanks, Fletcher, Engine  
 Hart, Ray, Deck  
 Hawker, Patrick, Deck  
 Haynes, Blake, Engine  
 Heick, Carroll, Deck  
 Heller, Douglas, Steward  
 Humason, Jon, Deck  
 Hummerick, James, Jr., Steward  
 Hutchinson, Richard, Jr., Engine  
 Illson, James, Engine  
 Ivey, D. E., Engine

Joe, William, Engine  
 Johnson, M., Deck  
 Jones, Leggetto, Deck  
 Jones, Nelson Cory, Steward  
 Jordan, Carson, Deck  
 Kanavos, Panagirtis, Engine  
 Kegney, Thomas, Engine  
 Keith, Robert, Deck  
 Kelley, John, Deck  
 Kelly, John, Deck  
 Kerney, Paul, Engine  
 Kirksey, Charles, Engine  
 Kittleson, L. Q., Deck  
 Knight, Donald, Engine  
 Konetes, Johnnie, Deck  
 Kunc, Lawrence, Deck  
 Kundrat, Joseph, Steward  
 Lamphere, Thomas, Engine  
 Laner, Ronnie, Engine  
 Lang, Gary, Deck  
 Laughlin, Douglas, Engine  
 LeClair, Lester, Steward  
 Lehmann, Arthur, Deck  
 Lentsch, Robert, Deck  
 Lesko, Samuel, Deck  
 Long, Alton, Engine  
 Lundeman, Louis, Deck  
 Makarewicz, Richard, Engine  
 Mallory, Arthur, Deck

Manning, Henry, Steward  
 Maurstad, Mitchell, Steward  
 Marcus, M. A., Deck  
 McAndrew, Martin, Engine  
 McCabe, John, Engine  
 McCabe, T. J., Engine  
 McMullin, Clarence, Steward  
 McParland, James, Engine  
 Milici, Robert, Deck  
 Minix, R. Q., Jr., Engine  
 Miranda, John, Engine  
 Moneymaker, Ernest, Engine  
 Moore, C. M., Deck  
 Moore, George, Deck  
 Moore, James, Engine  
 Moore, Peter, Engine  
 Moore, William, Deck  
 Mortier, William, Deck  
 Mouton, Terry, Engine  
 Noble, Mickey, Deck  
 Nuetio, Ken, Deck  
 Ostrander, Duane, Deck  
 Painter, Philip, Engine  
 Paloumbis, Nikolaos, Engine  
 Papageorgiou, Dimitrios, Engine  
 Parker, Jason, Deck  
 Perkins, Cy, Deck  
 Petrick, L., Engine  
 Poletti, Pierangelo, Deck  
 Prasinos, George, Deck

Reamey, Bert, Engine  
 Restaino, John, Engine  
 Ripley, William, Deck  
 Rivers, Sam, Engine  
 Roback, James, Deck  
 Rodriguez, Charles, Engine  
 Rodriguez, Hector, Engine  
 Rodriguez, Robert, Engine  
 Rogers, George, Engine  
 Ruiz, Steve, Engine  
 Sabb, Caldwell, Jr., Engine  
 Salley, Robert, Jr., Engine  
 Sanders, Darry, Engine  
 Sanger, Alfred, Deck  
 Shaw, Lex, Deck  
 Shaw, Lucien, Deck  
 Shaw, Ronald, Engine  
 Silfast, George, Deck  
 Simonetti, Joseph, Steward  
 Simpson, Spurgeon, Engine  
 Sisk, Keith, Deck  
 Smith, D. B., Steward  
 Smith, Robert, Deck  
 Snyder, John, Engine  
 Spell, Gary, Engine  
 Spell, Joseph, Deck  
 Spencer, Craig, Engine  
 Spencer, H. D., Engine  
 Stanfield, Pete, Deck  
 Stauter, David, Engine

Stevens, Duane, Deck  
 Strauss, Gregory, Engine  
 Svoboda, Kvetoslav, Engine  
 Szeibert, Stephen, Steward  
 Tanner, Leroy, Engine  
 Tell, George, Engine  
 Thomas, Robert, Engine  
 Thomas, Timothy, Deck  
 Trainor, Robert, Deck  
 Trott, Llewellyn, Engine  
 Utterback, Larry, Deck  
 Vain, Thomas, Deck  
 Vaiton, Sidney, Engine  
 Vanyi, Thomas, Steward  
 Vazquez, Jose, Engine  
 Venus, Guy, Engine  
 Venus, Steve, Steward  
 Vukmir, George, Deck  
 Walker, Marvin, Engine  
 Wambach, Albert, Deck  
 Waugaman, Jerry, Engine  
 Wayman, Leo, Deck  
 Wilhelm, Mark, Engine  
 Wilson, Richard, Steward  
 Wilson, Robert, Engine  
 Wolfe, John, Deck  
 Woodcock, Wayne, Steward  
 Woodhouse, Ashton, Engine  
 Wright, Charlie, Engine  
 Zukler, Hans, Engine

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

For a  
Better Job  
Today



# The Harry Lundeborg

## Deck Department

### ABLE SEAMAN

The course of instruction is four weeks in length and leads to the Coast Guard endorsement of Able Seaman—12 Months—Any Waters or Able Seaman—Unlimited—Any Waters.

**Course Requirements:** Able Seaman 12 Months—Any Waters. You must:

- Be 19 years of age
- Have 12 months seetime as Ordinary Seaman, *OR*  
Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
- Be able to pass the prescribed physical, including eyesight requirements. Able Seaman Unlimited—Any Waters. You must:
  - Be 19 years of age
  - Have 36 months seetime as Ordinary Seaman or Able Seaman 12 Months
  - Be able to pass the prescribed physical, including eyesight requirements.

**Starting Dates:**  
April 1, May 27, July 22.

### QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and



### QMED Awarded Certificate

QMED Gustavo Vides (right) accepts his graduation diploma in December from Instructor Jack Parcel of the HLSS Engine Department.

also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

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

**Starting Dates:**  
March 4, April 29, June 24.

### LIFEBOATMAN

The course of instruction is two weeks in length and leads to the Coast Guard endorsement of Lifeboatman.

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

**Starting Dates:**  
March 4, 18; April 1, 15, 29; May 13, 27; June 10, 24; July 8, 22; August 5.

## Engine Department

### QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating is eight weeks in length and includes instruction leading to the Coast Guard endorsements which comprise this rating.

**Course Requirements:** You must show



### Graduate Advanced Electronics

Head of the Engine Department, Charlie Nalen (extreme right) has his photo taken on Nov. 12 with his latest class of graduates of the Advanced Electrical Procedures Course of (l. to r.): Joseph Diosco; Randolph Ferebee; George Stropich; John Gammon, and Amos Jarmillo.

#### Did You Know...

**Last month 91 Seafarers upgraded their skills, earning power and job security through the vocational courses at HLSS. The Lundeborg School has an upgrading course to meet your career needs, too!**

evidence of six months seetime in at least one engine department rating.

**Starting Dates:**  
February 5; March 4; April 1, 29; May 27; June 24; July 22.

### FOWT

The course is four weeks in length and leads to endorsement as Fireman, Water-tender, and/or Oiler.

**Course Requirements:** If you have a Wiper endorsement only, you must:

- Be able to pass the prescribed physical, including eyesight requirements
- Have six months seetime as Wiper, *OR*  
Be a graduate of HLS at Piney Point and have three months seetime as Wiper
- If you have an engine department rating there are no requirements.

**Starting Dates:**  
February 23, April 19, June 14, August 9

### WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

**Course Requirements:**

- Engine department personnel must hold endorsement as QMED—Any Rating
- Deck and steward department personnel must hold a rating in their department.

**Starting Dates:**  
February 5, March 18, May 27, July 22.

### LNG/LPG

The course of instruction leading to certification as LNG/LPG crew consists of Basic Chemistry, Tank and Ship Construction, Gasification, Reliquefaction Procedures, Inert Gas and Nitrogen Systems, Instrumentation, Safety and Firefighting, Loading, Unloading and Transporting LNG/LPG.

**Course Requirements:**

- Engine room personnel must hold QMED—Any Rating
- Deck and steward department personnel must hold a rating in their departments.

**Starting Date:** March 8.

## A College Career Is Available to You

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

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

These are the scholarships offered:

1. Four-year college degree scholarship. This award is in the amount of \$10,000.

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

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

Eligibility requirements are as follows:

1. Have not less than two years of actual employment on vessels of companies signatory to Seafarers Welfare Plan.
2. Have one day of employment on a vessel in the sixth-month period

immediately preceding date of application.

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

Pick up a scholarship application now. They are available in the ports or you

may write to the following address and request a copy of the *Seafarers Application*:

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

## A College Education For Your Children

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

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

# School Of Seamanship



For Job  
Security  
Tomorrow

## Steward Department

Steward Department  
All Steward Department Courses Lead  
To Certification By HLSS.

### CHIEF STEWARD

The course of instruction is six weeks long and covers all phases of Steward Department management and operation.

**Course Requirements:** All candidates must have seetime and/or training in compliance with one of the following:

- Three years seetime in a rating above 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for each program OR
- 12 months seetime as 3rd cook or assistant cook, six months seetime as cook and baker, six months seetime as chief cook and hold HLS certificates of completion for the cook and baker and chief cook programs OR
- 12 months seetime as 3rd cook or assistant cook, 12 months seetime as cook and baker, and six months seetime as chief cook and hold an HLS

certificate of completion for the chief cook program.

**Starting Dates:**  
February 5, March 18, April 29, June 10,

### CHIEF COOK

The course of instruction is six weeks in length and students specialize in the preparation of soups, sauces, meats, seafoods, and gravies.

**Course Requirements:** All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as cook and baker OR
- Three years seetime in the steward department, with six months as 3rd cook or assistant cook and six months as cook and baker OR
- Six months seetime as 3rd cook or assistant cook and six months as cook and baker OR
- 12 months seetime as 3rd cook or assistant cook and six months seetime as cook and baker and hold a certificate of completion for the HLS cook and baker training program.

**Starting Dates:**  
February 19, April 1, May 13, June 24, August 5.

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

### COOK AND BAKER

The course of instruction is six weeks in length and students specialize in the selection and preparation of breakfast foods, breads, desserts, and pastries.

**Course Requirements:** All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as a 3rd cook or assistant cook OR
- 24 months in the steward department with six months as a 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook and hold a certificate of completion from the HLS assistant cook training program.

**Starting Dates:**  
January 22; February 5, 19; March 4, 18; April 1, 15, 29; May 13, 27; June 10, 24; July 8, 22; August 5.

### ASSISTANT COOK

The course of instruction is six weeks in length and students specialize in the selection and preparation of vegetables and salads.

**Course Requirements:** All candidates must have twelve months seetime in the steward department, OR three months seetime in the steward department and be a graduate of the HLS entry rating program.

**Starting Dates:**  
March 4, April 15, May 27, July 8.

**These Course: Will Be Starting Soon:**

- Diesels
- Operation of Reefers

**Watch the Seafarers Log for Starting Dates**

## High School Program Is Available to All Seafarers

Do What Over 50 Of Your Fellow Seafarers Have Done...



Wayne Champine

*"In most cases, a solid vocational and academic education will mean the difference between just any job and a good job."*

*"I wanted to better myself as a person and one sure way to do that, was to better my education."*



Exequiel Liwag

Get the reading, writing and math skills you need for job security and upgrading through the high school equivalency (GED) program at the Harry Lundeberg School. It only takes four to eight weeks, and your Brothers can tell you that it's really worth it!

Interested? Pick up a copy of the pre-test kit in your port or write to this address:

Margaret Nalen, Director  
Academic Education Department  
Harry Lundeberg School  
Piney Point, Maryland 20674

When you complete the test, return it to the Lundeberg School. HLS will tell you the results and give you an estimate of the length of time you'll need to complete the GED program.

REMEMBER! This test is not to see

who scores high or low. It helps HLS design a study program just for you—a program that our teachers will help you, as an individual, to follow.

So apply today. It's easy to qualify. Just make sure that you have:

1. One year of seetime.
2. Your initiation fees paid in full.
3. All outstanding monetary obligations, such as dues or loans, paid in full.

Your classes will be small (usually just six to eight students). You'll get lots of individual help. And completing the GED program opens the door to the other educational opportunities that the SIU has for you. A high school diploma is the first step towards qualifying for one of the three scholarships for Seafarers that are offered each year.

### UPGRADING APPLICATION

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

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

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

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

Date Book Was Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_  
Port Issued \_\_\_\_\_

Social Security # \_\_\_\_\_ Endorsement(s) Now Held \_\_\_\_\_

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

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

Upgrading Program:

From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

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

Fire Fighting:  Yes  No

Dates Available for Training \_\_\_\_\_

I Am Interested In:

<b>DECK</b>	<b>ENGINE</b>	<b>STEWARD</b>
<input type="checkbox"/> AB-12 Months	<input type="checkbox"/> QMED	<input type="checkbox"/> Asst. Cook
<input type="checkbox"/> AB Unlimited	<input type="checkbox"/> FOWT	<input type="checkbox"/> Cook & Baker
<input type="checkbox"/> Quartermaster	<input type="checkbox"/> Dk. Mech.	<input type="checkbox"/> Chief Cook
<input type="checkbox"/> Lifeboatman		<input type="checkbox"/> Steward

#### ADVANCED COURSES

LNG/LPG  Advanced Pumpman Procedures  
 Diesel  Advanced Electrical Procedures  
 Welder  Refrigeration Container Mechanic

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

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

## Four Get Lifeboat Tickets



Head of the HLSS Deck Department, Paul Allman (extreme right) poses with his October class of lifeboat course graduates of (l. to r.): Pedro Rodriguez; Antonio Mercado; Ovidio Crespo, and Salvador Cordero.

## FOWTs Complete Course



FOWT Instructor Pete Schuffels (extreme left) proudly presents his October class of graduates of (l. to r.): James McGinty; Brad Lipets; Doug Campbell; Craig Trautman; Mark Ruhl (kneeling); Kirk Lourim; Robert Lynch; Rick Stewart; Kenneth Lynch, and Calvin Codey.

## 3 Lifeboaters Finish Class



Three more Seafarers who finished the Lifeboat Course in October are (l. to r.): William Lopez; Earl Shepard, Jr., and Joseph Montoya.

## QMEDs Receive Diplomas



QMED Instructor Bill Eglinton (4th from right) with his Oct. 16 graduating class of (l. to r.): Joe Bailey; L. C. McBride; James Fair; Claude Woodard; John Courtney; Charles Duncan; Mitchell Hill, and Nathaniel R. Garcia.

## Lifeboaters End Course



Tom Doyle (3rd left) one of the Piney Point instructors of the Lifeboat Course, on Nov. 26 with graduates of (l. to r.): Francis Driscoll; Adam Ouevedo; Thomas Russell; James Hughes, and James Colwell.

## Three QMEDs Graduate



QMED Instructor Jack Parcel (2nd right) with three more November graduates of his course of (l. to r.): George Stropich; Randolph Ferebee, and Tommy McKeenan.



Quartermaster Instructor Chuck Dwyer (center front) on the deck of the SS Zimmerman having his photo taken Oct. 16 with 10 graduating quartermasters. They are (l. to r. front): H. B. Francis; Recertified Bosun Scotty

Byrne; Facundo Lacsamana, and Recertified Bosun Luther Myrex. In the rear (l. to r.) are: Vincent Ratcliff; Recertified Bosun Roy Theiss; Richard Bradford; Recertified Bosun John Curlew; William Arlund, and Alan Barnett.

## Six More ABs Graduate



Deck Department Instructor Paul Allman (left) on Nov. 13 and a graduating class of (l. to r.): Earl Shepard, Jr.; Ferdinand Gongora; Bill Lough; Tom Lasater; Joe Montoya, and William Lopez III.

## FOWTs Graduate at the Point



At the extreme left is FOWT Instructor Pete Schuffels and his November graduating group of (l. to r.): Michael Mefferd; Chris Fraser; Mark Stewart; Denver Myers; Jimmy Briordy; Kevin Bertel; Paul Onufer; Robert Haller, and Thomas Hebb, Jr.

## Cook and Baker Graduates



Steward Department Instructor Charlie Andrews (left) with a November graduate of the Cook and Baker Course, Ismael Garcia.

## A Dozen QMEDs End Class



QMED Instructor Jack Parcel (center last row) Nov. 13 with a large graduation class of 12 (kneeling l. to r.): Otis Eddings, Jr.; Archie Bliger, and Richard Hannon. In second row, l. to r. are: Kenneth Steinmetz; Rafael Matos, Jr.; George Miller; Arnold Hamblet; Robert Sanchez; Edmund Pacheco, and Sam Black. In back row, l. to r. are: Torry Kidd, Jr., and Darry Sanders.

## Quartermasters Graduate



With his November graduating class of seven quartermasters is HLSS Instructor Chuck Dwyer and (l. to r.): Dimitrios Despotidis; Richard Trexler; Larry Long; Joe Montoya; Eddie Sekella; Rafael Spiteri and Harold Spillane.

## Assistant Cook Gets Congrats



Steward Department Instructor Don Nolan (left) congratulates with a handshake on Dec. 11 Assistant Cook Feliciano Resto for completing the Assistant Cook Course.

## 9 Get Lifeboat Certificates



Lifeboat Instructor Tom Doyle (extreme left) after giving his November class their Certificates of Achievement. They are (l. to r.): Juan Ponce; Warren Shoun; Jose Ortiz; Eric Sager; Joseph Werselowich; Javinal Fernandes; Wilbur Adams; Oscar Bird, and Walter Moore.

## '76 Elections Will Shape Maritime Future



The outcome of the political events of 1976, a year in which a new President, the entire House of Representatives and one third of the Senate is up for election, will have a profound and lasting effect on the livelihoods of Seafarers and the future of the U.S. maritime industry.

The 1976 national elections are of such great importance to us as Seafarers because our industry, more than any other industry in this country, is affected by national and international laws and policies. And it is up to the Congress and the President to decide which laws are or aren't passed or repealed.

Among the more vital issues affecting the maritime industry and the job security of every Seafarer that will ultimately be decided by Congress and the Administration are:

- A fair oil cargo preference law which would require that at least 30 percent of all oil imported to the U.S. be carried on American-manned, American-flag ships.

- A bill to curb the growing incursion of third-flag fleets into the U.S. foreign trades (already the Russians and other third-flag op-

erators have captured more than one half of all cargoes moving from the U.S. West Coast to the Far East)

- Continued and even stepped-up implementation of the Merchant Marine Act of 1970, which for five years has spurred a revitalization and modernization of the U.S. merchant marine.

- Continued and complete enforcement of the Jones Act, which reserves the waterborne shipment of all goods between U.S. ports for American-manned ships.

- Continued operation and the upgrading of USPHS hospitals and clinics, which are the focal point of medical care for American seamen.

These are only a few of the pending issues, but with their outcome and the outcome of other continuously arising maritime issues lies the fate of our industry and the ability of Seafarers to make a living as merchant seamen.

The SIU, then, is faced in 1976 with a tremendous political challenge—and that is to work in all sectors of the nation for the election or reelection of Congressmen, Senators and a President that share with the SIU the same commit-

ment to foster the growth of a globally competitive U.S. merchant marine, second to none.

The success of the SIU's political programs, though, depends on one very important factor—the support of the SIU membership through voluntary donations to the Seafarers Political Activity Donation fund.

With the money donated to SPAD, the SIU can actively support the election or reelection campaigns of legislators who will work for a strong maritime industry. At the same time, the SIU can use the SPAD donations to block the election of those who have consistently opposed measures that would benefit the industry.

Over the years, SPAD has paid off for Seafarers in a big way.

Because of our members' contributions to SPAD, the SIU has spearheaded vital legislation through Congress such as the Merchant Marine Act of 1970, which has meant scores of jobs for Seafarers on new ships built under the law. SPAD also enabled the SIU to lead the fight for Congressional passage of the Energy Transportation Security Act of 1974, which was ultimately killed through

pocket veto.

SPAD has also enabled the SIU to block repeated attempts from many quarters to circumvent the Jones Act, as well as continuous attempts by the Department of Health, Education and Welfare to shut down the USPHS system.

For Seafarers, SPAD is much more than a political fund. It is an indispensable insurance policy on job security. And in 1976, because of the tremendous political stakes involved, contributions to SPAD are more important than ever.

With the support of SPAD, the SIU's political goal in 1976 is to help elect an Administration, as well as a majority in both Houses of Congress, that believes in a strong merchant marine for the U.S. and will work for its betterment. We can't afford to settle for anything less.

SPAD is a vital fund for Seafarers, the SIU and the entire merchant marine. With SPAD we can shape our own future. Without it, our future is in the unsure hands of others.

Shape your own future. Support SPAD as often, and with as much as you can, in 1976.