



SEAFARERS LOG

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SIU Members Crew Up New Tanker Beaver State

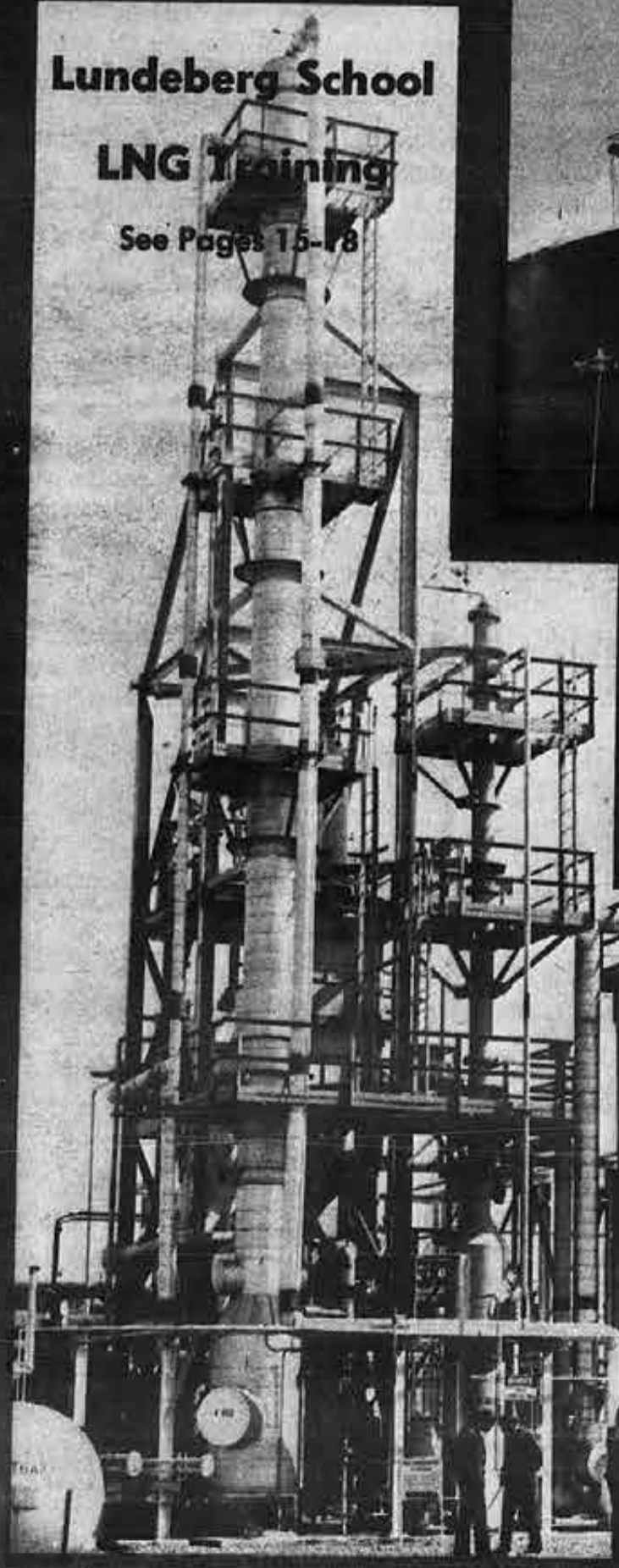
See Page 11



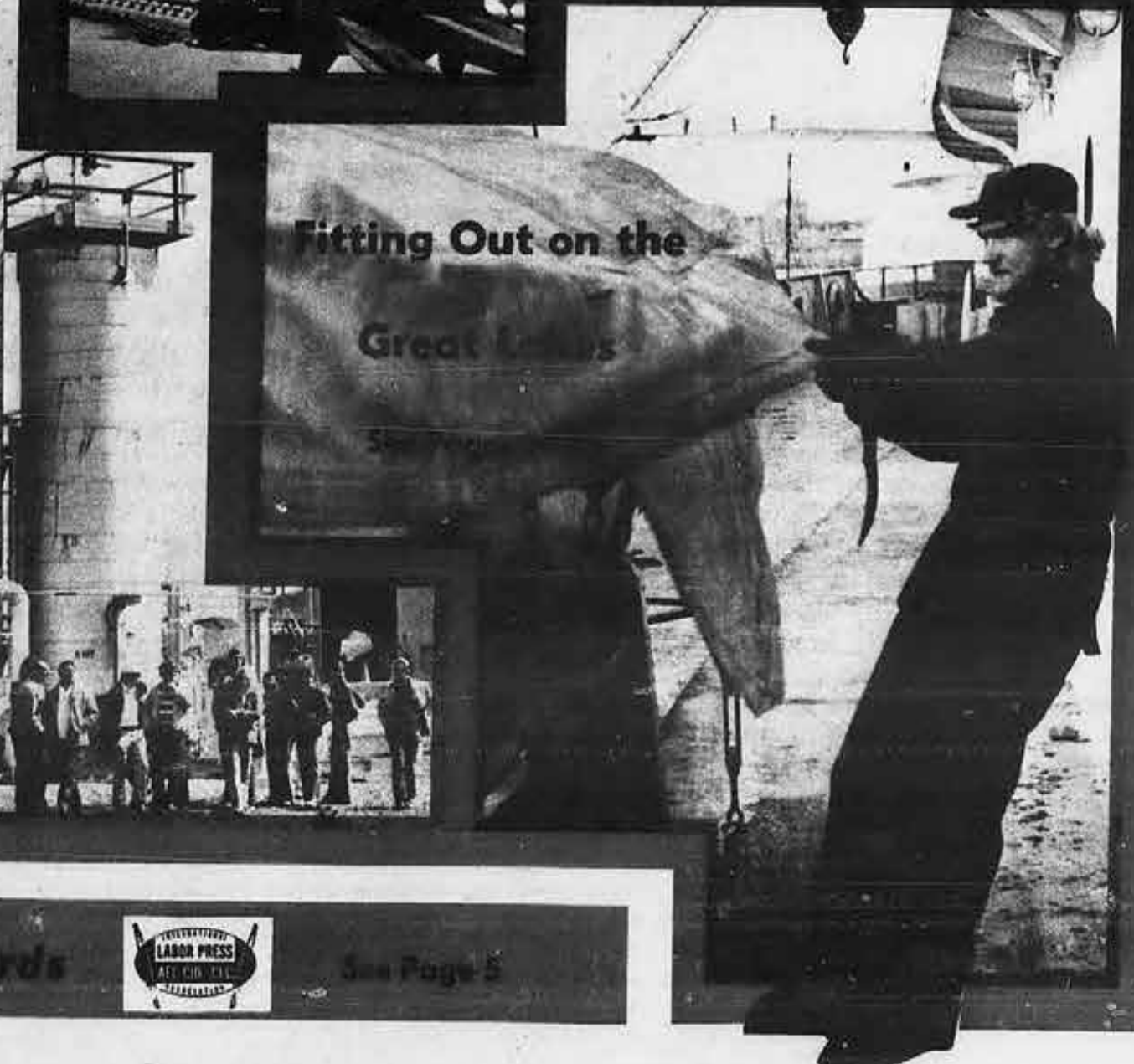
Lundeberg School

LNG Training

See Pages 15-18



Fitting Out on the Great Lakes



LDC Receives ILPA Awards



See Page 5

Win Latest Fight to Keep USPHS Hospitals Open

The fight to defeat the latest efforts by the Department of Health, Education and Welfare to close the eight remaining USPHS hospitals has been won as a result of united and widespread opposition to these plans by the SIU, members of Congress and the eight individual Comprehensive Health Planning Agencies monitoring all health programs for the communities in which the PHS hospitals are located.

The victory marked the second time in three years that the SIU has spearheaded opposition to HEW's attempts to close the hospitals. In 1973, the closure attempts were squashed when Congress passed into law the 1974 Military Procurement Authorization Act, which contained an SIU-backed amendment guaranteeing appropriations of \$98 million for operational expenses and \$18 million for modernization and upgrading.

1977 Budget Lacking

It became apparent several months ago that HEW was renewing its efforts to close the PHS hospitals when the Department released terms for its fiscal year 1977 budget. The budget called for

funds to cover only contract care for PHS primary beneficiaries, which include merchant seamen, Coast Guard personnel, Public Health Service officers and employees of the National Oceanic and Atmosphere Administration. However, the budget request for the PHS system was \$25 million short of the funds needed to keep the eight hospitals open and operating.

Local HPC's Oppose Action

Following up on its "streamlined" budget request, HEW sent letters out to each of the eight local Health Planning Councils requesting the Councils' approval to either close or transfer the USPHS hospital under their jurisdiction to community control.

The response to HEW's request was the same in eight out of eight cases—the USPHS hospital in their area was vital to the overall community health program, and consequently, no support would be given to the proposal to close the hospitals.

This dealt a heavy blow to HEW's closure plans since HEW needed the approval of these local Health Planning Councils before it could go ahead

with its scheme.

USPHS will ask Congress to appropriate the extra \$25 million to keep the hospitals open. At this time, Congress is expected to pass the appropriations.

Claims Underutilization

For years HEW has based its request to close the hospitals on the claim that the hospitals are underutilized.

Congressman John Murphy (D-N.Y.), whose district houses the Staten Island PHS hospital, the largest of the eight facilities, refuted HEW's "underutilization" claim.

Murphy noted that in addition to primary beneficiaries, the Staten Island PHS hospital serves military personnel, Federal employees and Medicare patients as well as residents of the borough's Willowbrook Development Center. He further noted that the facility handles about 150,000 outpatient cases each year, and that about 10 percent of the hospital's inpatient residents are referred from other hospitals because of overcrowding.

Murphy also noted that the closure of the Staten Island facility would mean the elimination of many training pro-

grams for Staten Island college students and others in such fields as nursing, medical technology, X-ray technology and paramedics.

Public Hearings Held

On Apr. 1, the proposed closure of the USPHS system was the subject of public hearings, sponsored by the local Health Planning Agency, in Boston, which houses one of the eight remaining PHS hospitals. Among those testifying against HEW's plans were community residents, hospital employees, patients, veterans groups and active duty servicemen.

Ed Riley, SIU port agent in Boston, testified on behalf of the SIU and presented the Union's position that, instead of closing the hospitals, a 5-10 year plan should be developed for maintaining and upgrading the hospitals so that these facilities would not only serve their primary beneficiaries but would become even more involved in fulfilling community health needs.

At similar hearings in Galveston, 11 persons including County Judge Ray Holbrook and Dr. Edward Brandt, dean of Medicine at the University of

Continued on Page 28

the PRESIDENT'S REPORT:



Paul Hall

Working Together For a Better Life

The history of the American maritime labor movement is a bittersweet chronicle marked by some monumental victories for better wages and conditions, yet marred by some heartbreaking setbacks of broken unions and goals not realized.

From the formation of the very first union for merchant seamen before the turn of the century, right up until the present day, maritime unions have been faced with a literal horde of problems and obstacles. The early unions had to contend with very powerful, unyielding shipping companies and an industry-oriented Government that played ball with the companies. As a result, some of the early unions, although they made gains and were able to publicize the plight of American seamen, eventually fell by the wayside.

Moving into the late 1930's, which saw the founding of the SIU, maritime unions made a tremendous comeback. We gradually won better wages; improved working and living conditions; job security, and many important fringe benefits. Along with these gains, we made huge strides in organizing previously unorganized companies—a step which brought the protection of solid unionism to hundreds of American seamen in need of it. By 1950, U.S. maritime unions had entrenched themselves as an integral part of the American labor movement.

However, 1950 was a long time ago, and since then, the U.S. maritime industry has undergone more changes than a sunbathed chameleon.

For the past 10 years, our industry has been in the midst of revolutionary technological advancements in ship size, design and operation. The huge new ships of today can carry five times and more the cargo of their predecessors at two or three times the speed, which is resulting in a shrinking U.S. merchant marine and a shrinking job market for American seamen. In addition, today's U.S. maritime industry is faced with tremendous competition from foreign-flag and third-flag fleets whose rate cutting practices have stolen millions of cargo tons from U.S.-flag, U.S.-manned ships. This unfair competitive edge held by rate-cutting foreigners over U.S. ships has hurt the

U.S. maritime industry's ability to compete on a global basis, which in turn has squeezed the job market for American seamen even tighter.

Some American maritime unions have been hit a lot harder by the squeeze than others. As a result, some of those unions are undergoing serious problems of an internal nature.

The SIU is not one of these unions.

As a matter of fact, the SIU is in good shape today in all areas, despite the troubles of the U.S. maritime industry as a whole. And we are in good shape in the most important category—employment opportunities for SIU members.

We did not achieve security for ourselves and our Union by luck or circumstance. Nor did we achieve it by blaming others for problems of our own making. We are where we are today because the SIU membership, over the years, has not only confronted its problems but has continued to display the same indispensable ingredient that made the SIU a success to begin with—and that is a high degree of internal unity.

However, internal unity encompasses a whole lot more than simply standing blindly together on an issue. We are all individuals with individual viewpoints and individual likes and dislikes. But when an important issue involving the future of the organization comes up, Seafarers have traditionally been able to shed personal likes or dislikes and work together intelligently toward a goal that will benefit the largest amount of Seafarers for the longest period of time.

A recent example of what internal unity can do for our organization was displayed just last year when 66 Seafarers from ports throughout the country met at the Harry Lundeberg School to discuss demands for our contract. These men made legitimate and realistic suggestions for improvements in the contract. As a result of this fine display of cooperation we wound up with one of the best contracts in our history. It was a gratifying victory for all of us.

To find another, and probably the most important example of internal unity among Seafarers, just look at the back page of this month's *Log*, which carries the names of those Seafarers who have already voluntarily given \$100 or more to SPAD in the first four months of this year alone.

Year after year, Seafarers have come through for the good of our organization by supporting SPAD. And with SPAD, the SIU has been able to push for new maritime programs, such as the Merchant Marine Act of 1970 and others which are helping our industry make a comeback, while at the same time keeping our Union a strong and viable organization representing American seamen.

The SIU's history is filled with examples of internal unity and hard work among our members. It had to be this way or we would never have gotten off first base as a union. And it has to continue to be this way if our Union is to remain a viable force in the U.S. maritime industry.

I am confident that the Seafarer of today, and for that matter the Seafarer of tomorrow, will continue the tradition of our oldtimers by settling our differences intelligently while at the same time working together for a better industry and a better life for all of us.

Five Percent Wage Hike Starts on June 16

Seafarers will get an average 5 percent wage boost in their monthly base pay on June 16 under the terms of the three-year freightship and tanker contracts negotiated and signed last year between the SIU and its contracted companies.

There will also be a 5 percent increase in premium, overtime, and penalty pay rates this year. (See copies of the New Standard Freightship and Tanker Agreements for more details.)

In the first year—June 16, 1975 to June 16, 1976—of the new contracts, Seafarers received an approximate 12½ percent wage hike. With a 5 percent raise this year, starting on June 16 and with another 5 percent increase due on June 16, 1977, a total pay increase of almost 22½ percent over the three years of the contract will be reached.

Some average highlights of the new

monthly base wage, premium and overtime rate increases include:

• **In the deck department on conventional freightships** bosuns will get a base-pay raise to \$950.86 a month, an \$8.28 hourly premium rate and \$5.29 hourly overtime rate. (SL-7, SL-180-1, Mariner and LASH bosuns, chief electricians and chief stewards will get slightly higher base and premium pay hikes.) ABs base pay goes up to \$723.93, \$6.31 in premium pay and a \$4.06 overtime rate. Ordinary seamen will now get \$565.87 base pay, \$4.95 premium rate and \$3.22 overtime rate.

• **On tankers** (over 25,000 dwt) bosuns will get \$1,014.01 base pay, \$9.33 premium rate and a \$5.29 overtime rate. Chief stewards and bosuns on ships built since 1970 get more base and premium pay. ABs will get \$732.43

base pay, \$6.40 premium rate and \$4.06 overtime rate. Ordinary seamen will get \$580.79 base pay, \$5.09 premium rate and \$3.22 for overtime.

• **In the engine department on conventional freightships**, base pay of chief electricians goes up to \$1,118.61 with a premium rate of \$9.72 and overtime of \$5.29. QMEDs will get \$1,075.08 base pay, \$9.25 premium rate and \$5.29 for overtime. Oilers will get \$723.93 base pay, a \$6.31 premium rate and \$4.06 for overtime. Wipers will get \$672.46 base pay, \$5.88 premium rate and \$3.22 for overtime.

• **On tankers**, QMEDs will get \$1,118.61 base pay, \$9.72 premium rate and \$5.29 for overtime. Chief pumpmen will get \$1,023.28 base pay, \$8.91 premium rate and \$5.29 for overtime. Oilers will get \$732.43 base pay, \$6.40 premium rate and \$4.06 for over-

time. Wipers will get \$672.49 base pay, \$5.88 premium rate and \$3.22 for overtime.

• **In the steward department on conventional freightships**, chief stewards will get \$950.86 base pay, \$8.28 premium rate and \$5.29 for overtime. Cook and baker base pay goes to \$823.78, premium rate to \$7.19 and overtime to \$5.29. Messmen will get \$561.46 base pay, \$4.93 premium rate and \$3.22 for overtime.

• **On tankers**, chief stewards (on ships over 25,000 dwt) get \$1,018.05 base pay, \$8.87 premium rate and \$5.29 for overtime. Chief cooks will get \$879.70 base pay, \$7.67 premium rate and \$5.29 for overtime. Cook and bakers will get \$858.95 base pay, \$7.25 premium pay and \$5.29 for overtime. Messmen will get \$561.45 base pay, \$4.93 premium rate and \$3.22 for overtime.

At Tulane University Forum

Hall to Congress: Probe Coast Guard in Oil Rig Loss

SIU President Paul Hall has called for a Congressional investigation into the Coast Guard's enforcement, or lack of enforcement, of safety and manning standards in the offshore oil drilling industry. Last month, 13 men lost their lives as an oil rig under tow capsized and sank during a storm in the Gulf of Mexico.

Making this announcement as he addressed a session of the week-long 27th Annual Institute on Foreign Transportation and Port Operations, sponsored by the Tulane University Graduate School of Business Administration in New Orleans, President Hall said "we suspect a cozy arrangement between the Coast Guard and oil com-

panies whereby rules aren't being enforced."

Hall pointed out that "a number of retired Coast Guard men secure positions in the oil industry's corporate structure. These men then represent the companies in appearances before Coast Guard tribunals." As a result, said Hall, "the oil companies are taking advantage of their relationship with the Coast Guard to get concessions they don't need." To support this charge, President Hall pointed out a recent Coast Guard ruling which eliminates all unlicensed black gang jobs on Standard Oil of California's new tankers.

He also noted that the SIU wants an investigation into any differences be-

tween exams given for identical maritime ratings in different states. "We think the examination records will indicate there is a difference and if and when it exists it is for the benefit of the oil companies."

A Unified Agency

In further remarks at the annual Tulane maritime confab, President Hall called for a major effort to get maritime affairs "under a single maritime agency with Cabinet level representation." Presently, maritime issues are handled by a number of unrelated Federal agencies.

Hall also urged ship operators to

quit associations like the American Institute of Merchant Shipping and the Pacific Maritime Assn., charging that these associations have failed to take stands on issues vital to U.S.-flag operators, like cargo preference, because "the oil companies have tremendous influence in the associations."

As an alternative, Hall suggested the establishment of a single association for U.S. flag operators only.

Tribute to Logan

Before concluding his remarks, President Hall delivered a moving tribute to the late Charles H. Logan, a long-

Continued on Page 28



SIU President Paul Hall, right, is joined by Father David Boileau of Loyola University School of Human Relations, at the dais during wrap-up luncheon of the week-long Institute of Foreign Transportation and Port Relations, sponsored by Tulane University School of Business Administration this month. The luncheon was held at the SIU hall in New Orleans.



SIU Vice President Lindsey Williams chats with Mrs. Charles H. Logan, widow of the late Charlie Logan, a long-time friend of the SIU, who passed away last December. At wrap-up luncheon of the Tulane University confab, SIU president Paul Hall paid tribute to the late Mr. Logan and announced that the SIU would name its college scholarship fund after him.

INDEX

Legislative News

200-mile fishing bill Page 10
Washington Activities Page 9

Union News

Wage increases Page 3
President's Report Page 2
Dues assessment clarified . Page 5
Headquarters Notes Page 7
Detroit membership meeting Page 4

General News

PHS hospital fight won Page 2
National unemployment Page 5
Foreign Transportation confab Page 3
Offshore oil rigs Page 20
Russell Stover boycott Page 12
NMEBA affiliates with MTD . Page 5
TWU strike Page 10
Emergency hospital care Page 8

SPAD honor roll Back page
Alcoholic rehab program . Page 14
Lessening porpoise mortality Page 8
Maritime day Page 8
Gibson letter Page 8

Shipping

Beaver State crews up Page 11
Fitting out on Great Lakes Pages 24-25
Dispatchers Reports Page 23
Ships' Committees Page 6
Ships' Digests Page 19

Training and Upgrading

LNG Classes at HLS Pages 15-18

Upgrading class schedule, requirements & application Pages 30-31
Seafarers participate in Bosuns recertification and 'A' seniority upgrading Page 29
GED requirements and application Page 31

Membership News

New SIU pensioners Page 22
Final Departures Pages 26-27



Chairing the April membership meeting, Detroit Port Agent Jack Bluitt (center) reads his shipping report. Roy Boudreau (left) acted as the meeting's recording secretary and Jack Allen (right) as reading clerk.



Waiting for the Detroit meeting to begin are, (from l. to r.), Great Lakes Seafarers Mohammed Abdallah El-Janny, Mike Shariff and Mohammed Sharin.

April Meeting Full as Lakes Start Fit Out



Seafarer Fred Wolf makes a point during Good and Welfare.

WITH the Great Lakes' fleet beginning preparations for a new shipping season, Seafarers in the Detroit area turned out in full force for their April membership meeting.

During the course of the Union meeting, the 100 or so Seafarers present heard the minutes from the April membership meeting held at SIU Headquarters in New York which included information about new ships, upgrading programs at the Harry Lundeberg School, the Sabine Tanker organizing drive and the election of a Quarterly Financial Committee.

Of special interest to Detroit Seafarers was a report given during the meeting on construction of a new Union Hall on the St. Clair River in Algonac.

Detroit Port Agent Jack Bluitt, serving as the meeting chairman, also gave a report on the spring fitting out and notified the members at the meeting that the vessels of the SIU-contracted Kinsman Marine, American Steamship Co. and Erie Sand had begun taking on crews.

Ending the meeting on a positive note, Port Agent Bluitt told the assembled Detroit Seafarers that 117 Union members had shipped out of their port in March and reminded them that there would be another job call when the meeting adjourned.



Lakes Seafarer H. Hassan throws in for an AB's job on the Ben Morell (S&E Shipping) at a job call after the meeting.



As spring fit out gets under way on the Great Lakes, Detroit Seafarers turn out in full force for their April membership meeting.

Joblessness Tops 6% in 130 Out of 150 Key Cities

Sharp Unemployment (10.3%) Hangs On in the U.S.

WASHINGTON—Notwithstanding the U.S. Labor Department's claim that the national jobless rate in April remained unchanged at a recession level of 7.5 percent with 7,040,000 unemployed, "substantial joblessness" hung over most of the country as the agency reported that 130 out of 150 major cities—near 90 percent of job centers—had jobless rates anywhere from 6 percent to a record-breaking 20.2 percent. The Labor Dept. also pointed out that

there was a 707,000 April job rise. However, on learning of these figures early this month, AFL-CIO President George Meany declared, "Despite the pickup in employment, there is no solid foundation for the President's election-year optimism about the American economy."

Meany argued that "America still has double-digit unemployment." The true jobless rate, according to Meany, is

10.3 percent or 9.7-million without work (19.9 percent teenagers) taking into account the 3.2-million persons working parttime involuntarily — of course listed by the Government as employed—and the 1.2-million in despair who have given up looking for work.

Last month Des Moines, Iowa and Tulsa, Okla. were added to the 130 cities afflicted with persistent and "substantial" unemployment. Thirty-two smaller areas also made the list.

The Labor Department said there are now 1,252 areas—130 main and 1,122 smaller job centers—listed as areas of substantial or persistent joblessness.

The highest jobless rates are mostly in the industrial states. Ponce, Puerto Rico has a 20.2 percent rate, Kenosha, Wisc. 17.7 percent, Atlantic City, N.J. 14.8 percent, New Bedford, Mass. 13.5 percent, Jersey City, N.J. 13.2 percent and Utica-Rome, N.Y. 12.2 percent.

'Working Dues' Assessment Clarified

Since going into effect on Oct. 1, 1975 by order of a membership-passed constitutional amendment, the new working dues assessments and how a Seafarer pays these assessments have caused some confusion among the membership.

Though the system has been working very smoothly it has been found that there are basically two misconceptions about the working dues assessments: (1) some members are confused as to how these assessments are computed; and (2) some members are under the impression that working dues are deducted from the Seafarer's regular vacation pay check, which is not true.

First of all, a Seafarer's working dues—which are paid in excess of the regular \$200 annual membership dues—are computed solely according to the number of days the Seafarer works. However, no working dues are assessed until the Seafarer accumulates at least 90 days of employment on SIU ships.

A Seafarer who has accumulated at least 90 days of seetime and is eligible for vacation benefits, pays his working dues when he files for his vacation check.

According to the SIU's latest three-year contract, which went into effect June 16, 1975, a Seafarer's vacation pay, based on one year of seetime is:

- \$2,200 for Group I (an increase of \$800 over the old contract).
- \$1,800 for Group II (an increase of \$600 over the old contract).
- \$1,400 for Group III (an increase of \$400 over the old contract).

Dues Increase Was Needed

However, shortly after the contract

was accepted by the membership, it was felt that some sort of dues increase was needed for the Union to maintain top facilities and services for the membership throughout the country. As outlined in a subsequently passed constitutional amendment, the dues increase would take the form of a working dues assessment.

To enable the membership to cover the working dues assessments without having to reach into their own pockets, the Union was able to obtain agreement from the operators for an additional increase in vacation benefits amounting to \$350 per man, per year regardless of whether he sails in Group I, II or III.

The actual working dues assessments amount to \$50 per 90 days of employment. So if a Seafarer accumulates one year of employment, based on 90 days per quarter, his dues assessments for that year amount to \$200.

But since the Union was able to get the additional \$350 in vacation pay through the renegotiation, the member who works a full year is actually receiving \$150 (minus Federal, state and other taxes) over and above his normal vacation benefits as outlined in the contract.

So now when a Seafarer picks up his vacation benefits, he is actually given two checks. One check, the larger of the two, covers the total amount of normal vacation benefits due the member as outlined in the contract.

The second check, the smaller of the two, reflects the differential between the agreed upon additional vacation pay and your working dues assessments which will have already been deducted.

For example, a Seafarer sails Group

I for exactly 90 days. When he goes to pick up his vacation benefits, he is given his normal vacation check of approximately \$550 (minus taxes) which is based on the \$2,200 yearly rate for Group I as outlined in the contract.

This Seafarer also receives a check amounting to approximately \$25 which reflects the approximate differential after the working dues and all taxes have been deducted.

So under the program of assessing

working dues, the Seafarer not only doesn't lose anything, he actually gains a few dollars. Many Seafarers have chosen to donate this extra money to the SIU's voluntary programs including the Log Fund and SPAD.

If you have any questions at all about the assessment of working dues, contact the local Union hall or write the SIU Vacation Plan at Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

Notice to Members On Shipping Procedure

When throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card
- clinic card
- seaman's papers

In addition, when assigning a job the dispatcher will comply with the following Section 5, Sub-

section 7 of the SIU Shipping Rules:

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

LOG Wins ILPA 1st Prize 2nd Year in Row; Takes a Feature Plaque

For the second year in a row, the *Seafarers Log* has won the First Award in General Excellence in the International Labor Press Associations' Journalistic Awards Contest.

This ILPA award is the highest the *Seafarers Log* can win in its category, which is international union publications of newspaper format with less than 100,000 circulation.

The *Seafarers Log* also won an Award of Merit in the ILPA's 1976 Journalistic Contest for a Unique Performance in the Best Feature Story category.

Entered in the ILPA's contest for the first time, the Harry Lundeberg School's *The Skipjack* was cited in three categories—an Award of Merit for General Excellence in a Regional Publication, an Award of Merit for Best Feature Story, and an Award of Honor for Best Use of Graphics.

The editor-in-chief of the *Seafarers Log* is Marietta Homayonpour and managing editor is James Gannon. Assistant editors are Ray Bourdius and Jim Mele. Frank Cianciotti is chief photographer and Dennis Lundy is associate photographer. George J. Vana



Marietta Homayonpour

is production/art director, Frank Evers, cartoonist and Marie Kosciusko, administrative assistant.

In 1975 the *Seafarers Log* staff also included Bill Luddy, who served as chief photographer and Anthony Napoli, an assistant editor.

The awards, which cover 1975 publications, will be presented at the ILPA's St. Louis Conference on June 5 and 6.



Marine Engineers Union Affiliates With MTD

The National Marine Engineers Beneficial Association has joined the SIUNA and 42 other AFL-CIO maritime related unions by affiliating itself with the AFL-CIO Maritime Trades Department.

The largest licensed marine officers union to be affiliated with the MTD, members of the NMEBA are now among the nearly eight million workers represented by the department. The MTD is headed by SIUNA President Paul Hall.

Jesse Calhoon, president of the NMEBA, will serve as that union's representative on the MTD's Executive Board.



Jesse Calhoon

The Committee Page

Neches Committee



Back in the SIU fold after two years under the MSC, is the *MV Neches* (Mount Shipping), formerly the *Falcon Duchess*. Ship's Chairman, Recertified Bosun Eugene Flowers (seated right) talks to the rest of the Ship's Committee of, (seated center) Chief Steward John C. Reed, secretary-reporter and (standing l. to r.): AB S. Lesko, deck delegate; Chief Pumpman John Rose, educational director; Utility Joe H. Roberts, steward delegate, and QMED I. Solomons, engine delegate. SIU Patrolman Steve Papuchis (seated left) holds the report he is making on the crewing-up of the tanker in the port of Norfolk on Apr. 28.

Overseas Vivian Committee



The Ship's Committee of the tanker *ST Overseas Vivian* (Maritime Overseas) posed for this photo following a run from the Far East late last month at a payoff at the Howard Oil Co. Dock in Bayonne, N.J. At the payoff on Apr. 26 are, (seated l. to r.): Bosun Pete Gorza, ship's chairman; Second Pumpman Tony Novak, engine delegate; Deck Maintenance Dick Mason, deck delegate; Chief Pumpman Clarence Crowder, educational director, and Chief Steward Orestes Vola, secretary reporter. The last member of the committee is (standing right) Cook and Baker Charles C. Williams, steward delegate. Also (standing l. to r.) are Crew Messman Don Dokulil and OS G. Ortiz.

Sam Houston Committee



Recertified Bosun Irwin Moen (front center) ship's chairman of the LASH *SS Sam Houston* (Waterman) relaxes with a cup of java at a payoff late last month at Brooklyn's Pier 7 in the port of New York. With him are the Ship's Committee of (l. to r.): Steward Delegate Joseph Simpson; Engine Delegate E. E. Douglas, and Deck Delegate Gordon L. Davis after the vessel returned from the voyage to the Mideast.

Borinquen Committee



With most of her Ship's Committee sporting moustaches, Recertified Bosun Calixto Gonzalez (2nd right) ship's chairman of the containership *SS Borinquen* (Puerto Rican Marine) waits for a payoff in the port of New York early last month after a run to the port of San Juan. Without the face adornment is Educational Director Billy Waddell (left), and (l. to r.): Deck Delegate Erik Hemila; Steward Delegate Jose Fernandez; Gonzalez, and Engine Delegate Leonard Dilling.

Zapata Patriot Committee



Here's part of a happy Ship's Committee of the new tanker *ST Zapata Patriot* (Zapata) of Recertified Bosun Ralph Murry (right), ship's chairman and (l. to r.): Steward Delegate Bob Hirsch; Chief Steward Tony Arrellano, secretary-reporter, and Engine Delegate Gene Morris. The ship, carrying refined petroleum, paid off in the port of Baltimore on Apr. 26.

Anchorage Committee



Recertified Bosun Esteban Morales (right), ship's chairman of the container ship *SS Anchorage* (Sea-Land) with part of the Ship's Committee of (l. to r.): Chief Steward C. L. White, secretary-reporter; Third Cook Fernando Salgado, steward delegate, and Deck Maintenance J. D. Poston, deck delegate. The ship paid off in the port of New York on Apr. 21. She's on the coastwise run.



Headquarters Notes

by SIU Executive Vice President

Frank Drozak

After an absence of nearly two years, SIU crews are again going aboard the former Falcon tankers *Duchess*, *Princess*, *Lady* and *Countess*, now renamed the *USNS Columbia*, *Neches*, *Hudson* and *Susquehanna*.

Although one of our contracted operators, Mount Shipping, was the successful bidder for the one-year Military Sealift Command contract to operate the four automated tankers, the MSC has reserved the right to inspect the vessels every six months and to review their operations.

If after the first year the MSC is satisfied that the ships are being properly maintained and running smoothly it has the option to extend the contract for another 30 months. If, however, the MSC is not satisfied, the contract can be terminated at almost anytime.

All of the 60 operators who originally entered bids are still eager to take over the operations of these vessels. This means that if we are to protect our jobs on the four tankers the SIU crews aboard them must cooperate with one another and work together to insure smooth sailing.

I ask the men aboard these ships to remember that they are not just protecting their own job—that AB's job aboard the *Neches* or QMED's job aboard the *Columbia* belongs to every man in this Union.

And not only are these jobs generating each man's wages, but they are also contributing to the maintenance of the SIU's Welfare and Pension Plan. They are helping to make each SIU member's pension and welfare benefits secure.

I am sure that the Seafarers aboard these tankers, realizing the importance of their work, will act responsibly and with the unity Seafarers always show when there is a difficult job to be done.

The SIU crew aboard the first of the four MSC tankers to be manned, the *USNS Neches*, has already set an example of seafaring excellence by preparing their ship for loading in eight hours less time than her previous crews had been able to do.

I congratulate these men and urge other SIU members who take jobs on the *Neches*, *Columbia*, *Hudson* or *Susquehanna* to also show the MSC that there is not a better or more efficient sailor in the world than a Seafarer.

In other areas, SIU members are also contributing to the welfare and job

security of the entire membership by upgrading and sharpening their professional skills.

This month, 12 more bosuns have graduated from the **Bosuns Recertification Program**, bringing to 379 the number of Seafarers who have gone through this course.

This Bosuns Program has been one of the most successful educational courses the SIU has ever conducted. The bosuns who have graduated are passing along what they have learned during their two months in Piney Point and New York, helping to create a better informed membership and keeping beefs which arise out of misunderstandings to a minimum aboard their ships.

Our "A" **Seniority Upgrading Program** has also been moving along well as six more Seafarers received their full Union membership this month. This brings the total number of SIU members to get their "A" books through this program to 227.

After two weeks in Piney Point and two weeks in Headquarters, the men who have passed through this course are ready to help fill the gap left by Seafarers who are getting their well-deserved pension or who have passed away.

I urge all eligible "B" book men to apply for this program as soon as possible.

A new upgrading program, the **Steward Department Recertification Program**, is now in the planning stages and as soon as the details are worked out with the Harry Lundeberg School, the membership will be notified.

In order to properly implement the program, the Bosuns Recertification Program will be temporarily suspended after the graduation of the class beginning the program this month.

This Union is also involved in helping its members prepare for the future by upgrading specific professional skills.

The two-day **Firefighting Course** jointly offered at the Lundeberg School and at the MSC-MARAD Firefighting School in Earle, N.J. enables any SIU member to get a firefighting certificate, a certificate which the Coast Guard will some day require all seamen to have.

If you would like to attend the program and get your firefighting certificate, see your port agent.

LNG tankers will soon be entering the American-flag merchant fleet and seamen taking jobs aboard these vessels will be required to have special training and Coast Guard certificates.

Seafarers can prepare for these ships through the Lundeberg School's excellent **LNG/LPG Upgrading Program**.

For more information about this program see the special LNG supplement in this issue of the *Seafarers Log*.

I urge interested members in all departments to contact the Lundeberg School and to arrange to attend the next LNG class which is scheduled to begin on Sept. 20. (See Lundeberg School application on Page 31)

1st Tripper, an HLSS Grad



First tripper Don Dokull, crew messman on the *ST Overseas Vivian* (Maritime Overseas) at work late last month in the port of New York following his graduation from the HLSS in Piney Point, Md. early in March. The vessel is on the run to the Far East.

Engineer Praises QMEDs



A testimonial comes with this watch as QMED Tony Garza and Third Asst. Engineer Forrest C. King check the control panel aboard the *LASH Stonewall Jackson*. Brother King, an ex-Seafarer who upgraded, took an opportunity during a recent payoff in Brooklyn to tell a *Log* reporter that "I'm very pleased with the quality and efficiency of the QMED's coming out of your school, and I speak for all the engineers on the *Jackson*."

U.S. Tuna Fishermen Greatly Reduce Porpoise Mortality

American tuna fishermen have succeeded in drastically reducing incidents of porpoise mortality in their tuna catches as a result of major improvements and modifications of equipment and techniques.

According to the National Marine and Fisheries Service, which has been monitoring progress in the tuna industry, the porpoise mortality rate has plunged more than 30 percent in the first four months of this year alone. And the NMFS said it expects even further improvements in the last two thirds of 1976.

The tuna industry's most important breakthrough in combating inadvertent porpoise mortalities came with the development of the medina panel net. The revolutionary medina panel features a

much finer meshing than in the old nets. This fine meshing prevents the porpoise from getting his snout entangled in the mesh, which was the major cause of porpoise deaths in the old wider meshed nets.

Today's improved tuna nets also include a bold contender system, which gently forces the porpoise, which always swims near the surface, over the cart line via a long finely meshed apron shute.

As a further precaution against porpoise mortality, two speed boats, manned with fishermen carrying porpoise grabbers, carefully follow the nets as they are dragged toward the fishing vessel during back down. The porpoise grabber, a long pole shaped like a shep-

herd's crook, is used to gently pull the surface swimming porpoise over the corks and to freedom.

As the nets are drawn nearer the fishing vessel, it is common for five or six men to jump in the water and help any remaining porpoises over the top of the net. This is often a dangerous process since the nets pull in a number of sharks along with the tuna catch.

Jim Bozzo, secretary-treasurer of the SIUNA-affiliated Fishermen's Union of Atlantic, Pacific and Caribbean, said that "the men are working very hard to prevent as many porpoise mortalities as humanly possible."

Bozzo pointed out that "the safety of

porpoise schools is vital to the tuna industry because porpoise run with the tuna, and when the boats sight surface swimming porpoises they know tuna are below. So if there is no porpoise population, there is no tuna fishing industry, either."

He also noted that "the tuna industry has invested a lot of money into improvements and modifications to reduce porpoise mortalities. And the industry is now experimenting with other means of cutting the death rate."

Bozzo concluded "our goal in the tuna industry is a zero porpoise mortality rate, and we have already done much to help achieve this goal."

Gibson Writes About Merchant Marine-Navy Cooperation

The following letter appeared in the April 1976 edition of *Sea Power* magazine, the official publication of the Navy League of the United States. Written by Andrew Gibson who was Assistant Secretary of Commerce for Maritime Affairs from 1970 to 1972, the letter deals with pertinent issues brought up in an interview held with SIU President Paul Hall and published in the February 1976 edition of *Sea Power*.

In your recent excellent interview with Paul Hall you raised two questions which I continue to find most disturbing. Both questions were presented in the form of factual statements, to which you asked Mr. Hall's comment. The first was that, "many senior Navy officers though — those who served in World War II, particularly — recall that during the war a number of merchant marine captains just didn't want to cooperate with the Navy." The other was the assertion that, "the Department of Defense sometimes says they can't count on United States flag ships being available at all times — they are referring to a possibility of a strike."

Both statements are closely related and they indicate a state of mind peculiar to many senior naval officers which I believe precludes any real cooperation with the merchant marine. In part it appears to stem from a deep-seated distrust of any civilian-run establishment. To address myself to the second statement first, I have been associated with the U.S. maritime industry for more years than I care to remember and was directly involved in various capacities in World War II, the Korean War and the Vietnam War. I cannot recall one single instance of a strike ever directly or indirectly affecting any vessel carrying Department of Defense cargoes. While I can recall some well-publicized accounts of sabotage by ship's crews on naval vessels during the Vietnam War, I am aware of nothing similar happening on board a merchant ship. In all fairness if the Navy has some basis for questioning the reliability of union crews they should say so. I think that it's time to "put up or shut up."

As to the cooperation of merchant ships' captains during World War II, I can only speak as one of those captains. I never heard of an instance, although they may well have occurred, when the military establishment received less than full cooperation. I encountered merchant marine officers during the war who I considered less than competent, but I certainly had the same experience with those in the military. I have never regarded these relatively

small numbers to be indicative of the stature of either the military officers as a group or those in the merchant marine. To single out any given individual or incident and use that as a basis for future naval policy is not only ridiculous but harmful to the best interests of the nation.

Your magazine could serve a great purpose in bringing this issue out in the open. Either the U.S. merchant marine can be counted on to serve as the "Fourth Arm of Defense" as it was characterized by President Eisenhower, or it can't. The country and the industry are entitled to know.

Very truly yours,

Andrew E. Gibson

Annual Maritime Day Proclamation Issued

Below is a reprint of the Maritime Day Proclamation issued by President Gerald R. Ford last month.

THE WHITE HOUSE
NATIONAL MARITIME DAY, 1976

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA
A PROCLAMATION

Maritime enterprise is one of the keystones upon which America's economic strength has developed. The spirit and vitality of this great Nation has been linked with the sea for more than 200 years. As we celebrate this Bicentennial year, all Americans should be aware of our proud maritime heritage.

After winning independence, the Founding Fathers considered shipping and trade so crucial to the survival of the new Nation that five of the initial acts passed by the first Congress were designed to foster American trade and maritime development.

Over the years, in war and peace, the American merchant marine has served the Nation. Today, in its position of world leadership, the United States continues to rely on its maritime industries. Shipping, shipbuilding, and the vast flow of trade through our ports contribute to the Nation's economic development and security.

To promote public awareness of our marine heritage, the Congress, in 1933 (48 Stat. 73, 36 U.S.C. 145) designated the anniversary of the first trans-Atlantic voyage by a steamship, the SS SAVANNAH, on May 22, 1819, as National Maritime Day, and requested the President to issue a proclamation annually in observance of that day.

NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, do hereby urge the people of the United States to honor our American merchant marine on May 22, 1976, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this fourteenth day of April, in the year of our Lord nineteen hundred seventy-six, and of the Independence of the United States of America the two hundredth.

GERALD R. FORD

LOG Reader, SPAD Giver



LOG reader Ismael Wala, general utility aboard the containership SS *Charleston* (Sea-Land) gets a \$20 SPAD receipt from SIU Patrolman Teddy Babkowski in the middle of last month. The ship, on the coastwise run, paid off in the port of New York at Port Elizabeth, N.J. on Apr. 29.

Emergency Hospital Care

Inquiries have been made recently by a number of Seafarers concerning hospital care in a non-USPHS facility. If a Seafarer is too ill or badly injured to travel to a Public Health Service facility, he or someone acting in his behalf must request authorization for the emergency care from the Director/Medical Officer in Charge of the nearest USPHS hospital, outpatient clinic or contracted physician. This request may be made by telephone or telegraph.

When the Medical Officer in Charge is satisfied that the seaman is eligible and his condition is a true emergency, he will grant authority for the requested care and the USPHS will assume responsibility for all bills.

Unless this request for authorization is made within 48 hours of seeking treatment, the USPHS may refuse to pay for any of the medical services rendered.

Seafarers should also note that the SIU Welfare Plan does not cover medical expenses incurred by members eligible for USPHS care. If the USPHS refuses to pay for emergency care given at non-USPHS facilities because a Seafarer failed to notify the facility, the SIU Welfare Plan will not pay for any bills incurred.

Washington Activities

By B. Rocker



Merchant Marine Oversight

The Merchant Marine Subcommittee is continuing to hold hearings on Title XI guarantees to promote financing or refinancing of U.S.-flag ships built in U.S. shipyards with materials produced in the United States.

The hearings have covered the entire maritime program and have taken almost a year.

Since the Title XI program began in 1938, 1,235 vessels and 2,831 lighters have been financed under its provisions. There have been only 10 defaults. It is likely that Title XI has made it possible to build many ships which could not have been built if private funding had to be found.

Ocean Mining

Hearings are scheduled in the House Interior and Senate Commerce Committees this month to consider promotion and regulation of mining in the deep-sea bed.

At the present time, the United States is the only country with the necessary technology, and equipment is extremely costly. However, West German companies are running a close second and France and Japan are next—neither of the last two is in a U.S. consortium. For the protection of our nation's interest in the future, we must begin now to formulate policy.

200 Mile Limit

The President has signed into law a bill requiring foreign fishermen to get permits to fish within 200 miles of our shores. The bill is an attempt to protect our fishermen from raids by foreign ships, particularly those which come into U.S. coastal waters to catch and process large quantities of fish in their floating factories.

Third-Flag Bill

Also in the Merchant Marine Committee, this bill sets minimum rates for foreign-flag carriers and protects U.S.-flag ships from being cut out of the market.

Water Pollution

The Senate Subcommittee on Water Resources is scheduled to hold hearings on water pollution liability. The bill would reduce the liability on spillages from \$5 million to \$50,000 for the first accident, with a schedule of payment for further occurrences.

Coast Guard

SIU has been watchful and alert to laws which cover our industry, and our representatives have monitored new maritime bills in Congress for many years. We read the bills and review progress of the bills as they move through the legislative process. We help educate congressmen and their staff members to the effects specific pieces of legislation have on Seafarers.

Now it has come to our attention that some of the gains we have made through the Merchant Marine Act of 1970 and other legislation are being eroded by action or inaction of the Coast Guard.

For that reason, we have started to gather information and are meeting with Coast Guard representatives to discuss manning scales, enforcement of regulations and other problem areas. We are particularly concerned about any changes in working conditions for our members which would affect safety standards, especially in the area of reduced manning.

International Transport Federation

SIU hosted delegates of the International Transport Federation this month at the Harry Lundeberg School, Piney Point, Md.

ITF, the free-world labor federation, includes within its membership delegates from Great Britain, Holland, Denmark, Sweden, Norway, Finland, India and the United States. SIU has advisory membership within ITF, with official recognition from the State Department.

We keep up with all developments as they apply to the U.S. maritime industry and contribute our views or rally support for proposals which will improve Seafarers' working conditions, as well as the working standards for all Americans.

During the meeting at Piney Point, the group prepared a draft of a manning scale to be presented to the seafaring section of ITF. They also discussed standards of training and watch-standing.

It's Family Day at the Clinic



It was weekly Family Day at the Headquarters Medical Clinic early last month as pediatrician Dr. A. Koutras (center) listens with his stethoscope to the little ticker of Michael Adam (right) as his mother, Mrs. John (Julie) Adams lends her moral support. Daddy ships as deck maintenance.

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.

Larger Vessels Needed For New Great Lakes Era

In a projected new era of Great Lakes shipping, new, larger vessels must be built to carry the millions of additional tons of iron ore and low sulphur Western coal which will be required, says a shipping specialist.

To take care of the increased movement on the Lakes, new ships will have to be longer, wider and be able to carry enormous quantities of cargo.

In 1974, the combined Great Lakes iron ore and coal fleets worked to full capacity. Now the American Iron and Steel Institute reports that by 1980 the U.S. steel industry will need another 25-million tons of steelmaking ability. This would mean that an additional 31-million tons of iron ore a year plus coal would be needed by then.

Both these factors would result in a considerable amount of new cargo for the Lakes.

Since 1970, the size of the average Great Lakes ship has gone up more than 2,000-tons to 17,868-tons.

By 1995, the expert sees the U.S. dry bulk fleet on the Lakes having 10 self-unloaders of 861-feet to 1,000-feet long; 12 self-unloaders from 768-feet to 869-feet long and 25 self-unloaders of 700 to 767-feet long. Today, the Great Lakes fleet has only two self-unloaders in the jumbo class, one self-unloader in the second category and 14 self-unloaders in the last class.

For the year 2020, 315-million tons of cargo are expected to be shipped on the Lakes. For this, 29 jumbo ships, 40 self-unloaders in the medium class and 60 in the last category are projected. The vessels will be 1,300-feet by 140-feet and capable of carrying a cargo of 125,000-gross tons.

Bill Extends U.S. Fishing Rights to 200 Miles Offshore

President Ford signed a bill into law last month which extends U.S. offshore control over fishing rights to 200 miles until an international agreement is adopted by the United Nation's Law of the Sea Conference.

American fishing organizations, including the SIU-affiliated New Bedford Fishermen's Union, called for the 200

mile limit because Soviet and other foreign fishing fleets are decimating fishing grounds off the U.S. coast with "floating factories" which take large catches and ignore good fishery conservation practices.

After March 1, 1977 the law requires permits for all fishing vessels operating within the 200 mile limit except for

fleets following highly migratory species such as tuna.

American fishermen will be given preferred treatment in obtaining the permits which will be limited in order to protect U.S. spawning and fishing grounds.

The Coast Guard will expand its ship

and aircraft patrols to cover the new restricted fishing zone. Observation satellites and electronic identity devices called transponders aboard all foreign fishing vessels with permits will augment the Coast Guard patrols as the U.S. begins this program to conserve and manage this vital natural resource.

ILPA Urges Enactment of Postal Service Subsidy Bill

The International Labor Press Association (ILPA) fearing that the constitutional right of free speech and free expression of ideas will soon be priced out of the reach of many Americans, is urging the U.S. Senate to approve a bill which would provide a Federal subsidy for the U.S. Postal Service and to include an amendment in the bill which would set a percentage ceiling on postal rates for non-profit second class mail.

Almost all union publications, including the *Seafarers Log*, are distributed at the non-profit second class postage rate.

Calling these non-profit second class publications "an endangered species," ILPA Sec.-Treas. Allen Y. Zack warned, "if continued increases in postal rates force more publications to fold, freedom of expression will become a luxury for only those who can afford it."

Introduced by Sen. Gale McGee (D-Wyo.), the postal bill supported by the ILPA and AFL-CIO provides for a public service subsidy of approximately

\$3 billion over the next three years for the U.S. Postal Service (USPS). It would also create a commission to systematically study the current problems of the USPS.

The amendment proposed by the ILPA would require that the non-profit postage rate not exceed 50 percent of the commercial second class rate.

The ILPA feels this amendment is vital to the continuation of a free labor press because non-profit users of second class mail have been hit with the largest increases in postal rates.

Further increases in these rates, the ILPA says, would force many union papers to cease publication and greatly hinder the free expression of ideas guaranteed by the First Amendment.

Textile Workers Study Consumer Boycott Against J. P. Stevens

A drive to organize employees of J.P. Stevens & Co., the second largest textile manufacturer in the U.S. and the "worst" anti-union employer here, is

shifting into high gear with a possible nationwide consumer boycott, now under study, of the company's products by the AFL-CIO and the Textile Workers Union of America (TWUA).

Triggering the mammoth drive is the company's disregard of a clear National Labor Relations Board (NLRB) election victory won by the TWUA in August 1974 and its refusal to bargain collectively with the union for a contract for 3,600 Stevens workers at a seven-textile mill complex in Roanoke Rapids, N.C.

TWUA says Stevens has stalled 20 negotiating sessions in Roanoke City for almost two years by not agreeing to sign a contract. The union has filed unfair labor practices with the NLRB to break the deadlock.

The company has been found guilty by the NLRB of unfair labor practices 13 times since 1963. Eleven of these

decisions were upheld by the higher courts.

Workers Illegally Fired

Stevens had to pay \$1.3-million in backpay and reinstate 289 workers illegally fired for union activities. The company had to pay TWUA \$50,000 in 1973 for illegally tapping union organizers' telephones during a drive at the Stevens mill of 500 employees in Wallace, S.C.

The TWUA has filed other charges with the NLRB on the company's closing its Statesboro, Ga. mill instead of bargaining with the union as the labor board and the courts ordered.

Stevens has 46,000 other employees at 89 other plants in the U.S. And there are 700,000 unorganized textile workers in the South.

Stevens had record-breaking profits of \$93.4 million in 1974 on sales of \$1.25 billion.

Seafarers Plans Must Have Member's Latest Address

Because of the Employee Retirement Income Security Act of 1974 (often referred to as the Pension Reform Act) it is extremely important that the latest correct address of each member be on file. If the Seafarers Plans have your latest address, you will be able to receive all the necessary and vital material which is required to be sent to you under the new Law.

It is also very important that the Plans be aware of your marital status.

Therefore, you are strongly urged to fill in the form below and send it to: Claims Department, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

Seafarers Welfare and Pension Plans

SIU IBU Soc. Sec. #

check one

Name
Print Last Name First Name Middle Initial

Permanent Address
Print Number and Street City State Zip Code

Date of Birth
Mo / Day / Year

First Year of SIU, IBU Employment

Spouse's Name
Print Last Name First Name Middle Initial

Permanent Address
Print Number and Street City State Zip Code

Date of Birth
Mo / Day / Year

A Dozen QMEDs Graduate



Wearing fedora on a blustery day, QMED Instructor Jack Parcel (center rear) is with 12 of his graduating class of QMEDs of, (l. to r. front): Ruben Rodriguez; Oscar Bird; Orlando Guerrero; Kenneth Linah, and Joseph Diosco. In the middle (l. to r.) are: John Gammon; Felix Durand; Robert Benson; Gary Westerholm, and Eric Sager. Bringing up the rear are (l. to r.): William Kenney; Parcel, and Fletcher Hanks.

SIU Official on T.V.



SIU Atlantic Coast Vice President Earl "Bull" Shepard (2nd left) appearing on TV Channel 13 "What's Next Baltimore" Show on May 1 listens to the show's moderator (right) Richard Shrer ask "What do you feel is Baltimore's future as a major port in the foreign market?" Other members of the panel were (l. to r.): Ray Halpin of the Maryland Port Administration; U.S. Lines' George Maier, and Atlantic Container Lines' Robert Hays.

New Tanker Beaver State Crews Up, Sails

The SIU continues to man new ships giving jobs to our membership with the crewing up on Apr. 13 of the new San Clemente B class tanker, the 91,849 dwt *ST Beaver State* (Westchester Marine) as the refined petroleum carrier (25-million gallons) sailed for Singapore (ETA May 5) from the port of San Diego. The 894-foot vessel—a sistership of the SIU-contracted *ST Worth* (WM)—was built in the National Steel and Shipbuilding Co. Shipyard in San Diego, was launched on Oct. 11, 1975 and was delivered to the company in February. She does 17 knots, draws 49 feet and her beam is more than 105 feet. Besides the *Worth*, the *Beaver State* joins three other tankers launched by the company during the past two years and manned by SIU crews, the *ST Golden Monarch*, *Golden Dolphin* and *Golden Endeavor*.



On the left, Piney Point upgrader and Day/QMED Mark Wilhelm, educational director, looks over the *ST Beaver State*'s cargo pump controls. Top, a close shot of the tanker's bulbous, smilin' prow. Below, looking aft from the foscle head. Note the ship's bell in the foreground and the San Diego Bay Bridge (rear). Right, Recertified Bosun Ben Miggnano, ship's chairman, secures the tension wire rope in the windlass on the fantail.



Know Your Rights



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

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

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

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

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

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

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

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

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

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

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

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



SS Boston

Capt. A. Svensson and Chief Officer E. Powell of the containership *SS Boston* (Sea-Land) while at sea on Apr. 4 on a coastwise run wrote the following letter to the ship's chairman, Recertified Bosun Loyal E. Joseph on the heroic action of a Seafarer crewmember in saving the life of a shipmate:

"In recognition of Samuel A. Sotomayor's intrepid actions on Apr. 2 in rescuing a fellow crewmember, please cause the following log entry to be read at your next meeting and to be included in the minutes thereof as a permanent record.

"Log entry, *SS Boston*, Apr. 2, 7 p.m. Houston, Tex.

"3rd Cook Victor Silva fell into the water at vessel's berth, City Dock No. 16, this port.

"The seaman was returning to the vessel from shore when he apparently caught his foot in a hole or recess on the dock, at the gangway approach, and fell (into the water) between the inner and outer stringpiece of the dock.

"The incident was observed from the poop deck by several of the vessel's crewmembers.

"Upon noticing the plight of Silva, Messman Samuel A. Sotomayor, with complete disregard for his own safety and wellbeing, dove into the water from the vessel's fantail and supported Silva until a ladder and rescue lines were brought by ship's crew and others.

"Both men were helped from the water. An ambulance was summoned and Silva left the vessel at 7:50 p.m., this date, for medical attention.

"Other details of this incident as per separate reports and witness' statements.

"For the record, it is herewith entered that, in the opinion of all present, Samuel A. Sotomayor, through his unhesitating and unselfish actions, saved the life of Victor Silva."

The ship docked in the port of New York on Apr. 8.

ST Ogden Yukon

"... Seafarer crew was a great help in fighting the blaze (which charred her stern) on the ship," telephoned a crewmember of the *ST Ogden Yukon* (Ogden Marine) to Headquarters late last month when the grain ship was threatened at night by an intense dockside fire fueled by gasoline and propane which completely destroyed a wholesale lumber complex warehouse alongside in the port of Rensselaer, near Albany, N.Y.

The vessel had just passed through the port of New York after delivering grain to Russia and had sailed up the Hudson River to a payoff in the port of Albany berthing at the Rensselaer Dock on Apr. 19 to load on corn for the U.S.S.R., when the two-hour blaze erupted in the Shephard and Morse Lumber Co. Warehouse off Riverside Avenue.

The fire began about 8:30 p.m. in the warehouse's old dock igniting the company's main office building and nearby gasoline and propane gas fuel tanks shooting heavy smoke, searing heat and flames soaring hundreds of feet into the atmosphere to menace firefighters and the stern of the *Ogden Yukon*.

Led by the ship's chairman, Recertified Bosun Donato Giangiordano, the deck gang snuffed out the flames on the smoking stern as the vessel was swiftly maneuvered out to midstream before serious damage or injury resulted.

SS Great Land

A story in the "Seattle Audubon Notes" by Dorothy Siewers of the city's Wild Bird Clinic mentions two unnamed Seafarers of the Ro-Ro *SS Great Land* (Inter Ocean) who came to the aid of one of our feathered friends recently on a run from Alaska. The story read:

"The most colorful patient we've had in a long time is 'Muffin the Puffin,' who came tumbling out of a stiff gale and onto the deck of the *SS Great Land* in the Strait of Juan de Fuca. Fortunately, the ship was inbound to Seattle, and—also fortunately—two seamen volunteered to take charge of the bird, who was disabled by a wing injury. The young men notified the clinic (in the Joshua Green Building at 33rd South) of the emergency, and 'Muffin' was soon under our care. He is an agreeable convalescent and is now thriving on a diet of smelt and clams. Since he's the first puffin we've ever had, we do tend to fuss over him a little."

ST Eagle Traveler

Departing one or two Gulf ports on May 12 was the *ST Eagle Traveler* (Sea Transport) carrying 31,000-tons of bulk wheat to the port of Alexandria, Egypt or Port Said, Egypt.

SS George Walton

From the Gulf on May 13, the C4 *SS George Walton* (Waterman) hauled 1,500-tons of bulk brown rice to the port of Pusan, Korea.

ST Mount Navigator

Transporting 31,000-tons of heavy grains to a Russian Black Sea port on May 1 was the *ST Mount Navigator* (Cove Tankers).

ST Overseas Aleutian

On May 1 the *ST Overseas Aleutian* (Maritime Overseas) traveled to a U.S.S.R. Black Sea port with 33,000-tons of heavy grains.

Russell Stover Boycotted

Where to Buy Your Union-Made Candy

Following up a continuing U.S. consumers boycott campaign and nationwide picketing of Russell Stover Candies stores, the Bakery and Confectionery Workers International Union of America (BCWIUA) has, in a statement, renewed its appeal to the buying public not to purchase the non-union products and issued a list of firms manufacturing union-made candy.

The actions came after Russell Stover refused to bargain collectively with the union.

The union's statement declared:

"Russell Stover Candies, Inc. has followed a consistent pattern of anti-union activity in resisting the right of

its employes to become members of the Bakery and Confectionery Workers' International Union of America.

"As a last resort effort to bring the Russell Stover management's labor relations into the 20th Century, the Bakery and Confectionery Workers have called a nationwide boycott against Russell Stover Candies.

"The AFL-CIO Executive Council endorses this product boycott and urges all union members and concerned consumers to refuse to buy Russell Stover Candies until the company rejects its patently anti-labor policies."

The BCWIUA urges consumers to buy their candy at these union-made companies:

Barricini Candies, Inc.
22-19 41st Ave.
Long Island City, N.Y. 11101

Boyer Brothers, Inc.
Box 1232
Altoona, Pa. 16601

Paul F. Beich Co.
West Front Street
Bloomington, Ill.

Price Candy Co.
718 Arch St.
Philadelphia, Pa. 19106

Brown and Haley
(Northwest only)
1940 E. 11th St.
Tacoma, Wash. 98401

Societe Candy Co.
(Northwest only)
800 Western Ave.
Seattle, Wash. 98104

Barton's Candy Corp.
80 DeKalb Ave.
Brooklyn, N.Y. 11201

Whitman's Chocolates
Division of Pet, Inc.
P.O. Box 6070
Philadelphia, Pa. 19114

Rogers Candy Co.
(West Coast only)
315 West Mercer St.
Seattle, Wash. 98119

Vernells' Fine Candies
(Northwest only)
1825 Westlake North
Seattle, Wash. 98109

Bunte Candies, Inc.
129 E. California
Oklahoma City, Okla. 73104

Cable Car Candy Co.
700 West Pacific Coast Highway
Long Beach, Calif. 90806

Cardinet Candy Co., Inc.
(West Coast only)
P.O. Box 5277
Concord, Calif. 94520

Hooper's Confections, Inc.
4632 Telegraph Ave.
Oakland, Calif. 94609

Standard Specialty Co.
1028 44th Ave.
Oakland, Calif. 94601

Hershey Foods Corp.
19 E. Chocolate Ave.
Hershey, Pa. 17033

Candy Cupboard Brand Candy
New England Confectionery Co.
254 Massachusetts Ave.
Cambridge, Mass. 02139

Ghirardelli Chocolate Co.
1111 139th Ave.
San Leandro, Calif. 94578

James P. Linette, Inc.
Front and Washington Sts.
Reading, Pa. 19601

Schrafft Candy Co.
529 Main St.
Boston, Mass. 02129

Planters/Curtiss Confectionery
Division of Standard Brands, Inc.
3638 North Broadway
Chicago, Ill. 60613

See's Candy Shops, Inc.
3423 South LaCienega Blvd.
Los Angeles, Calif. 90016

Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.



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

Don't Buy Lever Brothers Products, ICWU Asks as Apr. 10 Strike Continues

The Lever Brothers Co. Council of the International Chemical Workers Union has issued an appeal to the American consumer not to buy any of the company's following products until the firm's 2,600-employees end their Apr. 10 strike against the soap-producing giant.

Heading the Don't Buy List are household-word products which are made in four plants in Edgewater, N.J., Baltimore, St. Louis and Los Angeles.

The products are liquid detergents and fabric softeners: Wisk, Swan, All, Lux, Dove and Final Touch. Powdered detergents are: Breeze, All, Drive, Rinso, dishwasher All and Silver Dust. Bar soaps are: Lux, Lifebuoy, Dove, Phase III and Caress. Tooth-pastes are: Aim, Close-Up and Pepsodent. Edible products are: Imperial and Imperial Soft Blend, Good Luck, Promise and Autumn margarine; Spry Shortening and Mrs. Butterworth's Syrup.

Early this month, the union said, there were no meetings scheduled with Lever Brothers representatives and the company appears to be preparing for limited production, using office and supervisory personnel.

Job Security Paramount

So the ICWU believes this may be a long strike. The main issue, job security,

is critical for the entire labor movement, the ICWU notes. The union is effectively picketing the company's plants and is extending picketing to public warehouses which have contracted with Lever Brothers to do the striking worker's jobs.

The Lever Brothers workers voted to reject the company's final offer by a vast majority. They say the company has announced plans which would result in the loss of many jobs in the four plants and is unwilling to guarantee any type of job security or to work toward a settlement which would give the workers the right to transfer to the other plants or to ease the pain of worker dislocation from the company after years of employment.

Instead, the chemical workers claim, the company wants a three-year contract so they can make the many changes they want unimpeded by economic pressure. The ICWU has never had a three-year agreement with Lever Brothers in 30 years of collective bargaining with them and they assert this does not seem to be the opportune time for them to do so.

Lever Brothers is a wholly-owned subsidiary of Unilever, a gigantic multinational corporation with over 500 subsidiaries administered from London, England and Rotterdam, The Netherlands.

For Seafarers and Kin Under 65

You Can Get Medicare Insurance for a Permanent Kidney Failure Condition

Seafarers and their dependents under 65 with permanent kidney failure are eligible for Medicare health insurance which provides continuous, life-saving dialysis treatments or a kidney transplant, according to the U.S. Department of Health Education and Welfare, Social Security Administration.

The new provisions of the health law coverage resulted from changes incorporated in the 1972 amendments. Today, about 23,000 persons in the U.S. with permanent kidney failure are receiving dialysis treatments paid for by Medicare.

You are eligible for this coverage if:

- You have worked long enough to be insured under Social Security or the Railroad Retirement System.
- You are already getting monthly Social Security or railroad retirement benefits.
- You are the husband, wife or dependent child of someone insured or getting benefits under Social Security or the Railroad Retirement System.

You can apply for Medicare at any Social Security office or if you can't visit the office, a representative can visit you to take your application.

If you are eligible, you don't pay a monthly premium for Medicare hospital insurance. For the voluntary Medicare medical insurance, you now pay a basic monthly rate of \$6.70 and on July 1, \$7.20 a month.

The medical insurance pays for the outpatient maintenance dialysis, doc-

tors' and surgeons' fees, self-dialysis training and home dialysis equipment and supplies. The hospital insurance pays for kidney transplant surgery and related inpatient hospital services.

For Medicare payment of this treatment, hospitals must meet special health, safety and professional standards. Your doctor or the hospital can tell you if they are approved.

When you start dialysis, your Medicare payments begin the first day of the third month after starting. When you enter a hospital for transplant your Medicare coverage starts.

This total coverage ends 12 months after the month you either no longer require dialysis or you receive a transplant. Your coverage would continue if dialysis had to be started again or another transplant was needed during the 12-month period following transplant surgery. The medical insurance coverage stops if you don't pay premiums or cancel.

A Government pamphlet, "Medicare for People Under 65 With Permanent Kidney Failure" can be picked up at any Social Security office.

If you have permanent kidney failure and find you are not covered under Medicare or cannot meet the Medicare medical insurance payment, contact SIU Welfare Director Al Bernstein to find out about other coverage, including the SIU Welfare Plan. Brother Bernstein can be reached at Union Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

ASHORE



Staten Is. (N.Y.) USPHS Hospital

A makeshift, several-thousand-mile communications network using ship-to-shore radio-telephones, ham radio operator sets and the ordinary telephone, used by a Florida ham radio buff, helped to save the life of a heart attack victim stricken aboard the *SS Tamara Guilden* (Transport Commercial) last month.

The victim, the bulk carrier's radio operator, Horten E. Whaley, 50, of Warington, Fla., was stricken as the freighter was 250 miles southeast of the port of Philadelphia early on the afternoon of Apr. 14 following a run to the Med.

As none of the Seafarer crew knew how to operate the ship's radio-telephone on the normal emergency frequencies, Capt. James F. Caylor, master of the vessel, was able to raise an unknown ham operator in Fort Lauderdale, Fla. who in turn notified the U.S. Coast Guard Base at Floyd Bennett Field, Brooklyn, N.Y. via telephone of the crisis.

Simultaneously, a New Jersey ham was monitoring the radio transmissions between the Florida ham and the ship.

"They were in contact with the ship through their radios," reported the Coast Guard, "and we were able to pass messages to the ship via radio-telephone."

A special, long-range Coast Guard medical evacuation helicopter was dispatched from Brooklyn at 2:30 p.m. and lifted Whaley from the *Tamara Guilden* at sea. Set down at Fort Wadsworth, Staten Island, N.Y., he was speeded by ambulance to the USPHS Hospital here in Clifton where he received medical treatment at 6 p.m.

On May 3, the hospital said the stricken seaman had been released to go home.

Morehead City, N.C.

"They that go down to the sea in ships, that do business in great waters;

"These see the works of the Lord, and his wonders in the deep.

"For he commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.

"They mount up to the heaven, they go down again to the depths: their soul is melted because of trouble.

"They reel to and fro, and stagger like a drunken man, and are at their wit's end.

"Then they cry unto the Lord in their trouble, and he bringeth them out of their distresses.

"He maketh the storm a calm, so that the waves thereof are still.

"Then are they glad because they be quiet: so he bringeth them unto their desired haven."

Psalms 107:23-30

Spreading the above good word of the Bible here is a 1966 SIU scholarship winner who also won an art prize in the 1960-1 Union's Safety Program poster contest.

Shipboard chaplain, the Rev. Bernard A. "Bernie" Maret, 38, joined the SIU in 1958 in Florida sailing five years in both the deck and steward departments, serving in between two years in the U.S. Army before retiring his book in the ports of Mobile in 1961 and in New York in 1963.

The Bellmore, L.I., N.Y.-born minister wrote to the *Log* to tell us that he and his wife, Norma now serve the spiritual needs of the American merchant seaman and their families.

"I have a burden on my heart for seamen. I know personally how they think and how they live," wrote Rev. Maret.

"I feel there is today a great need on American ships concerning the spiritual aspect of the life of the seaman . . . As I minister on the ships, I know the very heartbeat of these men, not as one looking from the outside, but as one who has been down the same road.

In closing, Rev. Maret said, "The ministry covers a wide scope: Bible studies, preaching services, personally counseling the men concerning emotional, domestic, and spiritual problems and ministering to the needs of their families when possible.

"I believe the answer to all the problems one has is through a right relationship with God. When this is established there is a change in one's values, outlook on life and attitudes toward those he works with."

Gives \$1100 to SPAD

Recertified Bosun Richard A. "Chris" Christenberry shows the 50 \$20 SPAD receipts, totaling \$1,000, which he bought last month in the port of San Francisco. He had also contributed \$100 to SPAD earlier this year. Brother Christenberry declared "I know that we must remain in the political arena and elect people who are friendly to the maritime industry. Purchasing \$1,000 of SPAD is a type of 'insurance policy' to protect my job."



SECURITY IN UNITY

SIU Alcoholic Rehab Center

Seafarer Writes About His Experiences in Program

"There is no shame attached to alcoholism. . . . The shame is not doing something about it."

These are the words of John A. Sullivan, a long-time SIU member from Seattle. John was—like so many millions of Americans are—an alcoholic. Unlike so many millions of Americans, though, John decided to do something about it. He is now

going through the SIU's Alcoholic Rehabilitation Program in Piney Point.

The road to recovery from alcoholism is not an easy one. It takes time, work, a lot of help from others, and most importantly, desire—the desire to break from a lifestyle dominated by alcohol and return to the mainstream of society. Brother John Sulli-

van had that desire and is now on the road to a new life.

Carried on this page are two pieces written by Brother Sullivan. One, entitled "The Road Back," poetically describes the inner turmoil of a man trying to make the decision to take the step to seek help. The other piece vividly describes what goes on at the SIU Rehabilitation Center and what

this program has meant to him.

Brother Sullivan said he hopes that by publishing these articles, other Seafarers who have the same problem he had, will seek help and come to the Alcoholic Rehab Center.

(The Log wishes to thank Brother Sullivan for submitting these well written articles for publication.)

This Is the Place to Do Something About Solving Your Problem

By John A. Sullivan

To those who don't know what the SIU alcoholic rehab program is all about I'd like to tell you. I'm going through it now, and I'm glad I am. For those of you who have an alcoholic problem and want to do something about it, then my friend this is the place to do it. First, there are no iron bars, there are no locked doors. There are no chains to hold you here once you come. You can leave anytime you want, if you want to. But if you put in a week or two, then you will put in the whole five weeks.

You know there is no shame attached to alcoholism. Some people think there is, but I think the shame is not doing something about it. That's why the SIU has undertaken this program of alcohol rehabilitation. I'm here because somebody, a friend, knew I had a problem with alcohol and thought I was worth saving.

Each one of us is a potential alcoholic, whether we start with beer, wine or an occasional cocktail. The danger is there and the danger is real.

When you first come to the Center,

and if you have been drinking as heavy as I was, you're going to have the shakes. Your nerves are going to seem to jump out of your skin. We have all had these symptoms if we have ever gotten sober at times.

The first two or three days are the worst you will ever experience, believe me. But we all come out of it in time. It's rough I know.

The movies you will see here on alcoholism are very interesting and enlightening. You will honestly be surprised at what you will see. By this I mean the movies show what alcoholism is and what it can and will do to you.

You also listen to tapes on alcoholism. Some are terrific, some others not so good. But mostly you will find it very informative. At the rap session later on in the day, you are asked to relate what you hear and see to yourself, and invariably if you are honest with yourself you will find yourself somewhere along the line.

A.A. Meetings

You will be asked to attend A.A. meetings while you are here. You might

even like them, I know I do. The stories you hear at these meetings are true. We have all lived through it. You might think that when you ask a question that it is stupid or silly or embarrassing, but don't think that way, it isn't. The question you ask just might save your life, just might help you stay on the sober side of life.

The rap sessions are what I like the best. Each man gets to express his own thoughts, his own ideas, his own way of thinking. And we all listen until he is done. Then we all kick it around. We give our opinions on what you have said, and maybe somebody in the group comes up with the answer you have been looking for all along. It's really great.

Like Boarding House

Before I came here I was told I had to work on the farm, pick peas etc. Well don't believe it, it isn't so. This isn't a hospital or an institution, nor is it a jail. To me it's like a boarding house for men only. Oh yes, we all help to keep it clean the same way you do your focsle on board ship or the way you do at home. Hell, I can't cook, but I cook breakfast for everyone and they are getting fat.

You end up having a very personal relationship with everyone here. It's what I like to call brotherhood. Your

major concern here is to clear your mind and body of the poison you have been drinking, and alcohol is a poison and it kills.

We have all known someone in our travels, a friend, a family member, or whatever who has died from alcoholism. Thank God alcoholism today isn't a dirty word. It's recognized for what it is, a disease. It has to be treated just like any other illness. You wouldn't let a broken leg go untreated would you? It's the same with alcoholism. It must and has to be treated by people who know how.

Many of the counselors here are ex-alcoholics. They have lived through the same experience we have. They are not here to censure you, they are not here to cram any religion down your throat. They are only here to help you, and I mean you, to get over your alcoholic problem. And it works, it's been proven.

They remind me of a doctor. They take the whole man, take him apart and put him back together again in what they hope will be a healthier frame of mind and body.

I believe, there is only one major requirement you need before coming here—that is a desire to stop drinking. If you have this desire you will be able to reach the goals you set for yourself in life.

And that's what this is all about, my life, your life.

The Road Back

It's like coming out of a dark tunnel and now it's light.
There's a path that leads up a small hill.
I can see a fence at the top of the hill.
It's pretty high, and something is telling me to go up and climb this fence.
I'm afraid of what's up there. What will I find on the other side?
I shake off my fear and climb the hill. Now I'm at the bottom of the fence.
It's high. I look up. I see the sun. It's warm as it caresses my face.
I start climbing up and up. The sun gets warmer, the day gets brighter.
Now I'm at the top, I straddle the fence.
I can look in both directions. What a view!
I look down at the path I've just come up—rocky, gravel, bumpy—the grass on either side has died, litter has been thrown all about.
I see people a little way off. I hear them laugh.
I see them dancing and I hear the tinkling in the glass.
I hear and see a few of them waving at me to come down. Get off the fence, come down!
I sit trying to make up my mind, then I look the other way.
There's a path. It's long and straight and it looks like a bridle path for horses, but I don't see any.
On each side the grass is soft and green. The smell of clover is in the air, the flowers are in full bloom.
There's a house and people in the distance. They're waving at me too.
Which way to go?
That's what I must decide.
I look back and the people are having fun. It looks like a great time.
I look the other way—it's peaceful and quiet.
The people I see are waving for me to come that way.
What to do? What to do?
I decide. I climb down off the fence. Somebody is there to meet me.
We shake hands, the grass, the clover and flowers smell so good.
He asked me why I climbed the fence and why didn't I come in the door. It swings both ways, he said.
I can push the door open anytime. I said.
He takes my arm and we slowly walk up the path.
The people are still waving at me.

By John A. Sullivan



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.

SIU Alcoholic 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)

Telephone No.

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

or call, 24 hours-a-day, (301) 994-0010

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HLS Looks to Secure Future With LNG Training



For upgraders at the Harry Lundeberg School, training to man LNG tankers involves both classroom instruction and field trips. In photo to the left, Thomas Gaston (l.) and Ron Laner review LNG loading procedures as they prepare for their final exam. Pictured right a firefighting class learns how to handle a fog nozzle at the MSC-MARAD Firefighting School in Earle, N.J. All Seafarers going through the LNG program are required to attend the firefighting school.

Natural gas is an important energy source for the United States and is quickly becoming even more important because of its clean burning properties which contribute little pollution to our air.

Unfortunately, America's supply of this fuel is limited. Other countries, such as Algeria and Indonesia, have huge natural reserves of gas which they would like to export. Until recently, however, there has been no practical method of getting this much needed fuel to the U.S.

Liquid natural gas, or LNG, is simply natural gas which has been turned into a liquid by cooling it to 260 degrees F. In this liquid state it occupies only 1/600 of the space needed to hold the same amount of product in its gaseous state, making it a practical way to transport vast amounts of natural gas.

As the technology for transporting large quantities of natural gas by LNG carrier nears perfection, gas suppliers and consumers, terminal operators, shippers and the Coast Guard are all turning their attention towards the training and qualifications which crews aboard these highly sophisticated vessels will need to insure their safe operation.

Their concern is well founded as it is estimated that by 1980—in just four years—the U.S. will need 30 to 35 LNG ships to meet its natural gas import needs.

Complex Ships

These carriers are complex vessels which have been carefully designed to provide safe transportation of this important fuel and which will have to meet new Coast Guard and inter-

national regulations. They will require crews trained from top to bottom in operating the new and different ships, and in handling their unusual cargo.

When the first U.S.-flag LNG tankers start operations next year there will be Seafarers from all departments ready to man these carriers because the SIU has had the foresight to set up an LNG training program at the Harry Lundeberg School, a program which will assure that Seafarers will be among the best trained and most safety conscious sailors ready to board these energy carriers of the future.

This program, begun in 1975, is designed to give members of the steward, deck and engine departments two weeks of general instruction and, for those men who will actually be responsible for the cargo, more detailed instruction in all aspects of LNG movement.

During the first two weeks, Seafarers learn the basics they will need to sail aboard an LNG tanker, even if they have nothing to do with the cargo. They become acquainted with the characteristics of LNG cargoes and handling procedures, both loading and once underway.

Special stress is placed on the

unique safety features of these tankers and their special firefighting systems during this introduction to liquid gas carriers.

The men are also introduced to the metric system which will be used aboard LNG tankers and many other new ships now under construction.

After the first two weeks, steward department members have a good basic knowledge of LNG carriage by tanker and as under most circumstances they will not be involved in cargo handling, are ready to take a job aboard one of these vessels.

During the next week of the program, deck and black gang members study in depth all aspects of LNG tanker operations.

Familiar With Construction

They become familiar with tank construction, as well as with the construction of the many special cargo handling systems, including vapor compressors, gas heaters, vaporizers and boil-off systems.

Cargo loading and discharging operations are then covered in great detail, as are loaded and unloaded voyage operations.

The special safety and firefighting system, and emergency procedures introduced in the first two weeks are then reviewed in more detail as the Seafarers who will be responsible for the safety of the entire crew and ship learn how to operate CO₂ and foam firefighting systems, gas detectors, remote cargo consoles and nitrogen gas systems.

Seafarers in the program then learn about LNG liquefaction plants where the gas is supercooled into a liquid

Continued on Page 18



In its liquid form, energy consumers will be able to transport and store huge amounts of natural gas in compact storage and cargo tanks.



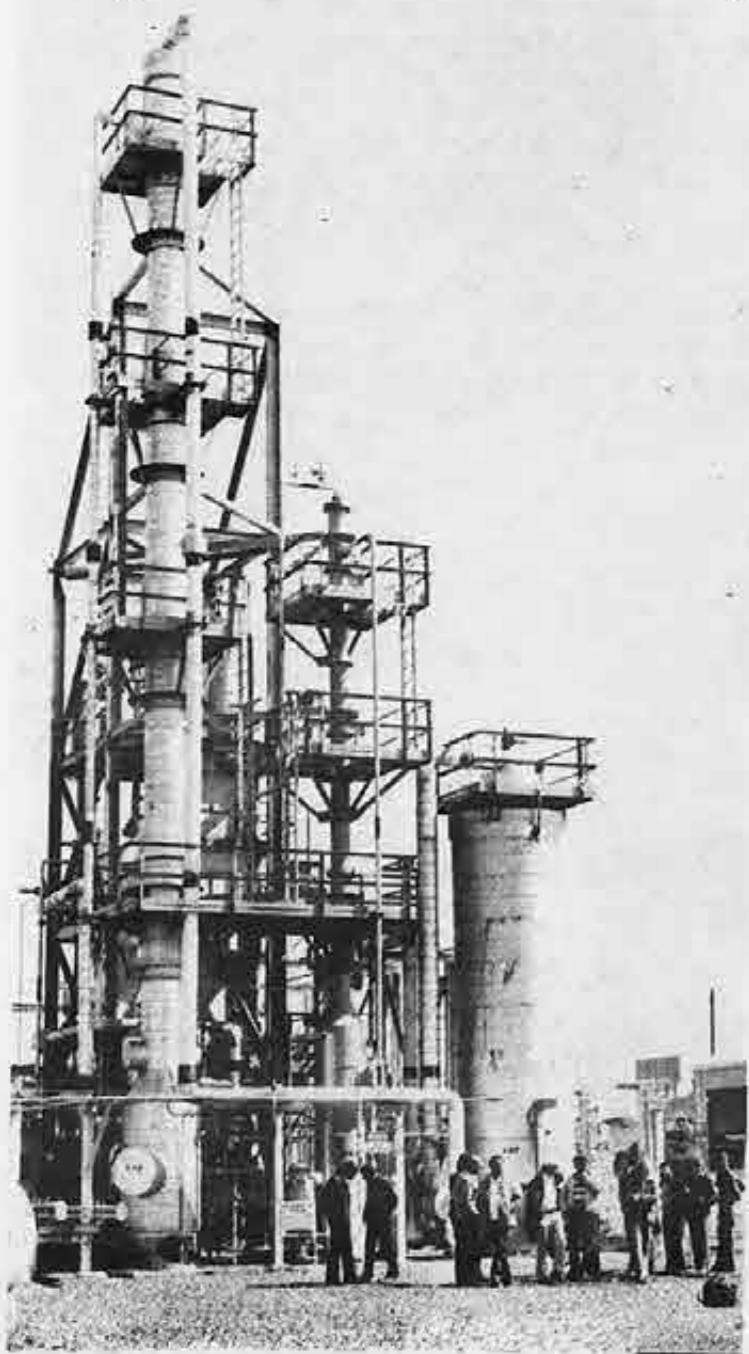
A large part of the LNG course at the Lundeberg School is spent in the classroom learning about LNG chemical properties, handling and movement. Shown here reviewing for their final exam are, from left to right above, Seafarers Bill Burke and Joseph Diosco, and from left to right below, Lloyd Shaw, Allen Hooper and John Algina.



Seafarer Eric Sager makes sure he's ready for his final exam and for a job on an LNG tanker.



In this sequence of photos Seafarers in the LNG Program learn how to approach and extinguish an extremely hot oil fire at the MSC-MARAD Firefighting School in Earle, N.J. With one team using a nozzle extension to cool off the area around the tank, the other team is able to get close enough to direct a high pressure hose with a fog nozzle at the base of the fire and extinguish it.



During the Lundeberg School's LNG Program the men take a field trip to a "peak shaving" LNG plant in Baltimore. To the left is a pre-treatment system which prepares natural gas for the supercooling process needed to convert it to its liquid form. Above is (bottom) an automatic chemical firefighting system which will help protect the plant in the event of a gas fire and (top) the central station which monitors and controls the entire plant.

The last field trip taken by the LNG classes is a tour of the Cove Point LNG Terminal in Maryland where LNG tankers will off-load liquid gas from Algeria. The terminal is still under construction and is expected to be in operation by August of 1977. Shown clockwise from top left is the offshore docking platform for the LNG vessels; a tank where the LNG is stored until it is ready to be regasified; Terminal Manager Jim Markham showing an LNG class a model of the LNG pipe tunnel which leads from under the docking platform to the LNG tanks, and workers laying glass insulation on the floor of one of the LNG storage tanks.

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HLS Looks to Secure Future With LNG Training

Continued from Page 15

for transportation and LNG terminals where it is off-loaded and regasified, rounding out their knowledge of the product from wellhead to consumer.

Special Engine Rooms

Deck department members test out of the course after the third week and black gang members devote the final week of the program to studying the special engine room plants found aboard these vessels.

Because liquid gas is continually returning to its gaseous state as the supercooled LNG heats up in its tanks, most LNG vessels are designed to use this "boil-off" for propulsion, and engine department Seafarers participating in the LNG program must learn how to operate specialized plants which burn both natural gas and fuel oil.

Take Field Trips

The four-week program is not just limited to classroom instruction. Seafarers in the LNG course take field trips to the MSC-MARAD firefighting school, an operating LNG storage plant in Baltimore and an off-shore LNG terminal which will be in operation by the summer of 1977.

At the firefighting school in Earle, N.J., participants in the LNG program, along with all those who attend the firefighting school, learn how to contain and extinguish ship fires by using foam, CO₂ and water.

This field trip is an important part of the program because it insures that all of the men will graduate with a firefighting endorsement which every crewmember aboard an LNG vessel will be required by the Coast Guard to have.

Baltimore LNG Plant

The Baltimore LNG facility visited by Lundeberg classes is a "peak shaving plant." This means that the Baltimore utility company liquefies large amounts of gas for compact storage and stock piling during the summer when gas consumption is low and regasifies the LNG during the peak consumption months of winter.

A field trip to this facility gives the LNG upgraders their first actual contact with the liquid gas and its handling, as well as an opportunity to examine the special LNG storage tanks and a working liquefaction plant.

Cove Point Facility

The last field trip is to Maryland's Cove Point LNG Receiving Center which is being constructed by the Columbia LNG Corp. as an off-loading terminal for liquid gas carried from Algeria aboard El Paso LNG tankers.

This plant, when completed, will handle 650 million cu. ft. of natural



Through the facilities of the Harry Lundeberg School, Seafarers like those in the LNG Upgrading Program pictured above will be ready to take their places aboard the LNG tankers when these energy carriers of the future —looking like the artist's rendition below—slip down the ways next year.



gas each day. The LNG will be unloaded from tankers at an off-shore platform which can handle two vessels and pumped into storage tanks through an underground pipeline.

The LNG will then be returned to its gaseous state at this terminal and put directly into the area's natural gas pipelines.

A tour of the unique terminal, even though it is under construction, gives the upgraders a first hand look at the

special equipment and futuristic facilities where they will load and unload their LNG cargo.

The Lundeberg School's LNG tanker training program does not end with its four week course. When the first LNG tankers are ready to be manned, crews will spend a few weeks aboard the ships learning the specific operations of their vessel and reviewing the solid, basic LNG education they received at Piney Point before taking

on their first cargo of LNG.

Ready for Future

LNG tankers have been called the energy carriers of the future. That future is almost here and Seafarers will be among the few professional seamen ready for it because they have a facility like Lundeberg School to help them keep their skills up-to-date and their jobs secure.

TRANSCOLORADO (Hudson Waterways), March 14—Chairman, Recertified Bosun T. Tolentino; Secretary J. Pitetta; Educational Director J. Peterson; Engine Delegate Bruce D. Wright. Chairman advised the crew on filling out beneficiary cards and that the young men aboard should take advantage of Piney Point and upgrade themselves. A discussion was held on the importance of donating to SPAD. Everything running smoothly.

SAN JUAN (Sea-Land), March 28—Chairman, Recertified Bosun W. Mitchell; Secretary Angel Maldonado; Educational Director Christopher Bobbe; Deck Delegate W. Hammock; Engine Delegate Joseph C. Cyr; Steward Delegate Eddie Hernandez. \$67.55 in ship's fund. Chairman reported that the chief engineer passed away a few hours after departing Algeciras, Spain. Ship was returned to Algeciras and he was put ashore so his body could be flown home. All of the crew donated for flowers for the widow and a radiogram of sympathy was sent. Observed one minute of silence in memory of our departed brothers.

INGER (Reynolds Metal), March 21—Chairman, Recertified Bosun John Bergeria; Secretary Duke Hall; Educational Director R. D. Holmes; Deck Delegate William Eckler; Steward Delegate Richard J. Sherman. \$84 in ship's fund. Twenty dollars worth of second-hand books and magazines was purchased in Longview. When anyone is finished with any book or magazine he is asked to please bring it back to the recreation room. Chairman held a discussion on the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

SAM HOUSTON (Waterman Corp.), March 28—Chairman, Recertified Bosun Billy G. Edelman; Secretary Thomas Lyle; Educational Director Gary Lee Fairall; Deck Delegate Gordon Davis; Engine Delegate Alan T. Baxter; Steward Delegate Derrell G. Reynolds. \$68 in movie fund. Some disputed OT in engine department. Chairman held a discussion on safety while operating the crane. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

MAYAGUEZ (Puerto Rico Marine Mgt.), March 14—Chairman, Recertified Bosun M. Landron; Secretary B. McNally; Educational Director R. Hanon. No disputed OT. Our next port is San Juan and chairman suggested that all members should try to donate to SPAD on arrival. Everything running smoothly.

JOSEPH HEWES (Waterman Steamship), March 21—Chairman, Recertified Bosun R. Ferrera; Secretary Robert A. Clarke; Educational Director Charles A. Henley; Deck Delegate Raymond C. Steele; Engine Delegate Bernard D. Burns; Steward Delegate Sherman Phillips. Some disputed OT in deck, engine and steward departments. Observed one minute of silence in memory of our departed brothers. Next port, Yokohama.

TAMARA GULDEN (Transport Commercial), March 14—Chairman, Recertified Bosun P. Sernyk; Secretary N. Hatgimisios; Educational Director R. Neilson; Engine Delegate John H. Nettles; Steward Delegate John Hoggie. \$9.80 in ship's fund. No disputed OT. All communications received were read and posted. A vote of thanks to the steward department for a job well done.

ARECIBO (Puerto Rico Marine Mgt.), March 7—Chairman, Recertified Bosun N. Bechlvianis; Secretary J. G. Guilles; Engine Delegate Thomas P. Conway. \$6 in ship's fund. Some disputed OT in deck department. Chairman reminded all crewmembers about the importance of donating to SPAD. Secretary thanked all crewmembers for their cooperation and a job well done in all departments. Everything running smoothly.

ELIZABETHPORT (Sea-Land Service), March 14—Chairman, Recertified Bosun V. T. Nielsen; Secretary George W. Gibbons; Educational Director David Able; Deck Delegate Frank J. Balasia; Engine Delegate Stan Marshall; Steward Delegate Wong Kong. \$122 in ship's fund. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. Secretary requested the crew to donate to the movie fund so that new movies can be obtained for the next trip. A vote of thanks to the steward department for good food and service. Next port, Leghorn, Italy.

SEA-LAND ECONOMY (Sea-Land Service), March 21—Chairman, Recertified Bosun F. H. Johnson; Secretary L. Nicholas; Educational Director H. DuHadaway; Deck Delegate B. Jarrat; Engine Delegate E. Kent; Steward Delegate S. Morris. No disputed OT. Chairman discussed the need for more safety meetings and the importance of donating to SPAD. A vote of thanks to the steward department for continuous good food and service. Next port, New Orleans.

AQUADILLA (Puerto Rico Marine Mgt.), March 8—Chairman, Recertified Bosun Victor Carbone; Secretary W. Reid; Educational Director S. Wala; Deck Delegate Earl R. Smith. Some disputed OT in deck and steward departments. Chairman asked Brother Stefan Kadziola to give his appraisal of his upgrading at Piney Point. Brother Kadziola said "It was the only way to go for upgrading; it was worth the time to see what our Union is doing there. It is a wonderful place." Chairman also advised all crewmembers to remember to register to vote and suggested they support SPAD.

SEA-LAND FINANCE (Sea-Land Service), March 7—Chairman, Recertified Bosun J. W. Pulliam; Secretary O. Frezza; Educational Director D. Susbilla. No disputed OT. Joe Sacco, patrolman in San Francisco advised anyone who thinks he needs help with his drinking problem to see his port agent. All the literature that was left on board by Joe Sacco is posted for all to read. A discussion was held on the article that appeared in the *Seafarers Log* on sea power. It was suggested that all support SPAD and read the *Log*. Next port, Yokohama.

Digest of SIU



Ships' Meetings

VANTAGE DEFENDER (National Transport), March 14—Chairman, Recertified Bosun C. Faircloth; Secretary L. Santa Ana; Educational Director R. K. Breeden; Deck Delegate D. Hood; Engine Delegate F. Rivera; Steward Delegate H. Cross. Chairman thanked the whole crew for making this a very pleasant trip. Discussed the importance of donating to SPAD and suggested members upgrade themselves at Piney Point. A vote of thanks to the whole crew for keeping the recreation room and messhalls clean at all times and to the steward department for a job well done. Next port in the Gulf.

JEFFERSON DAVIS (Waterman Steamship), March 11—Chairman, Recertified Bosun G. Annis; Secretary A. Rudnicki; Educational Director N. Paloumbis; Deck Delegate Paul E. Holloway; Steward Delegate Francis B. Howard. Chairman reported that the *Seafarers Log* was received in Karachi and Chittagong. Talked about benefits and retirement requirements and suggested all members read the *Seafarers Log* more fully. Posted on the bulletin board suggestions on items of interest in the *Log*. Next port, Colombo.

DELTA BRASIL (Delta Steamship), March 7—Chairman, Recertified Bosun E. A. Rihn; Secretary B. Guarino; Educational Director Hugh Wells, Jr.; Engine Delegate Juan Cruz. \$75 in ship's fund. Chairman thanked everyone for their cooperation in making a smooth and easy trip. Discussed the importance of donating to SPAD. Members want to know if it is possible to have movies on the ships especially on the African run. A vote of thanks to the steward department for a job well done and especially to the baker for the pizza served this trip. They were almost as good as Shakey's. Observed one minute of silence in memory of our departed brothers.

SEA-LAND VENTURE (Sea-Land Service), March 7—Chairman, Recertified Bosun W. M. Parker; Secretary Roy R. Thomas; Engine Delegate Milton A. Haveris. Chairman discussed the importance of donating to SPAD. No disputed OT. The chief steward thanked the crew for a great trip. Next port, New Orleans.

DELTA SUD (Delta Steamship), March 7—Chairman, Recertified Bosun Homer O. Workman; Secretary R. M. Boyd; Educational Director J. C. Dile; Deck Delegate Angelo Urti; Engine Delegate Richard Busby; Steward Delegate Albert M. Blazio. No disputed OT. The *Seafarers Log* was received in Rio. Secretary suggested that all members read the *Log* and find out about the retirement and how it affects each member. Observed one minute of silence in memory of our departed brothers.

OGDEN WILLIAMETTE (Ogden Marine), March 7—Chairman, Recertified Bosun E. K. Bryan; Secretary R. M. Kennedy; Educational Director A. Escote; Deck Delegate Carlos Spina. Chairman held a discussion on alcoholism and the Pension Plan. No disputed OT. Observed one minute of silence in memory of our departed brothers.

SEA-LAND GALLOWAY (Sea-Land Service), March 21—Chairman, Recertified Bosun K. Hellman; Secretary Raymond P. Taylor; Educational Director L. V. Thompson. No disputed OT. Chairman discussed the articles that appeared in the *Seafarers Log* on: alcoholism; the Joint and Survivor Annuity Benefit; SPAD in 1976; the USPHS hospitals and the Headquarters report. A vote of thanks to the steward department for a job well done. Next port New York.

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

IBERVILLE
SEA-LAND MARKET
ROBERT CONRAD
BRADFORD ISLAND
OGDEN CHALLENGER
DELTA MAR
BALTIMORE
BOSTON
ERIC K. HOLZER
OVERSEAS ANCHORAGE
SEA-LAND RESOURCE
OVERSEAS ALEUTIAN
SEATTLE
ALLEGIANCE
SEA-LAND McLEAN
SUGAR ISLANDER
NEWARK
OVERSEAS ULLA
OAKLAND
GUAYAMA
DELTA ARGENTINA
ULTRASEA
SAN FRANCISCO
CHAPLESTON
POTOMAC
SEA-LAND COMMERCE
OVERSEAS TRAVELER
EAGLE VOYAGER
SEA-LAND CONSUMER
JOHN PENN
BANNER
COLUMBIA
SEA-LAND TRADE
HUMACAO
MONTICELLO VICTORY
GALVESTON
ULTRAMAR
YELLOWSTONE
SAN PEDRO
OGDEN WABASH
OGDEN YUKON

OVERSEAS ARCTIC (Maritime Overseas), March 21—Chairman, Recertified Bosun W. Baker; Secretary C. Shirah; Educational Director C. Durden; Deck Delegate D. Dickinson; Engine Delegate E. Elloit; Steward Delegate C. Kreiss. \$6 in ship's fund. Some disputed OT in deck department. Chairman held a discussion on members going to Piney Point to upgrade and suggested that all members donate to SPAD. A suggestion was made that a better gangway be put on this ship and a section of handrails be fixed so that they can be removed for dumping garbage. Next port Jacksonville.

Politics Is
Porkchops



Donate to
SPAD

Offshore Oil Rigs

Must Be U.S. Built, U.S. Manned—and Safe

The U.S. offshore oil drilling industry is on the verge of a tremendous expansion which will include the construction and operation of

literally hundreds of floating oil rigs for drilling in the Atlantic, Gulf, Pacific and Gulf of Alaska. However, before this expansion takes place, two

very important issues must be resolved.

The first issue involves the question of who will build, assemble and man these rigs. At the present time, there are no restrictions on the nationality of the equipment or on the vast majority of the men who work the rigs on the U.S. Outer Continental Shelf beyond the three-mile limit. Under the existing structure, foreign-built rigs and platforms could be erected to handle the development of the Atlantic Continental Shelf and could be manned by foreign workers. In fact, a Canadian rig is currently working off the coast of New England.

An SIU-backed amendment to the Outer Continental Shelf Lands Act Amendments Bill, which will soon be acted on by the House, would change this situation. The amendment, which will be brought up during floor consideration of the bill, would ensure that only American built, assembled and manned rigs, platforms and other devices are used on the nation's Outer Continental Shelf for oil and gas exploration.

America's growing offshore oil industry has the potential to provide thousands of jobs for Americans in the construction of the rigs, and thousands more in the manning and supplying of the rigs. It would be criminal negligence to allow foreign workers to grab these jobs especially when over nine million Americans are on the unemployment lines. However, foreign workers will get these jobs unless Congress acts favorably on the SIU-backed amendment. We urge Congress to do so promptly.

The second issue involving offshore drilling that must be resolved—and resolved soon—is the Coast Guard's lax and illogical attitude toward the training and experience requirements necessary to get a license for a marine job on a mobile rig.

In a recent position paper covering the minimum service and experience required to qualify a man for licensing on an offshore rig, the Coast

Guard stated that to be licensed as master an applicant needed four years (two years for mate) service as roustabout, helper roughneck, roustabout pusher, derrickman, crane operator, deck watchstander, or the equivalent of these positions in the drilling or deck marine crews of the industry. Incredibly, though, the Coast Guard stated that up to half of the service time required could have been spent in working a land-based oil rig.

To top this, the Coast Guard noted that since the usual work day on an oil rig was 12 hours, a man working the rig would be credited with 1½ days service time toward getting a license. This is totally contradictory to the Coast Guard's regulations for U.S.-flag vessels. Under present rules, no matter how long a seafarer works beyond eight hours in a day, he still gets credit for only one day seetime in accumulating time toward upgrading or licensing.

We feel that the Coast Guard, which continues to play the oil industry's song in matters concerning offshore drilling, is way off base with these lax regulations.

We cannot see how the Coast Guard can justify applying double standards to training qualifications for seamen. Working at sea, whether it is on a mobile rig or on a merchant vessel, can be a dangerous business. The tragic sinking last month of an oil rig under tow in the Gulf of Mexico in which 13 men lost their lives attests to this fact.

The key issue here is safety. And a high degree of safety can never be achieved on these offshore rigs by adhering to the Coast Guard's present training requirements. In light of last month's tragic oil rig accident, we believe the Coast Guard must toughen, not ease up on qualifications for marine jobs on mobile rigs. In the true interest of safety, we strongly urge the Coast Guard to abandon this double standard.



Dancing to His Tune

May, 1976 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 38, No. 5

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Robert Leyva

Please call the editor of the *Seafarers Log* as soon as possible at (212) 499-6600, ext. 242.

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John Meo

Please contact Red Campbell at Union Headquarters.

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Your father Cliff Hall asks that you contact him at 7 Parnell St., Elsternwick, Melbourne, Australia.

Thurston Lewis

Percy Klauber asks that you contact him at P.O. Box 30644, Lafayette Square, New Orleans, La. 70190.

Postal Service Changes Needed

No one will deny that our postal service is a mess—it's expensive, inefficient and every day seems to bring another announcement of new cuts in service.

The biggest problem is the Government's insistence that the Postal Service be run as some type of self-sufficient business. The Big Business managers brought in to run this "business" have run it into the ground with expensive piecemeal solutions and hastily put together, untested programs.

Sen. Gale McGee, chairman of the Senate Post Office and Civil Service Committee, has introduced a bill which would provide the Postal Service with a three-year subsidy.

We support this bill. The subsidy would prevent any further cut backs in this vital service and would give the USPS a chance to systematically

reorganize its operations.

The one change we would like to see in this bill would be the inclusion of an amendment proposed by the International Labor Press Association to place a ceiling on second class postage rates for non-profit publications, publications that include almost all trade union papers.

These rates have climbed higher than any others in the past few years and they are threatening to price our constitutional rights of freedom of speech and expression out of the reach of many unions.

We urge the Senate to act quickly on Sen. McGee's bill and the ILPA's amendment. They offer a chance to find real solutions to the problems which are pulling our Postal Service apart and threatening our rights to freedom of speech, press, and expression.



LETTERS TO THE EDITOR

Thanks Union for Award

This June I will be graduating from the Polytechnic Institute of New York. I would like to thank the Seafarers International Union for making it possible. Through my 1972 SIU Scholarship Award, I will earn a B.S. degree in Electrical Engineering. In conjunction with other scholarship awards, I have been able to set aside funds to use in the future when I plan to attend graduate school.

Without this award, it would have been financially unfeasible. With this award, I was assured of a good education, as well as a future means of support. It served as a means of securing me in a position where I could concentrate on my studies without financial worries. The award has given me an opportunity to have a happy and secure life for which I shall always be indebted to the Seafarers International Union.

I cannot tell you how grateful I am to the SIU. I hope that many more Seafarers and their dependents make use of this extremely generous benefit that the SIU has to offer and go on to rewarding careers.

Sincerely yours,
Steven Kong Wong
Brooklyn, N.Y.

'A Word' to His Brothers

A word or two to tell all my Union Brothers what a wonderful spring we are having in New Hampshire. Is this newsworthy in itself? I think so, especially since I am recovering from open-heart surgery and I could perhaps have missed all of this.

To whom do I owe this new option on seasons? There are, of course, the PHS hospitals of Boston and Baltimore. And there is the National Institute of Health in Bethesda, Md. with special kudos going to Drs. Watson, Newman, Kastl and Dixon for their excellent skill and care. I am also grateful to the entire nursing staff which is second to none in the quality of services rendered.

I also wish to thank Mr. T. P. Grannis, the claims adjustor for Sea-Land for the expediency with which he processed my claims while awaiting for the final disposition of my case.

The total impression is one of pride at having been a Union member for 31 years and of being able to enjoy such benefits.

Fraternally,
Wilfred J. Moore
Somersworth, N.H.

'Best Bet Is Still in Washington'

I believe there is a movement in the U.S. to defeat the organized labor movement in our country.

The Readers Digest gleefully reports of the breaking of a union affiliated with the West Coast Longshoremen. There seems to be a set pattern and here's how it works. First a labor dispute occurs. The company fails to bargain in good faith which forces strike action. Then the company tries to scab the jobs. An ultimatum is given the workers and scabs are hired from other areas and under police escort replace the union workers.

I think this depression we are going through is a planned thing. If it wasn't, why is nothing being done to end it? People out of work with huge payments to meet are easy prey to these scoundrels.

As I write this we are tied up at the Panama Canal due to strike action. On the Armed Forces TV, the governor gave the military side of the beef and the inevitable ultimatum. Now 700 people left their jobs and no one does this without a good reason. No one representing the workers got a chance to air their side of the disagreement. We know they were threatened with a wage cut and loss of fringe benefits and the only way they could get any action was to lose their daily wage and perhaps their jobs as well [through a strike]. The military has always been anti-labor. You never see them cut their own pay.

We must know that there are plenty of people in Congress who are anti-labor and are doing all they can to destroy our Union. The best gains Seafarers ever made was by Andrew Furseth in Washington. One man in one little room and I believe our best bet is still in Washington. The National Assn. of Manufacturers and all other powerful groups in the U.S. know this too. I believe in SPAD. Some of the money may be wasted. However, some of it is effective and we need all the help we can get. Many young people don't know what it is to be without a union and I hope they never find out.

Finally, be aware who the enemies of labor are and who our friends are. We should give our friends all the help we can.

Sincerely,
H. McAleer, M 477

16.5 Tons of Opium Seized

A record 16.5 tons of raw opium, which translates into 550,000,000 heroin "fixes" of undetermined street value, was seized last year in mountainous Afghanistan, a major producer of illegal opium.

The raw opium would have been illegally carried overland out of Afghanistan, which is landlocked by Pakistan, Iran and Russia, and then smuggled by air or merchant vessel to various destinations for processing into heroin or morphine. Much of it would probably have wound up in the United States.

The huge opium haul was carried out by a special squad of the Afghan Police Force, which is funded by the United Nations Fund for Drug Abuse Control.

This special United Nations agency, which was set up in 1971, has helped in the arrest and prosecution of over 100 narcotic cases in the last year alone. Sentences have been heavy.

This U.N. agency is just one of many world-wide agencies and organizations that have been established in recent years to crack down on the trafficking of illegal drugs.

The increasing amounts of drug smuggling arrests at airports and at marine port facilities overseas and in the U.S. indicates that these new law enforcement agencies are doing a better job at stopping the illegal drug traffic.

Warning to Seafarers Young and Old: Drug Possession Means 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.

New SIU Pensioners



Jesus B. Fernandez, 65, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Fernandez sailed 32 years and walked the picket line in the 1962 Robin Line strike. He is a native of the Philippines and is a U.S. citizen. Seafarer Fernandez is a resident of Daly City, Calif.



Kenneth G. Huller, 64, joined the SIU in 1938 in the port of Mobile sailing in the engine department for 41 years. Brother Huller was born in Decatur, Ala. and is a resident of New Orleans.



Russell N. Boyette, 55, joined the SIU in 1944 in the port of New Orleans sailing as an AB. Brother Boyette sailed 38 years. He was born in Dallas, Tex. and is a resident of Loranger, La.



Theodore J. "Ted" Hansen, 67, joined the SIU in the port of Buffalo in 1962 sailing as a second cook for Kinsman Marine and Boland and Cornelius Steamship Companies. Brother Hansen was born in Germany and is a resident of Toledo, Ohio.



Recertified Bosun **Stanley "Stash" Bojko, 55**, joined the SIU in 1938 in the port of Philadelphia sailing last as a bosun. He was with the Sea-Land shoregang in 1969. Brother Bojko is a veteran of the U.S. Marine Corps in World War II. He was born in Philadelphia and is a resident of Hayward, Calif.



Otha Bryars, 56, joined the SIU in 1942 in the port of Mobile sailing as a fireman-watertender. Brother Bryars sailed 32 years. He was born in Alabama and is a resident of Perdidoo, Ala.



John Kroski, 64, joined the SIU in the port of Detroit in 1960 sailing as a fireman-watertender. Brother Kroski sailed 43 years. He was born in Weaver, Pa. and is a resident of Lorain, Ohio.



Recertified Bosun **William A. "Bill" Wallace, 66**, joined the SIU in 1949 in the port of Mobile sailing last as a bosun. Brother Wallace graduated from the Bosuns Recertification Program in July 1974. He is a veteran of the pre-World War II U.S. Navy. Born in Gasden, Ala., he is a resident of Mobile.



Leoncio Calderon, 62, joined the SIU in 1939 in the port of New York last sailing as a chief steward. He was born in Fajardo, Puerto Rico and is a resident of Carolina, Puerto Rico.



Felix Muniz, 64, joined the SIU in 1943 in the port of New York sailing last as a bosun. Brother Muniz sailed 32 years and walked the picket lines in the 1961 Greater N.Y. Harbor strike and the District Council 37 beef. He was born in Rincoh, Puerto Rico and is a resident of the Bronx, N.Y.



Roy Boyd, 60, joined the SIU in the port of Baltimore in 1954 sailing last as a third cook. Brother Boyd sailed 27 years and is a wounded veteran of the U.S. Army in World War II. He was born in Georgia and is a resident of Silsbee, Tex.



Bernard M. "Whitey" Moye, 65, joined the SIU in 1947 in the port of Mobile sailing last as bosun. Brother Moye sailed 48 years. He was born in Canada and is a resident of Marrero, La.



Cleophas "Butch" Wright, 51, joined the SIU in 1947 in the port of New York sailing last as a bosun. Brother Wright sailed 34 years and received a SIU Personal Safety Award in 1960 for sailing aboard an accident-free-ship, the *SS Del Alba*. He was born in Mississippi and is a resident of Drew, Miss.



Lewis T. Fitton, 66, joined the SIU in the port of Seattle in 1951 sailing as a bosun. Brother Fitton sailed 31 years. He was born in Wales and is a resident of Seattle where he will practice his hobby as a musician.



Harold J. Grady, 65, joined the SIU in the port of New York in 1961 sailing as a fireman-watertender. Brother Grady sailed 40 years and during World War II. He had a second assistant engineer's license and is a pre-World War II veteran of the U.S. Marine Corps. Born in Butte, Mont., he is a resident of Seattle.



Ho Joeng Yjoe, 67, joined the SIU in the port of New York in 1959 sailing 19 years in the steward department. Brother Yjoe walked the picket line in the Greater N.Y. Harbor strike in 1961 and in the 1965 District Council 37 beef. He was born in China and is a resident of New York City.

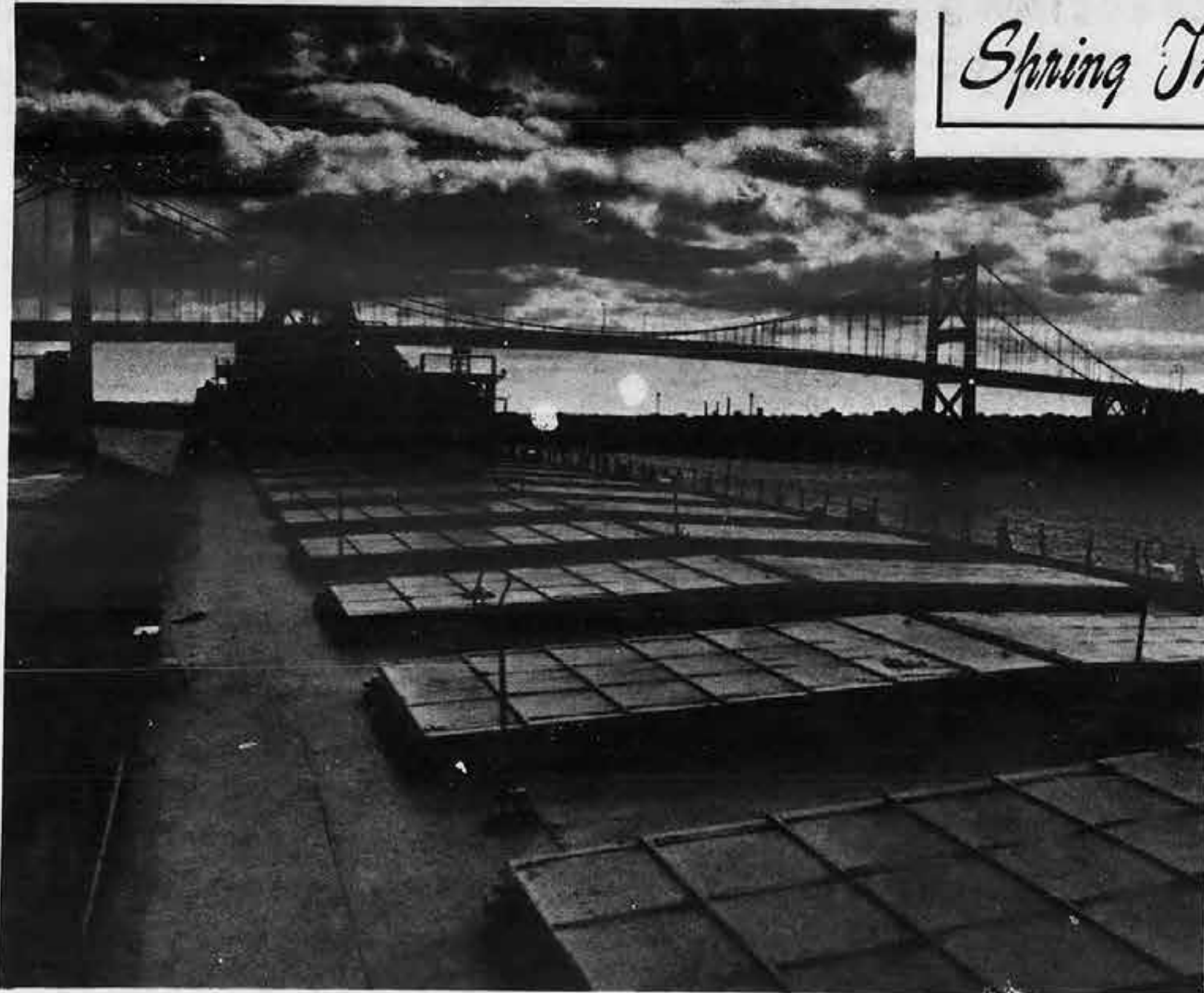
**Deposit in the
SIU Blood Bank—
It's Your Life**

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

Mar. 25-Apr. 21, 1976

| SEAFARERS WELFARE PLAN | Number | | Amount | |
|---------------------------------------------|---------------|--------------|----------------|----------------|
| | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE | YEAR TO DATE |
| ELIGIBLES | | | | |
| Death | 5 | 40 | \$ 25,000.00 | \$148,259.55 |
| In Hospital Daily @ \$1.00 | 442 | 3,071 | 442.00 | 3,071.00 |
| In Hospital Daily @ \$3.00 | 111 | 937 | 333.00 | 2,811.00 |
| Hospital & Hospital Extras | 14 | 53 | 1,280.90 | 14,584.09 |
| Surgical | 1 | 7 | 60.00 | 481.00 |
| Sickness & Accident @ \$8.00 | 5,835 | 21,701 | 46,680.00 | 173,608.00 |
| Special Equipment | 1 | 5 | 426.00 | 1,357.29 |
| Optical | 136 | 531 | 4,196.42 | 15,474.23 |
| Supplemental Medicare Premiums | 4 | 102 | 434.70 | 5,548.10 |
| DEPENDENTS OF ELIGIBLES | | | | |
| Hospital & Hospital Extras | 445 | 1,480 | 107,564.42 | 412,032.02 |
| Doctors' Visits In Hospital | 86 | 288 | 3,809.15 | 12,167.99 |
| Surgical | 107 | 387 | 14,708.43 | 58,833.03 |
| Maternity | 17 | 73 | 6,000.00 | 23,450.00 |
| Blood Transfusions | — | 1 | — | 25.50 |
| Optical | 121 | 430 | 3,575.88 | 12,035.74 |
| PENSIONERS & DEPENDENTS | | | | |
| Death | 12 | 38 | 44,493.30 | 134,493.30 |
| Hospital & Hospital Extras | 165 | 629 | 21,793.68 | 93,579.40 |
| Doctors' Visits & Other Medical Expenses .. | 100 | 386 | 4,877.53 | 16,316.54 |
| Surgical | 16 | 42 | 4,052.00 | 8,851.00 |
| Optical | 58 | 223 | 1,649.00 | 5,736.95 |
| Blood Transfusions | 1 | 1 | 258.00 | 258.00 |
| Special Equipment | 2 | 8 | 313.32 | 1,126.29 |
| Dental | 3 | 4 | 546.00 | 896.00 |
| Supplemental Medicare Premiums | 2,063 | 6,228 | 14,656.00 | 45,259.60 |
| SCHOLARSHIP PROGRAM | 13 | 47 | 7,012.75 | 19,755.17 |
| TOTALS | | | | |
| Total Seafarers Welfare Plan | 9,758 | 36,712 | 314,162.48 | 1,210,010.79 |
| Total Seafarers Pension Plan | 2,492 | 7,430 | 627,728.21 | 1,879,358.21 |
| Total Seafarers Vacation Plan | 900 | 4,720 | 489,515.87 | 2,466,282.57 |
| Total Seafarers Welfare, Pension & Vacation | 13,150 | 48,862 | \$1,431,406.56 | \$5,555,651.57 |

Spring Thaw Calls Great



It's dusk in Toledo, Ohio and the long decks and towering deckhouse of the SIU-manned self unloader *Adam E. Cornelius* seem to dwarf the distant eerie span of the Anthony Wayne Memorial Bridge.

Seafarer Ali Ataifa, sailing as wiper, sweeps up metal shavings and other small debris which have accumulated during fit out of the *SS John T. Hutchinson* engine room in Toledo, Ohio.



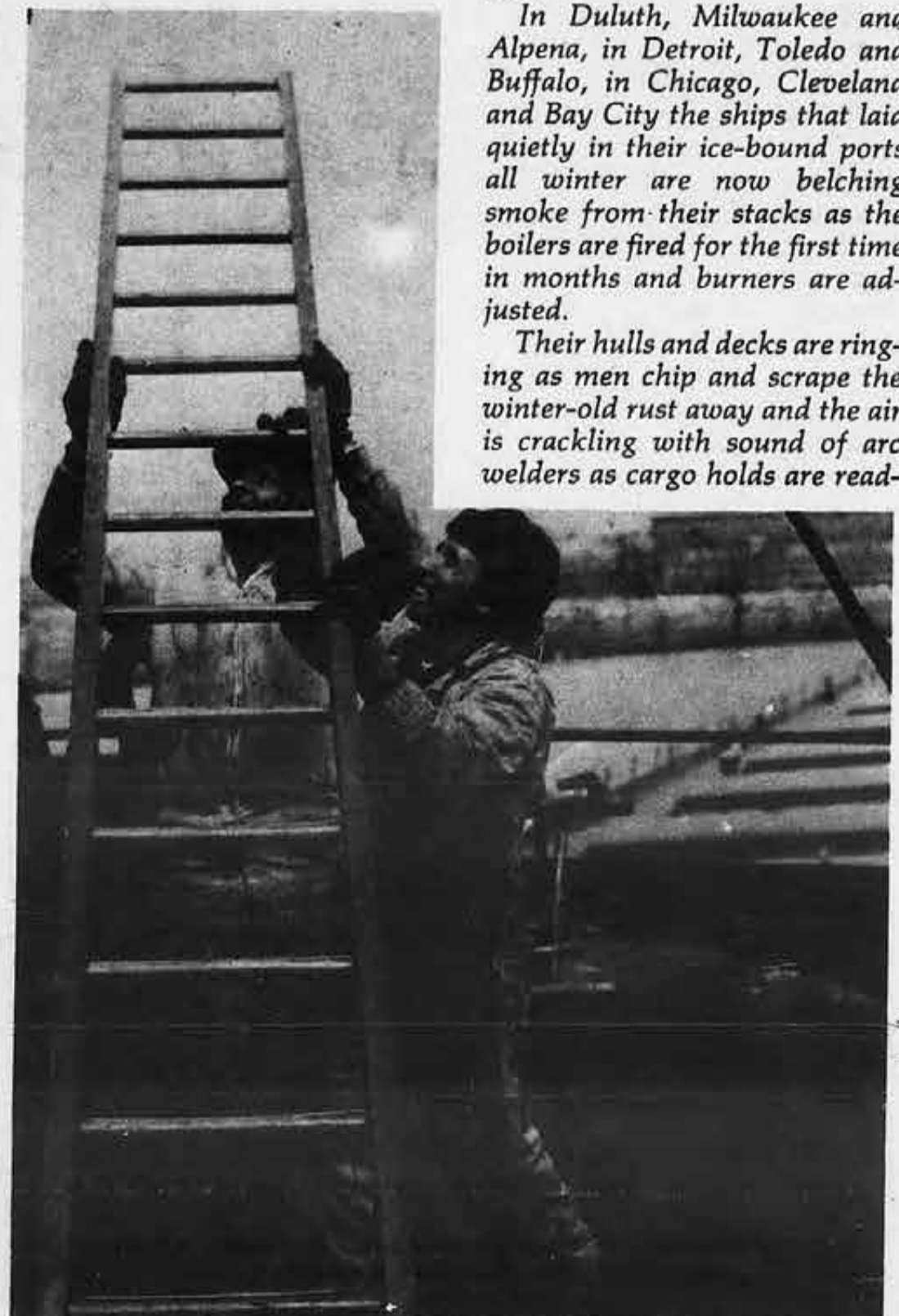
The ice is gone and steam whistles are blowing again all over the Great Lakes, calling Seafarers back to their ships for the annual spring fitting out and the start of a new shipping season.

In Duluth, Milwaukee and Alpena, in Detroit, Toledo and Buffalo, in Chicago, Cleveland and Bay City the ships that laid quietly in their ice-bound ports all winter are now belching smoke from their stacks as the boilers are fired for the first time in months and burners are adjusted.

Their hulls and decks are ringing as men chip and scrape the winter-old rust away and the air is crackling with sound of arc welders as cargo holds are read-



Seated comfortably over the side between deck and water level with paint brush in hand, Ordinary Seamen Richard Roussin (top) and Charlie Richardson apply fresh coat of paint to name of their ship, the *Adam E. Cornelius*.



On the *SS George Gobel*, operated by Kinsman Marine, Seafarers Yahia Saeed (left) and Ali Nasser raise ladder to reach stack which is due for a paint job.

Lakes Seafarers Back to Their Ships

Belching water, the SIU-manned *John T. Hutchinson* is ready to leave Toledo, Ohio on her first voyage of the 1976 shipping season.



Rustling up some grub for breakfast on the *John T. Hutchinson* is Seafarer Harry Petersen, sailing as second cook.

ied for the concrete, ore, coal and other products they'll carry until the next winter's freeze.

In the galleys, pantries that lay bare all winter are filling up with the staples that will help keep the crews well fed and happy as grill, ovens and boxes are scrubbed down in preparation for a long shipping season.

People along the Lakes shore are happy to see these straight-deckers and self-unloaders manned by Seafarers moving out of their winter berths. Not only is it as sure a sign of spring as the arrival of the first robin, but it also means that after the winter's inactivity, the bulk cargoes so vital to the area's agriculture and industry will again be moving on the efficient and economical ships of the Great Lakes fleet.



Seafarer Francis Buttas stamps out flange on damper that was stripped and needed a new thread. Buttas sails as fireman aboard the *John T. Hutchinson*.



Fitting out each spring is a busy time for Seafarers on the Great Lakes as they ready ships, which have laid idle for the winter, for a long shipping season. In above photos, Seafarer Hizan Alzankari, (left) removes latches on cargo hold covers on the *SS John A. Kling*; (center) Jack Mikolajczyk, ordinary, is ready for a day of painting aboard the *Adam E. Cornelius*, and (photo right), Al Wobser, conveyor engineer, splices a new conveyor belt with an impact wrench aboard the *SS John A. Kling*.



Final Departures



Leslie I. Jennings, 68, died on Feb. 1. Brother Jennings joined the SIU in the port of New York in 1968 sailing as an AB. He sailed 30 years and was a veteran of the pre-

World War II U.S. Navy and the post-World War II U.S. Air Force. Seafarer Jennings was born in Oglethorpe, Ga., and was a resident of Tampa. Surviving is a brother, John of Tampa.



Wilbert A. Hardin, 50, died on Dec. 29. Brother Hardin joined the SIU-affiliated IBU in the port of Toledo in 1972 sailing as an oiler for the Huron Cement Co., Alpena, Mich. He

was a U.S. Navy veteran of World War II. Born in Toledo, he was a resident there. Surviving are three sons, Donald of Toledo, Dale and William, and a daughter, Diane.



SIU pensioner **Joao De Madeiros**, 71, died of natural causes in the Williamsburg General Hospital, Brooklyn, N.Y. on Jan. 7. Brother De Madeiros joined the Union in

1944 in the port of Norfolk sailing as an oiler. He sailed 41 years and was on the picket line in the Robin Line strike of 1962. Seafarer De Madeiros was born in Portugal and was a resident of Brooklyn. Interment was in Cypress Hills Cemetery, Brooklyn.



SIU pensioner **William V. H. Susikari**, 80, died of diabetes in Suomi, Finland on Feb. 8. Brother Susikari joined the Union in the port of New York in 1955 sailing as an

AB. He sailed 52 years and was on the picket line in the 1962 Robin Line beef. Born in Kuru, Finland, who was a resident of Suomi. Surviving are his widow, Martta Katrina, and three daughters, Mimi, Tuovi and Mitra, all of Helsinki, Finland.



IBU pensioner **Ellen E. Gaines**, 68, passed away on Mar. 9. Sister Gaines joined the union in the port of Frankfort, Mich. in 1953 sailing in the steward department. She was born in

Munising, Mich. and was a resident of Elberta, Mich. Surviving are her mother, R. June of Elberta and a brother, Floyd of Prudenville, Mich.



Robert G. Farrar Sr., 44, died in the port of San Francisco on Mar. 29. Brother Farrar joined the SIU in the port of New Orleans in 1960 sailing as an AB. He sailed 20 years and was

a post-World War II Army veteran. Seafarer Farrar was born in Dallas, Tex. and was a resident of Auburn, Me. Interment was in Mississippi. Surviving are his widow, Lourdes; a son, Robert, and grandmother, both of Picayune, Miss.; a daughter, Mrs. Carla Fawn Ash; his father, Leo of Oxford, Me., and a sister, Mrs. Ruth Donkus of Auburn.



Lawrence A. Horton, 46, died of an apparent heart attack aboard the *SS Erna Elizabeth* (Hudson Waterways) off St. Croix, Virgin Islands on Mar. 21. Seafarer Horton joined the

SIU in the port of Mobile in 1969 sailing as a fireman-watertender. He was a veteran of the post-World War II U.S. Army. Brother Horton was scheduled to upgrade to QMED at Piney Point in July. He was a native of Alabama and was a resident of Mobile. Surviving are his widow, Delores, and three sons, Lawrence, Steven and Victor.



IBU pensioner **Eric Yorke Scott**, 68, died in the Tampa V.A. Hospital of a central nervous system ailment on Feb. 5. Brother Scott joined the Union in the port of Mobile in

1953 sailing as a captain for the Pilot Service Co., Mobile. He sailed 42 years and was a veteran of the U.S. Coast Guard from 1931 to 1952. Seafarer Scott was born in Cayman Brac, the Cayman Islands, B.W.I. and was a resident there. Burial was in West End Cemetery, Cayman Brac. Surviving is his widow, Cynthia.

Charles A. Jones, Jr., 32, died in Mayfield, Ky., on Mar. 31. Brother Jones joined the SIU-affiliated IBU in the port of Paducah, Ky. in 1975 sailing as a deckhand for the Inland Tug Co., Orgulf Transportation Co. and for the American Barge Line Co. of Jeffersonville, Ind. Born in Cairo, Ill., he was a resident there. Interment was in the Wickliffe, Ky. Cemetery. Surviving are his mother, Margaret of Cairo and his father, Amuel.

Robert J. Nehl, Sr., 37, died on Apr. 7. Brother Nehl joined the SIU-affiliated IBU in the port of St. Louis sailing for the American Barge Co. and for Eagle Marine Industries. He was a resident of Belleville, Ill. Surviving are his widow, Sharon; three sons, Robert, Daniel and Shane, and a daughter, Elene.



William Willis, 52, died in San Francisco on Feb. 21. Brother Willis joined the SIU in the port of San Francisco in 1962 sailing as an AB. He sailed 18 years and

was a veteran of the U.S. Navy in World War II. A native of Kentucky, he was a resident of San Francisco at his death. Burial was in Ashland, Ky. Surviving are three sons, Larry Lee of Miamisburg, Ohio, and Michael and Timothy; a brother, Carl of Fairborn, Ohio, and a sister, Mrs. Thelma Walden of Burlington, Wash.



SIU pensioner **Salomon M. Rosa**, 69, passed away at home on Jan. 14. Brother Rosa joined the Union in the port of New York in 1959 sailing as a wiper. He sailed 24 years and

was a veteran of the U.S. Armed Forces in World War II. Born in Puerto Rico, he was a resident of Aguadilla, P.R. Burial was in Puerto Rico. Surviving is his widow, Margarita.



IBU pensioner **Neil Stewart**, 82, passed away on Mar. 19. Brother Stewart joined the Union in the port of Detroit in 1962 sailing as a line-man for the Great Lakes Towing Co.

and the Great Lakes Tug & Dredge Co. in 1964. He was born in Scotland and was a resident of Toledo, Ohio. Seafarer Stewart was a U.S. naturalized citizen. Surviving is his widow, Mintie Marie.

MEMBERSHIP MEETINGS SCHEDULE



| Port | Date | Deep Sea | IBU | UIW |
|---------------|---------|------------|------------|-----------|
| New York | June 7 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Philadelphia | June 8 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Baltimore | June 9 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Norfolk | June 10 | 9:30 a.m. | 5:00 p.m. | 7:00 p.m. |
| Jacksonville | June 10 | 2:00 p.m. | — | — |
| Detroit | June 11 | 2:30 p.m. | — | — |
| | June 14 | — | 5:00 p.m. | — |
| Houston | June 14 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| New Orleans | June 15 | 2:30 p.m. | 5:00 p.m. | — |
| Mobile | June 16 | 2:30 p.m. | 5:00 p.m. | — |
| San Francisco | June 17 | 2:30 p.m. | — | — |
| Wilmington | June 21 | 2:30 p.m. | — | — |
| Seattle | June 25 | 2:30 p.m. | — | — |
| Piney Point | June 12 | 10:30 a.m. | 10:30 a.m. | — |
| San Juan | June 10 | 2:30 p.m. | — | — |
| Columbus | June 19 | — | — | 1:00 p.m. |
| Chicago | June 15 | — | 5:00 p.m. | — |
| Port Arthur | June 19 | — | 5:00 p.m. | — |
| Buffalo | June 16 | — | 5:00 p.m. | — |
| St. Louis | June 17 | — | 5:00 p.m. | — |
| Cleveland | June 17 | — | 5:00 p.m. | — |
| Jersey City | June 14 | — | 5:00 p.m. | — |

Lifeboaters Complete Class



Displaying their graduation diplomas with Lifeboat Instructor Paul Allman (right) are four more successful lifeboat candidates. From left are: Jorge Bermeo; Enriqueo Gonzales; Leslie Bryant, and Luis Almodovar.



Final Departures



John M. Beyer, 38, died on Apr. 15. Brother Beyer joined the SIU in the port of Chicago in 1970 sailing as an AB and deck maintenance for Kinsman Marine and American Steamship Cos. He sailed 18 years and was a veteran of the post-World War II U.S. Army. Seafarer Beyer was born in Chicago, Ill. and was a resident there. Surviving are his mother, Mildred of Chicago and his father, Michael.



Harold E. "Ace" Arlinghaus, 47, died of a heart attack aboard the *SS James* (Ogden Marine) off Guam on Aug. 7. Brother Arlinghaus was dead on arrival at the Guam Memorial Hospital. He joined the SIU in 1944 in the port of Baltimore last sailing as a bosun. Seafarer Arlinghaus sailed 31 years and during the Vietnam War. Born in Cincinnati, Ohio, he was a resident of Wilmington, Calif. Burial was at sea. Surviving are his widow, Mozelle; a daughter, Mrs. Shirley L. Gray of Wilmington; his father, Edward; his mother, Mrs. Arthur Weiss of Cincinnati; a brother, Edward of Cincinnati; a sister, Larain of Columbus, Ohio, and a niece, Toni Gale Arlinghaus of Cincinnati.



Flavio C. Perez, 50, died of a heart attack in River Ridge, La. on Dec. 5. Brother Perez joined the SIU in the port of New Orleans in 1964 sailing as an AB. He sailed 14 years and was in the Colombia Navy from 1941 to 1949. Born in Tunja, Colombia, he was a resident of Harahan, La. Seafarer Perez was a naturalized American citizen. Burial was in the Garden of Memories Cemetery, Metairie, La. Surviving is his mother, Silvia of Bogota, Colombia.



Robert E. McNatt, 51, was taken off the *SS Lyman Hall* (Waterman) to a hospital in Djibouti, French Somaliland, East Africa, where he died on Mar. 31. Brother McNatt joined the SIU in 1943 in the port of Mobile sailing as a fireman-watertender. He sailed 30 years. Seafarer McNatt was born in Moulton, Iowa and was a resident of Florence, Miss. Surviving is his mother, Pearl of Florence.



IBU pensioner Mayo Brasseur, 74, died of a heart attack in Nederland, Tex. on Feb. 25. Brother Brasseur joined the SIU-affiliated Union in Port Arthur in 1963 sailing as a cook for the Sabine Towing and Transportation Co. from 1948 to 1964. He attended a Piney Point Pensioners Conference in 1970. Seafarer Brasseur was born in Carencro, Tex. and was a resident of Nederland. Interment was in Greenlawn Memorial Park Cemetery, Port Arthur. Surviving are his widow, Marie, and a sister, Mrs. Albert Faulk of Port Arthur.



Robert M. Kirkwood, 60, died of multiple injuries after being struck by a car in the port of Philadelphia on Feb. 24. Brother Kirkwood joined the SIU in the port of New York in 1953 sailing as an AB. He attended a Piney Point Crews Conference in 1970 and was a veteran of the U.S. Army in World War II. Seafarer Kirkwood was born in Glasgow, Scotland and was a resident of Philadelphia. He was a naturalized U.S. citizen. Surviving are his mother, Mrs. Sarah Coles; a brother, William, and a sister, Mrs. Elizabeth Kelly, all of Philadelphia.



IBU pensioner Marcus D. Gaskins, 59, died on Mar. 13. Brother Gaskins joined the SIU-affiliated union in the port of Norfolk in 1971 sailing as a captain for 14 years and for the Allied Towing Co. from 1956 to 1974. He was born in New Bern, N.C. and was a resident there. Surviving is a daughter, Mrs. Polly Griffin of New Bern.



Charles R. Ransom, 43, was found dead aboard the *SS Transeastern* (Hudson Waterways) on Feb. 19 on the way to the port of Odessa, Russia. Brother Ransom joined the SIU in the port of New Orleans in 1968 sailing as a cook. He sailed nine years and was a veteran of the U.S. Coast Guard and the U.S. Army from 1949 to 1955. Seafarer Ransom was born in New Orleans and was a resident there. Burial was in the U.S.A. Surviving are his widow, Anna, and his mother, Sarah of New Orleans.



Edward F. Farrell Jr., 48, died on Apr. 13. Brother Farrell joined the SIU-affiliated IBU in the port of New York in 1963 sailing last as a mate for the Erie-Lackawanna Railroad from 1946 to 1976. He was a veteran of the post-World War II U.S. Army. Born in Bayonne, N.J., he was a resident of Cliffwood Beach, N.J. Surviving are his widow, Doris; two sons, Edward and Albert, and six daughters, Beverly, Linda, Ethel, Alberta, Mary and Audrey.



SIU pensioner Ethan M. Mercer, 66, died on Apr. 15. Brother Mercer joined the Union in the port of Mobile in 1952 sailing last as a chief electrician. He sailed 27 years. Born in Oklahoma City, Okla., he was a resident of Mobile. Surviving are his widow, Bessie and a son, Richard.



Andreas P. Papadimatis, 61, passed away in Greece on Mar. 12. Brother Papadimatis joined the SIU in the port of New York in 1968 sailing as a chief steward. He was born in Greece and was a U.S. naturalized citizen. Seafarer Papadimatis was a resident of the Bronx, N.Y. and a veteran of the U.S. Navy in World War II. Surviving is his widow, Kyriaki of Piraeus, Greece.



James A. Reid, 22, died on Apr. 3. Brother Reid joined the SIU in the port of Duluth in 1974 sailing as a wiper. He was born in McGregor, Minn. and was a resident there. Surviving is his mother, Wilma of McGregor.



Eugene E. Gore, 49, died in Bellevue Hospital, New York City, on Apr. 18. Brother Gore joined the SIU in the port of San Francisco in 1962 sailing last as a QMED. He sailed 28 years, was a member of the Sailors Union of the Pacific from 1953 to 1962 and upgraded at the Harry Lundeberg School of Seamanship, Piney Point, Md., in 1972. Seafarer Gore was born in Bremerton, Wash. and was a resident of the port of Norfolk. Surviving are his mother, Mrs. John S. Dennis of Norfolk and a niece, Nancy Patterson of Buffalo, N.Y.



Sherman E. Miller, 62, passed away on Apr. 13. Brother Miller joined the SIU in 1945 in Port Arthur sailing last as a chief electrician. He sailed 30 years and was a wounded veteran of the U.S. Air Forces in World War II. A native of Nacodogoc, Tex., he was a resident of the port of Houston. Surviving are his widow, Camille; a brother, Frank of Houston; a sister, Mrs. W. P. Mitchell of Shreveport, La., and a nephew, Jackie I. Miller.



SIU pensioner Daniel I. Butts, 67, died on Mar. 29 in California. Brother Butts joined the Union in 1938 in the port of New York sailing as a bosun. He sailed 46 years, was Puerto Rico port agent for five years and was an AB and lifeboat instructor at Piney Point from 1961 to 1971. Born in Staten Island, N.Y., he was a resident of Colma, Calif. Burial was in New York. Surviving are his widow, Maria of Brentwood, L.I., N.Y.; a son, Daniel; a daughter, Anna; his mother, Lena, and a son-in-law, Edmund J. Rodriguez, both of Brentwood.



SIU pensioner Joseph M. Cash, 71, died of pneumonia in Albemarle Hospital, Elizabeth City, N.C. on Mar. 3. Brother Cash joined the Union in the port of Baltimore in 1953 sailing 43 years. He was born in Pulaski, Va. and was a resident of South Mills, N.C. Cremation took place in the Princess Ann Memorial Park Cemetery, Virginia Beach, Va. Surviving are his widow, Olgaritte; a stepson, Harry Shaw, and two daughters, Elaine and Audrey.



SIU pensioner Millard B. Elliott, 59, died on Jan. 14. Brother Elliott joined the Union in 1946 in the port of Mobile sailing as a chief steward. He sailed 30 years. Born in Knoxville, Tenn., he was a resident of Mobile. Surviving are his widow, Mary and four daughters, Deborah, Frankie Mae, Linda and Patricia.



Lawrence Parker, 53, died on Mar. 23. Brother Parker joined the SIU in the port of Seattle in 1969 sailing as an AB. He sailed almost eight years, upgraded at Piney Point in July 1974 and was a U.S. Navy veteran of World War II and after. Born in Los Angeles, he was a resident of Gold Beach, Ore. Surviving are his widow, Lois, and a son, Lawrence Jr.



SIU pensioner Morris Riechelson, 77, passed away on Mar. 9. Brother Riechelson joined the Union in 1940 in the port of New York sailing as a bosun. He sailed 34 years, walked the picket line in the Greater N.Y. Harbor strike in 1961 and was a wounded veteran of the U.S. Army in World War I. Seafarer Riechelson was born in Lithuania and was a resident of North Miami Beach, Fla. He was a naturalized U.S. citizen. Surviving are his widow, Ella; three sons, Sidney, Eugene and Benjamin and his mother, Anna of Camden, N.J.



Charles L. Fishel, 42, died aboard the *SS Arthur Middleton* (Waterman) on Mar. 29 between the ports of Bremerhaven, West Germany and Murmansk, Russia. Brother Fishel joined the SIU in the port of New York in 1953 sailing as a chief steward. He was on the picket line in the 1963 Puerto Rico Lighterage beef, attended the Piney Point Crews Conference No. 9, and the 1965 Stewards Recertification Program. He was a veteran of the post-World War II U.S. Army. Seafarer Fishel was born in Ohio and was a resident of Youngstown, Ohio. Surviving are his mother, Mrs. Charlotte Davis and a brother, A. H. Coles, both of Youngstown.

Hall to Congress: Probe Coast Guard in Oil Rig Loss

Continued from Page 3

time friend of the SIU, who served as consultant to the SIU's Plan's Board of Trustees and was instrumental in building up the SIU Scholarship Fund and Welfare Programs.

Hall renewed his personal and the SIU's sincere regret at the passing of the genial 75-year-old New Orleans resident last December, and said that the Union would name its Scholarship Fund after Logan.

Other Speakers

In addition to President Hall, other top maritime leaders participating at the Tulane meeting were: Robert J. Blackwell, assistant secretary of commerce for maritime affairs; Rear Adm. Sam H. Moore, commander of the Military Sealift Command; Capt. J. W. Clark, president of Delta Steamship Co., and Anthony Scotto, president of New York Local 1814 of the Interna-

tional Longshoremen's Assn.

Robert Blackwell announced that the latest sale of grain to the Soviet Union, amounting to two million tons, will mean an additional five sailings per month for U.S.-flag ships until September. Presently, American ships number 10 sailings per month to the Soviet Union.

Blackwell predicted the slump in the world tanker market would continue through 1980 when the present world tanker surplus will be worked off. However, Blackwell looked optimistically to the growth of a U.S. fleet of liquified natural gas carriers "if the Federal Power Commission approves an El Paso Gas Co. application to construct an Alaskan Gas Pipeline."

Transport Policy

Rear Adm. Sam H. Moore stated that the U.S. needs a strong and viable merchant marine and Navy to meet

economic and defense requirements, and he called for "an overall transportation policy" to accomplish this goal.

"We need more than a policy," said the MSC chief, "we need a cooperative, stronger day-to-day working relationship."

Moore pointed out that the Soviet Union now operates a merchant fleet that exceeds ours in numbers. "Profit is not their motivation. Penetration of world trade markets and the position of political influence they can gain are more important."

'Skimming the Cream'

Capt. J. W. Clark, also keying his talk on Soviet merchant shipping, said that the Russians are "skimming the cream" of the cargo and reducing rates in every direction.

Clark charged that "East-West trade is nothing but quicksand—the fiction of detente." He stated that the best

approach to fight "the menace of Soviet shipping is the bilateral agreement, which commits most of the cargo on a trade route to ships of one of the two trading partners."

Clark charged "otherwise, we're going to be on the outside and are going to be deluged by foreign ships we can't rely upon in times of national need."

Attacks Minibridge

Anthony Scotto said that the ILA is fighting the joint rail-water rate known as minibridge, which is moving cargo out of New York by rail to the West Coast for sea shipment.

Scotto said that minibridge was contributing to the fact that "work in the port of New York has fallen from 40 million man-hours to 21 million man-hours per year."

Scotto called minibridge false intermodalism with the steamship operators subsidizing the railroads and "the land portion not paying its own way."

Keep Hospitals Open

Continued from Page 2

Texas, vehemently opposed the proposed closings.

The hearings in Boston and Galveston reflect the general feelings of all the communities where PHS hospitals are located. Community residents recognize the value and potential of the hospitals and want them to remain open.

In all ports where PHS hospitals are located, SIU officials participated in hearings or in contacting the heads of local Health Planning Agencies to present the SIU's position on the PHS controversy.

In another area concerning the PHS hospitals, the SIU is fighting to get the Galveston PHS facility moved from its present site into the modern Space Center Memorial Hospital in Nassau Bay. This facility, which is owned by the Federal Government, is presently closed.

The proposed move, which has received widespread support in Texas, makes economic sense because it would cost the Government less to move the hospital than to refurbish the present facility.

Transcolumbia and Eagles



With snow on the ground, Seafarers of the C4 SS *Transcolumbia* (Hudson Waterways) feed scraps by hand (rear left) to 35 American bald eagles from the Adak, Alaska Game Preserve on the dock of the U.S. Naval Station. Chief Steward Tom Ulisse, who took the photo, says they were "lined up like seagulls waiting to be fed" aboard the ship and on the dock. He said they had "rough seas and smooth spirits" on their four-month voyage with a deck cargo of a gasoline truck, helicopters, landing craft, and bulldozers for delivery to Honolulu, Wake Is., Subic Bay, P.I., Sattahip, Thailand, Pusan, S. Korea, Adak, U.S., the West Coast, Gulf, and finally, the port of Beaumont, Tex. Early this year the *Transcolumbia* sailed to the Mideast and in May was on a run to the Far East again.

Piney Pointers Give to SPAD



Two recent graduates of the Lundeberg School in Piney Point, (l. to r.) John Martin and Don Dokulil, are handed their \$20 SPAD receipts from SIU Patrolman Teddy Babkowski at a payoff aboard the *ST Overseas Vivian* (Maritime Overseas) late last month at the Howard Oil Co. Dock in Bayonne, N.J.

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Stephen Carr



Seafarer Stephen Carr, 53, has been a member of the SIU since 1941 and he began shipping out as a bosun in 1946. A native of Cambridge, Mass., Brother Carr makes his home in Staten Island, N.Y. He ships out of the port of New York.

Sal Sbriglio



Seafarer Sal Sbriglio, 47, has been a member of the SIU since 1952 and he began shipping out as a bosun in 1959. A native of Boston, Mass., Brother Sbriglio makes his home in the port of Wilmington with his wife, Dorothea. He ships out of that port.

Jack M. Dalton



Seafarer Jack M. Dalton, 50, has been a member of the SIU since 1944 and he began shipping out as a bosun in 1956. A native of Washington, Pa., Brother Dalton makes his home in Galena Park, Tex. He ships out of the port of Houston.

Joseph San Filippo



Seafarer Joseph San Filippo, 49, has been a member of the SIU since 1950 and he began shipping out as a bosun in 1960. A native of Boston, Mass., Brother San Filippo ships out of the port of San Francisco where he makes his home with his wife, Marjorie.

12 More Bosuns Graduate

Another group of Seafarers graduated from the SIU's Bosuns Recertification Program this month 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 nearly three years 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. He is more familiar with the technological advances of the new vessels which have been built, he can hold more informative shipboard meetings and is better able to answer questions and settle beefs.

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.

Donald Pool



Seafarer Donald Pool, 49, has been a member of the SIU since 1944 and he began shipping out as a bosun in 1956. A native of Frankfort, Ill., Brother Pool makes his home there. He ships out of the port of New Orleans.

Carrol Quinnt



Seafarer Carrol Quinnt, 55, has been a member of the SIU since 1940 and he began shipping out as a bosun in 1942. A native of Baltimore, Brother Quinnt makes his home in Portland, Ore. He ships out of the port of Seattle.

Joseph Snyder



Seafarer Joseph "Andy" Snyder, 64, has been shipping with the SIU since 1946, and he started sailing as bosun the same year. A native of Altoona, Pa., he now lives in Maryland and ships from the port of Baltimore.

Floyd Fritz



Seafarer Floyd Fritz, 50, has been shipping with the SIU since 1945, and he began sailing as a bosun in 1952. A native of Ohio, he now ships from the port of Jacksonville where he makes his home.

Anthony Hanna



Seafarer Anthony Hanna, 55, has been a member of the SIU since 1947 and he began shipping out as a bosun in 1960. A native of nearby Scranton, Pa., Brother Hanna makes his home in the port of Baltimore from which he ships out.

Charles Dawson



Seafarer Charles Dawson, 48, has been a member of the SIU since 1951, and he began shipping out as bosun in 1956. A native of Brooklyn, N.Y., he now makes his home in Lynnwood, Wash. with his wife Maxine. Brother Dawson ships from the port of Seattle.

John Frazier



Seafarer John Frazier, 49, has been a member of the SIU since 1965, and he began shipping out as bosun in 1969. A native of Louisiana, Brother Frazier now ships from the port of Houston where he makes his home.

James Corder



Seafarer James Corder, 50, has been a member of the SIU since 1951 and he began shipping out as a bosun in 1964. A native of South Carolina, Brother Corder makes his home there with his wife, Bonita. He ships out of the port of Jacksonville.

'A' Book Program

With the successful completion by six more members this month, the 'A' Seniority Upgrading Program has now graduated 227 Seafarers with full 'A' book status. The six graduates this month are Luis Fuentes, Archie Bligen, Jose Perez, William Stark, Jose Calo and Edward Wilisch.

The purpose of this program is to give new full book members a chance to sharpen their seafaring skills and at the same time gain a better understanding of our Union's operations, functions and goals.

Not only does the 'A' Seniority Program benefit the new full book member who will have greater shipping opportunities with his 'A' book, but it also benefits the entire membership. The brothers who graduate from this program are valuable additions to our Union's membership because they are well prepared to take on the responsibilities and obligations of a full 'A' book member, thereby increasing the SIU's strength and unity.

Luis Fuentes



Seafarer Luis Fuentes has been sailing with the SIU in the steward department since 1968. Before starting the 'A' Seniority Upgrading Program, Brother Fuentes upgraded to assistant cook at the Harry Lundeberg School. A native of Puerto Rico, Brother Fuentes now lives in New York City and ships from that port.

Archie Bligen



Seafarer Archie Bligen has been sailing with the SIU since his graduation from the Harry Lundeberg School trainee program in 1973. Shipping as a QMED, Brother Bligen earned that rating at Piney Point before attending the 'A' Seniority Upgrading Program. Brother Bligen is a native and resident of Charleston, S.C. He ships from the port of New York.

William Stark



Seafarer William Stark started sailing with the SIU after his graduation from the Lundeberg School in 1972. Brother Stark returned to Piney Point to study for his AB's ticket before attending the 'A' Seniority Upgrading Program. A native and resident of New York City, Brother Stark ships out of that port.

Jose Perez



Seafarer Jose Perez has been sailing with the SIU since 1966. A member of the black gang, Brother Perez earned his FOWT endorsement at the New York Andrew Furuseth Training School. Brother Perez, a native of Puerto Rico, ships from the port of New York and lives in Jersey City, N.J. with his wife Aida and their three children.

Jose Calo



Seafarer Jose Calo began sailing with the SIU in 1967 after graduating from the New York Andrew Furuseth Training School. Before starting the 'A' Seniority Program, Brother Calo obtained his QMED endorsement at the Harry Lundeberg School. A native of Spain, Brother Calo now lives in Harrison, N.J. with his wife Helen and their three children. He ships from the port of New York.

Edward Wilisch



Seafarer Edward Wilisch has been sailing with the SIU since his graduation from the Harry Lundeberg School in 1973. Brother Wilisch returned to Piney Point to study for his AB ticket before attending the 'A' Seniority Upgrading Program. Living in Rockville, Md., Brother Wilisch is a native of New York City and ships from that port.

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:

May 27, September 2.

QUARTERMASTER

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



Five FOWTs Get Diplomas

On a dark day, FOWT Instructor Greg Stabrylla (2nd left) stands still for a graduation day class photo of (l. to r.): Mike Martin; Herbert Brandt; Alan Garoner; Greg Winquist, and Alan Cooper.

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:

April 29, August 2.

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:

April 29; May 13, 27; June 10, 24; July 8, 22; August 5, 19; September 2, 16, 30; October 14, 28.

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



QMED Hopeful Graduates

On a bright day, QMED Instructor Jack Parcel (right) poses on the deck of the training ship SS Zimmerman with one of his latest course graduates, Joseph Vain holding diploma at the HLSS, Piney Point, Md.

Did You Know . . .

Last month 64 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:

April 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:

July 12.

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:

May 27, October 1.

OPERATION AND MAINTENANCE OF REFRIGERATED CONTAINERS

The course of instruction leading to certification as Refrigerated Container Mechanic consists of both classroom and on-the-job training that includes the following: instruction covering all units on refrigeration, electrical and engine tune-up on gasoline and diesel units, operation, maintenance and trouble shooting on all refrigeration units, instruction of fundamentals of operation and servicing and diagnostic procedures used with electrical circuitry.

Course Requirements: Applicants must hold Coast Guard endorsements as Electrician and Refrigerating Engineer or QMED-Any Rating.

Length of Course: The normal length of the course is four (4) weeks.

Starting Date: June 14.

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:
April 29; June 10; July 22; September 2;
October 14.

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:
May 13; June 24; August 5; September 16;
October 28.

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:
April 29; May 13, 27; June 10, 24; July 8,
22; August 5, 19; September 2, 16, 30;
October 14, 28.

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:
May 27; July 8; August 19; September 30.

These Courses Will Be Starting Soon:

- Diesels
- LNG/LPG

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)
(City) (State) (Zip Code) Telephone # _____
(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:

- | | | |
|----------------------------------------|------------------------------------|---------------------------------------|
| DECK | ENGINE | STEWARD |
| <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

- | | |
|----------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> LNG/LPG | <input type="checkbox"/> Advanced Pumpman Procedures |
| <input type="checkbox"/> Diesel | <input type="checkbox"/> Advanced Electrical Procedures |
| <input type="checkbox"/> Welder | <input type="checkbox"/> 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

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

ated \$100

Beginning

The following Seafarers... legislative activities which... the Seafarers Political Activ... dues, initiation fees, etc., for po... contributions. Ten who have re... one has contributed \$300, one \$600... feels that in the upcoming months—es... Seafarers are to be protected.

in all, have demonstrated an ad... our social and economic welfa... beginning of 1976. (The law p... way the trade unionist can tak... the SIU's voice be heard in the... of the year the LOG will be run... elections—our political role

political and... or more to... money, such as... untary political... contributed \$200... because the Union... of the livelihoods of

- Acevedo, V.
- Aguilar, A.
- R.
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- Ferrara, A.
- Foster, J.
- Frank Jr., S.
- ntes, H.
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- Beeching, M. E.
- Bellinger, W.
- Bergeria, J.
- Bernstein, A.
- Bjornsson, A.
- Blanton, M. J.
- Bluitt, J.
- Bobalch, W. J.
- Bonser, L.
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- Hall, L.
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- Harris, J.
- Hassan, H.
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- Hebert, T.
- Hendrick, R. G.
- Hidais, A. A.
- Morrison, J.
- Murray, R.
- Nash, W.
- Newberry, J.
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- Northcutt, J.
- Okrogly, H. A.
- Olesen, C.
- Olson, F.
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- Lombard, R.
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- Sapp, C.
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- Peth, C. L.
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- Conley, K.
- Prott, L.
- Power, E.
- Pargvee, A.
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- Reck, L.
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- Kerwin, W.
- Kouvardas, J.
- Lawrence, M.
- Lee, K.
- Lelonek, L.
- Leo, A.
- Lescovich, V.
- Loleas, P.

\$1,100 Honor Roll
Christenberry, R. A.

\$600 Honor Roll **\$300 Honor Roll**
Pomerlane, R. Conley, M., Msgr.
Apostleship of the Sea

\$200 Honor Roll
Bergeria, S. Foster, W. Nielsen, K.
Echevarria, R. Lesnansky, A. Richoux, J.
Hall, P. Maher, T. Terpe, K.
McCullogh, L.

\$200 **\$2000**

675 FOURTH AVENUE BR Y. 11232

Date U.S. No.

SPAD

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Support is filed with the Federal Election Commis... on, Washington, D.C.)

Signature of Solicitor **1976**
No.

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