

Special Supplement

BOSUNS RECERTIFICATION PROGRAM

(See Center Fold)

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



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John M. Gallagher, Jr.



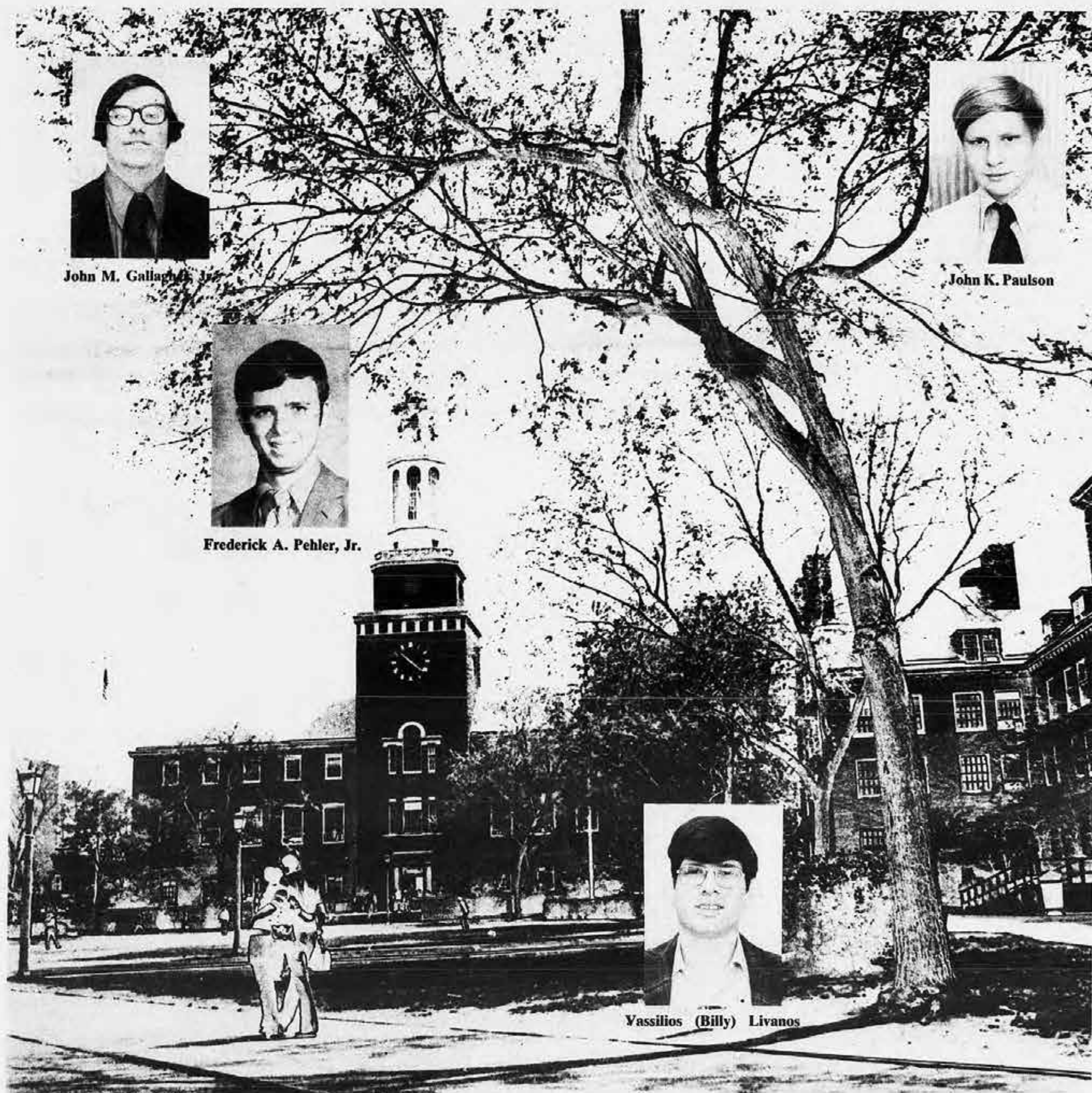
John K. Paulson



Frederick A. Pehler, Jr.



Vassilios (Billy) Livanos



Four \$10,000 SIU Scholarships

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Nixon Asks Trans-Alaskan Pipeline Construction

In a special message to Congress, President Nixon has proposed a new national energy policy designed to ease the growing shortage of fuels and power sources across the United States.

One important phase of the program of special interest to Seafarers is the request that action be taken immediately to remove restrictions which have prevented construction of the trans-Alaska oil pipeline.

In his message the President declared: "Our interest in rapidly increasing our supply of oil is best served by an Alaskan pipeline. It could be completed much more quickly than a Canadian pipeline; its entire capacity would be used to carry domestically owned oil to American markets where it is needed; and construction of an Alaskan pipeline would create a significant number of American jobs both in Alaska and in the maritime industry."

Also of interest to Seafarers, the President called for enlargement of deep-water port capacity to handle the bigger supertankers which will carry energy supplies to the United States.

He pointed out that the development of ports "has usually been a responsibility of State and local governments and the private sector." However, he noted that States cannot issue licenses beyond the three-mile limit and he proposed legislation to permit the Interior Department to issue such licenses contingent upon environmental impact evaluation.

The President also announced that he was ending the 14-year old mandatory quotas on imports of oil in favor of a system of license fees that eventually will apply to all imports of oil and gasoline.

He further urged Congress to do the following:

- End federal regulation of wellhead prices of natural gas.
- Give the oil industry tax credits for exploration outlays. Mr. Nixon described this as an extension to the oil and gas industry of the same tax credits given to other industries for investment.

While speaking strongly on the environmental values involved in the production of energy supplies, the President

put strongest emphasis on the national need to produce more supplies from domestic sources.

In this regard, he urged the States to encourage the use of coal, the nation's most abundant fuel, and he announced that the Interior Department would increase the sale of offshore leases for exploration.

In addition, the President called for more exploration for domestic gas and oil sources, the upgrading of refinery production, construction of more nuclear energy power plants, and the establishment of new government offices to coordinate all of the programs.

Concluding, the President declared: "The challenge facing us represents one of the great opportunities of our time — an opportunity to create an even stronger domestic economy, a cleaner environment, and a better life for all our people. . . . The need for action is urgent."

Shipping Sets Mark

Deep sea and inland shipping of all merchandise in the United States set a record in 1972.

Total tonnage of water transported goods last year was 1.614 billion tons. This, the U.S. Army Corps of Engineers estimated was 6.7 percent over the 1971 total of 1.512 billion tons, and an increase above the previous record total of 1.532 billion tons in 1970.

A preliminary breakdown showed 983 million tons of domestic cargoes, a rise of 3.8 percent from 1971, and 631 million tons of foreign trade or 11.5 percent more than was carried in 1971.

Breaking it down further, on a ton-mile yardstick, waterborne commerce in 1972 was 328.9 billion ton-miles compared to 315 billion ton-miles in 1971.

The following statement released by the Executive Council of the AFL-CIO during its recent meeting in Washington, D.C. deals with the energy crisis and is of major importance to Seafarers since it reflects upon the role the U.S. Merchant Marine can have in combating this present crisis.

Energy Crisis

The current energy crisis is a matter of grave concern to the AFL-CIO Executive Council and to the millions of American workers who are members of our affiliated unions and their families.

This crisis threatens to affect the quality of life of every American.

Therefore, the AFL-CIO Executive Council recommends to Congress that it immediately review national policy with regard to the foreign operations of the oil industry. Every effort must be made to encourage the development of domestic oil reserves to diminish, insofar as possible, our growing politically and economically dangerous dependency on foreign nations for this vital source of energy.

Specifically, we recommend the following Congressional action:

1. To encourage the development of U. S. domestic petroleum resources and refineries, Congress should enact legislation which would: a) repeal the present 22% depletion allowance from taxable income on oil extracted from foreign sources and b) eliminate the credit from U. S. taxes for taxes paid to foreign governments on income from foreign operations of U. S. oil companies.

2. The performance of the oil industry in meeting its obligation to supply the energy needs of the American people at reasonable and competitive price levels should be reviewed by Congress to determine whether or not the oil industry is not in fact a public utility and therefore subject to interstate regulation by the federal government, as are other public utilities.

3. At the present time, there are no U.S.-flag tankers regularly engaged in carrying imported oil from foreign sources to the United States. To end America's dual dependency on foreign sources and foreign transportation for U. S. oil and oil products, Congress must legislate a guarantee that a fair share of all imported petroleum cargoes be carried in U. S.-flag ships. Such legislation would guarantee the development of an American tanker capability that would be in the best interests of the national security, the economy, and a more favorable balance of payments position, and would result in the generation of thousands of jobs in the construction and operation of such a fleet.

May 9, 1973

the PRESIDENT'S REPORT:



Paul Hall

National Maritime Day

This month there will be celebrations in various ports throughout the nation for National Maritime Day, that special day set aside by the President of the United States to recognize and honor the Merchant Marine.

The day, May 22 this year, should serve as a reminder to each of us that the Merchant Marine has one of the great traditions of this country.

The nation's first settlers were seafaring people. The nation's first industry was ocean-going commerce. And the first navy that we sent to sea was the merchant fleet manned by citizen sailors during the Revolutionary War.

Those early days were tough for seafarers. While at sea, the seafarer was virtually a slave to the ship's captain, subject to flogging, chains or starvation for even minor offenses. Ashore, the seaman was at the mercy of the "crimps," job brokers who controlled employment and took most of a seaman's pay for his services.

It took a long time to break those shackles. They were broken by organizing, by working together, to make a

better life for all seafarers. The job was done by fighting for economic justice on the job and for decent working conditions by a combination of militant economic action and by winning legislation which ended the slavery of the sea.

In their valiant struggle to win economic freedom and civil liberty, Seafarers played a role in our nation's development, especially during its moments of trial and conflict.

History recalls the role of the merchant seaman during the War of 1812 when American seafarers were impressed by the British to serve on British naval ships.

Merchant seamen were deeply involved during World War I when the citizen-manned merchant ships carried men and material through enemy-infested waters to help win "the war to end all wars."

Even before this nation entered World War II—seven months before Pearl Harbor—SIU members lost their lives when the *Robin Moore* was shelled and sunk by a German submarine in the South Atlantic.

Seafarers—civilian sailors—then be-

came a legendary part of the total war effort. Many can recall the Fourth of July convoy to Murmansk during which 22 out of 33 cargo vessels were sunk; or the beachhead runs to North Africa, Normandy, Guadalcanal; the dozens of vessels sunk within sight of the East Coast and in the Mississippi Delta.

All in all, the Merchant Marine lost more than 6,000 men during World War II. More than 1,500 of them were members of this union.

During the Korean conflict and the more recent war in Indo-China, the Merchant Marine again responded to the nation's needs to carry necessary materials into the war zones.

So, on May 22—National Maritime Day—the men who go to sea for a living will be memorialized. We will remember these men and their way of life.

But the best tribute we could give to them would be to continue to preserve the way of life of the professional seaman.

That is one of the major goals in the struggle to strengthen and revitalize the U.S. Merchant Marine and win dignity on the job.

Four Students Receive \$10,000 SIU Scholarships

"The sea affords opportunities, immeasurable both in scope and magnitude, that will allow me to actively participate in the betterment of the world."
—John M. Gallagher, Jr., 17.

"I believe that the preparations a person makes in life, even from childhood, are instrumental in determining the productiveness of his life as a mature adult."
—Frederick A. Pehler, Jr., 18.

Both these statements illustrate the intelligence, concern and calibre of the four young men who this year became recipients of the annual SIU scholarships.

Each of the four will receive \$10,000 grants, payable over a period of four years, to pursue their chosen field of study at any accredited college in the U.S. or its territories.

This year's winners are:

John M. Gallagher, Jr., 17, of Philadelphia, Pa.; son of Seafarer and Mrs. John M. Gallagher.

Vassilios (Billy) Livanos, 17, of Brooklyn, N.Y.; son of Seafarer and Mrs. John Livanos.

John K. Paulson, 18, of Clifton, N.J.; son of Seafarer Uvno Paulson.

Frederick A. Pehler, Jr., 18, of Mobile, Ala.; son of Seafarer and Mrs. Frederick A. Pehler.

These four winners bring to 102 the number of recipients who have been awarded SIU scholarships since the Program began in 1953. Of that number, 26 were Seafarers and 76 were the children or dependents of Seafarers. No Seafarers applied this year.

Two alternates were also chosen, and will receive scholarships in the event one or more of the winners are not able to accept the scholarships. They are:

George Kondylas, 17, of Baltimore, Md.; son of Seafarer and Mrs. Nicholas Kondylas.

Pamela Parker, 17, of Mobile, Ala.; daughter of Seafarer and Mrs. Clyde D. V. Parker.

As in the past, this year's winners were chosen by an impartial board of six educators on the basis of their scholastic ability, their character and their qualities of leadership.

Scholastic ability is determined by the applicant's high school grades as well as marks received on either the College Entrance Examination Board test or the American College Test.

Character and qualities of leadership are based on the applicant's extracurricular activities and letters of recommendation.

John M. Gallagher, Jr.

John M. Gallagher, Jr. will graduate from Cardinal Dougherty High School

Mate, Master Course Begins at Piney Point

A new course for mates and masters of uninspected vessels is scheduled to begin June 4 at the SIU-IBU Upgrading Center in Piney Point.

The six-week course will cover thoroughly all material needed to successfully complete the Coast Guard examinations. All operators of uninspected vessels who are interested in securing their Mates or Masters license are urged to apply now.

Write to: Robert Kalmus, Vocational Director, Harry Lundeberg School, Piney Point, Md. 20674.

Fuller details on the curriculum and other aspects of this important course will be carried in the next issue of the LOG.



Vassilios (Billy) Livanos, one of this year's four SIU scholarship winners, thanks Seafarers at the May membership meeting at headquarters for making his \$10,000 award possible. To the right, Billy's relatives and two of the other winners and their families look on.

next month and has already been accepted to Philadelphia's Drexel University where he will study biology.

Gallagher, as he pointed out in the statement quoted above, is very interested in the sea.

"The study of the oceans and seas, particularly the life found in the sea has always fascinated me and I do feel that it is within this area of study that I will attain fulfillment."

Gallagher plans to study marine biology and hopes to transfer to a Florida university after studying at Drexel for two years.

An honor student for four years, Gallagher was written up in "Who's Who Among American Students" in 1971-72 and 1972-73. He also received an Academic Proficiency Certificate in biology during his sophomore year in high school.

Part of the credit for young Gallagher's interest in the sea must go to his father, Seafarer John M. Gallagher, whose work influenced his son's career choice. Gallagher, 49, sails in the deck department. He joined the union in 1942 in the Port of New York and served picket duty in 1962 during the Moore-McCormack Robin Line Beef. Brother Gallagher was born in Pennsylvania.

Vassilios (Billy) Livanos

Presently attending Fort Hamilton High School in Brooklyn, N.Y., Vassilios (Billy) Livanos will graduate next month. In September he will begin studying mechanical engineering at Stevens Institute of Technology in Hoboken, N.J.

"I have chosen the engineering field because of my interest in math and science," writes young Livanos.

His academic grades have earned him the right to be in the National Honor Society and his extra-curricular activities include basketball and chess. He is also a member of the Philosophy Club and is treasurer of the Greek Orthodox Youth of America in his church parish.

A math teacher at Fort Hamilton High remarked, "Bill is the type of student of whom every teacher dreams. He is a friendly, pleasant person, with a strong interest and concern for his education."

A youth director in Livanos' parish wrote, "First and foremost he has love and respect of his fellow members and is a leader amongst them."

Billy Livanos' father, Seafarer John Livanos, sails in the deck department. Born in Greece 60 years ago, Brother Livanos joined the SIU in 1947 in the

Port of New York. He has been sailing since 1930.

John K. Paulson

John K. Paulson will graduate next month from Clifton Senior High School in Clifton, N.J. Planning to study physics, Paulson will begin his college career this September at Carnegie-Mellon University in Pittsburgh, Pa.

In explaining his career goal, Paulson writes, "For the past four years I have been taking a college prep course emphasizing mathematics and science. I have chosen this course of study because I excel in subjects requiring creative thought tempered by logic and also because it will best prepare me for my life's work: the search for solutions to vexing problems in either theoretical physics or mathematics."

Paulson is well suited to pursue this goal. He won the Mathematics and Science Award in 1972 from Rensselaer Polytechnic in Troy, N.Y. Furthermore, a high school physics teacher writes, "John is an exceptional student. His academic record is superb."

Paulson's father, Seafarer Uvno Paulson, is a member of the deck department and is an applicant in the Bosun Recertification Program. Sixty-one years old, Brother Paulson was born in

Finland. He joined the union in 1942 in the Port of New York and served picket duty during the 1965 District 37 Beef.

Frederick A. Pehler, Jr.

Frederick A. Pehler, Jr. will be graduating this month from Davidson High School in Mobile, Ala. This fall he will most probably attend Louisiana State University in Baton Rouge where he plans to study chemical engineering.

The principal of Davidson High writes, "Fred ranks fourth in his senior class of 450 students. He has also selected to take the most challenging courses in the curriculum." He adds that Pehler is "... a young man of integrity and fine character."

Young Pehler's father, Seafarer Frederick A. Pehler, 46, sails in the deck department. He joined the union in 1947 in the Port of Norfolk and serves as ship's chairman while sailing. Brother Pehler was born in Washington, Iowa.

The SIU Scholarship Program is recognized as one of the best "no strings attached" programs in the country. Always realizing the importance of education, the SIU was the first maritime union to institute a scholarship program.

Previous Scholarship Winner Graduates With Top Honors

Ransome I. Simmons, the son of Alabama born Seafarer William Simmons, received an SIU scholarship award four years ago and has made the most of it.

He is graduating this month from the Pre-Med School of the University of Mississippi in Oxford, Miss. with an impressive 3.6 grade index, and the school's top academic honors.

The 21-year old scholar will now attend the University of Mississippi Graduate Medical School in Jackson, Miss. aspiring to both an MD degree and a PhD in biochemistry.

Each year the grateful young man has written letters to the union outlining his progress in school.

His father, who sails as both able-seaman and bosun, joined the SIU nearly 33 years ago, several months prior to the outbreak of World War II.

He took an active role in the Normandy Invasion aboard the troop carrier *Francis A. Walker*, and in 1943 was a part of the largest west-bound convoy



Ransome Simmons

(700 ships) of the war.

In addition to his son Ransome, the 58-year old Seafarer has two older sons, James, 34, and William, Jr., 32, and a daughter, Geraldine, 37.

Seafarer Simmons has been a resident of Ellisville, Miss. for many years, and he plans to retire upon the completion of his son's medical studies.

SIU Urges House Committee Support To Halt the Closing of 8 Hospitals

The fight to save the Public Health Service Hospitals continues in the Congress.

The SIU told the House Merchant Marine and Fisheries Committee that Congress must turn back the latest attempt to close the hospitals and provide support and financing to build the system again "into a viable and quality health care system."

As it has in the past, the Department of Health, Education and Welfare has

submitted to Congress a plan to terminate in-patient service at six of the eight remaining PHS hospitals effective July 1, 1973. HEW also plans to close down in-patient service at the remaining two hospitals in Staten Island, N.Y., and Norfolk, Va., "at some future date."

The SIU told the House committee that "U.S. merchant seamen must continue to have a special system of medical care in order to maintain their ability to serve the peculiar needs of a peace-

time merchant marine and to keep U.S. seamen in readiness should an emergency arise."

The union pointed out that Congress passed a law last year requiring 90 days notice of any action to close or transfer a PHS hospital along with specific information concerning cost and quality of alternate health care for PHS beneficiaries.

The SIU statement declared that the latest HEW proposal does not meet

these requirements and contains "glaring shortcomings." The statement cited these deficiencies:

- Guidelines for contracting of private hospitals fail to mention the primary need of "priority" care for seamen beneficiaries of the PHS.

- The HEW plan concentrates only on those cities with PHS clinics and hospitals. It does not specify if contract hospital facilities will be provided to serve beneficiaries employed on the inland waterways and Great Lakes.

- The plan provides only cursory details on other health care needs of seafarers.

- The cost estimate is unrealistic "and presents Congress with a false picture of the cost of caring for PHS beneficiaries in private hospitals."

The SIU expressed grave concern over the future of the PHS hospitals even if Congress turns down the HEW proposal. HEW has used the weapons of "attrition and neglect" to destroy the hospitals, the statement declared, and today they are "understaffed, sorely neglected physically, and under constant pressure . . . to reduce their workload and phase out their research projects."

The union then urged Congress "to send this latest Administration plan for PHS hospitals back to the Administration. Then the Congress must move to provide the PHS hospitals with the support and financing they must have if they are to be once again built into a viable and quality health care system, to serve not only merchant seamen but all Americans."

The SIU later supplied the Committee with a "legal brief" explaining how the HEW plan "runs afoul of the stated Congressional intent to preserve and revitalize the PHS hospital system . . ."

That brief asks Congress to reject the HEW proposal and urges that the PHS system be retained.

Hearings into the HEW proposal continued at press time.

AFL-CIO Backs Oil Transport Bill; Seeks End to Foreign Tax Credits

The AFL-CIO is urging Congress to legislate a guarantee that a fair share of all imported petroleum cargoes be carried in U.S.-flagships.

The Federation position was set forth in an Executive Council policy statement during the council's spring meeting May 8-9 in Washington, D.C.

The statement said that "such legislation would guarantee the development of an American tanker capability that would be in the best interests of national security, the economy, and a more favorable balance of payments position, and would result in the generation of thousands of jobs in the construction and operation of such a fleet."

Meanwhile, legislation has been introduced in Congress to require that a portion of all petroleum and petroleum products imported into the United States be carried on American-flagships.

At press time, five bills to this effect, involving 50 co-sponsors, had been put into the legislative hopper of the House of Representatives.

Introduction of the legislation represents the opening of 'round two' in the fight to reserve a portion of oil in ports for American ships. Similar legislation was narrowly defeated in the Senate last year.

The AFL-CIO policy statement also recommended the following Congressional action:

- To encourage development of domestic resources and refineries, the Council called for legislation to repeal the 22 percent depletion allowance now given for oil extracted from foreign sources. The Council said Congress also should eliminate tax credit for taxes paid to foreign governments on income from foreign operations of U.S. oil companies.

- The Council said that Congress should review the performance of the oil industry in meeting "its obligation to supply the energy needs of the American people at reasonable and competitive price levels" with an eye to determining whether or not the oil industry should be subject to interstate regulation by the government as are other public utilities.

During the two-day meeting the AFL-CIO Council took action on a number of major issues, including the following:

Alaska Pipeline. The Council urged Congress to pass legislation to allow the immediate construction of the trans-Alaska oil pipeline tapping reserves of petroleum on Alaska's North Slope.

The statement said that "jobs for

American workers would be generated not only in building the pipeline and related plant construction, but also in maintaining it and in manning the transshipment facility at Valdez. Approximately 33 new U.S.-flag tankers would be needed to carry the oil, thus stimulating employment in U.S. shipyards and for U.S. shipboard workers."

Farm Workers. The AFL-CIO Council voted unanimously to give \$1.6 million to Cesar Chavez' United Farm Workers in its battle against the Teamsters to represent thousands of California grape pickers.

Social Programs. The Council issued a statement condemning the Administration's "callous attempt to turn the clock back on social programs in America." The statement urged Congress to

"take up the fight for the people" by reaffirming programs aimed at the nation's "most pressing domestic issues."

Wages, prices and profits. Noting that there are effective controls on wages but not on prices, profits or interest rates, the Council promised that the labor movement has "no further alternative but to seek equity at the collective bargaining table."

Boycotts. The Council called for continued support of union boycotts against Shell oil products, Farah clothing products, products made by the Mono Manufacturing Co. and the Square D. Co.

The Council also issued statements on the need for new health programs, on the national economy, trade and increasing food prices.

Bosun Recertification Program:

Applications Committee Elected

A special meeting of 42 SIU Bosuns, held immediately after the May headquarters membership meeting, elected a three-man committee, whose job it was to review the applications which had been sent in by bosuns desiring to attend the SIU Bosuns Recertification Program, which begins on June 1, 1973.

The three SIU bosuns elected to the selection committee were Eugene Flowers, F-119, William O'Brien, O-66, and Teddy Nielsen, N-248. Bosun Flowers was selected as chairman.

These three SIU bosuns qualified six applicants as first choice and six as alternates. These men were selected from a list of applicants totalling some 151 members. Wires have been sent advising them of their selection and requesting them to report for the first class.

The total number of bosuns who were qualified to submit applications for the program was 394. In addition to the interest shown in this program to date, more applications are being received daily.

In accordance with action taken by the Seafarers Appeals Board, commencing August 1, 1973, all recertified bosuns will be given preferential shipping without regard to port. In addition, the trustees of the Seafarers Vacation Plan have voted to give all recertified bosuns an increase of \$50 per quarter, or a total of an extra \$200 per year, on their vacation earnings.

A complete history of the Bosuns Recertification Program is in the special supplement to this issue of the LOG. See centerfold.



SIU Vice President Earl Shepard, right, introduces three-man committee elected after May membership meeting at headquarters to review applications for the Bosuns Recertification Program. The three men were elected by their fellow bosuns. From left are: W. O'Brien; E. Flowers, and V. Nielsen. SIU Representative George McCartney, fourth from left, takes down the minutes of the special meeting.

Push on in Congress

Griffiths-Kennedy Bill Receives SIU Backing

The SIU and its affiliates, along with 40 other international unions of the AFL-CIO is strongly supporting the Griffiths-Kennedy Health Security bill (H.R. 22 and S. 3) currently pending in the U.S. Congress.

The AFL-CIO Executive Council, as well as the AFL-CIO in convention have also endorsed the bill.

A Health Security Action Coalition has been formed to organize and assist affiliated AFL-CIO unions in each state as well as interested groups who want the bill passed.

AFL-CIO President George Meany stated, "If we are to be successful in passing this legislation, effective support groups must be formed in every state involving not only labor but other organizations concerned with consumer issues."

The SIU has always vigorously supported a national health care policy.

The bill is being opposed by the well financed forces made up of medical associations, insurance companies, hospitals and other vested interests.

Expanded health care programs are

greatly needed today, especially in light of the ever increasing medical costs, pointed out AFL-CIO Secretary-Treasurer Lane Kirkland. He said that in the last four years the following increases have occurred in medical costs:

- Total health care expenditures have risen nearly 40 percent from \$60 billion a year to more than \$83 billion.
- The per capita expenditure has jumped 35 percent from \$292 to \$394 a year.
- The nation is spending nearly one percent more of its gross national product a year, an increase from 6.7 percent to 7.6 percent a year.

Kirkland added, "keep in mind these runaway health costs occurred partly during a period when wage-price controls were in effect. In fact, controls were in effect during all but 45 days of the entire 1972 fiscal year. Yet, during that period, overall health care expenditures rose 10.3 percent, hospital expenditures jumped 10.6 percent and expenditures for physicians services increased 7.3 percent."

HEW Is Vague on the Transfer Of PHS Patients in Closings

The Department of Health, Education and Welfare has yet to make an agreement with any local hospital for the care of Public Health Service beneficiaries in the event the PHS hospitals are closed down.

That fact was revealed during a three-hour meeting at HEW headquarters. The meeting was conducted by Dr. Robert E. Streicher, Assistant Surgeon General and director of the Federal Health Programs Service.

Representatives of PHS beneficiaries, including the SIU and other maritime unions, maritime management and some beneficiaries attended the meeting.

Streicher made a brief opening statement in which he pointed out that plans were going forward to close the hospitals and transfer service to other hospitals. SIU representatives at the meeting vigorously protested these plans.

However, during a question and answer period, he declared that HEW has not yet contracted for care of beneficiaries with any local hospital. In fact, he said that HEW has not yet drawn up a master contract that will govern the treatment of PHS beneficiaries in community facilities.

It became clear during the meeting that HEW has no firm idea of where PHS beneficiaries will be cared for, or under what conditions, should its plan to close the hospitals be approved by the Congress.

Streicher also admitted that HEW will have to pay the usual and custom-

ary fee to private hospitals to obtain care for PHS beneficiaries. At a minimum, he said, this care would cost \$169 a day but the cost could rise above this estimate.

He further admitted that HEW may not be able to obtain priority care for PHS beneficiaries in many communities and that it will not be provided for in the master contract which HEW must draw up to contract with local hospitals.

American merchant seamen now receive priority care at PHS facilities as a condition of employment in the U.S. shipping industry.

The question was raised of what would happen if Congress stops HEW from continuing its phase-out program and ordered continued operation of the PHS hospitals. Dr. Streicher said this would leave the system very weakened and that it would have to "get by" with what it had.

He did not indicate that HEW had made any provision to continue hospital operation.

S-L McLean Breaks Trans-Atlantic Record

Records are made to be broken, but it may be quite a while before anyone will top the achievement of the SIU-manned containership *Sea-Land McLean*.

Earlier this month, the sleek new 946-foot SL-7, on only her 14th west-bound voyage from Bishop Rock, England to Ambrose Light in the Port of New York, shattered the existing transatlantic speed record for cargo liners.

Steaming at an average 32.71 knots, she covered the 3,045-mile distance in an incredible three days, 21 hours and five minutes, slashing 16 hours and three minutes off the old record set eight months ago by her sistership, the *Sea-Land Galloway*.

Three more SL-7's will soon be entering the Japan-West Coast run, and are expected to slice transpacific sailing time in half.

LEGISLATIVE REPORT



By B. Rucker

Cargo Preference

Last year, the cargo preference bill for oil, which was sometimes referred to as the "50-50 oil import bill," won the backing of 33 senators. Eight more votes were needed to pass it.

New legislation was recently introduced in the House of Representatives that would guarantee that U.S.-flag ships, when available, will carry a minimum of 20% of U.S. oil imports of petroleum and petroleum products. By 1977, the percentage provided in the bill would rise to 30%.

We have met with members of Congress and their staffs to point out some of the problems of dependence on foreign supply and foreign flag transportation of oil, especially now when demands for oil are increasing. We now import six million barrels per day—33% of our total consumption. By 1980, it is estimated the figure will be 10 to 12 million barrels per day, 50% of our consumption.

A cargo preference bill could create some new jobs for Seafarers right away. With the guarantee of cargo, new ships would be built, increasing employment opportunities for Seafarers, shipyard workers and workers in related industries.

Alaska Pipeline

Senator Henry M. Jackson's Trans-Alaska Pipeline right-of-way bill has been reported out of the Committee on Interior and Insular Affairs.

The right-of-way for the building of a pipeline is now restricted to 25 feet on each side, too small to accommodate the proposed 48-inch pipeline. The Jackson bill, S.1081, would give the Secretary of the Interior authority to grant such rights-of-way and would establish environmental standards for the lines.

Passage of S.1081 would remove one obstacle from the completion of the proposed pipeline to carry oil from the North Slope to the Port of Valdez, where it would be picked up by tankers, for transport to the continental United States.

U.S. Public Health Service Hospitals

SIU representatives testified this month before the House Merchant Marine and Fisheries Committee in opposition to closing the hospitals.

Union representatives also attended a meeting with administrators of the Department of Health, Education and Welfare, to discuss the closings.

PHS hospitals are under the jurisdiction of HEW, which has notified Congress of the intent to close six of the remaining eight hospitals in July. Public Law 92-585 states that such notice must include information regarding the care to be substituted for PHS care. But HEW has not complied with this stipulation, and Congressional leaders, backed by the SIU and other groups, are waging a strong fight on this issue as a means of keeping the hospitals open.

At the request of the House Merchant Marine & Fisheries Committee, we have supplied additional information about problems which may result and the disadvantages of relying on other facilities in the community.

We are insisting that Seafarers continue to receive the kind of medical care provided by the Congress. In some areas beds are not available, because of overcrowding, and a seaman seeking medical care may already have had to delay medical care until he reached port. Cost for care will be higher.

We are maintaining a continuing battle, in concert with the Congress and other maritime organizations, to keep the hospitals from being closed.

Support SPAD



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

Security
In
Unity



Lundeberg Upgrading Center

Upgrading—Deck

Able-Seaman—12 months—any waters

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

Able-Seaman—unlimited—any waters

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

Quartermaster

1. Hold endorsement as Able-Seaman—unlimited—any waters.

Engine

FOWT—(who has only a wiper endorsement)

1. Must be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100-20/100, corrected to 20/50-20/30, and have normal color vision.)
2. Have 6 months seetime as wiper or be a graduate of HLS and have 3 months seetime as wiper.

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

1. No requirements.

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

1. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100-20/100, corrected to 20/50-20/30, and have normal color vision.)
2. Have 6 months seetime in engine department as wiper.

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

1. No requirements.

QMED—any rating

1. Must have or successfully pass examinations for FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, and Deck Engine Mechanic.
2. Must show evidence of seetime of at least 6 months in any one or combination of the following ratings: FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, or Deck Engine Mechanic.

Lifeboatman

1. Must have 90 days seetime in any department.

Steward

1. ASSISTANT COOK TRAINING PROGRAM REQUIREMENTS:

- A. 12 months seetime, in any Steward Department Entry Rating.
- B. Entry Ratings who have been accepted into the Harry Lundeberg School and show a desire to advance in the Steward Department must have a minimum of 3 months seetime.

2. COOK AND BAKER TRAINING PROGRAM REQUIREMENTS:

- A. 12 months seetime as Third Cook or;
- B. 24 months seetime in Steward Department, 6 months of which must have been as Third Cook or Assistant Cook or;
- C. 6 months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

3. CHIEF COOK'S TRAINING PROGRAM REQUIREMENTS:

- A. 12 months seetime as Cook and Baker or;
- B. Three years seetime in Steward Department, 6 months of which must be as Third Cook or Assistant Cook and 6 months as Cook and Baker or;
- C. 6 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
- D. 12 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

4. CHIEF STEWARD TRAINING PROGRAM REQUIREMENTS:

- A. 3 years seetime in ratings above that of Third Cook or;
- B. 6 months seetime as Third Cook or Assistant Cook, 6 months as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second Cook and Baker and Chief Cook Training Courses at the Lundeberg School or;
- C. 12 months seetime as Third Cook or Assistant Cook, 6 months seetime as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training programs.
- D. 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker and 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

Towboat

Operator

(Those currently employed as operators or pilots.)

1. Must have at least one year service as operator of towing vessel within the 36 months preceding date of application.
2. A letter from the company verifying the above plus indicating: The name of the vessel, it's official number, length and gross tonnage as well as the routes operated and geographical area.
3. Pass eye examination and have normal color vision.
4. Have merchant marine documents or have available an original birth certificate and a social security card.

Tankerman

1. Must pass physical examination.
2. Must have a letter from the company on company letterhead stating your capability and performance while employed.

GED High School Program

Eligibility requirements for the program are as follows:

1. One year's seetime.
2. Initiation fees must be paid in full.
3. All outstanding obligations, such as dues and loans, must be paid in full.

- * Do not mail your discharges to the Upgrading Center—bring them with you.
- * Be sure physical is included if required.
- * Rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

Return completed application to the attention of:

Mr. Robert Kalmus
Director of Vocational Education
Harry Lundeberg School
Piney Pt., Md. 20674

APPLICATION			
Name	Age		
Home Address	SS #		
Mailing Address	Book #		
Phone	Seniority		
Ratings Now Held			
I am interested in:			
DECK		ENGINE	
<input type="checkbox"/> AB 12 months	<input type="checkbox"/> FWT	<input type="checkbox"/> Electrician	
<input type="checkbox"/> AB Unlimited	<input type="checkbox"/> Oiler	<input type="checkbox"/> Dk. Eng.	
<input type="checkbox"/> Quartermaster	<input type="checkbox"/> QMED	<input type="checkbox"/> Jr. Eng.	
<input type="checkbox"/> Lifeboatman	<input type="checkbox"/> Dk. Mech.	<input type="checkbox"/> Pumpman	
	<input type="checkbox"/> Reefer	<input type="checkbox"/> Machinist	
		<input type="checkbox"/> Boilermaker	
STEWARD		TOWBOAT	
<input type="checkbox"/> Assistant Cook	<input type="checkbox"/> River—Operator		
<input type="checkbox"/> Cook & Baker	<input type="checkbox"/> Inland Waterway—Operator		
<input type="checkbox"/> Chief Cook	<input type="checkbox"/> Ocean—Operator (Not more than 200 miles)		
<input type="checkbox"/> Steward	<input type="checkbox"/> Ocean—Operator		
	<input type="checkbox"/> Tankerman		
	<input type="checkbox"/> Radar Observer		
GED HIGH SCHOOL PROGRAM			
Have you ever taken a High School Equivalency Exam? _____			
If you have, when? _____ Where? _____			
Where shall we send your GED Pre-Test Kit? Home Address? _____			
Ship? (Give full address): _____			
Dates available to start class _____			
HLS Graduate: Yes <input type="checkbox"/> No <input type="checkbox"/> Lifeboat endorsement Yes <input type="checkbox"/> No <input type="checkbox"/>			
Record of Seetime (Show only amount needed to upgrade in rating checked above or attach letter of service, whichever is applicable.)			
SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____

'Vocational Training'

Celestial Navigation Added to Upgrading Program

A unique new course in celestial navigation has been added to the expanding training programs at the SIU-IBU Upgrading Center in Piney Point.

The new course, which has been initially designed to enable Licensed Towboat Operators to qualify for an endorsement to operate vessels more than 200 miles off-shore, will combine both classroom instruction and practical training.

The course outline will concentrate on four areas:

- Determining latitude by meridian altitude of the sun
- Determining latitude by observation of Polaris
- Plotting a line of position by the altitude of the sun
- Computing compass error by the azimuth of the sun.

During the two-week program, students will have practical training on

the use of the sextant and will gain experience using charts to plot courses. In addition, there will be classroom lectures using study materials prepared by the HLS vocational staff and a variety of visual study aids.

The practical training will include taking sun sights by day and star sights at night on the Potomac River and the Chesapeake Bay using a sextant, and in taking azimuths using both gyro and magnetic compasses aboard the boats of the Lundeberg School fleet.

This new course in celestial navigation is being taught by John Luykx, who retired recently as a Lt. Commander after 22 years service with the U.S. Navy. During his career, Cdr. Luykx's primary duties were in actual navigation aboard ship. His last two sea-going assignments were as navigator aboard the *USS El Dorado* and the *USS Northampton*.



Lundeberg School Celestial Navigation Instructor John Luykx demonstrates the technique of taking a noon sun-sight to Vocational Director Bob Kalmus. Classes in celestial navigation for off-shore towboat operator licenses begin this month in Piney Point.

Seafarer Ashley Earns QMED, High School Diploma

"I remember attending the SIU Education Conference in Piney Point in 1970, and I remember then that we talked about the importance of education. Now I understand what we were talking about. Now it's all very real to me."

That's how Seafarer John Ashley, who sails out of the Port of Houston, expressed it this month after the 42-year veteran SIU member completed training at the SIU-IBU Upgrading Center in Piney Point to get a QMED—"Any Rating" endorsement—and also achieved his high school diploma through the Lundeberg School's academic program.

In achieving his educational goals, Seafarer Ashley became the 52nd SIU member to acquire his QMED endorsement since the Lundeberg Upgrading Center opened last June, and he is the 11th Seafarer to achieve a high school diploma. (Since June 1972, SIU and IBU members have received more than 600 endorsements at the Upgrading Center.)

Seafarer Ashley left school after

completing the 9th grade at Yorkville Junior High in New York because he had to go to work to help support his family. But he always wanted to continue his education.

"What we are doing here at the school is something that the maritime industry should have been doing long ago," he said, "but it took the foresight and leadership of the SIU to get this program going."

Seafarer Ashley is convinced that training and upgrading are essential in today's modern and growing American-flag merchant fleet. He said:

"All of the training programs are right there in Piney Point, and all of us should take advantage of them to upgrade. If we don't, the new technology in the industry is going to pass us by. Education is the key for all of us."

Seafarer Ashley also has other ambitions. While he has been on the beach, he has been studying electronics, and wants to get college credits toward a degree in electronics.

"To do this," he explained, "I had to

have a high school diploma, and when I learned that the program at Piney Point was available, I jumped at the chance."

It took Ashley just seven weeks to complete his studies at the Lundeberg School, and he passed his Maryland State GED examinations with flying colors.

"It's easy, even for someone like myself who has been away from school a long time, when you find teachers are really interested in helping you," he said, "and that's what you have at Piney

Point. They do everything they can to help you pass your tests."

And, Seafarer Ashley—like other SIU and IBU members who have come to the school—has found something else that he thinks is valuable to him.

"At the school in Piney Point, I was in class with some of the young guys who are just starting out," he said, "and I learned to communicate with them, and they began to better understand us older guys. I guess we all learned that no matter what your age is, if you have an open mind you can communicate and you can learn."

UPGRADING CLASS SCHEDULE

The following is a listing of upgrading courses provided for Seafarers and IBU members at the SIU-IBU upgrading center at Piney Point, Maryland.

In the following ratings, classes are scheduled on a two week basis with the next class set for May 31, 1973.

Lifeboat
Boilermaker
Machinist
Tankerman
Deck Mechanic
River Operator
QMED
Inland Waterway Operator
Oceans (not more than 200 miles) Operator
Oceans Operator
Assistant Cook
Cook & Baker
Chief Cook
Steward

Classes in the following ratings are scheduled on a four week basis. For the first two ratings below, the next regularly scheduled class begins June 14, 1973. For the last two ratings the next regularly scheduled class begins May 31, 1973.

Able-Seaman
Quartermaster
FWT
Oiler

Classes in the following ratings are scheduled every six weeks.

Reefer
Electrician
Junior Engineer
Pumpman
Deck Engineer

The classes for the ratings Junior Engineer, Pumpman, Deck Engineer, are next scheduled for May 31, 1973. The next class for Electricians is scheduled for June 14, 1973. For the Reefer rating, the next class is scheduled for June 28, 1973.



Seafarer John Ashley discusses his test scores with Margaret Stevenson, Lundeberg academic education director, after learning that he had passed his examinations and achieved high school diploma.

The Ocean Is Coming To Tulsa, Okla.

The tiny town of Catoosa, Okla., only a few miles northeast of Tulsa and a barren spot in the boondocks to boot, has now joined numerous inland hamlets in the ranks of major seaports.

Once upon a time, the nearby Verdigris River was no more than an oversized creek barely able to float a canoe. Today, where once a thirsty cowpoke was lucky if he found water for himself and Old Paint, colossal earthmovers have carved out a canal in the dry soil—a waterway which added the final link to one of the most ambitious public works projects in the history of the U.S.

The last few months of 1970 marked the end of 20 years of painstaking, back breaking work, at a cost of \$1.2 billion:

Twice the cost of the St. Lawrence Seaway and four times the cost of the Panama Canal.

For the first time in history, the 436 miles between Catoosa, Muskogee, Okla., and the mouth of the Arkansas River at Fort Smith is completely navigable. In days gone by, ocean going vessels could come only as far as Baton Rouge, La., but now deep sea cargoes can continue afloat almost to the northern Kansas border. Not only is this prairie village connected directly to the

Gulf of Mexico's port of New Orleans, but also to other river and lake port cities of America.

At the end of January 1971, this fantastic dream became a reality when bulk cargo floated on the Verdigris as a 1,020 hp towboat pushed a 650-ton bargeload of newsprint up to the 720-foot Catoosa pier. This history making act linked the Arkansas River with 25,000 miles of navigable inland and coastal waterways that transport almost 10 percent of the nation's freight between the Gulf and the Great Lakes.

In Arkansas, a billion board feet of lumber a year is cut, and in this new, formerly landlocked basin is to be found the largest supply of oil, gas and coal in the U. S. Sixty-five different commercially producible resources are found there. Thirty of these are on the federal government's list of 38 critical minerals, which heretofore, had to be imported. With the low cost of water transportation—about 0.3 cents a ton per mile—the huge economic advantages this waterway offers are easily apparent.

More than 160,000 Americans including many SIU members earn their living from the barge industry—half of them on the water and half of them in supporting shoreside jobs. An esti-

mated 18,500 barges service hundreds of ports in 38 of the 50 states with navigable waters.

The Arkansas River, the third longest in the U.S., is 1,450 miles long. The dream recently realized goes back to 1832 when the U. S. Congress approved \$4,300 to remove snags from the river's bottom. The river was shallow and meandered, but it flooded on schedule. However, in the spring of 1943 vast areas of the best farm lands in Arkansas and Oklahoma were ruined when the river went on the worst flood rampage in its history. Immediately, the U.S. Corps of Engineers began a flood control project.

In 1947 Congress okayed the first major funds for the project. The stream was harnessed, caged and reshaped. It was literally paved with pilings of stone and concrete. Oxbow and horseshoe bends were straightened out by digging new channels, increasing the river's flow and speeding its ability to carry off flood waters. A nine foot channel was dredged deep enough for most barges with a width of 150 feet on the Verdigris River—300 feet elsewhere.

The first part of the canal up as far as Pine Bluff and Little Rock, Ark., was dedicated and officially opened in 1968. A few weeks later, the first commercial shipment left Pine Bluff bound for Japan. It was a barge filled with 100,000 bushels of soybeans—one barge with the equivalent load of 50 railroad cars—the first waterways shipment of Arkansas products in modern times destined for a foreign country.

At the outbreak of the Civil War in 1861, Mark Twain said that travel on the rivers was coming to a close. Then came the towboat era which grew by leaps and bounds to become one of the most impressive and profitable means of transportation.

What They're Saying



R. De Virgilio

For the past few years I have had a bit of skepticism and doubt regarding our program at Piney Point. I guess this came from not knowing the true purpose of the school, and the end product in some of the graduated future Seafarers.

To me, this school with all its extensive and diversified endeavor for the education of the young future Seafarers and the upgrading of our oldtimers in the most pleasant and beautiful surroundings fills me with a pride of our progressive leadership and memories of a time when our conditions of today were not even in the realm of dreams. We've come a long way.

SIU Atlantic, Gulf, Lakes
& Inland Waters
Inland Boatmen's Union
United Industrial Workers

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

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Frank Drozak Paul Drozak

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(212) HY 9-6600

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(517) EL 4-3616

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(301) EA 7-4900

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(617) 482-4716

BUFFALO, N.Y. 290 Franklin St. 14202
SIU (716) TL 3-9259
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CHICAGO, ILL. 9383 S. Ewing Ave. 60617
SIU (312) SA 1-0733
IBU (312) ES 5-9570

CLEVELAND, Ohio. 1420 W. 25th St. 44113
(216) MA 1-5450

DETROIT, Mich. 10225 W. Jefferson Ave. 48218
(313) VI 3-4741

DULUTH, Minn. 2014 W. 3d St. 55806
(218) RA 2-4110

FRANKFORT, Mich. P.O. Box 287,
415 Main St. 49635
(616) EL 7-2441

HOUSTON, Tex. 5804 Canal St. 77011
(713) WA 8-3207

JACKSONVILLE, Fla. 2608 Pearl St. 32233
(904) EL 3-0987

JERSEY CITY, N.J. 99 Montgomery St. 07302
(201) HE 5-9424

MOBILE, Ala. 1 South Lawrence St. 36602
(205) HE 2-1754

NEW ORLEANS, La. 630 Jackson Ave. 70130
(504) 529-7546

NORFOLK, Va. 115 3d St. 23510
(703) 622-1892

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

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

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(713) 983-1679

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(415) 626-6793

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

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

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Naka-Ku 231-91
2014971 Ext. 281

President Hails Vital Merchant Marine Role

Maritime Day Set for May 22

President Richard M. Nixon has proclaimed May 22 as National Maritime Day to commemorate the vital role of the American Merchant Marine in war and peace.

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

The President said he felt the revitalized merchant marine, which for the past 12 years has been the lifeline for our Armed Forces and allies in Southeast Asia, would now also serve in peacetime as our international trade lifeline to other nations.

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

Following is the text of the President's proclamation.

THE WHITE HOUSE NATIONAL MARITIME DAY, 1973

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA A PROCLAMATION

The first transatlantic voyage by a steamship was made by an American vessel, the "Savannah," on May 22, 1819, from its namesake port in Georgia to Liverpool, England. To commemorate that event, the Congress, by a joint resolution approved four decades ago, designated May 22 of each year as National Maritime Day, and requested the President to issue a proclamation annually calling for its observance.

In welcome contrast to those of the past 12 years, National Maritime Day, 1973, finds this Nation at peace. Our merchant marine, which so effectively served as the logistic lifeline to our Armed Forces and allies in Southeast Asia, can now concentrate its full attention on the movement of cargoes which link the United States and its trading partners in peaceful enterprise.

International trade is an important and constructive force in forging concord between nations, and we have assigned high priorities to the improvement and expansion of our trade relations with the rest of the world.

I am confident that the American merchant marine, which is being restructured and revitalized under the Merchant Marine Act of 1970, will contribute in large measure to the success of these endeavors.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby urge the people of the United States to honor our American merchant marine on May 22, 1973 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 observe "dress ship" procedures on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this 11th day of April, in the year of our Lord 1973, and of the Independence of the United States of America the 197th.

/s/ Richard Nixon

Security
In
Unity



SHIPS

SHIP	COMP	TYPE	RUN	DIST	DECK
PORTLAND	SL	TRL	PR	SIU	
FORT HOSKINS	CS	ST	CW	SIU	
OVERSEAS EVELYN	MO	ST	CW	SIU	
ANCHORAGE	SL	TPL	INT	SIU	
HOUSTON	SL	TRL	PR	SIU	
ARIZPA	SL	TRL	PR	SIU	
AZALEA CITY	SL	TRL	CW	SIU	
STONEWALL	WAT	C4	ME	SIU	
FALCON BUSINESS	FT	ST	GUAM	SIU	
STEEL ATISAN	ISTH	C3	FE	SIU	
NEW ORLEANS	SL	TRL	IN	SIU	

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

APRIL 1-30, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	7	2	1	1	0	11	1
New York	78	11	65	16	1	147	19
Philadelphia	12	9	8	5	0	25	10
Baltimore	38	7	13	11	0	50	19
Norfolk	23	3	15	7	0	32	8
Jacksonville	14	18	18	19	0	37	20
Tampa	7	3	1	2	0	4	1
Mobile	33	6	29	9	1	59	5
New Orleans	55	11	46	14	1	109	22
Houston	71	29	69	35	0	68	51
Wilmington	22	20	17	17	0	38	25
San Francisco	81	29	67	27	0	106	28
Seattle	30	16	23	24	2	35	26
Totals	471	164	372	187	5	721	235

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	3	1	0	2	1	5	1
New York	54	32	51	35	7	93	50
Philadelphia	10	6	8	5	0	9	7
Baltimore	27	16	21	14	1	53	48
Norfolk	12	4	11	7	1	17	8
Jacksonville	15	14	10	20	1	15	17
Tampa	2	1	0	0	0	13	3
Mobile	24	9	28	20	1	35	6
New Orleans	39	20	33	28	1	94	42
Houston	58	34	56	25	0	71	50
Wilmington	9	15	11	17	0	13	18
San Francisco	68	38	43	47	1	90	44
Seattle	13	18	17	14	0	15	19
Totals	334	208	289	234	14	523	313

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	3	2	0	1	0	3	2
New York	65	101	70	71	16	104	124
Philadelphia	6	6	1	3	0	13	9
Baltimore	21	4	3	5	0	29	13
Norfolk	13	6	11	6	1	30	23
Jacksonville	11	10	13	10	1	19	8
Tampa	3	1	1	0	0	4	1
Mobile	23	3	20	15	1	32	4
New Orleans	27	7	25	5	1	62	10
Houston	36	9	27	12	0	40	48
Wilmington	7	7	2	10	0	13	13
San Francisco	31	17	30	9	0	55	23
Seattle	17	8	17	4	0	27	10
Totals	263	181	220	151	20	431	470

SIU



Arrivals

Christine Covacevich, born Dec. 9, 1972, to Seafarer and Mrs. Edward R. Covacevich, Baltimore, Md.

Ernest Gingles III, born Oct. 15, 1971, to Seafarer and Mrs. Ernest F. Gingles, Jr., Temple, Tex.

Carrie Denise Farragut, born Nov. 26, 1972, to Seafarer and Mrs. John D. Farragut, Mobile, Ala.

Lisa Rhodes, born Jan. 2, 1973, to Seafarer and Mrs. Lindsey L. Rhodes, Chesapeake, Va.

Larry Scott Jr., born May 20, 1972, to Seafarer and Mrs. Larry N. Scott, Memphis, Tenn.

Steven Chamberlain, born July 21, 1972, to Seafarer and Mrs. Charles C. Chamberlain, Jr., Somersdale, N. J.

Corinne Holman, born Nov. 6, 1972, to Seafarer and Mrs. James M. Holman, Lakewood, Ohio.

Lisa Reid, born Dec. 31, 1972, to Seafarer and Mrs. Harry L. Reid, Metairie, La.

Amy Jennings, born Dec. 7, 1972, to Seafarer and Mrs. Melvin R. Jennings, Nederland, Tex.

George Carlton, born Dec. 19, 1972, to Seafarer and Mrs. George R. Carlton, Jr., Wilmington, N. C.



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. The SIU publishes every six months in the Seafarers Log a verbatim copy of its constitution. In addition, copies 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, 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.



AT SEA

SS New Yorker

The *New Yorker* (Sea-Land) late last year initiated regular service to the United States Naval base at Guantanamo Bay, Cuba. She left the Port of Norfolk on Oct. 2, 1972 and since then has been making regular nine day trips to the base. She travels at 16 knots and is capable of carrying 66 35-foot containers. The ship is especially adept at handling wheeled vehicles (roll-on roll-off) as well as break-bulk cargo.

One of the largest naval bases in the world, Guantanamo is manned by 10,000 men, and located at the extreme southeastern tip of Cuba approximately 1300 miles south of New York City and 600 miles southeast of Miami, Fla.

SS Arizpa

Chief Cook G. M. Williams died Apr. 20 on board the *Arizpa* (Sea-Land) and the crew took up a collection for his family. The men with whom he worked in the galley wrote, "We of the steward department will miss our departed brother, G. M. Williams, chief cook."

SS Calmar

The ashes of Third Mate John Joseph Ferreira (formerly SIU) were buried at sea from the *Calmar* (Calmar Steamship) on Mar. 11. Ferreira was 45-years old when he died on Jan. 24. He was cremated in Baltimore, Md. on Jan. 26. A former SIU member, Brother Ferreira had been sailing as third mate for eight years when he passed away.

Services on board the *Calmar* were conducted by Captain William Musi while the ship was enroute from Baltimore, Md. to Long Beach, Calif. via the Panama Canal.

SS Newark

A collection was taken on board the *Newark* (Sea-Land) to buy a TV for a fellow Seafarer who had been injured and was hospitalized in Anchorage, Ak.

SS Delta Mar

The *Delta Mar* (Delta Line), whose interior is being completed at Avondale Shipyards in New Orleans will be delivered to the company on June 29 after sea trials.

The new ship, the first built under the Merchant Marine Act of 1970, is also the first of three similar combination LASH/container ships now being built at the shipyard for Delta.

Launching of the *Delta Mar* took place Jan. 27.

She will make the run from the Gulf of Mexico and Caribbean ports to the east coast of South America and will provide more jobs for Seafarers.

Her sister ships, the *Delta Norte* and *Delta Sud* will also make the same run after their delivery which is expected at 90 day intervals following delivery of the *Delta Mar*.

Transoregon's Ship's Committee



Just returning from Puerto Rico is the ship's committee on board the *Transoregon* (Hudson Waterways). From left are: A. Aragones, secretary-reporter; G. Greaux, deck delegate; J. Hubbard, engine delegate, and L. Gardier, steward delegate.

At Lundeberg Center:

28 Towboat Operators Achieve CG Licenses

All 28 towboat operators from the East and Gulf Coasts who prepared for their Coast Guard licenses at the SIU-IBU Upgrading Center in Piney Point have passed their examinations and received Coast Guard licenses. Among the licenses achieved were those for Inland Waterways, Oceans Not More than 200-Miles Offshore, and Western Rivers.

The Towboat Operators upgrading program was launched at the Lundeberg School in March to prepare qualified operators for licenses under the recently-formulated Coast Guard regulations requiring licenses for all operators of uninspected towboats and tugboats.

Qualified operators have until Sept. 1, 1973, to obtain their licenses under a special "grandfather clause" which gives special recognition to their actual experience. After Sept. 1, the examinations will be more inclusive and will require a longer and more detailed examination.

All IBU towboat operators who have not yet obtained their licenses are urged to apply to the Upgrading Center as

early as possible to prepare for their tests.

A highly successful training program has been prepared by the Lundeberg School in Piney Point and was launched in March after the program was reviewed by IBU representatives and management officials representing the leading towing and barge line companies on the inland waterways, the East Coast and the Gulf.

The two-week training courses will be held at the Upgrading Center throughout the summer with the last class beginning August 23. Qualified operators are advised to make plans for attending the training program as early as possible to insure that they will have their licenses by the Sept. 1 deadline. Applicants will be accepted on a first-come, first-served basis, and classes will be limited in size.

An application form for the training program is available on page 6 of this issue of the LOG.

Again, all qualified towboat operators are urged to make application to the school as early as possible.

100 Percent Success



Recent graduates of the Lundeberg School's Towboat Operators program proudly display their new licenses after completing training at the SIU-IBU Upgrading Center. All of these IBU members work for Steuart Transportation in Piney Point, and all received \$50 Savings Bonds from the company for their achievements. From left are Gerald Tyler, Roland Mason, Charles Bonniwell, Steuart Vice President Jack Buchanan, Orville Pruitt, Steuart Personnel Director George Goodman, Melvin Charnock and Kirby Tillet. To date, 28 towboat operators from the East and Gulf Coast areas have achieved licenses through the school's program—a 100 percent success record.

Veteran Crew Praises HLS Grads

Three young grads of the Harry Lundeberg School of Seamanship have earned high praise from a veteran SIU crew for their excellent performance of duties aboard the merchantman *Sacramento* (Ogden Marine).

The three, Bernard Bixenman, 20, of Chicago Heights, Ill., Richard Ball, 21, of Ridge, Md., and Philip Todd, 19, of North Tarrytown, N.Y. became close friends at the Lundeberg School and decided to stay together on their first voyage as Seafarers after their graduation last March.

They shipped out from the hall at Piney Point, joining the steward department of the *Sacramento* in the Port of Houston.

SIU Bosun Ruel Lawrence, speaking

for the entire ship's complement, said the Piney Pointers have adapted very well to the life at sea, and "are all doing a fine job for the steward department."

Seafarers Bixenman and Todd are planning to ship in the deck department after gaining sufficient seetime, and are now learning line splicing, knot tying, steering and navigation during their spare time.

Brother Ball wishes to ship in the engine department and spends much of his free time observing veteran Seafarers at their jobs in the engine room.

The grateful young seamen expressed their sincere thanks to the fine instructors at Piney Point, and to the SIU for giving them "a start in life."

The *Sacramento* is now in port unloading her cargo at Haifa, Israel.



IBU Patrolman Tom Lynch (right) explains new towboat operators training program offered by the union's Lundeberg Upgrading Center in Piney Point, Md. to IBU members Bob Culkin and son Bill. The father and son team sails for Notre Dame Fleeting and Harbor Service in St. Louis and will obtain their towboat operators' licenses by the September 1 deadline set by the U.S. Coast Guard.

IBU Meetings Provide Forum

As part of its continuing educational programs, designed to keep IBU members constantly abreast of all of the important issues affecting their union and their industry, the SIU-affiliated Inland Boatmen's Union has now scheduled monthly informational meetings in the ports of St. Louis and Paducah.

These meetings, held on the second Tuesday after the first Sunday of each month in Paducah, and on the second Monday after the first Sunday in St. Louis, also provide an open forum for

discussion—where every member can hit the deck on any issue affecting union business.

IBU National Director Paul Drozak emphasized that these informational meetings offer a regular opportunity for the exchange of ideas through closer communication between the IBU member and his union.

St. Louis will hold its next meeting on Monday, June 11 at 4:30 p.m., and Paducah has scheduled its next meeting for Tuesday, June 12, also at 4:30 p.m.



IBU member Dave Womack hits the deck during informational and educational meeting in St. Louis. Brother Womack commented on the IBU's new deck hand training program, and noted that he wished he had been given the same opportunity when he first started sailing river boats.

ASHORE



Kobe, Japan

Brother Thomas Bonner is expected to be in the Kasei Hospital in Kobe, Japan for a couple of months and asks that his friends visit him when their ships stop in the port. Seafarer Bonner was injured while working aloft on board the *Falcon Princess* on Mar. 23.

New Orleans, La.

Lindsey J. Williams, SIU vice president, was recently re-elected as president of the Greater New Orleans AFL-CIO (Central Body) and the Maritime Council of Greater New Orleans and Vicinity. C. J. "Buck" Stephens, New Orleans port agent was re-elected as secretary-treasurer of both groups. Williams and Stephens were also re-elected as president and secretary-treasurer, respectively, of the AFL-CIO's Committee on Political Education here.

Brooklyn, N.Y.

The SIU manned *Steel Artisan* (Isthmian) left her Brooklyn dock on May 9 with a cargo of 4,000 pounds of medical supplies for distribution to hospitals and other medical facilities in Vietnam. The vessel's first stop will be Saigon, the point from which the supplies will then be sent throughout Vietnam.

Boston, Mass.

Brother Morris O'Keefe, who was severely burned in an explosion on board the *Bradford Island* (Steuart Tankers) in October of last year, is doing well at Peter Brent Brigham Hospital in Boston, Mass. Eighty-five percent of Seafarer O'Keefe's body had been burned when an explosion occurred in the pumproom on board the ship.

Elizabeth, N.J.

To handle the increased volume of freight in the Gulf-North Europe service, Sea-Land's two SL-18 class containerships—the *Sea-Land Venture* and *Sea-Land Economy*—have been converted to carry an increased number of 40-foot containers.

The ships can now handle 321 40-foot containers and 412 35-foot containers. Before the conversion, there was space for 552 35-foot containers and 181 spaces for 40-foot containers.

Puerto Rico

Containership service between the Port of New York and Puerto Rico is expected to increase substantially according to Hiram D. Cabassa, chairman of the Puerto Rico Ocean Service Association. He said current projections indicate that the carriers now active in the trade are likely to invest, over the next four years, \$100 million in addition to their current investment of \$250 million.

By law, steamship trade between the United States mainland and Puerto Rico is reserved to American-flag shipping.

An initial investment of \$15 million had been made in 1958 in ocean transport in Puerto Rico. This figure has now grown to the present \$250 million. In the same 15-year period, the weekly movement of containers by sea had risen from 225 to over 4,300, Cabassa said.

New Orleans, La.

The Maritime Council of Greater New Orleans and Vicinity recently passed and submitted to the eighteenth annual convention of the Louisiana AFL-CIO resolutions on Alaskan oil; superports; oil imports, and a balanced approach to environmental problems.

Supporting the Alaskan Route, the Council asked the Louisiana AFL-CIO to do "everything in their power legislatively to get his vital project started."

On oil imports, the Council urged that the Louisiana AFL-CIO vigorously support "the introduction and enactment of legislation to require that at least 50 percent of America's oil imports be carried on United States-flag vessels" and "that the delegates in attendance at this Convention authorize the officers of the Louisiana AFL-CIO to take whatever steps are necessary to achieve the purpose of this resolution."

Regarding a balanced approach to environmental problems, the Council asks "that the Louisiana AFL-CIO . . . mobilize its resources to inform the public and the Congress of the need to protect and preserve our environmental surroundings while still preserving the nation's technological and industrial development and the jobs of American workers; and be it further resolved that the Louisiana AFL-CIO supports the formulation of a national resources policy based on the balanced approach of protecting the environment without inhibiting industrial growth."

The resolution on superports asks "that the Louisiana AFL-CIO . . . urge the Congress to immediately formulate a national deep-water-port policy in which the Federal Government plays a major role." The Council also added "that economically and environmentally, the deep-water-port concept is sound and makes good sense and urges all Labor affiliates of the Louisiana AFL-CIO and its Labor Councils throughout the state to support the concept."



The *Seatrain Florida* lays at anchor in the Port of Camden after her six-month Far East voyage.



A sturdy U.S. Army tank, disarmed before loading in Saigon, is securely anchored to the converted deck of the *Seatrain Florida*.



The ship's committee gather on the forward deck of the *Seatrain Florida* after their six-month voyage. They are, from the left: W. Simmons, deck delegate; B. Winfield, steward delegate; I. Topal, engine delegate; T. Seager, ship's chairman, and J. Jordan, secretary-reporter.



Whether in time of war or peace, the U.S. Merchant Marine has always been a vital link in our national security—and has earned the right to be called our nation's "fourth arm of defense."

During the many years of war in Vietnam, just as in other times of national emergency, SIU-manned vessels provided a constant line of arms and supplies to our forces stationed overseas.

One of these ships, the *Seatrain Florida*, which has been on a continuous run between the U.S. and Vietnam since 1967 is still on the job, even though the Vietnam ceasefire took effect months ago.

She recently paid off in the Port of Camden, N.J. after a six-month voyage, carrying back tons of military cargo from Vietnam which can now be either recycled or better utilized in other parts of the world.



The *Seatrain Florida*'s twin 45-ton capacity deck cranes at the Port of Camden, N.J.



SIU BOSUNS RECERTIFICATION PROGRAM

On June 1, 1973, the SIU Bosuns Recertification Program will get under way in accordance with the report issued by the Bosuns Recertification Program Committee which appeared in the March 1973 issue of the Seafarers Log and which was sent directly to all Bosuns in the SIU.

From start to finish, this recertification program was drafted by SIU Bosuns, who worked long and hard to draft a program which would qualify those members shipping as Bosuns to meet the new requirements of the many vessels being delivered to SIU-contracted operators.

Full details as to the development of this Bosun program can be found in this special supplement of the Seafarers Log. Although this program is for Bosuns only at this time, similar programs will be developed for the engine and steward departments in the future.

A roster of all SIU Bosuns appears on page 5 of this special supplement.

If for any reason the names of members who ship as Bosun are not included on the roster, such members are asked to send their names in for inclusion on the roster, whether they plan to participate in the Recertification Program or not.

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Seafarers Educational Conference

Trade Union, Vocational and Academic



In our SIU, there is increasing emphasis being placed on the subject of education—on every aspect of education that directly affects the individual Seafarer on and off the job, as a worker and as a citizen.

In dealing with the subject of education, the conference participants enjoyed an unusual experience in examining first-hand all of the areas in which the union has been promoting a more knowledgeable membership.

For years our SIU has been active in the field of union education, vocational education and related activities. The SIU for example, launched the first college scholarship program in the maritime field for the children of SIU men and the SIU program has given each year five (4) four year scholarships to colleges of their choosing to 88 Seafarers and dependents of Seafarers.

But for the first time, we now have a major center for the entire educational system of our organization. That center, of course, is the site of our present conference in Piney Point, Md., the Harry Lundeberg School of Seamanship.

Many of us were truly amazed, as was expressed during our discussions in general sessions, at the extent and quality of the facilities and faculty which have been made available to our people at Piney Point.

The program has been structured to offer benefits to every segment within our union—to the newer man in the industry and to the old timer as well.

It is clear that the SIU is pioneering in this field of worker education. There are three broad areas that the program embraces—vocational, academic and trade union education.

The conference members observed in operation all phases of the vocational training program. We talked with the professional Seafarers who staff the school. We inspected the school's vocational training facilities, as well as the equipment and training aids which are used in conducting the courses for work in all shipboard departments.

This vocational training program is making an important contribution to SIU men. It is providing a better quality entry man who is oriented to shipboard life, and it is offering under ideal training conditions the opportunity for Seafarers to upgrade their skills and to improve their earning capacity aboard ship.

This program not only benefits those who participate, but it results in better qualified and more skilled shipmates who are able to carry their share of the team load on the job.

One of the dramatic accomplishments of the Harry Lundeberg School of Seamanship is the academic program. Coordinated with the vocational training and trade union education programs, the academic program makes available comprehensive remedial reading instruction utilizing the most modern equipment under the guidance of highly qualified professional teachers. The remedial reading course enables SIU men of all ages to improve their reading skills which is of utmost importance in the proper performance of shipboard duties and to better their lives through reading.

The academic program also embraces the first opportunity within the trade union movement for members who have not completed high school the

chance to be prepared for examinations leading to high school equivalency diplomas.

The school, in its short period of operation, has achieved a remarkable record of success, with the overwhelming number of participants acquiring their high school equivalency certificates.

The heart-warming feature is that many of these young men, for one hardship reason or another, had been unable to complete their high school education.

In the familiar area of trade union education, the Harry Lundeberg School of Seamanship is enabling Seafarers to study the history of the trade union movement as well as that of their own SIU. The school utilizes the same instructional equipment and aids that are used in the academic sector of the program.

This program will have an important impact on our entire union education program. Those coming from the school will be better qualified to serve on their shipboard committees and to act as the communication's link between the union and the ships' crews.

The conference is pleased that it had the opportunity to observe the facilities at Piney Point, the site of the SIU Crews and Conferences and Pensioners Conferences conducted late last year. These conferences, together with the current two-week education conference, are having a useful and informative affect upon the members of our union.

We are proud that our union is blazing a trail in this new area of coordinated union educational opportunities for the seafaring man, and we look forward to the continued development and expansion of the facilities and the opportunities they afford.

We recommend consideration of the following:

✓ That the high school equivalency program at the Harry Lundeberg School be made generally available to all Seafarers at the school, at sea and in other areas ashore.

✓ That the Harry Lundeberg School continue its work with the University of Nebraska to implement a correspondence course designed for Seafarers, to be made available to them at sea and ashore.

✓ That the SIU scholarship program be reviewed with the possibility of expansion to make available to more members and their dependents the benefits of higher education.

✓ That a review be made of the recertification programs to meet the needs and preserve the rights of members who will be manning the more sophisticated ships that will come into service under the Merchant Marine Act of 1970.

✓ That a study be made toward developing a comprehensive steward department training program to upgrade members from bottom to top in that department.

✓ That every effort be made to encourage full participation in all shipboard meetings by all crew members to further their trade union education, and especially their knowledge of their own SIU.

Education is the keystone to the strength of any organization. The SIU, through its comprehensive range of educational opportunities, has established a firm foundation to develop this strength. We are convinced that the members of our union wish to continue to build upon that foundation in order to gain the ultimate strength through knowledge.

SIU Upgrading Programs Expanded

In order to continue its tradition of supplying the best qualified seamen for each of the three departments aboard American-flag vessels and, in addition, fill the higher unlicensed ratings aboard the new vessels that will soon be sailing as a result of the Merchant Marine Act of 1970, the SIU has expanded its upgrading programs.

At the August monthly meetings in all ports, the membership voted unanimously to adopt a recommendation presented by SIU Vice President Frank Drozak calling for reopening of the SIU seniority upgrading programs, and the institution of a Bosun Recertification Program.

In the past, the seniority upgrading programs conducted by the SIU have been responsible for producing the necessary numbers of highly qualified Seafarers for jobs aboard ships under contract to the SIU.

The Merchant Marine Act of 1970 provides for a construction program of 300 ships at the rate of 30 ships per year for 10 years. The new vessels will utilize all of the latest innovations, including on board automation. Many of the vessels will also feature unique methods of propulsion and cargo handling.

Speaking at the August membership meeting in

the Port of New York, SIU Vice President Frank Drozak noted:

"If the SIU is to maintain its hard earned position we must prepare now to meet the challenge these new vessels will soon present—a challenge faced by both the maritime industry as a whole and by the Seafarer as an individual.

"It is my feeling that one of the finest tools we have to help meet this challenge is our seniority upgrading program."

Facilities are already available that will enable 15 Seafarers per month to attend upgrading classes at the Harry Lundeberg School of Seamanship at Piney Point, Md. It is expected that the monthly enrollment will consist of five Seafarers from each of the three shipboard departments.

The seniority upgrading program has a broad curriculum. Regardless of his department, every Seafarer is urged to participate in the seniority upgrading program. By doing so he will not only be helping himself up the ladder to better paying and rewarding jobs—he will also be helping the SIU.

The recommendation for the Bosun Recertification program is based on the fact that aboard SIU-manned vessels, the bosun is not only the most important unlicensed seaman, he is also the ship's chairman, which makes him the SIU's representa-

tive at sea. In addition, a good bosun must have knowledge of every skill required in the deck department.

This is why the SIU's seniority upgrading program has made provision for a program that will produce highly qualified and fully certified bosuns.

A Bosun's Recertification Program Committee will shortly be elected from among SIU members now sailing in that rating.

It will be the task of this committee of rank and file members to determine what qualifications are necessary for the future training of competent bosuns.

Every SIU member with full "A" seniority who has one or more years of Coast Guard discharges in the rating of bosun will be qualified to participate in the program.

As a further incentive to participation in the recertification program, every bosun who completes the program will be given preference in shipping over those without a recertification endorsement. In addition, they will receive an increased vacation benefit.

The Union will inform Seafarers as to when applications can be made for participation in both the seniority upgrading program and the Bosun Recertification program.

Membership Approved Action SIU Meetings—All Ports Date: August, 1972

PROPOSAL FOR BOSUN RECERTIFICATION PROGRAM

With the passage of the Merchant Marine Act of 1970, SIU-contracted companies have taken advantage of the shipbuilding provisions and have let out contracts for the building of modern, up-to-date vessels of all types. This means that we can look for new ships coming off the ways at regular intervals for the next several years.

These new vessels will be modern and efficient, and will utilize all the latest innovations in ship automation. Many of the vessels will be of a type which are totally new to the industry and will feature unique methods of propulsion and cargo handling.

The SIU must rise to meet this challenge with a broad program geared to meet the coming manpower needs of the industry. In view of the new and sophisticated vessels being built, the SIU must be ready to ship fully trained and qualified personnel to these ships as they are built.

To this end, the SIU training and upgrading program must be revised to meet these needs. In addition to the normal upgrading training, the SIU program must include re-training in those key ratings which will call for

greater skills aboard the newly constructed vessels.

The SIU Bosun is the leading seaman aboard ship. He is also the Ship's Chairman, which makes him the leading union representative aboard. Aboard the new ships the Bosun will be required to possess knowledge of every skill in the Deck Department. He should be qualified and certified.

It is, therefore, recommended that the SIU institute a Bosun's Re-certification program in order to retrain and to qualify present members who sail Bosun for assignments aboard the new vessels.

As a first step, it is recommended that a Bosun's Re-certification Program Committee be elected from among those members sailing in that rating.

All SIU members with full "A" Seniority, and who possess one year or more of Coast Guard Discharges in the rating of Bosun, would be qualified to participate in this program.

The election of this committee would be handled in the following manner:

1. Every eligible Bosun who wishes to serve on the Committee can nominate himself in person at any Union Hall, or send in his nomination and

qualifications to Headquarters. A date for opening and closing of nominations would be set by the Executive Board.

2. A Credential's Committee would qualify the nominees and print up a suitable ballot and set an election day or dates in each port.
3. All qualified Bosuns would then cast their ballots at SIU Union Halls. Bosuns who qualify would also be able to obtain a ballot by mail from Headquarters.
4. Following the election, the votes would be counted and those seven (7) members receiving the highest vote would be deemed elected to the Committee.
5. Arrangements would then be made to call the elected Committee to Headquarters to begin their work in devising a re-certification program.
6. The elected Bosun's Committee would determine what the qualifications are for a competent Bosun and submit their report for action to the membership.
7. The report and recommendations would then be voted on by the Bosun membership of the Union.

8. The Executive Board shall coordinate this Program from the standpoint of procedure timing and etc. The Committee will be paid at the regular standby rate for the duration of this work.

If the SIU is to maintain its well-earned position, we must meet the challenge presented by these new vessels—a challenge that requires us to be constantly ready to continuously ship fully trained and fully qualified personnel to man these new ships as they come out of the yards.

Preparations are being made now which will enable us to enroll 15 Seafarers per month in our upgrading facilities at the Harry Lundeberg School of Seamanship at Piney Point. It is expected that enough applications for entrance into the upgrading program will be submitted so that there will be during any given month 5 steward department Seafarers, 5 engine department Seafarers, and 5 deck department Seafarers attending upgrading classes.

Frank Drozak
Vice President
Headquarters Report

Membership Approved Action SIU Meetings—All Ports

Date:

September,

1972

I would also like to mention that the Seafarers Log will shortly announce the date of the opening of the Seniority Upgrading Program and the Bosun's Recertification Program which are also going to be conducted at the school.

I strongly urge all of you to consider taking part in these programs so that you may move up the ladder to better ratings while at the same time help your Union to meet its obligation to man the newer vessels we soon will be sailing.

Frank Drozak
Vice President
Headquarters Report

Date: October, 1972

BOSUN RECERTIFICATION PROGRAM

THE FOLLOWING IS A LETTER SENT TO ALL BOSUNS AND TO ALL VESSELS.

TO ALL ACTIVE BOSUNS

Dear Sir and Brother:

With the passage of the Merchant Marine Act of 1970, SIU-contracted companies have taken advantage of the shipbuilding provisions and have let out contracts for the building of modern, up-to-date vessels of all types. This means that we can look for new ships coming off the ways at regular intervals for the next several years. In view of the new and sophisticated vessels being built, the SIU must be ready to ship fully trained and qualified personnel to these ships, as they are built. To this end, the SIU training and upgrading program must be revised to meet these needs.

The SIU Bosun is the leading seaman aboard ship. He is also the Ship's Chairman, which makes him the leading Union representative aboard.

At the August 1972 membership meetings in all Ports, the membership concurred unanimously to adopt a recommendation calling for the implemen-

tation of a BOSUN RECERTIFICATION PROGRAM. The membership at the September 1972 meetings unanimously reaffirmed this recommendation.

The Executive Board of the Union at its last meeting on September 1, 1972, set October 2, 1972 to October 31, 1972 as the period of nominations for a BOSUN RECERTIFICATION PROGRAM COMMITTEE. As previously reported to the membership, only full book members with Class "A" seniority who have a certificate verified by Union records to sail as Bosun and who have also sailed at least one year as Bosun, would be eligible to participate in this Program. In order that all those eligible may have an opportunity to either be nominated or nominate themselves to the BOSUN RECERTIFICATION PROGRAM COMMITTEE, provision has been made for a mail ballot. Any Bosun who has received this notice and will be unable to cast his ballot in a Constitutional or informational Port, may request such ballot no later than Tuesday, November

7, 1972; such request to be directed to Headquarters.

Details of the shipbuilding program were contained in the August 1972 edition of the Seafarers Log. In view of the foregoing, the October 1972 issue of the Seafarers Log will carry a report summarizing the Program with regard to recertification of Bosuns, and you are urged to study this summary. YOUR PARTICIPATION IN THE "BOSUN RECERTIFICATION PROGRAM" WILL NOT ONLY ASSIST YOU IN SHIPPING WITH PRIORITY AS RECERTIFIED BOSUN, BUT WILL ALSO RESULT IN ADDITIONAL VACATION BENEFITS.

Fraternally,

FRANK DROZAK
Vice President

Distribution: All Bosuns at last known home address; also to all vessels addressed to ships' Chairmen.

Frank Drozak
Vice President
Headquarters Report

REPRINTED FROM: **SEAFARERS LOG** October 1972

Applications Now Open for Bosun Recertification Course, Committee

Applications for participation in the SIU's Bosun Recertification Training Program are now being accepted—along with nominations of bosuns to serve on a seven-man rank-and-file committee to pass on the rules for this new program.

At the August 1972 monthly membership meetings in all ports, Seafarers voted unanimously to adopt a recommendation calling for the institution of a Bosun Recertification Training Program. This action was reaffirmed at the September 1972 port meetings.

Members Establish Committee

As a first step towards setting up the new program, the membership also provided for election of a committee of qualified bosuns to pass on the eligibility of applicants for the program. This committee shall be composed of seven bosuns.

The SIU Executive Board designated November 1 through November 30 as the period of nomination for service on the committee. During this period, applications for participation in the program itself are also being accepted and will continue to be accepted until further notice.

Every SIU bosun with full "A" seniority who also has one or more years of Coast Guard discharges in the rating of bosun, will be eligible for service on the committee or participation in the training program.

Every bosun who meets these requirements may

nominate himself or be nominated to serve on the Recertification Committee.

Selecting the Committee

On December 1, 1972, the day after the close of nominations, a special meeting will be held at headquarters to elect a six man committee to pass on the credentials of nominees.

On December 4, during the general membership meeting at SIU headquarters, the Credentials Committee will report the names of those nominees eligible for service on the Recertification Committee.

The election of bosuns to the Recertification Committee will be held in all ports on Wednesday, December 20, 1972.

In order that all those eligible may have an opportunity to either be nominated or nominate themselves to the Bosun Recertification Program Committee, the union has made provision for a mail ballot. Any bosun unable to cast his ballot in a SIU port on that date should submit a request for a mail ballot to headquarters no later than Tuesday, December 5, 1972.

On December 27, 1972, an election tallying committee consisting of six active bosuns in good standing will be selected at the headquarters membership meeting. This tallying committee will make its report no later than Friday, January 3, 1973.

Following the tallying committee's report the seven bosuns who have been elected to the Recerti-

fication Committee will than be notified to report to SIU headquarters by January 8, 1973, to begin their study and review of all applications for participation in the program.

In the past, the seniority upgrading programs conducted by the SIU have been responsible for producing the necessary numbers of highly qualified Seafarers for jobs aboard ships under contract to the union.

New Technology Coming

The Merchant Marine Act of 1970 provides for a construction program of 300 ships at the rate of 30 ships per year for 10 years. The new vessels will utilize all of the latest innovations, including on board automation. Many of the vessels will also feature unique methods of propulsion and cargo handling.

The recommendation for the Bosun Recertification program is based on the fact that aboard SIU manned vessels, the bosun is not only the most important unlicensed seaman, he is also the ship's chairman, which makes him the SIU's representative at sea. In addition a good bosun must have knowledge of every skill required in the deck department.

This is why the SIU's seniority upgrading program has made provision for a program that will produce highly qualified and fully certified bosuns.

A list of those eligible appears on Page 5.

Bosuns Eligible for Recertification

Following is the list of SIU members eligible for the bosun Recertification Program according to the latest information available from union records. Since this is the first computer print-out of this list, some eligible SIU members may have

been erroneously omitted. Such members should contact SIU headquarters. For identification purposes, Social Security numbers are given.

- Abualy, E. B.—433-28-2455
Adkins, P. C.—244-20-1513
Ahin, A.—576-24-1744
Allen, E. E.—070-24-5827
Alistatt, J. W.—466-20-6300
Anderson, A.—266-14-7774
Annis, G. E.—437-38-3046
Antoniou, C.—051-18-9139
Antoniou, A.—127-14-6990
Aponte, F.—062-24-0560
Aro, J. M.—405-50-7695
Arena, L.—437-05-9950
Armada, A. A.—212-34-9627
Arnold, J. C.—232-30-4357
Aycock, W.—567-24-3474
- Backrak, O. O.—514-14-3110
Baker, W. T.—457-20-8725
Hankston, Jr., C.—436-26-4790
Barnhill, —231-18-8517
Barrial, P.—219-22-0659
Baudoin, J.—436-28-7856
Baum, H. L.—268-10-6146
Beck, A.—096-20-2825
Beck, D. L.—178-20-0272
Beeching, M.—426-32-6743
Bennett, M. P.—258-16-9623
Bentz, J. J.—176-34-0377
Bentz, H. G.—183-26-9874
Berger, D. H.—231-07-0647
Berry, N. M.—458-01-7000
Beye, Jr.—053-18-0684
Biehl, J.—422-07-6178
Bissonnet, J. V.—433-20-2710
Bojko, S.—176-18-5164
Boland, J. J.—169-20-6292
Boney, A.—229-30-5077
Bourgeois, J. L.—027-18-7802
Bourgot, A. E.—422-01-4298
Bowden, G. W.—223-20-6530
Bowman, J. T.—036-09-5067
Boyle, C. F.—068-22-5157
Brannan, E. J.—423-30-6749
Braustein, H. D.—095-16-5631
Brendle, M. D.—467-30-9199
Brinson, B. W.—256-26-0159
Broomhead, R. W.—120-10-5379
Browning, B.—307-20-6218
Bryan, E. K.—462-32-8154
Bryant, V. W.—262-09-7025
Burch, G. A.—437-18-9276
Burke, G. A.—366-22-7870
Burns, C. J.—158-07-0722
Burton, R.—277-18-6844
Busalacki, J. E.—489-22-0605
Bushong, W. D.—285-01-7359
Butterton, W. G.—224-20-8023
Butts, O. I.—070-16-2125
Butts, Jr., W. H.—125-22-4401
Byrd, R.—223-34-4481
- Cain, H. C.—417-42-4293
Caldeira, A.—079-20-1840
Calogeros, D. G.—077-24-9341
Carey, J. J.—053-18-7895
Cartwright, L. W.—061-14-4157
Carver, T.—131-07-2996
Casaneva, M.—080-20-8057
Cash, J. M.—225-16-9039
Castro, G.—107-18-7674
Catalanotto, J.—438-05-7594
Caufman, B. H.—460-07-2813
Charneco, F. R.—093-28-5218
Cheshire, J.—263-38-5950
Chestnut, D.—418-18-2565
Chiasson, R. J.—438-14-8402
Chilinski, T.—058-18-4305
Chong, J.—212-20-8168
Christenberry, R. A.—555-28-2830
Cisiecki, J.—168-12-5196
Cofone, W.—070-18-4778
Cocker, G. H.—417-24-3948
Cole, Jr., L. C.—244-28-4482
Condos, G.—120-12-5242
Cooper, F. C.—417-40-2124
Cortez, D.—125-16-9855
Cousins, W. M.—248-22-4567
Crawford, W.—267-32-1990
Cross, M. W.—549-01-1899
Cunningham, J. F.—264-26-7503
Curry, L.—246-34-4910
- Dakis, G.—109-18-8390
Dalton, J. M.—210-14-2345
Damico, Jr., C.—559-34-5523
Dammeyer, C. R.—157-20-3708
Darville, R.—266-24-6290
Davies, J.—161-22-0931
Davis, J. R.—422-22-0663
Dawson, W. R.—213-28-3108
Deangelo, E. J.—422-05-5080
Deculy, J. J.—083-20-4487
Delgado, J. D.—115-22-7211
Dewell, J. D.—542-03-5341
Dixon, J.—419-20-4492
Dodd, W. K.—431-12-7842
Donovan, J.—031-07-1871
- Dorney, F. F.—074-22-8361
Drake, W.—424-12-4492
Ducote, A. R.—439-05-1182
Dunn, B. E.—417-38-9917
Durham, G. G.—263-28-9335
- Eddins, J. T.—241-26-1489
Edelmon, B. G.—463-34-8848
Eisengraeber, R.—566-16-0621
Ellis, E. M.—256-20-6092
Eltwell, J. M.—121-09-8419
Erazo, P. J.—212-20-5693
Erlinger, G. D.—318-24-2470
Evans, J.—051-18-3819
- Faircloth, Jr., C. O.—262-26-1005
Farsbeter, M. L.—398-24-3209
Fay, M. V.—117-30-5351
Figueroa, L.—123-14-9297
Fimovicz, B. F.—123-14-9767
Finch, F. D.—422-01-6469
Finklea, G. D.—250-16-7511
Fitzpatrick, D.—019-12-4025
Foster, F.—070-24-0070
Foster, J. M.—416-18-1089
Foti, S. C.—030-10-9237
Frank, S.—014-16-2108
Freimanis, E.—126-18-3117
- Gahagan, K.—237-34-2731
Gaspar, F.—112-20-1153
Gates, C. C.—417-14-8632
Gay, D. C.—133-14-1538
Geller, J.—092-12-0853
Gervais, J. E.—242-30-6169
Gianiotis, I. S.—231-40-0812
Gigante—215-18-2505
Gillain, B. F.—421-36-5242
Gillikin, N. D.—263-30-8196
Gomez, J.—466-38-5826
Gonzalez, C. L.—062-24-2927
Gorman, J. J.—100-20-6394
Granberg, B. A.—462-40-9997
Granger, E.—437-12-7354
Green, J. C.—227-20-2361
Griffin, E.—264-24-0700
Griggers, Jr., I. W.—416-30-9751
Grima, V.—140-24-6474
Gustavson, W.—131-16-2078
Gylland, A.—129-14-5937
- Hale, W.—436-44-4163
Hall, R. H.—217-22-7470
Hanback, B. T.—132-20-0173
Hanna, A.—204-22-2335
Hanstvedt, A.—457-42-4316
Hardcastle, E. B.—523-01-9340
Hartman, O. M.—504-12-1359
Harvey, L. J.—425-32-1168
Hawkins, T. H.—531-20-4944
Hazard, F.—552-22-5812
Hellman, K.—418-34-4246
Henkle, T. M.—543-24-8401
Hernandez, C.—075-32-3447
Hilburn, T. J.—416-30-0491
Hill, H. C.—487-16-9638
Hodges, R. W.—237-22-8900
Hodges—424-22-6370
Hogge, E. J.—220-09-4923
Holm, D. E.—109-24-1630
Homen, J.—545-28-5157
Homka, S.—136-20-7535
Houchins, C. M.—245-30-4767
Hovde, A. W.—219-16-3321
Hunter, J. D.—420-26-6061
- Iannoli, C. A.—036-07-0694
- James, C.—144-20-8700
Jandoha, S.—135-16-6160
Jansson, A. E.—093-12-9964
Jaynes, H.—019-18-3977
Johannsson, S.—081-20-7182
Johnsen, C. P.—498-18-4117
Johnson, W.—374-22-5210
Johnson, R.—416-26-3622
Jordan, C.—421-20-6192
Joseph, L. E.—069-16-1308
Joyner, W. E.—253-30-3366
Justus, J. I.—237-40-2930
- Kadziola, S.—080-20-9846
Karatzas, A.—569-42-0696
Kaufman, H. K.—113-07-8129
Kazmierski, Jr., B. R.—376-40-5144
Keeffer, M. J.—399-12-4481
Keel, J. C.—421-20-1646
Kelly, W. G.—532-22-3498
Kelsey, T. E.—085-24-2435
Kelsoe, J. W.—416-36-8625
Kennedy, J. D.—421-16-6617
Kerageorgiou, A.—231-40-2134
Kerngood, Jr., M. J.—220-01-2222
King, G. E.—451-08-8070
Kirkwood, H. R.—266-26-8646
Kitchens, B. R.—260-20-0956
- Kleimola, W.—374-24-7812
Knight, B.—228-20-5244
Knoles, R. J.—561-28-8587
Koen, J. B.—422-07-9088
Konis, P.—116-32-8928
Krawczynski, S.—206-18-4874
Kyser, L.—419-18-6034
- Lambert, R.—438-26-5392
Landron—216-12-9465
Landron, J. R.—217-14-0320
Larsen, A.—454-22-5193
Lasoya, E.—465-07-5295
Lassen, S. B.—569-42-2635
Lasso, R.—140-14-5145
Lavoine, Jr., H. T.—019-16-2632
Lawton, W.—260-18-7001
Layton, W.—253-28-6282
Leclair, W. W.—013-26-3240
Lee, C. O.—267-12-5834
Lee, H. S.—537-01-2917
Lesnansky, A.—293-12-4819
Leushner, W.—101-22-8269
Lewis, J. S.—242-32-3437
Libby, H.—005-24-2016
Libby, G. P.—224-18-8207
Lillard, F. E.—431-16-3089
Lineberry, C. T.—422-44-1442
Lipari, A.—113-20-8891
- Maas, R. J.—434-52-3165
McArthur, Jr., W.—028-20-5355
Maggulas, C.—105-26-5064
Majette, C.—224-12-0868
Malyszko, J. F.—349-18-4649
Mann, J. T.—260-32-9664
Manning, D. J.—053-22-2119
Manning, S. H.—263-03-1900
Matthews, W. T.—262-32-5892
Mattioli, C.—076-24-9904
McBride, W. L.—489-10-7960
McCaskey, E.—416-14-8132
McCullom, J.—027-16-4161
McCorvey, D. L.—258-36-8093
McDonald, R. O.—467-14-3931
McDougall, J. A.—200-09-3952
McGinnis, A. J.—192-26-9115
McConagle, H.—029-22-1914
McGowan, B. L.—438-44-3865
McGowan, S. M.—464-34-2832
McKarek, J.—092-05-3585
Meehan, J. W.—223-18-3075
Meffert, O. R.—404-12-4556
Mehring, S. R.—076-22-9683
Mercereau, E. L.—537-01-5709
Merrill, C. D.—422-05-6352
Michael, J. I.—220-03-2251
Mignano, H.—078-20-6639
Miller, C. E.—361-10-1880
Mitchell, W.—003-07-5954
Mize—553-20-6860
Moen, J. S.—476-18-2802
Monardo, S.—103-20-7330
Moore, C. E.—223-34-0634
Moore, J.—263-38-5916
Morales, E.—059-24-0919
Moris, W. D.—119-14-1974
Morris, S. P.—264-09-0991
Morris, W. E.—422-54-7040
Morris, Jr., E.—421-20-5321
Moyd, E. D.—424-09-4438
Mullis, J. C.—420-26-0850
Murray, C.—549-22-6569
Murry, R. W.—224-24-8014
Myrex, A. M.—420-20-7411
- Nash, W.—115-01-6394
Nicholson, E. W.—219-18-9709
Nielsen, V. T.—088-36-2167
Northcutt, J. C.—414-20-0463
Nuckols, B.—236-30-4406
- O'Brien, R. L.—029-12-5700
O'Connor, W. M.—103-18-2799
Olbrantz, L. J.—388-30-4589
Olesen, C. C.—552-44-7953
Olson, F. A.—534-16-5222
Oromaner, A.—061-09-9600
Ortiguerra, G.—133-03-3640
- Palino, A.—158-16-8277
Palmer, R. C.—031-18-6040
Paradise, L.—030-16-8085
Parker, O. Z.—420-16-4243
Parker, J. W.—422-26-1019
Parker, W. M.—499-26-1862
Parr, E.—433-24-9345
Perreira, C. A.—575-12-6900
Pierce, J. J.—170-20-3972
Powell, B.—277-20-2185
Pitman, D. R.—433-24-3966
Pizzuto, N. L.—435-42-6698
Pope, R. R.—246-34-9441
Poulsen, V.—570-62-5629
Pousson, H. I.—433-20-3415
Pressly, O. J.—070-24-2044
- Price, B. B.—226-34-4059
Prindezis, J.—105-24-7153
Procell, J.—437-38-8333
Pryor, C. E.—422-42-3521
Puchalski, K.—292-18-5293
- Radich—427-34-7701
Rains, H. B.—462-32-5500
Reed, C.—293-20-7274
Richoux, J.—436-28-1250
Rihn, E. A.—457-20-2737
Rivera, A.—079-22-5470
Rivera, Z. R.—086-14-6483
Robbins, O. A.—007-18-7885
Robinson—265-36-3629
Robinson, J. A.—417-24-9575
Roy, A.—002-14-1410
Rubish, P.—234-38-0323
Ruf, G. H.—155-01-0430
Ruiz, A. T.—087-24-9986
Rushing, E.—439-05-4139
Ryan, J.—385-07-8040
- Sacco, A.—343-16-3737
Sakellis, A. J.—106-24-8885
Sampson, J.—159-05-5470
Sanchez, M. E.—261-24-2303
Sanfillippo, J. S.—030-16-2224
Sanford, T. R.—418-48-2878
Savoca, J.—438-14-1920
Sawyer, A. R.—231-07-3648
Seriglio, S. J.—021-20-1948
Schulter, K. P.—113-36-1681
Schwartz, A.—468-14-4047
Schwarz, R. D.—421-26-0937
Self, T. L.—231-28-4715
Selix, L. E.—572-34-4917
Sernyk—080-20-7818
Sharp, W.—221-10-1574
Shortell, J. A.—130-05-4711
Smith—195-12-2112
Smith, G. B.—214-38-5850
Smith, F. W.—227-24-8803
Smith, L. R.—241-30-1046
Smith, F. J.—436-22-4850
Sohl, R. G.—080-22-2148
Sokol, S. F.—141-12-7397
Sorel, J.—532-28-7971
Spencer, J. L.—238-26-1618
Spuron, J. G.—214-24-8443
Stanford, G.—428-34-5059
Stockmarr, S.—097-12-4313
Surles—550-30-7483
Swiderski, J. B.—189-01-0726
- Talbot, J. R.—166-16-3783
Taylor, R. C.—425-64-8556
Tenley, G.—206-16-8927
Thompson, C.—402-12-5631
Thompson, C. E.—418-56-3096
Ticer, D. M.—525-18-7116
Tillman, W. L.—428-44-9368
Tolentino, T. A.—547-38-4286
Trawick, H.—424-10-6498
Troche, G.—439-22-2206
Trosclair, J. C.—421-26-3693
Turner, P.—305-22-8944
- Ucci, P. A.—071-05-6719
Urzan, J.—087-14-4528
- Vanzenella, V. A.—056-18-1501
Vega, J.—108-18-7118
Velazquez, W.—072-22-1797
- Walker, F. E.—141-22-1181
Walker, T. I.—565-44-3930
Wallace, W. M.—225-18-5674
Wallace, E. F.—341-20-0639
Wallace, W. A.—571-03-4190
Wardlaw—455-34-5086
Webb—421-20-9221
Weinberg, B.—531-14-9362
Whitlow, L.—484-14-2607
Whitney, R.—383-24-0535
Wiggins, C. B.—424-28-8406
Williams, R. R.—220-22-3410
Wilson, C. P.—421-12-6373
Winslow, E. D.—237-03-1715
Woods—437-20-3607
Workman—303-01-1446
Woturski, B.—137-18-3608
Wright—258-34-2472
- Yates, J. W.—295-16-8168
- Zeloy, J.—417-28-1573
Ziereis, J. A.—270-18-5518

Applications, Nominations Still Being Accepted For Bosun Recertification Course, Committee

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This is why the SIU's seniority upgrading program has made provision for a program that will produce highly qualified and fully certified bosuns.

Membership Approved Action SIU Meetings—All Ports

Date:

November, 1972

BOSUN RECERTIFICATION PROGRAM

I am sure that all of you have read with interest the story on the Bosun Recertification Program which appeared in the October issue of the Log. This program, as already brought to the membership in my previous report, will help this Union continue to meet the needs for qualified Bosuns aboard the new ships we will be sailing in the future.

The SL-7's are already in service and the qualifications for these ships will set the pattern for qualifications on future SIU vessels.

November 1st through November 30th has been designated by the Union's Executive Board as the period for application for participation in this program, and I urge all of you who sail as Bosuns and have a full "A" seniority with one (1) or more years of Coast Guard discharges in the rating of Bosun to take part in this program.

Frank Drozak
Vice President
Headquarters Report

Date:

December, 1972

BOSUN RECERTIFICATION PROGRAM

I am pleased to inform the Membership that the new Bosun Recertification Program has been implemented. On Friday, December 1, at 10:00, in this port, six (6) Seafarers who have sailed for many years as SIU Bosuns were elected at a special meeting by their shipmates to serve as the Bosuns Recertification Committee. These Brothers are at present in the process of examining the applications for participation in the program that have been received so far. I would like to remind each one of you to participate in this program and I urge you to do so.

So we may continue to be in a position of having qualified, certified SIU Bosuns available to meet the needs of these ships we have under contract now along with those ships we will have under contract in the future.

Frank Drozak
Vice President
Headquarters Report

Bosun's Committee to Be Elected

The special rank-and-file Bosuns Credentials Committee, recently elected by the membership to pass on the qualifications of those bosuns nominated to serve on the SIU's Bosun Recertification Program Committee, reported to the general membership meeting in the Port of New York on December 4th that a total of 60 bosuns were found eligible to serve on the Committee among a total of seventy-eight nominated.

The union has prepared a special ballot containing the names of these 60 bosuns and the election of the seven man Bosun's Recertification Program Committee will be held between the hours of 9 a.m. and 5 p.m. on Wednesday, December 20th in all SIU ports.

Special provisions have also been made for a mail ballot which has been sent to all SIU bosuns aboard ships at sea, and to the home addresses of all SIU bosuns.

In addition, ballots are now available in all SIU ports for the use of voting bosuns.

All of the bosuns nominated to serve on the Re-

certification Program Committee have met the same eligibility requirements, and the seven men elected to the committee will each have "A" seniority.

On December 27, 1972 an election tallying committee consisting of six active bosuns in good standing will be elected at the headquarters membership meeting. This tallying committee will make its report no later than Wednesday January 3, 1973.

Following the tallying committee's report the seven bosuns who have been elected to the Recertification Committee will then be notified to report to SIU headquarters by January 8, 1973 to begin their work.

Working closely with union officials and the instructional staff at the SIU's Harry Lundeberg School, the seven man committee will lay the ground rules for the new program—including setting the eligibility for participation in the program and formulating the training program's curriculum.

In the past, the seniority upgrading programs conducted by the SIU have been responsible for producing the necessary numbers of highly quali-

fied Seafarers for jobs aboard ships under contract to the union.

The ship construction program provided by the Merchant Marine Act of 1970 is producing ships that utilize all of the latest innovations developed by modern technology. Many of the 300 new vessels scheduled to be built over the next ten years will be manned by SIU members.

The recommendation for the Bosun Recertification program is based on the fact that aboard SIU manned vessels, the bosun is not only the most important unlicensed seaman, he is also the ship's chairman, which makes him the SIU's representative at sea. In addition a good bosun must have knowledge of every skill required in the deck department.

This is why the SIU's seniority upgrading program has made provision for a program that will produce highly qualified and fully certified bosuns.

The SIU strongly urges every bosun to vote in this election and to participate in the training program by filing an application.

OFFICIAL BALLOT

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT BOSUN RECERTIFICATION PROGRAM

VOTING IN ALL PORTS BETWEEN THE HOURS OF
9 A.M. AND 5 P.M. WEDNESDAY, DECEMBER 20, 1972

(Provision has been made for a Mail Ballot)

Complete and final details regarding the conduct of this election and Program were published in the October 1972 edition of the SEAFARERS LOG.

On December 1, 1972 a Committee was elected in Headquarters — Port of New York to pass on the nominations received. The following is a list of the nominees who were found to be qualified.

INSTRUCTIONS TO VOTERS — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. **Vote for seven (7) only.**

VOTE FOR SEVEN (7) ONLY

- | | | | |
|-----------------------------|----------------------------------|-----------------------------|-------------------------------|
| 1 <input type="checkbox"/> | Chester L. Anderson, A-465 | 31 <input type="checkbox"/> | Frederick Johnson, J-44 |
| 2 <input type="checkbox"/> | George H. Atcherson, A-551 | 32 <input type="checkbox"/> | Woodrow Johnson, J-168 |
| 3 <input type="checkbox"/> | Nicholas Bechlivanis, B-39 | 33 <input type="checkbox"/> | Loyal E. Joseph, J-316 |
| 4 <input type="checkbox"/> | David Berger, B-22 | 34 <input type="checkbox"/> | Jack D. Kennedy, K-228 |
| 5 <input type="checkbox"/> | Jan Beye, B-93 | 35 <input type="checkbox"/> | Vincent S. Kuhl, K-273 |
| 6 <input type="checkbox"/> | Mack D. Brendle, B-869 | 36 <input type="checkbox"/> | Arne Larsen, L-121 |
| 7 <input type="checkbox"/> | George Burke, B-168 | 37 <input type="checkbox"/> | Walter Le Clair, L-636 |
| 8 <input type="checkbox"/> | William Burke, B-586 | 38 <input type="checkbox"/> | Jacob Levin, L-462 |
| 9 <input type="checkbox"/> | Joseph Busalacki, B-639 | 39 <input type="checkbox"/> | Constantinos Magoulas, M-1355 |
| 10 <input type="checkbox"/> | Daniel Butts, B-628 | 40 <input type="checkbox"/> | Melville McKinney, Jr., M-428 |
| 11 <input type="checkbox"/> | Hurmon Burnell Butts, B-385 | 41 <input type="checkbox"/> | Stephen Mosakowski, M-543 |
| 12 <input type="checkbox"/> | Richard A. Christenberry, C-1051 | 42 <input type="checkbox"/> | Ervin Moyd, M-150 |
| 13 <input type="checkbox"/> | Charles D'Amico, D-676 | 43 <input type="checkbox"/> | William Morris, M-722 |
| 14 <input type="checkbox"/> | Robert Dillon, D-88 | 44 <input type="checkbox"/> | William M. O'Connor, O-126 |
| 15 <input type="checkbox"/> | James B. Dixon, D-16 | 45 <input type="checkbox"/> | Anthony Palino, P-90 |
| 16 <input type="checkbox"/> | Fred Dorney, D-851 | 46 <input type="checkbox"/> | Leo Paradise, P-270 |
| 17 <input type="checkbox"/> | Thomas D. Foster, D-1 | 47 <input type="checkbox"/> | Uuno Paulson, P-35 |
| 18 <input type="checkbox"/> | Carl Francun, F-194 | 48 <input type="checkbox"/> | Ewing Rihn, R-99 |
| 19 <input type="checkbox"/> | William Funk, F-289 | 49 <input type="checkbox"/> | Anthony Sakellis, S-1054 |
| 20 <input type="checkbox"/> | Vincent Grima, G-825 | 50 <input type="checkbox"/> | Anthony Skillman, S-54 |
| 21 <input type="checkbox"/> | Walter Gustavson, G-36 | 51 <input type="checkbox"/> | Jim L. Spencer, S-474 |
| 22 <input type="checkbox"/> | Burt T. Hanback, H-766 | 52 <input type="checkbox"/> | John B. Swiderski, S-258 |
| 23 <input type="checkbox"/> | Lee J. Harvey, H-400 | 53 <input type="checkbox"/> | Thomas Trainor, T-230 |
| 24 <input type="checkbox"/> | Thomas Heggarty, H-78 | 54 <input type="checkbox"/> | Juan Vega, V-46 |
| 25 <input type="checkbox"/> | Orlando Hernandez, H-838 | 55 <input type="checkbox"/> | John Walken, W-529 |
| 26 <input type="checkbox"/> | Donald Hicks, H-694 | 56 <input type="checkbox"/> | Malcolm B. Woods, W-49 |
| 27 <input type="checkbox"/> | Charles Hill, H-573 | 57 <input type="checkbox"/> | John Worley, W-254 |
| 28 <input type="checkbox"/> | Stephen Homka, H-169 | 58 <input type="checkbox"/> | Luke Wymbs, W-560 |
| 29 <input type="checkbox"/> | Chester Iannoli, I-7 | 59 <input type="checkbox"/> | Thomas Yablonsky, Y-61 |
| 30 <input type="checkbox"/> | Sven E. Jansson, J-70 | 60 <input type="checkbox"/> | Roberto Zaragoza, Z-8 |

VOTE FOR SEVEN (7) ONLY

THE COMMITTEE SHALL CONSIST OF SEVEN (7) BOSUNS WITH CLASS "A" SENIORITY, CERTIFIED AND IN GOOD STANDING, THEREFORE YOU MAY VOTE FOR SEVEN (7) NOMINEES ONLY.

Membership Approved Action SIU Meetings—All Ports

BOSUN RECERTIFICATION PROGRAM

Date: January, 1973

I am pleased to inform the membership that the election for the SIU Bosun Recertification Committee has been completed. The seven (7) Bosuns elected to the Recertification Committee began reporting to New York today. The

Bosuns who were elected are as follows:
Jacob J. Levin
Carl Francun
Hurmon B. Butts
Richard Christenberry

Ewing A. Rihn
James B. Dixon
Sven E. Jansson

They will be working closely with the

Union officials and the instructor staff of the SIU Harry Lundeberg School of Seamanship. Your Union is proud of this program as we have been proud of all of our upgrading programs, because they help supply our members with the

qualifications and training they need to meet our obligations to supply highly skilled Seafarers for ships under SIU contract. Now that this program has been launched, I once again urge Deck Department Seafarers to participate.

Frank Drozak
Vice President
Headquarters Report

Bosun Recertification Program:

Tallying Committee Report

On December 29, 1972, the membership's six-man Tallying Committee issued its report on the election of a seven-man committee to study and make recommendations pertaining to the Bosun Recertification Program.

In its March issue, the LOG will print the full text of the recommendations on curriculum made by the membership-elected Bosun Recertification Program Committee.

The following is the full text of the Tallying Committee report.

1972 BOSUN RECERTIFICATION PROGRAM

TALLYING COMMITTEE REPORT

December 29, 1972

We, the undersigned Union Tallying Committee, were duly elected at a special meeting held at Headquarters in the Port of New York on December 27, 1972.

We met with our Vice President and his staff, and space was provided within the Union's facilities where we would do our work while in session.

We elected from among ourselves Enrico Tirelli, Book No. T-188, to act as Chairman of this Committee.

Our function was to tally the ballots received in Headquarters with regard to the election of a seven (7) man Committee to study and make recommendations pertaining to the Bosun Recertification Program. Our report includes the tally of all ballots received in Headquarters.

Your Committee was furnished the files showing a record of all correspondence to and from nominees prior to and after the voting day of December 20, 1972, as follows:

Letter sent to all nominees who were found to be disqualified by the Credentials Committee:

December 5, 1972

Dear Sir and Brother:

Your nomination was received to serve on the Bosun Recertification Program Committee.

A six (6) man Credentials Committee was duly elected on December 1, 1972 in Headquarters-Port of New York.

This Committee in its discretion found that you were not qualified, as called for in the provisions outlined for the Program contained in the August 1972 and October 1972 issue of the Seafarers Log.

This Credentials Committee Report was presented to the membership on December 4, 1972 in Headquarters-Port of New York and concurred in.

Fraternally,

SEAFARERS INTERNATIONAL
UNION OF N.A.-AGLIWD,
AFL-CIO

(Signed) Frank Drozak
Vice President

Letter sent to all nominees who were found to be qualified by the Credentials Committee:

December 5, 1972

Dear Sir and Brother:

Your nomination was received to serve on the Bosun Recertification Program Committee.

A six (6) man Credentials Committee was duly elected on December 1, 1972 in Headquarters-Port of New York.

This Committee in its discretion found that you were qualified, as called for in the provision outlined for the Program contained in the August 1972 and October 1972 issue of the Seafarers Log.

This Credentials Committee Report was presented to the membership on December 4, 1972 in Headquarters-Port of New York and concurred in.

In view of the foregoing, your name and book number will appear on an "OFFICIAL BALLOT" which is being distributed to all Qualified Bosuns at their last known home address. This Ballot is also being distributed to all active vessels.

In order to give our active Bosuns the fullest opportunity to exercise their vote, voting material is also being forwarded to all A&G Ports prior to December 20, 1972.

Fraternally,

SEAFARERS INTERNATIONAL
UNION OF N.A.-AGLIWD,
AFL-CIO

(Signed) Frank Drozak
Vice President

Also in the files was a "SUGGESTED GUIDE FOR PORT AGENTS", as follows:

SUGGESTED GUIDE FOR PORT AGENTS

"In an attempt to help the Port Agents during the election of a seven (7) man Committee in Headquarters to serve on the Bosun Recertification Program, the following guide emphasizes some of the steps to be taken prior to, including and after the voting on Wednesday, December 20, 1972. You should take careful note of the August 1972 and the October 1972 editions of the Seafarers Log, which outlines the Program, and includes the schedule for the election of the seven (7) man Committee for the study and recommendations for the Program. In any event, while this election is not of a Constitutional nature, you should be guided by the provisions of the Constitution with regard to elections.

"Make sure that the sign "VOTING BALLOT SECURED HERE" has been posted in the area where the ballots are to be issued.

"NO BALLOTS ARE TO BE ISSUED BEFORE 9:00 A.M. OR AFTER 5:00 P.M. on WEDNESDAY, DECEMBER 20, 1972.

"THE PORT AGENT OR HIS DESIGNATED REPRESENTATIVE SHALL CHECK ALL THE ELECTION MATERIAL WHICH ACCOMPANIES THIS SUGGESTED VOTING GUIDE.

"Before allowing any Bosun to vote, the Port Agent or his representative shall make sure that the Bosun is qualified to vote, as spelled out in the August and October 1972 issues of the Seafarers Log. After the Port Agent or his representative has confirmed that the Bosun is eligible to vote, and before the Ballot is issued, the rubber stamp, 'BOSUN RECERTIFICATION PROGRAM 1972 VOTED', shall be placed on the 1972 page of the member's book.

"Dues should be paid through and including the 4th Quarter of 1972, but there may be some exceptions—based on the member producing evidence that he was not in a position to pay the 4th Quarter dues, by reason that he was either at sea, or any other valid reason. If for any other reason the Port Agent or his representative, based on the available facts, decides that the Bosun shall cast a 'CHALLENGED BALLOT', then the Union Tallying Committee at Headquarters will decide the validity of the challenge. In this case, at the time of voting, the following steps should be taken:

"(a) All procedures should be carried out, with regard to the issuance of the ballot, the Bosun marking his ballot, personally sealing it in the white envelope, and personally placing it in the brown envelope.

"(b) The reason for the challenge should be clearly marked on the brown envelope, and signed by both the Bosun, the

Port Agent, or his representative.

"(c) This envelope should then be placed in another envelope and mailed to Frank Drozak, Vice-President, Attention: Union Tallying Committee.

"(d) The Roster should be clearly marked that the vote cast was Challenged.

IMPORTANT

"Included in the voting material, there is a supply of Rosters. This Roster should be made out in duplicate—the duplicate being maintained by you for your Port file.

"Immediately upon the conclusion at 5:00 P.M., Wednesday, December 20, 1972, the original Roster should be forwarded to Frank Drozak, Vice-President, Attention: Union Tallying Committee.

"To insure secrecy of the ballot and good order and decorum, there shall be no congregation of people other than those who are qualified to participate in the voting. It is advised that you provide a suitable booth, where all of our Bosuns may mark their ballot in secrecy.

"Obviously, none of the foregoing is deemed to deprive any Qualified Bosun candidate of his Constitutional right to observe the conduct of the election, provided he maintains proper decorum.

"It is suggested that at all times during the voting on Wednesday, December 20, 1972, that the spirit of the Constitution is maintained.

"Any Port Agent or his duly designated representative may contact Headquarters on any question relative to the conduct of the election.

"VOTING SHALL BE FROM 9:00 A.M. TO 5:00 P.M. ON WEDNESDAY, DECEMBER 20, 1972."

From these files, your Committee found that all steps had been taken to ensure that every active, qualified Bosun had been given the opportunity to vote and/or participate in the Program.

The records show that the Program was outlined in the August and October 1972 issues of the SEAFARERS LOG.

In addition, provision was made for a mail ballot, and a mailing was sent to all active Bosuns at their last known home address on two occasions. Also, a mailing was made to all active vessels on two occasions. These mailings consisted of 1,352 individual ballots.

It is felt by your Committee that every opportunity was accorded active, qualified Bosuns to participate in the Program.

All requests for mail ballots were replied to, enclosing the necessary ballot and envelopes required for the casting of the ballot.

Your Committee found that immediately upon submission of the Report of the Credentials Committee dated December 1, 1972—which Report was submitted and concurred in at Headquarters-Port of New York general membership meeting December 4, 1972—all Bosuns for whom nominations had been received by mail, were notified as to the findings of the Committee. Seventy-eight (78) nominations were received by the Credentials Committee and, of these, sixty (60) nominees were found to be qualified, therefore their names were placed on the ballot.

From the files made available to us, we found that ballots and sample ballots had been distributed as follows:

PORT	NUMBER OF BALLOTS	NUMBER OF SAMPLE BALLOTS
Baltimore	100	10
Boston	20	10
Detroit	30	10
Houston	100	10
Jacksonville	50	10
Mobile	100	10
New Orleans	100	10
New York	200	10
Norfolk	150	10
Philadelphia	150	10
Piney Point	200	10
Port Arthur	100	10
Puerto Rico	150	10
San Francisco	250	10
Seattle	200	10
Tampa	50	10
Wilmington	100	10
Yokohama	100	10

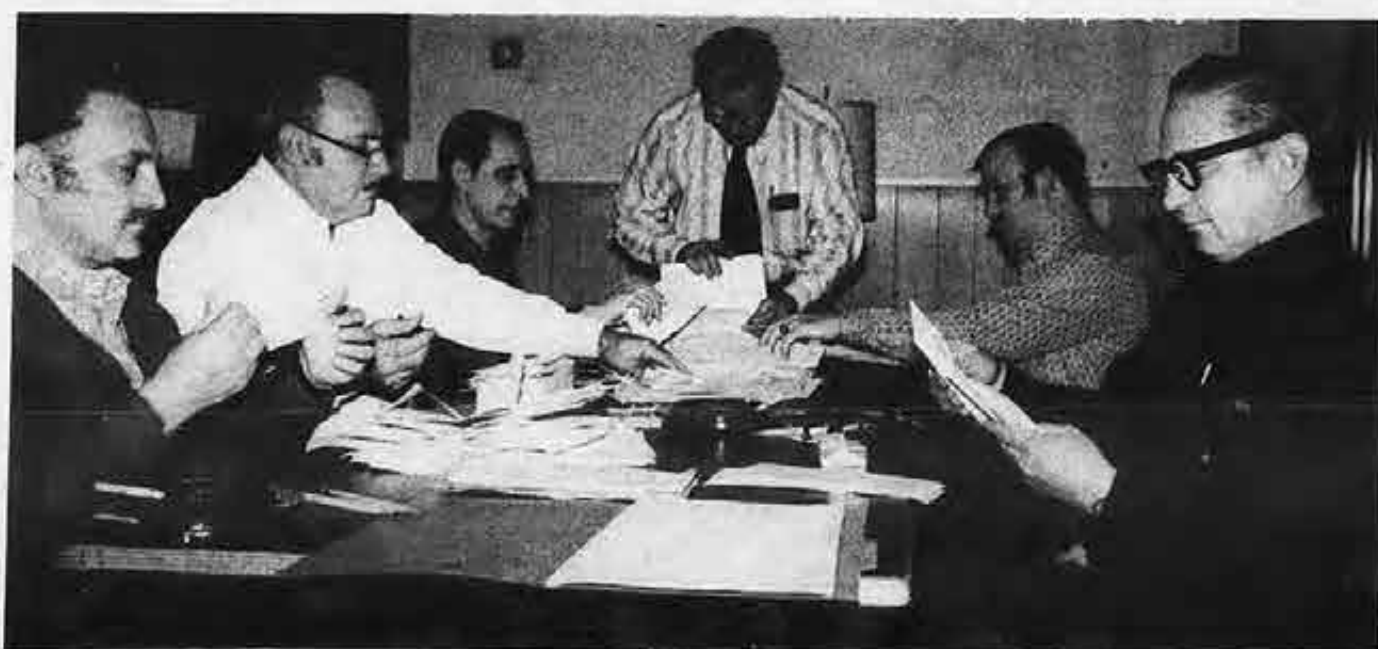
Also on file were signed receipts from each of the Ports concerned.

We found that 283 ballots—either issued in the various Ports or returned by the individual Bosun—were received in Headquarters.

Your Committee found that from the rosters returned from the Ports, the following number of ballots had been issued:

PORT	BALLOTS ISSUED	PORT	BALLOTS ISSUED
Baltimore	1	Philadelphia	7
Boston	0	Piney Point	0
Detroit	0	Port Arthur	0
Houston	14	Puerto Rico	2
Jacksonville	13	San Francisco	12
Mobile	8	Seattle	4
New Orleans	14	Tampa	1
New York	38	Wilmington	1
Norfolk	0	Yokohama	0

Continued on Next Page



The Seafarers International Union's six-man Bosuns Recertification Tallying Committee conducts business at its New York City headquarters December 27 by counting votes in the recent recertification election. Committee members are: left to right, J. Mucia, Chairman E. Tirelli, J. Gonzalez, J. Winn, W. Stevens and C. Misak.

Continued from Preceding Page

In addition to the foregoing, your Committee received sixteen (16) envelopes of the original mailing, which had been returned by the Post Office by reason of incorrect address.

Attached is Appendix "A" which is the result of our tally. The seven (7) Bosuns receiving the highest number of votes have been indicated and they will be notified to report to Headquarters by January 8, 1973 to begin their study. All members elected to the Committee shall report to New York no later than February 1, 1973. Four (4) Bosuns shall constitute a quorum. If, in the event, less than the number required for a quorum is present, a notice of Special Meeting shall be posted 24 hours in advance and this Special Meeting shall be called among those certified-qualified Bosuns in the New York area to elect a substitute in order to form a quorum. This Committee shall submit its report and recommendations to the qualified Bosuns no later than February 15, 1973.

DISCREPANCIES

Your Committee found that in the case of five (5) ballots, other marks were on these ballots; therefore those ballots were voided.

Your Committee found that three (3) envelopes had been mailed to the Union Tallying Committee but, upon opening these envelopes, your Committee found that the ballots had not been enclosed in the "BALLOT" envelope provided; therefore, your Committee, in its discretion, counted these ballots "Void."

Your Committee found that by reason of the two occasions of distribution of mail and membership mailings, that five (5) ballots had been cast in duplicate. Your Committee, in its discretion, counted the earliest dated envelope, leaving the duplicate envelope unopened.

During the time your Committee was in session, there was no question that at all times a quorum of the Committee was present. While the proceedings of this election were not called for Constitutionally, nevertheless, your Committee was guided by the intent of our Constitution regarding elections and acted accordingly.

As a part of this Report, your Committee wishes to acknowledge the assistance of the Vice-President's and the Secretary-Treasurer's office in furnishing all the material necessary for our work.

SEE APPENDIX "A"

1972 BOSUN RECERTIFICATION PROGRAM

APPENDIX "A"

December 29, 1972

As referred to in our Report the following are our findings of valid votes cast:

NAME	BOOK NO.	VOTES
1. Chester L. Anderson	A-465	22
2. George H. Atcherson	A-551	9
3. Nicholas Bechivannis	B-39	19
4. David Berger	B-22	33
5. Jan Beye	B-93	11
6. Mack D. Brendle	B-869	21
7. George Burke	B-168	21
8. William Burke	B-586	27
9. Joseph Busalacki	B-639	25
10. Daniel Butts	B-628	41
11. *Hurmon Burnell Butts	B-385	94
12. *Richard A. Christenberry	C-1051	49
13. Charles D'Amico	D-676	23
14. Robert Dillon	D-88	19
15. *James B. Dixon	D-16	95
16. Fred Dorney	D-691	8
17. Thomas D. Foster	F-11	35
18. *Carl Francun	F-194	42
19. William Funk	F-289	41
20. Vincent Grima	G-825	4
21. Walter Gustavson	G-36	41
22. Burt T. Hanback	H-766	10
23. Lee J. Harvey	H-400	29
24. Thomas Heggarty	H-78	14
25. Orlando Hernandez	H-838	26
26. Donald Hicks	H-694	27
27. Charles Hill	H-573	22
28. Stephen Homka	H-169	23
29. Chester Iannoli	I-7	34
30. *Sven E. Jansson	J-70	78
NAME	BOOK NO.	VOTES
31. Frederick Johnson	J-44	37
32. Woodrow Johnson	J-168	18
33. Loyal E. Joseph	J-316	21
34. Jack D. Kennedy	K-228	38
35. Vincent S. Kuhl	K-273	15
36. Arne Larsen	L-121	25
37. Walter LeClair	L-636	37
38. *Jacob Levin	L-462	60
39. Constantinos Magoulas	M-1355	16
40. Melville McKinney, Jr.	M-428	14

41. Stephen Mosakowski	M-543	26
42. Ervin Moyd	M-150	22
43. William Morris	M-722	40
44. William M. O'Connor	O-126	29
45. Anthony Palino	P-90	24
46. Leo Paradise	P-270	26
47. Uuno Paulson	P-35	31
48. *Ewin Rihn	R-99	55
49. Anthony Sakellis	S-1054	23
50. Anthony Skillman	S-54	16
51. Jim L. Spencer	S-474	23
52. John B. Swiderski	S-258	20
53. Thomas Trainor	T-230	22
54. Juan Vega	V-46	40
55. John Walken	W-529	16
56. Malcolm B. Woods	W-49	27
57. John Worley	W-254	29
58. Luke Wymbs	W-560	9
59. Thomas Yablonsky	Y-61	19
60. Roberto Zaragoza	Z-8	39

(* DENOTES THOSE BOSUNS BY OUR FINDINGS AND TALLY SHOULD SERVE ON THE SEVEN (7) MAN COMMITTEE TO STUDY AND MAKE RECOMMENDATIONS PERTAINING TO THE PROGRAM.

This Report consisting of Pages 1 through 6 and Appendix "A" is

Faternally submitted:

ENRICO TIRELLI T-188

E. Tirelli, Book No. T-188 (Chairman)

CHARLES MISAK

C. Misak, Book No. M-127

J. R. MUCIA

J. R. Mucia, Book No. M-58

J. GONZALEZ G-812

J. Gonzalez, Book No. G-812

W. W. STEVENS

W. W. Stevens, Book No. S-1278

J. WINN

J. Winn, Book No. W-151

Membership Approved Action SIU Meetings—All Ports

Date: February, 1973

Date: March, 1973

BOSUN RECERTIFICATION PROGRAM

The Bosuns Committee elected by the membership will shortly submit its findings on the curriculum for the Bosuns Recertification Program. I know that the membership will join with me in thanking this Committee for all the time and personal effort which they put in to setting up this curriculum, and I know that their findings will meet with the approval of the membership and will be in keeping with the objectives of the SIU's Upgrading and Training Programs. The full text of the Committee's findings on the curriculum will be printed in the "SEAFARERS LOG" and I urge every member to give the Committee's report their fullest attention.

Frank Drozak
Vice President
Headquarters Report

BOSUN RECERTIFICATION PROGRAM

I wish to direct the membership's attention to the February issue of the Seafarers Log which contains the full text of the Bosuns Recertification Tallying Committee Report on the election of the seven man Bosun Recertification Program Committee. In the March issue of the Seafarers Log the full text of the membership elected Program Committee Report on the curriculum for the Bosuns Recertification Program will be found. I urge each of you to examine the text of this report outlining the specific requirements for training in this program and in addition urge all of you who are eligible to take part in this vitally needed training program.

I would also like to thank both the Tallying Committee and the Program Committee for their exceptional efforts directed towards helping your Union to launch a Bosuns Recertification Program.

Frank Drozak
Vice President
Headquarters Report

Bosuns' Recertification Program:

Curriculum Committee Report

From January 15 to February 13, 1973, the membership-elected Bosun Recertification Curriculum Committee met at Union headquarters and other Union facilities, including the SIU's Lundeberg Upgrading Center. As a result of their meetings, the Committee issued its report on the curriculum for the SIU's Bosun Recertification Program.

The following is the full text of the Committee's report.

The meeting of the Bosuns' Recertification Program Committee was called to order on January 15, 1973 at 9:00 A.M. by Frank Drozak, D-22, Vice President. In attendance were the following Brothers:

BURNELL BUTTS	B-395
JAMES DIXON	D-16
JACOB LEVIN	L-462
EWING RIHN	R-99
SVEN JANSSON	J-70

Wires were sent to all elected members. Brothers Richard A. Christenberry, C-1051, and Carl Francun, F-194, notified this Committee that they will not be able to attend due to the fact that they are at sea. Brother Richard A. Christenberry, C-1051, is presently aboard the SS ST. LOUIS in the Far East. Carl Francun, F-194, is presently aboard the SS STEEL ADMIRAL in the Far East. The five elected members present constitute a quorum, therefore this meeting is in order.

Nominations for Chairman of the Committee were opened and Brother Burnell Butts, B-395, was nominated by E. Rihn, R-99. The motion was seconded by J. Dixon, D-16, and a motion was made by J. Levin, L-462, to close nominations and Brother Butts was elected by acclamation. The motion was seconded by J. Dixon, D-16, and carried unanimously.

After his election as Chairman, Brother Butts called the Committee into session.

The report of this Committee and its recommendations relative to the rules, regulations, eligibility requirements and a comprehensive curriculum for the Bosun's Recertification Program is as follows:

INTRODUCTION

This Committee met daily from January 15, 1973 to February 13, 1973. During this time we were given the fullest cooperation by our Headquarters Officials, Frank Drozak, Vice President, Joe Di Giorgio, Secretary-Treasurer, and various other union representatives who participated daily in our discussions and deliberations.

We were also assisted by members of the Headquarters' staff and given full access to all Union records and statistics related to the Bosuns in our Union.

As part of our study, the members of this Committee

enrolled in the Fire-Fighting course at Bayonne, New Jersey and successfully completed it.

We observed all aspects of our Union's operations at Headquarters and the Port of New York. We went to the Harry Lundeberg School of Seamanship in Piney Point, Maryland and actively participated in all phases of the Vocational and Academic courses being offered there.

Based upon these discussions, studies and observations this is our report:

1. ELIGIBILITY REQUIREMENTS

In order to qualify for the Bosuns' Recertification Program the following are required:

- A. Class "A" Seniority.
- B. At least one year seetime as Bosun aboard SIU contracted vessels.
- C. Endorsement as a Green Ticket Able Bodied Seaman, any Waters unlimited. However, members who because of any condition such as eyesight, etc., are unable to pass the AB physical examinations but are already certified to ship as Bosun pursuant to Rule 5(A)(5) of the Shipping Rules, need not have such endorsement. Those members who do not meet "B" and "C" qualifications at present, but who will have sailed 36 months as AB after June 1, 1973, will be qualified to make application for this Program. The Seafarers Appeals Board shall have the authority and power to regulate the admission of applicants to this Bosuns' Recertification Program.
- D. A clean employment record aboard ship. No performers, gas-bounds or narcotics users of any type should be accepted into this Program.
- E. A Bosun who has been removed as Ship's Chairman will not be eligible for this Recertification.

2. BOSUNS' COMMITTEE TO SELECT APPLICANTS FOR THIS PROGRAM.

- A. Following each monthly membership meeting in New York, commencing with the May 1973 meeting, all qualified Bosuns will elect a Committee of three qualified Bosuns to select six applicants for the next class. This Committee will be paid one day's pay at stand-by wages.
- B. This Committee will meet the day after the meeting and select six men for this course and six alternates from all applicants. If any of the first six selected fail to show up then one of the alternates will take his place. All alternates left over will have first crack at the next month's class.
- C. All Bosuns that are elected to this Committee to screen applicants must come off the certified list of Bosuns. Their decision will be final as to the six men who are selected each month.
- D. The Bosuns' Recertification Program will start June 1, 1973. The Committee will make its selection of the first six men to attend on the day after the May meeting (May 8, 1973). The Program will be of 60 days duration.
- E. The first six Bosuns selected will go to Piney Point for 30 days and then the next month the second group of six Bosuns will be sent to Piney Point and the original

six returned to New York for 30 days for completion of the course and graduation.

- F. Of the 60 days training—30 days will be spent at Piney Point undergoing Vocational and Academic Training. The remaining 30 days will be spent at Headquarters.
- G. Bosuns will be given lodging and subsistence and be paid \$110.00 a week.
- H. All graduates of the Bosuns' Recertification Program will have preference for all Bosuns' jobs over those Bosuns who are not recertified.

3. VOCATIONAL

Bosuns attending this program will be given training in depth in all phases of the Deck Department.

Emphasis will be placed on all aspects of new equipment and new vessels such as the new SL-7 container ships, Falcon type tankers and LNG type tankers. Particular attention should also be given to radically new concepts such as the tug and barge type modes of transporting cargoes including liquid, bulk and containers. Emphasis will also be placed on giving the Bosuns training in the tankerman's duties especially in the area of safety, with the possibility of the Bosun obtaining a tankerman's endorsement. Bosuns' training will also include a course in firefighting.

The ultimate objective of the Vocational Training will be to equip the Bosun with a thorough, well rounded, in-depth knowledge of all aspects of the Deck Department on any vessel regardless of whether it is a Tanker, Conventional Freighter, Bulk Carrier, Container Ship, either Lift-on Lift-off or Roll-on-off variety, or a LASH type vessel. In any event, a Bosun who has successfully completed the Vocational Training of this Recertification Program will be capable of handling a Bosun's job on any vessel. Bosuns will conduct Vocational training one night a week aboard ship for entry rating and any other interested crew members.

4. UNION EDUCATION

In order for a Bosun to be a competent, capable ship's chairman, classes in Education will be conducted in the following subjects:

A. SIU CONSTITUTION

Since it is the Bosun's responsibility to police the Constitution aboard ship as it applies to duties of employment and the relationships of the members of the crew, he will be thoroughly knowledgeable in all areas of the Constitution so that as ship's chairman he will be able to intelligently interpret the Constitution and be able to answer any and all questions pertaining to it, particularly in regard to the following:

- I. **MEMBERSHIP**—Qualifications for membership. Definition of good standing and exceptions provided by the Constitution for not being in continuous good standing.

- II. **OFFENSES AND PENALTIES**—The types of offenses for which a member can be held liable and the

Continued on Next Page



The SIU Bosuns' Recertification Program Committee met at Piney Point last month with Lundeberg School staff members to chart an educational program which is scheduled to get underway June 1 at the Lundeberg School. Seen here during one of the many work sessions are (l. to r.): Jake Levin, from

the Port of Baltimore; Bob Kalmus, HLS Director of Vocational Training; Ewing Rihn, from New Orleans; Mike Sacco, HLS Vice President; Sven Jansson, from New York; Burnell Butts, from Houston; James Dixon, from the Port of Mobile, and Gerry Brown, Piney Point Port Agent.

Continued from Preceding Page

degrees of punishment to be exercised, for these violations.

B. SIU CONTRACT

The Bosun as the Ship's Chairman, is responsible for seeing that the contract is enforced aboard ship and in order to do this properly, he must be thoroughly familiar with all articles of the Contract. Since the Bosun is a member of the Deck Department it goes without saying that he is thoroughly experienced and familiar with problems and beefs arising within the Deck Department. However, particular emphasis will be given to the other articles governing employment, general rules, the Engine Department and the Steward Department in order for the Bosun to be able to properly enforce the Contract, regardless of what problem or question might arise aboard ship.

Since the Shipping Rules are a part of the Contract, it is of the utmost importance that the Bosun will have a well rounded working knowledge of these rules especially pertaining to seniority rules regulating the gaining of class "A" Seniority—also in the area of seeing that our vessels do not sail short and that any shipboard promotions are carefully watched and are only of a temporary nature. The section of the Shipping Rules dealing with Discipline, Offenses and Penalties will be discussed in thorough detail.

In order to be of assistance to the boarding patrolman at payoffs, the Bosun shall be responsible with the Ship's Committee in making up Beef Reports, Repair Lists and Crew Lists. This will be of invaluable help in expediting payoffs, and eliminating a great many of the problems that have plagued us in the past. He shall also be responsible for checking and reporting the membership standing of the crew to the boarding patrolman.

The Contract makes provision for weekly Sunday shipboard meetings while the vessel is at sea. Since the Bosun is designated as Chairman of these meetings, he must of necessity be given training in Parliamentary Procedure and Roberts Rules of Order so that he can correctly conduct these meetings and also see to it that accurate, complete minutes are kept and are forwarded to Headquarters. In this way the conditions aboard ship—problems and beefs and any recommendations of the ship's crew will be known in Headquarters.

It is these weekly meetings aboard ship that provide the opportunity for every member of the crew to participate concertedly in their employment relationship, and it is the Bosun's function as the Chairman to see to it that these meetings are enlightening, informative and interesting so that every crew member will fully participate in the meetings.

Bosuns will be given professional training in public speaking and proper reading so as to equip them with the skills necessary to conduct a meeting as a competent Chairman.

C. UNION HISTORY

As an integral part of this Education Program, the History of the Trade Union movement in the United States, with particular emphasis on the Seafaring Section, will be stressed.

The Bosun as the Ship's Chairman, will be well read and well versed in Labor Union History. He will also have a clear, thorough knowledge and understanding of the make-up of the AFL-CIO from the National Level in Washington right on down through the State bodies to the Central Labor Councils on the City Levels. He will be capable of discussing this in detail and be able to answer any and all questions regarding our Union's relationship to these groups and the importance of our participating fully in their activities.

The Maritime Trades Department and the Maritime Port Councils located throughout our Country, will be discussed and their function as the Constitutional Body of the AFL-CIO in the Maritime Industry explained in full detail. The Bosun must be able to present this to the crew in an interesting and informative manner so that each member will have a crystal clear picture of the structure of the Labor Movement in the U.S. and understand why we are so active in this area.

The various films in our Library at Piney Point and other material including the Seafarers Log will be used effectively in this course.

D. POLITICAL ACTION AND LEGISLATION

The importance of Political Action and the effect of Legislation on the Maritime Industry and on Labor Unions must be strongly stressed as a part of this Educational course.

In order for a Bosun to be effective as the Ship's Chairman, he must have knowledge of laws such as the Merchant Marine Acts of 1936 and 1970 and the Jones Act. He must be made fully aware of the importance of these laws and the part they play in the regulation and the administration of the Maritime Industry.

The Bosun must of necessity be knowledgeable of the various labor laws such as the Wagner Act of 1936, the Taft Hartley Act of 1947, and the Landrum Griffin Act of 1959. The Bosun should be capable of explaining each of these laws and how they regulate our everyday affairs as a Labor Organization. The Bosun should understand that our Union must be in strict compliance with these laws and he should be able to relate the problems and abuses with which we have had to contend in our employment to the contract and to the everyday activities on board the vessel.

The Bosun should be fully able to explain the importance of our Union's political activity showing what gains in employment opportunities we have made as a result of this activity, and where we would be if we had not been active politically, and how SPAD is directly tied in with our Legislative Program in Washington.

The vital importance of this particular subject cannot be overemphasized and the fact that our continued existence as an industry depends on the success of our political activities and SPAD.

Films such as "The Senate and the Seafarer" and "Mr. Speaker" and others will be shown in this course.

E. EDUCATION

While it is true that the Bosun is not the Educational



Seafarers on the Bosuns' Recertification Program Committee visited the Lundeberg School library and gained some insight into the history of the American sailors union movement. The Lundeberg library staff assisted the bosuns.

Director aboard ship, he will be thoroughly familiar with all of the Education opportunities available to our members through the facilities of the Harry Lundeberg School of Seamanship at Piney Point.

There are three broad areas that this program at Piney Point embraces—Vocational, Academic, and Political Education. Each of these directly affects the individual Seafarer both on and off the job, as a worker and as a citizen. It is vitally important for the Bosun to fully understand this and in turn to work closely with the Educational Director aboard ship giving him his full cooperation in order to make our Educational Programs successful since this is the keystone to the strength of our maritime industry.

All aspects of this Educational Program should be stressed, from the very beginning when a man enters Piney Point to start basic training to when he returns to upgrade himself and obtain additional ratings in whatever department he sails and even to the time when he obtains a license or wins a scholarship and goes to college.

The GED Program must be singled out for special emphasis since this is one area of vital importance to our members by which they can gain the necessary tools to improve themselves both aboard ship as seamen and ashore as well informed citizens.

The Bosun together with the Educational Director must make every effort to encourage the full participation and support of our members aboard ship towards our Educational Programs. This is vital to our continued growth and very existence of the maritime industry.

F. PENSION, WELFARE, VACATION PLANS

The Bosun will be thoroughly familiar with all of the rules, regulations and provisions governing the administration of these Plans.

The Bosun will be capable of discussing in depth any aspect of these Plans. It is of vital importance that the Bosun be well versed in the economics of the Maritime Industry so as to be capable of analyzing the strength of our Pension Plan as opposed to other plans in our industry.

Emphasis will be placed on the need for security in these Pension and Welfare Plans and the Union's responsibility to safeguard this security.

Bosuns will be instructed in the filling out of the various forms and the importance of having these forms completed fully and accurately so as to avoid unnecessary delay in the cases where information is omitted or the application is incomplete.

Thorough detailed explanations will be given on the abuses of these benefits especially by chronic repeaters, suitcase hunters and muzzlers. The curriculum of this course follows.

First Week at Piney Point, Maryland

Monday	AM	Orientation on Schedule for the Next 4 weeks and tour of Base and Farm
	PM	Education Labor History
Tuesday	AM	Instruction on Container Ship Operation with Emphasis on SL-7's
	PM	Education
Wednesday	AM	Instruction on Tanker Operation with Emphasis on Falcon Type Tankers
	PM	Education Constitution
Thursday	AM	Instruction on LNG Type Tanker Vessels
	PM	Education Contracts
Friday	AM	Instruction on Barge Carrying Vessels and Roll-on Roll-off Type Vessels with emphasis on LASH
	PM	Education Pension, Welfare and Vacation

Second Week

Monday	AM	Instruction on Freighters
	PM	Education, Meetings & Shipboard Behavior
Tuesday	AM	Instruction on New Type Paints

	PM	and New Type Lines and Splicing Procedures Education Political Education and Law
Wednesday	AM & PM	Attend all Trainee Education Classes and assist in Class Instruction
Thursday	AM & PM	Attend all Trainee Education Classes and assist in Class Instruction
Friday	AM & PM	Attend all Trainee Education Classes and assist in Class Instruction
Third Week		
Monday	AM	Attend Able Seaman and Quartermaster Upgrading Classes
	PM	Instruction in Firefighting
Tuesday	AM	Report to Trainee Administration to Learn Procedures for Recruiting and Placement of Trainees
	PM	Instruction on First Aid
Wednesday	AM	Attend Basic Deck Class
	PM	Attend Deck On the Job Training
Thursday	AM	Attend GED Classes
	PM	Attend Basic Engine Class
Friday	AM	Attend Engine Upgrading Class
	PM	Attend Steward Class
Fourth Week		
Monday	AM	Attend Lifeboat Class
	PM	
Tuesday	AM & PM	Field Trip to Transportation Institute in Washington
Wednesday	AM	Review of Materials Presented During First Three Weeks and Review of Instructions Now Being Offered at the Lundeberg School
	PM	Leave for New York
Thursday	AM & PM	Attend Firefighting School in Bayonne

The 5th week through the 8th week will be spent in New York as follows:
1 week on Welfare and Pension
1 week on Vacation
1 week servicing members and working with Representatives of the Union in Headquarters
1 week on the waterfront

CONCLUSION

We have formulated a comprehensive program that includes regulations, eligibility requirements and practical and academic training to enable the Bosuns—through a Bosuns' Recertification Program—to better meet their obligation to man all contracted ships including the highly mechanized vessels that are being built today.

Fraternally submitted,

BURNELL BUTTS, B-395
Burnell Butts, B-395, Chairman

JAMES DIXON, D-16
James Dixon, D-16

JACOB LEVIN, L-462
Jacob Levin, L-462

EWING RIHN, R-99
Ewing Rihn, R-99

SVEN JANSSON, J-70
Sven Jansson, J-70

Reprinted From: **SEAFARERS LOG** March 1973

SIU's Bosuns' Recertification Program Begins June 1

The SIU's Bosuns' Recertification Program, designed to help Seafarers meet the ever-increasing demands of today's modern ships, will get under way on June 1.

A three-man membership-elected Bosuns' Committee will make its selection on May 9 of the first six Seafarers to participate in the Program. The Committee will be elected on May 8 at the membership meeting at headquarters.

In early March, applications were sent out to all active bosuns and they were asked to return the forms to headquarters if they qualified for the Program according to the Report issued by the Bosuns' Recertification Program Committee last month and sent to each of them. (That Report appears in full on pages 10 to 11 of this issue of the LOG.)

The SIU initiated this Program in

order that the union and its bosuns can better meet their commitment to man all contracted ships, including the highly mechanized ones that are coming off the ways today.

Six bosuns and six alternates will be selected each month, on the day after the membership meeting. The group that is selected on May 9 will begin the Program on June 1.

Each group of bosuns will participate in the two-month Program which will be broken into two parts, according to the Report issued by the Bosuns' Recertification Program Committee. The first 30 days will be spent at the Harry Lundeberg School of Seamanship in Piney Point, Md. and the second 30 days will be spent in headquarters.

During the Program, the participating bosuns will be given lodging and subsistence and be paid \$110 a week.

Bosuns will receive both vocational

and academic training. According to the Report "the ultimate objective of the vocational training will be to equip the bosun with a thorough, well rounded, in-depth knowledge of all aspects of the deck department on any vessel. . . . When they ship out again, bosuns will relay the knowledge they received in the Program by conducting a vocational training course one night a week "for entry rating and any other interested crewmembers."

Bosuns who complete the Program will be qualified to handle jobs on all types of ships, such as, the SL-7 container ships, Falcon-type tankers and Liquid Natural Gas tankers.

In the area of academic training, bosuns will be taught all aspects of union education. The topics covered will be the SIU constitution; the contract; union history; political action and

legislation, and the union's pension, welfare and vacation plans.

There will also be a course covering the many educational opportunities available to Seafarers at the Harry Lundeberg School of Seamanship in Piney Point, Md. Among these facilities are the upgrading courses which enable Seafarers in all departments to raise their ratings, thereby obtaining a higher position aboard ship and better wages. Also available to all SIU members is the General Educational Development Program (GED) through which Seafarers can better themselves educationally by obtaining a high school diploma.

According to the Report, "all graduates of the Bosuns' Recertification Program will have preference for all Bosuns' jobs over those Bosuns who are not recertified."

Membership Approved Action SIU Meetings—All Ports

Date:**April, 1973****BOSUNS RECERTIFICATION PROGRAM**

This month's issue of the Seafarers Log contains a lengthy story on Page 3, announcing that June 1, the SIU's Bosuns' Recertification Program will get in full swing.

As I have reported in other membership meetings, this is not only an important program for our Union, but for each member wishing to progress up the ladder to higher paying and better jobs aboard the SIU ships of the future.

I strongly urge each of you to read this story carefully along with the full text of your Bosuns Curriculum Committee Report which is carried on Pages 10 and 11 of this same issue of the LOG.

I know you will also join with me in thanking the members of the Bosuns Curriculum Committee for their tireless efforts in helping your Union to launch this important and necessary program.

Frank Drozak
Vice President
Headquarters Report



FLORIDA

To transport this type of heavy military equipment, the 559-foot merchantman was converted from a tanker in April, 1967 giving her thousands of feet of extra needed deck space.

Also, two 45-ton capacity deck cranes were installed midships to speed loading and unloading in some of the larger ports—or to take over these procedures completely in ports not equipped to handle the unloading of such heavy duty cargo as tanks, trucks, jeeps, forklifts, helicopters, and reconnaissance planes.

Among the many Southeast Asian ports visited on her most recent voyage, which began in the Port of Mobile on Nov. 9, are Camn Rahn Bay, Da Nang and Saigon, Vietnam, and Pusan, Korea. She also made stops at Pearl Harbor and Corpus Christi on her way to the payoff in Camden.



Every inch of deck space is well utilized for the converted tanker's vital military cargo.



Cranes stand ready to speed unloading operations in



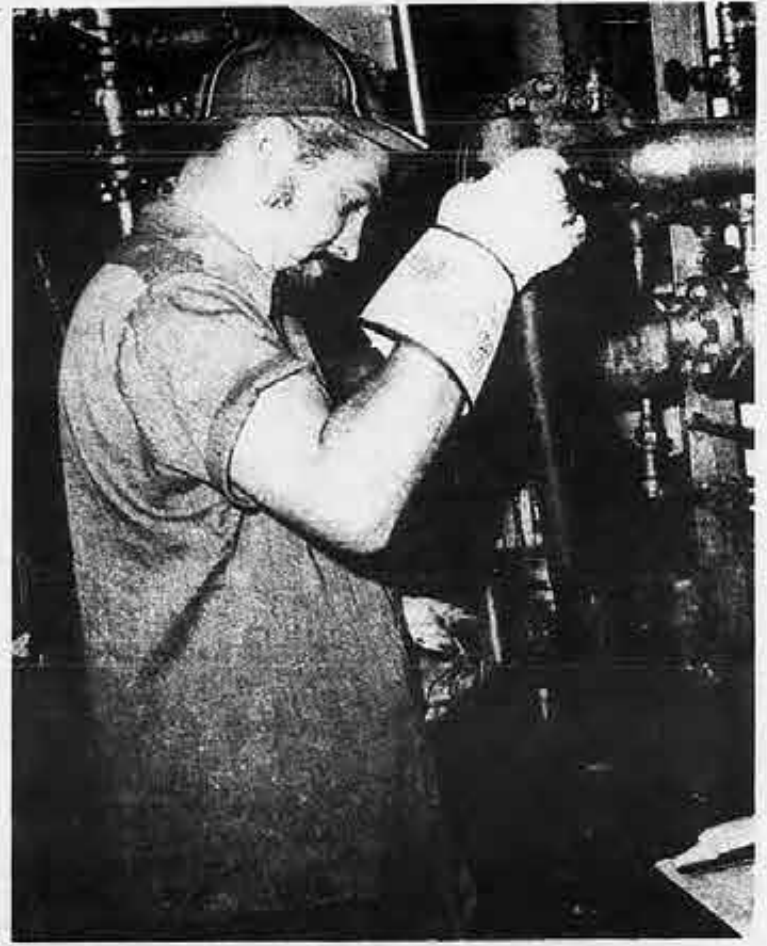
Fireman William Callahan observes unloading procedures from the deck of the *Seatrain Florida*.



Crew messman Roy Mack, on his first trip with the steward department, sets things straight after lunch.



Cook Bert Winfield prepares some sandwiches for his shipmates at the payoff in Camden.



SIU Fireman William Weekley tends to his engine room duties as he replaces a burner rod in the rack.

'Time to Step In'



USPHS—The Intent Is Clear

In 1798, Congress established a marine hospital to provide medical care and treatment for sick and disabled seamen. Over the next 50 years, marine hospitals flourished on American sea coasts and inland waterways providing the special medical care and attention required by seamen.

In 1916, this hospital system was renamed the U.S. Public Health Service hospital system and Congress expanded its operations. In 1944, Congress revamped the entire structure of the PHS and provided a basis in law for continued maintenance of the system.

By the end of World War II there were 29 PHS hospitals located throughout the nation providing medical care and treatment for thousands of beneficiaries of the system.

It is clear, from an examination of this history, that it always has been the intent of the Congress of the United States — the elected lawmakers of the nation — that this system of medical care should exist and flourish. This intent was reiterated in 1971 in a Joint Congressional Resolution expressing Congress' desire that the PHS hospital system be retained.

Despite this oft-stated intent of Congress, federal bureaucrats have time and time again moved to destroy the PHS hospital system. For nearly 30 years, and through five succeeding Administrations, these bureaucrats have attempted to thwart the will of the federal legislature.

They have had some success. From 29 hospitals at the end of World War II, the system has been depleted to just eight hospitals. And there has been a gradual erosion of the vitality and experienced personnel found in these hospitals.

This situation cannot be allowed to continue. The hospitals fill several vital roles in the general medical picture of their communities and, coupled with the PHS clinics

across the country, form a comprehensive and interlocking network of care and treatment for their beneficiaries.

Their primary role is that of caring for merchant seamen, coast guardsmen and other beneficiaries. In that role, the PHS hospitals have made so lasting a contribution to the health and well-being of the nation at large that their continuance is amply justified.

At a time when the nation is starved for hospital beds, it seems incredible that any branch of the federal government should want to eliminate the beds of the PHS hospitals.

Yet that is exactly what is happening again. The Department of Health, Education and Welfare is now before Congress with a plan which will mean the end of the PHS hospital system as it has existed for nearly two centuries.

It also will mean an end to all research, training and community health programs which currently exist in the PHS hospitals.

It means, too, that HEW is, once more, moving against the intent of Congress' mandating the PHS hospital system as a viable and effective means of health care delivery to its beneficiaries.

Congress must put a stop to these actions, immediately. The legislators must move to provide the PHS hospitals with new support and new financing so they can be rebuilt into the quality health care system they were once.

As the SIU has stressed to the Congress: "We believe this expenditure coupled with an expanded role for the United States Public Health Service would be one of the most productive health care investments that the Congress could make in behalf of the American people."

Congress must again assert itself over the federal bureaucrats or this vital health care system will perish.

Letters to the Editor



Thoughtfulness Helped

To the Editor:

I take this opportunity to communicate through the LOG with the many friends as well as former shipmates of my late husband Eric Klingvall, and to thank them profoundly for their many messages of condolence and encouragement to me after his recent demise.

Thank you.

Very truly yours,

Margret Klingvall
Old Lyme, Conn.

Hospital Bills Paid

To the Editor:

This letter to you is long overdue. For the past 12 years the union has been paying hospital bills for my family and me, amounting to nearly ten thousand dollars.

For that I thank you.

But thank you is hardly enough, it would take three pages of the LOG to thank you properly.

James A. Hellem, IBU H12004
Rochester, N.Y.

Medical Benefits

To the Editor:

I would like to thank the SIU for its kindness and promptness in paying my hospitalization and medical bills for my stay in the hospital. Being on disability for the past three years it is nice to know that I belong to a good Union. Thank you kindly.

Sincerely,

Samuel E. Ratz
Deltona, Fla.

May 1973

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SEAFARERS LOG

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

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74 SIU Vessels Are Winners of AMVER Awards

Seventy-four SIU-contracted vessels are winners of 1972 AMVER awards for their outstanding participation in the U. S. Coast Guard's international rescue program.

All of these union-manned vessels were on an Automated Mutual Assistance Vessel Rescue System (AMVER) plot for 128 or more days, constantly on the alert to aid a sister ship in trouble off the high seas.

The system provides important help in the development and coordination of Search and Rescue (SAR) efforts in the oceans of the world.

Merchantmen of all nations making offshore passages of more than 24 hours

may send sail plans and periodic position reports via free radio messages to the AMVER Center c/o the Coast Guard.

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

Benefits to shipping include:

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

- Reduced time lost for vessels responding to calls for assistance.

Following are the 74 SIU-manned ships which won awards. Vessels with a * sign are third time winners. A * denotes a second award. The others won for the first time and will get a red and blue pennant.

*Marymar, Portmar** and the *Yorkmar* (Calmar).

*Bradford Island**, *Norfolk** and the *Miami** (Cities Service).

*Seatrains Louisiana**, *Delaware**, *Georgia**, *Puerto Rico**, and *San Juan**, *Transchamplain**, *Transindiana**, *Transoneida**, *Transontario**, *Transoregon**, *Transhawaii** and the *Transidaho** (Hudson Waterways).

*Steel Admiral** and *Traveler* (Isthmian).

*Overseas Carrier**, *Progress**, *Traveler* and *Valdez** (Maritime Overseas).

*Penn Challenger**, *Champion** and *Leader** (Penn Shipping).

*Inger** and *Walter Rice** (Reynolds Metals).

*Summit**, *Panama**, *Philadelphia**, *Ponce**, *Portland**, *Rose City**, *SL-180*, *SL-181*, *San Francisco**, *San Juan**, *Seattle**, *St. Louis**, *Tampa**, *Trenton**, *Wacosta**, *Warrior**, *Afoundria**, *Gateway City**, *Pittsburgh**, *Mobile**, *Los Angeles**, *Anchorage**, *Arizpa**, *Azalea City**, *Baltimore**, *Bienville**, *Boston**, *Brooklyn**, *Charleston**, *Chicago**, *Detroit**, *Elizabethport**, *Galveston**, *Houston**, *Jacksonville**, *Long Beach**, *Mayaguez**, *New Orleans*, *New Yorker**, *Newark** and *Oakland** (Sealand).

*Mt. Washington** (Victory Carriers).

*De Soto**, *La Salle* and *Topa Topa** (Waterman).

St. Louis Maternity Benefit



IBU member Steve Conrad and wife, Mary, receive check for maternity benefit from St. Louis IBU Port Agent Leroy Jones. Baby Conrad also received a \$25 U.S. Savings Bond.

Social Security Increased For Delayed Retirement

By A. A. Bernstein
SIU Welfare Director

A Seafarer who doesn't get any social security benefits before he's 65 and delays his retirement past that age will be eligible for higher payments when he retires, according to social security officials.

Benefits increase 1/12 of 1 percent for each month—or 1 percent for each year—after 1970 if the Seafarer doesn't get social security benefits between age 65 and 72 because of his earnings.

"This higher benefit can be paid to retired Seafarers under a new provision of the social security law," a spokesman said. "It doesn't affect social security payments to their families."

The new provision will mean additional benefits to some Seafarers already getting social security payments. "If a Seafarer already on the rolls qualifies for a higher payment because of the change, he will get an automatic increase in June, and it will be retroactive to January 1973," the spokesman said.

Over 5 million workers will get \$198 million in social security increases in 1974 under the new provision.

Seafarers getting social security payments can earn as much as \$175 in a single month and still get their full social security payment for that month regardless of their total yearly earnings.

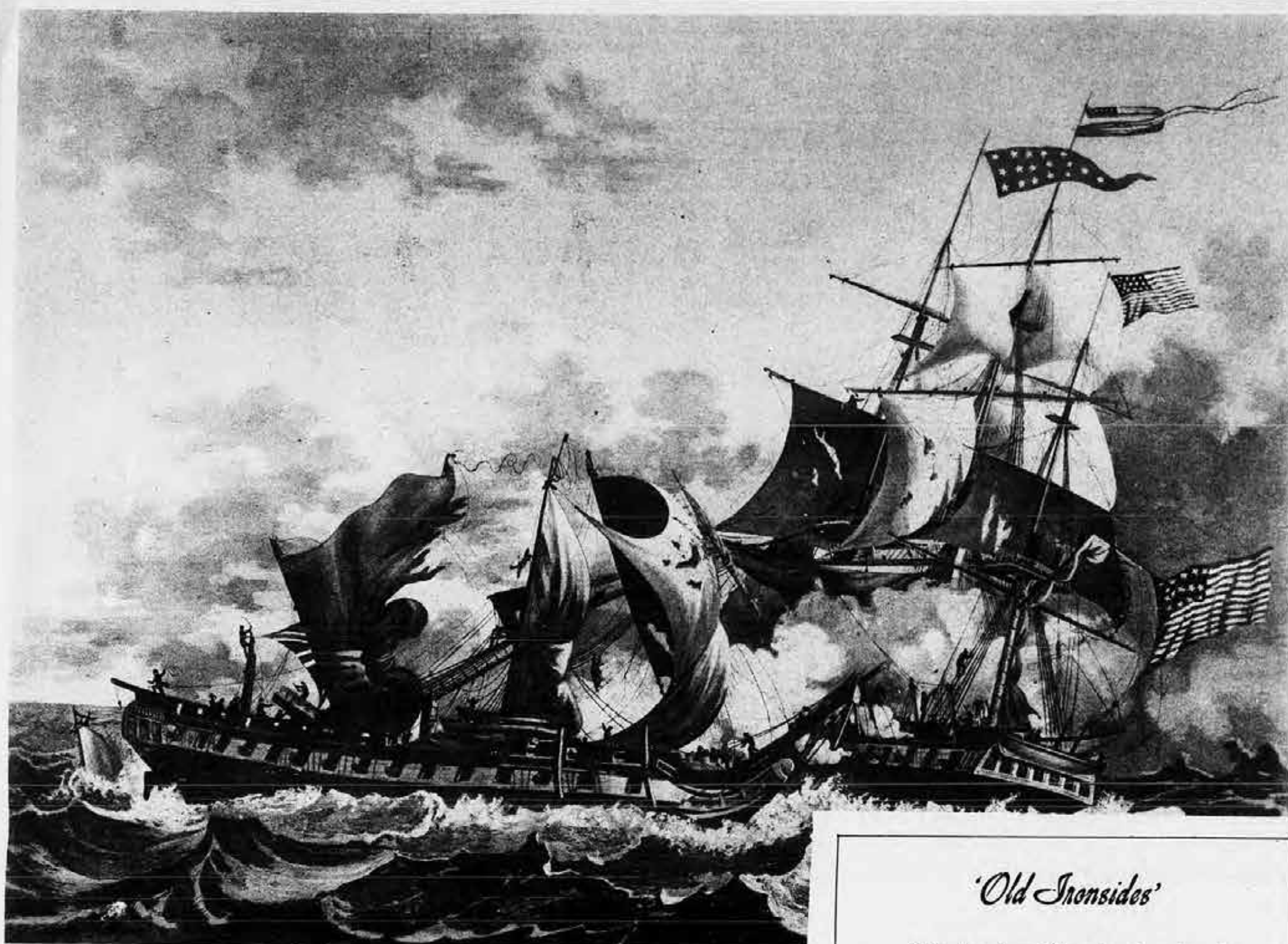
Lost your Medicare card? Contact social security.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Mar. 23-Apr. 25, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	14	81	\$ 30,018.00	\$ 210,900.50
In Hospital Daily @ \$1.00	550	2,125	550.00	2,125.00
In Hospital Daily @ \$3.00	314	1,868	942.00	5,604.00
Hospital & Hospital Extras	29	101	17,184.92	24,753.04
Surgical	5	18	155.00	977.50
Sickness & Accident @ \$8.00	8,213	39,644	65,704.00	317,152.00
Special Equipment	4	8	955.20	1,679.15
Optical	258	1,203	5,715.17	26,242.62
Supplemental Medicare Premiums	18	115	863.30	3,536.60
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	511	2,158	91,934.13	406,360.80
Doctors' Visits In Hospital	76	336	1,682.20	9,031.04
Surgical	164	673	21,080.88	83,036.88
Maternity	21	119	5,476.35	29,654.24
Blood Transfusions	5	26	231.00	1,686.50
Optical	216	939	4,581.85	19,887.36
Special Equipment	—	—	—	—
PENSIONERS & DEPENDENTS				
Death	10	40	30,000.00	120,000.00
Hospital & Hospital Extras	185	679	28,031.67	117,147.69
Doctors' Visits & Other Medical Exp.	153	675	5,832.89	22,700.86
Surgical	20	79	2,872.50	13,379.50
Optical	74	378	1,344.55	6,629.41
Blood Transfusions	2	6	76.50	399.00
Special Equipment	2	14	190.00	2,028.39
Meal Books	—	2,259	—	22,590.00
Dental	1	2	250.00	600.00
Supplemental Medicare Premiums	1,430	7,008	9,131.30	43,443.60
SCHOLARSHIP PROGRAM				
	19	62	5,044.98	21,593.87
TOTALS				
Total Seafarers Welfare Plan	12,294	60,616	329,848.39	1,513,139.55
Total Seafarers Pension Plan	2,057	10,125	497,440.00	2,430,944.40
Total Seafarers Vacation Plan	1,176	6,613	634,456.63	3,492,188.85
Total Welfare, Pension & Vacation	15,527	77,354	\$1,461,745.02	\$7,436,272.80

USS Constitution



Sea battle between the American frigate Constitution and the British frigate Guerriere in which the U.S. warship was victorious.

'Old Ironsides'

*"Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky."
"... Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!"*

—Oliver Wendell Holmes (1830)

These immortal lines so aroused the nation in 1830 that *Old Ironsides* (U.S.S. Constitution)—five times victorious in sea battles over the English in the War of 1812 and conqueror of Tripoli's Barbary Coast pirates in 1803—was saved from the U.S. Navy scrap graveyard.

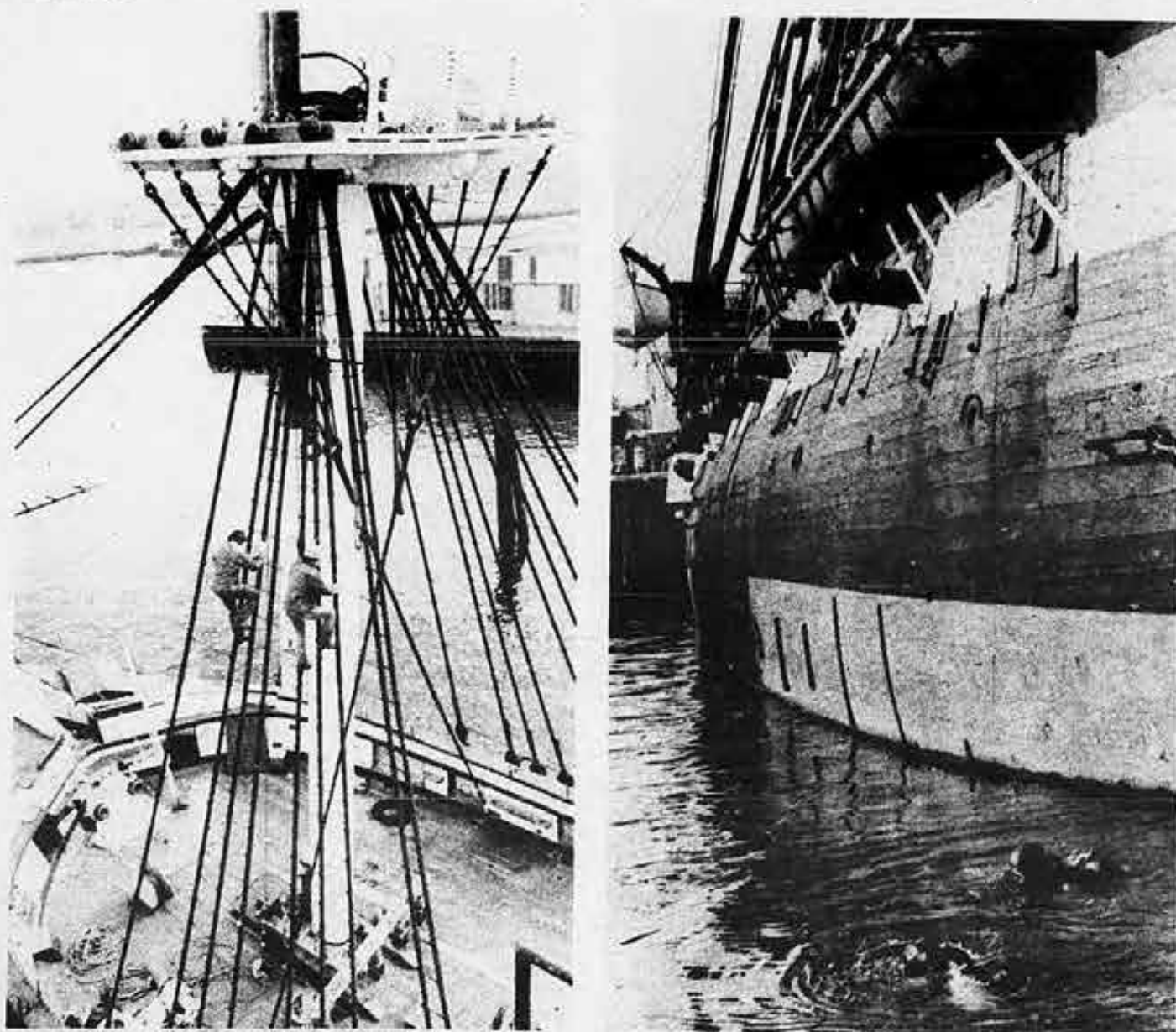
These stirring words about this still actively commissioned, 177-year old man o'war were dashed off by the patriotic law student who became angered when he read in a Boston newspaper that the revered frigate had been declared "unseaworthy" and was headed for the scrapheap.

When the poem appeared in the press, a flood of letters from the public and contributions from schoolchildren to save the ship swamped the Navy Department.

The Navy then changed its mind about its most famous warship, the fighting vessel that had borne the brunt of the U.S. fleet's action in the sea war with the British. *Old Ironsides* was then rebuilt in Boston's Charlestown Navy Yard where she now rests—since the turn of the century—a living heritage for the American people.

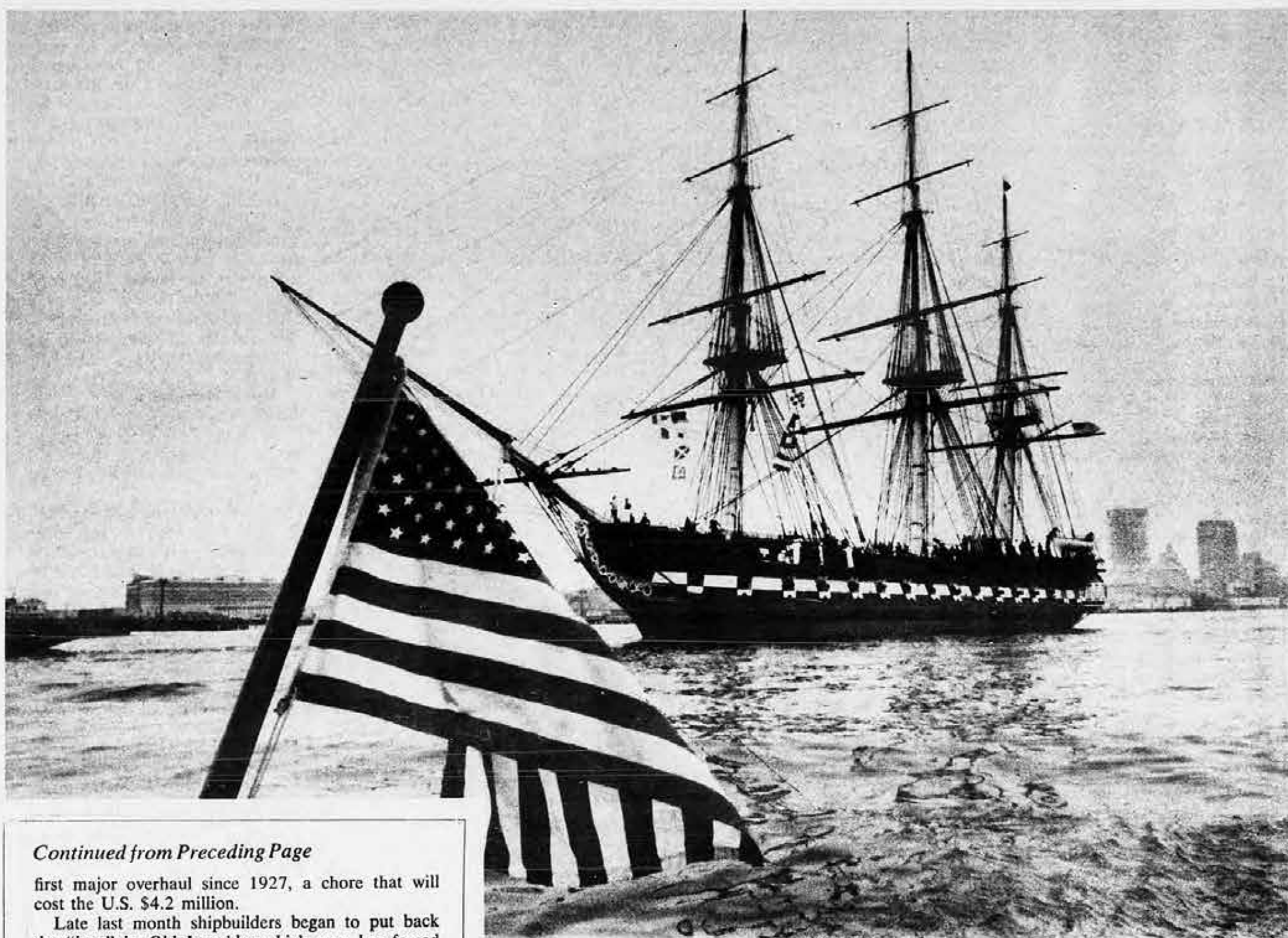
Beginning this April 17, *Old Ironsides* started to get ready for the country's 1976 Bicentennial Celebration. She was floated into drydock to undergo her

Continued on Next Page



Boston Navy Yard workmen (left) climb up the forward rigging of Old Ironsides last month. Navy divers (right) inspect the hull of the frigate in drydock for the 1976 fete.

'Old Ironsides'



Continued from Preceding Page

first major overhaul since 1927, a chore that will cost the U.S. \$4.2 million.

Late last month shipbuilders began to put back the "iron" in *Old Ironsides* which won her famed nickname because she was virtually unsinkable. Actually, there is no iron in the *USS Constitution*. Three types of specially treated oak, 23-inches thick, were used to build the ship.

Old Ironsides got her nickname when British Royal Navy cannonballs bounced off her hull's seven-inch thick live oak outer planking below the water line. More of this very same timber, which hardens like ironwood in salt water is to be used in the overhaul, and was aged more than 75 years in a salt water swamp at the Naval Air Station at Pensacola, Fla.

Today the *Constitution's* 700,000 annual visitors will have to wait until March 30, 1975 to again inspect the ship. At that time she'll be open to the public.

At the outbreak of war with the English in 1812, caused by England's impressment of American merchant seamen, the U.S. Navy's 20 warships were poised against the Royal Navy's 1,000 three-decker ships-of-the-line—victors in hundreds of sea encounters. Although the U.S. fleet was expertly trained and anxious to "fight and run," it was thought better to keep the frigates in port at first.

Early in the war *Old Ironsides*, under Capt. Isaac Hull, skillfully evaded a chase by a British fleet and safely sailed into the harbor.

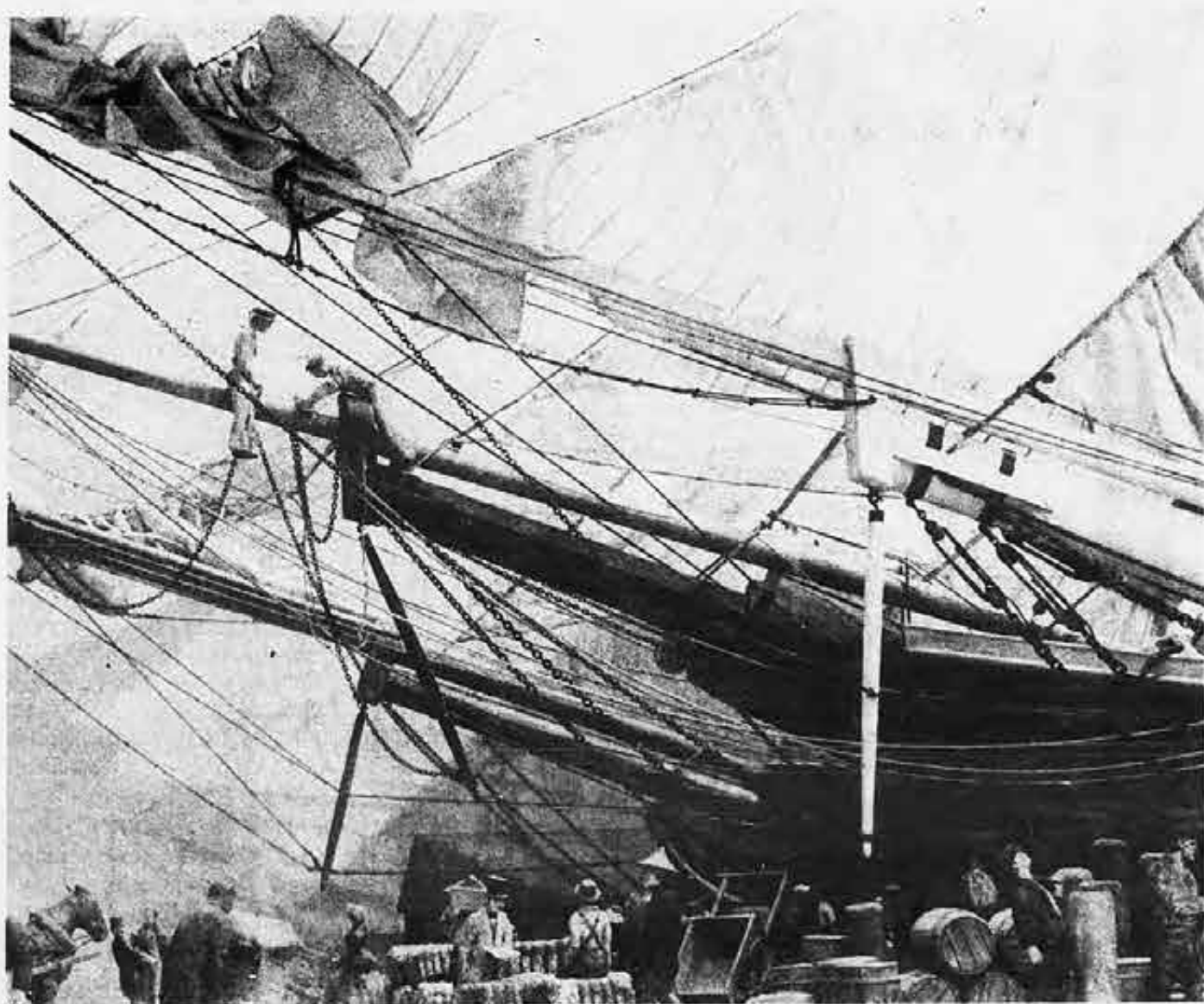
However, on Aug. 19, 1812 her crew's brilliant gunnery skills led to the capture of *H.M.S. Guerriere* after a half-hour skirmish. *Old Ironsides* lost only 14 men while the British lost 80.

Four months later she captured the English frigate *Java* off Brazil and the *Cyane*, *Levant* and *Warrior* later in the war.

Previously, in 20 years of naval war, England's Royal fleet took on the ships of France and Spain and lost but 20 warships. In the War of 1812-15—she lost 20!

In the 15 naval battles of the war, American seamen were victorious in 12 with only 265 killed.

Old Ironsides, the oldest commissioned ship in the U.S. Navy, on her annual cruise—a two-hour turnaround in Boston Harbor so she'll weather evenly at dockside.



The *Constitution* (center) tied up at wharf in the early 19th Century alongside other ships as two of her crew adjust a line on the bowsprit.

Delayed Benefits

The following active members and pensioners have had their benefit payments held up because they failed to supply complete information when filling their claims. Please contact Tom Cranford at (212) 768-6005.

SEAFARERS WELFARE PLAN

Name	S.S. No.	Book No.
Perra, R.	536-05-6831	PB 31337
Williamson, M.	268-88-6969	PB 36649
Hall, C.	423-34-3024	PB 18186
Morgan, M.	246-68-0452	PB 17916
Bane, K.	279-10-1322	B 954
Kleva, J.	038-18-2949	K 5152
Snyder, H.	225-36-0204	S 5288
Camacho, A.	123-40-2602	PB 34506
Talley, F.	225-40-5765	PB 36000
Kane, J.	083-20-6975	K 621
Baxter, R.	457-42-2707	—
Garza, P.	460-30-7994	G 721
Bonafont, J.	213-28-9166	B 810
Berthiaume, P.	437-09-3120	B 561
Daniels, L.	231-14-4794	D 5059
Evans, C.	267-20-2443	—
Fafoutakis, K.	501-12-4019	F 567
Ray, C.	463-36-5728	R 5308
Pfarr, A.	219-26-2570	—
Oliver, W.	273-36-5245	O 12030
Ledet, L.	458-64-8146	—
Greux, L.	416-34-4290	G 516
Daniels, J.	246-66-0247	D 5251
Gill, J.	420-26-0800	G 5372
Stephens, G.	728-12-9319	12126
Potts, W.	450-56-1821	P 5407
Maier, E.	428-12-7552	M 5185
Morales, J.	077-20-1171	M 707
Maples, T. J.	421-76-9145	—
Kordish, J.	191-28-3309	—
Wilkinson, P.	421-76-9145	W 5373
Ceperiano, L.	086-12-5604	C 720
Pierce, W.	462-30-2051	PB 17769

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE PLAN

Name	S.S. No.	Book No.
Sanchez, J. A.	064-36-4816	—
DeGroat, W. B.	110-10-9651	D 12080
Scales, E.	280-44-4882	S 11942
Glover, R.	098-30-3854	—
Doricas, G.	095-14-2649	D 11072
Johnson, H.	218-28-9257	J 10578
Puckett, N. J.	290-28-3252	P 10850
Odom, C.	239-34-1903	O 10292
McGee, J.	206-36-6510	M 11943
Sims, J.	260-44-8349	S 11611
Keels, M.	177-32-1080	K 10243
Middleton, L.	080-42-9435	M 11918
Schwartz, J. F.	197-30-1785	S 10213
Smith, A. V.	227-12-2676	S 10838
Daniels, M. T.	214-56-7386	D 10780
Herman, P.	286-26-4305	H 11257
Almendarez, R.	450-76-4696	—



New SIU Pensioners

Martin W. Rolles, 60, joined the SIU-affiliated Railway Marine Region in 1960 and sailed as a deckhand for the Baltimore & Ohio Railroad. He is a life-long resident of Baltimore, Md. Brother Rolles is an Army veteran of World War II.

Jack French, 66, was born in Raywood, Tex. and now makes his home in Nixon, Tex. He joined the SIU-affiliated Inland Boatman's Union in 1957 in the Port of Houston and sailed for the G & H Towing Co.

John Paul Collins, 65, joined the Inland Boatman's Union in 1961 in the Port of Norfolk. He is a resident of Chesapeake, Va. Brother Collins sailed as a tankerman for McAllister Brothers.

Dell Whitehead, 64, is a native of Panama City, Fla. and now makes his home in Freeport, Tex. He joined the IBU in the Port of Houston in 1957 and sailed as a deckhand for the G & H Towing Co.

Marshall D. Reyes, 65, is a native of the Philippine Islands and now makes his home in Portsmouth, Va. He joined the Inland Boatman's Union in 1966 in the Port of Norfolk. Brother Reyes is an Army veteran of World War II.

Clyde Tanner, 68, joined the IBU in 1957 in the Port of Houston and sailed for the G & H Towing Co. Born in Nicholls, Ga., Brother Tanner is now a resident of Galveston, Tex. He is an Army veteran of World War II.

James M. Hand, 64, joined the SIU in 1945 in the Port of New York. He is a native of Century, Fla. and now resides in New Orleans, La. Brother Hand sailed in the engine department.

Samuel T. Patterson, 65, joined the SIU in 1940 in the Port of New York. Born in Jackson, Fla., Brother Patterson now makes his home in New York City. He sailed as chief cook.

Mohamed Nasser, 64, is a native of Arabia and now makes his home in San Francisco, Calif. He joined the union in 1944 in the Port of New York and sailed in the engine department.

Julio G. Napoleonis, 52, was born in Ponce, P.R. and now makes his home in Brooklyn, N.Y. He joined the SIU in 1942 in the Port of New York and sailed in the steward department.

Aurello Patingo, 60, is a native of the Philippine Islands and now makes his home in Chalmette, La. Brother Patingo joined the SIU in 1948 in the Port of New York and sailed in the steward department.

Ira W. Griggers, 44, joined the SIU in 1955 in the Port of New York. He is a life-long resident of Evergreen, Ala. Brother Griggers sailed as able-seaman.

Willie F. Coppage, 59, is a native of South Carolina and now makes his home in Oakland, Calif. Brother Coppage joined the union in 1955 in the Port of Baltimore and sailed in the steward department.

Ben Bone, 64, was born in Anderson, S.C. and now makes his home in Baltimore, Md. Seafarer Bone joined the SIU in 1948 in the Port of Baltimore and sailed in the engine department.

Norman La Plaunt, 58, joined the SIU in 1960 in the Port of New York and sailed in the engine department. He is a resident of River Rouge, Mich. Brother La Plaunt is a veteran of World War II.

Jose F. Wiscoviche, 66, is a native of Puerto Rico. He joined the union in 1942 in the Port of Mobile and sailed in the deck department. Brother Wiscoviche now makes his home in Raymon, P.R.

Carl E. Nelson, 58, joined the SIU in 1962 in the Port of New York and sailed in the engine department. He is an Army veteran of World War II and was once wounded in action. Brother Nelson is a resident of San Francisco, Calif.

Francis Peredne, 60, is a native of Massachusetts. A charter member of the union, Brother Peredne joined in 1938 in the Port of Philadelphia and sailed in the engine department. He now makes his home in New Orleans, La.

Adriaan Vader, 70, is a native of Holland and now makes his home in Norfolk, Va. Brother Vader joined the union in the Port of New York in 1949 and sailed in the engine department.

Chambers O. Winskey, 62, was born in Bristol, Pa. and now resides in Croydon, Pa. He joined the union in 1943 in the Port of Baltimore and sailed in the steward department.

John Van Antwerp, 60, joined the SIU in 1960 in the Port of New York and sailed in the deck department. Brother Van Antwerp makes his home in Elberta, Mich.

Kermit A. Knutson, 65, is a native of Wisconsin and now makes his home in Midland, Mich. He joined the SIU in 1944 in the Port of Baltimore and sailed in the steward department.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	June 4	2:30 p.m.	—	7:00 p.m.
Philadelphia	June 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	June 6	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	June 8	2:30 p.m.	7:30 p.m.	—
Houston	June 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	June 12	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	June 13	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	June 14	2:30 p.m.	—	—

Great Lakes Tug and Dredge Section

†Sault Ste. Marie	June 14 — 7:30 p.m.
Chicago	June 12 — 7:30 p.m.
Buffalo	June 13 — 7:30 p.m.
Duluth	June 15 — 7:30 p.m.
Cleveland	June 15 — 7:30 p.m.
Toledo	June 15 — 7:30 p.m.
Detroit	June 11 — 7:30 p.m.
Milwaukee	June 11 — 7:30 p.m.

Railway Marine Region

Philadelphia	June 12 — 10 a.m. & 8 p.m.
Baltimore	June 13 — 10 a.m. & 8 p.m.
*Norfolk	June 14 — 10 a.m. & 8 p.m.
Jersey City	June 11 — 10 a.m. & 8 p.m.

† Meeting held in Labor Temple, Sault Ste. Marie, Mich.

* Meeting held in Labor Temple, Newport News.

First Pension Check



Seafarer Julio Napoleonis, left, receives his first pension check from SIU Vice President Earl Shepard at the May membership meeting.



The 'Anonymous' Seafaring Poets

No other single aspect of man's constant conflict with nature has inspired more poets throughout the centuries as has the sea, sailors, and their ships.

Many of the great poets—Shakespeare, Chaucer, Longfellow, Keats, Wordsworth, Byron—used the sea and its mysteries as a theme in many of their most famous works.

However, these masters of the language, although able to spin out line upon line of beautiful verse on any number of subjects, were not seafaring men and had many misconceptions about sailors and life at sea.

They had very little or no contact at all with sailors, and believed that the tough tanned mariners they observed on the waterfronts were nothing but hard-drinking, weather-beaten roughnecks.

Shakespeare, for instance, referred to the sailor in one of his works as a "bawling, blasphemous, incharitable dog," without any "bowels of mercy."

Chaucer, in a somewhat kinder manner, describes the seaman as a "good comrade and a standby in any trouble," but still believed he was a "ruffian never without his knife" and if he fights and wins, "he sews his victims in a topsail and dumps them overboard."

Other well-known poets have referred to the sailor as a sea-bear or a sea-bulldog who has "a knavish trick of broaching the wine casks in the hold while the captain sleeps."

Although it might seem so, not all poetry concerning the mariner's world is unfavorable. Fortunately, there exists a great bulk of poems written by seamen themselves that give a more accurate account of the sailor as a man, and the joys, dangers and hardships of life at sea.

However, the vast majority of these seafaring poets, for some inexplicable reason, chose to remain anonymous.

Whether they did not desire any recognition or simply wrote the poems for the sake of writing, we will never know—but their poems are excellent verse and deserve high praise.

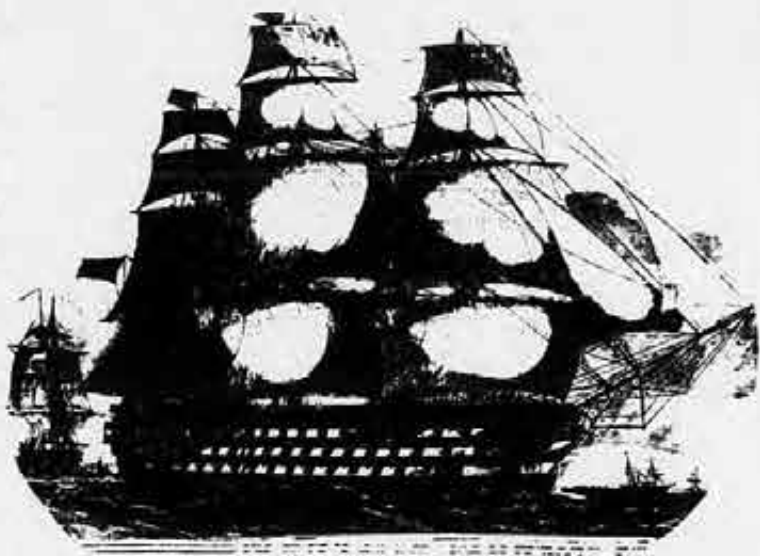
They describe a variety of aspects of the seaman's work, and his innermost feelings as he departs and arrives in port—as he watches a calm sunset on the horizon—as he hurls a sharp harpoon at an oversized whale.

The following poem, written by one of these anonymous authors, beautifully describes a departure from port at dusk, on a long voyage:

Over the dim blue rim of the sea
Comes the pale gold disc of the moon;
The topsails slat as we pass the quay,
And the yard goes up with a tune.
We are outward bound for the west tonight,
And the yard goes up with a cheer;
And the bells will ring in the town tonight,
And the men in the inns will hear.

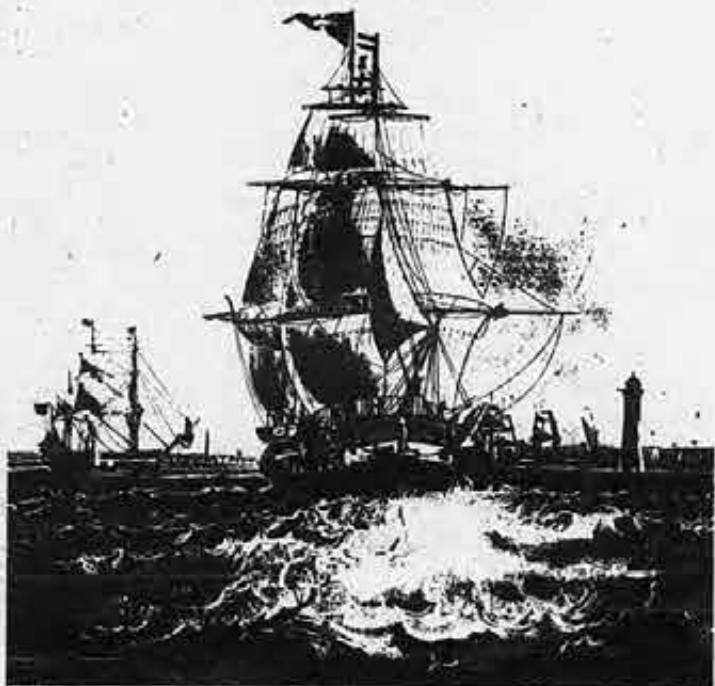
In war the sailor was a fierce and courageous fighter, but he never took his opponents lightly—and if he won he did not mistreat his captives or defile the bodies of the dead:

Broadside after broadside,
our cannon balls did fly,
The small shot, like hailstones,
upon the deck did lie.
Their masts and rigging we shot away,
Besides some thousands on that day
Were killed and wounded in the fray;
On both sides, brave boys.



Always in the mind of the sailor was the fearful possibility of running aground on some unmarked shallow sandbar, or having the bulkhead of his ship ripped apart like so much cardboard on a hidden coral reef. Many times a mariner would transfer his worries into words after a long watch from the crow's nest on a dark night:

When shoals and sandy banks appear,
What pilot can direct his course?
When foaming tides drive us so near,
Alas! what fortune can be worse?
Then anchors hold must be our stay,
Or else we fall into decay.



Upon retiring to his foc'sle after a long day's work, a sailor will sometimes go through periods of loneliness that a good book or some other hobby cannot arrest. He closes his eyes and his thoughts take him across the thousands of miles of ocean to his home and loved ones:

All the sheets are clacking,
all the blocks are whining,
The sails are frozen stiff,
and the wetted decks are shining,
The reef's in the topsails,
and it's coming on to blow,
And I think of the dear love I left long ago.

The New Bedford whaling men of the 18th and 19th centuries were a tough, rare breed. They stalked their prey in flimsy longboats with a harpoon their only cushion between life and death. Occasionally, though, a shipmate would be lost in the struggle with one of these black princes of nature, but the whaler's fatalistic outlook on life kept him on a straight course at all times. To be swallowed by the ocean while pursuing his goal was death with honor:

We struck the whale, and away she went,
casts a flourish with her tail,
But, oh, and alas, we've lost one man,
and we did not kill that whale,
Brave boys,
And we did not kill that whale.
Now, my lads, don't be amazed for the losing
of one man;
For fortune it will take its place, let a man do all
he can,
Brave boys,
Let a man do all he can.

Not all the poetry written by these anonymous mariners was melancholy and serious. Many times a seaman would whip up a chantie, or song, specifically for his shipmates—and they would belt out the tune in deep, low rhythmical voices as they hoisted a topsail or weighed anchor. Their singing kept the heavy jobs aboard ship going at a smooth, quick pace:

O whiskey is the life of man,
I drink it out of an old tin can,
I drink it hot, I drink it cold,
I drink it new, I drink it old,
Whiskey makes me pawn my clothes,
Whiskey makes me scratch my toes.

Returning to port after a long, successful voyage was always a joyous time for a sailor. Some of the finest of these anonymous poems were written on this subject—and they reflect the ease and happy contentment of a man contemplating seeing his family and friends for the first time in months:

Now to her berth the ship draws nigh,
With slackened sail she feels the tide,
Stand clear the cable is the cry,
The anchor's gone, we safely ride.
The watch is set, and through the night,
We hear the seaman with delight
Proclaim—"All's well."



TAMPA (Sea-Land), March 12—Chairman Calvin James; Secretary William Seltzer; Educational Director Bill Bland; Steward Delegate James P. Barclay. \$7.50 in ship's fund. Some disputed OT in engine department. Everything running smoothly.

BOSTON (Sea-Land), March 11—Chairman J. M. Duffy; Secretary S. Schuyler; Educational Director N. Reitti. \$5 in ship's fund. Vote of thanks to the steward department for a job well done.

SPITFIRE (American Bulk), March 1—Chairman Walter Butterson; Secretary M. Deloa; Educational Director E. Gibson. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

LOUISIANA (Seatrains), March 12—Chairman G. Coker; Secretary F. Fletcher. No disputed OT. Vote of thanks to all brothers. Next Port San Francisco.

DEL SOL (Delta), March 4—Chairman Richard J. Chiasson; Secretary Robert Long. No disputed OT. Vote of thanks to the steward department for good hot meals and a job well done.

HOUSTON (Sea-Land), March 4—Chairman Karl Hellman; Secretary F. Hall; Educational Director C. Hemby. Need \$35 for a new antenna for the TV; suggest an arrival pool to get same. Vote of thanks to the steward department for a job well done. Stood for one minute of silence in memory of our departed brothers. Next stop Port Elizabeth.

VANTAGE HORIZON (Vancor Steamship), March 4—Chairman R. Theiss; Secretary L. Gully; Educational Director J. Tims. \$9.45 in ship's fund. Some disputed OT in deck department. Vote of thanks to the messmen. Observed one minute of silence in memory of our departed brothers. Next port Dakar.

STEEL ADMIRAL (Isthmian), March 4—Chairman Billy E. Harris; Secretary J. Temple; Educational Director Pase. Captain to have cards made out for men going to hospital with name of ship, agencies and hospital in English and the language of the country they are in. Vote of thanks to the steward department for a job well done.

SEA-LAND McLEAN (Sea-Land), March 13—Chairman John Hunter; Secretary G. Walter; Steward Delegate Martin J. Lynch. No disputed OT. Vote of thanks to the steward department.

AMERICAN VICTORY (Victory Carriers), March 4—Chairman R. Schwarz; Secretary F. Mitchell, Jr.; Educational Director R. Moore; Deck Delegate J. W. Flemings; Engine Delegate W. H. McNeil; Steward Delegate H. Hollings. No disputed OT. Discussion held on ship-board safety urging all men to use good judgment and seamanship to prevent accidents. Next port Yokohama.

ANCHORAGE (Sea-Land), March 25—Chairman Alexander Zagala; Secretary Oscar Smith. No disputed OT. Suggestion made to have motion picture projector placed on board on next voyage.

HOOD (Verity Marine), March 11—Chairman Simmon Johannsson; Secretary J. Samuels. \$41 in ship's fund. No disputed OT. Everything running smoothly.

LA SALLE (Waterman), March 11—Chairman E. Craddock; Secretary R. Donnelly; Educational Director B. Hubbart. \$93 in ship's fund. Some disputed OT in engine department. Everything running smoothly. Next port New Orleans.

LOUISIANA (Seatrains), March 4—Chairman G. H. Coker; Secretary Fletcher. No disputed OT. Vote of thanks to all for keeping the mess-room clean.

ERNA ELIZABETH (Hudson Waterways), March 11—Chairman J. Oldbrantz; Secretary C. Ricie. Some disputed OT in deck and engine departments. Stood for one minute of silence in memory of our departed brothers.

MERRIMAC (Ogden Marine), March 4—Chairman Fred S. Sellman; Secretary John W. Parker. \$6 in ship's fund. No disputed OT. Everything running smoothly.

IBERVILLE (Waterman Steamship), March 4—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director H. H. Johnson. \$1 in ship's fund. No disputed OT. Everything running smoothly.

RAPHAEL L. SEMMES (Sea-Land), March 4—Chairman Ben Mignano. \$90 in ship's fund. No disputed OT. Everything running smoothly.

NEW ORLEANS (Sea-Land), March 11—Chairman M. Landron; Secretary D. B. Sacher; Educational Director G. Ortiz. \$1.67 in ship's fund. Some disputed OT in deck and steward departments. Everything running smoothly.

TRANSPACIFIC (Hudson Waterways), March 3—Chairman J. J. Gorman; Secretary R. Buie; Educational Director Smitko; Deck Delegate G. McCray; Engine Delegate A. F. Reich; Steward Delegate R. Fitzpatrick. No disputed OT. Everything running smoothly.

BALTIMORE (Sea-Land), March 3—Chairman McGlone; Secretary DiCarlo; Educational Director H. Crabtree. Some disputed OT in deck department. Everything running smoothly.

OGDEN WABASH (Ogden Marine), March 4—Chairman E. C. Wallace; Secretary K. Hatgimios. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Next port New York.

CHARLESTON (Sea-Land), March 4—Chairman Antonios Kotsis; Secretary R. Hernandez; Educational Director Joe N. Atchison; Steward Delegate Roscoe Rainwater. No disputed OT. Everything running smoothly.

SEA-LAND GALLOWAY (Sea-Land), March 7—Chairman P. Sernyk; Secretary J. Kent. No disputed OT. Everything running smoothly.

WACOSTA (Sea-Land), March 4—Chairman B. Burton; Secretary V. Perez. \$12.05 in ship's fund. Some disputed OT in engine and steward departments. Everything running smoothly.

AMERICAN VICTORY (Victory Carriers), March 11—Chairman R. Schwarz; Secretary F. Mitchell, Jr.; Educational Director R. Moore; Deck Delegate J. W. Flemings; Engine Delegate W. H. McNeil; Steward Delegate H. Hollings. No disputed OT. Stood for one minute of silence in memory of our departed brothers. Next port Yokohama.

JACKSONVILLE (Sea-Land), March 25—Chairman Perry Konis; Secretary A. Seda; Deck Delegate C. D. Silva; Engine Delegate A. R. Brania; Steward Delegate Harry L. Collier. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

YELLOWSTONE (Ogden Marine), March 25—Chairman James C. Baudoin; Secretary Benjamin Rucker. No disputed OT. Everything running smoothly.

GATEWAY CITY (Sea-Land), March 18—Chairman L. B. Rodrigues; Secretary F. Fraone. \$12 in ship's fund. No disputed OT. Vote of thanks to the steward department and to all men for keeping the messhall clean.

JOHN TYLER (Waterman), March 10—Chairman Lee J. Harvey; Secretary C. Lanier. \$170 in ship's fund. Some disputed OT. Everything running smoothly.

GATEWAY CITY (Sea-Land), March 11—Chairman L. B. Rodrigues; Secretary F. Fraone. \$12 in ship's fund. Thanks to the chief cook and all cooks for doing a fine job and cooking extra food for the men. Next stop Port Elizabeth.

DELTA ARGENTINA (Delta), March 11—Chairman Frank E. Parson; Secretary Dario P. Martinez; Deck Delegate Gordon Lee Davis; Engine Delegate Joseph Nathan Mouton; Steward Delegate Charles Morris Barkins. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

PLATTE (Ogden Marine), March 4—Secretary Clarence V. Dyer. Some disputed OT in deck, engine and steward departments. Vote of thanks to the steward department. Next port Balboa, Canal Zone.

CHARLESTON (Sea-Land), March 19—Chairman Antonios Kotsis; Secretary R. Hernandez; Educational Director Joe N. Atchison; Steward Delegate Roscoe Rainwater. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

MADAKET (Waterman), March 4—Chairman C. A. Bankston, Jr.; Secretary R. W. Elliott; Educational Director V. Yates. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers. Next port San Pedro.

NEWARK (Sea-Land), March 4—Chairman E. Wallace; Secretary J. Utz; Educational Director A. Lutey. \$16 in ship's fund. Some disputed OT in steward department. Everything running smoothly.

TRANSINDIANA (Seatrains), March 4—Chairman A. Hanstvedt; Secretary D. K. Nunn. No disputed OT. Should have enough money to buy an antenna for TV from arrival pool.

RAMBAM (American Bulk), March 25—Chairman L. Guadamund; Secretary J. Craft; Deck Delegate P. Christopher; Engine Delegate J. D. Revette; Steward Delegate J. M. Gage. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for fine meals. Next port Djakarta.

WILLIAM T. STEELE (Texas City Tankers), March 27—Chairman T. R. Sanford; Secretary J. G. Lakwyk; Educational Director W. L. Pritchett. \$12 in ship's fund. No disputed OT. Everything running smoothly.

PORTLAND (Sea-Land), March 4—Chairman Jose L. Gonzales; Secretary J. Kundrat; Educational Director Dimitrios Poulakis. No disputed OT. Everything running smoothly. Next port Elizabeth, N. J.

Jacksonville Ship Committee



On a crystal clear day in the Port of New York, committee members gather topside aboard the containership Jacksonville (Sea-Land). They are (l. to r.): M. Moore, engine delegate; C. DeSilva, deck delegate; A. Barbaro, educational director; P. Konis, ship's chairman, and A. Seda, steward delegate.

DELTA BRASIL (Delta), March 4—Chairman Paul Turner; Secretary Thomas Liles, Jr.; Educational Director Edward D. Synan; Deck Delegate William A. Pittman; Engine Delegate Lorie Christman, Jr.; Steward Delegate Walter Dunn. Some disputed OT in deck department. Vote of thanks to the chief engineer for cooling the water and keeping the air conditioner working. Next port Vera Cruz.

CONNECTICUT (Ogden Marine), March 4—Chairman Carl Linevery; Secretary Harold P. Du Cloux; Educational Director James Chianese; Deck Delegate Guildford R. Scott; Engine Delegate Darry Sanders; Steward Delegate Webster G. Williams. Some disputed OT in engine department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

OVERSEAS ARCTIC (Maritime Overseas), March 25—Secretary S. Segree. \$12 in ship's fund. Some disputed OT in engine department. Piney Point graduates gave a speech on Piney Point and all agreed it is very good training.

SEA-LAND McLEAN (Sea-Land), March 27—Chairman John Hunter; Secretary G. Walter. No disputed OT. Vote of thanks to the steward department for a job well done.

PENN LEADER (Penn Shipping), March 3—Chairman Bobby F. Gillain; Secretary Alfred Salem. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done.

CARRIER DOVE (Waterman), March 18—Chairman D. McCorvey. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEATRAN CAROLINA (Seatrains), March 22—Chairman A. J. Doty; Secretary O. Payne; Educational Director Henry A. Duhadaway. \$96.01 in ship's fund. Some disputed OT in deck department. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

BETHFLOR (Bethlehem Steel), March 26—Chairman T. Drobins; Secretary J. Bergstrom; Educational Director R. Gowan. \$36 in ship's fund. No disputed OT. Everything running smoothly.

OVERSEAS ARCTIC (Maritime Overseas), March 11—Secretary S. Segree. \$12 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

SAN PEDRO (Sea-Land), March 11—Chairman George King; Deck Delegate B. Schwartz; Secretary Welden O. Wallace; Educational Director Charles R. Gilbert; Engine Delegate E. Steward; Steward Delegate J. Tilley. \$1 in ship's fund. Purchased two popcorn poppers at \$12 each. No disputed OT. Everything running smoothly.

MOBILE (Sea-Land), March 18—Chairman A. Ahin; Secretary W. Sink; Educational Director E. Walker; Deck Delegate William O'Connor. No disputed OT. Vote of thanks to the steward department for well prepared food and service. Next port Philadelphia.

LOS ANGELES (Sea-Land), March 4—Chairman Leo Gillikin; Secretary H. Huston; Educational Director P. Horn. Some disputed OT in deck and engine departments. Letter read from Merchant Marine Library Association. Everything running smoothly. Next port Seattle.

FAIRLAND (Sea-Land), March 18—Chairman George Burke; Secretary R. Aguiar; Educational Director George W. McAllpine. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

ARIZPA (Sea-Land), March 17—Chairman R. W. Hodges; Secretary Manuel F. Caldas. No disputed OT. Need some books in the ship's library. Next port New York.

GATEWAY CITY (Sea-Land), March 4—Chairman L. B. Rodrigues; Secretary F. Fraone. \$12 in ship's fund. Vote of thanks to cooks for putting out good food. Stood for one minute of silence in memory of our departed brothers.

Steel Seafarer Ship's Committee



Back from a voyage to the Far East are the committee members of the Steel Seafarer (Isthmian). From the top are: D. Kelly, educational director; A. Yarborough, steward delegate; V. Poulsen, ship's chairman; L. D. Pierson, secretary-reporter; C. Hargroves, deck delegate, and R. Risbeck, engine delegate.

OVERSEAS ALASKA (Maritime Overseas), March 11—Chairman Edward D. Adams; Secretary Edward Dale; Educational Director James Coniono; Deck Delegate Joe Wolanski; Engine Delegate Ronald B. Shaw; Steward Delegate John W. White. No ship's fund. Everything running smoothly.

MAUMEE (Hudson Waterways), March 18—Chairman C. Magoulas; Secretary H. Hastings; Educational Director D. Orsini; Deck Delegate J. Sorel; Engine Delegate J. Farmer; Steward Delegate C. Bedell. \$30 in ship's fund. Vote of thanks to the steward department for a job well done.

WACOSTA (Sea-Land), March 18—Chairman R. Burton; Secretary V. Perez; Educational Director D. Manafe. \$4.07 in ship's fund. Some disputed OT in engine and steward departments. Everything running smoothly. One minute of silence in memory of our departed brothers.

STEEL TRAVELER (Isthmian), March 18—Chairman I. Llenos. \$2 in ship's fund. No disputed OT. Everything running smoothly. Next port New Orleans.

RAMBAM (American Bulk), March 5—Chairman L. Guadamund; Secretary J. Craft; Deck Delegate P. Christopher; Engine Delegate J. Revette; Steward Delegate J. Gage. Some disputed OT in deck and engine departments. Everything running smoothly.

WILLIAM T. STEELE (Texas City Tankers), March 6—Chairman T. R. Sanford; Secretary J. G. Lakwyk; Educational Director W. L. Pritchett. \$10 in ship's fund. Everything running smoothly.

GEORGIA (Seatrains), March 11—Chairman S. Brunetti; Secretary R. Taylor; Educational Director P. Pinkston. No disputed OT. Vote of thanks to the steward department for a job well done.

POTOMAC (Ogden Marine), March 18—Chairman C. D. Merrill; Secretary A. F. Devine; Deck Delegate A. W. Saxon; Steward Delegate M. E. Coleman. Everybody donated \$.50 to the ship's fund. Stood for one minute of silence in memory of our departed brothers. Next stop Panama.

TRANSONTARIO (Hudson Waterways), March 25—Chairman F. A. Pehler; Secretary E. Caudill. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

PENN CHAMPION (Penn Shipping), March 25—Chairman Bob Birmingham; Secretary Duke Gardner. No disputed OT. Everything running smoothly.

SEA-LAND VENTURE (Sea-Land), March 18—Chairman C. Boyle; Secretary F. Carmichael; Educational Director H. Jones; Deck Delegate Otto Hoppner; Engine Delegate R. May; Steward Delegate J. Spivey. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

TRENTON (Sea-Land), March 13—Chairman James Shortell; Secretary Jack Mar. \$33.25 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

TRANSONTARIO (Hudson Waterways), March 18—Chairman F. A. Pehler. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port, Agana, Guam.

TRANSONTARIO (Hudson Waterways), March 4—Chairman F. A. Pehler; Secretary E. Caudill; Educational Director Waddell. Some disputed OT in deck and engine departments. Everything running smoothly. One minute of silence in memory of our departed brothers. Next port Oakland, Calif.

GATEWAY CITY (Sea-Land), March 25—Chairman L. B. Rodrigues; Secretary F. Fraone. \$12 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done, good food and the chief cook was excellent.

SAN JUAN (Hudson Waterways), March 3—Chairman D. Mendoza; Secretary J. Davis; Educational Director Larry Hart. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

Fairland Ship's Committee



Committee members on the containership Fairland (Sea-Land) are ready for another coastwise run to Santo Domingo. They are (l. to r.): K. Katsalis, educational director; R. Torres, engine delegate; J. Long, deck delegate; G. Burke, ship's chairman; R. Aguiar, secretary-reporter, and F. Motus, steward delegate.

Money Due Seafarers

The following Seafarers have various amounts due them in unclaimed wages for work aboard the *SS Bradford Island*. They should contact:

Stewart Petroleum Company
Star Route, Box 227
Piney Point, Maryland 20674
Tel. No. 301-994-2222

You should supply your social security number when claiming wages.

Seafarers are advised that the State of Texas, home port for the *SS Bradford Island*, provides that any wages which remain unclaimed for seven years revert to the State.

Nicholas Andreadis
Ronald L. Archibald
B. Balerio
T. D. Barton
J. W. Blan
Al David Borel
F. D. Bozeman
James E. Brewer
Milton G. J. Brousard
Henry Bursey
S. J. Carpro
C. E. Corley
C. B. Davis
E. J. Davis
James R. Davis
Steve Der Stepanian
James C. Dies
W. E. Durden
Billy G. Edelman
A. P. Finnell
Johan Franken
John B. Gardner, Jr.
J. C. Griffith
Willie B. Guillory
L. B. Hagmann
C. M. Halligan
Albert T. Horne
J. Jones
E. N. King
George I. Knowles, Jr.
R. K. Lambert
Harvey M. Lee
Charles D. Locke, Jr.
D. L. McCorvey
Wm. G. MacDonald
Francis McIntyre
Robert W. McNay

O. R. Meffert
Manuel C. Morales
Luis Pagan
C. D. V. Parker
M. R. Pavolino
Gordon D. Pillow
D. C. Polite
Victor Prado
D. W. Reed
L. Rogers
R. M. Rome
H. L. Saucier
Troy Savage
C. F. Scherhans
R. E. Sharp
E. L. Shirah
Harry D. Silverstein
Irvin S. Spruill
R. A. Stadnick
P. C. Stubblefield
Victor J. Tamulis
Jasper J. Tate
A. D. Thompson
I. W. Thompson, Jr.
Albert L. Timmons
B. M. Torres
R. Villagran
John Vorchack, Jr.
Douglas C. Ward
Bill E. Ware
Joe D. Watson
Jack D. Wise
Elmer E. Witzke
James Wojack
Allen C. Wolfe
Vincent Young
O. A. Zamora
Thomas K. Zembrak

United Nations at Work On 'Law of the Sea'

Complex negotiations got under way last month at the United Nations in an effort to lay the groundwork for a "Law of the Sea" that will govern international utilization of the world's waterways.

One member of the United States delegation called the talks "unquestionably the most crucial international negotiations now being undertaken by the United Nations."

At stake are not only the abundant economic resources of the sea, whose value is estimated in trillions of dollars, but more importantly, the ability of the oceans themselves to support sea life. There already exists a considerable body of evidence from scientific research suggesting that unless there is effective international regulation of pollution of the seas, the ocean will be poisoned and all living things in it destroyed.

As a beginning in heading off such a future disaster, the United States delegation proposed during the talks that temporary regulations be established to cover undersea mining until a permanent international treaty could be worked out and ratified. In addition, the U.S. delegation pointed out that such an agreement would guarantee the fairest possible distribution of derived benefits for the international community.

These benefits take the form of coal-

sized manganese nodules, rich in copper, nickel, cobalt, manganese and some 17 other metallic elements which line millions of acres of the ocean floor—while below the surface are rich mineral deposits, including oil, natural gas and thermal heat—a possible future solution to the world energy crisis.

When this session of the negotiations ends the talks will reconvene in Geneva for 10 weeks this summer. The hope is that a formal, signed treaty will be reached by 1975.

Columbus 'Best Seller'

Christopher Columbus' "log book," supposedly used on his voyage to the New World, was sold by a team of flim-flam swindlers in the 1890's at \$5 a book to Midwesterners and Canadians.

The phoney, slim parchment-bound volumes entitled "My Secrete Log Boke" in Elizabethan English and decorated with pasted on shells and seaweed, were printed in Germany in 1892 to mark the 400th birthday of Columbus' voyage.

The book with other bogus manuscripts, pamphlets, poems, plays, newspapers, letters, novels and signatures is on exhibit at the Huntington Library's display of forgeries, frauds, fakes and facsimiles in San Marino, Calif.



Final Departures

SIU Pensioner **Malcolm B. Foster**, 62, passed away on Jan. 21 at the USPHS Hospital in New Orleans, La. He was a resident of Tampa, Fla. at the time of his death. Brother Foster joined the Inland Boatman's Union in 1956 and sailed as a deckhand. He was buried at the Garden of Memories Cemetery in Tampa. Among his survivors is his wife, Cadie.

Charles L. Graham, 69, died of heart disease on March 25. He was a resident of Philadelphia, Pa. at the time of his death. Brother Graham joined the IBU in 1960 and sailed as a cook for the Sheridan Transportation Co. He is survived by his wife, Margery, and his sons, Philip and Charles, Jr.

SIU Pensioner **David A. Ramsey**, 60, died of heart disease on March 11 at the USPHS Hospital in New Orleans, La. He was a resident of Chalmette, La. at the time of his death. He joined the SIU in 1947 in the Port of New York and sailed as able-seaman. He was buried at Greenwood Cemetery in New Orleans. Among his survivors is his wife, Inez.

Vincent A. Quinn, 59, passed away on March 25. Born in Philadelphia, Pa. he resided in Harris, Tex. when he died. Brother Quinn joined the SIU in 1942 in the Port of Philadelphia and sailed as bosun. He was buried at Holy Sepulchre Cemetery in Montgomery, Pa. Among his survivors is his mother, Dolores.

John D. Hefner, 69, died at the USPHS Hospital in Galveston, Tex. on Oct. 23. He was a resident of New Orleans, La. at the time of his death. He joined the SIU in 1962 in that port and sailed in the deck department. He was buried at Morgan Cemetery in Palmyra, N.J. Among his survivors is his sister, Myrtle.

Edward Angerhauser, 44, passed away on August 6 at the USPHS Hospital in San Francisco. He was a resident of that city at the time of his death. Born in New York, he joined the union there in 1960 and sailed in the engine department. Brother Angerhauser was buried at Long Island National Cemetery in Pinelawn, N.Y. Among his survivors is his daughter, Suzanne.

Orazio Farrara, 66, died of a heart attack on March 25. He was a native of Providence, R.I. and resided in Ft. Walton Beach, Fla. at the time of his death. Brother Farrara joined the union in 1947 in the Port of New York and sailed in the steward department. Among his survivors is his sister, Santana.

SIU Pensioner **Lazaro Ellorin**, 67, passed away on Oct. 3. A native of the Philippine Islands, he was a resident of Brooklyn, N.Y. at the time of his death. Brother Ellorin joined the SIU in 1938 in the Port of New York and sailed in the deck department. He was buried at St. Charles Cemetery in Pinelawn, N.Y. Among his survivors is his wife, Corazon.

Rocco Albanese, 49, died of heart disease on August 27. He was a life-long resident of Lyndhurst, N.J. Brother Albanese joined the union in 1948 in the Port of New York and sailed in the deck department. He is an Army veteran of World War II. He is survived by his daughter, Patricia, and his son, Rocco, Jr.

SIU Pensioner **Ashley T. Harrison**, 67, passed away after a long illness on March 23. A native of Kansas, he was a resident of Baltimore, Md. at the time of his death. Brother Harrison joined the SIU in 1939 and sailed as able-seaman. He was buried at St. Stanislaus Cemetery in Baltimore.

Hussain M. Ali, 32, passed away on March 10. A native of Aden, Arabia, Brother Hussain was a resident of Brooklyn, N.Y. at the time of his death. He joined the SIU in 1970 in the Port of New York and sailed as wiper. He was buried at Oak Lawn Cemetery in Baltimore, Md. Among his survivors is his brother, David.

James P. Kuyper, 44, died in a highway accident on March 4. Born in Cincinnati, Ohio, he resided in El Rancho Village, Fla. at the time of his death. Brother Kuyper joined the SIU in 1967 in the Port of San Francisco and sailed in the engine department. Cremation took place at Fairmont Memorial Park in Fairfield, Calif. Among his survivors is his father, James, Sr.

SIU Pensioner **Leon W. Gray**, 68, passed away after a long illness on March 1. A native of North Carolina, he was a resident of Chesapeake, Va. at the time of his death. Brother Gray joined the SIU in 1942 in the Port of Norfolk and sailed in the deck department. He was a member of the Army Air Corps for six years from 1923-1929. He was buried at Riverside Memorial Park in Norfolk. Among his survivors is his brother, Percy.

Daniel Piccerelli, 59, passed away on Feb. 12 at the USPHS Hospital in Baltimore, Md. He was a resident of Philadelphia, Pa. at the time of his death. He joined the SIU in 1948 in the Port of New York and sailed in the steward department. Cremation took place at London Park Crematory in Baltimore. Among his survivors is his sister, Elizabeth.

SIU Pensioner **John A. Schmidt**, 65, passed away after a long illness on April 5. He was a resident of Chicago, Ill. at the time of his death. He joined the SIU in that port in 1961 and sailed in the engine department. The Great Lakes Seafarer was buried at St. Boniface Cemetery in Chicago. Among his survivors is his sister, Christina.

Crescencio G. Dawa, 68, passed away on March 21. A native of the Philippine Islands, he was a resident of Cheltenham, Pa. at the time of his death. He joined the IBU in 1960 and sailed for the Independent Pier Towing Co. Brother Dawa was buried at Holy Sepulchre Cemetery in Montgomery County, Pa. Among his survivors is his wife, Amelia.

SIU Pensioner **Rangwald J. Christensen**, 80, passed away after a long illness on March 8. A native of Norway, he was a resident of Philadelphia, Pa. at the time of his death. He joined the Inland Boatman's Union in 1960 and sailed as a deckhand. Brother Christensen was buried at St. Peter's Cemetery in Philadelphia. Among his survivors is his wife, Veronica.

Claudio Pineyro, 59, passed away on April 12 after a long illness at the USPHS Hospital in Baltimore. A native of Uruguay, he was a resident of Baltimore at the time of his death. He joined the union in that port in 1947 and sailed in the deck department. He was buried at Lakeview Cemetery in Baltimore. Among his survivors is his daughter, Wanda.

SIU Pensioner **Albert Sinclair**, 80, died on June 27. A native of the British West Indies, he was a resident of New York City at the time of his death. Brother Sinclair joined the SIU in 1939 in the Port of New York and sailed in the steward department. He was buried at Ferncliff Cemetery in Hartsdale, N.Y. He is survived by his sister, Rosmin, and his brother, Wignal.

SIU-IBU Vacation Center Opens



The SIU-IBU Vacation Center opened on May 18 at the Lundeberg School and the vacation period will extend through September 9.

SIU and IBU members and their families will have reservation priorities up to a maximum of 14 days, and reservations will be confirmed on a first-come, first-served basis.

A variety of activities will again be available including boating, swimming, fishing, bike-riding, moonlight cruises and nightly movies. Entertainment will be provided nightly in the Anchor Lounge, and a cardroom and TV room will also be available.

All requests for reservations must be in writing. Each application should contain a first choice of dates and a second choice. Confirmation of all reservations will be by letter from the Vacation Center.

Because of the expanded educational and vocational programs at the Lundeberg School, half of the housing facilities will be utilized by SIU-IBU members attending various upgrading and academic programs. This makes it necessary to limit the vacation periods to two weeks.

Following are the room prices for SIU and IBU members and their families:

Single Room: \$8.00 per day.

Double Room: \$10.50 per day.

All meals will be served cafeteria-style in the Anchor Dining Room. Prices for meals will be:

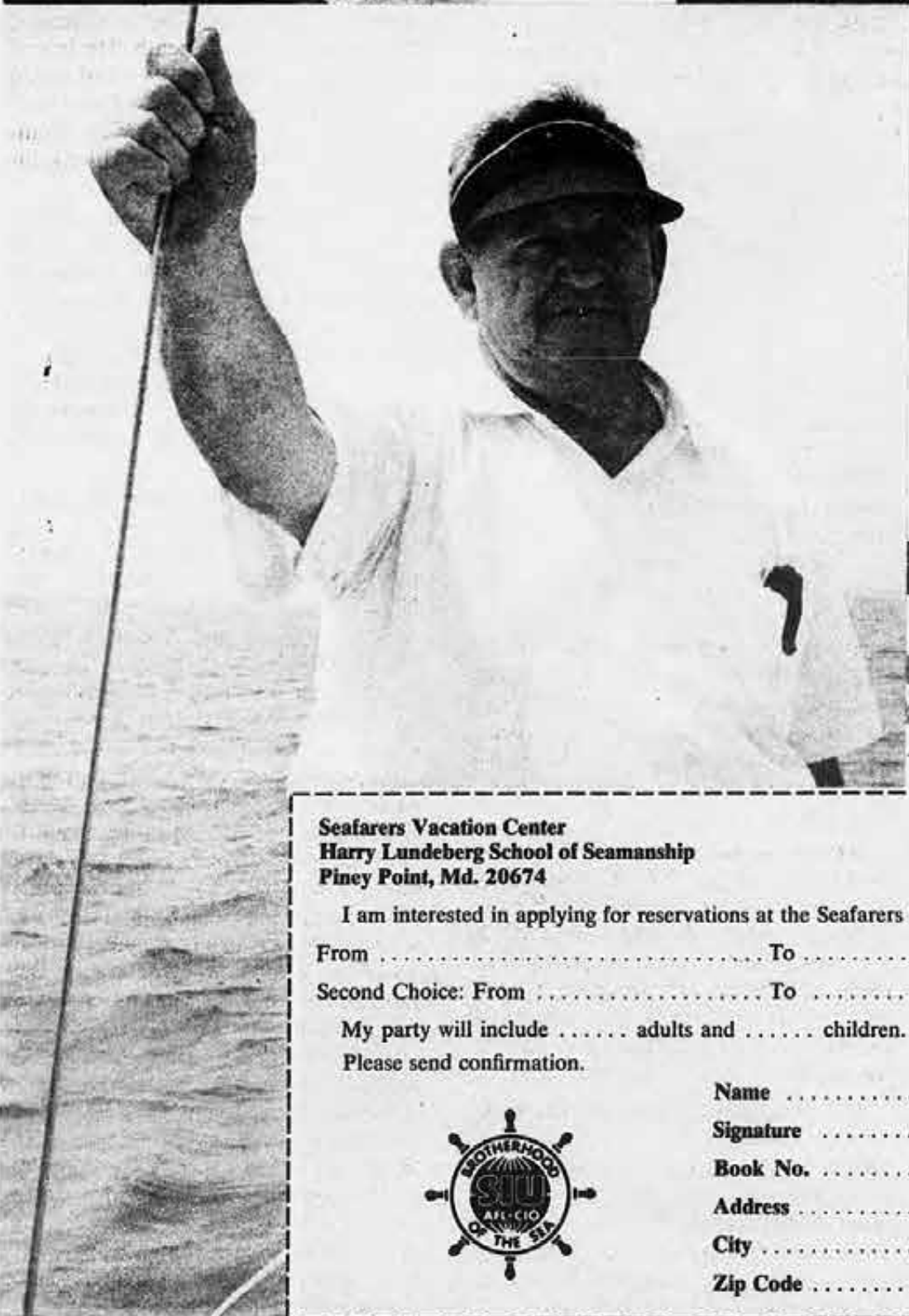
Breakfast: \$1.50 for full meal.

Lunch: \$2.50 for full meal.

Dinner: \$3.50 for full meal.

Partial meal and a la carte menus will also be available.

Reservations are now being accepted, and if you plan to visit the Vacation Center, send in the coupon on this page as early as possible to insure your reservation dates.



Seafarers Vacation Center
Harry Lundeberg School of Seamanship
Piney Point, Md. 20674

I am interested in applying for reservations at the Seafarers Vacation Center.

From To (First Choice)

Second Choice: From To

My party will include adults and children.

Please send confirmation.



Name

Signature

Book No.

Address

City State

Zip Code

National Maritime Council

Since its inception in 1971, the National Maritime Council has brought together maritime labor unions, shipping companies and the U.S. government in order to better enable these three groups to build a stronger, more viable American shipping industry—an industry capable of competing with the other merchant fleets of the world.

The Council stresses that when cargo is shipped American, 71 cents of each dollar used for the shipping remains in the U.S. and thus helps this nation's economy and her balance of payments.

A non-profit organization, the Council is striving "to provide im-



porters and exporters alike, shippers and consignees and their agents the most efficient, most economical and most dependable ocean transportation system possible."

To achieve these goals, the Council has instituted a number of programs. Among these are unity dinners and seminars in major cities where importers and exporters are brought together with representatives of all segments of the maritime industry.

"Task force units" have also been set up consisting of top officials from the Council's member organizations. These men and women visit business executives in order to show them the dependability and convenience of using U.S.-flag ships.

Also, through advertising and public relations work, the Council conveys its message to the general public.