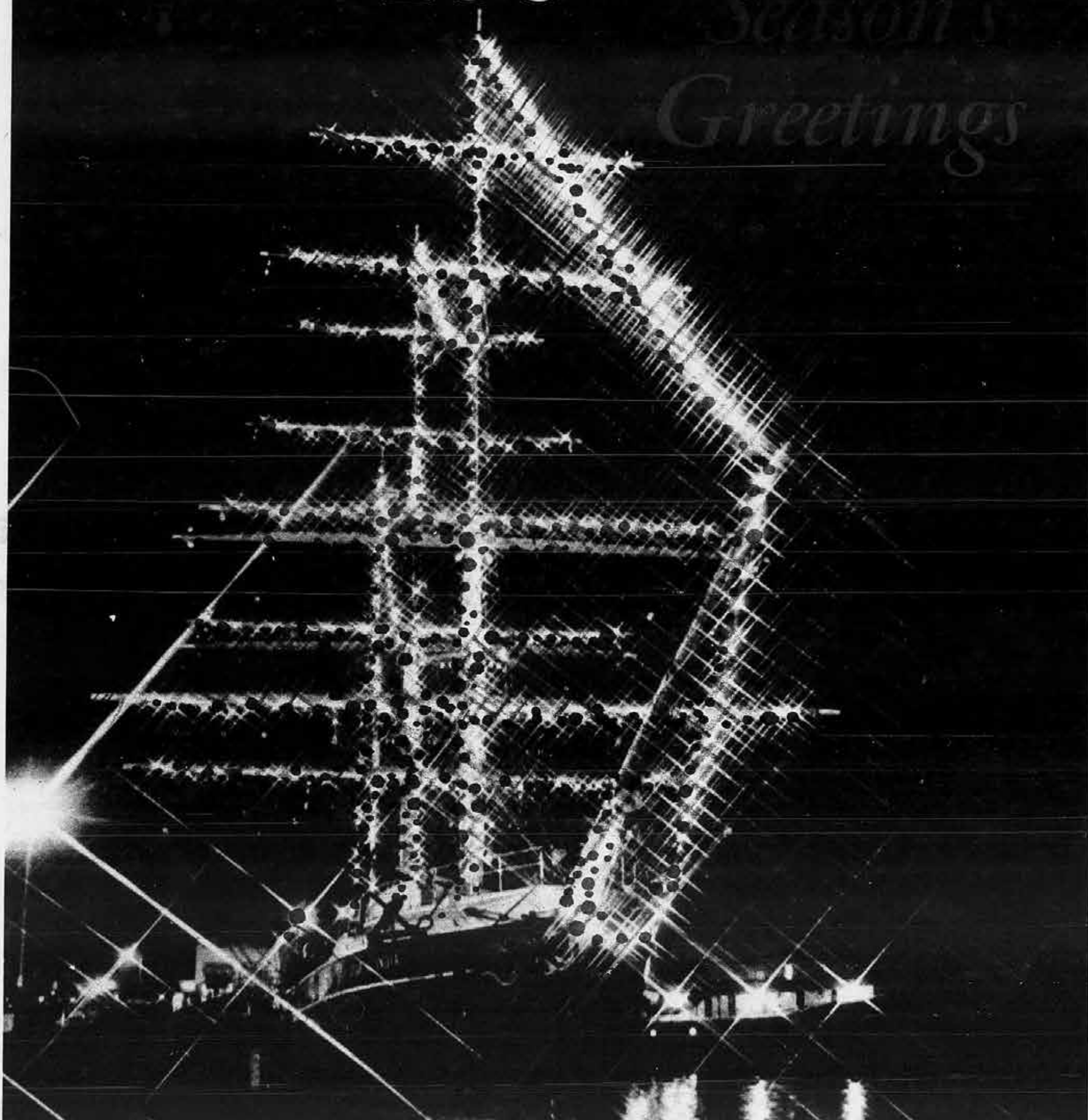


Security  
In  
Unity

# SEAFARERS LOG

*Season's  
Greetings*



SIU Ships Begin Moving  
Grain to Soviet Union

(See Pages 2, 18)

SIU Crews Man First  
3 of 13 MSC Tankers

(See Pages 4, 5)



# SIU Ships Begin Wheat Carriage

Six SIU-contracted ships are among the first to be loaded with grain for Russia under terms of the recently signed bilateral trade agreement between the two nations.

A total of 64 American-flag vessels have applied to the Maritime Administration for operating differential subsidies for the carriage of wheat to Russia under terms of the recently signed bilateral trade agreement.

However of the 34 ships that had received approval of subsidy by the first week of December, 20 were under contract to the SIU and 14 to the NMU.

The SIU ships that have been approved for subsidy are:

*National Defender*, loaded Nov. 27 (see Page 18)

*Western Hunter*

*Overseas Joyce*, loaded Nov. 27

*Overseas Aleutian*, loaded Dec. 1

*Overseas Ulla*, loaded Dec. 8

*Overseas Progress*

*Overseas Rebecca*

*Connecticut*

*Ogden Wabash*

*Ogden Willamette*, loaded Nov. 29

*Manhattan*

*Transeastern*

*Transerie*

*Transpanama*, loaded Dec. 1

*Transuperior*, loaded Dec. 1

*Eagle Traveler*

*Eagle Voyager*

*Overseas Vivian*

*Overseas Arctic*

*Overseas Alaska*

The NMU-contracted ships that have been approved for subsidy are:

*Mill Spring*

*Julesburg*

*Tullahoma*

*Sandy Lake*

*P.C. Spencer*

*Keytanker*

*Keytrader*

*Ticonderoga*

*Perryville*

*Julie*

*Eagle Charger*

*Eagle Courier*

*Eagle Leader*

*Eagle Transporter*

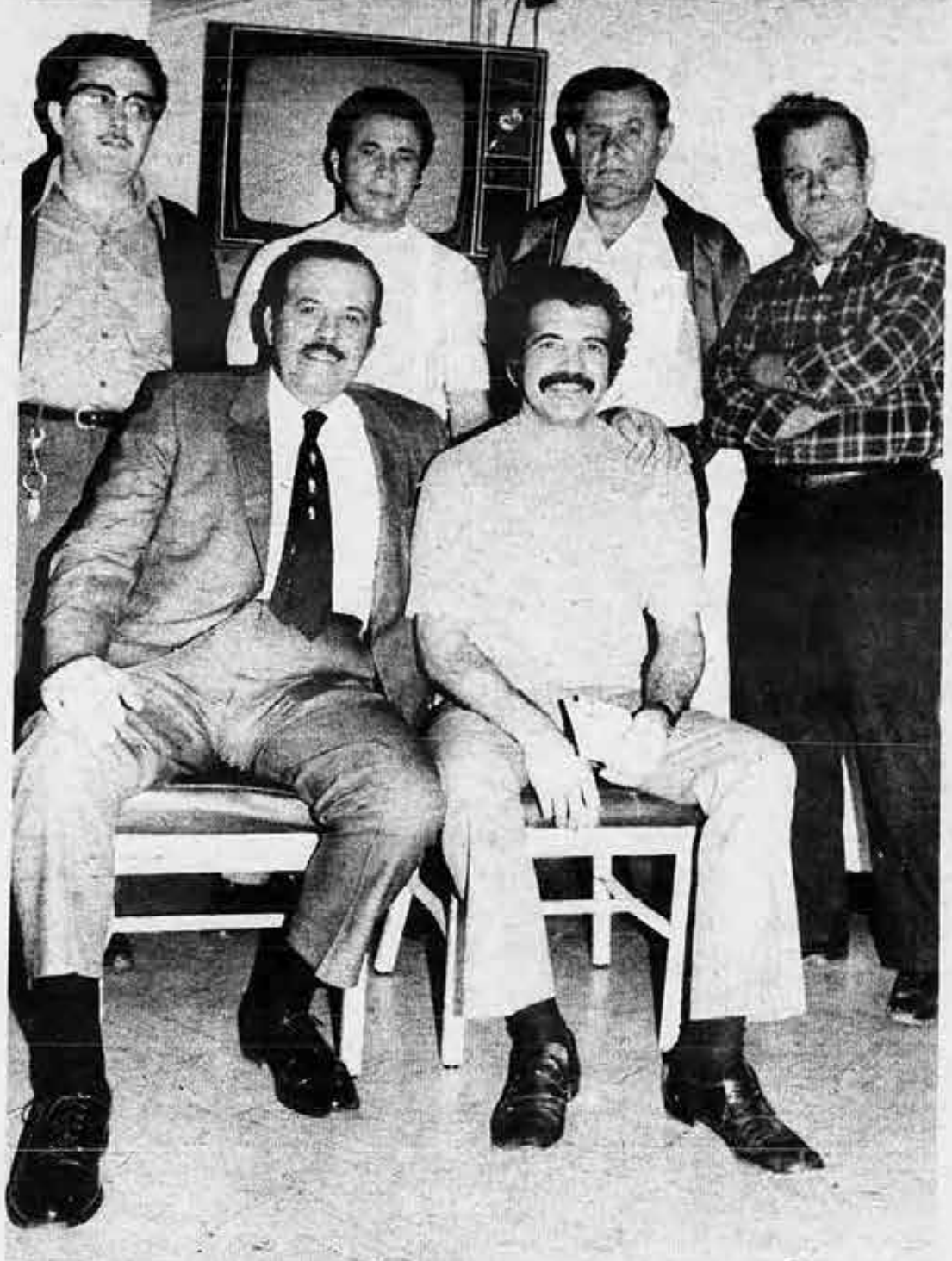
## \$1 Million Fund Honors Dr. Weisberger

The Jewish Community Federation of Cleveland recently gave a \$1 million grant in the name of Dr. Austin S. Weisberger to Case Western Reserve University and University Hospitals where Dr. Weisberger was chairman of the department of medicine.

Dr. Weisberger who died 18 months ago, was the brother of SIUNA Vice President Morris P. Weisberger.

Part of the grant will be used for an intensive care unit and research into blood diseases. Another part of the grant will go to a memorial lecture series in Dr. Weisberger's name.

## SIU Ship's Committee



PORTLAND (Sea-Land)—Grouped around the ship's television are the members of the Portland's ship's committee. The SIU members are, standing left to right, A. Panagopolous, secretary-reporter; J. Sanchez, engine department delegate; W. Reitti, education director and N. Bechliranis, ship's chairman. Seated are A. Demaioco, deck delegate, left, and J. Fandi, steward delegate.

# the PRESIDENT'S REPORT:



Paul Hall

## Bilateral Trade: The New Reality

The October *Seafarers Log* presented, in some detail, a description of the trade agreement between the U.S. and the Soviet Union.

At the heart of that agreement is a basic change in national policy on trade, a change that we in the SIU and in the rest of the maritime industry have struggled years to achieve.

The U.S.-Soviet trade agreement is built upon the shipping arrangements. That means that the two nations involved in trade have the right to reserve to their national fleets a significant portion of the total cargo tonnage resulting from trade between them.

In the case of the Soviet agreement, the U.S.-flag fleet will carry a third, the Soviet fleet a third, and one-third of the cargo will be available to ships of other nations.

The significance of those cargo allotments is that the U.S. has recognized the need to use U.S.-flag ships, even to require their use in private trade transactions.

For years the U.S.-flag fleet was whipsawed by an official trade policy that hinged on "freedom of the seas" which permitted foreign-flag fleets to come to U.S. ports,

undercut U.S. prices and take away the U.S. trade cargo on one side, and prohibitions against the U.S.-flag fleet doing the same with foreign trade cargoes of many of our trading partners on the other.

As then Assistant Secretary of Commerce Andrew Gibson once put it:

"Caught between the demands of our trading partners for bilateral divisions of their trade and the U.S. government's insistence on free access to it, the American shipowner was left in the middle—with empty rhetoric on one side and empty ships on the other."

There are many reasons why that intolerable situation could not continue but they all boiled down to the cold fact, as Secretary of Commerce Peter G. Peterson put it:

"If you can't ship, you can't trade or sell."

That's it in a nutshell. An empty ship is no asset, it is a liability a company is better rid of.

And the U.S.-flag fleet had diminished to a shadow of its former self. The prospect was very real that this nation, with a long,

proud tradition of maritime trade, was going to have no ships, or very few indeed.

Bilateralism, the guarantee of cargo for U.S.-flag ships, is one way to reverse that decline.

For a ship with cargo is productive, not just in terms of the money that cargo represents, but in terms of jobs, of national productivity and of benefit to the economy. A ship for which there is cargo stays alive.

This inclusion of bilateralism in a U.S. shipping agreement, must not be the last. For there are many nations which will trade with us only on the basis of a certain percentage of the cargo sailing under their national flag. We can now return the compliment.

As nice-sounding a term as "free trade" is, it is also a deception.

Maritime trade has never been free and it is a cruel deception to think it would ever become free.

Bilateral trade, on the other hand, is realistic in today's world and of enormous potential benefit to both parties involved in foreign trade. It is vital to America's best interests.



# Seidman Succeeds Faupl On ILO Governing Body

AFL-CIO Social Security Director Bert Seidman has been elected to the Governing Body of the International Labor Organization, replacing Rudy Faupl, the American labor delegate for the past 14 years.

Faupl, international affairs representative of the International Association of Machinists, is retiring at the end of the year, and presented his resignation from the ILO post at the organization's annual meeting in Geneva, Switzerland.

Seidman, who was unanimously elected to fill the vacancy caused by Faupl's resignation, has attended each ILO annual meeting since 1958 and has served on a number of international study groups and commissions. He will continue to hold his AFL-CIO post.

## Tripartite Leadership

Employer and government members of the ILO's tripartite leadership joined with worker representatives in praising Faupl's record—as chief spokesman for American labor at the ILO annual conferences and as one of the elected representatives of the world's workers on the Governing Body.

Faupl, a Hungarian-born machinist from Milwaukee and a former union organizer, has directed the Machinists' international program since the late 1940s. In 1958, he was nominated by AFL-CIO Pres. George Meany and formally appointed by Pres. Eisenhower as the U.S. worker delegate to the ILO conference that year. He suc-

ceeded the late George P. Delaney in that post and as a member of the Governing Body.

Faupl has been a steadfast supporter of the ILO's goals of improving working conditions and protecting worker rights throughout the world. And he has been a strong opponent of efforts by the Soviet bloc and its allies to convert the ILO conferences into a propaganda forum.

In 1966, Faupl led a walkout by the U.S. worker delegation to protest the election as president of the ILO conference of a Communist government



Rudy Faupl



Bert Seidman

representative whose regime, he said, was a "denial of everything that the ILO stands for and was created to achieve."

Seidman joined the staff of the former AFL in 1948 as an economist and from 1962 to 1966 served as AFL-CIO European economic representative. During the latter two years of that assignment, he was based in Geneva, the site of the ILO headquarters. In mid-1966, he was named AFL-CIO social security director. He has continued, throughout his various assignments, to participate actively in ILO activities and conferences.

In a personal tribute to his predecessor, Seidman said that "Rudy Faupl was known throughout the international trade union movement for his dedication to the principles of freedom and social justice. He has been committed to the service of workers all over the world, not just in his own country."

Seidman noted that Faupl is the only person ever chosen twice by the worker delegates to serve as the worker vice president at an ILO conference. The most recent occasion was last June at the worldwide gathering of the 53-year-old organization.

## Voiced Dissatisfaction

Before leaving the Governing Body, Faupl joined with other worker delegates in voicing dissatisfaction with the lack of follow-up action by the ILO director on a resolution of the last ILO conference calling for civil and trade union rights in the African territories under Portuguese rule.

The Governing Body directed Jenks to submit a report to the next session on action he has taken and on recommendations for achieving the goals of the resolution.

Seidman, in his initial statement as a member of the Governing Body, pressed for a more active ILO role in establishing occupational health and safety protections.

The worldwide spread of new technologies—to the developing countries as well as established industrial nations—makes job health and safety a high priority issue, Seidman stressed.

## What They're Saying



John Kirk

Since arriving at the Harry Lundeberg School, I have learned a lot about the past of Seamen and their working conditions. I knew things were hard in the early days for the Seaman from the different books I have read, but I didn't know just what all did go on between the ship's owners and crimps. How they could get a man in their control and do with him as they damn well pleased.

It took lots of courage for the first Seaman to try to organize a union to bring better working conditions for all. I guess at first all they had was a dream, with lots of back bone to start.

I have always paid my union dues and didn't think any thing. Also I have given a lot to SPAD, but I didn't with an open heart. I just didn't like to give money for something I didn't know much about. After reading the union book and seeing the films I understand what the money was doing for me and all Seaman, by helping pass the Merchant Marine Act of 1970 will more than repay all Seamen who have given to SPAD

## Sudsy Job

For the first time in the history of the British Royal Navy a merchant marine crew was told to drink as much as it wanted. The seamen's job was to dump into the North Sea 180,000 cans of beer ten months old and considered too aged to be drinkable. They could lighten their job, the men were told, by drinking as much of it as they wanted.

# Garment Workers Want Import Controls

Thousands of garment workers whose livelihoods are threatened by the growing flood of imports joined in a nationwide demonstration Nov. 16. The marches and rallies were swelled by members of the Ladies' Garment Workers in big cities and small towns who left their shops precisely at 3 p.m. to take part in the demonstrations.

The focus of the rallies was in Manhattan's Herald Square where approximately 50,000 persons gathered to protest the worsening import problem.

ILGWU estimates that a total of more than 150,000 union members across the country participated in the campaign urging Pres. Nixon and Congress to develop effective controls on low-wage apparel imports.

ILGWU President Louis Stulberg said, "Imports of apparel in the last 15 years climbed 56 percent, while a

quarter-million jobs simply evaporated."

He warned that "every U.S. worker as well as the economy is threatened."

The apparel industry, Stulberg noted, is particularly hard hit. He said that a decade ago four of every 100 garments sold in the U.S. was made overseas and today 25 of 100 are imported.

"This is not competition as we understand it," he said, "It is simply a question of American employers going elsewhere getting cheaper labor and products."

He said that almost a half century ago, his union won its fight against sweatshop conditions, but now its members are losing jobs to workers in countries where wages are as low as nine cents an hour.

"We are not selfish, Stulberg said, "we think that other people have a right to live, but not at the complete expense of the American worker."



Workers mass in Courthouse Square, Scranton, Pa., in support of the International Ladies Garment Workers demonstration against imports. Similar demonstrations were held across the nation.

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## SIU Men Board First Navy Tanker . . .



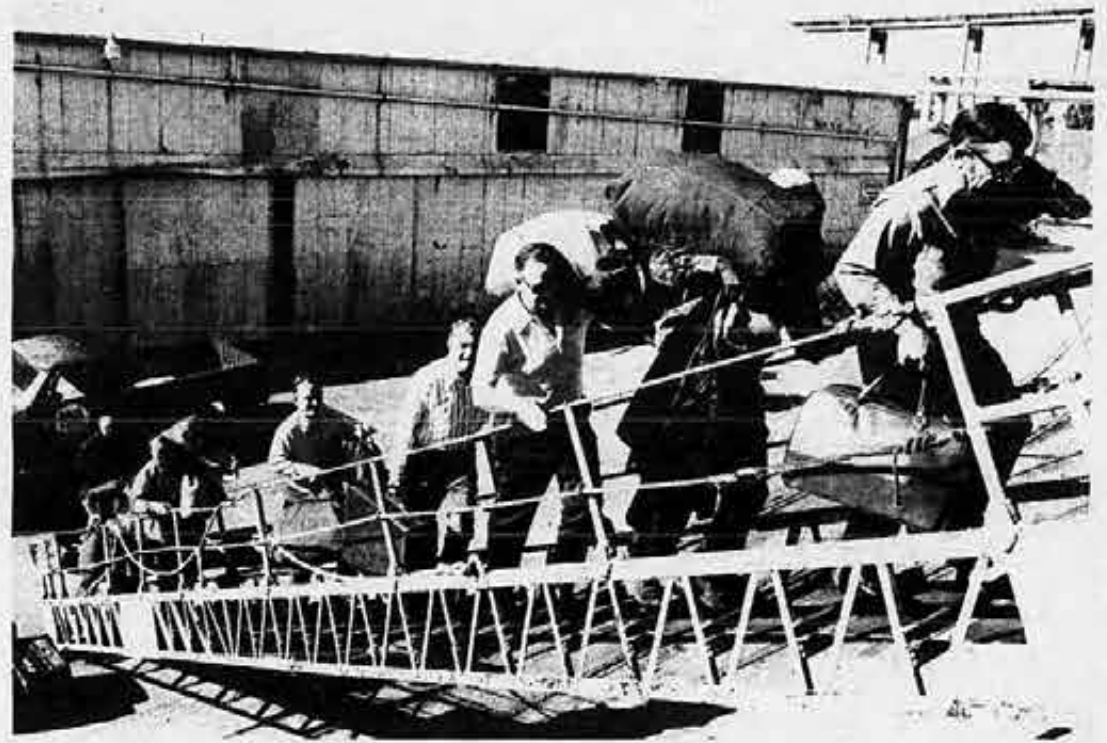
SIU-members have begun crewing 13 Navy tankers to be operated by Hudson Waterways Corp. for the Military Sealift Command.

The first of the 13 ships to return to home port for crew changeover was the *Maumee* which berthed in Jacksonville, Fla. Also in Jacksonville, SIU men climbed the gangway of the *American Explorer*. SIU members in Houston, Tex., went aboard the *Pecos* at the start of her voyage.

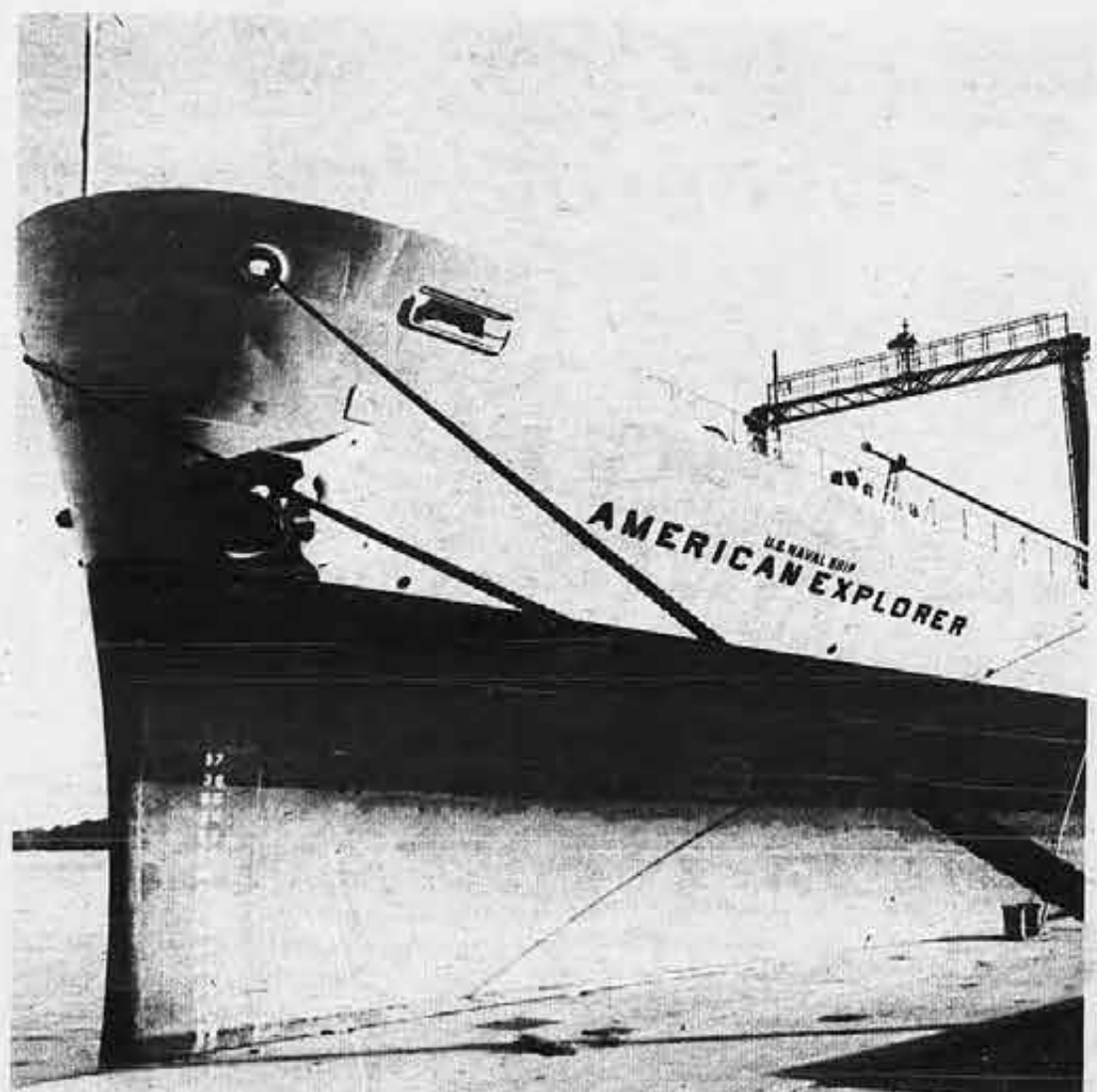
The 13 Navy tankers are expected to produce 500 job opportunities for Seafarers when the changeover from their present crew is completed.

Hudson Waterways was awarded the contract in competitive bidding. The tankers have been operating under a contract between the MSC and Mathieson Tanker Industries.

The contract provides that Hudson Waterways will operate the fleet for the next five years.



An SIU crew boards the *American Explorer*, shown below for the first time after an SIU-contracted company was awarded a Military Sealift Command contract to operate 13 Navy tankers. At left, top, is the stern of the *Maumee* and, bottom, the prow of the *Pecos*, which now have SIU crews.





# ... And the Ships Set Sail



Seafarer Frank J. Cornell, who sails as a steward, inspects the *American Explorer's* galley prior to sailing. The galley, Brother Cornell said, was fully equipped but needed a bit of cleaning up before SIU members meals would be prepared.



Seafarer Johnnie McClenton, who sails as an able bodied seaman, stows away his personal gear in his cabin aboard the *American Explorer*. Brother McClenton was a member of the first SIU crew aboard the Navy tanker.



Seafarer Clyde T. Clark appears to be saying "ouch" to shots administered by Rosemarie Mellion. The shots were part of pre-sailing medical checks given all members of the crew of the *Maumee*.



Waiting at the Houston SIU hall for orders to go aboard the *Pecos* are, left to right, Seafarers Thomas Self, able seaman and F. Orta and R. Welch, both of whom sail as ordinary seamen.



At dockside, three SIU members walk happily toward the sign-on aboard the *Maumee*. They are left to right, Smokey West, fireman; Gary Fanelli, messman and Jimmy McCall, ordinary seaman.



RESPECT  
SECURITY  
SATISFACTION  
FRIENDSHIP...

...we all know the value of a good voyage, but consider for a moment the grim price of a bad trip...

DESPAIR  
LONELINESS  
UNEMPLOYMENT  
DEATH!



DRUGS  
ARE  
A BAD  
TRIP!

## LEGISLATIVE REPORT



By B. ROCKER

It is interesting to consider the mood and activities on Capitol Hill at the beginning of this first session of the 93rd Congress.

New members have drawn lots for office space. In hot, muggy Washington summers, it makes a difference how well the air conditioning works; corner suites are very desirable, because they are bigger and more easily accessible; and members like to be close to the elevators so they can reach the floor quickly for a vote.

### Large Turnover

There has been a big turnover in both Houses—the biggest in recent years.

Thirteen Senators and 69 Representatives retired, died or were defeated. The Democrats gained two seats in the Senate, giving them a margin of 55 to 45.

In the House, the Republicans gained 12 seats for a count of 244 Democrats, 191 Republicans. But some conservative Republicans are replacing conservative Democrats, and some defeated conservatives are being replaced by liberal Democrats.

A lot of attention has been given to the reversal of roles of Congress and the President in initiating legislation, and Congress wants to do something about it. They want to regain leadership in policy making and rely less on the President's program.

One step they have taken is a 32-member Joint Committee of Review Operation of the Budget Ceiling. The committee will be instructed to issue a report no later than February 15.

### Must Bills Listed

Congressional leaders are preparing a list of "must legislation" of important bills, some which failed in the 92nd Congress: housing, consumer protection, no-fault insurance, pension reform, health coverage, crime compensation. They claim several of these were stalled because they did not get Administration support.

Meanwhile, the President is preparing his State of the Union message, to be delivered to a joint session of the House and Senate at a date still unannounced, shortly after the beginning of the session.

The Constitution provided that he should present his views on the "State of the Union," but statutory requirement for a budget—a program—has come in the 20th century. He presents this program to Congress in the State of the Union and Budget messages and his Economic Report. He is no longer simply the executor of laws, he is a powerful legislator.

### Committees Change

There will be a major shift in committee chairmen as a result of retirements, defeats, and one death.

In the House Merchant Marine and Fisheries Committee, which has responsibility for legislation dealing with the merchant marine, Chairman Edward Garmatz retired after 25 years in Congress. He had served on Merchant Marine and Fisheries since 1949.

Rep. Leonor K. Sullivan (D-Mo.) becomes the new Chairwoman. She is expected to be a strong supporter of rebuilding and revitalizing the U.S. merchant marine, as provided in the Merchant Marine Act of 1970. She has said that her first priority will be to "look into the health of the maritime industry."

Congressman Thomas N. Downing (D-Va.) who holds a position of seniority on the same committee, has spoken recently of his concern about the energy crisis. He thinks Congress must compel greater government support of American-flag ship carriage of fuel.

Seafarers' representatives will be working closely with the Committee as well as the Commerce Committee in the Senate to support legislation which provides better conditions for seamen and a healthier, more competitive merchant marine.

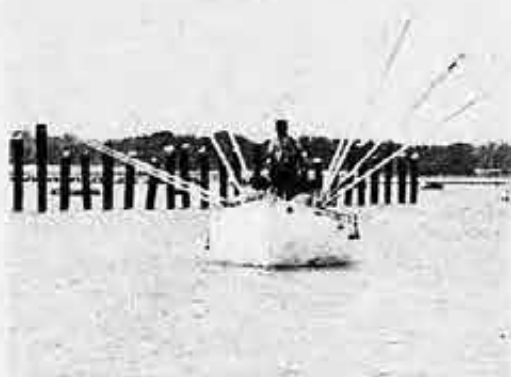
Support SPAD



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.



# this is the Harry Lundeberg School



The Harry Lundeberg School, located in Piney Point, Md., is the largest training facility for unlicensed Seafarers in the United States. The school is operated by the SIU and is funded solely by SIU-contracted companies. The Lundeberg School is Coast Guard-approved and offers vocational education courses from entry ratings through licensed officer certificates, as well as academic education leading to high school diplomas.

Tuition for all courses—vocational and academic—is free. All course materials, including books and supplies, are furnished at no cost to Seafarers. Room and board is also furnished at no cost to Seafarers.

Instructors are all experienced men in their fields, and classroom and practical training facilities are designed to provide the best instructional atmosphere possible.

## Entry Ratings

The Entry Rating program is designed to provide basic skills in all three departments—deck, engine and steward. This program is open to young men from 16 to 21 years of age. Although the program is open to all young men, preference is given to sons and other relatives of Seafarers.

### Deck Seamanship

Course material includes classroom and on-the-job training to prepare students for duty as Ordinary Seaman. Instruction covers ship maintenance, knot-tying, handling mooring lines, wheel commands, lookout and watchstanding procedures, firefighting and safety. All Trainees spend two weeks in this course.

### Engine Department

Course covers the duties of the Wiper. Classroom and on-the-job training includes basic instruction on the use and maintenance of engine room machinery, and safety. Trainees also become familiar with the use of various tools. All Trainees spend two weeks in this course.

### Steward Department

Two programs are available in Steward Department Training. For the Entry Rating, classroom and on-the-job instruction includes hygiene, the basics of food preparation and serving, and maintenance of rooms. This course prepares the Trainee to serve as Messman, Pantryman and BR. All Trainees spend two weeks in this course.

A Third Cook Program is available to Trainees who elect to sail in the Steward Department. Course materials cover classroom and practical training in advanced food preparation, cooking, baking, meat-cutting and menu-planning. This course is eight weeks, and graduates qualify to sail as Third Cook.

### Lifeboat Training

All Trainees must pass a USCG-administered Lifeboat examination before he is granted an HLS Graduation Certificate. The course is two weeks, including classroom work and a minimum of 30 hours practical experience in the launching, maneuvering and commanding of lifeboats.

A 30-day course of instruction is offered for those who wish to qualify under the U.S. Coast Guard approved reduced seetime Able Seaman endorsement.

### Quartermaster

#### Course Description

The course of instruction leading to certification as Quartermaster consists of Basic Navigational instruction to include Radar, Loran, Fathometer, RDF, and also includes a review of Basic Seamanship, Use of the Magnetic and Gyro Compass, Rules of the Road, Knots and Splices, Fire Fighting and Emergency Procedures.

#### Eligibility

All candidates for certification as Quartermaster must hold U.S. Coast Guard endorsements as Able Seaman Unlimited Any Waters.

Candidates who successfully complete the course of instruction for Able Seaman Unlimited Any Waters while at the Harry Lundeberg School may then immediately enter the Quartermaster course.

#### Length of Course

Presently a 2 week course is offered for certification as Quartermaster. However, plans are being made to expand the course to offer a more in depth knowledge of wheelhouse operation and procedures.

## Upgrading—Deck Dept.

**Able Seaman—12 months Any Waters & Able Seaman Unlimited Any Waters**

#### Course Description

The course of instruction leading to endorsement as Able Seaman 12 months Any Waters or Able Seaman Unlimited Any Waters consists of classroom work and practical training to include: Basic Seamanship, Rules of the Road, Wheel Commands, use of the Magnetic Compass, Cargo Handling, Knots and Splices, Blocks and Booms, Fire Fighting and Emergency Procedures, Basic First Aid.

#### Eligibility

All men wishing to qualify for Able Seaman endorsements must either have or first complete the separate Lifeboat course offered at the school.

All candidates for endorsement as Able Seaman 12 Months Any Waters must show discharges totalling a minimum of 12 months seetime as Ordinary Seaman.

All candidates for Able Seaman Unlimited Any Waters must show dis-

(Continued on Page 8)





charges totalling 36 months as Ordinary Seaman or Acting Able Seaman.

All HLS graduates from the Harry Lundeberg School at Piney Point can qualify for the 12 months Able Seaman endorsement after 8 months as Ordinary Seaman.

#### **Length of Course**

The course of instruction for Able Seaman normally runs for 2 weeks. However, students may repeat the course if necessary.

#### **Lifeboatman**

##### *Course Description*

The course of instruction leading to a Lifeboatman endorsement consists of classroom work and practical training to include: Construction of Lifeboat, Lifeboat Equipment, Lifeboat Commands, Types of Davits and Their Use, Emergency Launching Operations.

Also included in this course is actual practical experience to include launching, letting go, rowing and maneuvering lifeboat in seas, recovery of man overboard, Fire Fighting & Emergency Procedures.

##### **Eligibility**

All Seafarers in all departments who have a minimum of 90 days seetime are eligible for the course. (This lifeboat course is approved by U.S. Coast Guard and supersedes the normal requirements of a minimum of 1 year seetime in the Deck Department or 2 years in the Steward and Engine Departments qualify for endorsement as Lifeboatman.)

#### **Length of Course**

This course of instruction consists of the normal course of instruction for Lifeboat endorsement and is a minimum of 2 weeks. Seafarers who have the required seetime and wish to continue and upgrade as Able Seaman may elect to continue after the Lifeboat course.



## **Upgrading—Engine Dept.**

#### **Fireman, Watertender and Oiler**

##### *Course Description*

The course of instruction leading to endorsement as Fireman, Watertender and/or Oiler consists of classroom work and practical training to include Parts of a Boiler and Their Function, Steam and Water Cycle, Fuel Oil and Lube Oil Systems, Fire Fighting and Emergency Procedures, also practical training on one of the ships at the School, to include Lighting of a Dead Plant, Putting Boilers On The Line, Changing Burners, Operation of Auxiliary Equipment, Starting and Securing Main Engines.

##### **Eligibility**

All candidates for endorsement as Fireman, Watertender and Oiler must have discharges showing 6 months seetime as wiper. (Graduates from HLS at Piney Point will qualify with only 3 months seetime as wiper.)

#### **Length of Course**

Normally 2 weeks. For those who have less than six months seetime, a 30 day course of instruction is offered for those who wish to qualify under the USCG approved reduced seetime.

#### **Electrician**

##### *Course Description*

The course of instruction leading to endorsement as Electrician consists of classroom work and practical training to include Fundamental Concepts of Electricity, Batteries, Electrical Circuits, Magnetism and Electro-Magnetic Circuits, Transformers, A.C. Motors and Generators, Use and Care of Electrical Instruments, Trouble Shooting of Electrical Equipment, Starting and Securing Paralleling Turbo Generators, Fire Fighting and Emergency Procedures.

##### **Eligibility**

All candidates for endorsement as an Electrician must have 6 months seetime in the Engine Department.

#### **Length of Course**

The normal length of course is 2 weeks.



#### **Refrigeration Engineer**

##### *Course Description*

The course of instruction leading to endorsement as Refrigeration Engineer consists of classroom work and practical training to include Principles of Refrigeration, Compressors, Receivers, Dehydrators, Valves (solenoid, thermo expansion, packless), Evaporators, Testing for Leaks and Repairing, and Use of the Refrigeration Trainer to show how to trouble shoot and correct all possible refrigeration problems, Fire Fighting and Emergency Procedures.

##### **Eligibility**

All candidates for endorsement as a Refrigeration Engineer must have 6 months seetime in the Engine Department.

#### **Length of Course**

The normal length of the course is 2 weeks.

#### **Pumpman**

##### *Course Description*

The course of instruction leading to endorsement as Pumpman consists of classroom work and practical training to include Safe Handling of Combustible Materials, Transfer of Fuel, Loading and Pumping Out, Topping Off, Care and Use of Cargo Hose, Cleaning Tanks, Gas Freeing Tanks, Valves and Piping, Pollution Control, Pumps Operation and Use, Fire Fighting and Emergency Procedures.

##### **Eligibility**

All candidates for endorsement as a Pumpman must have 6 months seetime in the Engine Department.

#### **Length of Course**

The normal length of the course is 2 weeks.

(Continued on Page 25)





# Dr. Atkinson Doubts 'Runaway' Tanker Safety

Dr. James D. Atkinson, professor of government at Georgetown University, recently addressed the weekly luncheon of the AFL-CIO Maritime Trades Department on the subject of flag of convenience ships and the problems they present to the U.S. economy and ecology.

Following are excerpts from Dr. Atkinson's remarks:

"Flag of Convenience," "nominal flag," or "runaway flag" are used as terms of reference for ships registered under the flag of a country which offers various inducements—tax benefits, low wages, etc.—to foreign built and owned ships.

The two principal "flag of convenience" countries are Liberia and Panama. Many American owned or financed ships fly the flags of these two countries.

Thus, the Liberian merchant marine, the largest in the world, is about one-half owned by American interests while three-fourths or more is American financed.

Such ships take jobs away from American workers in two ways:

(1) From the people who work in U.S. shipyards and from those employed in the multitude of businesses which serve as suppliers for the wide variety of fittings and equipment of all types which go into the complex marvel of technology which the modern ship is.

(2) From the people who man and operate the ship. It is, of course, quite obvious that many thousands of new jobs would be available to Americans if a reversal of the movement toward the flag of convenience—which began in an way in the 1950's—could be brought about.

Lesser attention, however, has been devoted to the question of safety at sea as it relates to the flags of convenience.

The U.S. Coast Guard annually publishes detailed information on collisions, groundings, and the like in U.S. waters, but there is a lack of detailed information giving a clear picture concerning ship losses and accidents around the world.

A number of countries give little information about maritime accident investigations. They also do not permit, as does the Coast Guard, for the admission of the public to investigations.

## Safety at Sea: Some Selected Examples

The rise of disasters at sea—352 ships were lost in 1970—has led to questions being raised as to whether lack of training of officers and crew had some bearing on unsafe practices.

Thus the British Chamber of Shipping in a statement released January 28, 1971, stated: "The prime cause [i.e., of disasters at sea] is not lack of, or defective equipment but human failure to maintain vigilance."

Further, the statement went on to say: "We are concerned that so many of the recent incidents have involved flags of convenience."

Since 1970 losses were followed up by even worse losses in 1971, there is certainly some cause for concern.

Thus in September 1972, Lloyd's Register of Shipping reported that 377 ships with a tonnage of 1,030,560 were lost in 1971, this figure being the heaviest loss of ships ever reported in time of peace. Lloyd's noted that of the 1971 losses, 32% of the tonnage was accounted for by tankers. This figure illustrates the growing concern over the risk of pollution.

Of 17 tankers sunk or declared constructive total losses in 1971, Lloyd's reported that 9 were Liberian registered and 2 Panamanian.

A London *Daily Telegraph* report of May 10, 1972, concerning accidents in the Strait of Dover noted that "Liberian-registered ships have had 36 collisions in the Channel in the last 13 years, and eight strandings, although only 5 per cent of the Channel traffic sails under the Liberian flag."

Having discussed some general points relating to accidents at sea, let us look at a few specific cases. On January 11, 1971, the *Texaco Caribbean*, flying the flag of Panama, was in collision with the *Paraca*, a Peruvian ship, in the English Channel.

After the collision the *Texaco Caribbean* blew up, broke in two and sank. The ship was only 6 years old so that age was hardly a factor.

On March 2 of the same year, the Liberian tanker *Trinity Navigator* went aground in the Chan-



Dr. James D. Atkinson

nel. This was followed by the grounding on three Goodwin Sands in the Strait of Dover by the Liberian tanker *Panther* at the end of March. The *Panther* was carrying 25,000 tons of crude oil to Antwerp from the Middle East and before she could be refloated there was an oil spill of some 15 tons.

During March 1971, also, the Liberian tanker *Wafra* loaded with 40,000 tons of crude oil ran aground off South Africa's southern tip, Cape Agulhas. Salvage attempts were not successful and the ship was towed 200 miles out to sea and on March 11 was sunk by aircraft of the South African Air Force.

## A Matter of Record

A brief look at some unfortunate accidents to flags of convenience ships in 1972 will also serve to illustrate specific cases. During the third week of April 1972, the Liberian tanker *Silver Castle* was in collision with the *S. A. Pioneer*, a South African ship in the Indian Ocean.

A much more serious accident occurred in May. On May 11, 1972, the Liberian tanker *Tien Chien* was in collision with the British merchant ship *Royston Grange* in the estuary of the River Plate between Uruguay and Argentina. Fire broke out on the British ship and 63 members of the crew and 10 passengers, all on board, died in the wreck. Ten crew members of the *Tien Chien* were lost in the accident.

A British Member of Parliament, Mr. John Prescott, requested that the British government consider making representations to the Liberian government for an investigation of the collision to be held in Great Britain. He stated: "Many of us in the maritime world seriously suspect the impartiality of Liberian inquiries."

Later in the month of May the Liberian merchantman *Oriental Warrior* caught fire about 44 miles off the coast of Florida and 104 passengers and crew were forced to abandon ship.

On August 21, 1972, two Liberian flag tankers were in collision some 50 miles east of Cape Town, South Africa. These were the *Texanita* and the *Oswego Guardian*. The *Texanita* exploded and sank with the loss of 36 of her 40 man crew according to press reports while two crewmen were reported lost from the *Oswego Guardian*.

This brief and highly tentative survey does not mean to suggest that American flag merchant ships are accident free nor that flag of convenience ships are to be condemned on the grounds of safety.

It is, I believe, generally admitted that because of Congressional statutes, the very high Coast Guard standards of licensing and inspection, and the interest taken in safety standards by maritime management and trade unions, U.S. standards of safety at sea are the highest in the world. It can hardly be said to be unfair if we raise the question as to whether flags of convenience measure up to U.S. standards. In this Americans are not alone.

Thus the respected British writer on maritime affairs, Stuart Nicol, wrote in *Ships Monthly* following the *Texaco Caribbean* collision:

"There are many ships under a number of different ensigns, not least Panamanian and Liberian, which seem prone to accidents of this sort too frequently for coincidence. It is plain that many flag-of-convenience arrangements are a convenience only to their owners, and a positive menace to others. I recall being told once by a pilot about a flag-of-convenience freighter whose master was taking her on a long voyage knowing that her steering gear was faulty and capable of being extremely dangerous."

This is the era of the super-tanker or VLCC.

Very Large Crude Carrier. In tonnage these super-tankers range from 200,000 deadweight tons upward. An indicator of the upward trend of tonnage is the French branch of Shell Oil's order for two tankers of 540,000 tons each. These are scheduled for delivery from French shipyards in 1976.

## Age of Super Tankers

Various factors have entered into the move towards the super-tankers. One of these is geo-political, the closure of the Suez Canal June 6, 1967, and the continued uncertainty not only as to whether it will be reopened, but also the threat that even if reopened there is always the threat of another closure.

The chief factor which has led to the building and operating of super-tankers, however, is cost. Thus a 200,000 ton tanker can transport liquid petroleum products at a third of the unit cost per ton of a tanker of 20,000 tons and at 2/3 less than that of a tanker of 80,000 tons.

The super-tankers are not without their problems. A 250,000 ton tanker will have a length of around 1140 feet while larger tankers will run over 1400 feet in length. The huge length and tonnage of these super-tankers presents problems in navigation and control which are unprecedented in merchant shipping. For example, these big vessels need three miles or more to come to a full deadwater halt.

The importance of safety at sea especially as it relates to the coastal environment of the United States now, and, more importantly, in the future may be illustrated by the case of the *Torrey Canyon*.

Today we might not, perhaps, call the *Torrey Canyon* a super-tanker, but she would still have to be reckoned, at 118,285 tons, a very large ship.

The *Torrey Canyon*, flying the Liberian flag of convenience, went aground on Pollard Rock off the coast of Cornwall, England's westernmost county on March 18, 1967.

She was fully laden with crude oil and from her ruptured hull came the most serious oil spill we have thus far had. Some idea of the extent of the pollution may be gained by the fact that at its greatest extent it covered 35 by 20 mile areas.

It requires little imagination to conjure up the pollution which would result from a similar disaster involving a 250,000 and up ton tanker.

## U.S. Petroleum Imports 1970-1985

From 1970 onward there has been a sharply rising upward curve in petroleum imports by the United States. It is estimated that by 1985 the United States will be importing from 14½ to 15 million barrels per day of petroleum products.

These are, of course, projections and some estimates reach into higher ranges. In any event, the accepted fact is that petroleum imports went up in 1970, 1971, and 1972, and that the clear trend is steadily upward.

Some of these increases in petroleum imports will come by pipeline from Canada. Most of them will, however, come into the United States by sea.

This changing picture in petroleum products imports raises many questions such as the present lack of deepwater facilities to handle the supertankers. But of equally great importance is the question as to whether the bulk of the very large tanker fleet bringing these energy sources to our country will fly the U.S. flag or not.

If they fly the U.S. flag, there are obvious advantages accruing from total U.S. control over the ships as it affects our national security, the creation of significant new employment opportunities for both maritime labor and management, and an enhanced position in our balance of payments.

As against this it is argued that the United States cannot afford the increased costs per barrel of oil which would result if U.S. ships and U.S. mariners are to be used for the bulk of these imports.

But does not this argument look more at short term than long term costs?

If the safety factor is added, who can count the cost of a vast oil spill off the coasts of this country?

Certainly there will always be risks at sea. But with the high standards of safety demanded by Congressional statutes, the U.S. Coast Guard, and by other government agencies, and the emphasis placed on safety by both maritime management and labor in the U.S., can it not be said that the risks under U.S. flag tankers will be less than those under other flags?





## A Very Good Year

It's been a good year for our industry. An active year. A year in which we could see and feel the first signs of a turnaround. A year in which we could see and feel the first results of our own long-time efforts to restore the U.S. Merchant Marine to a place of prominence in the world.

It was a year in which the industry, as a whole, pulled itself up by the bootstraps and reversed what had been a steady decline toward oblivion. The main driving force behind this reversal of trend was the Merchant Marine Act of 1970, the full effects of which began to be felt this year.

Shipbuilding contracts signed under the Act in Fiscal Year 1972 had a greater dollar value and were backed by more federal subsidy than had been committed to the American commercial fleet in any similar period since the government began underwriting ship projects with passage of the Merchant Marine Act of 1936.

Most importantly, these contracts mean jobs for those in the shipbuilding industry and all related services.

A first-ever Domestic Shipping Conference was conducted, creating closer liaison between the industry and the Maritime Administration, the federal agency responsible for regulating the industry.

More than 1,600 representatives of labor, business and government attended the first LNG Conference to discuss the technology and future prospects of the importation of liquid natural gas and the construction of vessels to transport it.

For the Seafarer, 1972 proved to be a very beneficial year. New contracts were

signed providing generous increases in pay and benefits; a new Seafarers Welfare, Social and Legal Aid Department was created to provide SIU members and their families with aid and assistance in these areas; a Bosun Recertification Program was initiated; the U.S. Navy, through the Military Sealift Command, experimented with and then launched a program to develop a closer working relationship between ships of the Navy and the Merchant Marine, and a precedent-setting bilateral trade agreement was reached between the U.S. and the Soviet Union, an agreement that guaranteed at least one-third of all cargoes between the two countries will be reserved for American-flag ships.

What most of these developments amount to is jobs—and the name of the game is jobs.

But this has been a beginning and there is much work to be done. Already, contracts have been signed for the construction of six LNG vessels. Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell has predicted that a significant number of more contracts will be let for other type ships.

A priority in the 1973 Congress will be the oil import bill, which would require that a portion of America's energy imports be carried on U.S.-flag ships. The bill was narrowly defeated in this past sessions of Congress.

Passage of this legislation, coupled with the progress of the LNG program, would mean significant advances for the industry and those employed in it.

1972 was a good year, but 1973 could be even better.

## Letters to the Editor



## Support SPAD

Please accept the enclosed donation to SPAD. The effects of SPAD have been notably effective. I think it should be stressed within the pages of the *Log* that SPAD is an ever active and continuing effort and does not stop with, or after, elections.

Art Lomas  
Bronxville, N.Y.

## U.S.-Soviet Pact

I was pleased to read the news article in the *Log* concerning the signing of the bilateral trade agreement between the U.S. and the Soviet Union. This type of thinking holds great promise for the future of this country's merchant marine.

This agreement marks the first recognition by the U.S. government of the dwindling fortunes of American-flag shipping. It takes a first step toward correcting these dwindling fortunes.

The fact that at least one-third of American grain shipments to Russia must be transported aboard U.S.-flag ships has an immediate impact upon our country's merchant marine and those employed in it.

First and foremost, this agreement means jobs for Seafarers. And, I well understand the necessity of jobs in this industry.

Such an agreement also bodes well for the industry in the future. It is a precedent and, as such, it can generate faith in the future of this country's merchant shipping. With this faith could well come a resurgence in shipbuilding to handle anticipated cargoes. It could also be a good example for private shippers, i.e., they may begin to follow the government's lead in reserving at least a significant portion of their cargo for U.S.-flag vessels.

Such an agreement was long overdue in my mind. Too long we have neglected our own merchant marine to the benefit of foreign flags. It is time we—the industry, government and business—opened our eyes and begin to look out for ourselves first. I am not advocating a monopoly on U.S. cargoes for U.S. ships, but I am contending that we must make sure our ships and our Seafarers are sailing before we start giving jobs and cargo to second- or third-flag nations.

This agreement with Russia is a big step in that direction and, hopefully, it will serve as a model for future agreements signed with other nations.

John O'Callahan  
New York

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### SEAFARERS LOG

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17 CIRCULARS 17

## Season's Greetings



# Nixon Names Brennan New Labor Secretary

Peter J. Brennan, 54, president of both the New York State and New York City Building and Construction Trades Councils, has been named the new Secretary of Labor.

Brennan, if confirmed by the Senate, will succeed James D. Hodgson. Confirmation is expected without difficulty.

The New Yorker, a member of the Painters Union, backed President Nixon both in 1972 and in 1968. He also has been aligned with New York Republican Governor Nelson Rockefeller.

He first came to the attention of Nixon in 1970 when he led a parade of 150,000 New York construction and maritime workers in support of the Administration's Vietnam policy. Later Brennan and other New York unionists who demonstrated were invited to the White House.

AFL-CIO President George Meany called the selection of Brennan "a fine choice."

He will be the first trade unionist to hold a Cabinet post since the late Martin P. Durkin, president of the Plumbers and Pipefitters, during the first Eisenhower Administration. Durkin resigned after nine months in a dispute over changes in the Taft-Hartley Act.

Brennan has silver-white hair, twinkling eyes, a ruddy face and a ready smile. Despite a good-natured attitude, he can be snappish when angered. He has a reputation for speaking out in blunt and often colorful language.

One of seven children in an iron worker's family, Brennan took up the painter's trade while still a student at Textile High School in New York. He became involved in union activities later while attending classes at the College of the City of New York.

Brennan achieved a journeyman's status before interrupting his career for service in the Naval Submarine Forces during World War II. After returning to painting in 1947, he was elected business manager of Painters Local 1456. He was elected to head the building trades' councils in 1957. He also is a vice-president of the New York State AFL-CIO.

Security  
In  
Unity



The Seafarers Log and *international*, an SIUNA publication, won four major awards in the annual competition of the International Labor Press Association. Here, Richard J. Calistri, left, accepts one of the awards from Raymond W. Pasnick, ILPA president.

## Book Captures Many Sides of Meany

By Harry Conn

*MEANY, The Unchallenged Strong Man of American Labor*, by Joseph C. Goulden. Athenaeum Publishers, New York, N.Y. 504 pp. \$12.95.

"One of George Meany's first memories was hearing the word 'organ-EYE-zation.' He didn't understand what it meant, but his father's visitors, sitting in the parlor eating sugar cake and drinking tea and black coffee those long Sunday afternoons, pronounced it in lilting Gaelic voices."

It is fitting that the first biography ever written of the AFL-CIO president should underscore his inherited loyalty to the "organ-EYE-zation"—the union—since this is so illustrative of his devotion to the labor movement.

Joseph C. Goulden's 504-page book is not an authorized biography but, as he writes, "it benefited from extraordinary cooperation by the subject."

Initially, the author says, Meany's "disinterest in a biography was profound." Goulden engaged in three months of research, largely unproductive. Then he drew up a series of questions about obscure points in Meany's life—such as the "hopelessly convoluted politics of the Plumbers Union"—and noted that only Meany could provide the answers. Meany's attitude changed within 24 hours.

### Becomes Receptive

He opened up the AFL and AFL-CIO records to the author, including proceedings of the Executive Council, encouraged other union leaders to talk to Goulden and devoted many hours to private, transcribed interviews.

The end product is thoroughly researched, interlaced with choice Meany comments and observations plus quotes from many individuals whose lives have crossed Meany's during the course of the years.

Goulden has been able to provide readers with a three, four or five dimensional recounting of great moments, an insight largely denied to other labor historians. All of this more than compensates for a number of unfortunate errors—such as making

Jacob Potofsky president of the Hatters—and limited familiarity with labor.

The author moves from Meany's family to his early life in the Bronx up through his one year in Morris High School. He quit and his first job was as a messenger for a Manhattan advertising agency.

His love was baseball and he played semi-pro. However, batting against major leaguers convinced him that he would never make the big time and that plumbing held a more promising future. He hung up his glove at 22.

Although his father was president of Local 2, Meany became a plumber without his father knowing about it. When his father learned, he made his son go to night school three nights a week, saying, "As long as your going to work as a plumber, you might as well know something about it."

### No 'Silver Platter'

After three years he took his first journeyman test and flunked. He took his second test six months later and passed. In later years, fighting to maintain standards, Meany would point out that his passing was not presented on a silver platter.

For the first few years Meany did not take any interest in the union but did attend weekly meetings because "everyone did."

He first ran for the local executive board in disgust over the so-called Bridell scandals which were damaging the reputation of the Plumbers Union. Later he was elected business agent.

A second hat Meany wore at the time was as secretary of the building trades council and his work, interestingly, prepared him for his later federation leadership. His concern was fighting corruption and convincing the council affiliates to work in harmony.

For six years Meany served as president of the New York Federation of Labor and one of his prime responsibilities was lobbying for labor or labor-interest legislation. He was on close terms with Governor Herbert Lehman and Mayor Fiorello La Guardia. His determined fight for prevailing wages had an impact on Washington.

The author recounts some of the background maneuvering as the 1940 AFL convention elected

Meany as secretary-treasurer to replace Frank Morrison, who was encouraged to retire.

The personalities of Meany and AFL President William Green did not mesh smoothly and with the outbreak of World War II Meany was devoting most of his time to the War Labor Board. This put him on the national scene.

### Fights Communism

Another area about which Green cared little was international affairs and Meany moved into this vacuum with determination during the war and in the post-war period, building a foundation for his strong anti-Communist philosophy. The author describes the fledgling anti-Communist efforts of Jay Lovestone and Irving Brown. Meany told Goulden: "It does gripe the hell out of me for people to say, 'Jay Lovestone runs labor foreign policy' and that 'Lovestone makes Meany anti-Communist.' Hell, I was fighting commies when Lovestone was running the Communist Party."

The author details Meany's confrontations with John L. Lewis, Walter Reuther, Jimmy Hoffa and Dave Beck. Few have been so directly involved with Presidents from Roosevelt to Nixon.

More than any other trade union leader, Meany was the architect of the merger of the AFL and the CIO. Goulden provides a fullsome account of the developments which led to the merger and the history of that merger since 1955.

Unfortunately, the biography ends before Meany's latest battle—that of his neutrality stand in the 1972 Presidential elections—and what Meany obviously believes turned out to be one of his greatest victories—the defeat of Senator George McGovern and the election of a strongly Democratic Congress.

The wealth of contemporary history—labor history—which the author provides in his book cannot be overlooked by anyone seriously interested in the American labor movement and its relationship to this nation.

And for George Meany it finally gathers together the many-faceted story of the trade union leader of our time, a man who has made not just labor history, but U.S. and world history.



# Review of 1972 Maritime Events . . .

## JANUARY

SIU Secretary-Treasurer Al Kerr died at age 51. Brother Ker also served as a trustee of all of the union's Health, Welfare and Vacation Plans from their inception. . . . Elements of organized labor, led by the SIU and in conjunction with various community groups, formed picket lines and testified at hearings to prevent the Department of Health, Education and Welfare from closing the USPHS hospitals in San Francisco and Boston. . . . Seafarers President Paul Hall received the Labor Human Rights Award of the Jewish Labor Committee in late December. . . . Rep. Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, introduced a bill that would require that at least 50 percent of all oil imported to this country be transported on U.S.-flag vessels. . . . Vice Adm. Arthur R. Gralla (USN) retired as commander of the Military Sealift Command. Rear Adm. John D. Chase, former deputy commander of MSC, was chosen to succeed him. . . . Rear Adm. George Miller, special consultant to the Department of Commerce, called for greater participation by the U.S. merchant marine in providing logistic support and combat augmentation for the U.S. Navy. He made his remarks at a luncheon sponsored by the AFL-CIO Maritime Trades Department. . . . The January, 1972 *Log* featured a special section entitled "Progress in Education," detailing the many programs offered veteran SIU members and future Seafarers at the union's Harry Lundeberg in Piney Point, Md. . . . Bethlehem Steel announced specifications for the development of a standard design for construction of several new 265,000-deadweight ton tankers.

## FEBRUARY

The AFL-CIO Maritime Trades Department Executive Board, meeting in Bal Harbour, Fla., adopted resolutions supporting legislation which would reduce unemployment and promote jobs. The board also favored legislation that would require 50% of future oil imports be carried in U.S.-flag bottoms, and called upon the federal government to take steps that would help cure the ills besetting the country's merchant marine, especially in the area of generating government cargo for American-flag ships. The Board also called for the preservation of the eight remaining USPHS hospitals. . . . And, at its mid-winter meeting the AFL-CIO Executive Council adopted resolutions similar in tone and content to those proposed by the MTD Executive Board. . . . Out-going Secretary of Commerce Maurice Stans told a National Maritime Council dinner in New York that the American merchant marine "can look forward to the best health it has had in years." . . . Rep. Edward A. Garmatz announced that he would not seek re-election because "health and personal reasons" demanded he retire after 25 years of service in the House. . . . The new head of the Military Sealift Command, Adm. John Chase, said the construction of new U.S.-flag merchant ships that can effectively compete for a larger share of world trade and the retraining of the American labor force to handle advanced maritime equipment and systems is necessary if the U.S. was to retain its dominant position on the seas. . . . One of the last bugeye vessels in existence, the *Dorothy A. Parsons*, was added to the Harry Lundeberg School's Maritime Museum at Piney Point, Md. . . . The widely-read and popular *National Geographic* magazine in its February, 1972 issue ran a special article entitled "Maryland on the Half Shell" which gave particular attention to the Harry Lundeberg School and its facilities. . . . Seafarers R. Hale and Rudy Luzzi were responsible for the rescue of fellow Seafarer Willard Tolbert after he fell from a dock into the icy waters in the Port of Duluth. . . . One of the few remaining female sailors in the union, Teresa Davis, retired after 20 years sailing on the Great Lakes. . . .

## MARCH

Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson announced the establishment of a National Maritime Research Center at Todd Shipyards Corporation's Galveston, Tex. division. . . . Sens. William Spong (D-Va.) and J. Glenn Beall (R-Md.) introduced legislation in the



Seafarer Jorge Salazar accepts the 10,000th savings bond awarded to members children. His daughter Isabel is held by her mother Zoraida as SIU representative John Dwyer presents the bond.

Senate that would require at least 50 percent of the nation's oil imports be carried on American-flag ships. . . . SIUNA Vice President Morris Weisberger was presented a certificate of appreciation for his service on the National Advisory Council on Health Professional Educational Assistance by the director of the U.S. Public Health Service. . . . Various community groups and local officials united with the SIU and other maritime labor groups in urging the retention of Seattle's U.S. Public Health Service hospital when members of the House Subcommittee on Public Health and Environment held open hearings in that city. . . . In a speech to an AFL-CIO Maritime Trades Department luncheon in the nation's capital, Rep. Hugh Carey (D-N.Y.) said the solution to the dual problem of the country's energy shortage and control over the transport of imported energy resources lies in "strong bilateral or multilateral agreements with the nations whose ships visit our shores." . . . Maritime unity—cooperation of all maritime unions to promote and develop a viable merchant marine for America—was the main theme at the annual Tulane University Institute of Foreign Transportation and Port Operations, and a maritime unity dinner jointly sponsored by the Propeller Club of New Orleans and the Central Region Action Group of the National Maritime Council. . . . The AFL-CIO and the United Auto Workers resigned from the Administration's Phase II Pay Board. . . . Hazel Brown, director of education at the Harry Lundeberg School, was named to the National Transportation Apprenticeship and

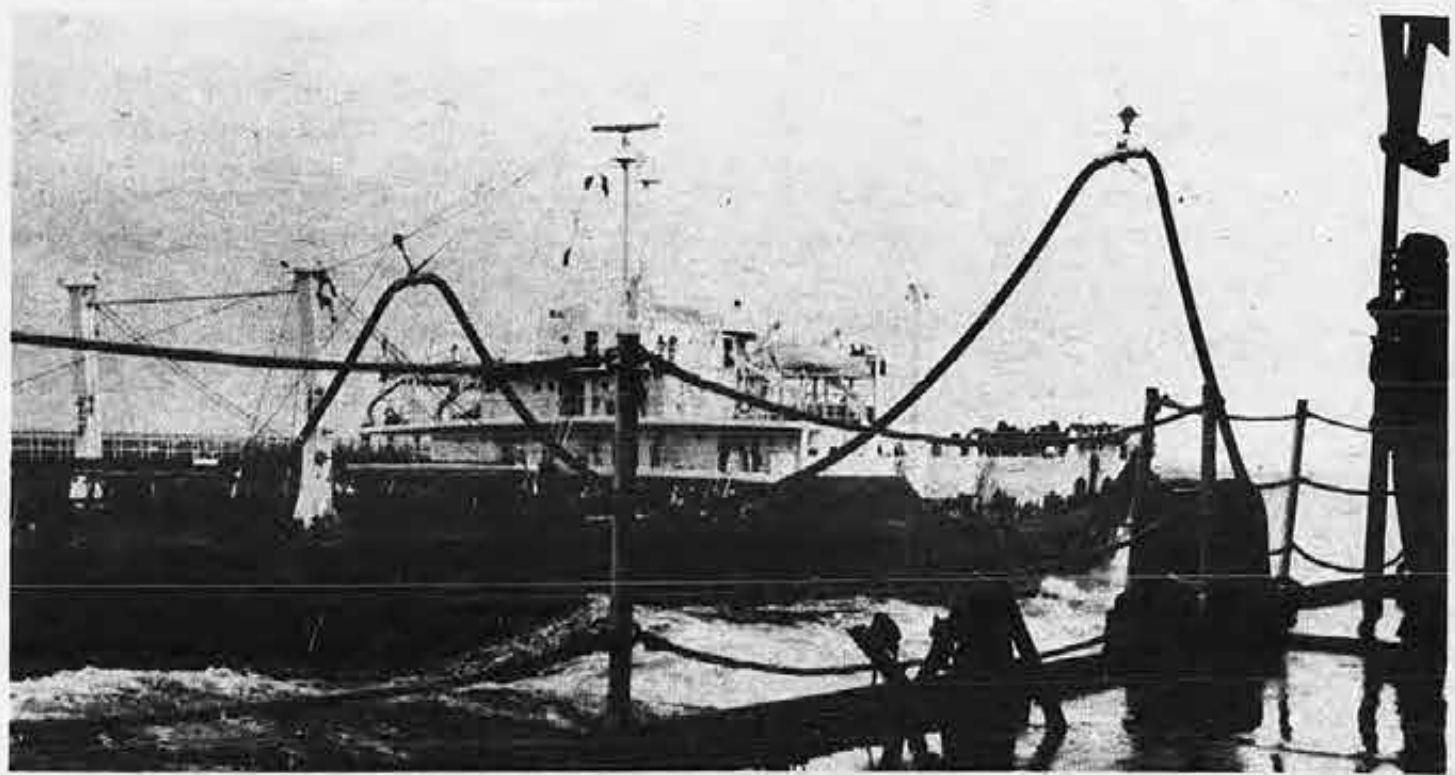
Training Conference, the purpose of which is "to promote and develop training and apprenticeship programs in the industry, to develop and update upgrading programs, and to serve as a forum where management and labor can freely exchange ideas on training and solutions to problems which will encourage the growth of the nation's transportation industry." . . . The SIU membership unanimously adopted the Union Tallying Committee's Report approving the election of officers and union officials.

## APRIL

For the tenth consecutive year, SIU-contracted Sea-Land Service, Inc. was awarded the U.S. Public Health Service Special Citation for the exceptional "ship-shape" condition of its vessels. . . . By a vote of 364 to 13 the House of Representatives passed and sent to the Senate a bill to authorize \$559.5 million in maritime subsidies for the upcoming fiscal year. . . . Carl E. McDowell, executive vice president of the American Institute of Marine Underwriters, charged that the U.S. State Department is deliberately fostering policies that are detrimental to the U.S. maritime industry. . . . The membership concurred and accepted a resolution for merger of the SIUNA Great Lakes District and the SIUNA Atlantic, Gulf, Lakes and Inland Waters District. . . . For the second consecutive year, the crew of the SIU-controlled *Delta Brazil* earned the Delta Lines Fleet Safety Award for their exceptional safety record at sea.

## MAY

President Nixon officially designated May 22 as National Maritime Day to honor the country's merchant marine and the men and women who serve in it. . . . SIU-contracted Delta Lines completed development contracts for barge-carrying ocean vessels and for 100 barges to be carried in the mother ships. . . . Delegates to an unprecedented Domestic Shipping Conference in St. Louis asked the sponsor of the conference—the Maritime Administration—to implement a number of important studies in key problem areas. Among areas specified were shipbuilding subsidies, insurance coverage, streamlining overlapping regulations and port and harbor facilities. . . . The AFL-CIO Executive Council announced formation of the Task Force for Burke-Hartke, the familiar name for the Foreign Trade and Investment Act of 1972. SIU President Paul Hall was named one of the 12 AFL-CIO vice presidents who will serve as special advisors to the Task Force. . . . Rep. Thomas P. O'Neill (D-Mass.) called for an immediate remedy to reverse the unfortunate conditions under which the New England fishing fleets are suffering. . . . SIU member Bosun Raymond Ferreira saved the life of fellow crewmember Morris Montecino when Montecino became entangled in a mooring line and was being slowly dragged to a painful death as the line pulled him toward the bow chock. Only Ferreira's heroic strength managed to save his fellow Seafarer. . . . The SIU-contracted *Erna Elizabeth* successfully completed the initial phase of a first-ever



The *Erna Elizabeth*, an SIU-contracted ship connects lines to the Navy carrier *Franklin D. Roosevelt*

in an exercise that proved the merchant marine's ability to aid in Naval operations.



# ... Of Importance to SIU Members

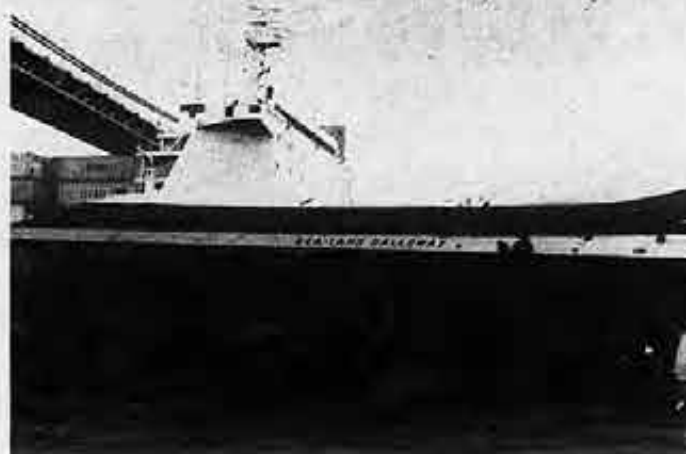
experiment designed to evaluate the U.S. merchant fleet's capability to provide underway replenishment for U.S. Navy ships in operational conditions. The *Erna Elizabeth* tests involved an evaluation of rigging procedures, fuel oil transfer rates, intership communications, speed and course stability and safety measures. Praise for the "professional seamanship" exhibited by the crew came from Maritime Administrator Andrew Gibson as well as from the U.S. Navy and Allied ship commanders who worked with the *Erna Elizabeth* during the exercise. . . . The educational programs of the Harry Lundeberg School won the praise of a top official of the Maryland State Department of Education. Warren Smeltzer, assistant director of Vocational and Technical Education for the State Department of Education, said he was particularly impressed with the practical aspects of the Lundeberg school's vocational programs and with the competence of the SIU instructors.

## JUNE

Seafarers at all SIU-AGLIW port membership meetings voted on a new, three-year Tanker and Freightship agreement negotiated between the union and its contracted companies. . . . The House Merchant Marine and Fisheries Committee passed by a vote of 26-4 a bill which would require that at least half of the nation's crude oil imports be carried aboard U.S.-flag vessels. . . . The SIU-contracted Waterman Steamship Co. signed a three-year operating differential subsidy contract with the Maritime Administration for eight break bulk vessels operating on the Gulf to Far East trade route. . . . The U.S. Secretary of Labor advised that the Labor Department is dismissing attempts to set aside the 1971 election of SIU officers. . . . The National Labor Relations Board, in an action supported by the SIU, handed down a decision that unions cannot use the collective bargaining process to stop the sale of ships. . . . Secretary of the Interior Rogers Morton announced he intended to issue permits for the construction of the long-delayed Trans-Alaska pipeline to pump oil from the North Slope to the port of Valdez for transport to a refinery in Seattle. . . . An examiner of the Federal Power Commission approved a \$1.33 billion program to import liquid natural gas (LNG) from Algeria and the construction of facilities and cryogenic tankers. . . . SIU Vice President Earl Shepard participated in meetings of the Maritime Safety Committee of the International Maritime Consultative Organization (IMCO) held last month in London, England. . . . Five SIU Scholarships valued at \$10,000 each were presented to the children of Seafarers in the union's 19th Annual Scholarship Award program. . . . A U.S. District Court judge dismissed charges of making illegal campaign contributions against the Seafarers and seven of its top officials.

## JULY

Andrew E. Gibson, the man credited with pulling the American merchant marine out of its destructive slide and placing it on a path of progress, was appointed Assistant Secretary of Commerce for



The Sea-Land Galloway sails under New York's Verrazano Narrows Bridge to inaugurate the SIU-contracted company's unique SL-7 service.

Domestic and International Business. His former deputy, Robert J. Blackwell, was promoted to Gibson's former post as Assistant Secretary of Commerce for Maritime Affairs. . . . President Richard Nixon announced the awards of \$660 million in contracts for the construction of 16 advanced-design U.S.-flag merchant ships in five American shipyards. . . . As a service to Seafarers, a newly-created Seafarers Welfare, Social and Legal Aid Department designed to provide SIU members with aid and assistance in areas affecting them and their families, relating to welfare, social and legal problems, began operation. . . . Two courageous SIU members aboard the *Transcolumbia* risked drowning in a flood tide at Vung Tau, Vietnam to save the life of a shipmate who accidentally fell from the gangway in the darkness. Able Seaman Howard Levine and First Asst. Engineer Alan Abrams dove into the swirling waters and together dragged Seafarer Danny Parco to safety. . . . Organized labor won a major election year victory when the U.S. Supreme Court ruled that unions legally may make political contributions if the money comes in voluntary donations from individuals who understand the purpose of their contribution. . . . SIU Vice President Lindsey Williams was appointed by Louisiana Governor-elect Edwin Edwards to the Task Force for a Superport for Louisiana.

## AUGUST

The Senate narrowly defeated by a vote of 41-33 a bill which would have required that at least 50 percent of future oil imports be carried aboard U.S.-flag ships. The SIU announced that it was buoyed by the closeness of the vote and would begin preparing support for the adoption of the legislation in the next session of Congress. . . . The SIU-manned *Pennmar* received the Best Ship Safety Award for logging the finest safety record for the year 1971 in the Calmar fleet. . . . The ten thousandth \$25 U.S. savings bond was awarded by the SIU to the newly-born daughter of Seafarer Jorge Salazar. . . . Members of the SIUNA-affiliated Inland Boatmen's Union—tug and towboatmen who operate vessels on the Atlantic and Gulf Coasts and on the rivers—

overwhelmingly approved a referendum last month increasing their quarterly dues to \$43 and establishing a union initiation fee of \$500. . . . A glass encased five-foot long scale model of the *Del Norte*, a retired combination cargo-passenger vessel continuously manned by Seafarers since she was launched in 1946, was donated by Delta Lines to the SIU Harry Lundeberg School's Maritime Museum at Piney Point, Md.

## SEPTEMBER

Chief of Naval Operations Adm. Elmo R. Zumwalt, Jr. called upon the Secretary of Defense to help restore the U.S.-flag merchant marine to its former position as "a strong, viable" maritime power. . . . Lindsey Williams, SIU vice president, was elected president of the Greater New Orleans AFL-CIO, succeeding the retiring A. P. "Pat" Stoddard. . . . In an address to an AFL-CIO Maritime Trades Department luncheon Rep. Glenn M. Anderson (D-Calif.) called on Congress to close existing loopholes in the Jones Act to prevent an undermining of the American merchant marine and to prohibit the exportation of needed oil resources in light of the impending energy crisis facing the nation. . . . Rep. Robert N. Giaimo (D-Conn.) said that unless Congress eventually enacts a law requiring at least 50 percent of future American petroleum imports be carried on U.S.-flag ships, this country "will be in double jeopardy—confronted with an energy crisis as well as the possibility of a national security emergency."

## OCTOBER

Applications were being accepted for participation in the SIU's Bosun Recertification Training Program, along with nominations of bosuns to serve on a seven-man rank-and-file committee to pass on the rules for this new program. . . . A precedent-setting bilateral trade agreement was reached between the U.S. and the Soviet Union, an agreement that guaranteed at least one-third of all the cargoes between the two countries will be reserved for American-flag ships. . . . Two contracts—totalling \$566.4 million—for LNG ships to be built in U.S. shipyards were awarded late last month. . . . The Military Sealift Command's selection of Hudson Waterways Corp., an SIU-contracted company, to operate a fleet of 13 government-owned tankers for the next five years figures to result in 500 new job opportunities for Seafarers. . . . Congress passed a supplemental appropriation of \$175 million for the maritime industry to be used as construction subsidies for new vessels. . . . One hundred and four passengers and crewmembers, forced to hurriedly abandon the fire-ravaged Liberian freighter *Oriental Warrior* in the South Atlantic were rescued by the SIU-manned *Warrior*. . . . Over 1,600 persons attended an LNG Conference held in Washington, D.C. to discuss the technology and growth of LNG operations. . . . The first SL-7—the world's largest and fastest container ship—was delivered to Sea-Land Service, Inc. The *Sea-Land Galloway* made her first voyage from Europe to Port Elizabeth, N.J. with her all-SIU unlicensed crew.

## NOVEMBER

Two SIU-contracted vessels—the *National Defender* and the *Western Hunter*—were the first to be awarded subsidy contracts for participation in the carriage of American grain to the Soviet Union. . . . The SIU, in cooperation with other maritime unions and various civic groups, successfully defeated a proposal that would have allowed the Health Insurance Plan of Greater New York to acquire and operate the U.S. Public Health Service hospital on Staten Island, N.Y. . . . The heroism of Seafarer James Oliver aboard the *Steel Designer* helped save his ship from the disaster of a potentially explosive fire at sea. Oliver volunteered to climb aloft against heavy smoke and acid fumes to close the ship's vents and smother the blaze. . . . Sea-Land Services, Inc. second SL-7—the *Sea-Land McLean*—was placed in operation. Like her sister ship, the *Galloway*, she is manned by SIU members.

## DECEMBER

Merry Christmas and Happy New Year!



Seafarers and members of other maritime unions demonstrate in support of preservation of the

United States Public Health Service Hospitals during Congressional hearings.





**MT. VERNON VICTORY** (Victory Carriers), Aug. 13—Chairman Vincent Grima; Secretary Alefflander Brodie. No beefs were reported. Everything is running smoothly. New mattresses were ordered for the next voyage. All members voted in favor of the new contract and thank the negotiating committee. Vote of thanks was extended to the steward department for a job well done.

**FALCON DUCHESS** (Falcon) Aug. 27—Chairman E. Morris, Jr.; Secretary J. Carter, Jr.; Deck Delegate, J. Olsen; Engine Delegate Arthur G. Milne, Steward Delegate James Morgan. No beefs were reported. Vote of thanks was extended to the steward J. Carter and the baker J. Morgan for a job well done.

**DE SOTO** (Waterman), Oct.—Chairman Roman Ferria; Secretary W. Braggs. Few hours disputed OT in each department, otherwise everything is running smoothly.

**OVERSEAS PROGRESS** (Maritime Overseas), Sept. 18—Chairman Chuck Hill; Secretary Thomas O. Rainey. Disputed OT in each department.

**GATEWAY CITY** (Sea-Land) Nov. 1—Chairman L. Rodrigues; Secretary S. Brown. \$7.07 in ship's fund. Everything is running smoothly except for some disputed OT in deck department.

**WACOSTA** (Sea-Land), Oct. 2—Chairman R. J. Barton; Secretary Ken Hayes. Some repairs have been com-

pleted. Gift was presented to Captain Platon who will be leaving ship. Had a very pleasant three and a half months and best wishes extended to the Captain. \$12 in ship's fund. Some disputed OT in deck department.

**OGDEN WILLIAMETTE** (Ogden Marine), Sept. 24—Chairman G. P. Hamilton; Secretary F. S. Paylor, Jr. Everything is running smoothly except for some disputed OT in deck department.

**NEW ORLEANS** (Sea-Land), Oct. 2—Chairman M. Landron; Secretary D. Sacher; Deck Delegate B. Saberon; Engine Delegate P. McAneney; Steward Delegate A. Romero. \$6 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks of the steward department.

**HOOD** (Verity Marine), Aug. 26—Chairman G. H. Atcherson; Secretary E. Bradley; Deck Delegate Donald D. Fleming; Engine Delegate Francis F. Gomez; Steward Delegate Walter Brown. \$2 in ship's fund. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**ANDREW JACKSON** (Waterman), Aug. 20—Chairman James Biehl; Secretary Michael Toth; Deck Delegate Edmund K. DeMoss; Engine Delegate Nathan Goldfinger; Steward Delegate John T. Kelly, Jr. Discussion held regard the working rules in the steward department. Vote of thanks to the steward department for their services, and a special vote of thanks to the chief steward for supplying fresh fruits, vegetables and fish for the crew which he purchased in DaNang.

**TAMPA** (Sea-Land), Sept. 3—Chairman C. James; Secretary J. R. Delise. Some disputed OT in each department, otherwise no beefs.

**OVERSEAS ALASKA** (Maritime

Overseas), Aug. 23—Chairman H. B. Butts; Secretary D. G. Chafin. \$12 in ship's fund. Donation of \$10 was given to the American Merchant Marine Library in Bayway, N.J. Few hours disputed OT in each department.

**OVERSEAS VIVIAN** (Maritime Overseas), Aug. 9—Chairman M. Casaneuva; Secretary W. E. Oliver. \$15 in ship's fund. No beefs were reported.

**ERNA ELIZABETH** (Hudson Waterways), Aug. 13—Chairman W. N. Gregory; Secretary S. J. Davis. \$20 in ship's fund. Some disputed OT in deck and engine departments, otherwise everything is running smoothly.

**STEEL ARTISAN** (Isthmian), Aug. 19—Chairman J. Wolanski; Secretary S. Garner; Deck Delegate William Kratsas; Engine Delegate J. R. Messec; Steward Delegate John Dietsch. Everything is running smoothly. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**DELTA PARAGUAY** (Delta), Aug. 13—Chairman Peter D. Sheldrake; Secretary Charles J. Mitchell; Deck Delegate William T. Roche; Engine Delegate Elvert Welch; Steward Delegate William Meehan. \$14 in ship's fund. Everything is running smoothly so far. Vote of thanks to the steward department for good food and service.

**SEATRAN LOUISIANA** (Hudson Waterways), July 30—Chairman A. Vilanova; Secretary G. M. Wright; Deck Delegate Walter Stewart; Steward Delegate Gregory A. Smith. \$29 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**AMERICAN RICE** (American Rice S.S.), May 21—Chairman C. J. Murray; Secretary C. M. Modellas. Some disputed OT in each department to be taken up with boarding patrolman.

**TAMPA** (Sea-Land), July 23—Chairman C. James; Secretary J. Delise. \$3 in ship's fund. Few hours disputed OT in each department.

**OVERSEAS TRAVELER** (Maritime), July 30—Chairman W. Crawford Secretary J. Davis. \$109 in ship's fund. No beefs and no disputed OT. Steward extended a vote of thanks to the deck and engine department for helping to keep pantry and messroom clean at night.

**STEEL VOYAGER** (Isthmian), July 30—Chairman Melvin Keefer; Secretary J. W. Saunders. \$32 in ship's fund. Everything is in good shape except for some disputed OT in deck and steward departments. Vote of thanks to the steward department for a job well done.

**AMERICAN RICE** (American Rice S.S. Co.), July 16—Chairman C. J. Murray; Secretary C. M. Modellas. Some disputed OT in each department to be taken up with patrolman.

**OVERSEAS TRAVELER** (Maritime Overseas), Aug. 5—Chairman W. Crawford; Secretary J. Davis. \$109 in ship's fund. Some disputed OT in engine department to be taken up with patrolman.

**COMMANDER** (Marine Carriers), July 23—Chairman Arne Harsch; Secretary James Winters. No beefs were reported. Discussion on repairs. Vote of thanks to the steward department for a job well done.

**TRANSPANAMA** (Hudson Waterways), July 24—Chairman Herbert Leake; Secretary J. B. Barris; Deck Delegate George Schmidt; Engine Delegate F. R. Clarke; Steward Delegate A. J. Serise. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**CHICAGO** (Sea-Land), July 16—Chairman D. Butts; Secretary A. Arellano. \$15 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

Security  
In  
Unity



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

SEAFARERS WELFARE PLAN	November 29, 1972		Amount	
	MONTH	YEAR TO DATE	MONTH	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	15	266	\$ 41,413.90	\$ 524,715.90
In Hospital Daily @ \$1.00 .....	380	7,364	380.00	7,364.00
In Hospital Daily @ \$3.00 .....	486	3,597	1,458.00	10,791.00
Hospital & Hospital Extras .....	12	191	945.05	32,075.85
Surgical .....	8	62	924.50	5,126.00
Sickness & Accident @ \$8.00 .....	7,416	88,591	59,328.00	708,728.00
Special Equipment .....	—	22	—	4,392.43
Optical .....	229	3,038	4,567.05	58,706.21
Supplemental Medicare Premiums .....	24	1,430	387.40	10,525.10
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	559	4,352	108,604.28	947,595.51
Doctors' Visits in Hospital .....	80	7,443	1,988.30	37,672.61
Surgical .....	146	1,508	15,978.96	176,517.46
Maternity .....	17	274	5,100.00	75,491.80
Blood Transfusions .....	4	49	195.00	2,587.20
Optical .....	191	2,328	3,722.87	44,267.84
Special Equipment .....	—	1	—	28.50
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	9	128	27,000.00	309,000.00
Hospital & Hospital Extras .....	130	1,406	24,160.96	235,356.22
Doctors' Visits & Other Medical Exp. ....	130	8,802	4,516.89	49,728.01
Surgical .....	19	169	3,180.00	23,116.00
Optical .....	76	771	1,326.39	14,562.89
Blood Transfusions .....	1	17	30.00	625.00
Special Equipment .....	7	69	1,182.60	8,986.94
Meal Books .....	943	12,336	9,430.00	123,360.00
Dental .....	3	15	512.00	3,138.00
Supplemental Medicare Premiums .....	1,390	17,275	8,978.90	100,317.80
Scholarship Program .....	13	88	5,064.49	34,447.16
<b>Total Seafarers Welfare Plan .....</b>	<b>12,288</b>	<b>161,592</b>	<b>330,375.54</b>	<b>3,549,223.43</b>
<b>Total Seafarers Pension Plan .....</b>	<b>2,003</b>	<b>23,146</b>	<b>476,462.40</b>	<b>5,572,496.86</b>
<b>Total Seafarers Vacation Plan .....</b>	<b>1,276</b>	<b>13,962</b>	<b>565,394.21</b>	<b>6,830,857.51</b>
<b>Total Welfare, Pension &amp; Vacation .....</b>	<b>15,567</b>	<b>198,700</b>	<b>1,372,232.15</b>	<b>15,952,577.80</b>



## Changes in SIU Shipping Rules

The SIU's Shipping Rules, formulated for Seafarers by Seafarers through the democratic union process, have down through the years been both a strong, yet flexible document.

Strong, in that they have always clearly established the basic rights and obligations of Seafarers; in that they have also responded in the appropriate manner not only to the changes in our industry wrought by time, but to the changes desired by a majority of the SIU's membership.

It is this combined ability to respond to change, while at the same time continuing to protect the Seafarer's basic welfare, that has given our Shipping Rules their unique meaning in the functions of our Union.

The SIU's Shipping Rules are really a mirror image of the Seafarer's job security and today that job security grows increasingly better.

The combined impact of these new job calls is felt today in all departments and all ratings—but especially the SIU's entry ratings. It is the entry ratings that are experiencing the greatest increasing demand for men—a demand for qualified men with basic skills that must be filled with greater numbers if the SIU is to continue to man the ships it has under contract—an obligation your union has always met.

The Seafarers Appeals Board, charged with the

task of addressing its efforts to the many specific and day-by-day problems of the Seafarer, while at the same time keeping its finger on the pulse of the maritime industry, met earlier this month to take specific action in the area of entry ratings.

Acting under the collective bargaining agreements established between the SIU and the various employers, the SAB has amended the SIU's Shipping Rules to specifically meet these increasing entry rating needs.

Realizing that at one time or another most Seafarers have sailed in more than one department during their sailing careers, the SAB has amended the Shipping Rules as follows:

Effective December 5th, 1972, SIU members with U.S. Coast Guard endorsements in certified deck or engine ratings shall be registered in Group I or II of their respective departments. Steward department Seafarers shall be registered in Group I-S, I, or II upon the basis of seniority and proof of qualification for such registration.

All other Seafarers, not covered by these specific groups, will be registered as "Entry Ratings" and may thus bid for any entry rating job in a newly created "Entry Ratings Department" which will have jobs from all three shipboard departments listed within it.

Thus, Seafarers without Coast Guard certified ratings, not registered in Group I-S, I, or II, are

free to throw in their cards for any entry rating job in any department.



This will greatly enhance job opportunities while at the same time allowing the Seafarer, if he wishes to, to experience what each shipboard department specific duties are before being permanently attached to any particular department.

The Seafarer benefits in two ways—through increased job availability and through a chance to seek out that department in which he may best utilize his basic skills and interests.

Both the "first tripper" and the Seafarer with greater seatime will experience these benefits.

Following this opportunity to sail in each department, at the point when a Seafarer attains a U.S. Coast Guard endorsement in Group I or II in the deck or engine departments, or has sailed in the steward department for a minimum of six months, he can then make application to the Seafarers Appeals Board for permanent registration in the department of his choice.

The full text of these changes are being reprinted on these pages so that Seafarers may have a better understanding of how job selection will be increased while at the same time assisting the SIU in manning its contracted ships. The old language of the SIU Shipping Rules, which is replaced by these changes, appears in the shaded portions. New, and correct, language follows.

<b>ENTRY REGISTRATION CARD</b>			NO.
<input type="checkbox"/>	NAME		<input type="checkbox"/>
GROUP	DATE REGISTERED	DATE EXPIRES	SENIORITY
SOC. SEC. NUMBER	Z NUMBER	BOOK NUMBER	
			
SEAFARERS INTERNATIONAL UNION ATLANTIC • GULF • LAKES AND INLAND WATERS DISTRICT			

<b>ATTENDANCE</b>	DATE SHIPPED _____
	VESSEL _____
	DATE SHIPPED _____
	VESSEL _____
	DATE SHIPPED _____
	VESSEL _____
SEAFARERS INTERNATIONAL UNION ATLANTIC • GULF • LAKES AND INLAND WATERS DISTRICT	

Above is the new Entry Registration Card to be carried by SIU members in the newly created shipping category.



# SHIPPING RULES—DEC. 5, 1972

## Preamble

Every seaman seeking employment through the hiring halls of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District (hereinafter called the "Union") shall be shipped pursuant to the following Shipping Rules. Nothing contained in these Shipping Rules is in any way intended to create any indemnity obligation on the part of either the Union or the Seafarers Welfare Plan.

## 1. Seniority

A. Subject to the conditions and restrictions on employment contained in agreements between the Union and contracted Employers and to the Rules set forth herein, seamen shall be shipped out on jobs referred through the Union's hiring halls according to their class of seniority rating.

B. The following shall be the classes of seniority rating:

1. Class "A" seniority rating, the highest seniority rating, shall be possessed by:

(a) all unlicensed seamen who possessed such rating on Sept. 8, 1970, pursuant to the Shipping Rules then in effect;

(b) all unlicensed seamen who possess Class "B" seniority rating pursuant to these Rules and who have shipped regularly as defined herein for eight (8) consecutive years, provided such seamen have maintained their Class "B" seniority rating without break and provided further that they have completed satisfactorily the advanced course of training then offered by the Harry Lundeberg School of Seamanship for the Department in which such seamen regularly ship; and

(c) all unlicensed seamen who have been upgraded to Class "A" seniority rating by the Seafarers Appeals Board pursuant to the authority set forth herein.

2. Class "B" seniority rating, the second highest seniority rating, shall be possessed by:

(a) all unlicensed seamen who possessed such rating on Sept. 8, 1970 pursuant to the Shipping Rules then in effect;

(b) all unlicensed seamen who possess Class "C" seniority rating pursuant to these Rules and who have shipped regularly as defined herein for two (2) consecutive years; and

(c) all unlicensed seamen who possess Class "C" seniority rating pursuant to these Rules and who have graduated from the Harry Lundeberg School of Seamanship entry rating training program and have been issued a ship assignment card in accord with these Rules.

3. Class "C" seniority rating, the lowest seniority rating, shall be possessed by all unlicensed seamen who do not possess either class "A" or class "B" seniority ratings.

C. A seaman shall be deemed to have shipped regularly within the meaning of these Rules if he has been employed as an unlicensed seaman no less than ninety (90) days during each calendar year aboard one or more American-flag merchant vessels covered by a collective bargaining agreement between the Union and the owner or operator of such vessels.

D. Employment by or at the request of, or election to any office or job in, the Union shall be the equivalent of covered employment described in the preceding paragraph; and seniority credit under these Rules shall accrue during the period that such employment, office or job is retained.

E. Seniority credit shall be accrued on the basis of total covered employment, without regard to whether such employment was served in the Deck, Engine or Steward Departments.

F. The ninety (90) day period of employment required of a seaman during any year to constitute shipping regularly within the meaning of these Rules shall be reduced proportionately in accord with the amount of time spent by such seaman during that year as a bonafide in- or out-patient in the continuing care of a U.S.-P.H.S. or other accredited hospital. (For example, four months' in-patient time during a given calendar year reduces the ninety (90) day employment requirement for that year by one-third to sixty (60) days.)

G. In the event a seaman possessing less than Class "A" seniority rating fails to ship regularly within the meaning of these Rules during a particular year, he shall lose all accumulated employment credit for that and all preceding years in his then current seniority rating.

H. In the event a seaman's covered employment has been interrupted by circumstances beyond his control, resulting in his failure to ship regularly within the meaning of these Rules, the Seafarers Appeals Board may, upon application of the affected seaman, grant such total or partial seniority credit for the time lost as the Board may deem necessary in its sole discretion to avoid undue hardship.

I. In the event a seaman's covered employment is interrupted by service in the Armed Forces of the United States, resulting in his failure to ship regularly within the meaning of these Rules, such seaman shall suffer no loss of seniority credit accrued prior to his entry of military service if he registers to ship pursuant to these Rules within one hundred twenty (120) days following his separation from military service.

## 2. Shipping Procedure

A. Subject to the specific provisions of these Rules, unemployed seamen shall be shipped only if registered as provided herein and in the order of the priorities established in Rule 2 C (3) hereof.

B. The following rules shall govern the registration of unemployed seamen for shipping through Union hiring halls:

1. Unemployed seamen shall register only at the port through which they desire to ship. No seaman shall be registered at more than one port at the same time, nor if they are employed aboard any vessel.

### Old Language

2. Seamen shall be registered only in the Department in which they regularly ship and in only one Group, as provided in Rule 3 hereof.

2. All seamen possessing U.S. Coast Guard endorsements, verifying certified deck or engine ratings, shall be registered in Group I or Group II of their respective departments. In the Steward Department, seamen shall be registered in Group I-S, I or II upon presentation of their seniority identification card and providing proof of qualification for such registration. All other seamen shall be registered as "Entry Ratings," as defined in Rule 3, Departments and Groups and may bid for any job in the "Entry Ratings" Department. Upon attaining endorsements from the U.S. Coast Guard of certified ratings, in the Group I or II category, in either the deck or engine department as defined in Rule 3, Departments and Groups, or having sailed in the Steward Department for a minimum of 6 months, application may be made to the Seafarers Appeals Board for consideration for permanent registration in the deck, engine or steward departments.

3. Shipping registration cards shall be non-transferable and shall be issued at Union hiring halls only upon application in person by seamen desiring the same. Shipping registration cards shall be time- and date-stamped when issued and shall show the registrant's class of seniority rating, Department and Group.

4. Shipping registration cards shall be issued during the regular business hours of the Union's hiring halls. Every seaman desiring to register must possess and submit all documents required by the United States Coast Guard and by applicable law for employment as a merchant seaman aboard U.S.-flag vessels. At the time of registration each seaman is responsible for producing sufficient evidence to establish his class of seniority rating. For this purpose

an appropriate seniority identification card issued by the Union shall be deemed sufficient, although other official evidence of employment, such as legible U.S. Coast Guard discharges, may also be submitted.

5. In ports where the Seafarers Welfare Plan maintains a clinic, no seaman shall be registered for shipping unless he submits a valid Seafarers Welfare Plan clinic card at the time of registration.

6. To remain valid, seniority registration cards must be stamped once each month in the port of issuance. The dates and times for such stamping shall be determined by the Port Agent for each port, and each registrant shall be notified of the dates and times for stamping when he receives his shipping registration card. A seaman who fails to have his shipping registration card so stamped during any month shall forfeit the same and shall be required to re-register. In the event circumstances beyond his control prevent a seaman from having his shipping registration card so stamped, the Port Agent may stamp such card as if the seaman had been present on the required time and date, upon submission by the seaman of adequate evidence of the circumstances preventing his personal appearance.

7. Subject to the provisions of these Rules, shipping registration cards shall be valid only for a period of ninety (90) days from the date of issuance. If the ninetieth (90th) day falls on a Sunday, a national or state holiday, or on a day on which the Union hiring hall in the port of registration is closed for any reason, shipping registration cards which would otherwise expire on such day shall be deemed valid until the next succeeding business day on which the said hiring hall is open. Shipping registration cards' periods of validity shall also be extended by the number of days during which shipping in the port of registration has been materially reduced by strikes affecting the maritime industry generally or by other similar circumstances.

C. The following Rules shall govern shipping of registered seamen through Union hiring halls:

1. Seamen shall be shipped only through the hiring hall at the port where they have registered for shipping. No seaman shall be shipped on a job outside of the Department or Group in which he is registered except under emergency circumstances to prevent a vessel from sailing short-handed, or as otherwise provided in these Rules.

2. Jobs referred to the Union hiring hall shall be announced and offered to registered seamen at the times and according to the procedures set forth in Rule 4 hereof. At the time each job is so offered, registered seamen desiring such job shall submit their shipping registration cards, U.S. Coast Guard Merchant Mariner's documents, and valid Seafarers Welfare Plan clinic cards to the hiring hall dispatcher. The job so offered shall be awarded to the seaman in the appropriate Department and Group possessing the highest priority, as determined pursuant to Rule 2 C (3) hereof.

3. Within each Department, seamen of higher seniority rating shall have priority for jobs over seamen of lower seniority rating, even if such higher seniority seamen are registered in a different Group from that in which the offered job is classified. As between seamen of equal seniority ratings within the same Department, priority shall be given to the seamen registered for the Group in which the offered job is classified. In the event seamen of equal priority under this paragraph bid for the same job, the job shall be awarded to the seaman possessing the earliest dated shipping registration card.

4. Notwithstanding any other provisions of these Rules, no job shall be awarded to a seaman who is under the influence of alcohol or drugs at the time such job is offered; nor shall any seaman be awarded any job unless he is qualified therefor in accord with law or unless he submits, if necessary, appropriate documents establishing such qualifications.

5. The seaman awarded a job under Rule 2 C (2) hereof shall immediately surrender his shipping registration card and shall receive two job assignment cards containing his name and the details of the job. When reporting aboard his vessel, the seaman shall present one job assignment card to the head of his Department and the other to the Union department delegate.

D. A seaman who quits or is fired from a job during the same day on which he reports for such job shall retain his original shipping registration card if he has received no compensation for such day's employment and if he reports back to the dispatcher on the next succeeding business day. A seaman who quits or is fired after the day he reports for a job shall secure a new shipping registration card.

E. A seaman who receives job assignments pursuant to Rule 2 C (5) hereof and subsequently rejects or quits the same on two occasions within the period of his shipping registration card's validity shall forfeit his shipping registration card and shall secure a new shipping registration card.

F. All seamen registered for shipping, other than those possessing Class A seniority rating, who are unavailable to accept or fail or refuse to accept three jobs for which they are qualified during any one period of registration may forfeit the right to register for employment under these Rules for a period of twelve (12) months. Upon application as provided in these Rules the Seafarers Appeals Board may shorten or revoke such refusal of registration for good cause shown.

G. Seamen with Class C seniority rating shipped pursuant to these Rules may retain such jobs for one round trip or sixty (60) days, whichever is longer. At the termination of such round trip or on the first opportunity following the sixtieth (60th) day on the job, such seaman shall sign off their vessels; and the vacant job shall be referred to the Union hiring hall.

H. Seamen with Class B seniority rating shipped pursuant to these Rules may retain such jobs for a period of one round trip or one hundred eighty (180) days, whichever is longer. At the completion of such round trip or at the first opportunity following the one hundred eightieth (180th) day on the job, such seamen shall sign off their vessels; and the vacant job shall be referred to the Union hiring hall.

I. The provisions of Sections G and H of this Rule 2 shall not apply if they would cause a vessel to sail short-handed. For the purposes of those sections the phrase, "round-trip," shall have its usual and customary meaning to seamen, whether such "round-trip" be coastwise, intercoastal or foreign. On coastwise voyages, if a vessel is scheduled to return to the area of original engagement, a seaman of less than Class A seniority rating shall not be required to leave such vessel until the vessel reaches the said area. On intercoastal and foreign voyages, if a vessel pays off at a port in the continental United States other than in the area of engagement, and if such vessel is scheduled to depart from said port of payoff within ten (10) days after arrival to return to the area of original engagement, a seaman of less than Class A seniority rating shall not be required to leave the vessel until it arrives in the area of original engagement.

J. No seaman shipped under these Rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch a seaman to fill such vacant job from a Union hiring hall.

### Old Language

## 3. Departments and Groups

A. Jobs aboard vessels covered by these Rules are classified according to the following schedule of Departments and Groups:

DECK DEPARTMENT	
GROUP I — DAY WORKERS	
Bosun	Deck Maintenance
Bosun's Mate	Watchman-Day Work
Carpenter	Storekeeper
GROUP II — RATED WATCH STANDERS	
Quartermaster	Car Deckman
Able Seaman	Watchman-Standing Watches

GROUP III	
Ordinaries on Watch	O.S. Deck Maintenance
ENGINE DEPARTMENT	
GROUP I	
Chief Electrician	Chief Ref. Eng'r.
1st, 2nd, 3rd Ref. Eng'r.	Chief Storekeeper
2nd Electrician	Evap. Maintenance Man
Unlic. Jr. Eng'r.-Day Work	Pumpman, 1 and 2
Unlic. Jr. Eng'r.-Watch	Engine Maintenance
Plumber-Machinist	Ship's Welder/Maintenance
Electrician/Ref. Maint.	QMED
Crane MT/Electrician	
GROUP II	
Deck Engineer	Watertender
Engine Utility	Fireman/Watertender
Oiler-Diesel	Fireman
Oiler-Steam	Oiler Maintenance/Utility
GROUP III	
Wiper	
STEWARD DEPARTMENT	
GROUP I (S) RATED MEN	
Chief Steward-Passenger	2nd Steward-Passenger
Steward	Steward/Cook
GROUP I-RATED MEN	
Chief Cook and Baker	2nd Cook and Baker
Chief Cook	Butcher
GROUP II	
2nd Cook, 3rd Cook, and Assistant Cook	
GROUP III	
Utility Messmen	Messmen
Waiters	General Steward's Utility

K. A seaman may not change the Department in which he ships without loss of accrued seniority unless he receives permission from the Seafarers Appeals Board. The Seafarers Appeals Board shall grant such permission only upon proof establishing in the sole judgment of the Board that medical reasons warrant the change.

## 3. Departments and Groups

A. Jobs aboard vessels covered by these rules are classified according to the following schedule of Departments and Groups.

DECK DEPARTMENT	
GROUP I — DAY WORKERS	
Bosun	Deck Maintenance
Bosun's Mate	Watchman-Day Work
Carpenter	Storekeeper
GROUP II — RATING WATCH STANDERS	
Quartermaster	Car Deckman
Able Seaman	Watchman-Standing Watches
ENGINE DEPARTMENT	
GROUP I	
Chief Electrician	Chief Ref. Eng'r.
1st, 2nd, 3rd Ref. Eng'r.	Chief Storekeeper
2nd Electrician	Evap. Maintenance Man
Unlic. Jr. Eng'r.-Day Work	Pumpman, 1 and 2
Unlic. Jr. Eng'r.-Watch	Engine Maintenance
Plumber-Machinist	Ship's Welder/Maintenance
Electrician/Ref. Maint.	QMED
Crane M/T Electrician	
GROUP II	
Deck Engineer	Watertender
Engine Utility	Fireman/Watertender
Oiler-Diesel	Fireman
Oiler-Steam	Oiler Maintenance/Utility
STEWARD DEPARTMENT	
GROUP I (S) RATED MEN	
Chief Steward-Passenger	2nd Steward-Passenger
Steward	Steward/Cook
GROUP I — RATED MEN	
Chief Cook and Baker	2nd Cook and Baker
Chief Cook	Butcher
GROUP II	
2nd Cook, 3rd Cook and Assistant Cook	
ENTRY DEPARTMENT	
GROUP III	
Ordinaries on Watch	O.S. Deck Maintenance
Wiper	Messmen
Utility Messmen	General Steward's Utility
Waiters	

B. After having attained permanent registration in accordance with the procedure set forth in Rule 2, B-2, a seaman may not change the Department in which he ships without the loss of accrued seniority unless he receives permission from the Seafarers Appeals Board. The Seafarers Appeals Board shall grant such permission only upon proof establishing in the sole judgment of the Board that medical reasons warrant the change.

## 4. Business Hours and Job Calls

A. Except as otherwise provided herein, all Union hiring halls shall be open Monday through Friday from 8:00 A.M. until 5:00 P.M. and on Saturday from 8:00 A.M. until 12:00 Noon. The hiring halls shall be closed on July 4, Christmas Day, New Year's Day, Labor Day and such other holidays as are determined by the Port Agents. Notice of such additional closings shall be posted on the hiring hall's bulletin board on the day preceding the holiday.

B. All jobs referred to Union hiring halls shall be posted on the shipping board before being announced. Jobs shall be announced hourly as close to the hour as may be practicable during business hours of the Union's hiring halls, except that there shall be no job calls at 8:00 A.M., at 12:00 Noon, and at 5:00 P.M. During non-business hours, or in the event of exceptional circumstances, a job may be posted and announced at any time after it is received. Notwithstanding the foregoing, the Port Agent may establish for a Union hiring hall such other regular schedule of daily job calls as may be warranted by the level of shipping or other circumstances affecting such hiring hall. Such other schedule as may be established, however, shall be in writing and posted on the hiring hall bulletin board.

C. Seamen holding Class C seniority rating shall not bid for a job offered pursuant to these Rules until the same has appeared on eight job calls without being taken. If the eighth job call does not produce a qualified seaman possessing either Class A or Class B seniority rating, the said job shall be awarded to the seaman possessing Class C seniority rating entitled to the same under these Rules. This Rule shall not apply if it would cause a vessel to sail short-handed or late.

D. In ports other than "major" ports as defined under these Rules, if the first call of a vacant job does not produce a qualified



seaman possessing Class A seniority rating, the job shall be referred to the nearest major port. The said job shall then be offered at the said major port at the next four (4) job calls. During such calls only qualified seamen possessing Class A seniority rating may bid for such job. In the event the job still remains open, it shall be referred back to the original port and there offered to seamen possessing Class A or Class B seniority ratings, otherwise entitled to the job under these Rules. This Rule shall not apply if it would cause a vessel to sail short-handed or late. Application of this Rule 4 D shall not require any employer to pay transportation expenses by reason of the job's transfer. The provisions of Rule 4 C shall be subordinate to this Rule 4 D. The following ports shall be considered "major" ports for the purposes of these Rules: New York, Baltimore, Mobile, New Orleans, Houston and San Francisco.

E. "Notwithstanding any other provision of this Rule 4, if the first call of a vacant Group III or 3rd cook job does not produce a qualified seaman possessing Class A or B seniority, the job shall be referred to the hiring hall at Piney Point, Maryland, where the job shall then be offered at a job call. If after the first call of such job, the job remains open, it shall be referred to the port from which it was originally offered, to be offered or referred, as the case may be, in accordance with Paragraph D above."

## 5. Preferences and Priorities

A. Notwithstanding any other provisions to the contrary contained in these Rules, the following preferences shall apply:

1. Within each class of seniority rating in the Deck Department, seamen over fifty (50) years of age shall have priority over seamen less than fifty (50) years old in obtaining fire watchman jobs.

2. A seaman shipped pursuant to these Rules whose vessel lays up less than fifteen (15) days after his original employment date shall receive back the shipping registration card on which he was shipped, provided the said card has not expired in the interim period.

3. If a laid-up ship requires a crew to report for duty aboard the vessel within seven (7) days following lay-up, the crew members at the time of lay-up shall have priority for all such jobs provided that they are registered at the Union hiring hall to which such job calls are referred. The period of such priority shall be extended by the number of days of lay-up resulting from strikes affecting the maritime industry generally or other similar circumstances.

4. Seamen possessing Class C seniority rating and a certificate of satisfactory completion of the Harry Lundeberg School of Seamanship entry rating training program shall have priority for jobs over other Class C personnel.

5. Within each class of seniority rating in the Deck Department, priority for the job of bosun shall be given to those seamen possessing a certificate of recertification as bosun from the Deck Department Recertification Program, in the event such program is being offered. In the event there are no such recertified bosuns available, priority shall be given to those seamen who have either actual seetime as able seamen of at least thirty-six (36) months, or actual seetime in any capacity in the Deck Department of at least seventy-two (72) months, or actual seetime as bosun of at least twelve (12) months, in all cases aboard vessels covered by these Rules.

6. Within each class of seniority rating in the Engine Department priority for the job of Chief Electrician shall be given to those seamen who have actual seetime aboard vessels covered by these Rules of at least thirty-six (36) months in the Engine Department including at least twelve (12) months as second electrician.

7. Within each class of seniority rating in the Steward Department, priority for jobs of steward and third cook shall be given to those seamen who possess a certificate of recertification in their rating from the Steward Department Recertification Program, in the event such program is being offered. If there are no such recertified stewards available, priority for jobs of steward shall be given to those seamen who have actual seetime of at least thirty-six (36) months in the Steward Department in a rating above that of third cook, or who have actual seetime of at least twelve (12) months as steward, in all cases aboard vessels covered by these Rules.

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

9. In the event an applicant for the Steward Department Recertification Program or the Deck Department Recertification Program for bosuns is employed in any unlicensed job aboard a vessel covered by these Rules at the time he is called to attend such program, such applicant, after successful completion of the program, shall have the right to rejoin his vessel in the same job upon its first arrival in a port of payoff within the continental limits of the United States.

10. A seaman who registers to ship pursuant to these Rules within two (2) business days following his discharge as an inpatient from a U.S.P.H.S. or other accredited hospital and who produces official written evidence of such confinement, shall be issued a shipping registration card dated either thirty (30) days earlier than the actual date of registration if such confinement lasted at least thirty (30) days, or, if it lasted less than thirty (30) days, with the date such confinement commenced.

## 6. Standby and Relief Jobs

A. Priority for standby and relief jobs shall be determined according to the provisions of Rule 2 C (3), except that a seaman who has had any standby or relief jobs during the period of his shipping registration card's validity shall not have priority for such jobs over seamen of the same class of seniority rating who have had a lesser number of standby or relief jobs during the period of their shipping registration cards' validity.

B. After the termination of standby or relief employment, the seaman involved shall receive back his original shipping registration card, unless the same has expired in the interim period.

C. A seaman on a standby or relief job pursuant to these Rules shall not take a regular job aboard any vessel until his standby or relief job terminates, he returns to the hiring hall, and he secures such regular job pursuant to the provisions of Rule 2 C hereof.

D. A seaman employed pursuant to these Rules on a regular job who requires time off and secures permission therefor shall notify the nearest Union hiring hall, and a relief man shall be dispatched. No relief man shall be furnished for less than four (4) hours' nor more than three (3) days' work. The seaman shall pay his relief man for the number of hours worked at the overtime rate applicable to the job Monday through Friday. On Saturday, Sunday and Holidays, he shall pay the premium rate. Relief men shall be requested only when required by the head of the Department involved and the subject vessel.

E. A seaman employed pursuant to these Rules who has been called to attend the Steward or Deck Department Recertification Programs may be temporarily replaced by a relief man for the duration of such program. In the event such seaman is not replaced by a relief man but terminates his job instead, the provisions of Rule 5 A (9) shall apply.

## 7. Seafarers Appeals Board

A. The Seafarers Appeals Board shall have sole and exclusive authority to administer these Rules and to hear and determine any matter, controversy or appeal arising thereunder, or relating to the application thereof.

B. The Seafarers Appeals Board shall have four (4) members, two appointed by the Union and two appointed by that committee representing the majority of contracted Employers for purposes of negotiations with the Union, commonly known as the Management

Negotiating Committee. Each party shall also appoint two alternates for the members so appointed, to serve in the absence of such members.

C. The quorum for any action by the Seafarers Appeals Board shall be at least one member appointed by each party. At any meeting of the Seafarers Appeals Board the members appointed by each party shall collectively cast an equal number of votes regardless of the actual number of members present and voting. Except as otherwise provided herein decisions of the Seafarers Appeals Board shall be unanimous. In the event of a tie vote the Board shall elect an impartial person to resolve the deadlocked issue. In the event the Board is unable to agree on such an impartial person, the matter shall be submitted to final and binding arbitration in New York City pursuant to the Voluntary Labor Arbitration Rules then in effect of the American Arbitration Association.

D. Any person or party subject to or aggrieved by the application of these Rules shall have the right to submit any matter arising under these Rules to the Seafarers Appeals Board for determination. Such submission shall be in writing, shall set forth the facts in sufficient detail to identify the matter at issue, and shall be sent by certified mail, return receipt requested, to the Seafarers Appeals Board, 675 Fourth Avenue, Brooklyn, New York 11232. An applicant desiring to be heard in person before the Board shall request the same in his written application. In such event the applicant shall be notified at least two weeks prior to the Board's next regular meeting of the date and location of such meeting, and the applicant may attend such meeting at his own expense and be heard.

E. All applications to the Seafarers Appeals Board shall be ruled on initially by the Chairman, subject to confirmation or overruling by the Board at its next meeting. Prior to the Board's action, however, the Chairman may initiate such administrative steps as he deems necessary to implement his preliminary determination.

F. The Board shall meet no less than quarterly and shall establish such reasonable procedures, consistent with these Rules, as it deems necessary. Meetings of the Board may be either in person or in writing. Meetings in writing shall be signed by all members of the Board.

## 8. Discipline

A. Although under no indemnity obligation of any sort, the Union will not be required to ship persons who, by their behavior in the course of employment aboard contracted vessels, during programs of the Harry Lundeberg School of Seamanship and at hiring halls subject to these Shipping Rules, demonstrate that their presence aboard contracted vessels may prevent safe and efficient operation of such vessels or create a danger or threat of liability, injury or harm to such vessel and their crews. Persons not required to be shipped shall include without limitation those guilty of any of the following:

1. Drunkenness or alcoholism.
2. Use, possession or sale of narcotics.
3. Use or possession of dangerous weapons or substances.
4. Physical assault.
5. Malicious destruction of property.
6. Gross misconduct.
7. Neglect of duties and responsibilities.
8. Deliberate interference with efficient operation of vessels, of the Harry Lundeberg School of Seamanship or of hiring subject to these Rules.
9. Deliberate failure or refusal to join vessels.
10. Any act or practice which creates a menace or nuisance to the health or safety of others.

B. No seaman shall suffer any temporary or permanent loss of shipping rights under Rule 8 A hereof, except pursuant to the following procedures:

1. The Union, a contracted Employer, or the Harry Lundeberg School of Seamanship shall initiate a proceeding under this Rule 8 by filing a written complaint with the Chairman of the Seafarers Appeals Board and mailing a copy thereof to the subject seaman. The Chairman shall thereupon name a committee of two persons, one representing the Union and one representing management, to hear and determine the complaint.

2. The hearing committee shall prepare a written specification of charges and notice of hearing, which shall be sent to the subject seaman by certified mail, addressed to his last known residence. Such notice shall provide at least two weeks' time for the seaman to prepare his defense and shall give the seaman up to one week before the hearing date to request a change of date or location of such hearing. The hearing committee shall initially locate the hearing at the Union hiring hall closest to the subject seaman's last known residence. Pending the hearing, the seaman may register and ship in accord with these Rules and his current seniority status.

3. The hearing shall proceed as scheduled, whether or not the accused seaman is present. The hearing committee shall give the charging and charged parties full opportunity to present their evidence, either in person or in writing. No formal rules of evidence shall apply, but the committee shall accept all relevant evidence and give the same such weight as the committee alone may deem appropriate.

4. The hearing committee shall render and announce its decision on the day of hearing, as soon as possible after the completion thereof. A decision upholding the complaint shall be unanimous. The committee shall reduce its decision to writing, sign the same, and send copies thereof to the Seafarers Appeals Board, to the complaining party, and to the accused seaman by certified mail, return receipt requested.

5. The seaman may appeal all or any aspect of the hearing committee's decision to the Seafarers Appeals Board. Such appeal shall be in writing and shall set forth the basis for the appeal in sufficient detail to be understood. The seaman shall send his appeal by certified mail, return receipt requested, to the Seafarers Appeals Board, 675 Fourth Avenue, Brooklyn, New York 11232, within ten (10) days following the decision, except that the Board may extend the time for filing an appeal for good cause shown.

6. The Seafarers Appeals Board shall hear all appeals arising under this Rule 8 at its next regular meeting after receipt thereof, provided the appeal has been received in sufficient time for the Board to give at least five (5) days' written notice to the seaman of the time and place of the meeting at which his appeal will be considered.

7. The Seafarers Appeals Board's decision on the appeal shall be in writing, and copies shall be sent to the complaining party and the seaman by certified mail, return receipt requested. Pending hearing and determination of the appeal the decision of the hearing committee shall be in full force and effect.

8. A final appeal shall be allowed by the involved seaman from decision of the Board to the Impartial Umpire designated pursuant to Rule 8 C hereof. Such appeal shall be in writing and shall set forth the basis of the appeal in sufficient detail to be understood. Such appeal shall be sent by certified mail, return receipt requested, to the Seafarers Appeals Board, 675 Fourth Avenue, Brooklyn, New York 11232, within ten (10) days following receipt of the Seafarers Appeals Board's decision. The Board shall forward all such appeals to the Impartial Umpire, who shall set the time and place of hearing of the appeal in New York City within thirty (30) days following receipt of the appeal and shall notify all parties in writing. The Impartial Umpire may reasonably extend any time limit provided in this paragraph upon good cause shown. The Impartial Umpire shall render his decision in writing and shall cause copies to be mailed to all parties by certified mail, return receipt requested. The decision of the Impartial Umpire shall be final and binding and may be reduced to judgment by any party.

C. The Impartial Umpire provided for in the preceding paragraph shall be a permanent arbitrator appointed by and to serve at the pleasure of the Seafarers Appeals Board. In the event the Board is unable to agree upon an Impartial Umpire, for each appeal arising under Rule 8 B (8) hereof the Seafarers Appeals Board shall request the chief executive officer of any Federal, State

or City government agency maintaining lists of impartial arbitrators to designate an arbitrator to hear and determine such appeal.

D. Nothing in this Rule 8 shall be construed to prevent the Union from appearing by its properly designated representatives at any stage of the proceeding.

## 9. Amendments

A. The Seafarers Appeals Board may amend these Shipping Rules at any time and in any manner consistent with the requirements of applicable law and of outstanding collective bargaining agreements between the parties.

### Old Language

## 10. Special or Emergency Provisions

A. During the period of the Viet Nam conflict emergency, unlicensed seamen possessing Class B or C seniority who are in Group III of the Deck or Engine Departments and who have adequate seetime to make application for endorsement in Group II rating or ratings in the Deck or Engine Department shall not be registered for shipping unless they make application for and expeditiously comply with the requisite rules to secure such Group II endorsement or endorsements. All such unlicensed seamen in lieu of such registration shall have noted the time and date of appearance for registration and provided they comply with the foregoing shall upon completion of such requirement be deemed then registered as of the date of their appearance in the group in which they thereafter have been found qualified. All such unlicensed personnel presently registered shall also be subject to the foregoing rule, with their date of registration as presently in effect, in the group in which they thereafter have been found qualified.

Any such unlicensed seaman may apply in writing to the Seafarers Appeals Board in connection with any dispute as to his period of seetime for exemption from this rule set forth above, on the ground of hardship or physical disability and may if he requests in writing appear before the Seafarers Appeals Board. The decision of the Seafarers Appeals Board shall be in writing and sent to the person involved and to the Union hiring hall.

The Seafarers Appeals Board shall determine the period of the Viet Nam conflict emergency or when this amendment is no longer necessary. In either event, upon such determination, the Seafarers Appeals Board shall then take appropriate action in writing to terminate and remove the amendment.

B. Rule 2 J hereof is hereby suspended with respect to entry ratings only for the period of the Viet Nam conflict emergency, or until the suspension of that Rule is no longer necessary, as determined by the Board.

## 10. Special or Emergency Provisions

A. During any period of emergency, unlicensed seamen possessing Class B or C Seniority who are in the Entry Rating Department and who have adequate seetime to make application for endorsement in Group II rating or ratings in the Deck or Engine Department shall not be registered for shipping unless they make application for and expeditiously comply with the requisite rules to secure such Group II endorsement or endorsements. All such unlicensed seamen in lieu of such registration and provided they comply with the foregoing shall upon completion of such requirement be deemed then registered as of the date of their appearance in the group in which they thereafter have been found qualified. All such unlicensed personnel presently registered shall also be subject to the foregoing rule, with their date of registration as presently in effect, in the group in which they thereafter have been found qualified.

Any such unlicensed seaman may apply in writing to the Seafarers Appeals Board in connection with any dispute as to his period of seetime from exemption from this rule set forth above, on the ground of hardship or physical disability and may if he requests in writing appear before the Seafarers Appeals Board. The decision of the Seafarers Appeals Board shall be in writing and sent to the person involved and to the Union hiring hall.

The Seafarers Appeals Board shall determine the period of any emergency or when this amendment is no longer necessary. In either event, upon such determination, the Seafarers Appeals Board shall then take appropriate action in writing.

B. During any period of emergency as determined by the Seafarers Appeals Board in accordance with Rule 10A, Rule 2 J may be suspended with respect to entry ratings only for the period of such emergency or until the suspension of the Rule is no longer necessary as determined by the Seafarers Appeals Board.

C. 1. The Seafarers Appeals Board may, for good cause shown, in its discretion, and in accord with its authority under Article 1 ("Employment") Section 8 of the collective bargaining agreements between the parties and in accord with the several factors set forth below, upgrade to Class A seniority rating such unlicensed personnel possessing Class B seniority rating whom the Board deems qualified for the same.

The factors to be utilized in determining whether an applicant shall be so upgraded are as follows:

(a) Endorsement from the United States Coast Guard as a Lifeboatman in the United States Merchant Marine.

(b) Possession of a certificate of satisfactory completion of the Harry Lundeberg School of Seamanship entry rating training program.

(c) Possession of special skills and aptitudes.

(d) Employment record.

(e) A minimum of twelve (12) months of seetime with any of the companies listed in Appendix "A" of the collective bargaining agreements.

(f) Satisfactory completion of the course of training offered by the School of Marine Engineering sponsored by the Harry Lundeberg School of Seamanship, District No. 2, Marine Engineers Beneficial Association and/or others in connection therewith.

Factor (b) may be waived by the Seafarers Appeals Board in those cases where undue hardship will result.

2. The Seafarers Appeals Board shall upgrade applicants pursuant to this Rule 10 C for a period of time not to exceed six (6) months, at which time it shall terminate such upgrading and shall publicize such termination in the Union's hiring halls and in such other places as will give notice thereof thirty (30) days prior thereto. Thereafter, when it deems necessary, the Seafarers Appeals Board may reinstate such upgrading program for additional periods of time not to exceed six (6) months' duration and shall publicize the termination of same as required by the collective bargaining agreement.

Security  
In  
Unity





# National Defender Sails To Russia

With the signing of the U.S.-USSR bilateral trade agreements tons of wheat have begun to flow from U.S. shores to the Soviet Union under the American flag.

One of the first ships to make the voyage was the *National Defender*, which loaded grain in Houston, Texas, recently, under the watchful eye of the ship's SIU crew.



The prow of the *National Defender* is dwarfed by a water tower and the immense grain elevator in the Port of Houston, as she awaits the grain cargo bound for Russia.



Seafarers R. D. Rundlad, an able seaman, and J. W. Parker, also an AB, stand under Old Glory as the *National Defender* makes ready to go to Russia.



Hauling cable on the deck of the *National Defender* are members of the ship's SIU crew. Working are Seafarers D. A. Rundlaz, D. E. Kydd, W. J. Peace and J. W. Parker under the supervision of the mate, Ed Mallon.



Chatting in the crew's quarters of the *National Defender* are, left to right, Seafarer B. Owen, the bosun, SIU Houston Port Agent Paul Drozak and Seafarer W. G. Hamilton, ship's steward. The ship sailed to Russia with wheat.



# Wandering the seas



Seafarers are men of great appreciation of the arts. The *Seafarers Log*, to further their efforts in the poetry field, regularly makes space available for members' poems. To contribute to the *Log* poetry column members should send their poems to the *Seafarers Log*, 675 Fourth Ave., Brooklyn, N.Y. 11232.

## Captain Is Responsible

The party was gay drinks and laughter.  
Mr. McNutt had just become ship's master—  
Of officers, crew and even the lifeboats,  
He's made responsible for nearly everything afloat,  
Now! He is a Captain, and he is responsible.

To wear four bars, the highs you ascend,  
On every hand there's friend after friend,  
The engines break down, the troubles befall,  
There is not a damned soul, on whom you may call,  
But you're the Captain. You're responsible,

Down here on the main decks,  
We don't worry about any damned wrecks.  
For the man on the bridge I feel kind of sorry,  
None of his troubles do I want to borrow,  
Weight on his shoulders day after day.  
Look at his hair, it's premature gray,  
Because he's the Captain, and he's responsible,

The ship had been well secured,  
Of this he was more than assured.  
Safe at sea, and far from shore,  
A telegram came for seaman Moore;  
He had forgotten the allotment check,  
Children hungry, lose his brick shack,  
Now who do you think received that wire? Be damned!  
The Captain received that telegram.  
Well, he's the Captain, he's responsible,

The owners are snug in their bed at home.  
Need anything, just pick up the phone.  
Out here the weathers gone wrong,  
Wet in a fog, whistle blowing, all alone,  
So you're the Captain, and you're responsible.

The ship is on time, there is no credit,  
Be two days late, and Capt. you've had it.  
You are minimized, criticized, then ostracized.  
But for any good thing are you ever recognized?  
That's a Captain, and you're responsible,

At two in the morning in the bed asleep,  
Dreaming the mate would a vigilance keep,  
Hit a fishing boat, and it sunk,  
In court, they swore the Captain was drunk,  
But you're the Captain, You're responsible,

Pretty young passenger, Third Mate pursued,  
He made love, and her heart he wooed,  
Nine months later the baby was due,  
Now who in the hell do they sue?  
That's right—the Captain was responsible!

Ship left port, sailor Sam, at the wheel,  
You couldn't tell it, but he was drunk still,  
He took a wrong turn! A hellofa collision!  
They swore! It was the Captain's decision,  
The Captain, is responsible,

They had patted him on the back, gave him a ship,  
They ran up his flag, right to the mast tip,  
The hull was rotten and full of rust,  
Get her home again, cross the ocean he must,  
To keep her from sinking was damned impossible,  
And sank she did! The Captain was responsible,

Captain McNutt, wrote to his betters,  
He wasn't much on writing letters,  
But he said, I know Sir, my ability,  
I know the limits of my capability,  
But ah, lets talk Sir, Er-Ah—about responsibility?

R. South

## When Next I Visit Abby

It was in our first bed, of all times,  
That my girl first spoke of it.  
I knew, of course, it had plagued her thoughts,  
And I knew, as well, that we ought to  
Have spoken of it sooner.

"I'll thank you to take your leave at once,  
Wilbur," she said and eye'd me eye to eye,  
"unless we exchange our vows here and now."

Now, she might well have  
Used such strong language  
When we were only three.  
I had puffed her eye, when we romped naked in the sun.  
Then I fed her a dog biscuit as a peace offering.  
And I kissed her eye, of course.

Abby, you see, has been my only girl  
Since our world was born,  
But one day and two houses apart.

"Why make a public declaration, when it is only  
between the two of us."

Well, I had not a word against that.  
Nor yet another notion to be coy.  
And so, we exchanged our vows in our first bed,  
Properly dressed, as we were,  
In nothing but the truth.

My Abby is now laid to rest.  
It wasn't her frailty, you understand,  
That hastened her leave.  
It was her way of fussing about our comfort,  
And preparing for days and nights to come.

"Only fools and men of stone  
presume themselves an entity,  
and choose to lie alone."

She was wont to quote  
Nor could I fault her in that.

And so, my next visit with her  
Will be much longer,  
Much longer, indeed.

I've now resolved to excuse myself from life  
The sooner to lie again beside my wife.

What, after all, is  
A mere eighty years together .....

Max Katzoff

## Emotions Ride the Sunrise

Awake again,  
jumping up in childish awe to gaze  
upon ships' masts silhouetting the  
sunrise as if pointing the way to  
heaven. How many have before me?  
Feeling so happy to be alive, and here  
pondering the unbelievable colors that  
follow this precious day's sunrise.  
Knowing that home is like that of  
a gull soaring high into the sky and over the horizon.

Thinking of all the brothers here  
amongst myself. All, seemingly,  
extending their hands, reaching for  
that step up into the dawn of  
another day. Secure in the belief  
of a future as colorful and bright  
as the rising sun.

Fortunate, with the knowledge of  
being in the right place at the  
right time in order to be a part  
of this journey to another way  
of life. All chasing the lure of the  
sea in all her glory. Watching the  
time fade away like the waves  
washing footprints from the sand.  
Feeling like the sunrise itself.

To me this is Piney Point.  
I hope it is to you also.

Roland Beldon Goodwin



Boston



It's time to loosen the belt buckle for Seafarer Calvin Stewart after his Thanksgiving meal in Boston.



Boston Port Agent Ed Riley greets the family of Seafarer John Chermesino to the Thanksgiving dinner in that port.

# Thanksgiving With SIU Members

This year, in keeping with a tradition established by the SIU years ago, Seafarers, their families and friends were able to enjoy Thanksgiving dinner with fellow members at union halls throughout the country.

Recognizing that a Seafarer's job necessarily entails many long days away from family and friends, the SIU sponsors these dinners at Thanksgiving and at Christmas each year to allow its members to partake of a holiday meal in an atmosphere of brotherhood and friendship.

Again this year the dinners proved to be enormously popular at all the various ports. The turnout was exceptional and the overall consensus was that the food and service was, as usual, excellent.

The pictures on this and the following pages attest to the "good time" enjoyed by Seafarers, their families and friends at the different ports.

Philadelphia

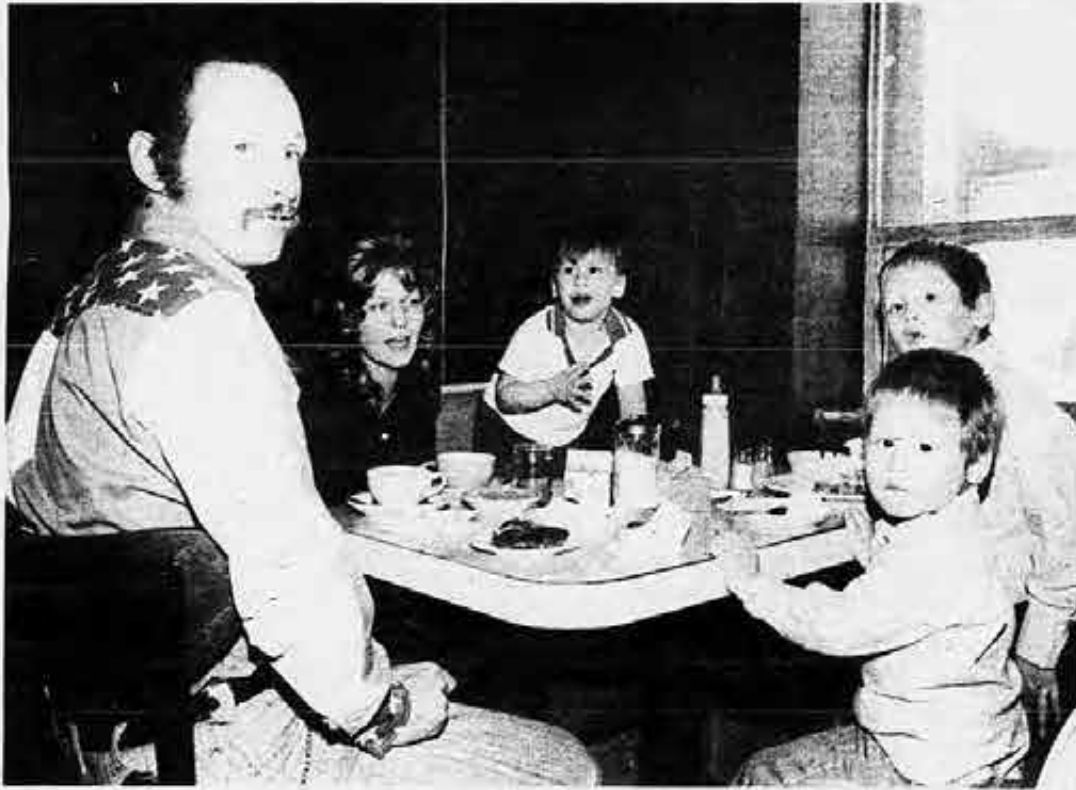


After dinner is a good time for a group of Seafarers to pass the scuttlebutt. They are, from the left, Brothers William Condon, Charlie Moss, Vincenzo Russo, Dominick Messina and John Fay.



Seafarer Kosta Hatgimisios (center) and his brother, IBU member George Hatgimisios brought their families together in Philadelphia for the Thanksgiving festivities.

New York



Brother John Funk's three sons are nearly jumping for joy over the afternoon's activities.



SIU Pensioner Antonio Gambino (center) is all smiles as he spends a happy Thanksgiving afternoon with some friends.

Piney Point



Roast turkey, prime ribs, Maryland stuffed ham, and all the trimmings were on the menu for the Thanksgiving Day dinner at the Lundeberg School in Piney Point. Enjoying the heart meal are Upgraders Billy Mason, from the Port of Tampa; Williard Verzone, Houston; John Bermudez, New York, and Thomas Minton, from Tampa.



Seafarers attending the Upgrading Center in Piney Point over Thanksgiving were in for a special treat as the Lundeberg School's Steward Department staff went all out. Left to right are William Izzett, from the Port of Norfolk; Trawn Gooch, Baltimore, and John Hastings, from San Francisco.



Seattle



The tiny son of Seafarer D. Nicholson is all tuckered out from his long Thanksgiving day, as he snoozes in big sister's arms.

# Thanksgiving With SIU Members

Detroit



In the Port of Detroit, clock-wise around the table, Burl Loew, Adolph Lange, Otto Nitz and Michael Pesenak enjoy their meal.

Houston

In the Port of Houston scores of Seafarers and their families turned out for the Thanksgiving Day dinner. In the photo at right, Brother H. L. Moore (center) and his family take time out from enjoying a delicious meal to pose for the photographer. In the bottom left picture, UIW member J. Jones and members of his family are obviously enjoying the festivities, especially the youngsters. In the bottom right photo, members of Seafarer A. Bertrand's family appear satisfied with their repast. Well, almost all! Brother Bertrand's 20-lb. tyke had to settle for applesauce.



San Francisco



Brother Gayetano Zapatiro (left) enjoyed the Thanksgiving Day dinner with his family in the Port of San Francisco.



Seafarer J. M. Gomez (left) sees something missing as he surveys the food-packed table. Hey! Where's my pumpkin pie?





Tiny Tresa Bennett appears to be tackling an almost insurmountable task as she grapples with the turkey.



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This tasty turkey is just too much to wait for, so impatient little Alfred Cox takes things into his own hands.



UIW members W. Lovelace, J. Sharp, Raymond Morris and B. Lovelace sit back and relax after a hearty meal.



Seafarer C. Campbell and his wife beam their approval of a fine Thanksgiving meal.

Wilmington



Both little Curtis Barnett (left) and sister, Wanda, want to sit next to dad, Seafarer Floyd Barnett.



Seafarer Jerry Lopez (left) enjoys the afternoon with his family and friend, Brother Don Herbert.



# Thanksgiving With SIU Members

Norfolk

Port Arthur



All that's left is dessert for the family of IBU member John Richards.



Mrs. Jerry Ange (right) helps her tiny tot get his share of the turkey. Mrs. Ange's mother and other two children did quite well on their own.



The small but smiling son of IBU member Joe Hanks seems more interested in the Log photographer than his turkey.

New Orleans



It's time to sit back and digest for SIU Pensioner Leroy Roberson and wife.



The family of William Wynn is all smiles after finishing a scrumptious meal.



Happiness is a turkey dinner with all the trimmings for the huge gathering in the Port of New Orleans—a typical gathering that turned out at all ports.



# Know How to Purchase Best Toys

By Sidney Margolius  
Consumer Expert

There are powerful pressures on working people to spend a lot of money on Christmas. This is a time when many families go into debt, and sometimes quite deeply. Stores and finance companies push "easy credit" heavily at this time of year. Small-loan companies especially promote their high-cost loans hard this season, on radio and TV.

The catch is that (1) you may spend more than you truly can afford, and (2) borrowing from loan companies or buying on time-payment plans usually adds from 18 to 42 percent to your Christmas bills.

If you haven't got enough cash, finance gifts at no credit cost by using short-term charge accounts. Most stores allow about 30 days of free credit before charging interest on the balance you still owe. After that free period, they usually charge 1½ per cent a month, which is a true annual rate of 18 per cent. Some stores charge 22 per cent or more. Ask the store when interest does begin to accumulate on its charge plan. Not that a long "no interest" period is necessarily a boon. Often the highest-price stores allow the longest "no interest."

If you have to stretch out your payments much longer than 60 days, it would be less expensive to borrow the cash from a low-cost source. The lowest-cost loans are those available from credit unions and commercial banks. They usually cost \$6 to \$7 per \$100 borrowed, or the equivalent of true annual interest of about 12 to 14 per cent.

## Costliest Loans

Costliest place to borrow is small-loan companies, which usually charge 24 to 42 per cent per annum (depending on state regulations and amount of loan.)

**TOY PROMOTIONS:** Both children and parents are being subjected

to a heavy barrage of TV promotion again this Christmas. Beginning Jan. 1, the TV industry is going to cut down advertising on children's programs from the present 16 minutes an hour to 12. Conveniently for the toy manufacturers and TV stations, the new limit goes into effect after Christmas.

The annual price-cutting from inflated "list" or "regular" price already is noticeable on the TV-advertised toys. These are used as traffic-builders by the toy stores and departments. Some of the lowest prices, however, may be only a "bait" to get you into the store, with little stock to back up the offer. If this happens, you should complain to your local consumer or marketing department.

This is a year to be careful in what you buy to make sure the toys you choose have lasting play value and are not fleeting novelties, and that you buy them at a reasonable price. A number of heavily-advertised toys, such as the Marx Big Wheel, pool tables and some of the many action dolls now on the market, are 10 to 20 per cent higher this year—at least early in the shopping season.

## Expensive Dolls

You can already see what the price-cutting leaders are among the TV-advertised toys. Action Jackson, which really is a kind of boy's doll, is selling anywhere from 97 cents to \$1.52. The merchandising idea, as with Barbie and similar girls' dolls, is to sell you the doll cheap so you'll be under pressure from your children to buy the related costumes and equipment. Thus, additional costumes for Action Jackson cost anywhere from \$1.21 to \$1.68, depending on where and when you buy them. Action Jackson's Remote Control Jeep can cost from \$5.56 to \$9.97, with a couple of costumes thrown in, and his Dune Buggy, from \$2.97 to \$4.29.

Another big promotion is for Gab-

bigale, a TV-advertised version of the many talking dolls on the market this year. You can pay anywhere from \$10 to \$12.36 for this one in various stores we checked. HO over-and-under trains also are being used as price leaders with prices ranging from \$19.97 to \$21.88.

Sesame Street, the much-praised public television program for children, now is being commercially exploited by the sale of hand puppets and stuffed toys based on Sesame Street characters at inordinately high prices such as \$5 to \$8.

Military toys, which went underground for several years after heavy criticism now are beginning to reappear, sometimes in the guise of spy or "intelligence" toys. Nor are some toy makers above exploiting patriotism with such toy sets as System Control Headquarters: "They fight for truth, justice and the American Way!" This version of the American Way costs \$2.50 to \$10 for the various dolls and equipment, and is made in Hong Kong.

Some of the lowest prices are for last year's leftover toys offered by some stores, such as computer cars which are programmed by plastic discs, and battery-operated Motorific custom cars (as little as 69 cents), and Mattel Hot Wheels (as little as 59 cents), although, of course, not all stores have them.

Science and electronic toys are available in audio and electronic specialty stores at moderate prices such as \$3 for a crystal radio kit which can make a radio which will pick up nearby stations.

For the worst toys of the year we nominate battery-operated gambling toys for children such as slot machines, roulette wheels, and black jack and draw poker card-dealing machines.

## Gift Wraps

Look at the labels on gift-wrapping paper. The labels now are legally required by the "truth in packaging" law to tell you how many square feet of paper is provided. Usually flat sheets give you more for the money than rolls, and are as useful except for large packages.

## SIU Arrivals

**Stephen Habermehl II**, born Sept. 3, 1972, to Seafarer and Mrs. Stephen J. Habermehl, Alpena, Mich.

**Douglas Lolley**, born Sept. 14, 1972, to Seafarer and Mrs. Donnie H. Lolley, Chickasaw, Ala.

**Michael Gibb**, born May 19, 1972, to Seafarer and Mrs. James R. Gibb, Ludinton, Mich.

**John Wimmer**, born Aug. 24, 1972, to Seafarer and Mrs. John P. Wimmer, Mobile, Ala.

**Brandy Lee**, born Sept. 5, 1972, to Seafarer and Mrs. Robert Lee, Groves, Tex.

**Johnnie Johns**, born July, 1972, to Seafarer and Mrs. Johnnie D. Johns, Eight Miles, Ala.

**Luis Santiago**, born Oct. 14, 1972, to Seafarer and Mrs. Louis V. Santiago, Bayamon, P.R.

**Julie Ayers**, born June 5, 1972, to Seafarer and Mrs. Philip E. Ayers, Jr., Woodbury Heights, N.J.

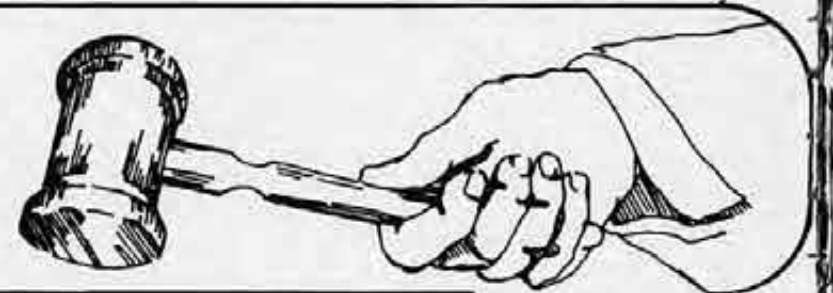
**Patrick Gallagher**, born Oct. 14, 1972, to Seafarer and Mrs. Charles J. Gallagher, Nederland, Tex.

**Stacey McDaniel**, born Oct. 18, 1972, to Seafarer and Mrs. Woodrow W. McDaniel, Dunbar, W. Va.

**Jennifer Rice**, born Aug. 11, 1972, to Seafarer and Mrs. Freddie R. Rice, Lowland, N.C.

**Charles Clemens**, born Aug. 25, 1972, to Seafarer and Mrs. Charles J. Clemens, Pittson, Pa.

## 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:

Earl Shepard, 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.

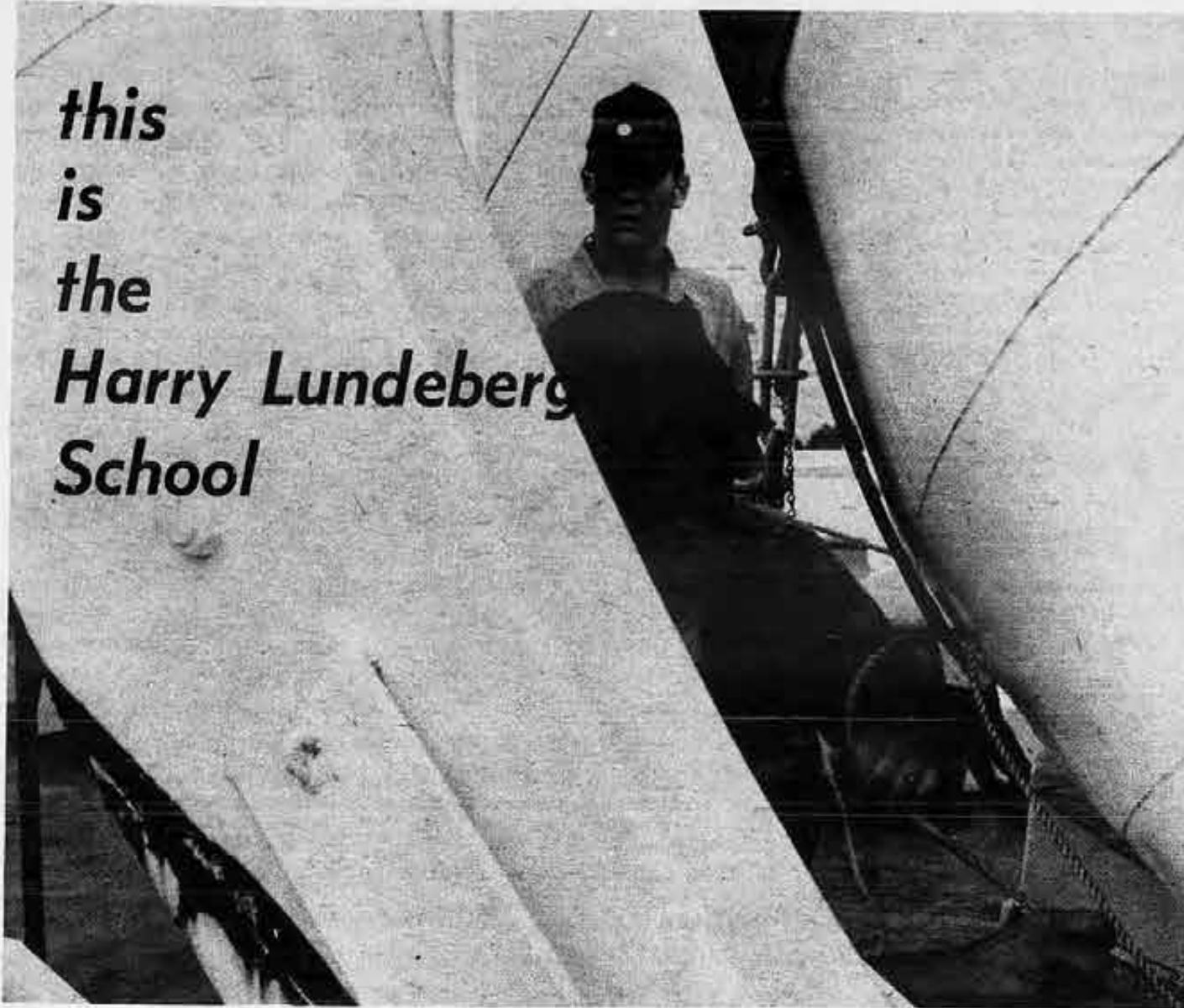
**EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, 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.



*this  
is  
the  
Harry Lundeberg  
School*



(Continued from Page 8)

**Machinist**

*Course Description*

The course of instruction leading to endorsement as Machinist consists of classroom work and practical training to include Operation of the Lathe, Drill Press, Shaper, Milling Machine, Review of Hand Tools and Their Use, Types and Properties of Metals, Uses of Metals, Instructions in Welding, Soldering and Brazing, Fire Fighting and Emergency Procedures.

**Eligibility**

All candidates for endorsement as a Machinist must have 6 months seetime in the Engine Department.

**Length of Course**

The normal length of the course is 2 weeks.

**Boilermaker**

*Course Description*

The course of instruction leading to endorsement as Boilermaker consists of classroom work and practical training to include Principle Parts of the Boiler and Their Function, Combustion Control Systems, Operation of the Boiler, Boiler Construction and Repair, Brick Work and Insulation, Types of Bricks, Laying of Fire Brick, Refractory Lining, Purpose and Repair, Fire Fighting and Emergency Procedures.

**Eligibility**

All candidates for endorsement as a Boilermaker must have 6 months seetime in the Engine Department.

**Length of Course**

The normal length of the course is 2 weeks.

**Deck Engineer**

*Course Description*

The course of instruction leading to the endorsement as Deck Engineer consists of classroom work and practical training to include Use of Hand Tools, Use of Metals, Piping and Valves, Operation and Repair of Pumps, Fire Fighting and Emergency Procedures, Basic Electric Theory.

**Eligibility**

All candidates for endorsement as Deck Engineer must have 6 months seetime in the Engine Department.

**Length of Course**

The normal length of the course is 2 weeks.

**Junior Engineer**

*Course Description*

The course of instruction leading to endorsement as Junior Engineer consists of classroom work and practical training to include Use of Hand Tools and Measuring Instruments, Use of Metals, Piping and Valves, Principles of Refrigeration, Combustion of Fuels, Boiler Operation, Lubricating Oil Systems, Electrical Theory, Operation and Repair of Motors and Generators, Starting and Securing Auxiliary Equipment and Main Engines, Fire Fighting and Emergency Procedures.

**Eligibility**

All candidates for endorsement as Junior Engineer must have 6 months seetime in the Engine Department.

**Length of Course**

The normal length of the course is 4 week to 6 weeks.

(Continued on Page 26)





### Deck Engine Mechanic

#### Course Description

The course of instruction leading to endorsement as Deck Engine Mechanic consists of classroom work and practical training to include Parts of a Boiler and Their Function, Combustion Control Systems, Steam and Water Systems, Fuel Oil Systems, Lubricating Oil Systems, Hydraulic Oil Systems, Boiler Construction and Repair, Hand Tools and Their Use, Use of Metals, Machine Tool Operation, Compressed Air Systems, Fundamentals of Electricity, Principles of Refrigeration, Safe Handling of Combustible Materials, Piping and Valves, Pumps, Evaporators, Auxiliary Diesel Engines, Starting and Securing Main and Auxiliary Units, Engineering Casualty Control, All Modes of Operation of Automated Ships, Fire Fighting and Emergency Procedures.

#### Eligibility

All candidates must have a minimum of 6 months seetime in any rating in the Engine Department.

#### Length of Course

The school offers a 6 weeks course approved by the U.S. Coast Guard.

*Note: Since the course of instruction leading to endorsement for Deck Engine Mechanic consists of instruction in all QMED ratings it will be possible to obtain many of the endorsements needed for QMED.*

#### QMED

##### Course Description

The course of instruction leading to certification as QMED is the same as that for Deck Engine Mechanic.

#### Eligibility

All candidates must have a minimum of 6 months seetime in any rating in the Engine Department.

#### Length of Course

The normal length of the course is 6 to 8 weeks.

#### Fire Fighting Course

##### Course Description

The Fire Fighting Course consists of classroom work and practical training to include Chemistry of Fire, Classes of Fire, Causes of Fires, Fire Prevention, Methods of Fire Detection, Procedures of Fire Containment and Source Elimination, Proper Use of Extinguishing and Personal Safety Equipment, First Aid Steps Coincidence With Injury Due to Fire and/or Smoke Inhalation (Group trips are also organized for practical fire fighting at an approved Marad Fire Fighting School).

#### Eligibility

The course is open to all Seafarers no matter what particular endorsement they are taking.

#### Length of Course

The course is included in all endorsements.

## Upgrading—Steward Dept.

#### Basic Course

A basic four-week program is being developed for Steward Department personnel who want to upgrade to Third Cook, Cook and Baker, Chief Cook and Steward.

The basic four-week course will consist of lectures and practical training in the following areas:

- Vegetable preparation; how to recognize storeroom items; sanitation and hygiene.
- Baking; safety precautions in the galley.
- Menu-planning; purchasing inventory.
- Preparation of meats, soups and sauces.

## Academic Enrichment

Closely interrelated with the vocational upgrading programs is an academic program designed to assist Seafarers in advancing their careers, and offering them an opportunity to continue their academic education.

The Academic Department is staffed by qualified teachers, all certified by the Maryland State Department of Education. A fully-equipped library is on the school campus to support the academic and the vocational education programs. The academic staff also includes two Reading Specialists, and the school has developed one of the finest reading laboratories in the country.

#### High School Equivalency

Seafarers who left school before receiving a High School Diploma can achieve a diploma through the Lundeberg School GED Program.

#### Course Description

Areas of study include English and Literature, Mathematics, General Science, and Social Studies. The program is tailored to the individual needs of the students, and small classes insure close attention to individual progress. At the completion of the study program, students take a Maryland State GED Examination. Successful students receive a Maryland State High School Diploma.

#### Eligibility

The High School Program is open to all Seafarers who have a desire to continue their education.

#### Length of Course

The study course is four to eight weeks depending upon individual progress. Students take their examination when they, in consultation with

the teachers and other academic staff members, feel they are adequately prepared.

#### Remedial Reading

Reading Specialists are available to counsel Seafarers in both the vocational and academic education programs. The reading program is voluntary, and is designed to upgrade the reading levels and study skills of Seafarers to assist them in their upgrading and academic programs.

## Tutoring

Members of the academic staff are available to provide individual tutoring, guidance and counseling to Seafarers in the areas of mathematics and science in order to assist them in their upgrading studies.

## Here's How to Apply

Training at the Lundeberg Upgrading Center, Piney Point, Md., is a continuing process. Classes begin every two weeks according to the following schedule:

November 30, December 14, December 28, January 11, 1973; January 25.

Under a new U.S. Coast Guard ruling, graduates of the Harry Lundeberg School will be able to qualify for upgrading with reduced seetime. Those wishing to upgrade to AB need only 8 months seetime as ordinary seaman. Those wishing to upgrade to FWT, and Oiler need only 3 month seetime as a wiper.

Consult the following chart to see if you qualify.

Ratings	HLS Graduate	All others
AB	8 mos. O.S.	12 mos. O.S.
FWT, Oiler	3 mos. wiper	6 mos. wiper
All other QMED	6 mos. wiper	6 mos. wiper

In order to process all applicants as quickly as possible it is necessary that each applicant enclose with his application:

- 4 passport photographs (full face).
- Merchant Marine personnel physical examinations using USCG form CG-719K given by either U.S.P.H.S. or S.I.U. Clinic. Those applicants already holding a rating other than wiper in the engine department or AB do not require a physical.
- Sub-chapter B of the United States Coast Guard regulations state that the officer wishing certification as a Tankerman "shall furnish satisfactory documentary evidence to the Coast Guard that he is trained in, and capable of performing efficiently, the necessary operation on tank vessels which relate to the handling of cargo." This written certification must be on company stationery and signed by a responsible company official.
- Only 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.

Name ..... Age .....

Home Address ..... S.S. # .....

Mailing Address ..... Book # .....

Phone .....

Ratings Now Held .....

What Rating Interested In .....

Dates Available to Start .....

HLS Graduates: Yes..... No..... Lifeboat Endorsement Yes..... No.....

Record of Seetime:	Date of	Date of	
Ship	Rating Held	Shipment	Discharge
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....

Return completed application to the attention of:

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



# Questions Asked About the Upgrading Center

Following are some of the most frequently asked questions about the overall education program of the SIU's Harry Lundeberg School at Piney Point, Md. The questions cover a broad range of subjects, with particular emphasis on the Upgrading Program.

**Q** If I am an HLS graduate and have 8 months seetime as Ordinary Seaman, how long will I have to stay in the school?

**A** In order to qualify for the Able Seaman reduced seetime course, you must complete the U.S.C.G. approved 30 day course.

**Q** If I have the required seetime to upgrade from OS to AB, but do not have a lifeboat endorsement, how long will I have to stay in the school?

**A** In order to qualify as Able Seaman you must first complete the 2 week lifeboat course, then you will take the 2 week Able Seaman course.

**Q** If I have the required seetime to upgrade from OS to AB and I have a lifeboat endorsement, how long will I have to stay in the school?

**A** 2 weeks.

**Q** Where will I have to go to take the USCG examinations?

**A** The Coast Guard administers the examinations right in your class room at Piney Point.

**Q** I would like to come but I am a very poor reader and don't think I would be able to pass the test.

**A** The school also offers a complete remedial reading program where an upgrader can improve his reading skills while preparing for his endorsements.

**Q** What is the age limit?

**A** There is no age limit. Our students range in age from 16 to 70.

**Q** If I don't pass my examination may I stay and re-take the course and try again?

**A** Yes, as long as you are willing to study, the HLS staff is willing to work with you.

**Q** How long must I wait before I can retake a USCG examination?

**A** C.B. regulations require a 28-day waiting period before reexamination.

**Q** Are there any recreational facilities?

**A** Yes, the school has provided the facilities for playing cards, playing pool, a TV room, and there are also full length feature movies in the evenings. Additionally in the summer time, facilities for boating and swimming are available.

**Q** How much seetime is required in order to qualify for the Deck Engine Mechanic course?

**A** In order to qualify you must have 6 mos. seetime in any rating or combination of ratings other than wiper.

**Q** If I have 6 mos. seetime as Electrician, will it qualify me?

**A** Yes.

**Q** If I have only 2 mos. seetime in a rating but I would like to sit for endorsements as Electrician, or Pumpman, can I attend just that part of the Deck Engine Mechanic course?

**A** Yes. You may take any one part or all the parts of the course and take examinations for just the areas you are interested in.

**Q** How long does it take to get an Electrician's endorsement?

**A** Normally, you would attend the 2 week Electrician course and take your examination at the end of the 2 weeks.

**Q** How long does it take for a Pumpman's endorsement?

**A** Normally, about 2 weeks also.

**Q** Do many men fail?

**A** Over 90% pass the first time around.

**Q** In order to obtain a certificate as QMED and sail in those ratings, what endorsements must I have?

**A** Fireman, Watertender, Oiler, Electrician, Refrigerating Engineer, Pumpman, Deck Engineer, Junior Engineer, Deck Engine Mechanic.

**Q** If I do not have a rating but have over 6 mos. as wiper, will I qualify to take any other endorsements except Fireman, Watertender, Oiler?

**A** Yes. After you have completed the 2 week Fireman, Watertender, Oiler course, you may stay on and take as many different endorsements as you want.

**Q** Should I bring old clothes?

**A** Yes. All the courses have some practical on the job training.

**Q** Will I have to buy any books?

**A** No. All the study materials, paper, pens, pencils, etc. are supplied by the school.

**Q** If I already have all endorsements except Deck Engine Mechanic, will I be required to re-take the Coast Guard examinations for those endorsements?

**A** No. You only take the examinations for the endorsements that you do not already have.

**Q** How long is the course for Quartermaster?

**A** The Quartermaster course lasts 2 weeks.

**Q** If I have 3 mos. time as wiper and am an HLS graduate, how long will I have to stay in the school to get my Fireman, Watertender, Oiler?

**A** In order to qualify for the Fireman, Watertender, Oiler reduced seetime endorsement, you must complete the USCG approved 30 day course.

**Q** If I have 6 months seetime as wiper and would like to get my Fireman, Watertender, Oiler, how long will I have to stay in the school?

**A** 2 weeks.

**Q** Who needs to have a physical?

**A** All men who are going for endorsements as Able Seaman in the Deck Department, and all men who hold no ratings in the Engine Department other than wiper must have a physical.

**Q** How much does the school cost?

**A** The entire program is free of charge to all members.

**Q** Where can I stay?

**A** The Harry Lundeberg School has a complete motel complex, large modern rooms which are provided at no cost to all upgraders.

**Q** How do I get there?

**A** Upon acceptance into the upgrading program, directions to the school will be mailed to you. The school is conveniently reached either by car or by bus.

**Q** Who pays transportation?

**A** The cost of transportation must be paid by the student.

**Q** Can I go home on weekends?

**A** After class hours the students are free to come and go as they please. It must be remembered, however, that daily homework assignments will be given and these must be completed prior to the next class.

**Q** How long are the classes?

**A** Classes run from 8 in the morning to 5 in the afternoon, Monday through Friday.

**Q** If I have a Fireman, Watertender, Oiler endorsement, what other endorsements do I need to obtain my QMED Any Rating?

**A** In order to obtain a QMED—Any Rating, on your Merchant Mariner's Document, you must successfully complete the following examinations: Fireman, Watertender, Oiler, Electrician, Refrigerating Engineer, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, Deck Engine Mechanic.

**Q** I went to the Coast Guard to take an examination for Deck Engine Mechanic and they informed me that I must go to a USCG approved school in order to get that rating, where is there such a school?

**A** The Harry Lundeberg School is approved by the USCG to issue certificates for those men who have completed the course for Deck Engine Mechanic.

**Q** How long is the course for Deck Engine Mechanic?

**A** The entire course for Deck Engine Mechanic is 6 weeks.

**Q** Can I take any other endorsements during the 6 weeks I am taking the Deck Engine Mechanic course?

**A** Yes, during the 6 weeks you will be trained in and qualified to sit for examinations as Electrician, Refrigerating Engineer, Pumpman, Deck Engineer, Junior Engineer, Machinist, and Boilermaker.

**Q** Are the meals expensive?

**A** The meals are provided free of charge to all upgraders.

**Q** Can I bring my car?

**A** Yes. Parking facilities are available for all upgraders.





# New SIU Pensioners



**Roque Asencio, 65**, is a native of Ponce, Puerto Rico. He joined the union in 1945 in the Port of San Francisco and sailed in the deck department. Brother Asencio now makes his home in San Francisco, Cal.



**Bert Dawson, 72**, was born in Peoria, Ill., and now resides in San Francisco, Cal. He joined the union in the Port of New York in 1945 and sailed in the steward department.



**George H. Hiers, 65**, is a native of Tampa, Fla., and now makes his home in Brandon, Fla. He joined the union in Tampa in 1947 and sailed in the steward department.



**John Bednar, 65**, joined the SIU in 1947 in the Port of New York and sailed in the deck department. A native of Chicago, he now resides in San Francisco, Cal.



**John Der, 65**, was born in Yugoslavia and now resides in Akron, Ohio. He joined the SIU in 1952 in the Port of New Orleans and sailed in the engine department. Brother Der served in the U.S. Navy during World War II.



**James A. Johnson, 60**, joined the union in the Port of New York in 1952 and sailed in the steward department. A life-long resident of North Carolina, he now resides in Lexington, N.C.



**Vincent Cipriano, 64**, is a native of the Philippine Islands, and now resides in Baltimore, Md. He joined the SIU there in 1940 and sailed in the engine department.



**John Efstathiou, 62**, was born in Marmara, Turkey, and now makes his home in Jamaica, N.Y. He joined the union in 1948 in the Port of New York and sailed in the deck department.



**Lloyd S. Johnston, 62**, joined the SIU in 1938 in the Port of New Orleans and sailed in the deck department. A native of Indiana, he now makes his home in Margate, Fla.



**Clyde F. Culpepper, 72**, joined the SIU in 1954 in the Port of New York and sailed in the engine department. A native of Alabama, he now resides in New Orleans, La.



**William J. Hartlove, 65**, is a life-long resident of Baltimore, Md. He joined the union three in 1947 and sailed in the steward department.



**David Knight, 62**, is a native of Louisiana and now resides in Miami, Fla. He joined the union in the Port of New Orleans in 1941 and sailed in the steward department.

## Legal Aid

Following is a list of attorneys to whom Seafarers with legal problems may turn in various port cities. The Seafarer need not choose the recommended attorneys, and this listing is intended for information purposes only.

The initial list of recommended counsel throughout the United States is as follows:

**New York**—Schulman, Abarbanel & Schlesinger  
1250 Broadway, New York, N.Y.  
10001  
(212) 279-9200

**Boston, Mass.**—Patrick H. Harrington  
56 N. Main Stret, Bennett Bldg.  
Fall River, Mass.  
(617) 676-8206

**Baltimore, Md.**—Berenholtz, Kaplan, Heyman, Engelman  
1845 Maryland National Bldg.  
Baltimore, Md. 21204  
(301) Lex. 9-6967

**Tampa, Fla.**—Hardee, Hamilton & Douglas  
101 East Kennedy Blvd.  
Tampa, Florida  
(813) 223-3991

**Mobile, Ala.**—Simon & Wood  
1010 Van Antwerp Bldg.  
Mobile, Alabama  
(205) 4334904

**New Orleans, La.**—Dodd, Hirsch, Barker & Meunier  
711 Carondelet Bldg.  
New Orleans, La.  
(504) Ja. 2-7265

**Houston, Texas**—Combs & Archer  
Suite 1220, 811 Dallas St.  
Houston, Texas  
(713) 228-4455

**Los Angeles, Cal.**—Bodle, Fogle, Julber, Reinhardt & Rothschild  
5900 Wilshire Blvd.,  
Suite 2600  
Los Angeles, Cal.  
(213) 937-6250

**San Francisco, Cal.**—Jennings, Gartland & Tilly  
World Trade Center  
San Francisco, California  
(415) Su. 1-1854

**Seattle, Wash.**—Vance, Davies & Roberts  
Rm. 425, North Towers  
100 W. Harrison Plaza  
Seattle, Wash.  
285-3610

**Chicago, Ill.**—Katz & Friedman  
7 South Dearborn Street  
Chicago, Ill.  
(312) An. 3-6330

**Detroit, Mich.**—Victor G. Hanson  
15929 West Seven Mile Road  
Detroit, Mich.  
(313) Ver. 7-4742

**St. Louis, Mo.**—Gruenberg & Souders  
721 Olive St.  
St. Louis, Missouri  
(314) Central 1-7440



**Frederico P. Magallanes, 67**, is a native of the Philippine Islands. He joined the union in the Port of Wilmington in 1956 and sailed in the steward department. Brother Magallanes is a resident of San Francisco, Cal.



**Sam H. Manning, 57**, joined the union in 1942 in the Port of Baltimore and sailed in the deck department. A life-long resident of Florida, he now resides in Melrose, Fla.



**Clarence J. Nall, 62**, is a life-long resident of Mobile, Alabama. He joined the union there in 1938 and sailed in the steward department.



**Odd E. Olsen, 66**, is a native of Bergen, Norway. He joined the union in 1952 in the Port of New York and sailed in the deck department. He now makes his home in Brooklyn, N.Y.



# DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

NOVEMBER 1-30, 1972

## DECK DEPARTMENT

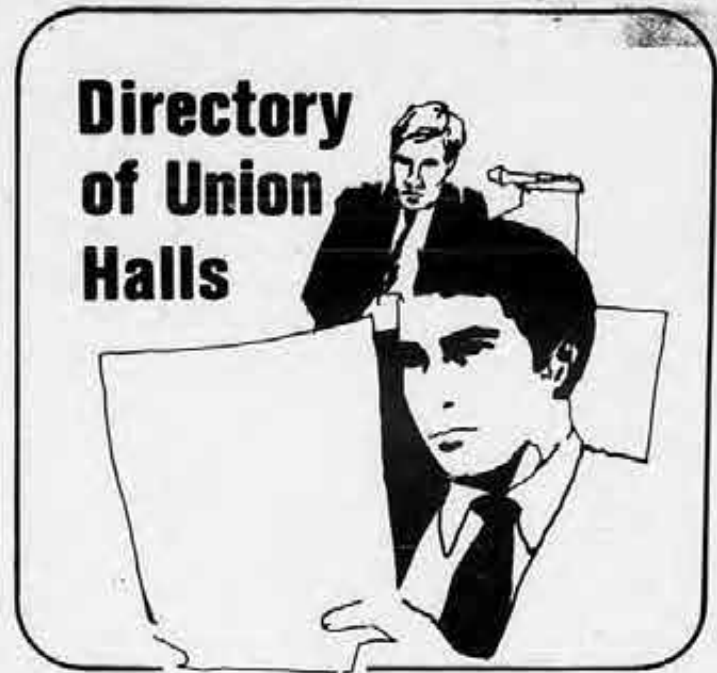
Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	2	3	3	0	15	4
New York	104	61	77	56	8	173	98
Philadelphia	8	7	4	7	0	25	16
Baltimore	31	11	37	9	0	52	25
Norfolk	11	16	14	7	0	33	25
Jacksonville	32	15	28	8	0	52	20
Tampa	11	7	4	5	0	16	6
Mobile	56	11	34	16	0	65	11
New Orleans	88	16	47	26	6	166	64
Houston	121	57	99	38	15	87	70
Wilmington	20	17	8	9	0	32	29
San Francisco	93	62	74	48	0	154	115
Seattle	41	26	26	17	1	51	38
Totals	620	308	455	249	30	921	521

## ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	5	4	2	0	6	4
New York	77	57	51	59	13	145	83
Philadelphia	6	8	3	2	0	20	15
Baltimore	26	16	30	10	0	58	21
Norfolk	8	11	14	6	0	21	20
Jacksonville	21	20	17	16	2	21	27
Tampa	5	9	2	2	0	8	14
Mobile	32	21	25	25	0	49	19
New Orleans	49	39	41	25	1	131	85
Houston	92	65	62	58	9	94	71
Wilmington	14	13	4	10	0	25	19
San Francisco	81	61	51	56	1	121	113
Seattle	27	27	15	21	0	35	45
Totals	443	352	319	292	26	734	551

## STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	3	2	1	5	3
New York	67	39	41	50	18	124	63
Philadelphia	7	2	4	0	1	17	7
Baltimore	33	10	25	11	1	33	14
Norfolk	14	10	8	9	0	28	14
Jacksonville	23	23	11	12	1	16	13
Tampa	6	0	2	0	0	14	4
Mobile	23	11	23	19	0	50	13
New Orleans	55	31	36	15	3	127	34
Houston	63	64	45	32	7	77	81
Wilmington	22	8	7	2	0	23	14
San Francisco	70	55	50	55	2	115	47
Seattle	19	10	13	11	2	34	15
Totals	405	265	268	218	36	663	322



## Directory of Union Halls

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

**VICE PRESIDENTS**  
Earl Shepard  
Frank Drozak  
Lindsey Williams  
Paul Drozak

**HEADQUARTERS** .....675 4th Ave., Blyn. 11232  
(212) HY 9-6600

**ALPENA, Mich.** .....800 N. Second Ave. 49707  
(517) EL 4-3616

**BALTIMORE, Md.** .....1216 E. Baltimore St. 21202  
(301) EA 7-4900

**BOSTON, Mass.** .....215 Essex St. 02111  
(617) 482-4716

**BUFFALO, N.Y.** .....290 Franklin St. 14202  
SIU (716) TL 3-9259  
IBU (716) TL 3-9259

**CHICAGO, Ill.** .....9383 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

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

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

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

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

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

**ST. LOUIS, Mo.** .....4577 Gravois Ave. 63116  
(314) 752-6500

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

**TOLEDO, Ohio** .....935 Summit St. 43604  
(419) 248-3691

**WILMINGTON, Calif.** .....450 Seaside Ave.  
Terminal Island, Calif. 90731  
(213) 832-7285

**YOKOHAMA, Japan** .....Iseya Bldg., Room 810  
1-2 Kaigan-Dori-Nakaku  
2014971 Ext. 281

## MEMBERSHIP MEETINGS' SCHEDULE



### SIU-AGLIWD Meetings

New Orleans	Jan. 16—2:30 p.m.	Toledo	Jan. 19—7:30 p.m.
Mobile	Jan. 17—2:30 p.m.	Detroit	Jan. 15—7:30 p.m.
Wilmington	Jan. 22—2:30 p.m.	Milwaukee	Jan. 15—7:30 p.m.
San Francisco	Jan. 18—2:30 p.m.	<b>SIU Inland Boatmen's Union</b>	
Seattle	Jan. 26—2:30 p.m.	New Orleans	Jan. 16—5:00 p.m.
New York	Jan. 8—2:30 p.m.	Mobile	Jan. 17—5:00 p.m.
Philadelphia	Jan. 9—2:30 p.m.	Philadelphia	Jan. 9—5:00 p.m.
Baltimore	Jan. 10—2:30 p.m.	Baltimore (licensed and unlicensed)	Jan. 10—5:00 p.m.
Detroit	Jan. 12—2:30 p.m.	Norfolk	Jan. 11—5:00 p.m.
Houston	Jan. 15—2:30 p.m.	Houston	Jan. 15—5:00 p.m.

### United Industrial Workers

New Orleans	Jan. 16—7:00 p.m.	<b>Railway Marine Region</b>	
Mobile	Jan. 17—7:00 p.m.	Philadelphia	Jan. 16—10 a.m. & 8 p.m.
New York	Jan. 8—7:00 p.m.	Baltimore	Jan. 17—10 a.m. & 8 p.m.
Philadelphia	Jan. 9—7:00 p.m.	*Norfolk	Jan. 18—10 a.m. & 8 p.m.
Baltimore	Jan. 10—7:00 p.m.	Jersey City	Jan. 15—10 a.m. & 8 p.m.
Houston	Jan. 15—7:00 p.m.		

### Great Lakes Tug and Dredge Section

†Sault Ste. Marie	Jan. 18—7:30 p.m.	†Meeting held at Galveston wharves.	
Chicago	Jan. 16—7:30 p.m.	†Meeting held in Labor Temple, Sault Ste. Marie, Mich.	
Buffalo	Jan. 17—7:30 p.m.	*Meeting held in Labor Temple, Newport News.	
Duluth	Jan. 19—7:30 p.m.		
Cleveland	Jan. 19—7:30 p.m.		





# Final Departures



SIU Pensioner **Frank Blandino**, 66, died August 11 after a long illness at Coney Island Hospital in Brooklyn. He joined the union in 1958 in the Port of New York and sailed in the steward department. Brother Blandino was a life-long resident of Brooklyn, N.Y. He was buried at Pinelawn Cemetery on Long Island, N.Y. Among his survivors are his brother, John, and his sister, Sarah.



SIU Pensioner **Fred Frederiksen**, 75, passed away on October 20 of heart disease. A native of Denmark, he was a resident of New Orleans at the time of his death. He joined the union there in 1947 and sailed in the deck department. Brother Frederiksen was buried at St. Bernard Memorial Gardens in Chalmette, La. Among his survivors is his daughter, Nancy.



SIU Pensioner **Morris Schapiro**, 84, passed away on November 10 after a long illness. A native of Lithuania, he was a resident of New York City at the time of his death. He joined the SIU in 1938 in the Port of New Orleans and sailed in the steward department. Seafarer Schapiro was buried at the United Hebrew Cemetery in Staten Island, N.Y. Among his survivors is his sister, Sylvia.



**Robert W. Buckingham**, 51, passed away October 17 after a long illness. Born in Grand Rapids, Mich., he resided in Manistee, Mich. at the time of his death. He joined the SIU in 1967 in the Port of Detroit and sailed on the Great Lakes. Brother Buckingham was an Army veteran of World War II. He was buried at Mt. Carmel Cemetery in Manistee. Among his survivors is his wife, Hilda Mae.



**James W. Harrelson**, 56, passed away September 14 after a long illness. Born in Marion, S.C., he was a resident of Pasadena, Md. at the time of his death. He joined the union in 1938 in the Port of Boston and sailed in the engine department. Seafarer Harrelson was buried at Cedar Hill Cemetery in Glen Burnie, Md. Among his survivors is his wife, Dorothy.



SIU Pensioner **Viggo W. Sorensen**, 53, died in an accident October 8. A native of Texas, he was a resident of San Francisco at the time of his death. Seafarer Sorensen served in the Navy during World War II. He joined the union in 1945 in the Port of Baltimore and sailed in the engine department. He was buried at Calvary Cemetery in San Francisco. Among his survivors is his brother, Pete.



**Robert E. Carroll Jr.**, 56, passed away October 17 after a short illness. He joined the union in 1963 in the Port of Baltimore and sailed in the engine department. A native of Georgia, he was a resident of New Orleans at the time of his death. He had been sailing for over 30 years. Brother Carroll was buried at West-over Memorial Park in Richmond County, Ga. Among his survivors is his sister, Elizabeth.



**James G. Keavney**, 47, passed away on September 5 of illness in the Church Home and Hospital in Baltimore, Md. He was a life-long resident of that city. He joined the SIU in 1955 in the Port of New York and sailed in the engine department. Brother Keavney served in the Marine Corps during World War II. He was buried at Parkwood Cemetery in Baltimore.



SIU Pensioner **Frederick J. V. Stansfield**, 68, died in an accident March 23. Born in Malta, he was a resident of Miami, Fla. at the time of his death. He joined the SIU in the Port of Buffalo in 1954 and sailed on the Great Lakes in the steward department. Brother Stansfield was buried at Dade Memorial Park in Miami. Among his survivors is his sister, Alice.



**Lester J. Carver**, 60, died of heart failure September 15. Born in New Orleans, he resided in Covington, La. at the time of his death. He joined the union in the Port of New York in 1952 and sailed in the engine department. Seafarer Carver served in the Marines from 1934 to 1940. He is survived by his wife, Eltie and his daughters, Barbara and Leona.



SIU Pensioner **Duncan Mackay**, 69, passed away August 28 after a long illness. A native of Scotland, he resided in Wyandotte, Mich. at the time of his death. Brother Mackay had sailed for over 35 years on the Great Lakes. He was buried at Toledo Memorial Park in Sylvania, Ohio. Among his survivors is his wife, Goldie.



SIU Pensioner **George N. White**, 65, died August 20 of heart disease. He was born in Jersey City, N.J. and resided in Waldwick, N.J. at the time of his death. He joined the union in the Port of New York in 1963. Brother White sailed in the deck department of the Railway Marine Region. He was buried at North Hardyston Cemetery in Hardyston Township, N.J. Among his survivors is his wife, Gertrude.



**Clarence W. Cobb**, 58, passed away October 4 of heart disease. A native of Tennessee, he was a resident of New Orleans at the time of his death. He joined the union there in 1941 and sailed in the steward department. Brother Cobb was buried at Masonic Cemetery in New Orleans. Among his survivors is his wife, Jeanne.



SIU Pensioner **Maurice C. McCatty**, 72, passed away May 2 after a short illness. He was a native of the British West Indies and resided in Boston, Mass. at the time of his death. He joined the union in that city in 1938 and sailed in the steward department. Among his survivors is his wife, Miriam.



**Merle E. Williams**, 56, passed away September 7 while serving aboard the *Steel Designer*. A native of Casper, Wyoming, he was a resident of La Crescenta, Cal. at the time of his death. He joined the SIU in 1966 in the Port of Wilmington and sailed in the deck department. Brother Williams was buried at sea. Among his survivors is his wife, Norrene.



SIU Pensioner **Michael Filosa**, 70, died of illness on September 13 at Coney Island Hospital in Brooklyn, N.Y. He was a life-long resident of Brooklyn. He joined the union in the Port of New York in 1947 and sailed in the deck department. Seafarer Filosa was buried at St. John's Cemetery in Queens, N.Y. Among his survivors is his wife, Philomena.



**Darrell L. Niffenegger**, 42, passed away July 15. A native of Watertown, S. Dakota, he was a resident of San Dimas, Cal. at the time of his death. He joined the union in 1967 in the Port of Wilmington and sailed in the deck department. Brother Niffenegger served in the Navy during the Korean War. Among his survivors is his wife, Marlene.



**John E. Mero**, 60, passed away August 30 after a long illness. He joined the union in 1961 in the Port of Ashtabula, Ohio. Brother Mero was a resident of that city at the time of his death. He had been sailing on the Great Lakes for over 20 years. He was buried at St. Joseph's Cemetery in Ashtabula. Among his survivors are his wife, Beatrice and his daughter, Arlene.



**Terrance L. Fox**, 26, accidentally lost his life September 28. He was a native of Kearney, Nebraska and resided in San Francisco at the time of his death. A graduate of the Harry Lundberg School of Seamanship, Brother Fox joined the union in the Port of New York in 1966 and sailed in the deck department. He was buried at the Noonan Mortuary in Denver, Colorado. Among his survivors are his sister, Sheryl Ann and his brother, Stuart.



**Joseph H. Roberts**, 61, passed away on October 16 after a short illness. A native of Arizona, he resided in Mobile, Ala. at the time of his death. Brother Roberts joined the union in 1952 in the Port of San Francisco and sailed in the engine department. He was buried at Pinecrest Cemetery in Mobile. Among his survivors is his wife, Adelaide.



**Stephen R. Mehringer**, 44, accidentally lost his life on August 6 while serving aboard the *SS Manhattan* in waters off the coast of Bangladesh. Born in China, he was a resident of Houston, Texas at the time of his death. Brother Mehringer joined the union in 1951 in the Port of Philadelphia and sailed in the deck department. Seafarer Mehringer was buried at sea on August 13. Among his survivors is his wife, Ruth.



## What They're Saying

John Hoppe



Several of my brother Seafarers have talked to me extolling the many virtues of the H.L.S.S. Being aware of the necessity of upgrading to insure my future employment in the new ships coming down the ways, I enrolled in the H.L.S.S. upgrading program, I might add reluctantly. From the moment I came aboard my attitude changed and changed rapidly. Comfortable does not completely describe my room. It is a large modern furnished and exceptionally clean room—this was my first pleasant surprise.

More years have passed than I care to recall since I last attended school. My fears were quickly dispelled in minutes in my first class. All my instructors showed exceptional patience and knowledge, and went out of their way to impart this knowledge to the students. I wish to thank each one of them for this.

I also learned what constitutes a good union brother. The hardships, decisions, and yes, the beating these early organizers withstood, so that I, and many other like myself could make a decent living in these surroundings. They have fought for and won many benefits which we enjoy every day. This school, which I am attending, is the finest Marine School in the nation, this is just one of the benefits.

These men are not nesting on their lands. They are fighting every-day in Congress around the bargaining tables to insure what has been gained will not be taken away and to improve the future of their brother seaman. My insurance policy is called SPAD.

## SIU Ship's Committee



**STEEL DESIGNER** (Isthmian)—From top to bottom the *Steel Designer's* committee includes: A. Maldonado, secretary-reporter; J. Diosco, educational director; F. Bodden, deck delegate; J. Bowman, ship's chairman; G. Jackson, steward delegate, and W. Brack, engine delegate.

## Questions Answered About Social Security

By A. A. Bernstein

**Q.** Because I'm retired, my 40-year-old daughter, who has been severely mentally retarded since birth, gets monthly social security checks on my record. She has just been given a job in the institution for the mentally retarded where she stays. The job pays 50 cents an hour and she only works a couple of hours each day. Do I need to notify social security about her work?

**A.** Yes. You should call, write, or visit your social security office immediately and notify them about your daughter's job. On the basis of the information you gave, it does not appear that your daughter's social security payments will be affected by her job, but the Social Security Administration must look into the situation carefully before a decision can be made.

**Q.** I am 25 years old. Because of a severe heart condition that began when I was 12, I have been getting monthly social security payments on my retired father's work record. A couple of months ago, I got married and, even though my heart condition has not changed, my monthly checks stopped. Can you tell me why my checks were stopped?

**A.** Your payments were stopped because of your marriage. Adults disabled in childhood can continue to get checks as long as they are dependent upon their parents. Because you married, however, you are no longer considered dependent upon your

parents, and, therefore you are not eligible to get monthly checks on your father's work record.

**Q.** I recently hear something about monthly social security payments for adults who have been severely disabled since childbirth. I'm 25 but I was severely hurt in a car accident when I was 16 and I'm not able to work. Since my father is going to retire this year and get social security payments, will I be eligible for payments, too?

**A.** You may be. Severely disabled adults who were disabled before 18 are eligible for monthly social security payments if a parent insured under social security retires, dies, or becomes severely disabled. Your father should ask about social security payments for you when he applies for his retirement benefits.

**Q.** I'm 19 and get monthly social security payments as a student. I have been forced to drop the number of courses I'm taking to 11 credit hours. My college considers 12 hours as the minimum for a full-time student. Will this cause my monthly checks to be reduced?

**A.** Your monthly payments will stop. Students can get social security payments only if they are in full-time attendance.

**Q.** I'm a 20-year-old college student getting monthly social security payments. I was recently suspended from school for 3 months, but I plan

to return to classes again at the end of my suspension. Will my monthly checks continue during my suspension period?

**A.** No, your payments will stop for the 3-month period of your suspension. Payments can not be made to a student for the period in which he is suspended during a school year. Your payments will start again when you return to fulltime attendance if you file a new claim and reestablish your entitlement to benefits.

**Q.** My husband, who's 66 and enrolled in Medicare, can't get monthly social security checks because he's still working full time and earning too much. I'm 62 and not working. Can I get a wife's payment on his record even though he isn't getting payments?

**A.** No. Since your husband is still working and is not getting monthly checks you cannot get monthly payments as a wife. However, you may be eligible for payments on your own social security record if you have had enough work over the years in jobs covered under social security.

**Q.** I'm planning to retire in January 1973. I heard that it takes about 6 to 9 months for social security to get my latest wages on their records. How can I be sure my most recent wages will be included in figuring my monthly payments?

**A.** When you apply for retirement payments, you should take a copy of your 1972 Statement of Earnings

(form W-2) to the social security office. On the basis of the form W-2, all of your creditable earnings for 1972 will be recorded to your record.

**Q.** I'm retired and getting monthly social security payments. My 30-year-old, mentally retarded son, who never worked, was also getting monthly checks on my work record until his death last month. Can I get a lump-sum payment from social security to help with his funeral expenses?

**A.** No. A lump sum payment is made only when the deceased person himself had enough work under social security to be insured on his own. Your son was getting monthly payments based on your work record under social security.

**Q.** My husband and I both get monthly social security retirement checks and have Medicare coverage. Last week, a woman who said she was from social security stopped in to see us and tried to talk us into taking out an additional health insurance policy. Does social security sell health insurance to supplement Medicare?

**A.** No. The Social Security Administration does not sell health insurance to supplement Medicare. The woman who visited you and your husband sounds like an imposter. Social security representatives have identification cards, showing their pictures and other identifying information. Always ask them for identification, and, if you are not satisfied, call any social security office.



## 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"/> | Ane 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-891               | 46 <input type="checkbox"/> | Leo Paradise, P-270           |
| 17 <input type="checkbox"/> | Thomas D. Foster, D-11           | 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.