



SEAFARERS LOG

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October 1972

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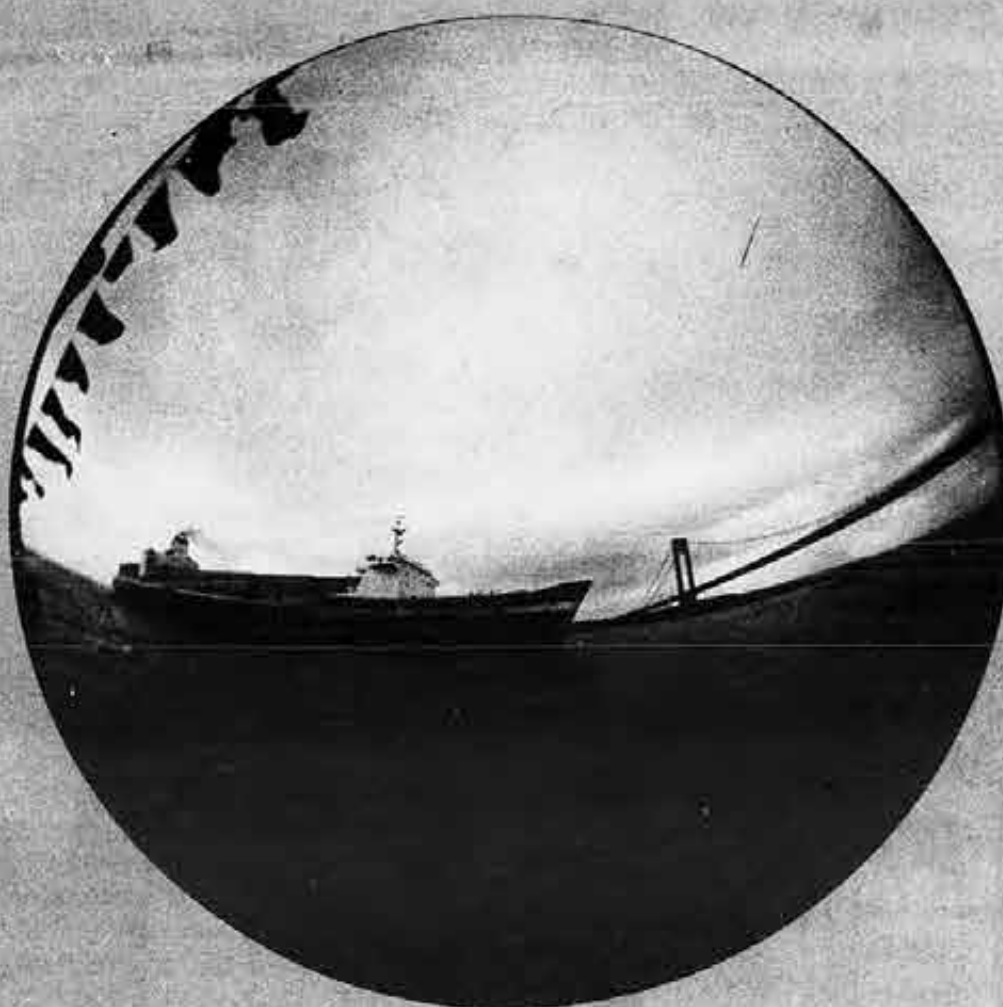
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Applications Now Open for Bosun Recertification Course, Committee

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

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

Members Establish Committee

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

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

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

Every bosun who meets these requirements may nominate himself or be nominated to serve on the Recertification Committee.

Selecting the Committee

On December 1, 1972, the day after the close of nominations, a special meeting will be held at

headquarters to elect a six man committee to pass on the credentials of nominees.

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

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

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

SIU Board Action On 1972 Elections

The SIU Executive Board on October 12 took the following action:

It recommended that all affiliates are free

1. To endorse the presidential candidate of their own choosing; with such endorsement being in the name of that affiliate; or
2. To maintain a position of neutrality, as they choose, and
3. That the President of the International may endorse either of the candidates or maintain a position of neutrality in the name of the International.

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

Following the tallying committee's report the seven bosuns who have been elected to the Recertification Committee will then be notified to report to SIU headquarters by January 8, 1973, to begin their study and review of all applications for participation in the program.

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

New Technology Coming

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

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

This is why the SIU's seniority upgrading program has made provision for a program that will produce highly qualified and fully certified bosuns. A list of those eligible appears on Page 20.

SEAFARERS' NEEDS—REPORT

Security in Unity

The maritime industry, by its very nature and as has been proven throughout history, has to struggle to preserve what it already has, and has to struggle even harder to move ahead.

Among our problems in this industry, we must meet head-on the pressures of worldwide competition of foreign-flag ships, many of which employ low-paid crews in comparably deplorable working conditions.

And government agencies, such as the State Department and the Department of Agriculture, are seeking to thwart the American merchant marine by not complying with Cargo Preference laws and simply ignoring U.S.-flag ships.

It's a proven fact that this country's merchant marine has suffered from neglect at the hands of its own government; it's a proven fact that this country's merchant marine, which was once the world's greatest maritime power, now carries only 5 percent of all U.S. imports and exports; and only recently has the American public begun to be aware of the plight of its merchant marine.

Yet despite all these obstacles, Seafarers have, by their unity of effort and purpose, made their union an effective instrument in fighting such encroachments and have enabled it to perform its basic function—protecting the jobs of the members.

Any SIU man who knows the history of the American seamen's movement knows that the only way to really protect himself adequately is to do it through a united effort. A union is only as strong as its members want it to be.

Throughout its history the SIU has been able to meet and weather the challenges which pose threats to the security of its members—only because of the solidarity of the members themselves. And it will continue to do so.

The maritime industry is now beginning to show signs of revival after all these years of neglect. And the SIU can stand proud in the realization that it has contributed immeasurably to this revitalization of American-flag shipping.

Its contributions were made possible only because of an understanding membership, which recognized the problems besetting the industry and was willing to seek solutions through collective deliberation and action.

Before any problem can be solved and defeated, we must first understand it. Our members have done just this. They have shown the willingness and patience to resolve and correct these problems through understanding.

With such an attitude and with such determination on the part of the membership, we can succeed in doing what the union is supposed to—provide job opportunities and security for the Seafarer and his family.



Paul Hall

Bilateral Agreement with Soviet Union Means 5,000 New American Jobs

A precedent-setting bilateral maritime trade agreement has been reached between the United States and the Soviet Union, an agreement which guarantees that one-third of all the cargoes between the two countries will be reserved for American-flag ships. The SIU and other maritime unions insisted on this specific provisions before they would agree to move any future cargoes to Russia.

(Full text of White House statement on the trade agreement appears on Page 5.)

The job-creating agreement between the Soviet Union and the United States that requires that a third of all ocean-going commerce between the nations be carried by American-flag vessels establishes a policy breakthrough that could lead to the complete revitaliza-

tion of the U.S. merchant fleet.

The agreement between the two world powers provides that a third of all U.S.-USSR oceanborne commerce will be transported by ships of each nation, with the remaining third being available to third-flag shippers.

An immediate impact is expected, since the Soviet Union is buying 17 million tons of grain from the United States. At least 5.5 million tons will be transported on American-flag vessels.

U.S. Secretary of Commerce Peter G. Peterson estimated that "at least 5,000" jobs will be created by the grain shipments alone for American seamen, longshoremen and shipyard workers.

In a statement that makes explicit the reasoning behind the bilateral trade agreement, Peterson said:

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

The SIU and the AFL-CIO Maritime Trades Department, along with other maritime unions, have been waging an intensive battle on Capitol Hill for several years in an effort to drive home the theory that the United States cannot be a first-class trading nation unless it has a first-class fleet.

Opens 40 Ports

The Soviet-American trade agreement opens 40 ports in each nation to commercial ships of the other country. Most of the major American ports on the East, West and Gulf Coasts and the Great Lakes are included.

This marks the first time that Soviet vessels can call upon East Coast and Great Lakes ports since 1963.

The grain agreement requires that the Soviet Union pay American ship-

pers a rate of \$8.05 a ton or 10 percent over the world shipping rate, whichever is greater.

The remainder of the cost will be covered by Federal operating subsidies made available to bulk carriers for the first time under the SIU-supported Merchant Marine Act of 1970.

Peterson, who was joined in the negotiations by Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, called the agreement "an indispensable first step in beginning the new era of expanded commerce with the Soviet Union."

Trade between the nations is expected to extend far beyond the shipment of grain.

The Soviet Union is expected to import massive amounts of machinery built by American workers—and export to the United States raw materials.

\$566.4 Million LNG Contracts Now Signed

Two multi-million dollar contracts for LNG ships to be built in U.S. yards were signed in September.

The first, for \$268.7 million, was awarded to the General Dynamics shipyards in Quincy, Mass., where three 125,000 cubic meter tankers will be produced for what is known as the Eascogas Project.

The other contract, for \$297.7 million, was awarded to the Newport News Shipbuilding and Drydock Co., which will build the first three of six expected LNG tankers for El Paso Natural Gas Co.

One of the signatories to the contract is the Maritime Administration which will grant subsidies of \$63.8 million to the Eascogas construction project, and another \$76.3 million to the El Paso shipbuilding project.

The six tankers will be the first built in U.S. yards, and are expected to play a major role in making the U.S.-flag a factor in shipping of liquefied natural gas a vital agent in planning for the nation's future energy needs.

A Reminder

Seafarers contacting SIU headquarters requesting permission to change the department aboard ship in which they have shipped and registered are reminded of the provision governing such change contained in the membership approved Shipping Rules dated June 16, 1972.

Article 1, Section B of the Shipping Rules reads as follows:

"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."

Headquarters urges every Seafarer to consider this provision before submitting a request for change of department.



A LASH vessel of the type Waterman has under construction.

Waterman Begins LASH Construction

The keel-laying for the S. S. *Robert E. Lee* (Waterman), a radically new cargo ship of the LASH design, a system which will dramatically change shipping concepts throughout the world, was held in September at Avondale Shipyards, Inc., in New Orleans, Louisiana.

The LASH (lighter aboard ship) vessels are single screw, steam turbine propelled general cargo ships incorporating the new concept of carrying lighters. Three of the new type vessels are being built for Waterman Steamship Corporation.

These vessels will replace vessels built after World War II, and will be used from the Gulf of Mexico and the East coast to the Red Sea, Persian Gulf, India, Pakistan and Bangladesh. Waterman Steamship Corporation, with the larger more productive LASH vessels, hopes to increase tonnage in those areas.

The *Robert E. Lee*, the first ship for Waterman Steamship Corporation to

be built under the Merchant Marine Act of 1970, will have a length of 893 feet 4 inches, including cantilever stern, a beam of 100 feet and a deadweight capacity of 40,000 long tons. Each ship will be powered by a steam turbine generating 32,000 shaft horsepower giving a speed of 22 knots and will carry 89 lighters.

The *Robert E. Lee*, which will permit rapid shuttling of high speed carriers with a minimum of costly port delays for shippers, utilizes the piggy-back principle. General cargo will be loaded or unloaded from barges, or lighters, rather than into the vessel itself.

When a vessel arrives in port, the preloaded lighters will be lifted aboard thus eliminating the necessity of any lengthy time in port. All barges will be loaded or unloaded without benefit of any additional port handling gear.

Various company and government officials participated in the keel-laying ceremonies.

MSC-Hudson Pact Means New SIU Jobs

New job opportunities for Seafarers will result from the Military Sealift Command's (MSC) selection of Hudson Waterways Corp., an SIU-contracted company, to operate a fleet of 13 government-owned tankers for the next five years.

The company, a wholly owned subsidiary of Seatrain Lines, Inc., will assume operations of each of the ships as they reach port.

The tankers will operate worldwide under MSC control, delivering petroleum products for Department of Defense organizations.

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

As a result of this development more than 500 new job opportunities will be available to Seafarers who will man the vessels.

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

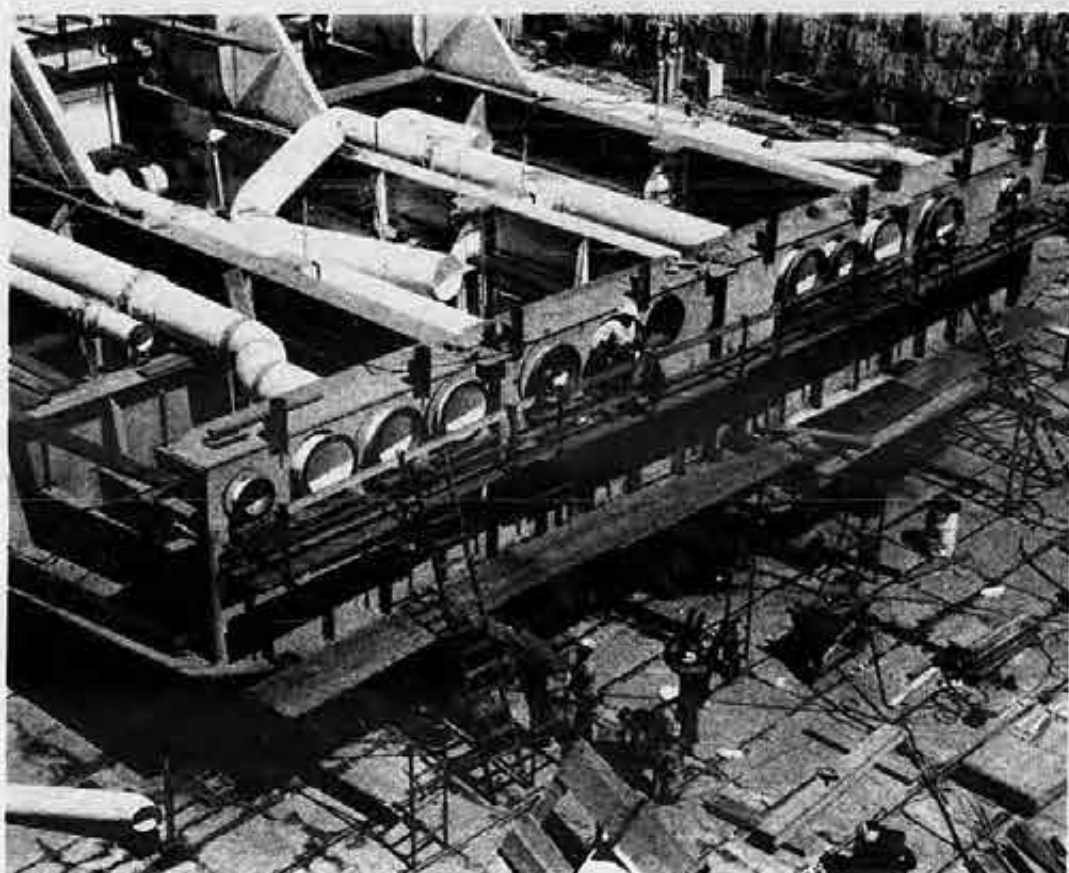
MSC is expecting delivery in 1974 and 1975 of nine new tankers to replace some of the older ships in the current fleet.

The MSC-Hudson agreement is but one in a series of developments by SIU-controlled companies that are securing jobs for the future.

Many of the new ships being constructed by SIU-contracted operators are being built with the help of Federal subsidies that became available under the Merchant Marine Act of 1970—a legislative landmark in U.S. maritime history. The SIU was among the leading supporters of the bill.

Money Due?

Seafarers who are due retroactive wages for voyages aboard contracted vessels after June 16, 1972, prior to approval of the new SIU contract by the pay board should immediately contact the company by whom they were employed or SIU headquarters to secure these back wages.



Subsidies approved by Congress will go to construction of ships like the one on the ways here.

Congress Approves New Maritime Bill

Congress provided a major boost for the maritime industry when it placed its stamp of approval on a measure that will enable the Maritime Administration to further its program for revitalization of American shipbuilding.

In last-minute action, both the House and the Senate passed a supplemental appropriation of \$175 million that the Nixon Administration had requested for Federal government subsidies for the construction of new vessels under the terms of the Merchant Marine Act of 1970.

The supplemental appropriation was requested because the previous \$250 million that had been approved for shipbuilding subsidies had been nearly depleted as the drive to modernize America's merchant marine began to take hold.

Maritime Administrator and Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell made an urgent appeal to Congress for the additional funds.

Five More LNG's

Blackwell told the House Merchant Marine and Fisheries Committee that without the supplemental appropriation, "we will risk losing the momentum which has been achieved in the ship construction program."

The new funds, the Administration said, would be used to assist in the construction of several ships, including five more liquefied natural gas carriers, two ore-bulk-oil ships and a roll-on, roll-off vessel.

Blackwell said that with the sup-

plemental appropriation, he expected that contracts would be completed for all eight of the ships by next June 30.

The Administration in June announced that contracts had been signed providing for Federal subsidies to aid in the construction of 16 new vessels costing a total of \$660 million. The subsidies amounted to \$284 million.

President Nixon, at the time of the signing of the massive shipbuilding contract package, said the action was part of a new program designed "to restore our merchant marine to a vigorous, competitive position on the high seas, and to restore employment and profit in shipping and shipbuilding industries at home."

"The Administration has a firm commitment, which we are fulfilling, to restore the U.S. to the rank of a first-class maritime power," the President asserted.

New Job Openings

The Administration reported that the additional shipbuilding that will be generated by the supplemental appropriation will provide an estimated 31,000 man-years of employment in American shipyards.

The ships, as they are completed, will add substantially to the number of job opportunities available for seamen, as well.

With the ships that are expected to be built with the aid of the supplemental appropriation will bring to 36 the number of new vessels contracted for under the terms of the Merchant Marine Act of 1970.

House to Act on Fishing Bill

A bill that would impose a \$1,000 fine on Canadian surplus fishing ships that crown Alaskan fishing grounds has been favorably reported to the House of Representatives by the House Merchant Marine and Fisheries Committee.

The bill, sponsored by Rep. Nicholas Begich (D.-Alaska), is meant to

curtail use of surplus ships sold by the Canadian government with a restriction that they can not be used for fishing in Canadian waters.

Rep. Begich said these vessels, "immediately turn up in Alaska where they overcrowd the already crowded Alaska waters, and make it impossible for Alaskan fishermen to earn a living."

LEGISLATIVE REPORT



By B. ROCKER

Both houses of Congress have been meeting in evening sessions recently in an attempt to act on some of the important legislation still pending.

As we go to press, the Senate is engaged in a filibuster to prevent the Consumer Protection Agency bill from coming to a vote. Filibuster may be used in the Senate—but not in the House—to prevent a vote. A Senator representing a minority position may talk about anything, once he gets the floor.

Debate can only be limited by cloture. Sixteen members must sign a petition for cloture motion, and two-thirds of the Senators present must vote for cloture, which limits each speaker to one hour of debate on the proposed bill, ending the filibuster. There have already been three cloture votes, but non giving the necessary two-thirds vote. Cloture has been successful only six times in the history of the Senate, so the bill is almost surely doomed for this session.

An \$18.5 billion Social Security and welfare bill has passed the Senate and will now go to conference with the House.

Different versions of the minimum wage bill have passed both houses and are scheduled to go to a conference committee to resolve the differences. Coverage is still in doubt for many workers who wages are below the poverty line.

The Senate version of the bill gives greater coverage to domestics and other workers as well as a higher minimum to teen age workers.

The energy crisis, which has long been a matter of concern to Seafarers, is under investigation in at least five committees in Congress.

The problems are numerous. We are using more energy at an ever-increasing rate. There are more people and they make greater demands on the reserves. We now import 25 percent of our oil; by 1985, that figure will become more dependent on supplies from Venezuela and the Middle East, and we will be dependent on foreign-flag ships to transport that oil.

Therefore, cargo preference will be one of the major goals for SIU when the new Congress convenes in January.

Our representatives are preparing for "Round Two" in this effort to protect our supply, our economy, and our jobs.

Just before adjournment, Congress passed an additional \$175 million for shipbuilding for fiscal year 1973. The Maritime Administration had requested the supplemental appropriation. For details, see page 3.

Shipbuilding Loan Guarantees

Title XI of the Merchant Marine Act of 1936 provides for merchant shipbuilding loan guarantees, and is administered by the Maritime Administration, under the Commerce Department.

A new bill, S.3001, the Federal Financing Bank Act, would place responsibility for Title XI under the Treasury Department and would require an annual authorization by the Office of Management and Budget, causing a delay in obtaining funds through the maze of bureaucratic structure. The result would be a slow-down in the shipbuilding program, just when it has begun to flourish.

Therefore we have submitted a statement to the House Ways and Means Committee, where S.3001 is being considered, and have stated strong objections to these provisions of the bill. Chairman Mills has indicated in the hearings that the bill will be amended to remove these restrictions.

PHS Hospitals

H.R. 16755, to amend the Public Health Service Act, has been reported out of the House Interstate and Foreign Commerce Committee and now goes to the floor of the House.

Some of the provisions in the companion Senate bill have been deleted from the House bill so that it is far less specific in alternative health care coverage if a hospital is closed.

As soon as action is completed in the House, a conference committee will be appointed to work out the differences in the two versions of the bill.

SIU representatives will be working with conferees and their staffs to retain and improve the hospitals and their services.

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.

Full Text of White House Statement On U.S.-Soviet Shipping Agreement

Following is the full text of a statement issued from The White House on the occasion of the signing of the bilateral shipping agreement for grain cargoes between the U.S. and the Soviet Union.

A major maritime agreement with the Soviet Union was signed today by U.S. Secretary of Commerce Peter G. Peterson and the Minister of Merchant Marine of the Union of Soviet Socialist Republics Timofey B. Guzenko. This Agreement represents another necessary link in the establishment of an expanding commercial relationship with the Soviet Union.

The negotiations which culminated in this Agreement were initiated in the latter part of 1971, and have been the subject of a series of meetings in Washington and Moscow throughout 1972.

By providing a broad framework and a clear set of ground rules for maritime activities between the two countries, this Agreement is an important step toward normalizing and expanding maritime relationships between the United States and the Soviet Union.

OBJECTIVES

The Agreement has two basic objectives; first, to open the channels of maritime commerce between the two nations by opening major U.S. and Soviet commercial ports to calls by specified kinds of U.S. flag and Soviet-flag vessels the opportunity to participate equally and substantially in the carriage of all cargoes moving by sea between the two nations.

SALIENT POINTS OF THE AGREEMENT

Port Access. The Agreement provides access to specified Soviet and United States ports to flag vessels of both countries engaged in commercial maritime shipping and merchant marine training activities. Under the Agreement, 40 ports in each nation are open to access by vessels of the other nation upon four days' advance notice to the appropriate authorities. The selection of the ports was based on commercial considerations, reasonable reciprocity and protection of national security interests. The U.S. ports open to access by Soviet vessels are:

Astoria, Oregon	Los Angeles (including San Pedro, Wilmington, Terminal Island), California
Baltimore, Maryland	Milwaukee, Wisconsin
Baton Rouge, Louisiana	Mobile, Alabama
Bay City, Michigan	New Orleans, Louisiana
Beaumont, Texas	New York (New York and New Jersey parts of the Port of New York Authority), New York
Bellingham, Washington	Olympia, Washington
Brownsville, Texas	Philadelphia, Pennsylvania
Burnside, Louisiana	(including Camden, New Jersey)
Chicago, Illinois	Ponce, Puerto Rico
Cleveland, Ohio	Port Arthur, Texas
Coos Bay (including North Bend), Oregon	Portland (including Vancouver, Washington), Oregon
Corpus Christi, Texas	Sacramento, California
Duluth, Minnesota	San Francisco (including Alameda, Oakland, Berkeley, Richmond), California
Superior, Wisconsin	Savannah, Georgia
Erie, Pennsylvania	Seattle, Washington
Eureka, California	Skagway, Alaska
Everett, Washington	Tacoma, Washington
Galveston/Texas City, Texas	Tampa, Florida
Honolulu, Hawaii	Toledo, Ohio
Houston, Texas	
Kenosha, Wisconsin	
Long Beach, California	
Longview, Washington	

While the four-day notice requirement is more than the normal 24-hour notice period applicable to commercial vessels, it is substantially less restrictive than the 14-day advance request requirement now applied by the United States to Soviet vessels and the 14-day advance request required by the U.S.S.R. for U.S. vessels. Entry of vessels to ports not specified in the Agreement will continue to be permitted in accordance with existing rules and regulations, i.e., the 14-day prior request provisions will still apply. Requests for entry by Soviet vessels to U.S. ports not specified in the Agreement must be made of the Department of State, Washington, D.C., and must be accompanied by an itinerary complete with ports of call and dates. Maritime training vessels and hydrographic and other research vessels may enter the ports only for purposes of resupply, rest, crew changes, minor repairs and other services normally provided in such ports.

The Agreement does not involve any concessions in the policy of the United States with respect to ships which have called on Cuban, North Vietnam or North Korean ports. Soviet vessels which have called or will call on Cuba, North Vietnam, or North Korea will not be permitted to bunker in U.S. ports and Soviet vessels which have called on Cuba or North Vietnam will not be permitted to load or unload in U.S. ports government-financed cargoes such as grains sold on Commodity Credit Corporation credit terms.

In addition, the Agreement contemplates the access of initially 81 U.S. and 50 Soviet vessels engaged in hydrographic, oceanographic, meteorological or terrestrial magnetic field research of a civilian nature. The Agreement does not include vessels engaged in fishing or related activities since these matters are covered by separate agreements; nor

does it include warships or vessels carrying out state functions other than those mentioned above. It is not intended to cover any liquefied natural gas trade which may develop between the nations.

TONNAGE DUTIES

Under the Agreement, neither nation shall charge vessels of the other tonnage duties which exceed duties charged to vessels of other nations in like situations.

EQUAL AND SUBSTANTIAL SHARING

The Agreement sets forth the intention of both governments that the national-flag vessels of each country will each carry equal and substantial shares of the oceanborne commerce between the two nations. At the same time the Agreement recognizes the policy of both the United States and the Soviet Union with respect to participation in its trade by third-flag vessels.

The intention that a substantial share of the trade between the two nations will be carried by each national flag merchant marine is defined as meaning that the national-flag vessels of each nation will have the opportunity to carry not less than one-third of all cargoes moving in whole or in part by sea between the two nations, whether by direct movement or by transshipment through third countries. In the case of grain shipments, the one-third requirement is to be applied retroactively to all shipments since July 1, 1972.

Equal share of the trade between the two nations is measured on the basis of U.S. dollar freight value of cargo carryings by the national-flag vessels of each party during each calendar year accounting period. Special accounting procedures are established to determine on a uniform basis the U.S. dollar freight value of cargo carryings and to protect against the possibility of disparities caused by the undervaluing of freight rates to increase the volume of cargo carried. These procedures are also designed to permit continuous monitoring so as to maintain parity of carriage throughout the accounting period. Cargoes carried in liner vessels and bulk cargoes carried in nonliner service are accounted for separately under the Agreement due to the difference in the methods of establishing freight rates.

The opportunity for carriage of equal and substantial shares of the trade between the two nations by national-flag ships is to be assured by the routing of controlled cargoes; i.e., cargoes with respect to which entities of either government have the power to designate the carriage. On the U.S. side, this includes only those cargoes which are subject to U.S. government control under our cargo preference laws. On the Soviet side, all exports and imports for which entities of the U.S.S.R. have or could have the power at any time to designate the carrier are included.

Recognition has been given to the practical commercial consideration that vessels of either nation may not be available to carry the amount of cargo to which they are entitled under the principles of the Agreement. Under such circumstances, a limited variance from the equal and substantial sharing rules is provided. Such variance is permitted where the cargo was offered on reasonable terms and conditions and where the unavailability of national-flag carriers is certified by a representative of the U.S. Maritime Administration or U.S.S.R. Ministry of Merchant Marine, as the case may be. Even though unavailability has been certified by the appropriate representative, there is still an obligation to continue to offer controlled cargo to restore the one-third share if possible within the same calendar year.

Freight Rates. The matter of freight rates to be paid to U.S. vessels is an important provision of the Agreement. With respect to liner service, U.S.-flag carriers should face no significant problems because U.S. vessels can participate in this trade under the conference-rate system with the assistance of the U.S. operating subsidy program. Rates for shipment of bulk cargo, such as grain, however, present a different situation. Bulk cargo is shipped in world trade under charter rates which are set in competition with ships of nations with far lower costs than American ships. The United States has never before had a subsidy system which permit its vessels to compete in the bulk grain trade, although such a subsidy system was legislatively authorized in 1970. In lieu of a subsidy system for bulk cargo, there were regulations which required shipments of grain to the Soviet Union to move 50% in U.S.-flag vessels. This, however, never resulted in significant carriage for U.S. vessels. Freight rates are a substantial part of the cost of grain and without subsidy the rates charged by U.S.-flag carriers increased the cost of grain beyond the level buyers were willing to pay.

Under the Agreement, the two governments have worked

out rate provisions for two categories of bulk cargo to be carried by U.S. vessels.

For nonagricultural bulk cargoes, the Agreement in essence provides that American vessels shall be paid in each year the average of the freight rate for that category of cargo on the route in question over the prior three calendar years.

The other and far more important category of charter rates is for agricultural commodities and products. With respect to these cargoes the Soviet Union will offer to United States vessels the higher of:

1. A rate computed on the 3-year average formula described above for the years 1969, 1970, and 1971. This rate for the route most expected to be used for the current grain sales is \$8.05 per ton for wheat and other heavy grains, or

2. 110 per cent of the current market rates for the shipment involved.

In addition to these provisions, for agricultural cargo the Soviet Union has also agreed to terms relating to unloading ships in the Soviet Union which are more favorable to United States vessels than would otherwise apply in this trade. Our maritime experts estimate these special terms represent a reduction from typical rates of at least \$1.75 per ton.

These special provisions for rates on agricultural cargo apply through June 30, 1973, by which time the parties will negotiate future rates. This will permit review of the actual workings of this rate system near the close of the current unusual grain shipment season.

TERM OF AGREEMENT

The Agreement remains in force through 1975, subject to earlier termination by either party on 90 days' notice.

UNITED STATES SUBSIDY

Although not part of the Agreement, a necessary part of achieving its objectives is that the United States pay a subsidy to its own vessels in the carriage of agricultural cargo. This is not a financial advantage to the Soviet Union since it could carry all this cargo in its own vessels or third-flag vessels at lower costs than it will pay United States vessels. The combination of higher than market charter rates, and favorable terms for unloading, afforded U.S.-flag vessels reduces the subsidy costs.

The subsidy system, to be published shortly, is authorized under the Merchant Marine Act of 1970. Because the ships which will be involved in this trade, unlike U.S.-flag vessels carrying freight in the liner trade, have not received United States construction subsidies, the subsidy to be provided will take into account the amount by which U.S. construction costs exceed foreign construction costs. In order to keep the subsidy at a minimum, it has basically been designed to create no more than a break-even situation at \$8.05 for most ships which will be likely to participate. The estimated subsidy paid to vessels carrying agricultural cargo under the Agreement will be in the range of \$8.00 to \$10.00 a ton, if market rates stay in the range of \$9.00 to \$11.00 a ton, which compares to the current subsidy of about \$19.00 per ton on PL-480 grain shipments.

Among provisions limiting the subsidy paid for movements under the Agreement will be the following:

1. Where market rates exceed the \$8.05, all of the excess paid by the Soviet Union, over market (i.e., 10% premium) is used to reduce the subsidy;

2. When the market rate is \$9.00 or more, a substantial part of the amount over \$9.00 will be used to reduce the subsidy;

3. Each subsidy contract will have a re-negotiation clause to ensure that no excess profits are made.

The exact amount of subsidy which will be involved with respect to carrying the American share of the grain cargo is difficult to predict with precision because it depends on factors such as: (1) the volume of the Soviet grain trade actually carried by U.S. ships which will be reduced to the extent that more attractive carriage is available (such as PL-480 or oil); (2) the level of market rates, since the U.S. subsidy paid will be substantially reduced as market rates go up.

PUBLIC AVAILABILITY OF THE AGREEMENT

A copy of the Agreement, Annexes, and the exchange of letters with respect to the bulk commodity rates is publicly available.

How's Your Trivia?

Here is the first of a number of quizzes on items of interest to Seafarers, that will be published from time to time in the SEAFARERS LOG.

This is an important presidential election year. We are well informed of the present candidates, but how much do we know of past administrations?

Here are some guidelines for scoring your answers.

Number

- 9 or 10 WOW! (did you cheat?)
- 7 or 8 You should be a history teacher.
- 5 or 6 Very good, but not Wow.
- 3 or 4 Not bad.
- 1 or 2 Could be improved.
- 0 You played hooky too much.

Questions

1. What state has produced more presidents than any other?
2. Who was the 13th President of the United States?
3. Can you name the one and only president, who never married?
4. Which president had more children than any other?
5. Which President served the shortest term of office?
6. Four Presidents have been assassinated while in office. Can you name them?
7. Who was Richard Nixon's

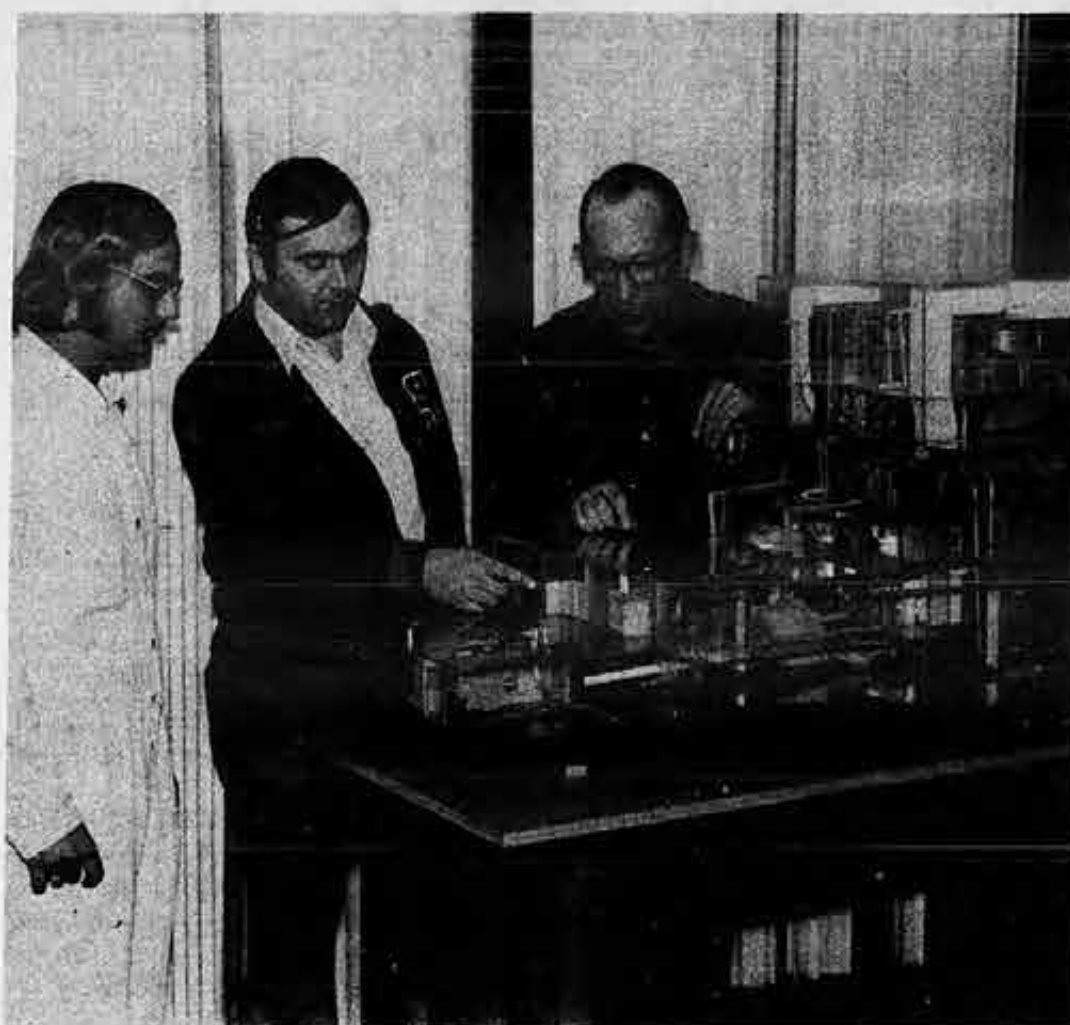
running mate in the 1960 election?

8. Can you name the Vice President, who was serving in office, while at the same time, under indictment for murder?
9. Which President received the most popular votes in an election?
10. What state produced the most Vice Presidents?

Answers

1. The state of Virginia has produced 8 Presidents.
2. Millard Fillmore, 1850-1853.
3. James Buchanan 1857-1861; never married.
4. William Henry Harrison had 10 children (6 sons & 4 daughters) by two marriages.
5. William Henry Harrison served just 3 months in office before he died, January 1, 1841.
6. Abraham Lincoln, William McKinley, James Garfield, and John F. Kennedy.
7. Henry Cabot Lodge.
8. Aaron Burr (Vice President under Jefferson) for the murder of Alexander Hamilton in a duel.
9. Lyndon Johnson 1964. It was 43,129,484, against Barry Goldwater.
10. New York has produced eight Vice Presidents.

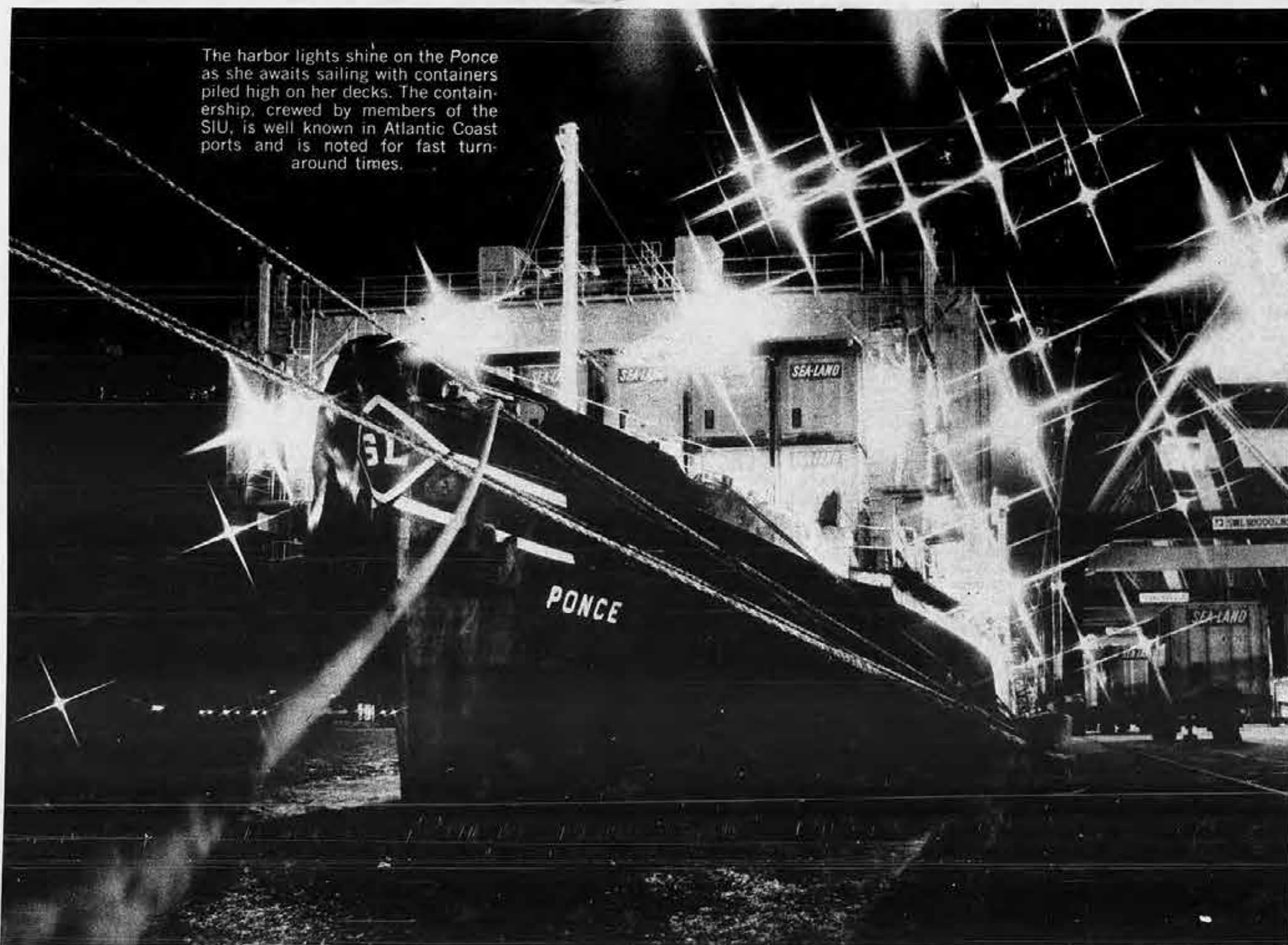
Upgrader at Piney Point



Kevin Conklin, left, became the first Lundeberg School graduate to achieve a QMED rating at the Upgrading Center in Piney Point when he secured endorsements for Reefer Engineer, Electrician, Junior Engineer, Deck Engineer, and Pumpman. Seafarer Conklin needed only six weeks to pass the exams for the five endorsements. Robert Kalmus, Director of Vocational Education at the Lundeberg School, and James Aelick, engine instructor, point out the engine-room layout of the new SL-7. Seafarer Conklin is now sailing aboard the S.S. Galloway, the first of this new class of containership being built for Sealand Services.

Ponce Shines in the Harbor Lights

The harbor lights shine on the Ponce as she awaits sailing with containers piled high on her decks. The containership, crewed by members of the SIU, is well known in Atlantic Coast ports and is noted for fast turnaround times.



Seafarers Help 104 Flee Burning Ship

One hundred and four passengers and crewmembers, forced to hurriedly abandon the fire-ravaged Liberian freighter *Oriental Warrior* in the South Atlantic on May 25th, were perilously stranded in their lifeboats until the SIU-manned containership *Warrior* rushed to their aid.

On the first leg of a voyage from Savannah to the Far East, the Liberian registered *Oriental Warrior*, a 537-foot combination cargo-passenger vessel, was gutted by fire when a piston ruptured in her engine room, splashing oil on hot exhaust pipes nearby. The fire spread so rapidly throughout the midsection and superstructure of the ship that the order was given to abandon her some 30 miles off the coast of Florida.

In one of those coincidences that sometimes plays a part in dramatic moments at sea, the SIU-manned *Warrior* happened on the scene of the disaster just a few minutes after those aboard the stricken ship had donned their life jackets and lowered lifeboats in preparation for the uncertain task of surviving in the open sea.

The SIU-manned *Warrior*, a frequent visitor to the Port of Jacksonville, was on a coastwise voyage and first sighted the burning *Oriental Warrior* at approximately 11 a.m. Seafarers on the decks of the *Warrior* could clearly see the foreign-flag vessel smoking heavily on the horizon.

Smooth Response

A general alarm was immediately sounded and Seafarers responded to the command with clocklike precision. Within seconds, all hands were at their emergency stations and ready to conduct rescue operations.

Eloris Tart, steward aboard the *Warrior*, could see that several of the lifeboats had already been launched.

"Heavy smoke and some flames were rising from the ship's midsection," recalls Tart.

The 449-foot long SIU-contracted ship, capable of a top speed of 15 knots, was now straining to quickly close the open water gap between herself and the ship on the horizon.

Disregarding the possibility that the burning ship might be carrying a potentially explosive cargo or the fact that the fire might at any moment touch off its fuel tanks, the SIU ship moved in as close as she could.

Lifeboats, laden with passengers and crewmembers alike, dotted the waters.

The *Warrior's* deck department, spearheaded by Bosun Barney Swearingen, and beefed-up by Seafarers from the engine and steward departments, worked smoothly to safely transfer the stranded passengers and crewmembers from their tiny lifeboats to the huge containership.

The task of transferring the 104 persons was a delicate operation requiring the utmost in seamanship and teamwork, but within minutes, all were aboard the *Warrior*. She turned about quickly to get out of the vicinity and away from the danger of an explosion.

Rescue operations went so smoothly that the only really anxious moment occurred when a physically handicapped passenger had to be brought aboard in a stretcher.

Vivid Memories

The rescued passengers and crewmembers remained aboard the *Warrior* until they were dropped off at the U.S. Coast Guard Station at Mayport, Fla. During their stay aboard the SIU ship they received food and some dry clothing from Seafarers and expressed their thanks to those aboard for their quick action.

Recalling his thoughts after the rescue, Brother Tart noted in a letter to the LOG:

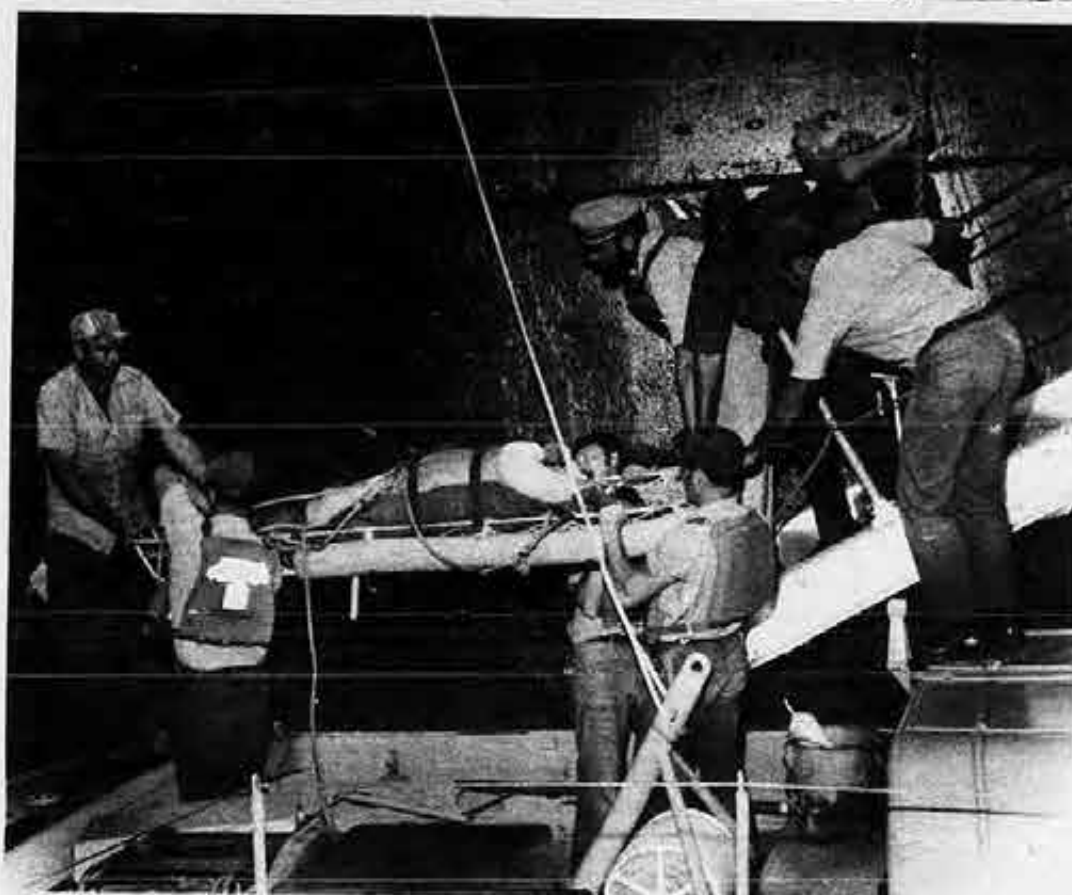
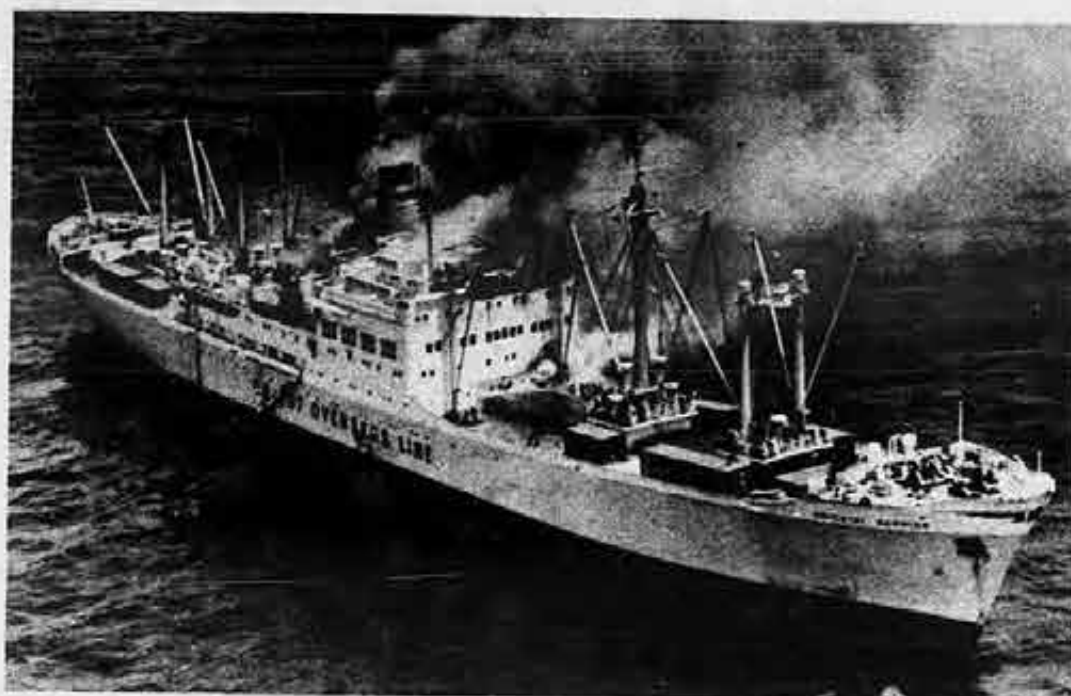
"Having gone through the 'Hells' of World War II, I saw ships go down in flame and smoke within minutes of being hit. The sight of

the *Oriental Warrior* burning at sea brought back these memories and made it clear that fast action was necessary. It's something you never forget.

"After the rescue, I spent a moment in my cabin and said a prayer of thanks for the fact that everything went smoothly and no one was lost or hurt," said Tart.

Smoke visible for miles rises from the midsection of the *Oriental Warrior*, a Liberian-flag passenger ship which burned 55 miles from Daytona, Fla. A total of 104 passengers and crewmembers were rescued from the stricken ship by the SIU crew of the *Warrior*, which was in the area when the fire started.

Seafarer Ronald Canady, left, an able seaman aboard the SIU-contracted *Warrior*, assists as a disabled passenger of the *Oriental Warrior* is taken aboard a Coast Guard launch for return to shore. Passengers and crew of the Liberian-flag *Oriental Warrior* were rescued by the Sea-Land *Warrior's* crew after a fire at sea.



Huddled on the fantail of the SIU-contracted *Warrior*, passengers and crewmembers of the stricken *Oriental Warrior* are dwarfed by cargo containers. The *Warrior* crew rescued 104 persons from the burning Liberian-flag passenger vessel. The dramatic rescue occurred off the Florida coast.

Boston Ships' Committee



BOSTON (Sea-Land)—From left aboard the Boston in Port Elizabeth, New Jersey are: R. Lanove, educational director; S. Schuyler, secretary-reporter; J. Slayton, engine delegate; H. Benner, steward delegate, and J. Vega, ship's chairman.

Labor Angered By Wage Bill Stall

Labor leaders leveled bitter attacks at "reactionaries" in Congress after the House of Representatives refused to send its minimum-wage bill to conference with the Senate.

The House, through a team-up of Republicans and Southern Democrats, voted 196-188 against the motion to let the House version of a minimum-wage hike be subjected to a conference with a Senate-passed measure.

Representative Carl D. Perkins (D-Ky.), Labor Committee chairman, who lost an earlier try at getting the bill to conference feared the latest rebuff would kill minimum wage legislation for this session.

The Senate bill, backed by labor, would raise the present \$1.60 an hour minimum to \$2.20 over two years and extend coverage to six million more workers, including domestics and state and local government employees. The Senate also would raise the minimum for factory-farm workers to \$2.20 over three years.

The House bill would raise the overall minimum to \$2 an hour. It would not extend coverage or increase the farm workers minimum. It also includes a provision sought by President Nixon to let employers hire 16-

and 17-year-old youths at a special \$1.60 wage.

AFL-CIO President George Meany pointed out that opponents of a "decent minimum wage" required a guarantee that this sub-minimum would be in the final bill approved by Congress as "the price" for allowing the House bill to go to conference.

"We rejected this outrageous demand," Meany said. "It is obvious that it would do nothing to improve the American standard of living. Rather it would subsidize America's worst employers, who would fire fathers to hire sons and pocket a 40-cent-an-hour differential."

Promising that the AFL-CIO "will not let this issue drop," Meany said that the death of minimum wage legislation is a clear reason why unions must work for the defeat of "reactionary members of the House who voted for an intolerable position."

In other developments:

- President David Selden of the American Federation of Teachers blamed the Republican leadership in the House, supported by the Administration for keeping the House bill from conference. He charged that the situation exposes the "true plans for working people if President Nixon is re-elected."

- President Jerry Wurf of the State, County and Municipal Employees characterized the House's hold-back as a "slap in the face" for public employees.

Representative John Dent (R-Pa.), a strong opponent of the youth sub-minimum, said the "conglomerate restaurants" were the main lobbyists in the House to prevent a conference. He identified "McDonald's hamburger shops" as the chief contact for all of the conglomerates opposing the Senate bill.

Danish P.M. A Union Man

The former head of Denmark's largest labor union, Anker Joergensen, has been formally appointed by Queen Margrethe as that country's prime minister.

A relative political unknown until his appointment, Joergensen had been serving as chairman of the General Workers union.

NLRB Seen Drifting Away From Workers

The steady drift of the National Labor Relations Board to what amounts to a form of compulsory arbitration in many cases has produced a sharp split in the five-man Board between recent appointees and two holdovers from the Johnson-Kennedy Administrations.

At issue is whether certain types of cases should be decided by arbitration rather than by the processes of the Board itself which set, by statute, the rights of workers to the protection of the National Labor Relations Act.

Latest case which has brought a 3-to-2 split decision involved Local 2212 of the Steelworkers and Joseph T. Ryerson & Sons, a metal works of Cleveland Ohio. It involved threats of a reprisal against a union official who was accused of doing union grievance work while on the job. A Trial Examiner found the company guilty of an unfair labor practice in the effort to discourage the official's union activities.

The three recent appointees to the Board—Chairman Edward B. Miller and Members Ralph E. Kennedy and John A. Penello—reversed the trial examiner and dismissed the case against the company on condition that the case be decided "by amicable settlement in the grievance procedure or submitted promptly to arbitration."

In effect, in many cases, a worker who complains against his employer can either settle his grievance "amicably" or accept arbitration. If he doesn't, his complaint will be dismissed.

This is in line with the Board's "Collyer" decision of last year, the reasoning of the majority being that many cases should be decided through

arbitration rather than through Board decisions.

This new approach has been consistently opposed by members John H. Fanning and Howard Jenkins, Jr., both holdovers from the Johnson-Kennedy Administrations and both slated to end their terms within the coming year.

In their latest dissent Fanning and Jenkins insisted that the new arbitration line taken by the majority holds the grave threat that rights guaranteed workers by law under the NLRA will be lost to workers through an arbitration procedure limited to strictly contract provisions and their interpretation.

They declared that if an arbitrator interprets the clauses in a contract "to prohibit conduct which the Act permits and protects, or to permit conduct which the Act prescribes . . . as he may well be compelled to do, then the statute is subverted."

Analyzing the procedures laid down by the majority, Fanning and Jenkins declared:

"There is therefore no assurance that Beasley (James Beasley, the complainant) will ever receive the decision on his statutory rights to which he is entitled, for there is no assurance that the arbitrator will or can interpret the contract clause to coincide with the reach of the statute, or that if he fails to do so the majority will then review his action to rectify such failure."

"The final not of irony in the Kafkaesque scenario created by the 'fundamental soundness' of the majority's Collyer principle is that Beasley is done in by the same grievance-arbitration machinery which he was endeavoring to employ and apply," they concluded.

Upgrader at Piney Point



Seafarer James Bennett became the first SIU member to achieve a high school diploma at the SIU educational center in Piney Point. Seafarer Bennett, who sails AB, is seen here as he accepted his diploma from Lundeborg School Director of Education Hazel Brown at graduation ceremonies held last month. Three more Seafarers are presently studying for their examinations at the school, and will be taking the GED tests this month.

1,600 Attend LNG Conference

It is rapidly becoming apparent that LNG transportation is to be the so-called glamour shipping industry of the 1970's. From its small beginning only 10 years ago, liquefied gas energy is growing into a worldwide business.

The United States today is becoming increasingly dependent on imported energy. Domestic reserves of petroleum and natural gas are rapidly declining. Thus, in the next several years the U.S. will have to face the prospect of doubling or tripling its import of all type of fuel. This is especially true in regard to liquefied natural gas, the cleanest and most desirable of all U.S. energy fuels.

This potential growth in LNG was highlighted at a recent conference in Washington that drew over 1,600 participants. The meeting, which lasted four days, was dedicated to the discussion of LNG technology and new developments.

Called the 3rd International Conference on Liquefied Natural Gas, the conference featured the presentation of 119 papers on all phases of LNG projects. Experts on liquefied gas from around the world attended. The aim of the conference was to exchange ideas and information on the growth of LNG and to look ahead to future LNG trades. All of the participants were unanimous in foreseeing great promise for LNG.

Two main reasons were given for this favorable growth forecast were:

- The great demand worldwide for additional energy supplies, in the developed nations of the world.

- The inability of the energy supplies in developed countries, particularly the U.S., to keep up with this rising demand for energy.

LNG has thus come of age around the world. It is now recognized that this energy source will be one of the most significant new sources of fuel available to developed nations. And in spite of the high cost of developing and shipping LNG, it is still a bargain compared to other, more exotic fuel sources.

LNG's Future in U.S.

The first day's sessions at LNG-3 were taken up by papers that covered the present and potential market for LNG in this country and abroad.

The forecasts for LNG imports into the U.S. fluctuated widely, depending on several factors including development of new U.S. energy sources, the Federal regulatory response to LNG import plans, and the cost of imported LNG to U.S. consumers.

By 1985, it was predicted, the United States will be consuming 40 trillion cubic feet of gas a year. At the same time, the most gas the U.S. will be able to produce will be 25 trillion cubic feet. Thus, in 1985, approximately 35 percent of U.S. gas needs will be supplied by sources outside the U.S. Much of this will be LNG.

There are many possible sources for these LNG imports into the U.S. Under present plans at least seven areas could be supplying LNG to the U.S. by 1985.

Yet, to meet America's rising demand for gas to meet environmental standards, to comply with anti-pollution legislation and to fuel new gas needs, these and other possible gas supplies will have to be tapped as quickly and completely as possible.

Ship Requirements for LNG

The immense LNG needs envisioned in the United States in 1985 will also require large numbers of specialized LNG ships to carry them.

LNG projects are tremendously expensive. It is estimated that to reach the upper estimate of U.S.-LNG imports in Chart I, 8 billion dollars will have to be invested by 1985.

By far, the greatest proportion of this investment will go for LNG vessels. These specialized vessels are the greatest expense of the LNG project. Whether on a cost per ton or per vessel basis, nothing can match the approximately \$75 million dollar price tag of an LNG vessel. The price for these ships will rise to \$100 million each by the mid 1980's.

For this reason it is doubtful if shipowners will even build LNG vessels without firm charters in hand for the life of these vessels. The six LNG vessels contracted for in the U.S., are all obligated to carry gas for two American gas companies. Foreign LNG vessels have similar contracts.

In the U.S. trades in 1985, it is estimated that between 40 and 100 vessels of 120,000 cubic meters will be needed, depending on whether the upper or lower LNG import estimate in Chart I is used. Either estimate would entail substantial new U.S. shipbuilding, and would generate thousands of shipboard jobs.

MARAD's Blackwell on LNG

The United States, by all estimates is to be the world's largest LNG market. Developments in the United States will shape the future for the entire world LNG market. Robert J. Blackwell, assistant secretary of commerce for maritime affairs said the Maritime Administration "was engaged in a long-term effort to build and operate LNG carriers."

The secretary then startled the conference with the announcement that the first U.S. contracts for LNG vessels were to be signed within a week. He said contracts for over \$500 million worth of LNG ships would be awarded two American shipyards. Secretary Blackwell was highly optimistic that this initial contract would be followed by many others.

Secretary Blackwell went on to praise the ability of U.S. shipyards to speedily turn out the finest LNG vessels attainable in the world. He described U.S. yards as having "the capacity and the technical expertise to deliver the ships on schedule."

He contended that American LNG financing and operating aids were so attractive that LNG operators on foreign to foreign routes would be interested in the Maritime Administration's financial benefits.

These U.S. operators realized the tremendous financial risks involved in LNG, both from the supply and from the transportation aspect. If an LNG ship operator on a Libya to Europe LNG route could thus receive U.S. financial guarantees, his financial risks would be tremendously reduced.

Secretary Blackwell replied that the U.S. would consider in its second set of LNG ship awards the granting of foreign to foreign subsidy applications. But the first need he said "was to generate LNG ships to supply America's own pressing gas needs."

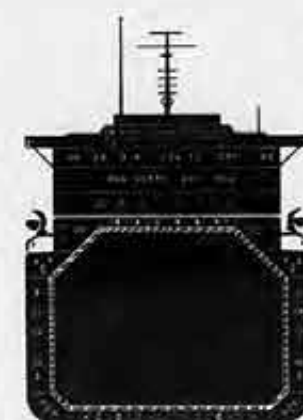
Algerian Cargo Preference

Algeria is America's first source of imported LNG. The Federal Power Commission has allowed Algerian gas to be imported into this country for the past year. The project involved small amounts of gas being delivered to Boston, Massachusetts.

Early in October, the FPC again approved a second project, this one involving large amounts of gas to be delivered to Cove Point, Maryland and Savannah, Georgia. Other large import requests for Algerian gas are pending before the FPC.

All of the gas supplied by Algeria comes from a state-owned gas company, Sonatrach. Sonatrach is made up of properties expropriated from the French over a year ago. This and other actions by Algeria has created some doubts about the political dependability of the Algerian Government.

For these reasons, an increased U.S. dependence on Algerian and other Mid-Eastern energy supplies has created concern in the U.S. In the Congress, in



LNG SHIP PARTICULARS	
Length overall	790 ft 0 in
Length between perpendiculars	754 ft 7 in
Breadth moulded	111 ft 8 in
Depth moulded	89 ft 5 1/2 in
Design draught	31 ft 2 in
Scantling draught	32 ft 9 1/2 in
Dead weight	32,400 long tons
Gross tonnage	51,000 reg. tons
Cargo capacity	450,000 barrels
Normal cargo (98%)	441,000 barrels
SHIP (metric)	20,000
Triel Speed (30% output)	18.25 knots
Main engine	Kockum-Stan-Laval Double-Reduction Gearing Compound
Steam turbines	Two Kockum-Combustion
Boilers	Engineering Water Tube Boilers
Cargo pumps	12 x 5,000 barrels
Ballast capacity	33,000 tons
Class	American Bureau of Shipping
(Ice Class C)	

testimony by experts before the Federal Power Commission, and in statements by Government leaders, all have stressed that to depend on Algerian gas for a major portion of the United States East Coast gas needs could risk future economic coercion against this country.

This danger was highlighted at the LNG-3 Conference when Sonatrach reported that it has demanded cargo preference on all its gas exports.

Sonatrach reported that in its negotiations with U.S. and European utilities, it had demanded a portion of its gas export shipments be carried on Algerian-flag vessels. This would not only aid Algeria's balance of payments, but it would give the Algerian national shipping company added financial support.

In addition, since specialized LNG ships are the only type vessels that can carry liquefied gas, to deny the gas ships would be to deny the gas itself. Unlike the oil trades, laid up or idle LNG vessels do not exist. Thus even if gas from other sources was available, without LNG ships it would be worthless.

Therefore early contracts with U.S. companies demanded that 25 percent of the gas be carried in Algerian vessels.

In a later contract with American companies, Sonatrach asked and was given 40 percent of the trade.

In a most recent contract with European gas utilities, Sonatrach, the Algerian gas company, demanded one half of the gas shipments. These demands were granted.

One way Algeria's cargo preference program could be offset would be for the U.S. to enter a bi-lateral trade agreement with Algeria. This agreement would guarantee both U.S. and Algerian vessels a share of the gas shipments. Thus, both nations could control the vessels that are so vital to LNG projects.

LNG Safety

A special area of consideration at LNG-3 was the subject of LNG vessel safety during collisions or accidents. Since there are less than 20 LNG vessels operating today and none have even had a serious accident or fire, the subject of these papers is largely an unknown area.

Given the extremely cold and volatile nature of foreign gas, extensive work is needed to determine what could happen to an LNG ship that was seriously damaged in a collision. This will enable ship designers to build vessels that can safely survive a collision and a resulting LNG spill.

While no tests have been run employing the huge amounts of LNG found in a 120,000 cubic meter vessel, smaller amounts of frozen gas have been exposed to sudden contact with the water. The study presented at LNG-3 by Shell pipeline discussed the various type of reactions that might occur.

Since an LNG spill, whether accidental or from a collision would seep off LNG gradually, the Shell staff concluded that the gas would most likely vaporize into the atmosphere as it contacted the water.

The Shell study concludes that the "potential hazard of having an immediate vapor explosion is negligible during commercial transportation of LNG." However, research is continuing around the world on this subject.

CHART I

Possible U.S.-LNG Imports to the U.S.—1985

(Billion Cubic Feet a Year)

Supply Source	Delivery	Lower Estimate	Upper Estimate
Algeria	E. Coast	1,000	3,000
Alaska (Cook Inlet)	W. Coast	500	800
Ecuador	W. Coast	—	400
Nigeria	E. Coast	1,200	3,000
Trinidad	E. Coast	400	400
U.S.S.R.	E. Coast	1,000	3,000
Venezuela	E. Coast	400	800
TOTALS		4,500	11,400

Source: Shell International Gas Limited, 1972.



Keeping the Republic

"The greatest danger to the republic," wrote James Madison, "is that good men will do nothing."

Even though he was writing shortly after the American Revolution, Madison's word's hold true today. There is a great danger that apathy will be the victor.

One way to escape apathy and make a contribution to the continued smooth sailing of the ship of state is to vote your conscience on November 7.

Up for election is the entire House of Representatives, one-third of the U.S. Senate, and, of course, the Presidency.

The men and women chosen this November will have the fate of the nation in their hands come January. It is a grave responsi-

bility we give them by action at the polling place, and the choice we make in the voting booth must be carefully considered.

Whatever your choice, for whatever reason, express it. The voice of the people ought to include your voice, and there is no one to blame for bad government except yourself if you fail to exercise the right and privilege of voting.

Americans in each generation have fought and died to preserve and protect their rights and privileges.

Election Day 1972 is no time to turn your back on history and let those rights and privileges slip by. Their defense is up to you.

Vote—vote the way you feel—but vote.

People Important, Too

If we were to give a loose definition of the word *depletion*, it would be a lessening or loss of some quality or quantity that results in decreased productivity.

With this definition in mind, it was heartening to see a "people tax depletion allowance" recently introduced in the U.S. Senate.

We are always reading or hearing about oil, land, coal and other such tax depletion allowances. These allowances are granted in recognition of the fact that equipment used in such industries wears out, that wells and mines run dry and that land can decrease in value over the years.

Well, two members of the Senate have decided that if oil wells can get a tax depletion allowance, there is no good reason why people shouldn't get a similar one. After all, people wear out, too. And, it's much

harder to replace a "people" part than an "oil well" part.

Democratic Majority Leader Mike Mansfield (Mont.) and Sen. George Aiken (R-Vt.) introduced the legislation that would give people a tax break.

Their bill would permit an individual to deduct at least 10 percent of his earned income each year as a depletion allowance. Workers in hazardous industries could deduct 23 percent with \$1,000 as a maximum. The current oil depletion allowance is 23 percent.

We enthusiastically concur with Sen. Mansfield's statement when introducing the bill:

"This nation must put at least as great an emphasis on people as it does on oil, land, coal and other such assets."

Letters to the Editor



Scholarship Helps

This is just a small note of thanks for your help in furthering my educational career. Without the Seafarers Scholarship, I would not have been able to attend college. I believe this scholarship program is a worthwhile aspect of the Seafarers International Union. To help a person achieve his or her desire to attend college is a wonderful example of brotherhood which seems to be lacking in this world.

College is a very exciting part of one's life. I am unable to explain the experience fully. Here you are studying to achieve a particular goal—whether you wish to become a teacher, a businessman or a psychologist. But along with this goal, you gain a sense of the world, of people in general. Maybe this experience will someday promote brotherhood.

I was happy to learn that the scholarship grant was raised to \$10,000.00. This will enable those lucky enough to win it to attend the college of their choice without holding a part-time job. Having to work while attending school is possible but you sometimes feel that you are missing something.

I hope that every Seafarer urges his son or daughter to apply for this scholarship. Never let them think that they don't stand a chance. My father had to talk me into applying for it because I felt this way. I was a very surprised person when I learned I was one of the awardees. But even if they don't win the scholarship, continue to urge them to go to college.

Lynn Marie Karpiak
Jersey City, N.J.

Scholarship Appreciated

I am writing to thank the Seafarers International Union for having given me the chance to attend the College of my choice through the Seafarers Union Scholarship. The Scholarship has made it possible for me to attend the University of Maryland without having to worry about the tuitions and fees. My heartfelt thank you to the SIU and other labor organizations which are conscientiously helping not only the worker, but his family as well.

Peter Kondylas
Baltimore, Md.

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Rep. Dent Attacks Foreign Trade Myths

Rep. John H. Dent (D.-Pa.), a leading Congressional expert on America's foreign trade crisis, addressed himself to that problem at a recent luncheon sponsored by the AFL-CIO Maritime Trade Department. Following are excerpts of his remarks.

I believe a farce has been, and is being perpetrated upon the American consumer. We hear of it every day, we read of it every day, and we see it every day. Quite simply, the farce is the statement that "foreign imports cost less."

True, there was once a time when items carrying, say, the "Made in Japan" label sold for considerably less than their American counterparts. But, that was when the producers of these foreign imports were fighting for a share of the American market. Over the years this consistent underselling drove American competition out of the marketplace.

Foreign Monopoly

And today, many foreign products enjoy a virtual monopoly in our stores and shops. And, when you have a monopoly on the market you can dictate the price. And this is just what they did—raised their prices till now the "Made in Japan" item many times costs as much or more than a similar American-made product.

But, the real cost of these imports to date has been one million American jobs. That's right—one million American jobs. These foreign imports have put your neighbor and my neighbor out of work.

They have deprived him of his inherent right to a job, to a decent living, to a better life. And projected figures show that by 1980 close to five million Americans will be without jobs as a direct result of foreign imports.

And consider the cost of our balance of trade. This flood of imports finally resulted last year in the U.S. incurring a balance of trade deficit of 2.8 billion dollars—the first deficit since 1888. And because of 20 years of balance of payment deficits the U.S. now owes about 60 billion dollars to other nations.

Those are interesting points to consider the next time you are on a penny-conscious shopping trip. Instead of thinking "penny economics," I think it is about time we started to think "people economics."

People Economics

This "people economics" that I speak of has a direct bearing on the entire economy of this country—an economy that is based on buying power of the consumer. An individual without a job doesn't have any buying power. That's a plain, hard fact. He is reduced, through no fault of his own, to being a drag on society. To me one of the saddest aspects of this entire problem is the fact that many of these foreign imports are really American foreign imports. I'm referring to that modern-day phenomenon—the multi-national corporations. They are the American firms that set up their production facilities in some foreign country, pay bare subsistence (and often slave) wages, then export the goods to the United States for sale.

They leave this country and in their wake leave thousands of Americans jobless, but they maintain their American marketing apparatus so they can be assured of getting an American price for their products. All this is

done in the name of profits and those left jobless can be damned.

And the United States government promotes these floods of imports and multinational ventures through its continued policy of neglect. The United States is probably the only country in the world still trying to operate on the myth known as "free trade."

Whereas other countries have imposed import quotas and protective tariffs and the like, the United States allows virtually unlimited importation of foreign goods to our shores.

And the government, instead of restraining multinational operations by American firms, actually encourages such ventures by offering tax breaks and tax loopholes to these firms. I suggest that the cost of such policies is too steep.

Hopefully, there is relief from these floods of imports and foreign influences in sight. Congress now has before it the Burke-Hartke bill which would greatly restrict imports and influences that have had a devastating effect on America's maritime industry. What was once the world's greatest maritime power in the years immediately following World War II, is now a pitiful shadow of its former self.

Employment in the United States maritime industry has dropped to an all-time low. There are fewer than 28,000 shipboard jobs for the men of America's merchant marine; our shipyards are closing down or, at best, remaining stagnant; our U.S.-flag fleet now carries only 5 percent of this country's total imports and exports.

Government Neglect

Why? Because government neglect and the profit motive have driven nearly all cargo to foreign-flag ships.

As we all know from reading the papers and listening to the news this country faces a severe energy crisis by 1985. America just doesn't have resources to keep supplying the needed energy requirements of its society. So, we will increasingly become dependent upon foreign countries for our supplies of energy resources.

However, there is no compelling reason or need for these energy supplies to be transported to our shores by ships under a foreign flag. Such a dual dependency—dependent upon a foreign country for the supply and for the transportation of needed resources could put this country into a very precarious position.

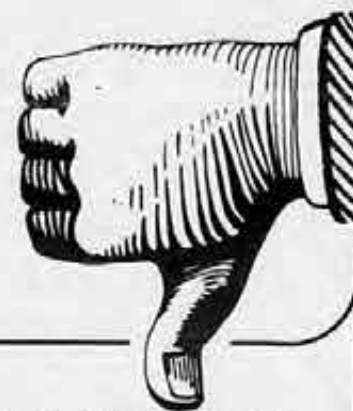
The maritime industry lent strong support to a bill introduced in the Senate which would require that at least half of America's future oil imports be carried on U.S.-flag ships. Unfortunately, the bill was defeated by a 41 to 33 vote just last month. But, it will be brought up again in the next session and I feel that there are some very compelling humanitarian, as well as economic reasons for its passage.

Consider that if the 50 percent minimum carriage oil bill had passed, it would mean:

- 9 to 13 thousand new shipboard jobs for American seamen.
- Some 26 thousand jobs in America's shipbuilding industry.
- And, over 80 thousand jobs in related industries.

In other words, passage of the oil bill would mean over 100,000 jobs for American maritime workers.

Unfair to Labor



DO NOT BUY!!

BARBER EQUIPMENT—Wahl Clipper Corp., producers of home barber sets. (Int'l. Assoc. of Machinists and Aerospace Workers)

CIGARETTES—R. J. Reynolds Tobacco Co.—Camels, Winston, Salem, Tempo, Brandon, Doral, and Cavalier. (Tobacco Workers Union)

CLOTHING—Reidbord Bros., Co., Siegal (H. I. S. brand) suits and sports jackets, Kay-nee boyswear, Richman Brothers men's clothing, Sewell suits, Wing shirts, Metro Pants Co., and Diplomat Pajamas by Fortex Mfg. Co.; Judy Bond Blouses (Amalgamated Clothing). (International Ladies Garment Workers Union)

CONTACT LENSES AND OPTICAL FRAMES—Dal-Tex Optical Co. Dal-Tex owns a firm known as Terminal-Hudson. They operate stores or dispense to consumers through Missouri State Optical Co.; Goldblatt Optical Services; King Optical; Douglas Optical, and Mesa Optical; Lee Optical Co.; and Capitol Optical Co.

COSMETICS—Shulton, Inc. (Old Spice, Nina Ricci, Desert Flower, Friendship Garden, Escapade, Vive le Bain, Man-Power, Burley, Corn Silk and Jacqueline Cochran). (Glass Bottle Blowers Association)

DINNERWARE—Metalox Manufacturing Co. (Int'l. Brotherhood of Pottery and Allied Workers)

FILTERS, HUMIDIFIERS—Research Products Corp. (Int'l. Assoc. of Machinists and Aerospace Workers)

FURNITURE—James Sterling Corp., White Furniture Co., Brown Furniture Co., (United Furniture Workers)

LIQUORS—Stitzel-Weller Distilleries products—Old Fitzgerald, Cabin Still, Old Elk, W. L. Weller. (Distillery Workers)

MEAT PRODUCTS—Poultry Packers, Inc. (Blue Star label products). (Amalgamated Meat Cutters and Butcher Workmen)

Holly Farms Poultry Industries, Inc.; Blue Star Label products (Amalgamated Meat Cutters and Butcher Workmen)

PRINTING—Kingsport Press "World Book," "Childcraft." (Printing Pressmen, Typographers, Bookbinders, Machinists, Stereotypers, and Electrotypers)

NEWSPAPERS—Los Angeles Herald-Examiner. (10 unions involved covering 2,000 workers) Britannica Junior Encyclopedia (Int'l. Allied Printing Trades Assn.)

RANGES—Magic Chef, Pan Pacific Division. (Stove, Furnace and Allied Appliance Workers)

SHOES—Genesco Shoe Mfg. Co.—work shoes; Sentry, Cedar Chest and Statler; men's shoes; Jarman, Johnson & Murphy, Crestworth (Boot and Shoe Workers)

SPECIAL—All West Virginia camping and vacation spots, (Laborers)

TOYS—Fisher-Price toys (Doll & Toy Workers Union)

SIU Arrivals

Julie Guilles, born July 23, 1972, to Seafarer and Mrs. Jacinto G. Guilles, Old Bridge, N.J.

David Stevison, born July 7, 1972, to Seafarer and Mrs. Joe L. Stevison, Vidor, Texas.

Gary Matthews, born June 6, 1972, to Seafarer and Mrs. Gary P. Matthews, Beaumont, Tex.

Andy Oyola, born May 19, 1972, to Seafarer and Mrs. Donald D. Oyola, Baltimore, Md.

Kerry Goldy, born Aug. 18, 1972, to Seafarer and Mrs. Robert J. Goldy, Jr., Wenatchee, Wash.

Felix Hatch, born Aug. 17, 1972, to Seafarer and Mrs. Diego Hatch, Yabucca, P.R.

Franklin Hinkle, Jr., born Dec. 17, 1971, to Seafarer and Mrs. Franklin T. Hinkle, Houston, Tex.

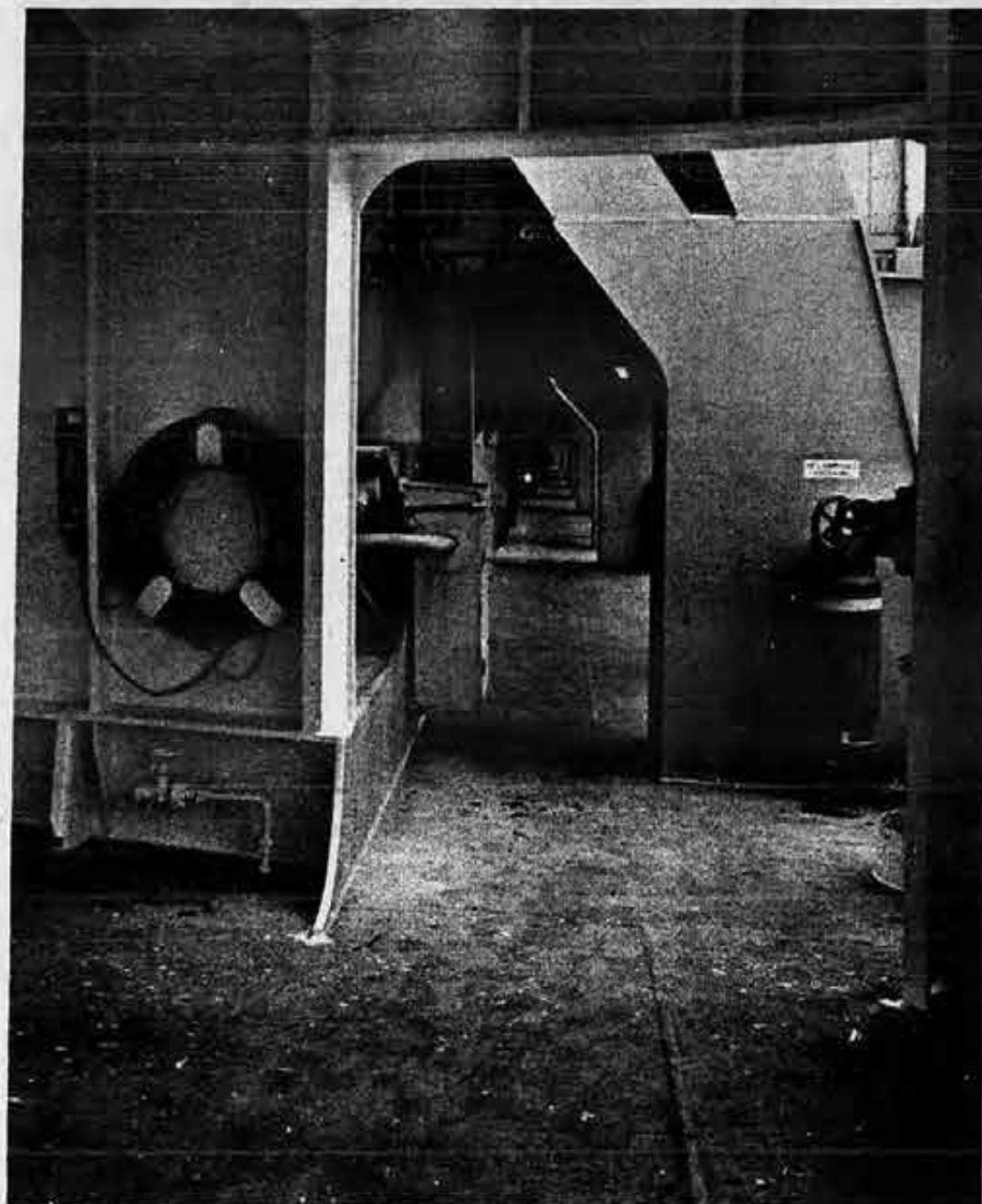
Betty-Jo Mone, born July 28, 1972, to Seafarer and Mrs. Joseph S. Mone, Brooklyn, N.Y.

SL-180 Returns To Home Port

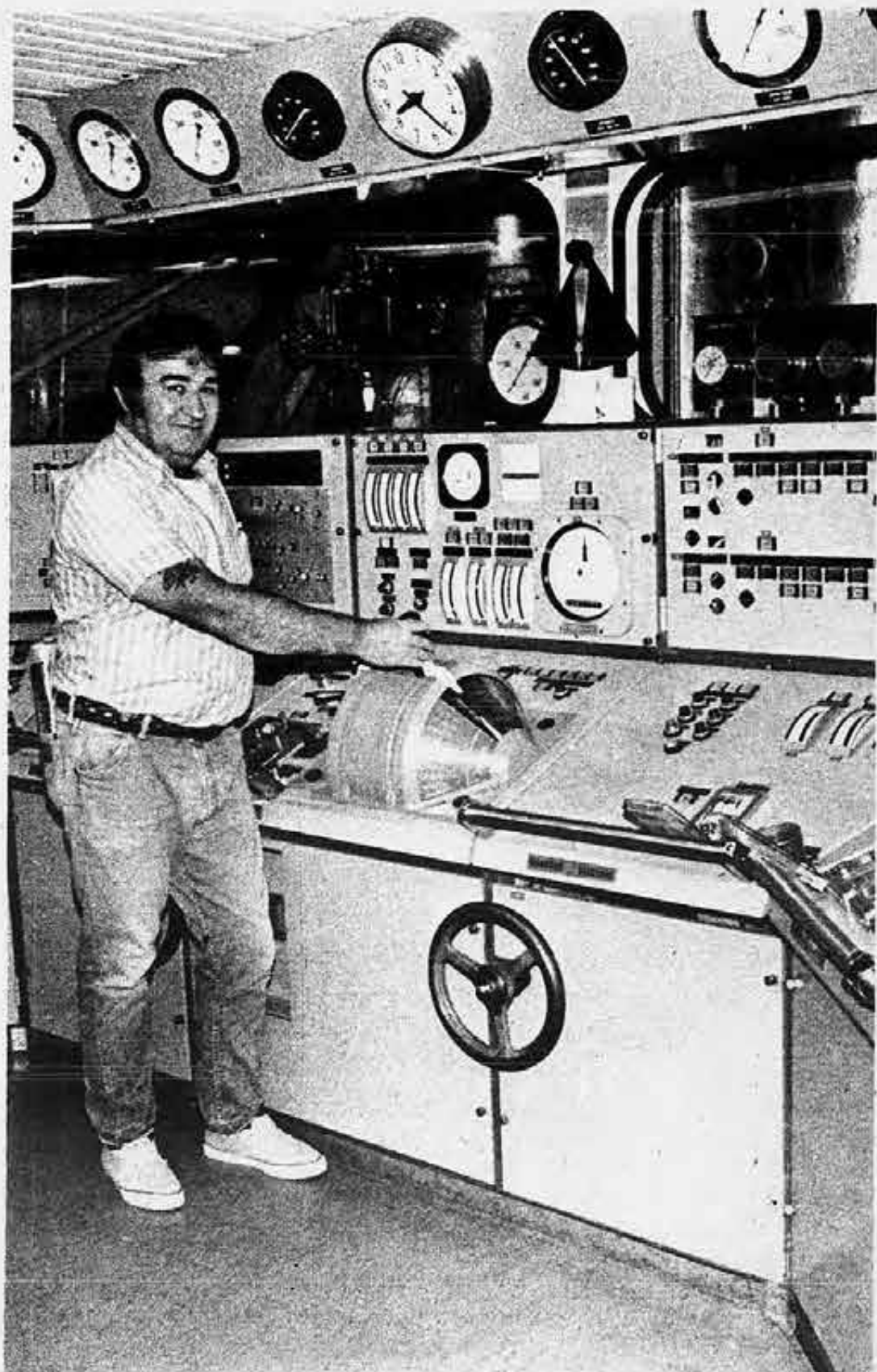
The SL-180 (Sea-Land Service) recently steamed home to Port Elizabeth with her SIU crew aboard. The massive, ultra-modern containership, which holds 733 containers, now regularly sails the Gulf to North Europe run along with her sister ship the SL-181.

Both of the 24,700 ton ships are equipped with the latest features for the comfort and safety of the crew, including ultra-modern quarters.

The SL-180 is equipped to carry temperature-controlled cargoes as well as standard cargo, making her an all-round valuable addition to the U.S. flag fleet.



An infinity of arches forms a passage way on one of the SL-180's weather decks.



Seafarer Jarrell L. Book, oiler aboard the SL-180 stands by the modernistic controls in the engine room.



Seafarer Pablo Lopez, a wiper, and Brother Confesor Ayala, third cook, chat for a moment aboard the SL-180.



SIU Headquarters Representative Bill Hall talks to crewmen of the SL-180 at a membership meeting in port.

Digest of SIU



Ships Meetings

MOBILIAN (Waterman), July 30—Chairman O. R. Ware; Secretary O. Payne; Deck Delegate Donald E. Pool; Engine Delegate T. Ballard; Steward Delegate Joseph Hall. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

OVERSEAS ALICE (Maritime Overseas), August 6—Chairman Richard Newell; Secretary Frank Costango; Deck Delegate Ralph E. Foster; Engine Delegate F. E. Perkins; Steward Delegate Harry K. Long. No beefs and no disputed OT. Everything is running smoothly.

OVERSEAS ALASKA (Maritime Overseas), July 29—Chairman H. B. Butts; Secretary D. G. Chafin; Deck Delegate Nicholas R. Tatar; Engine Delegate Patrick J. Cleary. \$16 in ship's fund. Disputed OT in each department to be squared away by patrolman.

TRENTON (Sea-Land), June 25—Chairman James A. Shortell; Secretary Gus Skendelas. \$37 in ship's fund. No beefs were reported. Vote of thanks was extended to the electrician for fixing dryer. Vote of thanks was also extended to the steward department for a job well done.

ANDREW JACKSON (Waterman), July 23—Chairman James Biehl; Secretary Michael Toth; Deck Delegate Edmund K. DeMoss; Engine Delegate Nathan Goldfinger; Steward Delegate John T. Kelly, Jr. Vote of thanks was extended to Chief Steward Michael Toth and Brother Eladico Grajales for a job well done. Captain and Chief are very well satisfied with the work being done by the deckhands. No disputed OT and no beefs.

WACOSTA (Sea-Land), Aug. 13—Chairman H. Bouton; Secretary Ken Hayes. No beefs and no disputed overtime.

JOHN B. WATERMAN (Waterman), July 23—Chairman H. Braunstein; Secretary K. Lynch. Some disputed OT in deck and engine departments.

TRANSERIE (Hudson Waterways), July 30—Chairman Robert D. Schwarz; Secretary Louis Cayton. Everything is running smoothly with no beefs and no disputed OT.

AZALEA CITY (Sea-Land), Aug. 20—Chairman A. Rivera; Secretary W. McNeely; Deck Delegate James Corder; Engine Delegate Jose Castella; Steward Delegate D. A. Ortiz. Everything is running smoothly with no beefs and no disputed OT.

NOMA (Excelsior) (Marine Corp.), Aug. 20—Chairman Jean Latpie; Secretary R. W. Elliott. Everything is running smoothly.

BETHFLOR (Bethlehem Steel), Aug. 6—Chairman J. Rose; Secretary J. Bergstrom; Deck Delegate L. W. Hall, Jr.; Engine Delegate A. Vaughn; Steward Delegate L. Gardner. \$38 in ship's fund. Some disputed OT in deck department.

TOPA TOPA (Waterman), Aug. 20—Chairman B. T. Hanback; Secretary L. Nicholas. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Vote of thanks to the 4-8 watch for keeping the pantry and messhall clean throughout the voyage.

SEATRAN TRANSNEDIA (Sea-train), Aug. 11—Chairman L. Fitton; Secretary D. K. Nunn; Deck Delegate George Brady; Engine Delegate K. I. Harder; Steward Delegate L. M. Depens. Some disputed OT in deck department. Discussion held regarding repairs.

CHARLESTON (Sea-Land), July 2—Chairman Antonio Kotsis; Secretary R. Hernandez. Few hours disputed OT in deck department, otherwise everything is running smoothly. Vote of thanks to

the steward department for a job well done. Vote of thanks to the union officials for the increases obtained in the new contract.

BIENVILLE (Sea-Land), Aug. 12—Chairman Calisto Gonzales; Secretary R. Aguir. No beefs were reported. Vote of thanks to the steward department for a job well done.

SACRAMENTO (Ogden Marine), May 8—Chairman Billy E. Harris; Secretary W. E. Monte; Engine Delegate Edwin LaPlant. No beefs were reported. Some disputed OT in deck and engine departments.

TRENTON (Sea-Land), July 23—Chairman James Shortell; Secretary Gus Skendelas; Deck Delegate Gerald Drener; Engine Delegate Joe Kordich; Steward Delegate H. Huff. \$36 in ship's fund. No beefs were reported.

SEATTLE (Sea-Land), Aug. 6—Chairman V. Poulsen; Secretary William M. Hand. No beefs were reported. Some disputed OT in engine department.

OAKAND (Sea-Land), July 16—Chairman Albert Ahin; Secretary C. N. Johnson; Deck Delegate Stanley R. Yodis; Engine Delegate Larry L. Hayes; Steward Delegate Orville L. Arndt. \$237

in movie fund and \$37 in ship's fund. Some disputed OT in deck department.

SEATRAN PUERTO RICO (Sea-train), July 30—Chairman J. Northcutt; Secretary J. McPhaul; Deck Delegate Robert R. Merritt; Engine Delegate Edward Egra; Steward Delegate Wayne Evans. No beefs were reported. Vote of thanks to the steward department for a job well done.

NEWARK (Sea-Land), July 30—Chairman E. Wallace; Secretary Jack Utz; Deck Delegate Wm. D. Jefferson; Steward Delegate Joe Rioux. \$16 in ship's fund. Some disputed OT in deck department.

ROBERT E. LEE (Waterman), July 23—Chairman G. Torche; Secretary J. Sumpter; Deck Delegate R. J. Kelly; Engine Delegate Edward Brooks, Jr.; Steward Delegate Robert G. O'Neill. \$8 in ship's fund. Little disputed OT in engine department. Coast Guard sent telegram to this vessel thanking the crew of the **Robert E. Lee** for their assistance to disabled motorship **Aloma** as typical American seamanship. Vote of thanks to the steward department for a job well done.

FAIRLAND (Sea-Land), Aug. 12—Chairman George A. Burke; Secretary T. R. Goodman. No beefs were reported. Vote of thanks to the steward department for a job well done. The steward in turn thanked the crew for their cooperation. Vote of thanks was also extended to Boston Port Agent Ed Reily for squaring away beefs.

DELTA BRASIL (Delta), July 2—Chairman James F. Cunningham; Secretary Thomas Liles, Jr.; Deck Delegate Russel N. Boyett; Engine Delegate Paulo Pringi; Steward Delegate John Zimmer. Disputed OT in deck department. A few beefs in steward department to be taken up with patrolman.

COLUMBIA (Ogden Marine), July 23—Chairman William J. Meehan; Secretary A. W. Hutcherson; Deck Delegate S. H. Nickolson; Engine Delegate R. Borlase; Steward Delegate Herbert Archer. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

TRANSIDAHO (Hudson Waterways), July 30—Chairman Jacob Levin; Secretary Aussie Shrimpton; Deck Delegate William E. Duffy; Engine Delegate Juan Guaris; Steward Delegate Frank Rakas. \$176 in ship's fund. Some disputed OT in deck and steward departments. Discussion held regarding inadequate slop chest. Beef to be taken up with boarding patrolman.



SEATRAN DELAWARE (Sea-train Lines)—Ready for another voyage from Weehawken, N.J. to European ports is the ships committee of the **Seatraine Delaware**. Seated left to

right are: A. Maldonado, deck delegate; Walter Nash, ship's chairman; Herbert Atinson, secretary-reporter; Robert C. Goodrum; and standing, Hazel Johnson, steward delegate.



SEATTLE (Sea-Land)—Top side aboard the **Seattle** at her dock in Port Elizabeth, New Jersey after an intercoastal trip from Panama are, from left: J. Schoell, deck delegate;

W. Hend, secretary-reporter; C. Ponce, engine delegate; O. Rios, steward delegate, and V. Poulsen, ship's chairman.



PONCE (Sea-Land)—Off a coastwise trip from Florida are, from left: P. Kanavcs, educational director; T. Palino, ship's chairman; G. Malinowski, engine delegate; W. Underwood,

secretary-reporter; H. Archibald, steward delegate, and J. Galloway, deck delegate.

Cities on the Ocean in the World's Future

Cities afloat on the sea, considered one answer to the nation's overcrowding, may be closer at hand than you realize.

A plan is in the works to build a floating city, an "Atlantis in the Pacific," which would rise from the ocean three miles out of Honolulu.

In this floating city men and women would live, work and play in a self-contained community.

It all started last fall when the Department of Commerce's National Oceanic and Atmospheric Administration approved an \$85,000 Sea Grant for an engineering feasibility study of floating community design concepts.

So a 123rd Hawaiian Island begins

to take shape—in men's minds, on the drawing board, in the model tank—and suddenly it doesn't seem a fantastic notion envisioned by science fictionists.

The man behind this project is John P. Craven, dean of marine programs at the University of Hawaii and marine coordinator for Governor John A. Burns. He has been asked to come up with plans for an international exposition that will span two celebrations—the 1976 bicentennial of the nation's founding and the 1978 bicentennial of the Hawaiian Islands, discovered by Captain James Cook.

Dr. Craven believes the exposition could be set up on a huge floating plat-

form. It would be a self-contained city at sea linked to the mainland by high-speed hydrofoils, container barges and other water transport. The city would also have a heliport to provide helicopter service back and forth.

There is endless speculation as to how such floating platforms could be utilized in future community and business planning. Experts see them as mobile oil-drilling rigs, factory sites, mineral mining surface facilities, nuclear power plants, weather stations, or fishing fleet bases. A number of military uses are apparent also.

The floating city Dr. Craven sees would be built on a ring of wedge-shaped modules circling a central

harbor. The areas of each module would be about a city block. Dr. Craven would like to see a minimum of ten modules for this island city. A monorail might circle the inner city and still more modules built on the track's outer perimeter to allow more living and working space. Except for commercial services, the general rule would be pedestrian traffic only. Upper-level structures would be reserved for living and recreation, lower levels for support services. The city's sea legs would consist of large reinforced concrete hollow perpendicular cylinders, three to a module, partly below the water. The legs provide stability as well as support for the module suspended between them.

Digest of SIU



Ships Meetings

ROBERT E. LEE (Waterman), July 2—Chairman G. Torche; Secretary J. W. Sumpter. \$8 in ship's fund. No beefs and no disputed OT.

OVERSEAS ALASKA (Maritime Overseas), July 16—Chairman H. R. Butts; Secretary D. G. Chafin; Deck Delegate Nicholas R. Takar; Engine Delegate Patrick J. Cleray. \$17 in ship's fund. No disputed OT and no beefs. Vote of thanks to the patrolman in Port Arthur, Texas, for the manner in which he handled beef.

OVERSEAS ALASKA (Maritime Overseas), July 26—Chairman H. B. Butts; Secretary D. G. Chafin; Deck Delegate Nicholas R. Takar; Engine Delegate J. Cleray. \$16 in ship's fund. Some disputed OT in steward department.

TRENTON (Sea-Land), July 30—Chairman James A. Shortell; Secretary Gus Skendelas; Engine Delegate Joe Kordeck; Steward Delegate Hollis Huff. \$36 in ship's fund. Disputed OT in deck delegate to be taken up with boarding patrolman.

OVERSEAS ALASKA (Maritime Overseas), Aug. 10—Chairman H. B. Butts; Secretary D. C. Chafin; Deck Delegate Nicholas R. Tatar; Engine Delegate Patrick J. Cleary. \$16 in ship's fund. Disputed OT in each department to be taken up with patrolman.

COLUMBIA (Ogden Marine), Aug. 6—Chairman William J. Meehan; Secretary A. W. Hutcherson; Deck Delegate S. H. Nickolson; Engine Delegate R. Borlase; Steward Delegate Herbert Archer. Disputed OT in engine and deck department to be squared away. Vote of thanks to the steward department for a job well done.

TRANSIDAH (Hudson Waterways), July 9—Chairman Jacob Levin; Secretary Aussie Shrimpton; Deck Delegate William E. Duffy. \$165 in ship's fund. Few hours disputed OT in steward department.

PHILADELPHIA (Sea-Land), Aug. 6—Chairman D. Giangordano; Secretary A. Bell. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

RAMBAM (American Bulk), July 22—Chairman J. Craft; Secretary Warren Danford; Deck Delegate Richard Maddox; Engine Delegate Otto Motley; Steward Delegate Coy Hendricks. Some disputed OT in engine and steward departments. Vote of thanks to the steward department for a job well done. Special thanks to Brother Hendricks for his weekly pizzas.

SEATRAN GEORGIA (Seatrains), July 23—Chairman Claude Pickle; Secretary J. M. Davis. \$239 in ship's fund. No disputed OT and no beefs.

BEAUREGARD (Sea-Land), July 28—Chairman T. Trehern; Secretary E. Harris; Deck Delegate B. Hager; Engine Delegate Robert E. Zimmerman; Steward Delegate John Silva. \$57 in ship's fund.

NOONDAY (Waterman), July 16—Chairman Joseph Blanchard; Secretary Angel Seda; Deck Delegate Ed Delaney; Engine Delegate Charles Smith; Steward Delegate Lawrence Smith. \$50 in ship's fund. Some disputed OT in each department to be squared away by patrolman. Vote of thanks to the steward for a job well done.

OVERSEAS TRAVELER (Maritime Overseas), July 8—Chairman W. Crawford; Secretary J. Davis. \$109 in ship's fund. No beefs were reported.

SAN FRANCISCO (Sea-Land), May 28—Chairman J. F. Malyszko; Secretary H. Galicki. \$80 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

NEW ORLEANS (Sea-Land), July 16—Chairman M. Landron; Secretary D. Sacher. \$6 in ship's fund. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

TRANSHAMPLAIN (Seatrains), July 16—Chairman L. M. Cartwright; Secretary Alva McCullum; Deck Delegate K. A. L. Nielsen; Engine Delegate Frank M. Coe. Vote of thanks was extended to the steward department for a job well done. The steward in turn thanked the crew for their cooperation. No beefs.

PORTMAR (Calmar), July 16—Chairman B. Browning; Secretary V. Douglas. Deck and engine departments were short AT at payoff. Vote of thanks to the steward department for a job well done.

ANDREW JACKSON (Waterman), July 2—Chairman James Biehl; Secretary Michael Toth; Deck Delegate Edmund K. DeMoss; Engine Delegate Nathan Goldfinger; Steward Delegate John T. Kelly, Jr. No beefs and no disputed OT. Dedicated crew manning this vessel and all pretty well experienced in their line of work. Should be a pleasant voyage.

ANDREW JACKSON (Waterman), July 16—Chairman James Biehl; Secretary Michael Toth; Deck Delegate Edmund K. DeMoss; Engine Delegate Nathan Goldfinger; Steward Delegate John T. Kelly, Jr. No beefs everything is running smoothly. Vote of thanks to the steward department for a job well done.

SAN FRANCISCO (Sea-Land), June 18—Chairman E. Christianson; Secretary H. Galicki. \$80 in movie fund. No

beefs were reported. Everything is running smoothly.

TRANSERIE (Hudson Waterways), July 16—Chairman Robert D. Schwarz; Secretary Louis J. Cayton. Discussion held regarding repairs. Everything is running smoothly with no beefs.

PENN CHAMPION (Penn Shipping), July 16—Chairman T. Cailinski; Secretary V. L. Swanson; Deck Delegate J. A. Dunne; Engine Delegate E. Terrazzi; Steward Delegate I. Gray. \$21 in ship's fund. No beefs were reported.

ANDREW JACKSON (Waterman), July 9—Chairman James Biehl; Secretary Michael Toth; Deck Delegate Edmund K. DeMoss; Engine Delegate Nathan Goldfinger; Steward Delegate John T. Kelly, Jr. Very happy crew on board. Captain Strez and all department heads are very cooperative. No disputed OT. Vote of thanks to Bosun Biehl for getting neglected vessel in ship-shape condition. Vote of thanks to the entire steward department for a job well done.

CHICAGO (Sea-Land), June 4—Chairman Dan Butts; Secretary W. J. Davis; Deck Delegate H. Miller; Steward Delegate E. R. Stewart. \$19 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

GATEWAY CITY (Sea-Land), July 26—Chairman L. Rodriguez; Secretary W. Nihem. \$7 in ship's fund. Everything is running smoothly except for some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

LOS ANGELES (Sea-Land), July 16—Chairman Charles Lee; Secretary Pepper. Some disputed OT in the three departments; to be squared away by patrolman.

FAIRLAND (Sea-Land), July 30—Chairman G. A. Burke; Secretary T. R. Goodman; Deck Delegate Rufino Garay. No beefs. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

DELTA BRASIL (Delta), June 11—Chairman James F. Cunningham; Secretary E. D. Synan; Deck Delegate Russell N. Boyett; Engine Delegate Paulo Pringi; Steward Delegate John Zimmer. Everything is running smoothly with no major beefs.

OVERSEAS ALASKA (Maritime Overseas), July 2—Chairman H. B. Butts; Secretary Darrell G. Chafin. \$32 in ship's fund. Everything is running smoothly. Small amount of disputed OT in steward department.

TAMPA (Sea-Land), July 29—Chairman C. James; Secretary Delise; Deck Delegate Edward Slintak; Engine Delegate Agustin O. Castelo. 3 in ship's

fund. Disputed OT in deck and engine departments. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

LAFAYETTE (Waterman), July 2—Chairman T. R. Sanford; Secretary F. Quintayo; Deck Delegate J. Justis; Engine Delegate Peter J. Haray; Steward Delegate L. E. Ellison. Few hours OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

WARRIOR (Sea-Land), July 19—Chairman B. E. Swearingen; Secretary E. B. Tart; Deck Delegate Robert G. Mason; Engine Delegate Ronald E. Dorsey; Steward Delegate Curtis E. Dang. No beefs were reported. Everything is running smoothly. Vote of thanks was extended to the ship's committee and all department delegates.

OGDEN WILLAMETTE (Ogden Marine), June 18—Chairman S. M. McGowan; Secretary F. S. Paylor, Jr. \$2 in ship's fund. No beefs were reported.

MOBILE (Sea-Land), June 23—Chairman P. H. Greenwood; Secretary R. B. Barnes. Disputed OT in deck department to be squared away by patrolman.

SACRAMENTO (Ogden Marine), July 9—Chairman Billy Harris; Secretary V. E. Monte; Deck Delegate John J. Wynne; Steward Delegate Robert D. Bridger. Few hours disputed OT in each department.

CITIES SERVICE NORFOLK (Cities Service), Aug. 6—Chairman W. J. Beatty; Secretary Joe Bidzilya; Deck Delegate Joe Bidzilya; Engine Delegate William Beatty; Steward Delegate Leo Arpin. Delayed sailing disputed in deck department, otherwise everything is running smoothly.

STEEL APPRENTICE (Isthmian), Aug. 6—Chairman F. Charneco; Secretary P. P. Lopez; Deck Delegate Gary L. Hoover; Engine Delegate R. Minix; Steward Delegate G. T. Beloy. \$5 in ship's fund. Some disputed OT in each department.

TRANSIDAH (Hudson Waterways), July 30—Chairman Jacob Levin; Secretary Aussie Shrimpton; Deck Delegate William E. Duffy. \$176 in ship's fund. Disputed OT in deck and steward departments. Beef to be taken up with boarding patrolman.

SACRAMENTO (Ogden Marine), July 9—Chairman Billy Harris; Secretary V. E. Monte. Few hours disputed to be replenished.

OGDEN WILLAMETTE (Ogden Marine), July 9—Chairman F. S. Paylor, Jr.; Secretary L. Cole. Some disputed OT in deck department, otherwise everything is running smoothly.

SIU Crewmembers for SL-7's Undergo Training at HLS

Sea-Land Galloway First SL-7 . . .

A new element—the principle of speed—has been added to containerized shipping with the completion of the first two SL-7's, the *Sea-Land Galloway* and the *Sea-Land McLean*, for the SIU-contracted Sea-Land Service, Inc.

The SIU, which will provide the unlicensed seamen to sail the vessels, has been conducting special upgrading courses at its Piney Point facilities to thoroughly familiarize SIU crewmembers in all aspects of operating the giant containerships.

These two vessels are the first of eight American-flag SL-7's to be built by Sea-Land and are expected to have a profound and far-reaching effect on the future of the U.S. merchant marine.

Built and operated without government subsidy, these ships—the largest, fastest containerships in the world—will be unrivalled by the vessels of any other nation. With speeds up to 33 knots and capacities of 1,096 containers, the SL-7's bring to the ocean shipping public, a capability heretofore missing—that of speed in transportation.

Transatlantic crossing of four-and-one-half days will soon be followed by transpacific times of five-and-one-half days.

These remarkable transit times, coupled with Sea-Land's already established inland capabilities, mean cargo will move from shipper to consignee door-to-door in record times and in excellent condition.

Paul F. Richardson, president of Sea-Land Service, Inc., said that every shipper wants faster service, because "time is money."

'With speeds up to 33 knots and capacities of 1,096 containers, the SL-7's bring to the ocean shipping public a capability heretofore missing—that of speed in transportation.'

According to Richardson, speed in transportation can mean the ability to meet new business opportunities and better satisfaction for the shipper's customers, as well as reduced inventories and pure savings.

"The truth of the transportation business," he said, "is that the customer doesn't pay to occupy space. He pays to get his goods to their destination—usually the faster the better."

"Interestingly, this principle can benefit the carrier, too. In theory, at least, he can re-sell the same space again and again, as fast as he can refill it. And if he succeeds, the gain isn't one-sided. High carrier efficiency keeps costs down."

"With the container concept firmly established, handling practices fully developed, and appropriate terminal facilities coming into operation, the SL-7 will further the full potential of containerized shipping."

Richardson said the first of the giant containerships will be used on transatlantic runs and will be used strictly as line-haul carriers between major ports thus maximizing their efficiency. Smaller "relay" vessels will fan out from these major ports to speed containers to and from their ultimate destinations throughout Northern Europe, England, North America and the Caribbean.

"In this way," he said, "the cargo is constantly moving toward its final destination and is not delayed as it would be with vessels making multiple port calls."

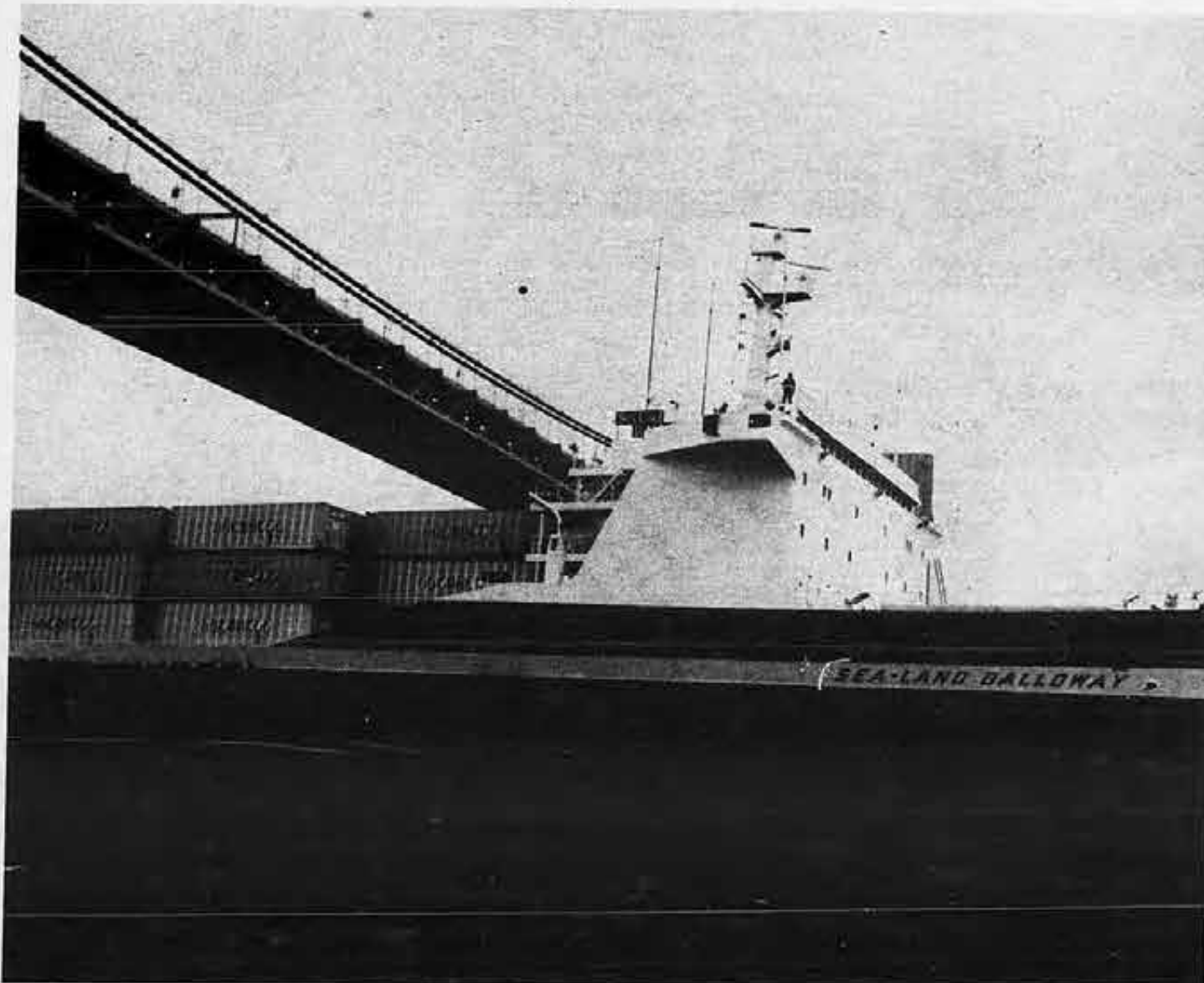
All segments of the maritime industry have been busy preparing for the arrival of the SL-7's.

To prepare the pilots who will guide the SL-7's between Lower New York Harbor and the Elizabeth Port Authority Marine Terminal in their berths, the harbor area was reproduced in miniature and installed in the Vicksburg, Miss., waterway's experimental station of the U.S. Army Corps of Engineers. Here the pilots undergo extensive training in "simulated" berthings of the new containerships.

Sea-Land is in the process of completing an extensive overhaul and enlargement of its terminal facilities at Elizabeth, N.J. Being built in three stages on reclaimed land between the N.J. Turnpike and Newark Bay, the 232-acre Sea-Land terminal will triple the company's present facilities and will provide the berthing space and the marshalling area necessary for the efficient loading and unloading of the new SL-7 class of containership.

Sea-Land expects delivery of the final six SL-7's by the end of 1974.

According to a company public relations spokesman, the most important aspect about the arrival of the new SL-7's is the fact that they "will provide proof that an American-flag company, employing American crews at American wage scales or can provide fast, efficient ocean transportation service without subsidy and can prosper nevertheless."

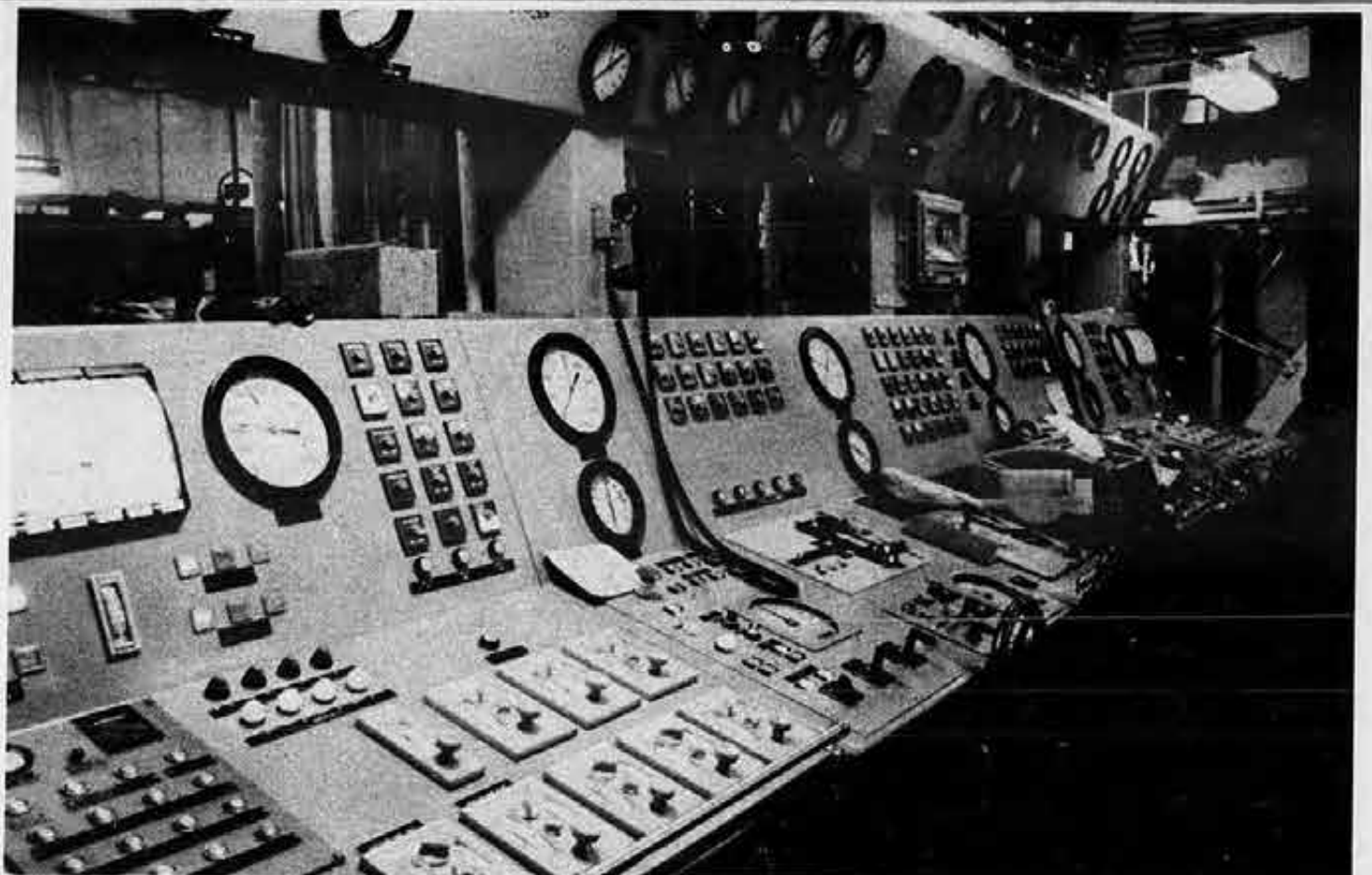


The *Sea-Land Galloway*—the first of the SL-7 class containership, the fastest and largest such ship in the world—makes her way down the Verrazano Narrows (top photo) on her maiden voyage. The ship can travel at speed up to 33 knots and is

capable of carrying 1,096 thirty-five and forty-foot containers. In the bottom photo, the vessel is seen making her way to her berthing spot in Elizabeth, N.J. with the Verrazano-Narrows Bridge—the longest bridge in the world—in the background.

... Voyage Marks Advent of World's

'With the container concept firmly established, handling practices fully developed, and appropriate terminal facilities coming into operation, the SL-7 will further the full potential of containerized shipping.'



Shown here is the computerized main control board which controls all major functions aboard the Galloway.

CONTAINER CAPACITY (Source: Sea-Land Public Relations Department)

C2-C
226



C2-L
274



C4-X2/X3
360



T2-M
332



T3-J
476



C4-J1
622



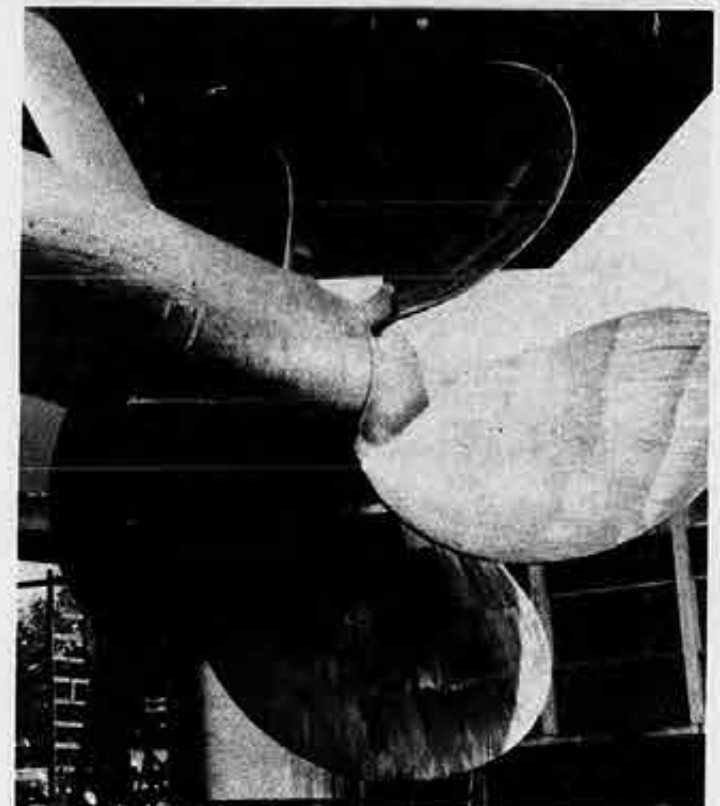
SL-18
733



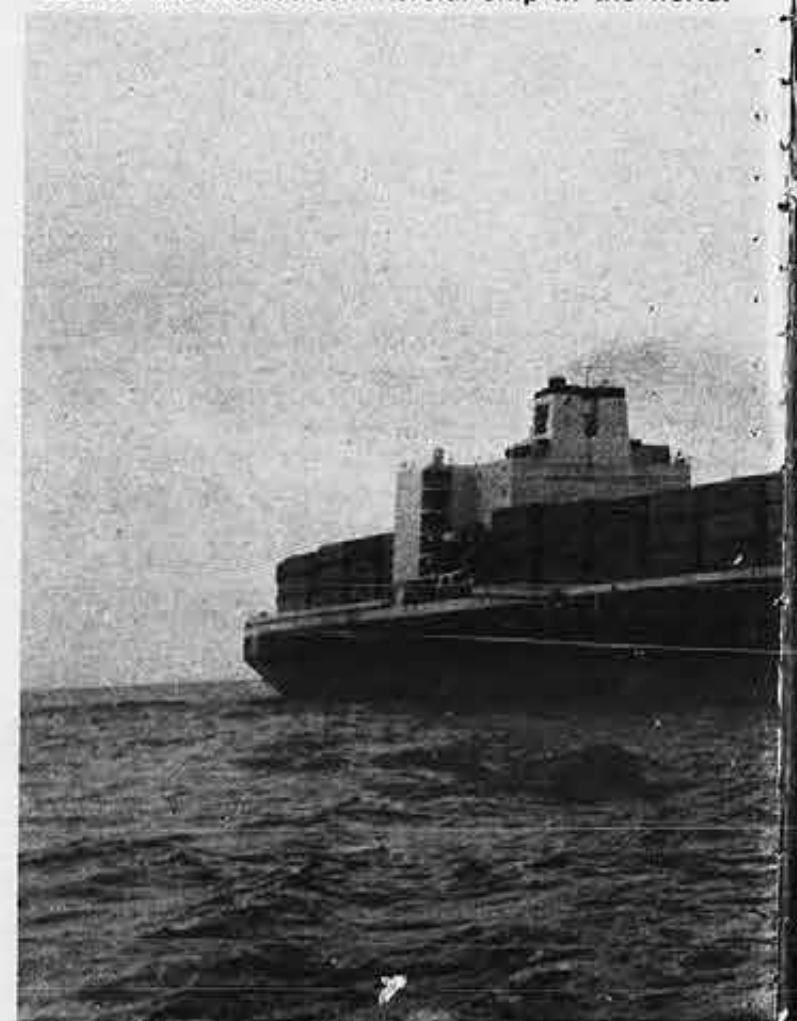
SL-7
1096



Chart shows capacity of SL-7's as compared to earlier containerships.

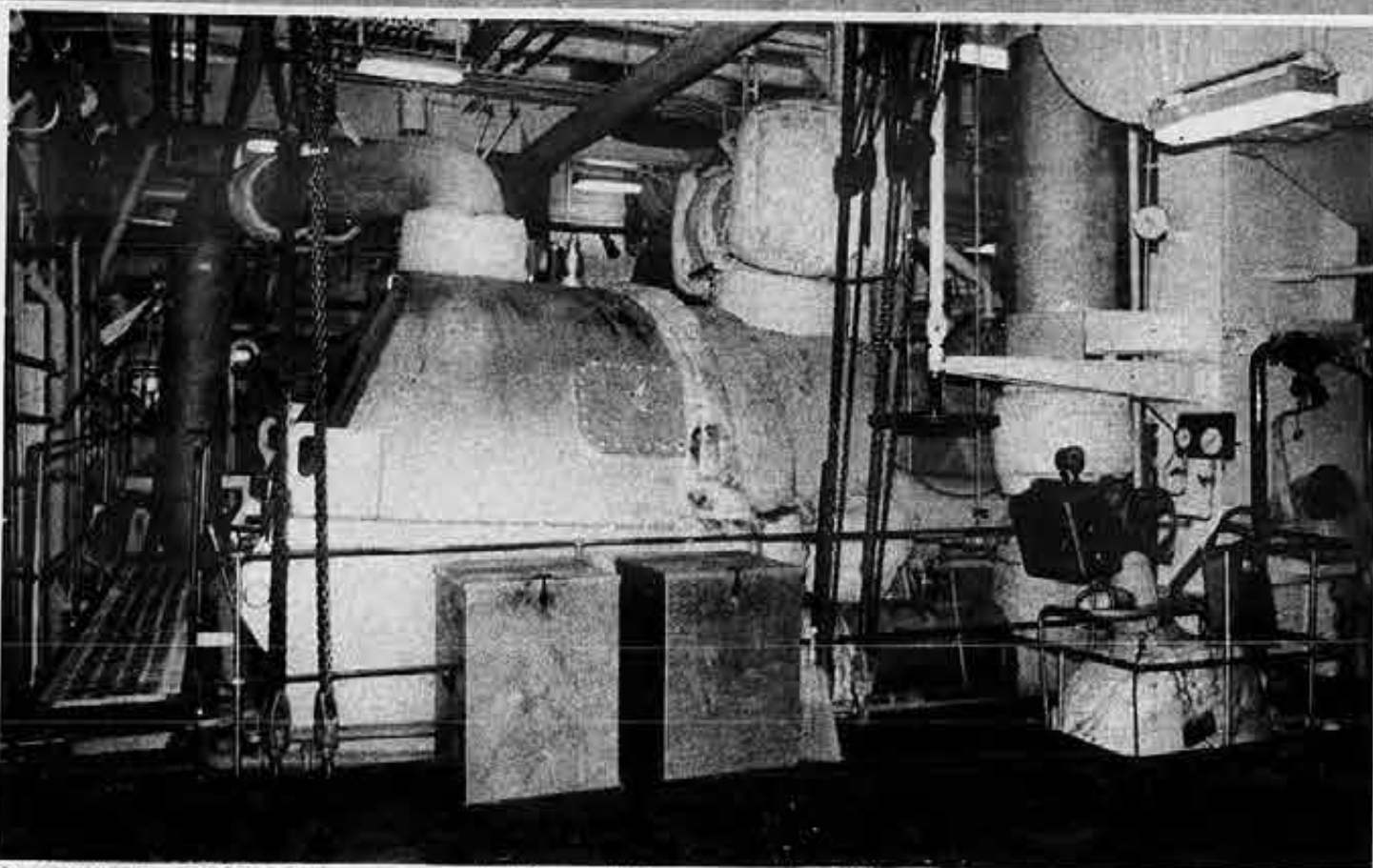


One of the propellers which steers the new SL-7's through the waters at speeds up to 33 knots. The SL-7 is the fastest commercial ship in the world.



The Sea-Land Galloway, the first of the SL-7 containerships.

Fastest Commercial Containership . . .



One of the two 120,000 horsepower turbines which powers the *Galloway* at speeds up to 33 knots.



The ultra-modern galley aboard the *Galloway* is outfitted with all stainless steel appliances including ovens, grills and steam tables.



Galloway to be put into service, heads through the Verrazano Narrows Straits on her way into Elizabeth, N.J.

'The truth of the transportation business is that the customer doesn't pay to occupy space. He pays to get his goods to their destination—usually the faster the better.'



Steward James Keno takes a moment to relax in one of the offices aboard the *Galloway*.



Steward J. C. Anderson takes a look at crewmember's quarters aboard the *Galloway*. There is one man per room and each has a private bath.

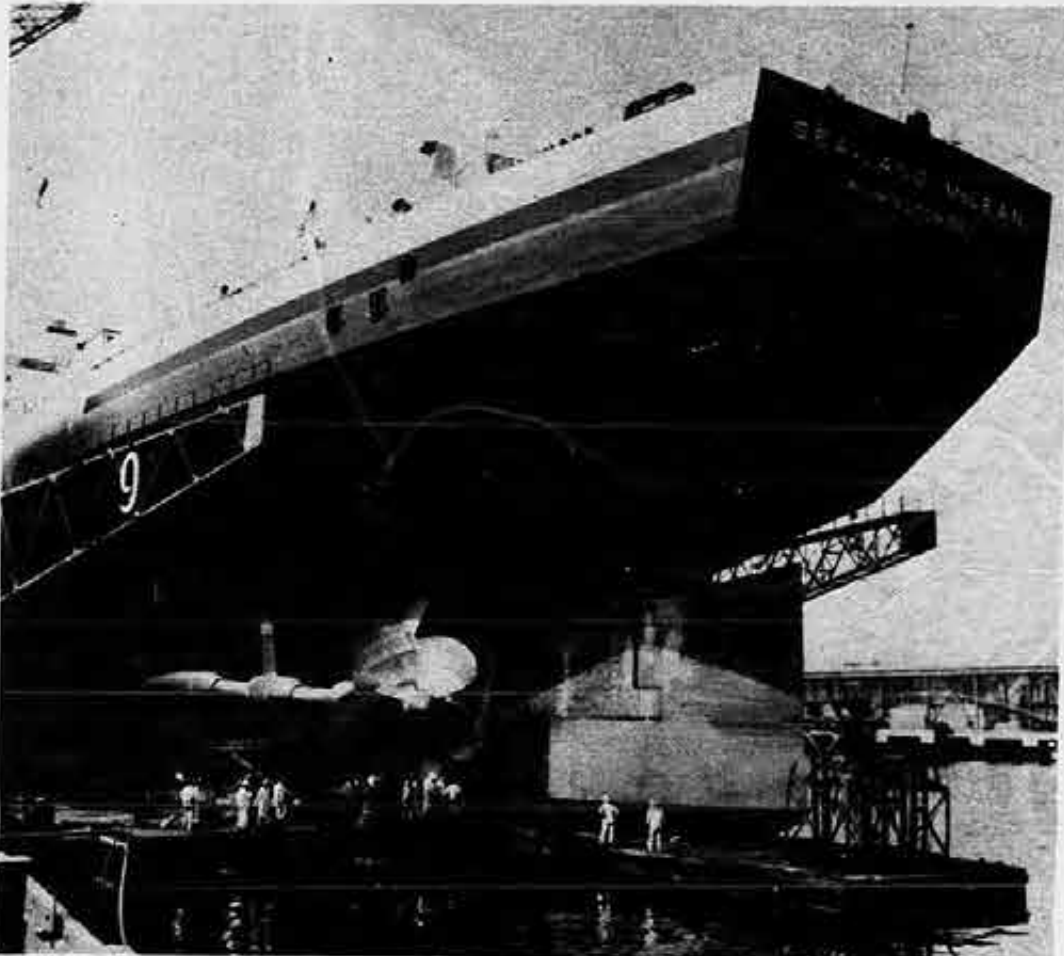


OMED Pat Rogers (right) discusses the *Galloway*'s first voyage with Log reporter Jim Gannon during the ship's stop in Elizabeth.

... Provides Impetus to Industry

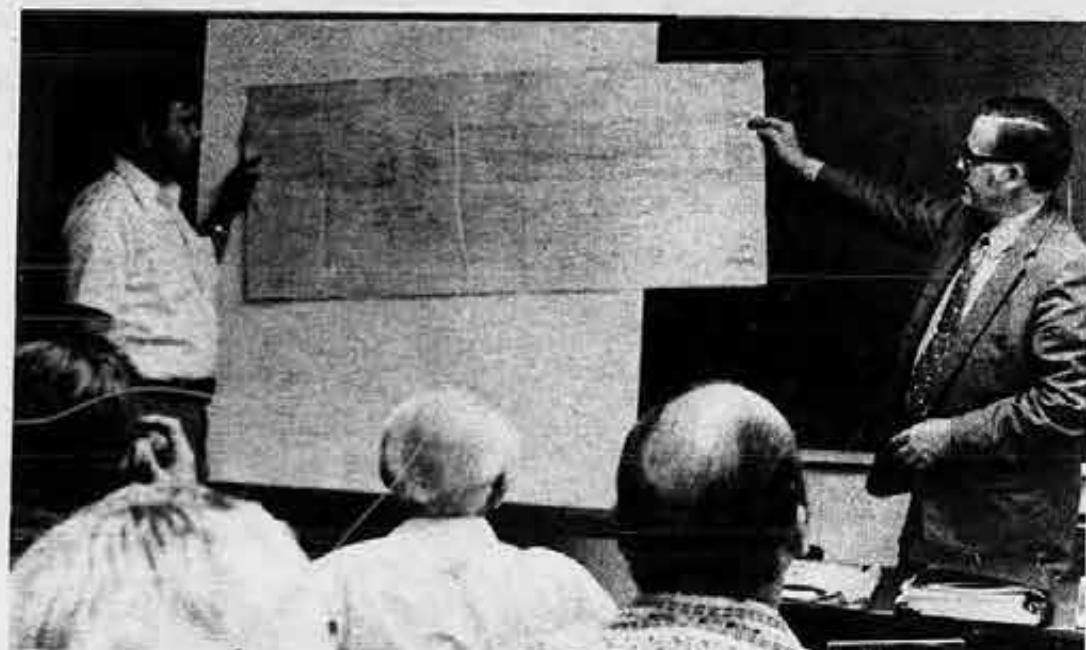
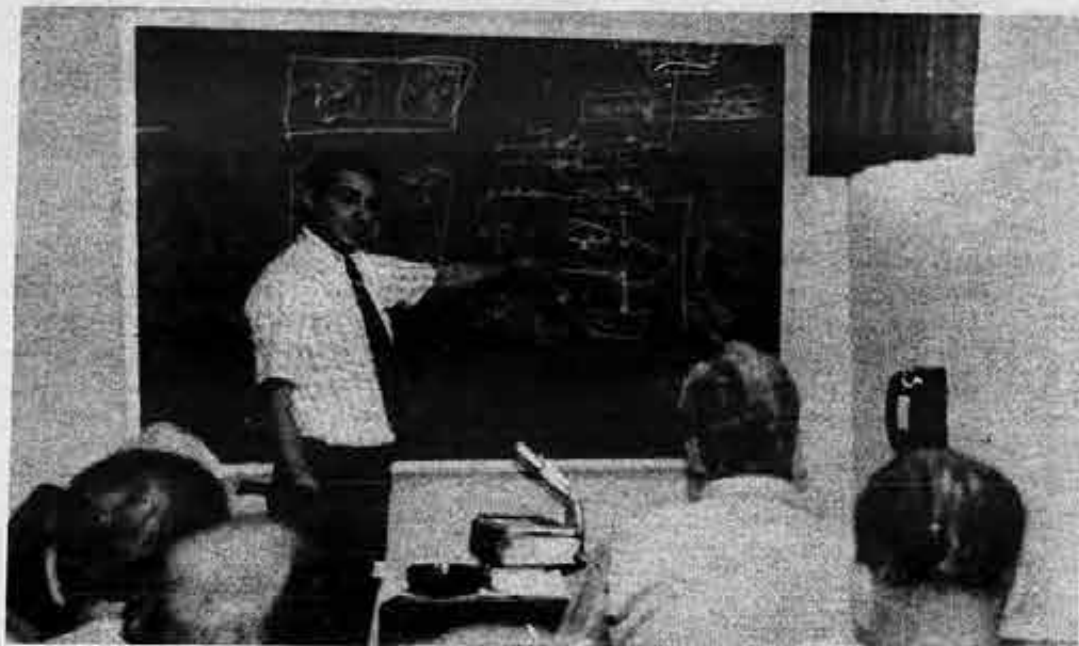


SIU Vice President Frank Drozak (right) discusses some union matters with Bosun Enrico Tirelli (left) and QMED Pat Rogers aboard the *Galloway* while the ship was berthed in Elizabeth.



Workmen put finishing touches on stern of the *Sea-Land McLean*, the second SL-7 to be completed. The *McLean* arrived in Elizabeth a week after the *Galloway*.

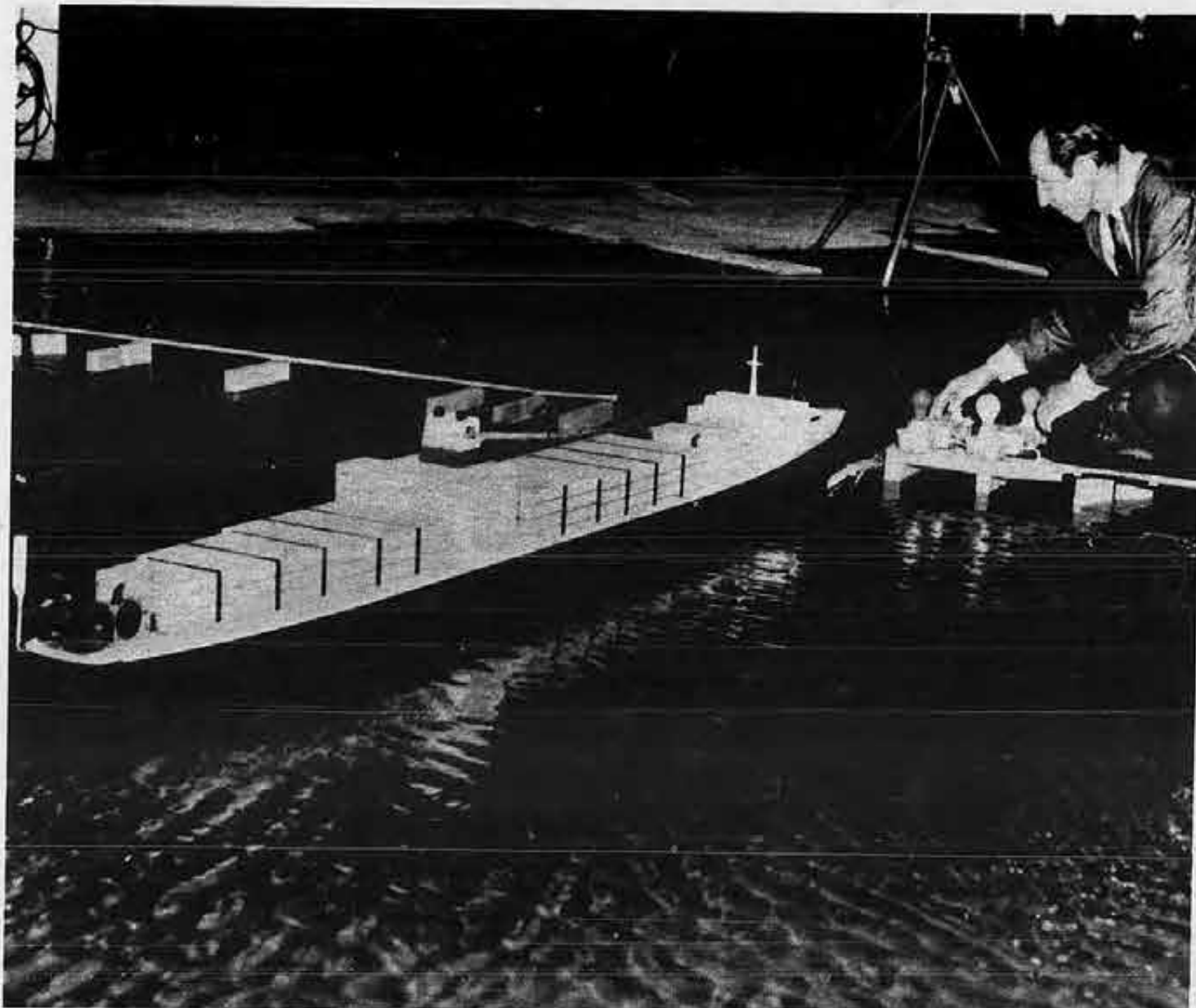
Seafarers Prepare at Piney Point



Before manning the new SL-7's, Seafarers underwent special upgrading courses to familiarize themselves with all aspects of the giant containerships and to earn their QMED rating. In the top photo, Frank Luciano, a representative of Sperry-Rand, designer of the ship's guidance control system, explains the gyro and auto-pilot systems to a group of SIU members. In the bottom photo, the bridge consoles on the new SL-7's are explained to a class of Seafarers by Ed Engelbretson, a representative of IT&T, (right) and Harry Lundberg School Vocational Training Director Bob Kalmus.

'The first of the giant containerships will be used on transatlantic runs and will be used strictly as line-haul carriers between major ports thus maximizing their efficiency. Smaller relay vessels will fan out from these major ports to speed containers to and from their ultimate destination throughout Northern Europe, England, North American and the Caribbean.

(The SL-7's) will provide proof that an American-flag company, employing American crews at American wage scales can provide fast, efficient ocean transportation service without subsidy and can prosper nevertheless.'



A pilot practices navigation techniques during a "dry run" on nine-foot scale model of the SL-7 containership at U.S. Army Engineer waterways experiment station in Vicksburg, Miss.

What They're Saying



Enrico Tirelli
Bosun

There are a few differences working aboard this ship. The first of course is the size. The work seems to go slower because of the increased amount of walking time, but still there is no real problem in getting the work done. Tying up, is different also, since we do this from below the deck. However, these small problems will disappear, after a few trips when we get used to a new system.

This ship is really a sailor's dream but I don't mean that in reference to the work. When our day is finished now, we retire to our own private foc'sle. There, a man can relax like a man. Our time is truly our own. We can sleep, or read or just think in perfect comfort and peace. You can forget about all the aggravations and problems you have encountered throughout the day. It is a nice place to live.



James Keno
Steward

This is the best thing that ever happened to the SIU. I've served aboard many ships, but there is something different about this one. I think it has something to do with the attitude of the men. Don't let all this new equipment fool you, the men in the department still work as hard as ever, but the work is more enjoyable.

As far as I'm concerned, the steward department is the most important on the ship, because if the men don't eat, they don't work. We, in the steward department are able to do a better job here, so everyone on board is happier and friendlier. And on a ship this size you must have harmony.

Aboard the Galloway



Pat Rogers
QMED

This engine room is a whole new ball game. It is actually two engine rooms in one, and three times the size of the usual engine room. If there is any malfunction at any place in the engine room, it registers on a panel. That way we can attend to small problems quickly, so they don't become big ones. You put in a good four hours extra work each day, but I enjoy it because it is a challenge.



Bosuns Eligible for Recertification

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

been erroneously omitted. Such members should contact SIU headquarters. For identification purposes, Social Security numbers are given. More information about the program appears on page 2.

Abualy, E. B.—433-28-2455
Adkins, P. C.—244-20-1513
Ahin, A.—576-24-1744
Allen, E. E.—070-24-5827
Alistatt, J. W.—466-20-6300
Anderson, A.—266-14-7774
Annis, G. E.—437-38-3046
Antonioni, C.—051-18-9139
Antoniu, A.—127-14-6990
Aponte, F.—062-24-0560
Aro, J. M.—405-50-7695
Arena, L.—437-05-9950
Armada, A. A.—212-34-9627
Arnold, J. C.—232-30-4357
Aycok, W.—567-24-3474

Backrak, O. O.—514-14-3110
Baker, W. T.—457-20-8725
Hankston, Jr., C.—436-26-4790
Barnhill, —231-18-8517
Barrial, P.—219-22-0659
Baudoin, J.—436-28-7856
Baum, H. L.—268-10-6146
Beck, A.—096-20-2825
Beck, D. L.—178-20-0272
Beeching, M.—426-32-6743
Bennett, M. P.—258-16-9623
Bentz, J. J.—176-34-0377
Bentz, H. G.—183-26-9874
Berger, D. H.—231-07-0647
Berry, N. M.—458-01-7000
Bey, Jr.—053-18-0684
Biehl, J.—422-07-6178
Bissonnet, J. V.—433-20-2710
Bojko, S.—176-18-5164
Boland, J. J.—169-20-6292
Boney, A.—229-30-5077
Bourgeois, J. L.—027-18-7802
Bourgot, A. E.—422-01-4298
Bowden, G. W.—223-20-6530
Bowman, J. T.—036-09-5067
Boyle, C. F.—068-22-5157
Brannan, E. J.—423-30-6749
Braustein, H. D.—095-16-5631
Brendle, M. D.—467-30-9199
Brinson, B. W.—256-26-0159
Broomhead, R. W.—120-10-5379
Browning, B.—307-20-6218
Bryan, E. K.—462-32-8154
Bryant, V. W.—262-09-7025
Burch, G. A.—437-18-9276
Burke, G. A.—366-22-7870
Burns, C. J.—158-07-0722
Burton, R.—277-18-6844
Busalacki, J. E.—489-22-0605
Bushong, W. D.—285-01-7359
Butterton, W. G.—224-20-8023
Butts, O. I.—070-16-2125
Butts, Jr., W. H.—125-22-4401
Byrd, R.—223-34-4481

Cain, H. C.—417-42-4293
Caldeira, A.—079-20-1840
Calogeros, D. G.—077-24-9341
Carey, J. J.—053-18-7895
Cartwright, L. W.—061-14-4157
Carver, T.—131-07-2996
Casanueva, M.—080-20-8057
Cash, J. M.—225-16-9039
Castro, G.—107-18-7674
Catalanotto, J.—438-05-7594
Caulman, B. H.—460-07-2813
Charneco, F. R.—093-28-5218
Cheshire, J.—263-38-5950
Chestnut, D.—418-18-2565
Chiasson, R. J.—438-14-8402
Chilinski, T.—058-18-4305
Chong, J.—212-20-8168
Christenberry, R. A.—555-28-2830
Cisnecki, J.—168-12-5196
Cofone, W.—070-18-4778
Cocker, G. H.—417-24-3948
Cole, Jr., L. C.—244-28-4482
Condos, G.—120-12-5242
Cooper, F. C.—417-40-2124
Cortez, D.—125-16-9855
Cousins, W. M.—248-22-4567
Crawford, W.—267-32-1990
Cross, M. W.—549-01-1899
Cunningham, J. F.—264-26-7503
Curry, L.—246-34-4910

Dakis, G.—109-18-8390
Dalton, J. M.—210-14-2345
Damico, Jr., C.—559-34-5523
Dammeyer, C. R.—157-20-3708
Darville, R.—266-24-6290
Davies, J.—161-22-0931
Davis, J. R.—422-22-0663
Dawson, W. R.—213-28-3108
Deangelo, E. J.—422-05-5080
Deculy, J. J.—083-20-4487
Delgado, J. D.—115-22-7211
Dewell, J. D.—542-03-5341
Dixon, J.—419-20-4492
Dodd, W. K.—431-12-7842
Donovan, J.—031-07-1871

Dorney, F. F.—074-22-8361
Drake, W.—424-12-4492
Ducote, A. R.—439-05-1182
Dunn, B. E.—417-38-9917
Durham, G. G.—263-28-9335

Eddins, J. T.—241-26-1489
Edelmon, B. G.—463-34-8848
Eisengraeber, R.—566-16-0621
Ellis, E. M.—256-20-6092
Elwell, J. M.—121-09-8419
Erzo, P. J.—212-20-5693
Erlinger, G. D.—318-24-2470
Evans, J.—051-18-3819

Faircloth, Jr., C. O.—262-26-1005
Farsbetter, M. L.—398-24-3209
Fay, M. V.—117-30-5351
Figueroa, L.—123-14-9297
Fimovitz, B. F.—123-14-9767
Finch, F. D.—422-01-6469
Finklea, G. D.—250-16-7511
Fitzpatrick, D.—019-12-4025
Foster, F.—070-24-0070
Foster, J. M.—416-18-1089
Foti, S. C.—030-10-9237
Frank, S.—014-16-2108
Freimanis, E.—126-18-3117

Gahagan, K.—237-34-2731
Gaspar, F.—112-20-1153
Gates, C. C.—417-14-8632
Gay, D. C.—133-14-1538
Geller, J.—092-12-0853
Gervais, J. E.—242-30-6169
Gianiotis, I. S.—231-40-0812
Gigante—215-18-2505
Gillain, B. F.—421-36-5242
Gillikin, N. D.—263-30-8196
Gomez, J.—466-38-5826
Gonzalez, C. L.—062-24-2927
Gorman, J. J.—100-20-6394
Granberg, B. A.—462-40-9997
Granger, E.—437-12-7354
Green, J. C.—227-20-2361
Griffin, E.—264-24-0700
Griggers, Jr., I. W.—416-30-9751
Grima, V.—140-24-6474
Gustavson, W.—131-16-2078
Gylland, A.—129-14-5937

Hale, W.—436-44-4163
Hall, R. H.—217-22-7470
Hanback, B. T.—132-20-0173
Hanna, A.—204-22-2335
Hanstvedt, A.—457-42-4316
Hardcastle, E. B.—523-01-9340
Hartman, O. M.—504-12-1359
Harvey, L. J.—425-32-1168
Hawkins, T. H.—531-20-4944
Hazard, F.—552-22-5812
Hellman, K.—418-34-4246
Henkle, T. M.—543-24-8401
Hernandez, C.—075-32-3447
Hilburn, T. J.—416-30-0491
Hill, H. C.—487-16-9638
Hodges, R. W.—237-22-8900
Hodges—424-22-6370
Hogge, E. J.—220-09-4923
Holm, D. E.—109-24-1630
Homen, J.—545-28-5157
Homka, S.—136-20-7535
Houchins, C. M.—245-30-4767
Hovde, A. W.—219-16-3321
Hunter, J. D.—420-26-6061

Iannoli, C. A.—036-07-0694

James, C.—144-20-8700
Jandoha, S.—135-16-6160
Jansson, A. E.—093-12-9964
Jaynes, H.—019-18-3977
Johannsson, S.—081-20-7182
Johnsen, C. P.—498-18-4117
Johnson, W.—374-22-5210
Johnson, R.—416-26-3622
Jordan, C.—421-20-6192
Joseph, L. E.—069-16-1308
Joyner, W. E.—253-30-3366
Justus, J. I.—237-40-2930

Kadziola, S.—080-20-9846
Karatzas, A.—569-42-0696
Kaufman, H. K.—113-07-8129
Kazmierski, Jr., B. R.—376-40-5144
Keeffer, M. J.—399-12-4481
Keel, J. C.—421-20-1646
Kelly, W. G.—532-22-3498
Kelsey, T. E.—085-24-2435
Kelsoe, J. W.—416-36-8625
Kennedy, J. D.—421-16-6617
Kerageorgiou, A.—231-40-2134
Kerngood, Jr., M. J.—220-01-2222
King, G. E.—451-08-8070
Kirkwood, H. R.—266-26-8646
Kitchens, B. R.—260-20-0956

Kleimola, W.—374-24-7812
Knight, B.—228-20-5244
Knolles, R. J.—561-28-8587
Koen, J. B.—422-07-9088
Konis, P.—116-32-8928
Krawczynski, S.—206-18-4874
Kyser, L.—419-18-6034

Lambert, R.—438-26-5392
Landron—216-12-9465
Landron, J. R.—217-14-0320
Larsen, A.—454-22-5193
Lasoya, E.—465-07-5295
Lassen, S. B.—569-42-2635
Lasso, R.—140-14-5145
Lavoine, Jr., H. T.—019-16-2632
Lawton, W.—260-18-7001
Layton, W.—253-28-6282
Leclair, W. W.—013-26-3240
Lee, C. O.—267-12-5834
Lee, H. S.—537-01-2917
Lesnansky, A.—293-12-4819
Leushner, W.—101-22-8269
Lewis, J. S.—242-32-3437
Libby, H.—005-24-2016
Libby, G. P.—224-18-8207
Lillard, F. E.—431-16-3089
Lineberry, C. T.—422-44-1442
Lipari, A.—113-20-8891

Maas, R. J.—434-52-3105
MacArthur, Jr., W.—028-20-5355
Maggulas, C.—105-26-5064
Majette, C.—224-12-0868
Malyszko, J. F.—349-18-4649
Mann, J. T.—260-32-9664
Manning, D. J.—053-22-2119
Manning, S. H.—263-03-1900
Matthews, W. T.—262-32-5892
Mattioli, C.—076-24-9904
McBride, W. L.—489-10-7960
McCasky, E.—416-14-8132
McCollom, J.—027-16-4161
McCorvey, D. L.—258-36-8093
McDonald, R. O.—467-14-3931
McDougall, J. A.—200-09-3952
McGinnis, A. J.—192-26-9115
McConagle, H.—029-22-1914
McGowan, B. L.—438-44-3865
McGowan, S. M.—464-34-2832
McKarek, J.—092-05-3585
Meehan, J. W.—223-18-3075
Meffert, O. R.—404-12-4556
Mehring, S. R.—076-22-9683
Mercereau, E. L.—537-01-5709
Merrill, C. D.—422-05-6352
Michael, J. I.—220-03-2251
Mignano, H.—078-20-6639
Miller, C. E.—361-10-1880
Mitchell, W.—003-07-5954
Mize—553-20-6860
Moen, J. S.—476-18-2802
Monardo, S.—103-20-7330
Moore, C. E.—223-34-0634
Moore, J.—263-38-5916
Morales, E.—059-24-0919
Moris, W. D.—119-14-1974
Morris, S. P.—264-09-0991
Morris, W. E.—422-54-7040
Morris, Jr., E.—421-20-5321
Moyd, E. D.—424-09-4438
Mullis, J. C.—420-26-0850
Murray, C.—549-22-6569
Murry, R. W.—224-24-8014
Myrex, A. M.—420-20-7411

Nash, W.—115-01-6394
Nicholson, E. W.—219-18-9709
Nielsen, V. T.—088-36-2167
Northcutt, J. C.—414-20-0463
Nuckols, B.—236-30-4406

O'Brien, R. L.—029-12-5700
O'Connor, W. M.—103-18-2799
Olbrantz, L. J.—388-30-4589
Olesen, C. C.—552-44-7953
Olson, F. A.—534-16-5222
Oromaner, A.—061-09-9600
Ortiguerra, G.—133-03-3640

Palino, A.—158-16-8277
Palmer, R. C.—031-18-6040
Paradise, L.—030-16-8085
Parker, O. Z.—420-16-4243
Parker, J. W.—422-26-1019
Parker, W. M.—499-26-1862
Parr, E.—433-24-9345
Perreira, C. A.—575-12-6900
Pierce, J. J.—170-20-3972
Powell, B.—277-20-2185
Pitman, D. R.—433-24-3966
Pizzuto, N. L.—435-42-6698
Pope, R. R.—246-34-9441
Poulsen, V.—570-62-5629
Pousson, H. I.—433-20-3415
Pressly, O. J.—070-24-2044

Price, B. B.—226-34-4059
Prindezis, J.—105-24-7153
Procell, J.—437-38-8333
Pryor, C. E.—422-42-3521
Puchalski, K.—292-18-5293

Radich—427-34-7701
Rains, H. B.—462-32-5500
Reed, C.—293-20-7274
Richoux, J.—436-28-1250
Rihn, E. A.—457-20-2737
Rivera, A.—079-22-5470
Rivera, Z. R.—086-14-6483
Robbins, O. A.—007-18-7885
Robinson—265-36-3629
Robinson, J. A.—417-24-9575
Roy, A.—002-14-1410
Rubish, P.—234-38-0323
Ruf, G. H.—155-01-0430
Ruiz, A. T.—087-24-9986
Rushing, E.—439-05-4139
Ryan, J.—385-07-8040

Sacco, A.—343-16-3737
Sakellis, A. J.—106-24-8885
Sampson, J.—159-05-5470
Sanchez, M. E.—261-24-2303
Sanfillippo, J. S.—030-16-2224
Sanford, T. R.—418-48-2878
Savoca, J.—438-14-1920
Sawyer, A. R.—231-07-3648
Seriglio, S. J.—021-20-1948
Schulter, K. P.—113-36-1681
Schwartz, A.—468-14-4047
Schwarz, R. D.—421-26-0937
Self, T. L.—231-28-4715
Selix, L. E.—572-34-4917
Sernyk—080-20-7818
Sharp, W.—221-10-1574
Shortell, J. A.—130-05-4711
Smith—195-12-2112
Smith, G. B.—214-38-5850
Smith, F. W.—227-24-8803
Smith, L. R.—241-30-1046
Smith, F. J.—436-22-4850
Sohl, R. G.—080-22-2148
Sokol, S. F.—141-12-7397
Sorel, J.—532-28-7971
Spencer, J. L.—238-26-1618
Spuron, J. G.—214-24-8443
Stanford, G.—428-34-5059
Stockmarr, S.—097-12-4313
Surles—550-30-7483
Swiderski, J. B.—189-01-0726

Talbot, J. R.—166-16-3783
Taylor, R. C.—425-64-8556
Tenley, G.—206-16-8927
Thompson, C.—402-12-5631
Thompson, C. E.—418-56-3096
Ticer, D. M.—525-18-7116
Tillman, W. L.—428-44-9368
Tolentino, T. A.—547-38-4286
Trawick, H.—424-10-6498
Troche, G.—439-22-2206
Trosclair, J. C.—421-26-3693
Turner, P.—305-22-8944

Ucci, P. A.—071-05-6719
Urzan, J.—087-14-4528

Vandenella, V. A.—056-18-1501
Vega, J.—108-18-7118
Velazquez, W.—072-22-1797

Walker, F. E.—141-22-1181
Walker, T. I.—565-44-3930
Wallace, W. M.—225-18-5674
Wallace, E. F.—341-20-0639
Wallace, W. A.—571-03-4190
Wardlaw—455-34-5086
Webb—421-20-9221
Weinberg, B.—531-14-9362
Whitlow, L.—484-14-2607
Whitney, R.—383-24-0535
Wiggins, C. B.—424-28-8406
Williams, R. R.—220-22-3410
Wilson, C. P.—421-12-6373
Winslow, E. D.—237-03-1715
Woods—437-20-3607
Workman—303-01-1446
Woturski, B.—137-18-3608
Wright—258-34-2472

Yates, J. W.—295-16-8168

Zeloy, J.—417-28-1573
Ziereis, J. A.—270-18-5518

TOTAL NUMBER OF MEN 394

USPHS Announces Signing of Contracts for Health Care

The United States Public Health Service in New Orleans has announced that it has signed contracts with the following medical facilities to provide health care for Seafarers in their area.

ALABAMA

Mobile General Hospital
2451 Fillingim St.
Mobile, Alabama 36611
Mobile Infirmary
Post Office Box 4097
Mobile, Alabama 36604

FLORIDA

Cape Canaveral Hospital
P.O. Box 69
Cocoa Beach, Florida 32931
Halifax District Hospital
P.O. Box 1990
(Clyde Morris Blvd.)
Daytona Beach, Florida 32015

Disability pensioners in particular are advised that they may call upon these facilities for both regular and emergency medical care. Here is the list of facilities:

Broward General Hospital
1600 South Andrews Avenue
Fort Lauderdale, Florida 33316

Lee Memorial Hospital
P.O. Box 2218
Fort Myers, Florida 33902

St. Luke's Hospital
1900 Boulevard
Jacksonville, Florida

De Poo Hospital
918 Southard Street
Key West, Florida 33040

Monroe General Hospital
P.O. Box 932
Key West, Florida 33040

Baptist Hospital
8900 N. Kendall Drive
Miami, Florida

Okaloosa County Hospital System
Niceville, Florida 32578
Jackson Memorial Hospital
1700 N.W. 10th Avenue

Miami, Florida 33136
Mercy Hospital
3663 South Miami Avenue
Miami, Florida 33138

Municipal Hospital
P.O. Drawer No. 9
Port St. Joe, Florida 32456

West Palm Beach Good Samaritan Hospital
1300 North Dixie
West Palm Beach, Florida 33402

LOUISIANA

South Cameron Memorial Hospital
Route 1, Box 277
Cameron, Louisiana 70631

MISSISSIPPI

Singing River Hospital
Pascagoula, Mississippi 39567

Vicksburg Hospital Inc.
1600 Monroe Street
Vicksburg, Mississippi
(Two contracts—one for General Medical Surgical Hospital Care and one for Quarantinable Diseases)

MISSOURI

Lutheran Hospital of St. Louis
2639 Miami Street
St. Louis, Missouri 63118

MEMPHIS (Processed by)

Methodist Hospital
1265 Union Avenue
Memphis, Tennessee 38104

City of Memphis Hospital
860 Madison Avenue
Memphis, Tennessee 38103

Baptist Hospital
1899 Madison Avenue
Memphis, Tennessee 38103

Upgrading Class Schedule at Lundeborg School

Upgrading classes are now being conducted at Harry Lundeborg School. Classes for the following ratings are available: Lifeboat, Able Body Seaman, Quartermaster, Fireman, Watertender, Oiler, Refer, Electrician, Junior Engineer, Pumpman, Deck Engineer, Machinists, Tankerman.

Classes begin every two weeks on the following dates:

October 30; November 13, 27; December 11.

Under a new U.S.C.G. ruling, graduates of the HLS 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.

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

Ratings

AB

FWT, Oiler

All other QMED

HLS Graduate

8 mos. O.S.

3 mos. wiper

6 mos. wiper

All others

12 mos. O.S.

6 mos. wiper

6 mos. wiper

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 Lundeborg 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
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Return completed application to the attention of:

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

Balanced Diet, Tricky Balancing Act

By Sidney Margolius

In almost every store you go to nowadays, and in many publications, you are confronted by pressures to buy vitamin products, especially the high-priced "natural" vitamins.

You now find these "natural" vitamins not only in the health food stores cropping up all over the country but in regular drug stores, supermarkets, even karate clubs and gyms.

The tactics used to sell these vitamins are usually based on fear. Worried people are good prospects. As one workingman wrote to us: "I was visited by a vitamin supplement salesman who supported his claims with government reports on poor soil, cooking of foods, storage, organic vs. inorganic farming, etc. His arguments sounded good when backed up by U.S. government reports. However, I couldn't see spending \$20 a month on vitamins."

"Can we get all we need out of foods? Should we all eat raw instead of cooked vegetables? What about white sugar and white flour? Are they harmful?"

We'll come back to these questions later in more detail. But in general, if you have no abnormality and do eat a balanced diet you should be able to get all the nutrients you need without taking additional vitamins. If you do have some physical condition that may require extra vitamins, you should consult a doctor. He would determine what vitamin, if any, you really need.

What's a "balanced diet?" The U.S. Agriculture Department advises choosing some foods every day from four basic food groups. Some nutritionists think the USDA has oversimplified the seven basic groups it used to suggest. Marcella Katz, nutrition consultant for the Health Insurance Plan of Greater New York, in the Public Affairs pamphlet, **Vitamins, Food, and Your Health**, recommends using some foods

each day from each of these six basic food groups:

1. **Meat, fish, eggs, poultry, legumes** supply high-quality protein that contains an adequate amount of essential amino acids.

2. **Breads and cereals**, whole-grain and enriched, supply sugar and starch, vitamins and minerals. (The protein in grains and cereals is not complete and should be used in combination with the complete proteins in Group 1.)

3. **Milk and milk products** such as cheese supply high-quality protein, minerals, and vitamins.

4. **Dark green leafy and yellow vegetables** are important sources of vitamin A.

5. **Other vegetables and fruits**—citrus, tomatoes, strawberries, cabbage, potatoes—are important sources of vitamin C.

6. **Fats and oils** supply saturated and polyunsaturated fatty acids and vitamins. (Mrs. Katz recommends, as do many nutritionists nowadays, liquid vegetable oils and margarine made from them, rather than so-called "saturated" or hard fats.)

It is true that some vitamins are lost in food processing and in home cooking, although vitamin sellers tend to exaggerate these losses. Vegetables washed in too much water or held in the pot too long before serving, "make vitamin-rich water and vitamin-poor food," Mrs. Katz warns. She points out that many families rarely use the cooking water.

They should. Vegetables should be cooked in as little water as possible and for as short a time as feasible. Whatever water remains contains some of the water-soluble vitamins from the vegetables and should be used in gravies, sauces and soups.

With careful meal planning and care in cooking, most people should not need vitamins. If you or your doc-

tor feel you do, then take care not to get involved in the high-priced products being pushed nowadays.

For example, in a recent shopping survey we found you could pay anywhere from 45 cents for a bottle of 100 milligrams of vitamin C, to as much as \$1.75 for so-called "natural" vitamin C (really partly synthetic). Different brands of multivitamins with minerals sell for anywhere from \$2.65 to \$4.50. They have somewhat varying formulas, which makes it hard for consumers to compare values precisely, but are basically similar products. For B vitamins, although with varying formulas, you can pay anywhere from 79 cents to \$3.79 for 100 tablets.

There are huge profits in vitamins, especially the "natural" kind. For example, a large basic supplier like General Mills sells vitamin E (the current fad vitamin) to packagers for 50 cents for 100 tablets of 100 international Units. By the time these 100 tablets are bottled and reach the retail counters they have price tags of anywhere from \$1.95 to as much as \$3.30 (in brands sold in health food stores.)

The vitamin packagers nowadays

have a number of ways of building up prices:

—They are packaging bigger dosages, such as vitamin C in 250 and even 500 milligram tablets, in order to command higher prices but claiming that you are more certain to get your full needs this way.

—They then package smaller amounts such as 30 or 60 tablets in a bottle instead of the traditional 100, in order to make the higher prices seem lower.

—They try to influence you to buy not only specific vitamins to supplement your supposedly "impoverished" food supply, but to buy other vitamin or food supplements to balance the primary vitamins. For example, they now try to sell you bioflavonoids along with vitamin C, or vitamin A along with lecithin.

—They push the higher-priced "natural" vitamins instead of the lower-cost synthetic vitamins, when actually they are the same in function, and the supposedly natural ones are partly or even largely synthetic in any case. (If they weren't they would be too big to swallow.)

Personals

Harold H. Hess

Your wife, Mary, asks that you contact her at 702 N. Lakewood Ave., Baltimore, Md. 21205.

Ralph Di Paoli

Your sister, Mrs. Carmela Forneto, asks that you contact her as soon as possible at 1135 So. Seventh St., Philadelphia, Pa.

Gonzalo Rodriguez

Your wife, Maria, asks that you contact her at San Agustin No. 152, Puerto de Tierra, P.R.

Archie D. Terry

Please contact Mrs. Ruby T. Altman at Rural Delivery, Estill, S.C.

William Leroy Cox

Please contact Cpl. M. Graham, Washington County Sheriff's Office, Washington County Courthouse, 2nd & Main Sts., Hillsboro, Ore. in reference to personal property being held for you.

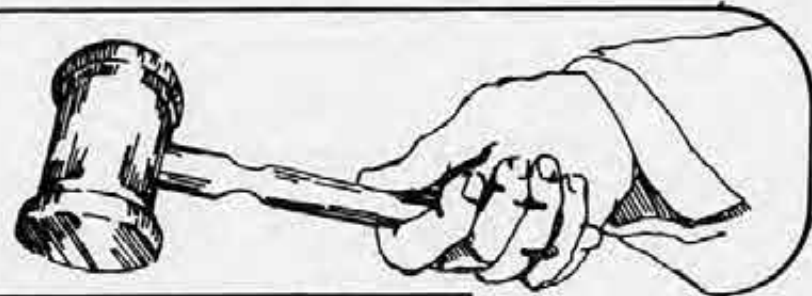
Ragner O. Andersen

Please contact Mrs. Bertha H. Myntti at 408 N. 61st St., Seattle, Wash. as soon as possible.

Jose M. Castell

Personal papers of yours are being held in the vault in the Secretary-Treasurer's office at SIU Headquarters in Brooklyn, N.Y.

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 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.

Rigging a Bosun's Chair at Piney Point



Dyrell Davis rigs a bosun's chair under the watchful eyes of Deck Upgrading Instructor Joe Wall, right, and other members of the AB upgrading class. Looking on are Sea-

farers William Kleimola, Gene Dakin, E. Balasia, and Monte Grimes. After successful completion of the lifeboat curriculum, AB upgraders need to spend only two weeks at the Upgrad-

ing Center to prepare for the examinations which are administered in Piney Point. The next class begins October 30 and new classes will start every two week thereafter.

Fay Heads Campaign

SIU Philadelphia Port Agent John Fay has been chosen to manage the campaign for re-election of Representative Joshua Eilberg (D-Penn.).

Eilberg is seeking his fourth term in Congress. He was first elected in 1966 and again in 1968 and 1970 by overwhelming margins.

In accepting the appointment as campaign manager, Fay said:

"It is an honor to be able to help a man like Josh Eilberg. As a Congressman he has always put the needs and wishes of his constituents first.

"Josh has always represented the workingman. His record on labor issues is outstanding."

First Vessel To 'Show The Flag'

The first ship to carry the American flag around the world was the *Columbia*, piloted by Captain Robert Gray.

She left Boston in 1787 and took three years to make a complete voyage around the globe.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

August 25-September 22, 1972		Number		Amount	
SEAFARERS WELFARE PLAN		MONTH	YEAR TO DATE	MONTH	YEAR TO DATE
ELIGIBLES					
Death	12	239	41,000.00	455,302.00	
In Hospital Daily	1,443	9,066	1,801.00	15,488.43	
Hospital & Hospital Extras	28	159	1,833.45	19,832.30	
Surgical	2	52	122.50	3,763.50	
Sickness & Accident	6,668	74,928	53,341.00	594,521.92	
Special Equipment	2	19	417.62	3,631.73	
Optical	226	2,569	4,162.72	49,387.24	
Supplemental Medicare Premiums	4	1,403	467.60	9,804.70	
Seaman Specialist-Medical Reimb.	4	43	270.00	22,979.76	
DEPENDENTS OF ELIGIBLES					
Hospital & Hospital Extras	309	3,373	70,084.27	744,754.72	
Doctors' Visits in Hospital	155	7,252	4,431.02	32,818.94	
Surgical	112	1,252	11,440.45	143,265.00	
Maternity	11	237	3,200.00	65,391.80	
Blood Transfusions	4	42	345.50	2,227.70	
Optical	204	1,972	3,803.71	37,451.02	
Special Equipment	—	1	—	28.50	
Seamen Specialists-Dept. Medical Reimb.	—	10	—	1,398.09	
Special Disability	—	—	—	—	
PENSIONERS & DEPENDENTS					
Death	4	110	12,000.00	255,000.00	
Hospital & Hospital Extras	120	1,151	21,411.22	181,695.58	
Doctors' Visits & Other Medical Exp.	115	8,553	3,768.44	41,193.46	
Surgical	20	111	3,290.00	17,232.00	
Optical	100	638	1,701.52	12,284.23	
Blood Transfusions	—	15	—	557.00	
Special Equipment	2	54	288.27	6,542.21	
Meal Books	941	10,232	9,410.00	102,320.00	
Dental	1	10	291.00	1,896.00	
Supplemental Medicare Premiums	1,961	14,504	9,011.60	82,801.70	
Scholarship Program	8	61	6,423.28	25,184.93	
TOTALS					
Total Seafarers Welfare Plan	12,453	137,884	264,049.17	2,904,333.26	
Total Seafarers Pension Plan	1,952	19,158	459,400.00	4,620,409.46	
Total Seafarers Vacation Plan	1,395	11,562	567,611.16	5,774,406.53	

Figures in this report, published in the September issue of the *Seafarers Log* reflected an inadvertent error. Below are the correct figures for the period July 25 to August 24, 1972, and for the fiscal year to that point.

ELIGIBLES					
Death	30	227	56,209.00	414,302.00	
In Hospital Daily @ \$1.00	403	5,399	403.00	5,399.00	
In Hospital Daily @ \$3.00	187	2,749	561.00	8,247.00	
Hospital & Hospital Extras	21	131	672.70	17,998.85	
Surgical	6	50	879.00	3,641.00	
Sickness & Accident @ \$8.00	7,722	67,647	61,776.00	541,176.00	
Special Equipment	2	17	354.00	3,214.11	
Optical	418	2,343	6,732.35	45,224.52	
Supplemental Medicare Premiums	85	1,399	1,715.60	9,337.10	
Scholarship Program	—	53	—	18,761.65	
Total Seafarer Welfare Plan	12,590	124,292	339,683.79	2,628,884.09	

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.

An Old Tar's Tale

Tilt your flask and still your fears,
Then batten down to round the horn.
Yesterdays are maidens tears
Tomorrows die unborn.

Pert city lass or village boor
Can you in truth depone
To so rich a night, with knight so poor
On bed of dockside stone.

Scant life adheres to oft turned bone,
He lives but half who sails alone.

To leave unlive the least of me,
But fouls the sails of those
Who willed my sails to be.

And there's one you'd have wanted to know
With who I pleased in that long ago.

"Con your ship through fog and gale,
And serve me when you're firm and hail.
Doff your trews, I'll not play shy,
Then man your fid toward yonder eye."

She'd chirp, and hoist her drink,
Then take ones arm and drop a wink.

Now hove in sight one Bert McKnight,
And he was the dog of dogs, all right.
'Twould bleed me pale the sum to relate
Of my horrible, terrible, miserable fate.
He conned her out of fornication
To hearth and upright habitation.

And then she chirped a different tune:

"Who sails from home and vibrant wife
To wanton wench in distant State,
But flees the best of life,
And proves an addled pate."

And yet, I'm kind disposed to whom I owe
For life lived full in that long ago.

Max Katzoff

The Victor's Cup

When things go wrong, as they sometimes will
When the road you're trudging seems all uphill
When the funds are low, and the debts are high
And you want to smile, but you have to sigh
When care is pressing you down a bit
Rest if you must, but don't you quit
Life is queer with its' twists and turns
As everyone of us sometimes learns
And many a fellow turns about
When he might have won, had he stuck it out
Don't give up, though the ace seems slow
You may succeed with another blow
Often the goal is nearer than it seems
To a faint and faltering man
Often the struggle is given up
When he might have captured the victors' cup
And he learned too late, when the night came down
How close he was to the Golden Crown
Success is failure turned inside out
The silver tint of the clouds of doubt
And you can never tell how close you are
It may be near when it seems so far
So stick to the fight, and when you're hardest hit
It's when things seem worst that you musn't quit.

Jack H. Kohn

SIU Ship's Committee



WARRIOR (Sea-Land)—The containership *Warrior* stopped over in Hoboken last month after a smooth voyage from the South Atlantic. From left are: F. Brazell, educational director; B. Swearingen, ship's chairman; N. Guinones, steward delegate, and R. Mason, deck delegate. In May, the *Warrior's* crew saved 104 persons from a burning Liberian ship off the coast of Florida. See story on Page 5.

Money Due SIU Members

The following Seafarers have checks due them for wages earned aboard the *SS Jian* in 1964. Each of these Seafarers should immediately contact the offices of Berenholtz, Kaplan & Heyman at 1845 Maryland National Bank Bldg., 10 Light St., Baltimore, Md., in person, by mail or by calling 301-539-6967, in order to obtain the amount due them.

Richard S. Asmont	Armando Lupari
Carmelo Attard	Hazel L. McCleary
Henry J. Broaders	Edward McGowan
Claude A. Brown	Gerald R. McLean
Edmond L. Cain, Jr.	Terral McRaney
Douglas A. Clark	Peter J. Mistretta
Elmer C. Danner	Murphy, Theodore
George Dakis	Joseph J. Naurocki
James M. Davis	David Nelson
Rudolph G. Dean	Reginald Newbury
Juan M. DeVela	George Papamangolis
George Fossett	Jeremiah E. Roberts
Eugene C. Hoffman	Arthur Rudnicki
Charles J. Hooper	Leonard Russi
Joseph Horahan	George Schmidt
Marshall V. Howton	Ray F. Schrum
Francis X. Keelan	James D. Smith
George Kontos	Ray Smith
Allan E. Lewis	Bella Szupp
James Lewis	Ilus S. Veach, Jr.
Peter Losado	Joseph Wagner
Benedicto Luna	Robert F. Wurzler
	Ted Murphy

The following Seafarers have checks due them for unclaimed wages earned aboard vessels operated by Texas City Refining, Inc. They should immediately contact L. W. Westfall, chief accountant, Texas City Refining, Inc., Marine Division, P.O. Box 1271, Texas City, Texas 77590.

NAME	RATING	NUMBER
William R. Corry	AB	449-42-3299
Frederick Estes	OS	464-80-0867
Lamar Gribbon	Bosun	157-22-6074
Thomas Hopkins	Pumpman	576-16-6392

**TIRED AT 30 P
NO, HOOKED
AT 40**



**AND
OUT OF
WORK.
LONELY.
HUNGRY.
BROKE
AND
BROKEN.**

**DRUGS
ARE A
BUMMER**

All the human ills, all the frailties of the human machine, are magnified by drug use.

Drugs ruin lives, wreck homes, send users to bleak and useless futures and even death. Nobody wins in a flirtation with drugs. Each man loses.

Drugs can't cure loneliness, despair, tragedy, poverty and misery. Drugs can cause those things, and more—jail, unemployment and a future full of pain.

Drugs are a bummer, stay away from them.

ANNUAL REPORT

For the fiscal year ended April 30, 1972
UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION FUND
275 20th Street, Brooklyn, New York 11215

to the SUPERINTENDENT OF BANKS of the STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Banking Department, Employee Welfare Fund Division, 100 Church Street, New York, New York 10007.

Part IV

Part IV data for trust or other separately maintained fund are to be completed for a plan involving a trust or other separately maintained fund. It also is to be completed for a plan which: (1) Has incurred expenses other than: (a) Payments for unfunded benefits or (b) Insurance or annuity premiums or subscription charges paid to an insurance carrier or service or other organization; or (2) Has assets other than: (a) Insurance or annuity contracts or (b) Contributions in the process of payment or collection.

Part IV Section A Statement of Assets and Liabilities

United Industrial Workers of North America Pension Plan
File No. WP-222427

For Year Beginning May 1, 1971 and Ending April 30, 1972

ASSETS¹

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 19,246.13	\$ 44,552.57
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify)		
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		
(1) Preferred	2,858.13	23,172.30
(2) Common	56,047.91	189,500.32
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal		
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	168,309.00	315,574.95
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) .. (Identify and indicate percentage of owner- ship by this Plan in the subsidiary)		
(1) %		
(2) %		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify) Accrued interest receivable	161.43	447.61
8. Total Assets	\$ 246,622.60	\$ 573,267.75
LIABILITIES		
9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Unapplied Contributions	—0—	516.10
13. Other liabilities (Specify) Due to other funds ..	925.97	97.37
14. Reserve for future benefits	245,696.63	582,643.43
15. Total Liabilities and Reserves	\$ 246,622.60	\$ 573,267.75

¹ The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

Part IV—Section B

STATEMENT OF RECEIPTS AND DISBURSEMENTS CASH RECEIPTS

Item	
1. Contributions (Exclude amounts entered in Item 2)	\$ 390,186.96
a. Employer (Schedule 1)	
b. Employee	
c. Other (Specify)	
d. Total Contributions	\$ 390,186.96
2. Dividends and Experience Rating refunds from Insurance Companies	
3. Receipt from Investments	\$ 13,722.86
a. Interest	4,549.96
b. Dividends	
c. Rents	
d. Other (Specify)	
e. Total Receipts from Investments	18,272.82

4. Receipts from Sale of Assets:	
a. Sales to parties-in-interest	\$
b. Sales to others	240,819.30
c. Total Receipts from Sale of Assets (Schedule 2)	240,819.30
5. Other Receipts:	
a. Loans (Money borrowed)	\$
b. Other (Specify) See attachment	5,046.60
c. Total Other Receipts	5,046.60
6. Total Receipts	\$ 654,325.68

CASH DISBURSEMENTS

7. Insurance and Annuity Premiums Paid to Insur- ance Carriers and Payments to Service Or- ganizations (Including Prepaid Medical Plans)	\$
8. Benefits Provided Directly by the Trust or Separately Maintained Fund	12,452.32
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Bene- fits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)	
10. Payments or Contract Fees Paid to Inde- pendent Organizations or Individuals Pro- viding Plan Benefits (Clinics, hospitals, doc- tors, etc.)	
11. Administrative Expenses:	
a. Salaries (Schedule 3)	\$ 22,640.45
b. Allowances, expenses, etc. (Schedule 3)	4,329.26
c. Taxes	1,544.29
d. Fees and commissions (Schedule 4)	13,349.87
e. Rent	1,385.42
f. Insurance premiums	100.10
g. Fidelity bond premiums	680.52
h. Other administrative expenses (Specify) See attachment	21,937.66
i. Total Administrative Expenses	65,967.55
12. Purchase of Assets:	
a. Investments: (Other than real estate)	
(1) Purchased from parties-in-interest	\$
(2) Purchase from others	541,486.82
b. Real Estate:	
(1) Purchased from others	
c. Total Purchase of Assets	544,486.82
13. Loans (Money loaned)	
14. Other Disbursements: (Specify)	
a. See attachment	\$ 9,112.55
b.	
c. Total Other Disbursements	9,112.55
15. Total Disbursements	\$ 229,019.24

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION PLAN ATTACHMENT TO U.S. DEPARTMENT OF LABOR—FORM D-2 YEAR ENDED APRIL 30, 1972

Part IV—Section B

Item 5b—Other Receipts

Receipt of accrued interest on bonds purchased	\$ 384.62
Contributions received on behalf of other Plans	4,611.38
Interest from delinquent contributors	50.60
	\$ 5,046.60

Part IV—Section B—Cash Disbursements

Item 11b—Other Administrative Expenses

Contribution to pension plan	\$ 5,433.54
Postage, express and freight	235.50
Telephone and telegraph	375.08
Equipment rental	1,036.80
Miscellaneous expense	(674.77)
Repairs and maintenance	164.64
Dues and subscriptions	47.80
Stationery, printing and supplies	2,354.15
Employee benefits	1,563.29
Microfilm	66.95
Outside temporary office help	94.10
Office improvements	3.92
Miscellaneous Trustees' meeting expenses	3.95
Tabulating service	13,410.75
Personnel recruiting	823.73
Less expenses paid by other Plans included above	3,001.77
	\$21,937.66

Item 14a—Other Disbursements

Accrued interest on bonds purchased	\$ 670.80
Reimbursement to other Plans for expenses paid on behalf of the Pension Plan	3,759.54
Payment of contributions received for other Plans	4,611.38
Advance of administrative expense	70.83
	\$ 9,112.55

() Indicates negative figure

Employer trustee:

x *Fredrick B. Paulsen*

Employee trustee:

x *J. J. Giorgio*

Senate, House Confer on Social Security Increases

A Social Security bill that contains improved benefits for the widows, elderly and disabled but that also contains tax features opposed by the AFL-CIO is now before a House-Senate conference committee to straighten out differences in their two versions.

The House bill, enacted a year ago, is the more conservative of the two, but the Senate version also contains a welfare program that in effect postpones real welfare for a matter of years.

Basic objections of the AFL-CIO to both bills is their way of financing benefit improvements through increases in taxes to be paid by workers and their employers. The labor view-

point is that these better benefits, desirable though they are, are not related to wage earnings and so should be financed out of general revenues.

Conferees on the Senate side are: Senators Russell B. Long of Louisiana; Clinton Anderson of Missouri; Herman E. Talmadge of Georgia; Wallace F. Bennett of Utah and Carl T. Curtis of Nebraska.

House conferees are: Representatives Wilbur D. Mills of Arkansas; Al Ullman of Oregon; James A. Burke of Massachusetts; Martha W. Griffiths of Michigan; John W. Byrnes of Wisconsin; Jackson E. Betts of Ohio and Herman T. Schneebeli of Pennsylvania.

Faced with a bill that contains almost 1,000 pages, the Conference Committee had just four days to work

on it before Congress was scheduled to take off for the election. Even more critical was whether Congress would adjourn and so would kill pending unfinished business or simply recess and come back after the election for more work before it goes out of business.

The Social Security bill consists of five basic sections: improved benefits and the way to finance them; improved Medicare and Medicaid benefits; better benefits for the blind, elderly and disabled; a welfare reform section—missing in the House version and simply a study program for the immediate future in the Senate version—and a miscellaneous section that includes a workforce section strongly opposed by organized labor.

Highlights of improved benefits in-

clude: 100 percent widows benefits instead of the present three-fourths; an increase in the amount retirees may earn up to \$3,000 without penalty; inclusion of the disabled in Medicare instead of only those who have qualified for Social Security retirement, and a number of lesser improvements, such as payments for prescriptions for the elderly.

Biggest dispute over the measure came in the Senate where strong efforts were made to greatly improve welfare benefits without imposing a "workfare" system that would have forced workers into low-paying jobs and mothers to get jobs without providing adequate day care centers and without creating a system of spying on welfare recipients.

Questions Answered About Social Security

Q. I'm 66 and getting monthly social security retirement checks, and I'm also working part time for a church nursery. Since the church has not decided to cover my part-time work by social security, can these earnings affect my monthly checks?

A. Yes, if your total earnings for the year go over \$1,680. Earnings from any work, whether or not covered by social security, have to be included in figuring the amount of your earnings that may affect benefits due you for a year. However, income from savings, investments, pensions, and insurance does not count.

Q. My wife and I are both retired and get monthly social security payments. Since my wife is collecting on my work record, will her earnings at a part-time job affect my monthly payments?

A. No. Your wife's earnings affect only her payments.

Q. I'm retired and getting monthly payments from social security. I don't work, but I do receive dividends from some stock I own and a small pension from my former employer. Must these be reported to social security as earnings?

A. No. Neither your dividends nor your pension have any effect on your social security payments. What the law considers is the extent of your retirement from work. Only earnings from employment or self-employment affect your payments and must be reported.

Q. My wife and I were retired and getting monthly social security payments. My wife, who never worked under social security, died last month. My neighbors told me that I should apply for a lump-sum death payment to help with the funeral expenses. Is this correct?

A. No. The death payment is only made when a worker, insured under social security, dies.

Q. I'm looking ahead and trying to figure my retirement income. Is it possible for me to find out how much my monthly social security payments will be?

A. Yes. Any social security office can give you an estimate of your social security payments. It's a good idea to talk to a representative when you're beginning to think about retirement. In addition to giving you an estimate of what your payments will

be when you retire, he can also tell you what papers and other information you'll need when you apply.

Q. My son died recently leaving a widow and a small child who are now getting monthly social security payments. A neighbor told me that I might be able to get monthly checks as a parent. My son did support me, but I thought that a parent could not get payments if a worker left a widow and child. Is my neighbor right or am I?

A. Your neighbor is right. You may qualify for a monthly social security payment if you are 62 and if you were dependent on your son for at least one-half your support at the time of his death. You should call, write, or visit any social security office for more information about applying for payments.

Q. When I went to the hospital earlier this year, I had to pay \$68. They told me this was my deductible. I thought I met my deductible earlier when I had some doctor bills. Now I'm really confused. Can you tell me why I had to pay the deductible twice?

A. You didn't pay the same deductible twice. There is a deductible under each of the two parts of Medicare. For the hospital part the deductible is \$68 for each benefit period and for the doctor bill part the deductible is \$50 a year. You had met the \$50 deductible with your doctor bills, but you had not yet met the hospital insurance deductible when you went into the hospital.

Q. I became disabled a couple of months ago and want to apply for monthly disability benefits from social security. I know I can't do my regular job any more. Who will decide whether my disability will keep me from doing any other work?

A. You apply at your social security office, but doctors and vocational specialists in a State agency (usually the Vocational Rehabilitation Agency) who have had experience in seeing the effects of disabilities upon peoples' abilities to work, make this decision. They study all the facts you have submitted, the medical reports, and information about your training, skills, and education.

Q. I just hired a cleaning lady to come in 3 days a week. I pay her a salary and give her a noonday meal on each day she works. Should I in-

clude the value of her meals as wages on her quarterly wage reports?

A. No. Only cash wages—not room, board, and meals—are reported for household workers.

Q. My husband was getting monthly retirement payments when he died. He had also been supporting a friend's 13-year-old girl and was planning to adopt her. Since my husband's death, I've gone ahead with the adoption. Can my adopted daughter now get payments based on my late husband's work record?

A. Generally, if a child under 18 is legally adopted by the surviving spouse within 2 years after the worker's death, the child can get monthly checks. However, since there are certain other requirements that must be met, you should call, write, or visit any social security office for a specific answer to your question.

Q. I have two small seasonal businesses. My net profit from each averages under \$400 yearly. Can I combine the net profits and get social security credit for this work?

A. Yes. Self-employed people with more than one business during the year must combine the net profits. If the total net profit is \$400 or more, it counts for social security.

Q. I own and operate a farm. My 16-year-old son is working on a 4-H project. He will earn about \$800 from the project this year. Is he considered self-employed by social security?

A. Yes. If your son is carrying out his 4-H activity by himself, he is self-employed. Since his net earnings will be over \$400 for the year, he must file an income tax return and pay the social security self-employment contributions regardless of his age.

Upgrader at Piney Point



William Russell Burgess, tugboatman sailing with Curtis Bay Towing Co., gets help from Instructor James Aelick, left, as he prepares for the examination for fireman, watertender and oiler. The SIU Upgrading Center at Piney Point has helped a number of IBU Seafarers to achieve higher endorsements in both the deck and engine departments. Seafarer Burgess passed his examination with flying colors.



SIU Pensioners



Robert I. Atherton, 66, joined the union in the Port of Norfolk in 1961. He is a life-long resident of Virginia, now making his home in Mathews. Brother Atherton sailed in the steward department.



Herman H. Hickman, 56, was born in Florida and now makes his home in Mobile, Ala. He served in the U.S. Army, and joined the union in 1951, in the Port of Norfolk, Va. Seafarer Hickman sailed in the engine department.



Robert H. Pitcher, 52, sailed in the steward department after joining the union in 1951, in the Port of New Orleans. Seafarer Pitcher was born in New Orleans and now makes his home in Arabi, La.



Harry L. Coker, 71, joined the union in 1957 in the Port of Houston. Seafarer Coker is a native Oklahoman and now resides in Texas City, Texas. He sailed in the engine department.



Robert H. Hall, 65, served in the U.S. Navy from 1922-26. He joined the union in the Port of Boston in 1943, and sailed in the deck department. Brother Hall was born in Missouri and now resides in New Orleans, La.



David A. Ramsey, 59, joined the union in 1947, in the Port of New York. He was born in Port-Barre, La., and now makes his home in Chalmette, La. Brother Ramsey sailed in the deck department.



Claud E. Denny, 65 joined the union in 1959, in the Port of Baltimore. A native of Bluefield, W.Va., he now resides in Houston, Texas. Brother Denny sailed in the deck department.



Ramon Murillo, 69, joined the union in 1951, in the Port of Baltimore. He was born in Honduras, and now resides in New York City. Seafarer Murillo sailed in the engine department.



John R. Roberts, 59, is a native of Florida and now resides in Mobile, Ala. A veteran member of the union, Brother Roberts joined the union in 1939, in the Port of Miami, Fla., and sailed in the steward department.



Beresford Edwards, 73, was born in Trinidad and now makes his home in the Bronx, N.Y. Brother Edwards joined the union in the Port of New York in 1947. He sailed in the steward department.



Antone Pacinos, 65, joined the union in 1944 in the Port of New York, and sailed in the deck department. He is a life-long resident of Massachusetts, now living in Cambridge.



Salvador D. Santos, 65, served in the U.S. Army during World War II, and joined the union in 1953, in the Port of Houston, Texas. He is a native of the Philippine Islands, and now makes his home in Seattle, Wash. Seafarer Santos sailed in the steward department.



John C. Elliott, 62, is a life-long resident of Alabama, now making his home in Toxey. He joined the union in 1945 in Mobile, Ala., and sailed in the deck department.



Millard B. Elliott, 56, joined the union in 1946, in the Port of Mobile, Ala. He was born in Tennessee, and now makes his home in Mobile. Seafarer Elliott sailed in the steward department.



Jacobo Enriquez, 65, is a native of Puerto Rico and now resides in Brooklyn. He is a veteran member of the union having joined in 1941, in the Port of New York. He sailed in the steward department and served many times as steward delegate.

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, McEvoy & Schlesinger
1250 Broadway, New York, N.Y. 10001
(212) 279-9200

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

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

Tampa, Fla.—Hardec, Hamilton, Douglas & Sierra
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 & Bettis
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

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

SEPTEMBER 1-30, 1972

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston.....	9	2	4	5	0	20	4
New York.....	83	21	52	18	2	227	95
Philadelphia.....	15	14	10	3	0	19	19
Baltimore.....	29	14	20	3	0	109	40
Norfolk.....	20	11	18	6	0	54	27
Jacksonville.....	38	17	18	13	0	52	19
Tampa.....	6	5	0	3	0	11	5
Mobile.....	40	21	35	10	0	65	22
New Orleans.....	98	51	59	23	1	148	68
Houston.....	117	34	34	13	0	94	98
Wilmington.....	19	17	9	9	0	26	22
San Francisco.....	167	94	57	41	0	108	72
Seattle.....	34	94	23	13	1	56	38
Totals.....	681	335	339	160	4	989	529

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston.....	5	2	0	2	0	9	5
New York.....	82	50	51	32	6	142	100
Philadelphia.....	10	7	4	3	0	20	17
Baltimore.....	32	15	20	8	0	98	45
Norfolk.....	15	14	11	6	1	29	31
Jacksonville.....	16	33	7	8	0	21	41
Tampa.....	6	8	1	2	0	5	6
Mobile.....	29	19	26	10	0	38	31
New Orleans.....	65	41	54	27	0	139	68
Houston.....	71	33	17	18	0	95	82
Wilmington.....	17	10	5	15	0	14	17
San Francisco.....	138	108	60	47	2	35	37
Seattle.....	31	35	11	10	2	78	88
Totals.....	517	375	267	188	11	723	563

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston.....	2	3	1	1	0	4	5
New York.....	65	37	46	30	3	145	70
Philadelphia.....	7	7	7	0	0	14	7
Baltimore.....	26	10	25	6	0	75	34
Norfolk.....	13	9	12	9	0	28	25
Jacksonville.....	16	8	10	4	0	16	17
Tampa.....	5	0	1	2	0	11	8
Mobile.....	31	15	14	17	0	55	14
New Orleans.....	69	26	28	19	2	106	40
Houston.....	44	33	11	12	1	82	83
Wilmington.....	6	16	5	14	0	11	11
San Francisco.....	130	70	38	35	2	65	52
Seattle.....	17	11	7	12	3	29	11
Totals.....	431	245	205	161	11	641	377

MEMBERSHIP MEETINGS' SCHEDULE



SIU-AGLIWD Meetings

New Orleans.....	Nov. 14—2:30 p.m.
Mobile.....	Nov. 15—2:30 p.m.
Wilmington.....	Nov. 20—2:30 p.m.
San Francisco.....	Nov. 16—2:30 p.m.
Seattle.....	Nov. 24—2:30 p.m.
New York.....	Nov. 6—2:30 p.m.
Philadelphia.....	Nov. 7—2:30 p.m.
Baltimore.....	Nov. 8—2:30 p.m.
Detroit.....	Nov. 10—2:30 p.m.
†Houston.....	Nov. 13—2:30 p.m.

United Industrial Workers

New Orleans.....	Nov. 14—7:00 p.m.
Mobile.....	Nov. 15—7:00 p.m.
New York.....	Nov. 6—7:00 p.m.
Philadelphia.....	Nov. 7—7:00 p.m.
Baltimore.....	Nov. 8—7:00 p.m.
Houston.....	Nov. 13—7:00 p.m.

Great Lakes Tug and Dredge Section

†Sault Ste. Marie.....	Nov. 16—7:30 p.m.
Chicago.....	Nov. 14—7:30 p.m.
Buffalo.....	Nov. 15—7:30 p.m.
Duluth.....	Nov. 17—7:30 p.m.
Cleveland.....	Nov. 17—7:30 p.m.

Toledo.....	Nov. 17—7:30 p.m.
Detroit.....	Nov. 13—7:30 p.m.
Milwaukee.....	Nov. 13—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans.....	Nov. 14—5:00 p.m.
Mobile.....	Nov. 15—5:00 p.m.
Philadelphia.....	Nov. 7—5:00 p.m.
Baltimore (licensed and unlicensed).....	Nov. 8—5:00 p.m.
Norfolk.....	Nov. 9—5:00 p.m.
Houston.....	Nov. 13—5:00 p.m.

Railway Marine Region

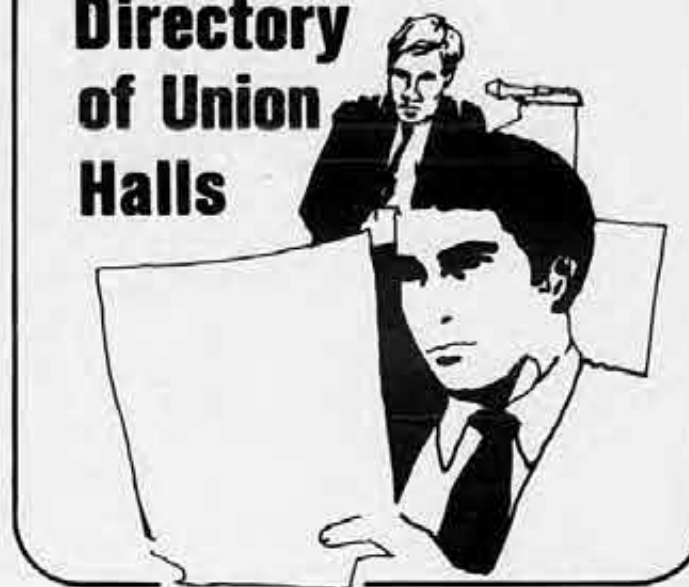
Philadelphia.....	Nov. 14—10 a.m. & 8 p.m.
Baltimore.....	Nov. 15—10 a.m. & 8 p.m.
*Norfolk.....	Nov. 16—10 a.m. & 8 p.m.
Jersey City.....	Nov. 13—10 a.m. & 8 p.m.

†Meeting held at Galveston wharves.

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

*Meeting held in Labor Temple, Newport News.

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 Lindsey Williams
Al Tanner Robert Matthews

HEADQUARTERS675 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, Ohio1420 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, Ohio935 Summit St. 43604
(419) 248-3691

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

YOKOHAMA, JapanIseya Bldg., Room 810
1-2 Kaigan-Dori-Nakaku
2014971 Ext. 281



Final Departures



Arvel Bearden, 67, passed away June 4, 1972 after a long illness. A native of Farmerville, La., Brother Bearden resided in Baltimore, Md., at the time of his death. He joined the union in Norfolk, Va., in 1944, and sailed in the deck department. Seafarer Bearden was buried at Sardis Baptist Cemetery in Farmerville. Among his survivors is his daughter, Mrs. F. D. Luton of Florida.



Stanley J. Hutchinson, 47, passed away suddenly November 2, 1971. A life-long resident of Baltimore, Md., Seafarer Hutchinson joined the union there in 1951, and sailed in the deck department. He was buried at New Catharine Cemetery in Baltimore. Among his survivors are his daughter Grace, and his son, Stanley Jr.



SIU Pensioner **William I. Brightwell**, 47, passed away July 8, of a heart condition. A life-long resident of Maryland, he resided in Woodbine, Md., at the time of his death. Brother Brightwell joined the union in 1948, in the Port of New York, and sailed in the steward department. He was buried at Poplar Springs Cemetery in Poplar Springs, Md. Among his survivors is his uncle, Harry.



SIU Pensioner **Accurso Bonti**, 78, passed away, May 9, 1972, after a long illness. A life-long resident of Massachusetts, Seafarer Bonti resided in Boston at the time of his death. He joined the union in the Port of Boston in 1947, and sailed in the engine department. Brother Bonti was buried at St. Michael Cemetery in Rosendale, Mass. Among his survivors is his sister, Maria.



SIU Pensioner **James MacGregor**, 65, passed away suddenly on May 25, 1972. A native of Massachusetts, he was a resident of Baltimore, Md., when he died. Seafarer MacGregor joined the union in 1955 in the Port of Baltimore, and sailed in the engine department. He was buried at Holy Rosary Cemetery in Baltimore.



SIU Pensioner **Isaac Craft**, 77, passed away June 12 after a long illness. A life-long resident of Tampa, Fla., Brother Craft joined the union there in 1940. He sailed in the engine department. He was buried at Myrtle Hill Cemetery in Tampa. Among his survivors is his wife, Alma.



Homer Cherwink, 48, passed away January 26, 1972 while serving aboard the SS Seatrail Carolina. He was born in Wisconsin and resided in Sonoma, Wash., when he died. Brother Cherwink joined the union in 1960 in the Port of Seattle. Among his survivors is his wife, Hazel.



Ralph O. Masters, 57, passed away on April 24, 1972 after a short illness. A native of Missouri, he was a resident of Yokohama, Japan at the time of his death. Brother Masters joined the union in the Port of New York in 1947, and sailed in the steward department. He was buried at Woodlawn Cemetery in Oelwein, Iowa. Among his survivors is his wife, Mineko.



Ralph B. Hampson, 44, died accidentally June 16, while serving aboard the SS Bethlex in the Port of Houston. A native of New York City, he was a resident of Opalocka, Fla., when he died. Brother Hampson joined the union in 1945 in the Port of Savannah, and sailed in the steward department. He was buried at Dade Memorial Park in Miami, Fla. Among his survivors is his wife, Helene.



Eugene P. Covert, 47, passed away April 3, 1972 while serving aboard the SS American Victory. He served in the Marine Corps for twelve years, and was wounded twice in Korea. Seafarer Covert joined the union in Houston in 1964, and sailed in the deck department. A native of New York City, Brother Covert resided in Houston, Texas when he died. He was buried at Veterans Administration Cemetery, Houston. Among his survivors is his wife, Geny.



SIU Pensioner **Louis Suslovitz**, 73, passed away April 8, 1972 after a long illness. He joined the union in the Port of New York in 1942, and sailed in the steward department. A native of Fall River, Mass., Brother Suslovitz resided in Miami, Fla., when he died. He was buried at Lakeside Memorial Park in Miami. Among his survivors is his sister, Ella Primack.



David L. DeHaven, 22, was killed in a highway accident on August 9. Born in Pennsylvania, he was a resident of Pensacola, Fla., at the time of his death. Brother DeHaven was a graduate of the Harry Lundeberg School of Seamanship. He joined the union in the Port of New York in 1971, and sailed in the steward department. He was buried at Hillcrest Memorial Park in West Palm Beach, Fla. Among his survivors is his father, Jack.



Cecil P. Diltz, 56, passed away suddenly on April 15, 1972. He was a native of Colorado and resided in Montgomery, Wash., when he died. Brother Diltz joined the union in the Port of New York in 1959, and sailed in the deck department. Among his survivors is his brother, Byron.



Jack L. Thrower, 51, passed away March 24, 1972, after a short illness. A native of Danville, Va., he resided in Anaheim, Calif., at the time of his death. Brother Thrower joined the union in the Port of Wilmington, Calif., in 1970, and sailed in the deck department. He was buried at Highland Burial Park in Danville. Among his survivors is his wife, Merle.



David J. Kisosondi, 19, was killed in a highway accident on July 9. He was a graduate of the Harry Lundeberg School of Seamanship. He joined the union in the Port of New Orleans in 1969, and sailed in the steward department. Brother Kisosondi was a resident of Brandon, Fla., all his life. He was buried at Hillsboro Memorial Gardens in Brandon, Fla. Among his survivors is his mother, Betty.



Luther H. Dodson, 50, passed away suddenly on May 11, 1972. Born in Louisiana, he resided in Beaumont, Texas when he died. Seafarer Dodson joined the union in the Port of Houston in 1961, and sailed in the deck department. Brother Dodson was buried at Springdale Cemetery in Coushatta, La. Among his survivors is his wife, Patsie.



William J. Williams, 57, passed away May 4, 1972 of a heart condition. A life-long resident of Baltimore, Md., Seafarer Williams joined the union there in 1961. He sailed in the deck department. Brother Williams was buried at Glen Haven Cemetery in Glen Burnie, Md. Among his survivors is his mother, Mamie.



SIU Pensioner **John Maasik**, 70, passed away July 9 of a heart condition. A native of Estonia, he was a resident of Baltimore, Md., at the time of his death. Brother Maasik joined the union in 1943 in the Port of New York, and sailed in the steward department. He was buried at Oak Lawn Cemetery in Baltimore, Md.



Robert C. Ewen, 43, passed away May 7, 1972 after a long illness. A native of Worcester, Mass., he resided in San Francisco at the time of his death. Brother Ewen joined the union in the Port of San Francisco in 1967, and sailed in the engine department. He was buried at Fairmont Memorial Park in Fairfield, Calif. Among his survivors is his mother Isabella.



SIU Pensioner **Joseph E. Barringer**, 61, passed away July 21. Born in Memphis, Tenn., he resided in New Orleans at the time of his death. Seafarer Barringer joined the union in the Port of New York in 1944, and sailed in the engine department. He was a U.S. Army veteran of World War II. Brother Barringer is survived by his wife, Faye Marie.



Stephen R. Mehringer, 44, died of a heart attack August 6, while serving aboard the SS Manhattan in waters of 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 1957, in the Port of Seattle, and sailed in the deck department. Seafarer Mehringer was buried at sea on August 13, 1972. Among his survivors is his wife, Ruth.

Daniel W. Sommer, 62, died of a heart attack February 21, 1972. He was a life-long resident of Mobile, Ala., where he joined the union in 1939. Seafarer Sommer sailed in the deck department. He was buried at Magnolia Cemetery in Mobile. Among his survivors is his brother, Charles.



Final Departures



Edward B. Myers, 64, passed away on June 13, 1972 of a heart attack, while serving aboard the steamship Iberville. A life-long resident of California, he resided in Long Beach at the time of his death. Brother Myers joined the union in the Port of San Francisco in 1962, and sailed in the engine department. Among his survivors is his wife, Marie.



Vernon Anderson, 70, passed away June 18 after a long illness. A native of the Virgin Islands, he resided in Newark, N.J. when he died. Brother Anderson joined the union in the Port of New York in 1961, and sailed in the engine department. He was buried at Heavenly Rest Cemetery in East Hanover, N.J. Among his survivors is his daughter, Juanita.



SIU Pensioner Lawrence Porper, 72, died July 5 of a heart condition. He joined the union in 1944 in the Port of Baltimore, and sailed in the deck department. A native of New York City, Brother Porper resided in Baltimore when he died. He was buried at St. Stanislaus Cemetery in Baltimore. Among his survivors is his brother, John.



SIU Pensioner Jose R. Ricamonte, 68, passed away April 18 of a heart condition. Born in the Philippine Islands, he was a resident of Brooklyn, N.Y., at the time of his death. He joined the union in 1955 in the Port of New York, and sailed in the steward department. Brother Ricamonte was buried at Holy Sepulchre Cemetery in Hayward, Calif. Among his survivors are his nieces, Jessie and Lolita.



James B. Archie, 57, died accidentally July 14. Born in Alabama, he resided in Baltimore when he died. Seafarer Archie joined the union in 1941 in the Port of Mobile, Ala., and sailed in the steward department. He was buried at Arbutus Memorial Park in Baltimore. Among his survivors are his wife, Corine, his sons, James and Grailen, and his daughter, Danna.



William E. Reed, 72, passed away June 27 after a long illness. He joined the union in the Port of New York in 1947, and sailed in the engine department. A native of New Jersey, he resided in New York City at the time of his death. Brother Reed served in the U.S. Navy during World War I. Among his survivors is his sister Alice Piel of Jersey City, N.J.



SIU Pensioner Berkey Shuler, 62, died July 18 of a heart condition. A sided in Mobile at the time of his death. He served in the U.S. Army during World War II. Seafarer Turk was buried at Pine Crest Cemetery in Mobile. Among his survivors is his wife, Ruth.



Candido Dela Cruz, 63, passed away July 5 of a heart condition. Born in the Philippine Islands, he was a resident of Seattle, Wash. at the time of his death. Brother Dela Cruz joined the union in 1961 in Seattle, and sailed in the steward department. He was a U.S. Army veteran. He was buried at Washington Memorial Park in Seattle. Among his survivors is his wife, Grace.



Pete Triantafillos, 59, passed away April 3 after a short illness. A native of Washington D.C., he resided in Houston, Texas at the time of his death. He joined the union in 1944 in the Port of Philadelphia, and sailed in the steward department. He was buried at Glenwood Cemetery in Washington, D.C. Among his survivors is his sister, Helen.



SIU Pensioner Henry B. Williams, 64, passed away May 10 after a long illness. Born in Kentucky, he resided in Kingsport, Tenn. at the time of his death. He joined the union in 1946 in the Port of Mobile, Ala., and sailed in the engine department. Brother Williams was buried at Powell Valley Cemetery in Powell Valley, Va. Among his survivors is his wife, Hazel.



SIU Pensioner August F. Kothe, 67, passed away June 15 after a long illness. A life-long resident of Louisiana, he resided in New Orleans at the time of his death. Brother Kothe joined the union in 1948 in the Port of Mobile, and sailed in the steward department. He was buried at the Garden of Memories Cemetery in Jefferson Park, La.



John Turk, Jr., 49, passed away June 18. He joined the union in 1951 in the Port of Mobile, Ala., and sailed in the steward department. A native of Illinois, Brother Turk re-native of Connecticut, he resided in Houston, Texas at the time of his death. Brother Shuler joined the union in the Port of New York in 1949, and sailed in the steward department. He was buried at Forest Lawn Cemetery in Houston. Among his survivors is his brother, George.



SIU Pensioner Willie White, 71, passed away on June 1, 1972 after a short illness. Born in Florida, he was a resident of Baltimore, Md. at the time of his death. An early member of the union, Seafarer White joined in 1938 in the Port of New York. He sailed in the steward department. Brother White was buried at Mount Auburn Cemetery in Despoort, Md. Among his survivors is his niece, Harriet Ennis.



Samuel D. Parker, 51, died accidentally June 11 in Okinawa. He joined the union in 1944 in the Port of Norfolk, Va., and sailed in the engine department. A native of North Carolina, Brother Parker resided in Tuckasegee, N.C. when he died. Among his survivors is his wife, Stella.



Joseph A. Sierko, 31, passed away on July 7, 1972 after a short illness. A life-long resident of Philadelphia, Pa., he joined the union there in 1964, and sailed in the engine department. He was buried at Holy Sepulchre Cemetery in Montgomery County, Pa. Among his survivors are his mother, Theresa, and his father, Joseph.



Adolph T. Anderson, 65, passed away suddenly on June 29, 1972 of heart failure. Born in Ohio, he was a resident of Santa Rosa, Cal. at the time of his death. Brother Anderson joined the union in 1944 in the Port of New York, and sailed in the deck department. He was buried at Lake Park Cemetery in Lake Park, Cal. Among his survivors is his sister, Mabel Jenkins.



SIU Pensioner Estal F. Potts, 66, passed away June 30 after a long illness. Born in Kansas, he was a resident of San Francisco, Cal. at the time of his death. Brother Potts served in the U.S. Army during World War II. He joined the union in the Port of New York in 1946, and sailed in the steward department. Seafarer Potts was buried at Conway Springs Cemetery in Conway Springs, Kansas. Among his survivors are his sister Ruby, and his daughter, Mildred.



SIU Pensioner Albert Sinclair, 80, passed away on June 27 after a long illness. Born in the British West Indies, he resided in New York City at the time of his death. An early member of the union, Brother Sinclair joined in 1939 in the Port of New York, and sailed in the steward department. He was buried at Ferncliff Cemetery in Hartsdale, N.Y. Among his survivors is his sister, Rosmin.



Lavern M. Anderson, 46, passed away on June 24, 1972 after a long illness. He joined the union in the Port of Richmond, Va. in 1945, and sailed in the engine department. A native of Waynesville, Mo., he resided in San Francisco, Cal., when he died. Seafarer Anderson served in the U.S. Army during the Korean War. He was buried at Waynesville Memorial Park in Waynesville. Among his survivors is his mother, Lucy.



SIU Pensioner John A. Reed, 58, passed away June 9 at his residence in Pearl River, La. A native of Mobile, Ala., Seafarer Reed joined the union there in 1938, and sailed in the deck department. Brother Reed was buried at Pearl River Cemetery in Pearl River, La. Among his survivors are his wife, Vera, his brothers, Paul and Frank, and his sisters, Marrettie, Edna Mae and Ornita.



William H. Westcott, 61, died April 8 after a short illness. Born in Canada, he resided in New York City at the time of his death. Brother Westcott joined the union in the Port of New York in 1947, and sailed in the engine department. He was buried at St. Mary Cemetery in Cold Springs, N.J. Among his survivors are his son, John, and his sister, Helen.

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