

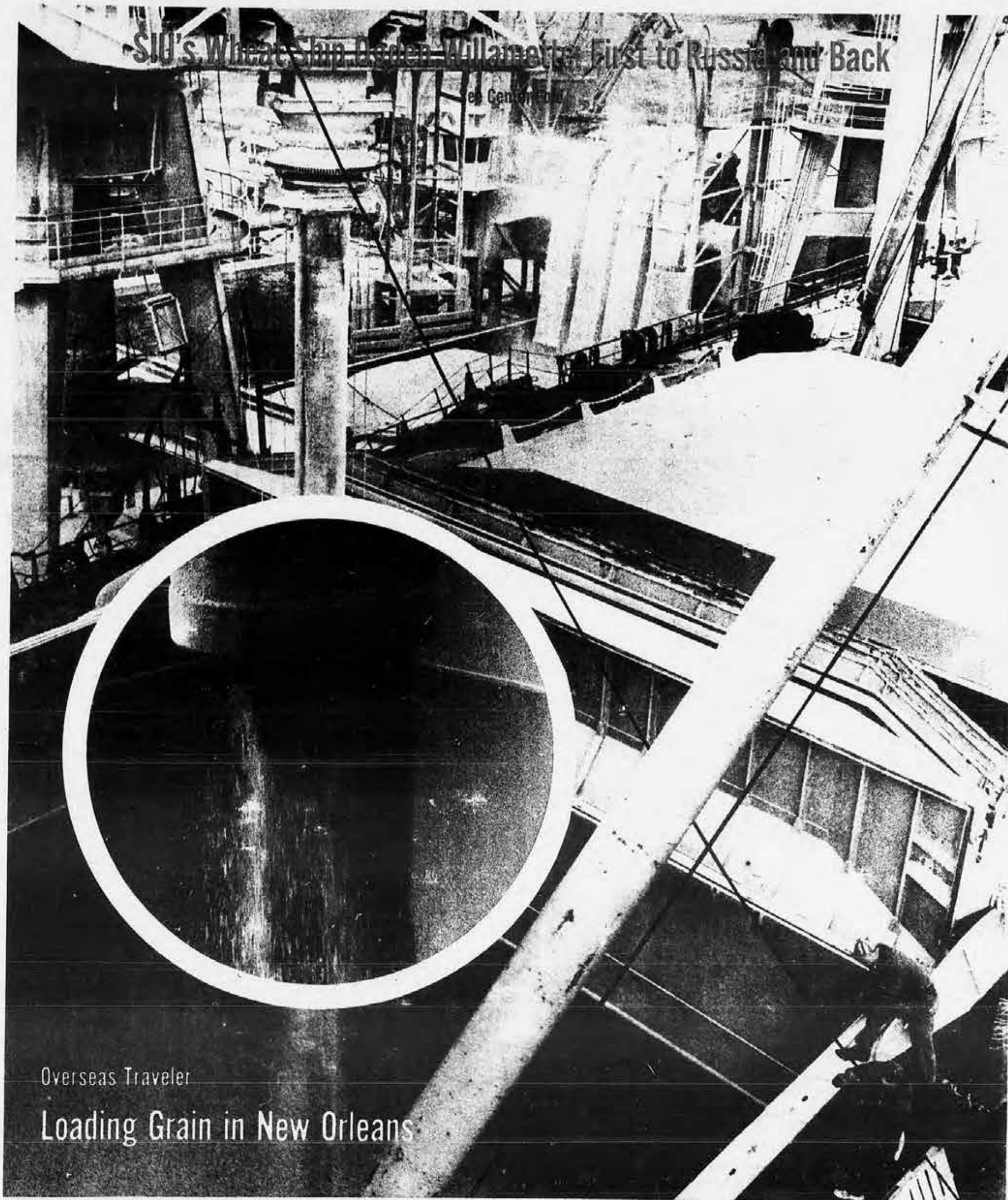
Official organ of the SEAFARERS INTERNATIONAL UNION · Atlantic, Gulf, Lakes and Inland Waters District · AFL-CIO



SEAFARERS LOG

Vol. XXXV, No. 2

February 1973



SIU's Wheat Ship Borden Willamette First to Russia and Back

es. Center For

Overseas Traveler

Loading Grain in New Orleans

Round Two:

MTD Renews Fight for Oil Import Bill

The 44 unions affiliated with the AFL-CIO Maritime Trades Department have called for legislation to require that at least 50 percent of the nation's oil imports be carried on U.S.-flag ships.

This is the beginning of round two since similar legislation was narrowly defeated in the Senate last year.

The Maritime Trade Department Executive Board, meeting in Bal Harbour, Fla. said that guaranteeing through legislation that at least 50 percent of the nation's oil is carried on U.S. ships is the best way of insuring that a continuing supply of oil will reach U.S. shores and protect the national security and well-being.

The two-day session, which preceded the AFL-CIO Executive Council meeting, was chaired by SIU President Paul Hall, who also heads the MTD.

In addition, the Board said, such legislation would create jobs for American workers, reduce the nation's balance of payments deficit and aid current efforts to shore up the U.S. dollar.

The MTD Board said that the United States has placed itself in the position of "not only being dependent on foreign sources for our supply of oil, but to transport it to our shores." In 1972 approximately 3 percent of the nation's oil imports were carried on U.S. ships. The balance was carried on "foreign-built and foreign-crewed tankers owned or chartered by America's oil companies."

"There is grave danger in this practice, both to our national security and our national well-being," the MTD Board stated, adding that "to leave the carriage of oil completely in the hands of foreign-flag ships—as is virtually the case today—is to leave the United States at the total mercy of foreign governments."

The Board said, "legislation of this

type would necessitate the construction of hundreds of new ships. This in turn would mean thousands of jobs in shipbuilding, seafaring and related industries at a time when unemployment is a major problem in this country."

"The American balance of payments deficit is another area that would be improved by this legislation. Paying American dollars to foreign-flag operators only increases the deficit.

"Passage of this legislation will substantially reduce the balance of payments deficit and aid the current efforts to shore up the U.S. dollar.

"This legislation is of paramount importance to our nation. Our national security, our economic well-being and our environment all demand it."

The Board also adopted a resolution calling for federal programs designed "to eliminate America's dependency on foreign sources for refined oil products, and to encourage growth of the United States' refining capacity, providing jobs for thousands of American workers and improving the United States balance of payments.

Here are highlights of other actions taken by the Board during the two-day meeting:

Jones Act-Virgin Islands—The Board urged Congress to pass legislation that would end the Jones Act exemption for the Virgin Islands and which would reserve domestic trade to these islands for U.S.-flag shipping, as is the case with all coastal states and the island territories of Puerto Rico and Guam.

National Fisheries Policy—The Board called for fast passage of Concurrent Resolution 11 introduced in the Senate by Senator James Eastland (D-Miss.) that would set a new U.S. policy for America's fisheries.

Eastland's proposal expresses "a national policy for "scientific management of fishery resources.

Multinational Corporations — The Board called on Congress to eliminate those tax provisions that make it more profitable for a company to manufacture overseas than in America, and encourage American multinationals to eliminate American jobs in favor of foreign production.

The resolution also called for equal and fair trade among nations with strong action proposed against nations that discriminate against American goods with tariff and non-tariff barriers.

National Health Care—P.H.S. Hospitals—The MTD Board commended Senator Edward Kennedy and Representative Martha Griffiths for introducing S 3-HR 22, and urged Congress to pass the National Health Security Bill. The Board also urged Congress to continue to support the Public Health Service Hospitals and to provide funds to modernize them as quickly as possible.

Superports—The Board called for a national deep-water-port policy and declared that "economically and environmentally, the deep-water-port concept is sound and makes good sense."

Environmental Problems — The Board called for a national resources policy based on the balanced approach of protecting the environment without inhibiting industrial growth.

The Maritime Trades Department Executive Board expressed confidence in the leadership of the Maritime Administration under the direction of Robert Blackwell, assistant secretary of commerce for maritime affairs.

The actions of the MTD Board came as the LOG was going to press. A more detailed report on the Board's actions will appear in the next issue of the LOG.

Noting Blackwell's extensive maritime experience, the Board termed him a sincere and dedicated public servant who is providing the necessary confidence to help in the revitalization of the U.S. Merchant Marine and the entire maritime industry

In addition, the Board voted support of the Oil, Chemical and Atomic Workers in the struggle with Shell Oil, and passed resolutions dealing with the rebuilding of U.S. shipyards; the urgent need for Alaskan oil.

The Board also acted upon three reports prepared by the MTD on the economy, multinational corporations and the tuna fleet.

Viet Ceasefire Reroutes Crew Mail

The Military Sealift Command, in cooperation with the United States Postal Service, has informed the SIU that because of the recent ceasefire in Vietnam there will be a discontinuance of mail service to merchant marine vessels in all the ports of Vietnam. The MSC has initiated a system to reroute this mail to each ship's next port of call outside the Republic of Vietnam.

The change, which has already gone into effect, will cause an increase in the length of time between both pickups and deliveries. Seafarers should inform friends and relatives of this mailing change.

the PRESIDENT'S REPORT:



Paul Hall

Preference Laws Absolutely Necessary

The past year was marked by continued steady progress toward the goal of revitalization of U.S.-flag shipping.

Based on past history the achievement of this goal will be a tough, slow job. But it can be accomplished if we work in concert with all of the elements of the industry which share the view that America must have a strong, viable merchant fleet—both in the interest of our national security and in the interest of our nation's economy.

Since the enactment of the Merchant Marine Act of 1970, the Maritime Administration has awarded contracts for the construction of 37 new ships and also for the conversion of 16 existing conventional freightships into container ships.

These vessels will go a long way toward modernizing the fleet and are part and parcel of the progress that is being made.

In the annual budget message to the Congress, the President has asked for sufficient funds to enable this program to continue on the schedule outlined after the 1970 law was passed.

An integral part of the effort to develop a merchant shipping fleet on which the country can depend and which will make a worthwhile contribution to the nation's economy is the development of an adequate tanker fleet.

In this respect, we believe that we must have stronger U.S.-flag participation in the carriage of liquid bulk cargo. Today, as matters stand, virtually all fuels and other energy supplies are carried to our shores by foreign flag shipping.

The SIU and others concerned with this state of affairs, sought last year to obtain passage of legislation to require that a portion of all our oil imports be carried on American ships.

The bill was debated in the Senate and came very close to being passed. At that time, we announced we would continue the fight. Now, as we begin a new year, plans are underway to push forward for the second round in this battle to win a fair share of energy cargo for our own ships.

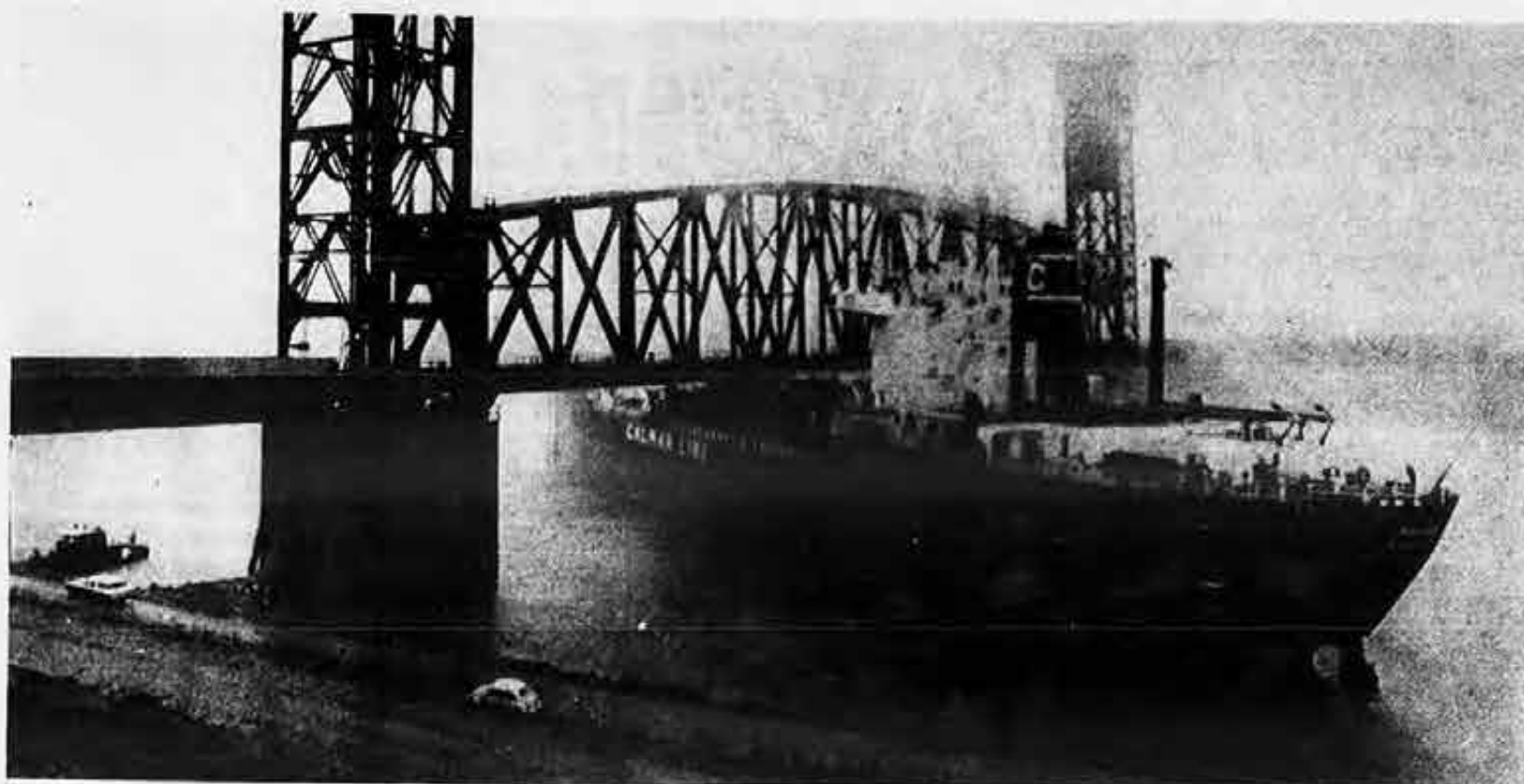
In our battle to reach the goal of revital-

ization of the U.S. Merchant Marine, this is a "must." The SIU, and other maritime unions, has long held that such cargo preference laws are absolutely necessary if the American Merchant Marine is to survive.

We must remember that these cargo preference laws are now in general use in world trade. France, for example, insists that two-thirds of all oil imports be brought to its shores by tankers flying the French flag. Brazil gave its shipping industry a virtual monopoly on the transportation of all petroleum and petroleum products. Spain also reserves the importation of petroleum for her own ships. And more and more other nations are demanding reservation of cargoes for their own flag ships.

Winning similar cargo preference laws for the U.S. merchant fleet is part of our continuing fight. Powerful interests oppose us and seek to prevent American-flag ships from full participation in this nation's foreign commerce. But we are determined to carry on with our fight until American shipping is assured a fair share of American cargo.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, New York 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y.



The freightship *Yorkmar*, bound for Baltimore, sits trapped under the Penn Central Railroad vertical lift bridge spanning the Chesapeake and Delaware Canal. The bridge sheared off the forward deck of the ship and left a mass of twisted steel on deck.

Seafarer Is Killed As Ship Hits Span

A West Coast Seafarer was killed aboard the severely damaged SIU-contracted freightship *Yorkmar* bound for Baltimore in the fog early this month when she struck the railroad bridge spanning the 20-mile long Chesapeake and Delaware Canal.

A later report, still unconfirmed at LOG press time, said another Seafarer was hurt in the collision.

The collision of the 15,000 ton C-4 ship, operated by the Calmar Steamship Co., into the Penn Central drawbridge at Summit, Del., blocked the heavily traveled canal, a shortcut from the north

that links the Delaware River and Chesapeake Bay, and halted rail freight traffic to the Eastern Shore. The canal will be shut "indefinitely."

Able Seaman Philip James Brazil, 51, of Seattle was killed Feb. 2 when the freightship, halfway through the canal, hit the lowered bridge and became hooked under it. Brother Brazil leaves a wife and two married sons.

A veteran shipmate, Peter E. Dolan, who was to relieve Brazil as lookout, said Brazil might be alive today, but he chose to remain forward and make an effort to reach the ship's bridge to warn of the coming collision.

Extensive damage to the ship's deck up to the superstructure which included flattened cranes, booms, a mast and a dented hull, was estimated at \$2 million. A company spokesman said the 522-foot long *Yorkmar* was now at the Key Highway Shipyard in Baltimore for repairs. She had been enroute from Port Newark to take on steel.

The ship backed out from under the bridge on her own power to skirt the Delmarva Peninsula into Chesapeake Bay and Baltimore over the weekend.

The Army Corps of Engineers which maintains the canal said the 878-foot bridge would be under repair from two to six months. The collision impact raised the north end of the span 3 feet and knocked it 16 inches out of line.

One of the SIU crewmembers of the *Yorkmar* who was manning the craft's wheel was an eyewitness as she passed beneath the bridge, 47-feet above the fog shrouded water.

In the wheelhouse at 8:48 a.m. with the pilot was Seafarer John Barrett, AB, who in a telephone interview told the LOG the ship was traveling at half speed with 8 a.m. to noon lookout Brazil at the bow, Peter Dolan, OS, below decks and Chief Mate Jay and Bosun Elbert Hogge near the windlass on the forward deck.

"The pilot Capt. John Sundling saw the bridge and ordered full astern." But it was too late.

Barrett said the impact "tore the ship's peak back, knocked the No. 1 crane into the hold and sheared off the middle mast and the top of the No. 2 crane" as the ship bounced off the bridge twice.

At the first impact the wheelman was ordered to go below but returned to try to steer the ship to the canal's port side bank.

He speculated that a falling boom struck Brazil and hurled him to the bul-

works near the winches where they found him.

The master of the *Yorkmar*, 62-year old Capt. Benjamin Edelheit of Centerville, Md., said the other lookouts ran back as the ship was about to hit the bridge and they escaped injury.

The Penn Central Railroad said the bridge was lowered from its raised height of 137 feet above the canal and locked into place at 8:27 a.m. after the bridge operator was advised by the canal's dispatcher that there were no more ships in the vicinity.



Rep. Sullivan Chairs House Committee

Representative Leonor P. Sullivan (D. Mo.) was appointed last month to the chairmanship of the House Merchant Marine and Fisheries Committee, replacing Congressman Edward A. Garmatz who recently retired.

She is the first woman to chair a major congressional committee since 1954 and the third to do so in the entire history of the U.S. Congress.

Last month Congresswoman Sullivan christened the *Delta Mar* which was launched at Avondale Shipyards in New Orleans, La. Soon to be manned by the SIU, the *Delta Mar* is the first vessel contracted for under the Merchant Marine Act of 1970.

The Merchant Marine and Fisheries Committee is one of the most important legislative committees for the maritime industry. It is through this committee that bills affecting the maritime industry must pass. For instance, the Merchant Marine Act of 1970, legislation which is subsidizing 300 new ships, went through this committee.

Peter J. Brennan Sec. of Labor



The U.S. Senate has confirmed the nomination of New York building tradesman Peter J. Brennan as Secretary of Labor. He was sworn into office at White House ceremonies.

Brennan, 54, served as president of both the New York State and New York City Building and Construction Trades Council. He is a member of the Painters Union.

The new Labor Secretary first came to the attention of the White House in 1970 when he led a parade of 150,000 New York Construction and maritime workers in support of the Administration's Vietnam policies.

Brennan is the first trade unionist to hold a Cabinet post since the late Martin P. Durkin, president of the Plumbers and Pipefitters who served as Labor Secretary for nine months during the Eisenhower Administration.

Delay PHS Hospitals Transfer

Transfer of the U.S. Public Health Service Hospitals from federal to private control will be delayed according to the Fiscal Year 1974 Budget released late last month by President Nixon. The Budget also calls for a \$6 million increase in operating funds for patient care.

The initial draft of the Budget had contained the plan of the U.S. Department of Health, Education and Welfare (HEW) to end admissions to the PHS hospitals by Feb. 1, 1973. The Budget as released, however, simply states that "The policy of transferring the PHS hospitals to local control will continue to be implemented in 1974." It then adds that "This remains the long-range goal for the PHS hospital system."

Because of a lack of medical professionals in the military, the Budget states that "the provision of inpatient services in PHS facilities will be terminated as soon as alternative contractual arrangements can be negotiated and notification given to Congress."

Not contained in the Budget but unofficially set by HEW is the new "target date" of July 1, 1973 for transfer of the PHS hospitals and the outside contracting of medical care for seamen.

According to the Administration's own statistics which were worked into the Budget "In 1973, American seamen will comprise about 47% of the inpatient workload in PHS general hospitals." The Budget report goes on to state that foreign seamen are also treated "on a reimbursable basis" and that medical care is further given to "beneficiaries of other Federal agencies in PHS hospitals, and to Federal employees in PHS health units. In addition, Coast Guard personnel are provided medical and dental services at various Coast Guard locations."

The Budget also calls for an extra \$6 million in operating funds for patient care. This represents an increase from an estimated \$86 million in fiscal 1973 to \$92 million in 1974.

Further, the Budget, for the first time in five years includes funds for extensive renovation of a PHS hospital. Seven million dollars is being allotted for extensive renovation of the Boston PHS facility. However, this is also the first hospital scheduled for transfer to local control.

The SIU and other maritime unions have consistently opposed the transfer of PHS facilities to local control ever since the decision was announced by HEW.

Maintaining that the same high quality of service that is given now at the PHS hospitals may be lost if they are transferred to local control, the SIU wants the facilities to remain a function of the federal government.

There are eight PHS hospitals left. They are located in Staten Island, N.Y.; Boston, Mass.; Norfolk, Va.; New Orleans, La.; Galveston, Tex.; Mobile, Ala.; San Francisco, Calif., and Seattle, Wash.

The federal government has operated the PHS hospitals for merchant seamen ever since the late 1790's when the first U.S. Marine Hospital opened in Boston.

Just late last year, the SIU was successful in preventing the Staten Island facility from being transferred to the Health Insurance Plan of Greater New York.

AT SEA



SS Los Angeles

On board the *Los Angeles* (Sea-Land) in early January the crew collected \$110 and mailed it to the mother of Seafarer Bill Loftus whose father had just passed away.

SS Erna Elizabeth

The *Erna Elizabeth* (Albatross Tanker Corp.), which in early 1972 was the first ship to prove that it was feasible to refuel Navy ships at sea, has also proven to be a good ship for sightseeing, according to her crew. In the latter part of 1972, the crew wrote in the ship's minutes that the *Erna Elizabeth* "hit some fine ports" in Europe, the Mediterranean and the Caribbean. Some of its ports of call were: London, England; Campbelton, Scotland; Rotterdam, Holland; the Azore Islands off Portugal; Trinidad; Curacao, and Aruba.

SS Council Grove

It's almost like being on shore when the crewmembers of the *Council Grove* (Cities Service) sit down to watch a movie. Not only are the movies, which are shown by C. A. Mullen of the engine department, exciting, but a batch of popcorn is made up fresh by baker Charles Hickox. Some of the movies the crew saw in the latter part of 1972 were "The French Connection", "One Hundred Rifles", and "I'd Rather Be Rich".

Tug Alison C

On the tugboat *Alison C.* which makes the coastwise run from Louisiana to Florida and around the Caribbean, "a new high in the standard for tugboat cookery was reached" by steward John Miller according to a report written to the LOG by ordinary seaman Jim Stodder. A relief cook for Red Circle line, Brother Miller "cooked and decorated for 48 hours non-stop to provide eight crew members the best Christmas afloat." Not only were the men given a sumptuous meal, but Seafarer Miller transformed the "drab little galley . . . into a cheery banquet hall bedecked with boughs of holly and twinkling with a thousand lights". The men were also given individual Christmas packages filled with candy and nuts.

As Seafarer Stodder reported, however, "best of all was the cooking. John had gone without sleep for two days to prepare a huge shrimp cocktail, fruit salads served in cleverly cut grapefruit baskets, a young tom turkey, a baked virginia ham with fruit sauce, roast sirloin of beef au jus, brandied fruit cake, pumpkin and mince pies, and assorted nuts, candies and cheeses". He adds that "despite the foul weather and ten foot seas which kept the tug pitching, everyone almost forgot where they were".

SS Delta Uruguay

The crew of the *Delta Uruguay* (Delta Steamship Lines) collected \$172 for the family of Leon Kyser who died Nov. 29, 1972 on board ship. Ships Committee Chairman Reidus Lambert reports that a wire and funeral wreath was sent to the family in Mobile, Ala. He also reported that the crew gave "a very special vote of thanks to Chief Officer Fred H. Galloway, Jr. and Purser Raymond Mitchell for the hard work and care that both gave to help" Brother Kyser when he was stricken.

SS Penn Champion

The system of sending mail via sea buoy seems to be working out fine, according to Ships Committee Chairman Bob Birmingham aboard the *Penn Champion*. The official ships minutes of Dec. 24, 1972 were placed on a sea buoy near Honolulu, Hawaii and it was reported that the last time the ship had made the run, mail put on the buoy had the same date postmarked on it.

ASHORE



Decatur, Mich.

Seafarer Raymond E. Sternberg who sails on the Great Lakes, has just completed a course in auctioneering in Decatur, Mich. He graduated with honors on Dec. 15, 1972 from the Reppert School of Auctioneering there and was presented the key to the city as an honorary citizen. Brother Sternberg is offering his services free of charge to the Red Cross, churches, schools or any other non-profit organization that wishes to raise money for a worthy cause.

Staten Island, N.Y.

The following Brothers are on the beach because of illness or injury and are recovering at the USPHS Hospital in Staten Island, N.Y. All of them would like to hear from their fellow Seafarers. They are: C. Hirschfeld; E. F. Garrity; S. Burger; J. Collins; C. Anderson; S. Blix; W. May; C. Burley; G. Knappe; L. Hernandez; W. Hardin; C. Venardis; P. McConnell; B. Guzman; P. Latorre; R. Bosco; F. Resto; E. W. Walton; W. Gorman; J. Kramer; C. Kelly, and P. Salowsky.

Crewmember Airlifted Off SIU Ship at Sea

Thanks to the expert seamanship of the crew of the SIU-manned *Falcon Countess*, an always dangerous helicopter sea rescue was quickly and efficiently carried out off the coast of Da Nang, Vietnam.

The dramatic situation occurred early into the noon to 4 p.m. watch on November 9, when Third Assistant Engineer M. Green was taken ill complaining of severe stomach pains. Green was assisted to the foc'sle by SIU-Bosun Joe Richberg, where first aid was administered by the ship's master, James L. Fulton.



Green is being hurriedly strapped into safety harness.

When Green did not respond to treatment and his pains intensified, Captain Fulton contacted the U.S. Army Air Base at Da Nang, requesting an immediate sea rescue. In less than an hour, an Army Medical helicopter arrived over the ship and a safety harness was lowered to the decks of the tanker.

Third Engineer Green was assisted up on deck by Bosun Richberg and

Able Seaman Bill Darley, where he was securely strapped into the harness, and within minutes was lifted safely aboard the aircraft hovering 50 feet above the ship.

He was immediately flown to the Da Nang Base Hospital where emergency surgery was performed on Green for a badly infected, ruptured appendix. After six days' hospitalization at Da Nang, he was flown stateside for a six-week recuperation.

Seafarer Richberg rather modestly summed up the situation with, "we are very happy that because of the prompt attention of our ship's master, the U.S. Army, and the good seamanship of our crew, a man's life was saved."



Third Engineer Green is lifted safely aboard hovering Army helicopter.

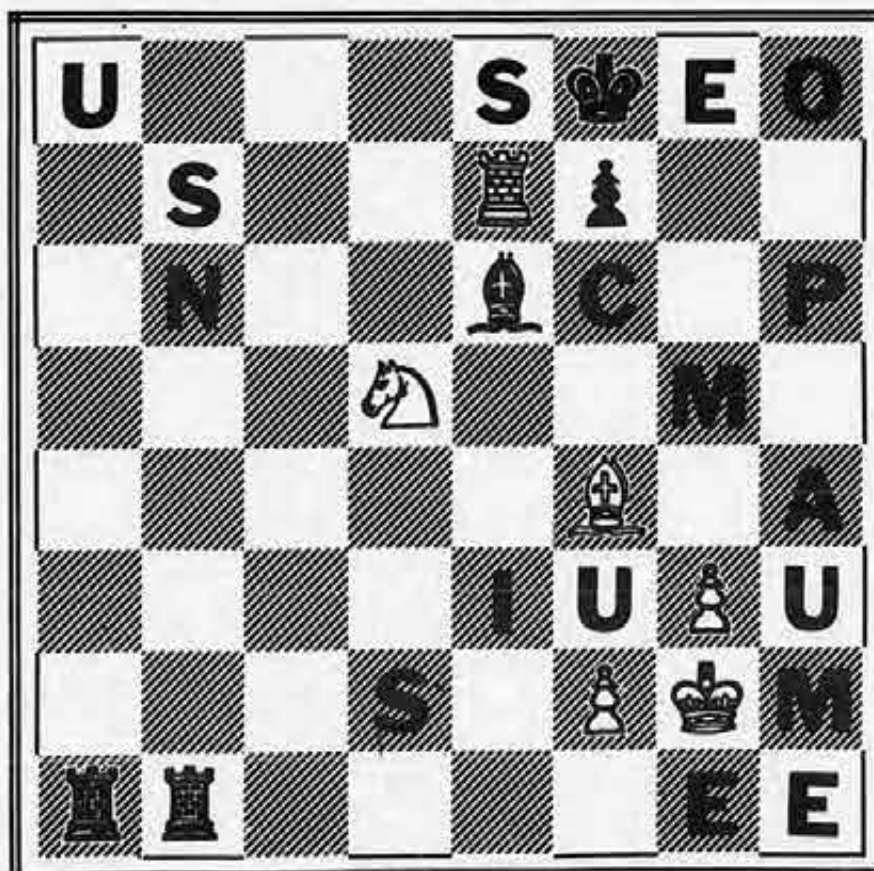
CHESSMATE OF THE SEA

BY GEORGE J. VANA

The objective of the game is two-fold. The first is for white to move and checkmate in three. The second objective is to record the letters that the given chessmen land on and determine the name of the ship hidden in the maze of the board.

CLUE: One of 13 Navy Tankers.

BLACK



WHITE

Puzzle Solution on Page 23

President Calls for Funds To Maintain Shipbuilding

President Nixon's budget proposals for fiscal 1974, submitted to the Congress on January 29, call for funds that will allow continued "implementation of the Administration's Maritime Program."

The President has asked for \$543.5 million for the Maritime Administration, the agency responsible for promoting the merchant marine for the fiscal year 1974 which begins on July 1.

The budget includes \$275 million for construction differential subsidies which will enable the Maritime Administration to provide contracts for the building of 17 new ships. In the budget submitted to the Congress last year, \$250 million was requested for construction subsidies. Later in the year, the Maritime Administration asked for and received an additional \$175 million construction subsidy appropriation.

At a budget briefing for newsmen, Howard Casey, deputy assistant Secretary of Commerce for Maritime Affairs, pointed out that \$50 million of the money appropriated for fiscal 1973 was being frozen but would be added to the fiscal 1974 funds.

Thus, a total of \$325 million will be available for shipbuilding in the 12 months beginning July 1.

Between the present time and the start of the new fiscal year the Maritime Administration would spend some \$140 million to aid in the building of six liqui-

fied natural gas carriers (LNGs) and two large tankers.

The 17 ships to be built in fiscal 1974 include six LNGs, three supertankers of around 380,000 tons, three dry bulk carriers of 50,000 to 60,000 tons, three 80,000-ton tankers, and two combination bulk carriers (OBOs).

The new budget calls for \$213.5 million in operating subsidies, a drop from the \$239.8 million in the fiscal year 1973 budget. The reduction results, in part, from the phasing out of passenger ship operations, with \$11.1 million being eliminated as a result.

The new budget reduced funds for research and development from last year's \$29 million to \$20 million. It is expected the cut will be made in programs which are not necessary to technological advances or the competitiveness or market penetration of the U. S.-flag merchant fleet.

Funds for the support of federal and state maritime training academies will be increased by almost a million dollars, while cost of the Maritime Administration's salaries and administrative expenses will remain essentially unchanged for fiscal year 1974.

Since the Nixon Maritime Program went into effect, 78 vessels will have been built or contracted for by the end of the 1974 fiscal year. Based on the capacity of these ships, the Administration's Maritime Program for shipbuilding is being maintained in accordance with scheduled objectives.

Seafarers Attempt Rescue

W. T. Steele Officers Felled by Fumes

Despite the valiant efforts made by Bosun Tommie Sanford and Seafarer Leroy Swinger to save the lives of their ship's officers aboard the jumbolized tanker, *William T. Steele*, both the vessel's captain and her first and second mates died of asphyxiation when the ship's hold filled with poisonous benzene fumes on November 18.

The dead included Captain John H. Loughlin, 50, first Mate Wallace Crenshaw, 47, and Second Mate Arthur Guendelsberger, 45.

The tragic incident occurred in the Port of Ponce, Puerto Rico as the SIU-contracted vessel was awaiting a full load of cargo for a voyage to New Orleans.

At 5:30 a.m. Second Mate Guendelsberger descended 40 feet into the ship's hold to make a routine check prior to the loading operations.

Some time passed, and SIU Bosun Tommie Sanford, concerned by the prolonged absence of Second Mate Guendelsberger, notified Wallace Crenshaw, the ship's first mate.

First Mate Crenshaw, along with the ship's master, Captain Loughlin, went below to locate Guendelsberger, but after several minutes they too did not return.

Brother Sanford then attempted to communicate with the three missing officers and became extremely concerned when there was no response to his shouts.

Assisted by Seafarer Swinger, Bo-

sun Sanford attempted to enter the hold himself, only to be startled and thrown back by the pungent odor of benzene gas.

The two Seafarers, unable to locate the missing ship's officers, were themselves on the verge of being overcome by the caustic fumes which seemed to be everywhere in the ship's hold.

Weakened by their rescue attempt in the face of heavy fumes, the two Seafarers were barely able to report topside to seek the assistance of others.

Seafarers Sanford and Swinger were rushed to Ponce's Hospital de Damas, where they were treated for gas poisoning.

An emergency rescue team from the Port of Ponce boarded the ship and attempted to reach the missing ship's officers—but they too were unable to cope with the deadly fumes.

Seafarers aboard the *W. T. Steele* sadly passed the next 48 hours until a U.S. Coast Guard team equipped with special gas masks entered the ship's hold and located the bodies of the asphyxiated ship's officers.

Odd Election

In Jetmore, Kansas, Galen Rassmussen, only 19, went into the booth for the first time. Glancing down the list of candidates he noticed that no one was running for Justice of the Peace. He wrote in his own name, and was elected.

LEGISLATIVE REPORT



By B. ROCKER

The Budget for Fiscal Year 1974 submitted by the President to the 93rd Congress on January 29, 1973, requests sufficient construction and operating differential subsidy (CDS) funds to continue on schedule the ten-year program set up by the Merchant Marine Act of 1970.

The Budget requests \$275 million in new ship construction and an estimated 17 to 20 ships will be built. Two-hundred thirteen million dollars is provided for operating subsidies to offset the higher costs of operating U.S.-flag vessels.

The request for CDS funds is the largest since the passage of the Merchant Marine Act of 1970.

At the present time, MARAD has approximately \$140 million to allocate during the remainder of FY 1973 to build five liquefied natural gas (LNG) ships and one very large crude carrier (VLCC).

For FY 1974, plans are to build LNG's, VLCC's, oil-bulk-ore (OBO) tankers and dry bulk carriers.

The 1974 Budget reduces research and development requests to \$20 million from the 1973 Budget figure of \$29 million.

Federal and state merchant marine schools' funds were increased by \$883 thousand.

Both parties caucused before the opening of the First Session of the 93rd Congress to choose their leaders and prepare policy.

In the House, Carl Albert was re-elected Speaker. Thomas P. O'Neill (D-Mass.) the new majority leader, replaces Hale Boggs, who was lost when his plane went down over Alaska in October. John J. McFall (D-Calif.) was appointed to the whip position.

Gerald Ford (R-Mich.) and Leslie Arends (R-Ill.) were re-elected to the minority leader and whip positions without opposition.

On the Senate side, leadership for both parties was returned: Mike Mansfield (D-Mont.), majority leader; Robert Byrd (D-W. Va.), majority whip; Hugh Scott (R-Pa.), minority leader; and Robert Griffin (R-Mich.), minority whip.

Senator James Eastland (D-Miss.) is the new President pro tempore of the Senate, replacing the late Senator Allen Ellender (D-La.). Although this position is filled by vote of the members of the Senate, it traditionally goes to the majority member with the greatest seniority.

Congressional Committees

There have been some changes in membership of the two committees which handle most of the merchant marine bills.

In the Senate Commerce Committee, Senator John V. Tunney (D-Calif.) replaced Senator William B. Spong (D-Va.) who was defeated. Senator Adlai E. Stevenson, III (D-Ill.) was added because of increase of Democratic seats in the November election.

The new chairman of the House Merchant Marine and Fisheries Committee, Mrs. Leonor K. Sullivan (D-Mo.) was selected in the Democratic caucus to succeed Rep. Edw. A. Garmatz (D-Md.) who recently retired after 25 years of service in Congress.

Mrs. Sullivan came to Congress in 1953, the first woman to be elected to Congress from Missouri. She has shown insight and keen interest in the problems of the maritime industry.

The new chairman has indicated that she will set up hearings to study the problems of the industry, inviting testimony from labor, management and government. "We must recognize that intelligent planning is . . . essential", said Mrs. Sullivan. She will also take a look at the policies of government agencies and the way their programs can affect U.S.-flag shipping.

New Democratic appointments to the Committee are Reps. Fred B. Rooney, Pennsylvania, John Breaux, Louisiana, Paul S. Sarbanes, Maryland, Bo Ginn, Georgia, Gerry E. Studds, Massachusetts, and David R. Bowen, Mississippi.



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.

Great Lakes Seafarers Sail Longest Shipping Season in Their History

A unique experiment has extended the shipping season on the usually ice-locked Great Lakes far into this winter—providing Lakes Seafarers with their longest winter employment period in history.

The Lakes are the U.S.'s only major waterway whose ports are usually frozen shut for three-and-a-half months yearly beginning in mid-December; about two weeks after the St. Lawrence Seaway closes for the winter.

Already, the economic impact on Seafarers on the Lakes has been great. The possibility of future economic gains in the SIU-Great Lakes District is even greater. With shipping time extended, more voyages could be available per shipping season.

Early this month, over the first weekend, with the aid of a dozen Coast Guard cutter icebreakers, a short warm period and a combination of laser beams, air bubblers and downright courage, eight giant iron-ore carrier ships smashed through the ice-choked waters of Lakes Superior, Michigan, Huron, St. Clair and Erie.

In 1972, the first year of a federal experiment to stretch the shipping season, the last huge carrier from Duluth cleared the Soo Locks at Sault Sainte Marie, Mich., on Feb. 1.

Load Last Ships

This year, in the first few days of February, Lakes officials measured the increasing ice conditions on a daily basis. The next week they said they expected to load the last two ships at Two Harbors, Minn., on February 6 and pass through the Soo Locks for the final time this winter on February 7 or 8 depending on the speed of the ships steaming across Lake Superior.

The U.S. experiment to extend the shipping season began two years ago when Congress approved a \$6.5 million study by 10 federal agencies. The study also includes the St. Lawrence Seaway with the Lakes getting first preference.

As a result of the study, the following measures and new equipment were used to fight the Lakes' long winter season:

- Special navigational aids such as improved buoys which don't sink under the weight of ice.

- An underwater wire guidance system which permits ships trapped in blinding blizzards to follow a signal from a river-bottom cable and a laser beam at night in narrow channels.

- An air bubbler system through which warm compressed air bubbles are pumped to the surface to halt ice forming. The U.S. reported a bubbler in the St. Mary's River near the Soo Locks restricted ice, which used to freeze a foot thick, to a thickness of only one or two inches. One ore carrier is testing a system which uses bubbles as a lubricant between her hull and the ice.

- Installing of new ice booms that open a path to let ships pass.

- Tests of improved winter survival equipment for seamen and installation of sensitive gauges to measure ice pressure on many types of ship hulls.

- Next winter, heated water from a power plant will be pumped into the harbor at Bay City, Mich., to see how well it controls the ice.

- Detailed studies of ice formations and the effects of weather, water temperature and frequent ice breaking.

Between December 15 and February 1 of the 1971-2 shipping season, 1.97 million tons of cargo moved through the Soo Locks. This year, almost 3 million tons moved through the locks between December 15 and January 20.

A spokesman for the Lakes carriers

has declared that it has been proven that the shipping season has been pushed forward as far as possible and that it is economical and practical. He added that we will be seeing more and more ships out as late as the weather allows in future years.

In past years, thousands of Seafarers sailing on Lakes Michigan, Huron, St. Clair and the Erie just before winter were on the beach as their ships lay idle at moorings at such ports as Chicago, Toledo and Cleveland awaiting early April as the steel industry used railroads or stockpiled iron ore at their mills, ports and northern mines.

So, in the late 1960s the steel companies began studying an extension of the shipping season. During World War II, the Coast Guard and others proposed the idea to insure an adequate supply of ore in national emergencies.

Finally, another bright sign on the job horizon for Seafarers, reveals that ship insurance firms, who were concerned formerly with the damage and possible disaster to thin-skinned ore carriers crossing the thickening ship-cracking lake ice canceled their policies or increased their rates four times, now do not raise their rates until early January. And more rate drops are under study because experience has shown that the late-sailing ore ships have suffered relatively little ice damage.

SIU Ship's Committees



STONEWALL JACKSON (Waterman)—Awaiting payoff in Port Newark after a good voyage are, from left, seated: C. Lambert, deck delegate; O. Figueroa, engine delegate, and E. Johnson, steward delegate. Standing from left are: J. Adams, secretary-reporter; W. Jones, educational director, and T. Hilburn, ship's chairman.



OVERSEAS VIVIAN (Maritime Overseas)—Bound for Boston from Corpus Christi, Texas, the *Overseas Vivian* paid a short visit to the port of New York last month. From left are: C. Veazie, steward delegate; R. Breeden, educational director; J. Yates, ship's chairman; W. Oliver, secretary-reporter, and R. Chapman, deck delegate.

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& Inland Waters
Inland Boatmen's Union
United Industrial Workers

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2014971 Ext. 281

Jane's Prints 75th Edition

Jane's Fighting Ships—the Bible of the navies of the world—is now available in its 75th edition.

It had been updated and published every year since the first edition appeared in 1897 and costs about \$30. It never makes any best-seller lists, but its appeal is worldwide.

It can be found on the bridge of practically every ship in all the navies of the world—providing a comprehensive reference source for watchstanders.

The publication contains a detailed description of the ships of all the world's navies, including their tonnages, speeds, hull characteristics and, of vital importance, silhouettes of the different class vessels.

Pentagon intelligence experts and the U.S. Navy rate *Jane's* as "highly accurate" for specifics, numbers and types of ships owned by various countries.

Security

In



Unity

Itemized Medical Bills Speed Medicare Payment

By A. A. Bernstein
SIU Welfare Director

Submitting medical bills that are not itemized can delay payment of claims under the medical insurance part of Medicare.

"If the patient uses the 'payment-to-you' method of medical insurance payment," a social security spokesman said, "his claim cannot be paid unless he submits an itemized bill of services from his doctor—or other medical provider."

The medical insurance part of Medicare helps pay for doctor bills and many other medical expenses of people covered by the program. Claims are handled two ways—by the "payment-

to-you" method or the "assignment" method.

The patient is required to send in an itemized bill of services only if he uses the "payment-to-you" method.

"If the patient and his doctor agree to use the assignment method, the doctor sends in the claim, and Medicare payment is made directly to the doctor."

Itemized bills from doctors must show the date, place, and description of each medical service involved—as well as the charge for each service.

In the payment-to-you method, the patient sends in the claim with the itemized bill of services. Medicare payment is made to the patient—either before or after his bill is settled with the doctor.

Claims are sent to the health insurance organization that handles the medical insurance claims.

"Help in preparing Medicare claims is available at any social security office," the spokesman said.

Almost everyone 65 and over has the medical insurance part of Medicare. Starting in July 1973, Medicare will be extended to people under 65 who have been getting social security or railroad retirement disability payments for 2 years or more.

Medicare is administered by the Social Security Administration of the U.S. Department of Health, Education, and Welfare.

Burke-Hartke Bill Attracts New Support

A slightly modified version of the Burke-Hartke Foreign Trade and Investment Act has been introduced in the 93rd Congress, and its sponsors report that support for the measure continues to grow.

Rep. James A. Burke (D-Mass.) and Sen. Vance Hartke (D-Ind.) said that a number of their colleagues have asked to become co-sponsors of the measure that would re-evaluate American trade policy and end tax favoritism for multinational firms.

"We responded affirmatively," said a joint press release. "We think this bill will sail. And we do not care whose name is on it. We are convinced it will pass this session as our package, or piece-by-piece over the names of many of our most illustrious colleagues."

The newly introduced bill contains eight segments, any of which can be acted on separately. They are:

- Taxation of foreign investment and profits of U.S. companies exactly as they would be taxed at home;
- Establishment of a Foreign Trade Investment Commission to administer the act, eliminating the present U.S. Tariff Commission;
- Using 1966-69 as a base to establish "market shares" for imports;
- Greatly strengthening anti-dumping and counter-vailing duty laws;
- Establishing authority to allow quotas plus "adjustment assistance" to workers and companies adversely affected by imports;
- Authorization to the President to regulate foreign investment wherever employment in the U.S. is adversely affected;
- Requiring regular reports from agencies affected on the employment situation and clear labeling of the origin of imports;
- Requiring invoices at time of sale to show statistical compilation of imports as already is done by U.S. Customs.

In announcing re-introduction of their bill Hartke and Burke declared that "more than 1,000,000 American jobs had been lost in 1972 alone as a direct result of the import explosion."

In general, their bill would require imports to halt on any commodity where they reached beyond a percentage of American goods manufactured in the United States.

SIU Ship's Committees



TRANSHAWAII (Seatrain)—Getting ready for another run to Puerto Rico are (l. to r.) F. Solis, steward delegate; C. Allen, deck delegate; R. Mackert, ship's chairman, and F. Lee, engine delegate.



LA SALLE (Waterman)—Enjoying a few moments of well earned relaxation are (l. to r.) C. Miller, Steward delegate; M. Garber, deck delegate; A. Eckert, ship's chairman; D. Knight, educational director, and B. Jenkins, engine delegate. The La Salle's next run is the Far East.

Seafarer "Bouncy" Carter Retires; Survived Three WWII Torpedo Hits

Seafarer Elmer Carter, who recently retired after sailing with the SIU since it started, was not nicknamed "Bouncy" for a frivolous reason. During World War II he three times escaped without serious injury from ships that were torpedoed. Two of the ships sunk and 45 of his fellow seamen lost their lives while Carter spent nearly 18 days on the open sea before rescue came.

Brother Carter began sailing in 1936 at the age of 17. He shipped aboard the *Chilore* out of the Port of Baltimore, but his initial voyage was abruptly ended by the strike of '36.

He banded together with other striking seamen and faithfully walked the picket lines for 64 days until the strike was settled. Brother Carter continued to be a fighter for better working conditions for Seafarers just as, during the war, he fought for his own life and the lives of the men around him.

When the United States was plunged into war in 1941, Seafarer Carter was serving aboard the *Robin Hood* on a voyage to South Africa where she discharged her cargo and took on a full load before heading home. As the unarmed freightship steered a zigzag course through the dangerous waters off Cape Sable, Nova Scotia, she was suddenly attacked and sunk by a German U-Boat. The lives of 14 crewmembers were lost.

Seafarer Carter and his surviving shipmates floated helplessly in a liferaft for 8 days and 14 hours before being rescued from the choppy Atlantic waters by the destroyer, *USS Greer*. "During this time," said Brother Carter, "we never once gave up hope for rescue—if we had, we were lost. We kept our minds off our predicament by talking of more pleasant things, and praying.



Brother Carter aboard the Long Lines before his retirement.

Thank God, our prayers were answered."

Despite this ordeal, Brother Carter continued on course and returned to sea after a short time in the hospital.

As fate would have it though, Seafarer Carter's next ship, the *West Chetac* was pounded by German torpedoes and sunk as she steamed toward the Persian Gulf. The severe blasts killed 31 crewmembers instantly and forced the remaining 19 to quickly abandon ship.

Although wounded by shrapnel in the leg, Seafarer Carter helped his surviving shipmates to tie together four liferafts in an effort to keep them from drifting apart.

"The healthy men," said Brother Carter, "comforted the badly injured as much as possible and those of us who had been dumped before tried to keep everyone's spirits high."

After nine days of hope and disappointment the tired, battered Seafarers

were rescued by the destroyer, *USS Roe*. Brother Carter was again hospitalized but recovered quickly from his wounds and returned immediately to sea.

In 1944, while serving aboard the *William L. Marcy*, Seafarer Carter took part in "D Day" operations transporting British and Canadian troops to the Normandy beachheads. Two months later as the *Marcy* shuttled much needed supplies across the English Channel to the Allied Armies in Europe she was hit by a single torpedo. Orders were given to abandon ship and Seafarer Carter thought he had lost his third ship of the war.

However, after 26 hours the *Marcy* was still afloat and Seafarer Carter, along with several other volunteers accompanied the ship's officers to check the vessel's condition. The ship was determined seaworthy and with the aid of a British tug the weary Seafarers brought her safely into Southampton, England.

After the war Brother Carter was awarded the Mariner's Medal by the U.S. Coast Guard and War Shipping Administration for his service during the conflict. "It was quite an honor to receive this award," said Carter, "but when I think of all my lost buddies, I feel deep down that it really belongs to them because they gave their lives for the cause."

Throughout the remainder of his years with the SIU, Seafarer Carter stayed an active union member, nearly always representing the deck department on the ship's committee. He sailed as A.B. deck maintenance, quartermaster and bosun. Brother Carter is now enjoying the "good years" in the Port of Baltimore, where he has lived all his life.

Accurate Forms Mean Quicker SIU Benefits

To assist Seafarers, the following is a check list of documentation that is required by the SIU Welfare Department in order to process various types of claims.

Seafarers can also speed claim processing by forwarding completed claim forms directly to their nearest union hall or port agent.

DISABILITY PENSION

ELIGIBILITY - Basic seafaring requirement (see page 1); 12 years of seafaring (4,380 days), must be permanently disabled and must submit a Clinical Record stating "Not Fit For Duty Permanently," with similar certification by the Social Security Administration. Submit all Coast Guard Discharges covering seafaring along with medical abstracts showing Not Fit For Duty time and receipts of M & C from employers.

Name of your doctor _____ Doctor's address _____
 _____ Zip Code _____

Disability Pension Claims

- (1) Application *indicating* employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Discharges or Certificates of Seaman's Service verifying employment periods.
- (3) Permanently Not Fit For Duty medical report listing complete diagnosis preferably from USPHS, since disability pensioners are required to maintain eligibility to USPHS after going on pension.
- (4) Certificate of Social Insurance Award verifying that member was granted disability benefits under Social Security Administration.

SICKNESS & ACCIDENT BENEFIT:

ELIGIBILITY - Basic seafaring requirement, (see page 1). For in-patient or out-patient benefits claim must be filed within 60 days after discharge from hospital or from first day of disability as an out-patient. For out-patient benefits, Seafarers must file U.S.P.H.S. medical abstract. Seafarers who have not been hospitalized, must be out-patient and not fit for duty for eight (8) days before they can receive benefits which are retroactive to the fifth day. If the eligible Seafarer is entitled to receive M & C from the employer, State Disability Benefits, or unemployment benefits, then he cannot receive S & A Benefits.

Nature of illness _____
 Was illness or injury reported in Log Book? Yes () No () Did you get a Master's Certificate? Yes () No ()
 Were you hospitalized? Yes () No () Date in _____ Date out _____ What hospital? _____
 Where? _____ Have you taken up your injury with anyone? Yes () No () If yes, with whom? _____ What was done? _____
 Is this a recurring illness or injury? Yes () No () If yes, explain _____
 _____ is illness or injury in any way attributed to misconduct on your part? Yes () No () If yes, explain _____
 If you were hospitalized prior to becoming an out-patient and collected in-hospital benefits of \$8.00 per day, what was the last day you were paid for _____
 Have you applied for unemployment benefits? Yes () No ()
 I hereby certify that to the best of my knowledge the above statements are true, and do also hereby authorize my attending physician (Hospital or Clinic) to furnish and disclose all facts concerning my condition.
 Verified By _____ Plan or Union Representative _____ Signature of Applicant _____

Sickness and Accident Benefits

- (1) Application *indicating* employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Medical Abstract indicating that all return appointments were kept.
- (3) S&A Assignment, if applicable.
- (4) Letter from attorney recognizing our Assignment.
- (5) Denial of Maintenance and Cure on company letterhead, if applicable.

DEATH:

ELIGIBILITY - Basic seafaring requirement, (see page 1); and a beneficiary card must be in order and on file with the Plan office, with a certified copy of the death certificate being furnished with the application, also an itemized funeral bill indicating if paid with name and address of payee, where applicable. Claim must be filed within one year from date of death.

Name of Deceased _____ Applicant's relationship to Deceased _____
 Name of Applicant _____ Age of Applicant _____
 _____ Please Print _____
 Address of Applicant _____ Zip Code _____
 Verified By _____ Plan or Representative _____ Signature of Applicant _____

Death

- (1) Application *indicating* employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of death.
- (2) Certified Death Certificate or certified copy of Ship's Log in cases where employees are lost at sea.
- (3) Proof of relationship of beneficiary to the deceased.
- (4) Itemized funeral bill indicating whether paid or not and name and address of payee, if applicable.

EARLY NORMAL PENSION: (A & G DISTRICT ONLY)

ELIGIBILITY - Basic seafaring requirement (see page 1); 20 years of seafaring (7,300 days), age 55 years or over with proof to substantiate age such as Birth or Baptismal Certificate or U.S. Coast Guard I.D. Card. Submit all Coast Guard Discharges covering seafaring.

Verified By _____
 _____ Plan or Union Representative

NORMAL PENSION:

ELIGIBILITY - Basic seafaring requirement, (see page 1); 15 years of seafaring (5,475 days), age 65 years or over with proof to substantiate age such as Birth or Baptismal Certificate or U.S. Coast Guard I.D. Card. Submit all Coast Guard Discharges covering seafaring along with medical abstracts showing Not Fit For Duty time and receipts of M & C from employers.

Verified By _____
 _____ Plan or Union Representative

Normal Pension Claims

- (1) Application *indicating* employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Discharges or Certificates of Seaman's Service verifying employment periods.
- (3) Proof to substantiate attainment of age 65.

Early Normal Pension Claims

- (1) Application *indicating* employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Discharges or Certificates of Seaman's Service verifying employment periods.
- (3) Proof to substantiate attainment of age 55.

HOSPITAL & MEDICAL BENEFITS (To be completed by Physician and/or Surgeon)

ELIGIBILITY - Basic seafaring requirement, (see page 1). Claim must be filed with the Welfare Plan not later than 180 days after surgery or discharge from hospital. Enrollment card, marriage certificate, and children's birth certificates with names of both parents must be on file in Plan Office.

Patient's Name _____ Date of Birth _____
 Relationship to Employee _____
 Address _____ Zip Code _____
 If injured, did accident occur at work? Yes () No () Emergency Treatment: Yes () No ()
 If hospitalized, name of hospital _____
 Address of hospital _____ Zip Code _____
 Date hospitalized _____ Date Discharged _____ Dates you visited patient in hospital _____
 Charge per visit _____
 State your complete diagnosis: _____

 (Please attach your bill to this form and indicate if paid)
 Signature of Attending Physician _____
 Physician's S.S. or I.D. No. _____
 If surgery performed, give date and particulars: _____

 If not performed in hospital, where performed (Please attach your bill to this form and indicate if paid)
 Signature of Attending Surgeon _____
 Surgeon's S.S. No. or I.D. No. _____

Hospital Claims

- (1) Application *indicating* employment time for eligibility purposes by Company showing employment periods of 90 days in the previous calendar year and one day in the past six months.
- (2) Itemized hospital bill including ID Number of hospital.
- (3) Surgical Bill including ID Number or Social Security Number of Surgeon.
- (4) Doctors Bill including ID Number or Social Security Number of Doctor.
- (5) Medicare Statement, where applicable to correspond with bill(s) submitted.
- (6) Marriage Certificate, if one had not previously been forwarded.
- (7) Birth Certificate of dependent if one had not been previously forwarded.
- (8) Income Tax return if dependent is adopted, or is a foster or step child.

Member's Required Documentation

The documentation listed below must be submitted by new members in order to insure that when a claim is received from a new member for himself and or a dependent that the claim can be processed without delay.

- a. Marriage Certificate
- b. Birth Certificate of dependents or in the absence of a Baptismal Certificate a Census Report
- c. Beneficiary Card
- d. Income Tax Return, if dependent is adopted or is a foster or step child

IBU Retiree Spears Recalls His Towboat Days on Ohio

How many Seafarers remember the colorful sternwheeler pre-war days of riverboats towing wooden barges as they plyed up and down the waterways of America?

Well, Carl Spears, 63, of Point Pleasant, W. Va., does after finishing 45 years of riverboating on the Ohio.

Brother Spears, who is a member of the SIUNA-affiliated Inland Boatmen's Union, got his first retirement check at home just in time for the Christmas season.

With freshwater in his veins, the river-

Group Seeks to Save World's 2d Steamboat

An upstate New York group plans to salvage and restore the stripped hull of the world's second successful steamboat, the *Vermont*.

The hull, which lies in a field in Essex, N.Y., will receive a permanent home in the Preservation Resource Center there, says its director, George F. McNulty.

The *Vermont*—the first successful steamboat designed for use on a lake—was launched in Burlington, Vt. in 1808 by John and James Winans, who helped Robert Fulton build the hull for his Hudson River steamboat, the *Clermont*.

The paddlewheeler began service early in 1809 to run the length of Lake Champlain's 120 miles from Whitehall, N.Y., to St. Johns, Quebec in a day.

Sailing for six years, the *Vermont* sank in the Richelieu River in Quebec when her connecting rod came loose and punched a hole in her hull. The craft remained on the bottom for 138 years.

IBU's Interstate 70

A new oil barge, the *Interstate 70*, has been delivered to IBU-contracted Interstate Oil Transport Co. of Philadelphia. The barge has a double skin hull measuring 350 by 70 by 25½ feet and has a total cubic capacity of 70,000 barrels.

boatman was only 18 when he signed onto his first Ohio riverboat as a deckhand in 1927. The pay then was only a little more than \$2 a day and the living conditions aboard were bad—not to mention how rugged the work was.

But like many other riverboat men, Spears stayed on, and as the years rolled by, he moved up to a mate's berth and conditions on the boats continually improved, especially when the SIUNA came on the river scene, he pointed out.

"I saw a big change during my days on the river," he said "and I have no regrets for the many years I spent there."

In a telephone interview with the LOG, Spears said the improvements in river life that impressed him most in his long career were "air conditioning of the sleeping quarters," the upgrading of the food served and the implementation of safety rules, notably the requirement that life jackets be worn while aboard.

Spears, recalling fond memories of his life's work on the Ohio, said his first berth was on the towboat *Robert P. Gillam* for seven years. She towed wooden barges on the coal trade run from Charleston, W. Va., the state capital, up the Kanawha River past Point Pleasant to the Ohio River where she then moved them down to Cincinnati, Ohio, and finally unloaded at Louisville, Ky., he said.

The riverman recollected that his closest shave with disaster came in 1938 when he was working on the towboat *Inland*. "We were moving toward the shore to pick up ice with the water up. We couldn't see well so we ran into a submerged hulk which punched a hole into the boat's wooden hull and sank her."

Spears recalls that a passing boat came to the rescue, and all were saved with no one injured.

The next year he was on the diesel vessel *Patriot*, towing barges loaded with steel from Pittsburgh down the Ohio to New Orleans, when the craft ran aground losing the barges when her towline snapped.

Spears, who now spends his time hunting, fishing, farming tobacco and



Seafarer and Mrs. Carl Spears of Point Pleasant, W. Va., accept first IBU retirement check from St. Louis port agent Leroy Jones in their home late last year. The riverboat retiree smilingly said his pension "is the kind of gift that will keep on giving."

raising cattle on his 187-acre spread on Redmond Ridge, called the SIUNA-affiliated Boatmen's Union a "good union." He expressed his pleasure over the union's Pension Plan and added that the union had "bettered conditions" on the river.

Today, living in retirement near the banks of the Ohio, Brother Spears can see the riverboats and barges glide by and dream of his 45 years on the Ohio. And with his union pension, he can treasure these memories with a feeling of security.

The IBU's Tug Intrepid—Lives Up to Her Name



The SIU-affiliated IBU-contracted tug, *Intrepid* rests placidly at dockside. She is equipped with a unique elevator which carries crew members to her bridge.



SIU-IBU Philadelphia representative John Fay (center) stands topside with crew of the *Intrepid*, which lived up to her name by logging many a successful voyage through the stormy Atlantic this year.

Bosun Recertification Program:

Tallying Committee Report

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

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

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

1972 BOSUN RECERTIFICATION PROGRAM TALLYING COMMITTEE REPORT

December 29, 1972

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

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

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

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

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

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

December 5, 1972

Dear Sir and Brother:

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

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

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

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

Fraternally,

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

(Signed) Frank Drozak
Vice President

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

December 5, 1972

Dear Sir and Brother:

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

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



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

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

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

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

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

Fraternally,

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

(Signed) Frank Drozak
Vice President

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

SUGGESTED GUIDE FOR PORT AGENTS

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

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

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

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

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

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

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

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

Port Agent, or his representative.

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

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

IMPORTANT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Continued on Next Page

Enjoying the Good Life

Seafarer Harris SIU's 2,000th Active Pensioner

When he ended a sailing career last month that had begun more than 34 years ago, Brother Theodore T. Harris of Mobile, Ala. became the 2,000th active SIU pensioner. Since the inception of the Pension Plan, 2,768 Seafarers have retired on an SIU pension.

Sailing with the International Seamen's Union (ISU), Brother Harris began working aboard ship in July of 1938. He had been employed in Mobile for 14 years as a porter when he decided to go to sea because "I thought I would like it." That he did! When he returned after a couple of trips he found that the ISU had been dissolved. Told that a new union, the SIU, had been organized, Brother Harris immediately joined becoming one of its first members.

His first ship was the *City of Alma* on which he stayed until 1941, sailing in the steward department.

During the early years of World War II when America was not yet involved, Seafarer Harris was sailing to the British Isles. When Pearl Harbor was bombed he was on a ship in Brazil and for awhile continued sailing in the Caribbean. Late in the war he sailed in the Far East. Through all that time, however, Brother Harris says he was "very lucky" and none of the ships on which he sailed was ever torpedoed.

Like many SIU men, Brother Harris traveled all over the world. Some of the places he liked best were Sydney, Australia; Rio de Janeiro, Brazil; London, England and Le Havre, France.

"Never a one trip man", Seafarer Harris sometimes stayed on the same ship as long as 18 months, sailing as Chief Cook and Baker.

In May of 1971, Brother Harris attended one of the SIU's Educational Conferences in Piney Point, Md. Impressed with what he saw there, Harris feels that the Harry Lundeborg School of Seamanship and the other facilities at the Point are "very beneficial". At the time he attended the Conference, Brother Harris wrote that he had not only learned more about the School but "I now know more about the Pension and Welfare program and the benefits our dependents can enjoy. . . ." He added that "it has all been made possible because of our leadership."

Comparing the early days of his sailing career with today, Brother Harris says that "conditions have improved more than 100 percent due largely to the union."

He points out that the young seaman starting out today can not only get training before he goes on

board ship but can also get the many benefits not available to Brother Harris when he began sailing. For instance, now there are Sickness and Accident Benefits and Vacation pay. And, of course, Harris is the 2,000th active example of a monthly pension benefit which enable members to enjoy their senior years.

At the age of 63, Seafarer Harris now intends to relax a little with his wife, Annie, who is a school teacher. They live in the Port of Mobile where Brother Harris was born and from where he first shipped in 1938. However, Harris also intends to see a little of the

U.S.A. and to do a little part time work "to keep moving around."

In discussing his seafaring life, Brother Harris was quite proud of the fact that the "whole time I sailed I was never logged, and never brought up before the union" for doing anything wrong.

Since the SIU Pension Plan began on October 1, 1961, \$30,855,028.80 has been paid out to eligible Seafarers. The original pension benefit was \$150 per month. Over the years it has been increased to its present level of \$250 a month.



Seafarer Theodore T. Harris (left) recently became the SIU's 2,000th active pensioner and here he is shown proudly receiving his first monthly pension check from Mobile Dispatcher Harold J. Fischer.

Continued from Preceding Page

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

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

DISCREPANCIES

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

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

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

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

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

SEE APPENDIX "A"

1972 BOSUN RECERTIFICATION PROGRAM

APPENDIX "A"

December 29, 1972

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

NAME	BOOK NO.	VOTES
1. Chester L. Anderson	A-465	22
2. George H. Atcherson	A-551	9
3. Nicholas Bechlivanis	B-39	19
4. David Berger	B-22	33
5. Jan Beye	B-93	11
6. Mack D. Brendle	B-869	21
7. George Burke	B-168	21
8. William Burke	B-586	27
9. Joseph Busalacki	B-639	25
10. Daniel Butts	B-628	41
11. *Hurmon Burnell Butts	B-385	94
12. *Richard A. Christenberry	C-105	49
13. Charles D'Amico	D-676	23
14. Robert Dillon	D-88	19
15. *James B. Dixon	D-16	95
16. Fred Dorney	D-691	8
17. Thomas D. Foster	F-11	35
18. *Carl Francun	F-194	42
19. William Funk	F-289	41
20. Vincent Grima	G-825	4
21. Walter Gustavson	G-36	41
22. Burt T. Hanback	H-766	10
23. Lee J. Harvey	H-400	29
24. Thomas Heggarty	H-78	14
25. Orlando Hernandez	H-838	26
26. Donald Hicks	H-694	27
27. Charles Hill	H-573	22
28. Stephen Homka	H-169	23
29. Chester Iannoli	I-7	34
30. *Sven E. Jansson	J-70	78
NAME	BOOK NO.	VOTES
31. Frederick Johnson	J-44	37
32. Woodrow Johnson	J-168	18
33. Leyal E. Joseph	J-316	21
34. Jack D. Kennedy	K-228	38
35. Vincent S. Kuhl	K-273	15
36. Arne Larsen	L-121	25
37. Walter LeClair	L-636	37
38. *Jacob Levin	L-462	60
39. Constantinos Magoulas	M-1355	16
40. Melville McKinney, Jr.	M-428	14

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

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

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

Fraternally submitted:

ENRICO TIRELLI T-188

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

CHARLES MISAK

C. Misak, Book No. M-127

J. R. MUCIA

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

J. GONZALEZ G-812

J. Gonzalez, Book No. G-812

W. W. STEVENS

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

J. WINN

J. Winn, Book No. W-151



Seafarers J. Conino, L. Burnett, H. Bartholomew, and J. Bankston proudly display handmade wooden ships which they purchased in Jakarta. How much? Believe it or not, only \$2.50!



Twenty-five year SIU veteran Lloyd Calloway hoists one of the *Missouri's* guy-lines. The Seafarer from Mobile plans to retire next year.



Steward delegate Lesly Burnett (left) squares away his union dues with SIU Patrolman Ed Smith at the *Missouri's* payoff.



Seafarer Isaias Cambronero, who sails as oiler, logs in the ship's fuel oil pressure and temperatures aboard the *Missouri*. Brother Cambronero has been sailing with the SIU for 13 years.



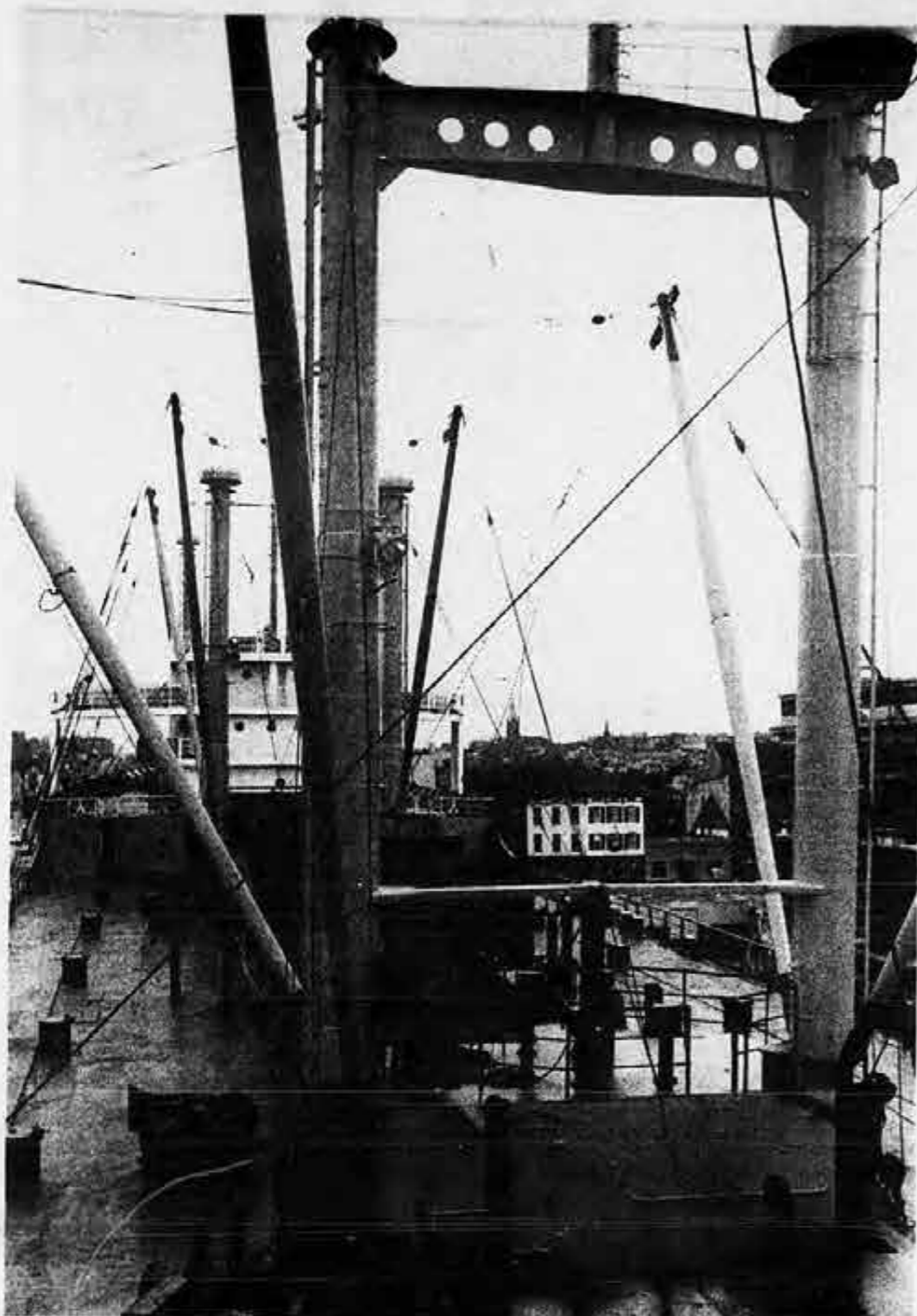
The ship's committee relaxes after their 73-day voyage. They are (l. to r.) Lesly Burnett, steward delegate; Hulon Ware, engine delegate; Dewy Penton, deck delegate; W. J. Miles, secretary-reporter; Victor Burnell, educational director, and Sylvester Monardo, ship's chairman.



Seafarer Robert Kennedy checks over paymaster's sheet during the ship's payoff in the Port of Baltimore. Brother Kennedy sails as able seaman.

Missouri Returns to Baltimore

Around the World and Back in 73 Days



The now quiet decks of the freightship *Missouri* stare out over the Fells Point section of the Port of Baltimore.



The SIU-contracted *Missouri* rides high at anchor in the Port of Baltimore after completing a 73-day voyage around the world.



Fireman Hulon Ware sets to the task of changing the ship's fuel oil strainer. Seafarer Ware is a 12-year veteran of the union.

After a complete circumnavigation of the globe, the SIU-contracted freightship *Missouri* tied up at the Fells Point dock in the Port of Baltimore on January 5.

The 73-day journey, which included 68 days sailing time, began in the Port of Houston on October 24. The 526-foot long *Missouri*, loaded with 15,000 tons of grain, sailed through the Panama Canal to the agriculturally poor islands of Indonesia, discharging her vital cargo at the Port of Jakarta. After a five day layover in the port, the *Missouri* returned to the U.S. by way of the Cape of Good Hope.

During their free time ashore in Jakarta, the SIU crew toured the city of three million picking up many pieces of Indonesian handiwork for souvenirs and Christmas presents at some very low prices.

The entire voyage was marked by sunny weather accompanied by balmy temperatures—with complete cooperation in all ship's departments.

Next stop for the *Missouri* is Bangladesh after taking on another full load of grain.



Baltimore Patrolman Paul Gonsorchik (left) straightens out some overtime beefs with Seafarers Hulon Ware, B. D. Burns, Victor Burnell and Sylvester Monardo.

SIU's Ogden Willamette: The First U.S. Ship

In December of 1972, the SIU-manned *Ogden Willamette* became not only the first American ship to visit Russia since 1966, but also the first U.S. flag vessel to carry grain to Russia under the terms of the newly concluded wheat agreement with that country.



SIU Bosun Manuel Sanchez

"It feels good to know we're doing something special."

With these words SIU Bosun Manuel E. "Blackie" Sanchez, 55, of the SIU-contracted *Ogden Willamette*, first U.S. grain ship to make the 50-day New York to Russia roundtrip, expressed his feelings about delivering wheat to the shortage plagued Soviet Union.

Brother Sanchez, with the SIU since 1938, said the voyage to the Black Sea port and summer resort of Odessa in the Ukraine "was quite an experience, especially when we docked at the historic city on December 19."

The 400 square kilometer city of 745,000 withstood a 73-day siege of 18 Nazi divisions—250,000 strong in 1943. All told, the inhabitants of this city fought 907 days in World War II against Hitler's hordes.

The Florida bosun, a September 1942 Murmansk to Archangel convoy veteran on the Robin Line freightship *William Moultrie* explained that it is much better in Russia now than it was when he first dropped anchor there years ago. During the war, he said, there was no place for seamen to go in the Soviet Union. He added that now at least a Seafarer could go Christmas shopping and walk around the town. He especially recommends Russia to anyone who likes the Old World.

Sanchez said when they docked in Odessa, Capt. Alexander Voloskin of Moscow's maritime agency literally gave the ship the red carpet welcome.

Ten Seafarers in the ship's deck crew, five from the engine department and six Seafarers in the steward department were heartily welcomed by the Soviets.

That first night, after visiting the International Seamen's Club, which the Russians call the House of International Seamen's Friendship, the city's mayor staged a combination caviar-tea-cocktail dance bash for the SIU men at the Odessa Hotel, recalls Sanchez.

At the party, hostesses from a foreign language school in the city practiced their English in conversations with the Americans.

The seamen's club, founded in 1926, is housed in the Philharmonic Society's building, formerly the pre-revolutionary Stock Exchange. Soviet seamen have their own Seamen's Palace, he pointed out.

A Russian woman student from Moscow University who attended the soiree was asked by Sanchez what she was going to do after her graduation. She replied that she didn't know yet, which puzzled him.

She liked his chewing gum, he noted.

Other students were surprised to learn that the SIU bosun had a home and two cars and had achieved his shipboard rating with relatively less formal education than they had.

"I had the impression that my kind of job is

in Russia set aside for special people," emphasized Brother Sanchez.

A well-dressed Russian man in his early 30s at the reception who spoke some English asked the bosun about our Christmas customs and U.S. politics. The man had been to Cuba and seemed to be anxious to learn about the U.S.

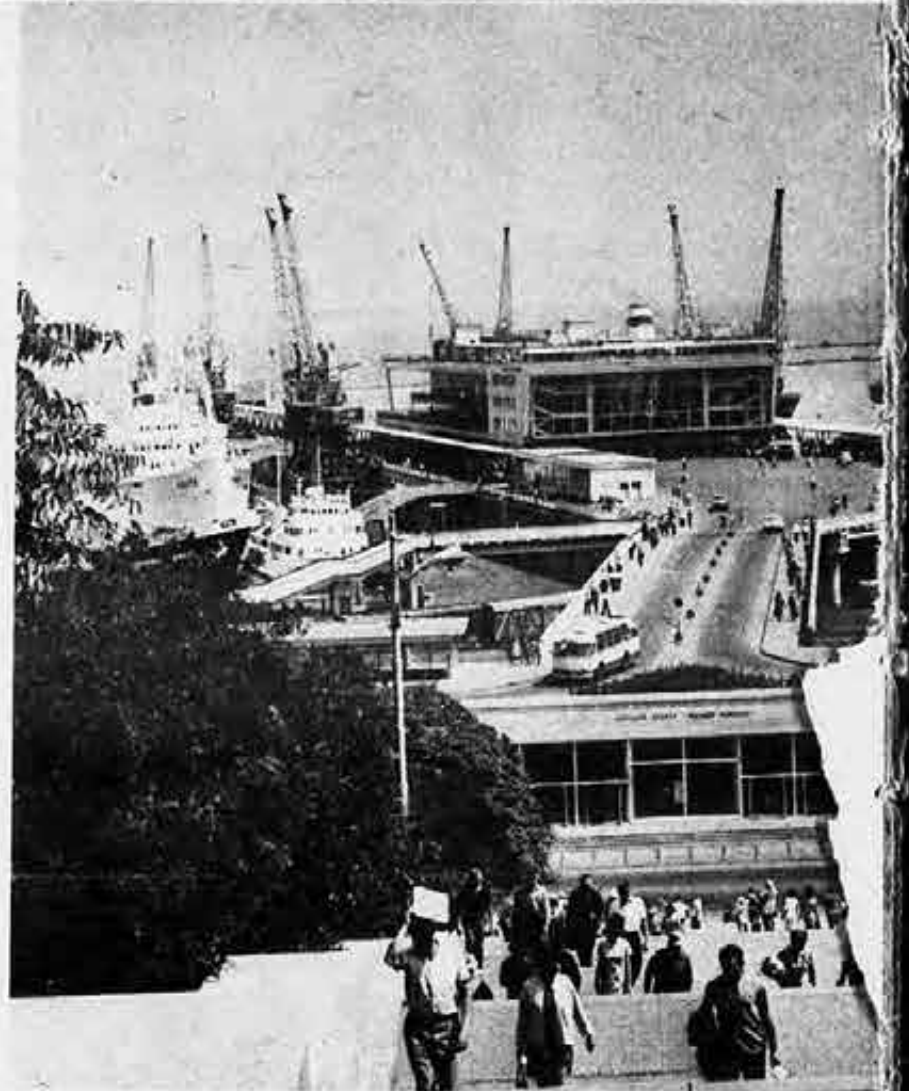
The next evening, the town fathers invited the crew on a conducted tour of the Odessa Opera House and offered them a chance to see a performance of the world famous opera.

Brother Sanchez had a hectic time at some of the town's restaurants. He and his shipmates were once turned away at the door of a certain restaurant when they arrived too late to be served with the rest of the diners. And, he recalled, if you didn't check your hat and coat at the eateries—you didn't eat. Those places in Odessa that catered to international visitors always had someone who could speak some English, he explained.

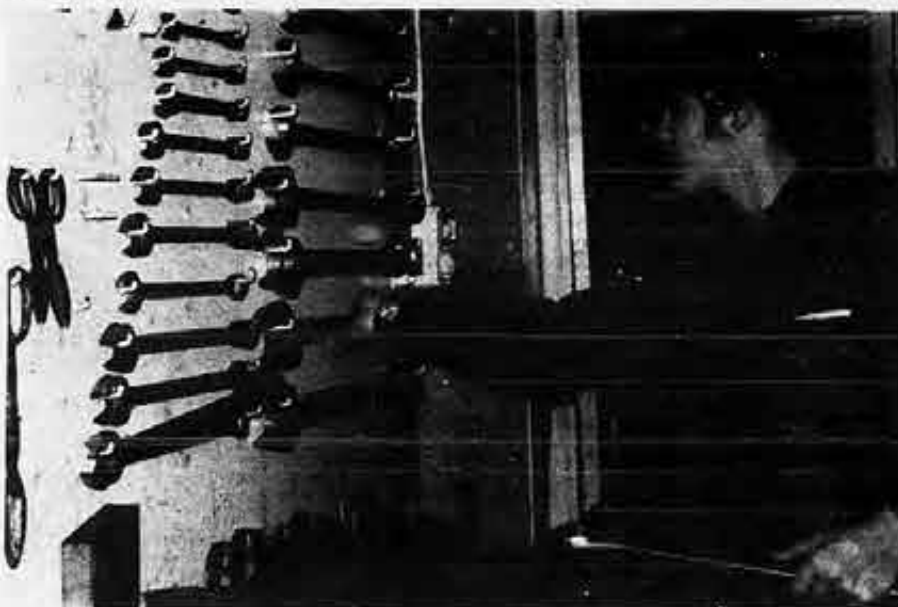
The SIU veteran remembered an earlier trip to Alexandria, Egypt when he encountered a Russian chief mate who was amazed to see the bosun with his chief mate on the Red vessel. "It seems the shipboard ranks don't mix, or it is at least frowned upon, in the Soviet merchant fleet," said Brother Sanchez.

Finally, Sanchez explained that on the ship's way home she anchored at another Black Sea beach resort 160 miles southwest of Odessa. For two days and a night they took on oil at Constanta, Rumania. There they saw Christmas decorations at night.

"Everything is much looser in Rumania," he concluded.



This panoramic view of Odessa's Harbor (background) also includes scene of one of the Russian Revolution's first battles.



Seafarer Dave Dukehart puts things shipshape below.



OGDEN MARINE, INC.

SUBSIDIARY OF OGDEN CORPORATION

2 PENNSYLVANIA PLAZA • NEW YORK, N. Y. 10001 • (212) 565-5800

December 27, 1972

Seafarers International Union
675 Fourth Avenue
Brooklyn, N.Y. 11232
Att: Mr. Frank Drozak

Dear Frank:

As you know, the *OGDEN WILLAMETTE* called in Odessa and I had the privilege of visiting the port during the vessel's stay there. I met most of the dignitaries of the city and the port, and the one question that they asked was whether the crew of the *OGDEN WILLAMETTE* was a hand picked crew. Naturally, I informed them that this was not so and that these men were sent to the vessel at random by the seamen's union.

The people of Odessa, as well as the officials, paid many compliments to the crew and their behavior was very good. The officials of Odessa treated the crew very well. They arranged some nice parties for them at the Seamen's House as well as made special arrangements for them to attend the Opera.

I advise you of this as I am quite certain that you would be pleased.

With best regards,

Very truly yours,
OGDEN MARINE, INC.
as Agents

Stanley S. Unger
Stanley S. Unger
Vice President



SIU Representative Bill Hall (far right) hits stateside shipboard meeting after her historic

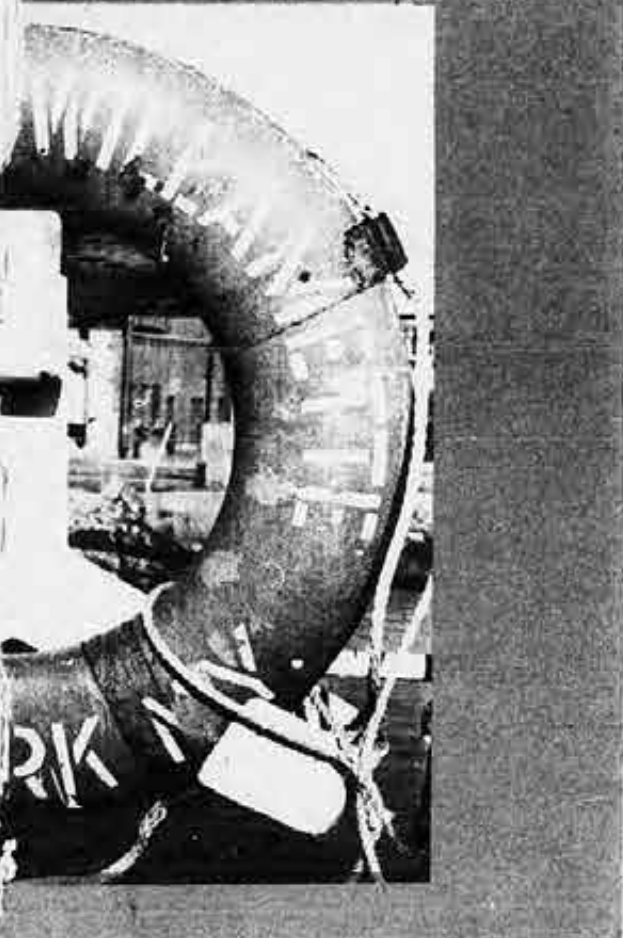
Up to Russia With Wheat and Back Since '66



Includes a glimpse of the famous Potemkin steps,



The *Ogden Willamette* arrived from Houston with a cargo of 36,000 tons of wheat aboard which soon found its way into Russian homes.



Seafarer Glen Welles assists topside as the *Ogden Willamette* discharges her cargo of Romanian oil.



John Williamson

In an interview with the LOG aboard the *Ogden Willamette* as she pumped Rumanian oil, brought back on the return leg of a grain trip to Russia, into South Bronx dockside tanks on January 16, Brother John Williamson said they had a midnight curfew when he went to the Odessa Opera House to see and hear the Khachaturian opera-ballet "Spartacus."

He said he was also impressed with the Opera House's gilt wood carvings, bronzes, marble staircases, floors and columns, huge cut glass chandelier and very large and roomy red velvet seats.

Beside a night at the opera, Brother Williamson took a walking tour of Odessa.

He visited a big maritime museum of half a dozen rooms opposite the opera, which he said, was "really something." He added that the museum had replicas of old ships and some modern ships on view.

The Seafarer said the city's small cars had on their parking lights at night and only flashed on their headlights at intersections.

The young seaman said he observed well-to-do Odessans at the Krasny Hotel across the street from the Seamen's Club.

Williamson said the cuisine at the restaurants wasn't too bad, especially a ground beef pie-like "tortilla."

He bought souvenirs in Odessa, including several dolls.

Rumania was "picturesque," he said. At least it offered more activity than Odessa. There were three days of 5 degree temperatures and a little snow, Brother Williamson noted.



the deck during the *Ogden Willamette's* first voyage.



Chief Cook Francisco Monsibais did pick up a Russian recipe or two in Odessa but this lunchtime meal is centered around an old fashioned American stew.

Letters to the Editor



Heroic Rescue

I would like to thank all those in the SIU who were so very kind to me when my husband was lost at sea trying to rescue men from a sinking Finnish ship.

Everyone was just wonderful and though I can't remember all the names of those who helped, I do remember John Fay who was so very kind.

Again, I just want to thank everyone who helped me at that difficult time.

Mrs. Louise Arthur Hamden, Connecticut

Blood Bank Helps

Recently I had need of two pints of blood for an operation I went through. Without any delay the blood needed was on its way through efforts of the SIU Blood Bank and I am now on the road to recovery. Many thanks!

Son of retired Seafarer Larry Hogan

U.S.-Flag Ships Ignored

I read with great interest President Paul Hall's article on how foreign countries carry their own cargo on their own ships. I wish we could send this article to every American Senator, Congressman, and any high-ranking official who has anything to do with shipping in this country.

Lawrence McCullough
Tampa, Fla.

Xmas Made Brighter

We wish to thank you for the January 1973 pension check, which you always send to us in advance for the holiday season. The more we learn about other unions, the more we realize we are lucky to be a member of the SIU.

Mr. & Mrs. W. R. Stengs
Sarasota, Fla.

I was very surprised and pleased to receive my January 1973 pension check so early. It allowed me to do some late Christmas shopping. I sure appreciate your thoughtfulness. Thanks a million!

Frank Boist
Roswell, New Mexico

February 1973 **SEAFARERS LOG** Volume XXXV, No. 2

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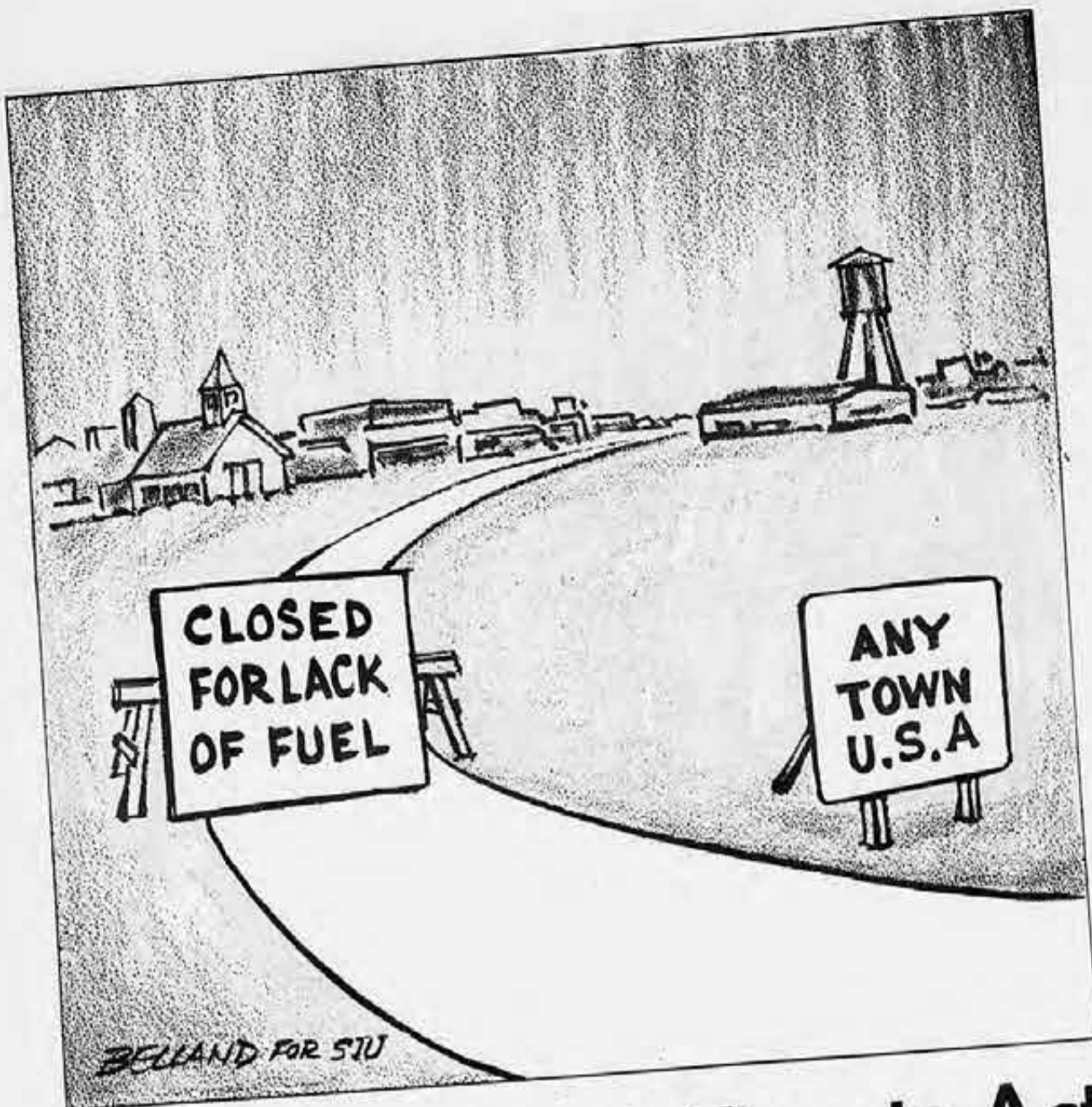
Executive Board
Paul Hall, President

Cal Tanner, Executive Vice-President
Joe DiGiorgio, Secretary-Treasurer
Frank Drozak, Vice-President
Earl Shepard, Vice-President
Lindsay Williams, Vice-President
Paul Drozak, Vice-President

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Seafarers Log



Energy Crisis--A Time to Act

The daily newspapers are full of the news that this nation faces a serious energy crisis—something that the SIU has been warning about for a long, long time.

Witness some of these reports:

—Denver had to close 18 of its schools due to a shortage of fuel oil.

—Wichita, Kansas, closed 30 schools. No fuel.

—Jefferson County, Colo., faced a full shutdown of its 17 municipal buildings. No fuel.

—The New York Times reported that thousands of workers in Mississippi, Louisiana, Arkansas, Georgia, Minnesota and Illinois were out of work because fuel supplies ran out.

—The Times also warned that the Northeast faces a new energy crisis as a new cold wave headed in that direction.

—Officials of eight transport associations complained to the Office of Emergency Preparedness that their member firms were being allotted 20 to 40 percent less fuel than they received a year ago.

Congress has been holding hearings, investigating the energy crisis. We can tell the Congress what that investigation will reveal: This nation uses more fuels than it can produce and we are in sore need of imported fuels such as oil and liquefied gas.

Importing our energy supplies presents some clear dangers, especially to our national security.

A year ago, Admiral Elmo Zumwalt,

chief of naval operations, testified before Congress that the "potential for coercion is enormous" when this nation is forced to depend on other nations for fuel.

Admiral Zumwalt appeared before the Senate Committee on Interior and Insular Affairs just last month and reiterated that position.

"We in the Navy consider that an attack on the oil transportation system poses a major threat to the security of our oil supplies," he declared, adding that "seaborne oil imports represent a vulnerable pressure point that could be used to coerce us . . ."

In other words, the nations whose ships bring oil and gas here can easily blackmail the U.S. over virtually any issue by simply refusing delivery of fuels to our shores.

Common sense tells us that we cannot long continue this game of global roulette with our own national security and our own national well-being. We can stop playing this game by telling the world that from now on a portion of all fuels shipped to our shores must come here on U.S.-flag ships. Our national security depends on it.

There is an added benefit from taking such a step. It would improve the nation's balance of payments picture and would create jobs in all phases of maritime—in shipyards, with equipment manufacturers, aboard ships.

It is time to act—now, before the energy crisis looms even larger and our way of life is further threatened.

Words to Remember

It was with joy and thanksgiving that the entire nation watched the return of the first prisoners of war from Vietnam. It was a joy and thanksgiving shared with the families across the land.

Perhaps the most moving event of all occurred when Capt. Jeremiah A. Denton of the Navy, an officer aboard the first plane back from Hanoi, stepped up to the microphone and said:

"We are honored to have had the opportunity to serve our country under difficult circumstances. We are profoundly grateful

to our Commander-in-Chief and to our nation for this day. God Bless America."

A short time later President Nixon talked with one of the returned POW's and spoke for all America when he said:

"Nothing would mean more to me than to meet with you personally and express gratitude on behalf of myself and the American people for your sacrifice and for what you have done."

Seafarers everywhere echo these sentiments.

Copter Rescues Six Off Barge Adrift in Storm

A severe storm, which raged over the Great Lakes region on Thursday evening November 2, perilously stranded five Seafarers and their barge's captain aboard the powerless barge *A. E. Nettleton* when the *Nettleton's* towline snapped setting her adrift in extremely heavy seas 12 miles off the coast of Houghton, Michigan on Lake Superior.

Seafarers Jack Folz, Daniel Quinn, Mike Cull, Leroy Murphy, Dale Richardson and barge master William Bouchard hung on desperately throughout the night until they were lifted to safety by a U.S. Coast Guard helicopter early the next morning.

The *Nettleton*, a decommissioned freighter built in 1908, was converted for use as a barge in 1970 by the Escanaba Towing Company. Carrying a cargo of 475,000 bushels of wheat, she was being towed from the Port of Duluth, Minn. to Buffalo, N.Y. when the accident occurred at approximately 6:00 p.m.

The extreme weather which caused the towline to break severely hampered Seafarer Leroy Murphy, as he vainly attempted to reach another line to the struggling tugboat, as 35 mile per hour winds pushed the severed crafts relentlessly apart. Huge waves, reaching a height of over 20 feet, finally forced the tug to abandon the now helpless *Nettleton*.

In an effort to keep the barge from drifting and possibly colliding with other shipping on the lake, the *Nettleton's* anchor was immediately dropped but the waters were much too deep at this point for the anchor to hold.

The crewmembers rushed to the pilot house in an effort to establish radio contact with the quickly vanishing tug, but were unable to do so since the tug's radio had been knocked out.

"We were very worried about the men on the tug" said Brother Jack Folz, "because as it moved out of sight it was listing at least 50 degrees. We thought it might capsize and sink."

After several minutes the anxious Seafarers made contact with the U.S. Coast Guard and relayed their position—but were told they could expect no immediate help due to the severity of the weather. They were further advised by the Coast Guard to hold fast near the lifeboats so they could quickly abandon ship as it seemed this would be necessary. This was the last communi-

cation received as the radio equipment went dead.

The crew left the pilot house and carefully made their way aft to the lifeboat section—fighting the cutting winds and powerful waves which nearly engulfed the entire ship. The usually simple route took a half hour to complete as many times one of the crew was nearly hurled overboard only to be rescued from almost certain death by the combined efforts of his shipmates.

The men, exhausted by the dangerous journey, gathered closely behind a lifeboat attempting to protect themselves from the icy winds, heavy snow, and below zero temperatures. "After four hours of waiting and no sign of help" said Brother Folz, "we had to make a quick decision; several of us were beginning to be overcome by the

cold, so we agreed to take our chances below. At that moment we all felt this was our last trip but we had to get out of that cold."

The desperate Seafarers retreated to Brother Folz' quarters and hurriedly set up a portable heater. "We gathered around and just tried to warm our hands" continued Brother Folz, "we passed a few jokes and told stories trying to forget what was going on above."

At 3:00 a.m., after hours of being tossed about, the men received their first hopeful sign as the ship's anchor took hold on the lake's bottom, abruptly ending the *Nettleton's* dangerous drifting. "This immediately brought our spirits up," said Folz. "Now we felt it was only a matter of time before we would be rescued."

For the next six hours the hopeful

crew waited anxiously as the winds and snow tapered off and the skies cleared. At 9:00 a.m., 15 hours after the near tragedy began, the *Nettleton*, listing at 15 degrees, was sighted by a Coast Guard helicopter.

The helicopter hovered over the *Nettleton* and the crew members were lifted aboard one by one. They were taken to the Coast Guard Station in Houghton, exhausted by their ordeal but still in excellent condition. They enjoyed a hot meal and some rest before returning home to Duluth. The *Nettleton* was taken in tow to Portage, Michigan, where she will now undergo repairs.

Brother Folz summed up the fearful experience with, "I have been in many storms on both the Atlantic and Pacific while in the Navy, but none were nearly as rough as that one on Lake Superior."



The *A.E. Nettleton* lays at anchor awaiting repairs in Portage, Michigan.



Exhaustion is evident in the faces of the *A.E. Nettleton's* crew at the Coast Guard Station in Houghton, Mich. They are (l. to r. standing) William Bouchard, Dale Richardson and Jack Folz; sitting are Daniel Quinn, Mike Cull and Leroy Murphy.

USS Thorn Shipmates Are Sought for Reunion in April

A ship's reunion will soon be held aboard the old mothballed World War II Navy destroyer, *USS Thorn*, for her 485 ex-officers and crewmembers, some of whom are SIU members, and their families to celebrate the *Thorn's* 30th and last birthday. The 348-foot long destroyer was unfortunately stricken from the Naval Vessel Register on July 1, 1971 and will be sunk as a target later on this year.

Kaj "Swede" Swenson, Chairman of the *Thorn* Reunion Committee, has already located 240 members of the ship's old crew—and he feels that many of those still unaccounted for may be SIU pensioners, or old-timers still sailing with the union, and hopes to locate them through the LOG.

The nostalgic event will take place at the Philadelphia Navy Yard, where the *Thorn* has been resting since 1961, on or around April 1, 1973—but the exact

date has not yet been determined.

The *Thorn* rendered distinguished service to her country during World War II after being launched from the Federal Navy Yard in Kearny, New Jersey on April 1, 1943. She took part in all three theaters of war and accumulated 7 Battle Stars from such Naval operations as Iwo Jima and Okinawa. The ship's most impressive statistic is that she never lost a crewmember while in action.

Swenson, who sailed as Seaman First Class on the *Thorn*, recently visited his old ship with members of his family. "I found my old lifejacket intact" he said, "as well as much other interesting memorabilia still stored below."

If you served on the *Thorn*, or know an SIU member who did, you may contact "Swede" Swenson for further information at 2190 Allwood Drive, Bethlehem, Pa. 18108, or call 215-867-1245.

Upgrading Class Schedule

	February 22	March 8	March 22	April 5	April 19	May 3
LIFEBOAT	x	x	x	x	x	x
ABLE SEAMAN	x		x		x	
QUARTERMASTER	x		x		x	
FWT		x		x		x
OILER		x		x		x
REEFER	x			x		x
ELECTRICIAN			x			x
JR. ENGINEER		x			x	
PUMPMAN		x			x	
DECK ENGINEER		x			x	
MACHINIST	x	x	x	x	x	x
BOILERMAKER	x	x	x	x	x	x
TANKERMAN	x	x	x	x	x	x
DECK MECH.	x	x	x	x	x	x
QMED	x	x	x	x	x	x
ASSISTANT COOK	x	x	x	x	x	x
COOK & BAKER	x	x	x	x	x	x
CHIEF COOK	x	x	x	x	x	x
STEWARD	x	x	x	x	x	x

Here's How to Apply

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

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

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

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

- 4 passport photographs (full face).
- Merchant Marine personnel physical examinations using USCG form CG-719K given by either USPHS or SIU Clinic. Those applicants already holding a rating other than wiper in the engine department or AB do not require a physical.
- Sub-chapter B of the United States Coast Guard regulations state that the officer wishing certification as a Tankerman "shall furnish satisfactory documentary evidence to the Coast Guard that he is trained in, and capable of performing efficiently, the necessary operation on tank vessels which relate to the handling of cargo." This written certification must be on company stationery and signed by a responsible company official.
- Rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

What They're Saying



Walter W. Chancey

I have been staying here at Piney Point as an ungrader. They are willing to teach you how to upgrade yourself, what you should know about your union, and they are also teaching the young men how to

become sailors when they get on a ship.

They have a very nice hotel for the members that want to take advantage of it and in the summer there is a swimming pool and a lot of boats you can take out. They have a very nice lounge and everyone tries to make you feel at home and help you enjoy yourself in every way they can. That means a lot when you want to study and they also have a library you can go to, to help you.

If you want to get your high school diploma and you are willing to study real hard you have a very good chance of passing the test.

Everyone should come to Piney Point so they can know what a hard time the SIU has had in getting where we are today.

When you are trying to learn about something and you cannot understand from a book, they have teachers that can take you to some of the ships and show you the real thing and tell you how it works step by step.

Steward Training And Upgrading

The Harry Lundeberg Upgrading Center in Piney Point is accepting applications from all qualified Steward Department Seafarers for training leading to upgrading in all classifications—from Third-Cook to Chief Steward.

Applications should be sent to: The Harry Lundeberg School, Piney Point, Maryland 20674.

Lundeberg High School Program Available to All Seafarers

The Harry Lundeberg High School Equivalency Program at the Upgrading Center in Piney Point offers all Seafarers—regardless of age—the opportunity to achieve a full high school diploma. Since the program was developed several months ago, nine Seafarers

have taken the Maryland State GED examinations after studying at the Lundeberg School—and all nine Seafarers passed with high scores, and now have a high school diploma.

Any Seafarer who is interested in taking advantage of this opportunity to continue his education can apply in two ways:

• Go to the SIU Union office in any port where you will be given a GED Pre-Test. This test will cover five general areas: English Grammar and Literature, Social Studies, Science and Mathematics. The test will be sent to the Lundeberg School for grading and evaluation.

• Or, write directly to the Harry Lundeberg School. A test booklet and an answer sheet will be mailed to your home or to your ship. Complete the tests and mail both the test booklet and

the answer sheet to the Lundeberg School.

The course of study at the school lasts approximately six weeks, depending upon the evaluation of the results of your test scores. All Seafarers in the study program will receive individual attention from highly-qualified teachers.

During your stay at the school, you will receive room and board, study materials, laundry, and \$8.00 per day. Seafarers will provide their own transportation to and from the school.

Following are the requirements for eligibility for the Lundeberg High School Program:

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

I am interested in furthering my education, and I would like more information on the Lundeberg High School Program.

Name _____ Book No. _____

Address _____
(Street) (City or Town) (Zip)

Last grade completed _____ Last year attended _____

Complete this form, and mail to: Miss Margaret Stevenson
Director of Academic Education
Harry Lundeberg School
Piney Point, Maryland 20674

Honor Roll of SIU Upgraders

The Harry Lundeberg Upgrading Center at Piney Point, Md. recently celebrated its seventh month of operation. Following is the Honor Roll of many of those who, at press time, had successfully completed training at the school.

Russell Rowley, 22, Seattle: Fireman, Watertender, Oiler
 Pedro Gago, 28, Baltimore: Oiler
 Mario Nolasco, 51, New York: Oiler
 Charles Pruitt, 34, Piney Point: Tankerman
 James Fitzgerald: 17, Fireman, Watertender, Oiler
 Richard Bellmore, 19, Norfolk: Fireman, Watertender, Oiler
 Russel Fisher, 18, New York: Fireman, Watertender, Oiler
 Larry White, 22, Piney Point: Fireman, Watertender, Oiler
 Michael Piteris, 51, New York: Deck Engineer
 William Heater, 46, New York: Pumpman, Deck Engineer
 Eugene Gore, 46, New York: Deck Engineer, Reefer, Junior Engineer, Electrician, Machinist
 Allen Batchelor, 60, New York: Deck Engineer, Reefer
 Bryden Dahlke, 57, New York: Deck Engineer, Machinist
 John Copado, 25, Piney Point: Fireman, Watertender, Oiler
 Paul Kerney, 18, New York: Fireman, Watertender, Oiler
 Kevin Conkin, 21, New York: Deck Engineer, Pumpman, Junior Engineer, Reefer, Electrician, Machinist, Boilermaker
 James Hart, 55, San Francisco: Deck Engineer, Reefer
 Stan Gondzar, 51, Baltimore: Pumpman, Junior Engineer, Machinist, Boilermaker
 Charles McCue, 43, New York: Deck Engineer
 Ronald Shaw, 22, New York: Deck Engineer, Junior Engineer, Reefer, Electrician, Pumpman, Machinist, Boilermaker
 Herb Spencer, 24, San Francisco: Reefer, Deck Engineer
 William Burgess, 33, Piney Point: Fireman, Watertender, Oiler, Deck Engineer, Pumpman
 S. Simpson, 25, New York: Reefer, Electrician, Pumpman, Deck Engineer, Junior Engineer, Machinist
 Patrick Rogers, 43, New York: Reefer
 Clarence Hemby, New York: Reefer, Pumpman
 Robert Prater, 22, New York: Reefer
 Perry Ellis, 25, Texas: Electrician
 Guy Campanella, 19, New York: Fireman, Watertender, Oiler
 Gerald Nixon, 22, Piney Point: Fireman, Watertender, Oiler
 Joseph McGauley, 35, San Francisco: Reefer, Electrician
 Robert Ohler, 22, Florida: Reefer, Fireman, Watertender, Oiler, Pumpman, Deck Engineer
 R. McDonald, 24, New York: Reefer, Junior Engineer, Deck Engineer, Machinist, Pumpman, Boilermaker
 Svend Hommen, 50, New York: Reefer, Electrician, Pumpman, Deck Engineer
 Larry Hayes, 27, New York: Reefer, Electrician, Deck Engineer, Junior Engineer, Boilermaker, Machinist
 James Smitko, 32, New York: Pumpman, Fireman, Watertender, Oiler, Deck Engineer, Junior Engineer, Boilermaker, Machinist
 Lee J. Rogers, 40, Baltimore: Tankerman, Machinist
 Cosimo Melpignano, 44, New York: Electrician
 Anthony Novak, 49, New Orleans: Pumpman, Deck Engineer, Reefer, Junior Engineer
 Earl Rogers, 41, Baltimore: Deck Engineer, Junior Engineer
 Robert Trainor, 24, New York: Able Seaman
 Julio Bermudez, 39, Florida: Lifeboat, Able Seaman
 Charles Pruitt, 34, Piney Point: Lifeboat, Able Seaman
 Jess Etheridge, 27, Piney Point: Lifeboat, Able Seaman
 Dan Hamilton, 27, Philadelphia: Lifeboat
 Kamin Lambertson, 20, Piney Point: Able Seaman
 Patrick Knox, 19, Mobile: Able Seaman
 James Wilkerson, 19, Mobile: Lifeboat, Able Seaman
 Steward Marshall, 44, Philadelphia: Lifeboat
 Carl Johnson, 33, Norfolk: Lifeboat, Able Seaman
 Dyrell Davis, 19, Texas: Lifeboat, Able Seaman
 John Parker, 29, Florida: Lifeboat, Able Seaman
 Monte Grimes, 20, San Francisco: Able Seaman
 Elex Cary, 39, New York: Lifeboat, Able Seaman
 Scott Myhre, 20, San Francisco: Able Seaman
 Tom Kilbride, 24, New York: Able Seaman
 John Alden, 49, Florida: Quartermaster
 Mosel Myers, 20, New York: Able Seaman
 Oscar Wiley, 33, San Francisco: Lifeboat, Able Seaman
 Frank Bermudez, 23, New York: Able Seaman
 Christos Psanis, 38, New York: Quartermaster
 Jan Kolodziej, 62, New York: Quartermaster
 William Bellinger, 48, Texas: Lifeboat
 Arthur Mallory, 35, Florida: Lifeboat, Able Seaman
 Jean Morris, 29, California: Lifeboat, Pumpman, Deck Engineer
 Trawn Gooch, 20, Baltimore: Able Seaman
 Thomas Minton, 20, Florida: Lifeboat, Able Seaman
 Billie Mason, 41, Florida: Lifeboat, Able Seaman
 John Trout, 26, Baltimore: Able Seaman
 Tim Thomas, 20, New York: Able Seaman
 Pier-Angelo Poletti, 31, New York: Quartermaster
 Hans Jacobsen, 63, Florida: Quartermaster
 George Tamlin, 36, New York: Quartermaster
 R. Tomaszewski, 38, New York: Machinist, Deck Engineer, Reefer, Electrician, Boilermaker, Jr. Engineer, Deck Engine Mechanic

Imro Salomons, 47, New York: Electrician, Reefer, Deck Engineer, Jr. Engineer, Boilermaker, Machinist, Deck Engine Mechanic
 Ursel Barber, 21, New York: Electrician, Reefer, Deck Engineer, Boilermaker, Jr. Engineer, Pumpman
 Exequiel Liwag, 44, Norfolk: Fireman, Watertender, Oiler, Pumpman, Jr. Engineer, Deck Engineer
 Jose Vazquez, 19, New York: Fireman, Watertender, Oiler, Reefer, Electrician, Pumpman, Deck Engineer
 Williard Verzone, 21, Alabama: Fireman, Watertender, Oiler, Reefer, Pumpman, Deck Engineer, Electrician, Junior Engineer
 Rocco Tomeo, 44, New York: Fireman, Watertender, Oiler, Reefer, Pumpman, Deck Engineer, Electrician, Jr. Engineer
 George Elot, 46, New York: Deck Engineer, Jr. Engineer, Pumpman, Machinist
 Buren Elliott, 69, Norfolk: Fireman, Watertender, Oiler
 John Lyons, 51, New York: Deck Engineer, Electrician, Reefer, Tankerman, Machinist, Boilermaker, Deck Engine Mechanic
 John Kirk, 41, California: Reefer, Electrician, Deck Engineer, Jr. Engineer, Machinist, Boilermaker, Deck Engine Mechanic
 W. Chancey, 31, Florida: Pumpman, Deck Engineer, Jr. Engineer, Deck Engine Mechanic
 Everett Richman, 42, Florida: Boilermaker, Deck Engine Mechanic
 John Hoppe, 47, Baltimore: Fireman, Watertender, Deck Engineer, Jr. Engineer, Reefer, Pumpman, Machinist, Boilermaker
 John Hastings, 20, California: Oiler
 Joseph DiSanto, 46, Boston: Reefer, Deck Engineer, Jr. Engineer, Boilermaker, Machinist, Tankerman
 John Wells, 21, New York: Able Seaman
 Billie Marrell, 33, Florida: Lifeboat, Able Seaman
 Porfirio Sambula, 41, New York: Lifeboat, Able Seaman
 Robert Prentice, 54, Tampa: Pumpman, Deck Engineer, Machinist, Reefer, Deck Engine Mechanic
 Clayton Everett, 21, Norfolk: Fireman, Watertender, Oiler
 Raymond Colon, 24, New York: Fireman, Watertender, Oiler
 Galen Underwood, 33, Piney Point: Pumpman
 John Persley, 28, New York: Reefer
 William Pollard, 38, Baltimore: Reefer, Boilermaker
 Stuart Carter, 19, New York: Cook & Baker
 Blanton Jackson, 34, Baltimore: Electrician, Reefer, Boilermaker, Pumpman, Deck Engineer
 Caldwell Sabb, 24, New York: Electrician, Reefer, Pumpman
 James Combs, 29, Baltimore: Reefer, Pumpman
 Sonto Mondone, 51, Norfolk: Electrician, Reefer, Boilermaker, Pumpman, Deck Engineer
 Thomas Maga, 54, New York: Electrician, Reefer, Pumpman
 Steve Browning, 21, Norfolk: Oiler, Electrician, Reefer, Deck Engineer, Pumpman
 Bert Reamey, 48, California: Machinist, Boilermaker
 Ashton Woodhouse, 20, California: Fireman, Watertender, Oiler, Pumpman
 Robert Fowler, 31, Norfolk: Boilermaker
 John Wolfe, 20, New York: Able Seaman
 William Ripley, 23, Norfolk: Able Seaman
 Patrick Hawker, 19, Houston: Able Seaman
 Lexie Shaw, 24, New Orleans: Lifeboat
 Robert McCauley, 39, Baltimore: Quartermaster
 James Thomas, 36, Baltimore: Quartermaster
 James McLaughlin, 53, New York: Quartermaster

Apply Now For Upgrading

Seafarers may use the following application form for upgrading in the Deck Department, Engine Department or Steward Department.

Name	Age		
Home Address	S.S. #		
Mailing Address	Book #		
Phone			
Ratings Now Held			
What Rating Interested In			
Dates Available to Start			
HLS Graduate: Yes.... No....	Lifeboat Endorsement: Yes.... No....		
Record of Seetime:	Date of	Date of	
Ship	Rating Held	Shipment	Discharge
.....
.....
.....
Return completed application to the attention of:			
Mr. Robert Kalmus			
Director of Vocational Education			
Harry Lundeberg School			
Piney Pt., Md. 20674			



McLEAN (Sea-Land), January 10—Chairman John Hunter; Secretary Guy Walter. Some disputed OT in engine department. Vote of thanks to the steward department. Discussion on ratings in engine department and school in Piney Point for upgrading men to QMED.

AZALEA CITY (Sea-Land), January 5—Chairman D. Hicks; Secretary W. McNeely; Deck Delegate James Davis; Engine Delegate Jose Pineiro. Some disputed OT in deck and engine departments. Everything running smoothly.

ERNA ELIZABETH (Albatross Tankers), January 7—Chairman W. N. Gergory; Secretary S. J. Davis; Engine Delegate Van Whitney. \$9.50 in ship's fund. Vote of thanks to the steward department for a fine Christmas Dinner. Everything running smoothly.

MONTPELIER VICTORY (Victory Carriers), December 10—Chairman Bob L. Searborough; Secretary J. Davis; Deck Delegate Edward M. Ellis. Everything running smoothly.

OVERSEAS TRAVELER (Maritime Overseas), December 17—Chairman C. Quinnt; Secretary Ezekiel Hagger; Steward Delegate E. S. Walker. No disputed OT. Everything running smoothly.

STEEL KING (Isthmian), January 1—Chairman G. Glennon; Secretary D. Collins; Deck Delegate H. Willingham. Everything running smoothly. Next port Durban, S. A.

C.S. NORFOLK (Cities Service), January 11—Chairman William James Beatty; Deck Delegate John J. McDermott. Some disputed OT in engine and steward departments. Everything running smoothly. Next port New York.

MARYMAR (Calmar), December 28—Chairman Joseph Michael; Secretary Claude Garnett, Jr.; Ship's Chairman Joseph Michael; Engine Delegate Robert S. Davis; Steward Delegate Stanley A. Ulycik. Everything running smoothly.

COUNCIL GROVE (Cities Service), December 2—Chairman H. J. Steen; Secretary C. Mullen; Deck Delegate Milton Poole; Steward Delegate Charles J. Hickox. Some disputed OT in deck department. Everything is running smoothly.

TRANSONTARIO (Seatrains), December 31—Chairman F. A. Pehler; Secretary B. E. Gletcher; Educational Director B. Stearm; Deck Delegate A. Lisnansky; Engine Delegate H. L. David; Steward Delegate L. Thompson. Vote of thanks to the steward department for a job well done.

OVERSEAS JOYCE (Maritime Overseas), December 10—Chairman Bobbie G. Williams; Secretary Francis E. Burley; Steward Delegate James C. Dies. Everything running smoothly.

CITRUS PACKER (Waterman), December 10—Chairman E. DeAngelo; Secretary J. Prestwood; Educational Director J. Gouldman; Deck Delegate Jerry McLean; Steward Delegate Eddie Jackson. \$8.50 in ship's fund. Everything running smoothly. Observed one minute of silence in memory of departed brothers.

TRANSONEIDA (Seatrains), January 7—Chairman L. Fitton; Secretary S. Rothschild; Engine Delegate Edward Eyra; Steward Delegate Hendrick Yakoski. Everything is running smoothly.

CITRUS PACKER (Waterman), December 3—Chairman E. DeAngelo; Secretary J. Prestwood; Educational Director J. Gouldman; Deck Delegate Jerry McLean. \$12.50 in ship's fund. Everything running smoothly. Observed one minute of silence in memory of departed brothers.

TRENTON (Sea-Land), January 7—Chairman James Shortell; Secretary J. P. Mar; Engine Delegate Joe Kordick; Steward Delegate Frank Van Dusen. \$34.00 in ship's fund. A vote of thanks to the steward department for such an excellent job in preparing Christmas Dinner.

TRANSONEIDA (Seatrains), January 15—Chairman L. Fitton; Secretary S. Rothschild; Deck Delegate C. Loveland; Engine Delegate Edward Eyra; Steward Delegate Hendrick Yakoski. Everything is running smoothly.

TRANSIDAH0 (Hudson Waterways), January 7—Chairman W. Woturski; Secretary A. Shrimpton. \$97.00 in ship's fund. Everything is running smoothly.

LOS ANGELES (Sea-Land), January 14—Chairman B. Granberg; Secretary H. Huston. Everything running smoothly. Next port Oakland.

COUNCIL GROVE (Cities Service), January 7—Chairman H. J. Steen; Secretary C. Mullen; Deck Delegate Milton Poole; Steward Delegate Charles J. Hickox. Some disputed OT in deck department. Everything is running smoothly. Next port Japan.

WILLIAM T. STEELE (Texas City Tankers), January 11—Chairman T. R. Sanford; Secretary W. R. Stone; Deck Delegate Carl E. Thompson; Steward Delegate Edward E. Davidson. \$27.00 in ship's fund. No disputed overtime. One minute of silence in memory of departed brothers.

PORTLAND (Sea-Land), January 7—Chairman N. Bechlivania; Secretary J. Kundrat; Deck Delegate Sven E. Jansson. Everything running smoothly.

CITRUS PACKER (Waterman), December 17—Chairman E. DeAngelo; Secretary J. Prestwood; Educational Director J. Gouldman; Deck Delegate Jerry McLean. \$8.50 in ship's fund. Little disputed OT in deck department. Everything running smoothly. One minute of silence observed for departed brothers.

CITRUS PACKER (Waterman), December 24—Chairman E. DeAngelo; Secretary J. Prestwood; Educational Director J. Gouldman; Deck Delegate Jerry McLean. \$8.50 in ship's fund. Some disputed OT in deck department. Everything running smoothly. One minute of silence observed in memory of departed brothers.

NEW YORKER (Sea-Land), December 26—Chairman G. Shaveyfelt; Secretary V. Sanchez; Educational Director H. W. Bennett; Engine Delegate T. A. Stubbs Jr. Vote of thanks to steward department for a job well done.

MOBILIAN (Waterman), December 24—Chairman J. Koen; Secretary Henry W. Roberts; Deck Delegate B. C. Jordan; Engine Delegate Harry N. Foster; Steward Delegate Ralph H. Taylor, Jr. Some disputed OT in engine and steward departments. Everything running smoothly.

ERNA ELIZABETH (Albatross Tankers), December 17—Chairman W. N. Gergory; Secretary S. J. Davis. \$9.50 in ship's fund. Everything is running smoothly.

ERNA ELIZABETH (Albatross Tankers), January 7—Chairman W. N. Gergory; Secretary S. J. Davis. \$9.50 in ship's fund. Vote of thanks to the steward department for a fine Christmas dinner. Everything is running smoothly.

SEATRIN GEORGIA (Seatrains), December 31—Chairman S. Brunetti; Secretary R. Taylor; Deck Delegate John Gallagher. Everything running smoothly. Vote of thanks to the steward department for a fine Christmas dinner. Vote of thanks to crew messman Brother Gordon for keeping messroom clean.

SEATRIN LOUISIANA (Seatrains), January 7—Chairman A. Vilanova; Secretary G. M. Wright; Engine Delegate Jose Guzman. \$19.13 in ship's fund. Some stamps. Some disputed OT in deck and engine departments.

STEEL EXECUTIVE (Isthmian), December 31—Chairman R. Lipsey; Secretary J. Reed. A vote of thanks to the steward department for a wonderful Christmas dinner.

GATEWAY CITY (Sea-Land), January 14—Chairman L. Rodeigits; Secretary F. Fraone; Steward Delegate E. Sims. \$7.00 in ship's fund. Everything running smoothly.

CITIES SERVICE MIAMI (Cities Service), January 7—Chairman Frank J. Schandl; Secretary A. Gardner; Educational Director J. Tipton; Deck Delegate Lonnie Cole; Steward Delegate Herbert Archer. Vote of thanks to the steward department. Next port Lake Charles.

THOMAS JEFFERSON (Waterman), January 1—Chairman Peter A. Ucci; Secretary R. L. Alford; Educational Director John Smith; Steward Delegate John W. Murphy. Everything running smoothly. Vote of thanks to the steward department. Stood for one minute of silence for our departed brothers.

SL 180 (Sea-Land), December 24—Chairman C. F. Boyle; Secretary E. Carmichael; Educational Director H. Jones. Everything running smoothly. Vote of thanks to the steward department.

SL 180 (Sea-Land), December 24—Chairman C. F. Boyle; Secretary F. Carmichael; Educational Director H. Jones. Everything running smoothly.

SL 180 (Sea-Land), December 31—Chairman C. F. Boyle; Secretary F. Carmichael; Educational Director H. Jones. Everything running smoothly.

LOS ANGELES (Sea-Land), January 7—Chairman B. Granberg; Secretary H. Huston; Educational Director Martin; Deck Delegate Stanley Krieg; Steward Delegate Franklin C. Snow. Vote of thanks for an exceptionally good Christmas and New Year's dinner.

SEATRIN LOUISIANA (Seatrains), December 31—Chairman A. Vilanova; Secretary G. M. Wright; Engine Delegate Jose Guzman. \$19.13 in ship's fund. Some stamps. Some disputed OT in deck and engine departments. Everything running smoothly. Next port Long Beach.

JEFFERSON CITY VICTORY (Victory Carriers), January 7—Chairman K. Gahagan; Secretary H. K. Pierce; Educational Director G. Mike. Some disputed OT in engine department. Everything running smoothly.

TRANSINDIANA (Hudson Waterways), January 7—Chairman A. Hanstvedt; Secretary D. Nunn; Educational Director J. Darby. \$10.00 in ship's fund. Some disputed OT in deck department. Everything running smoothly. Next port Oakland.



When the SIU-contracted *Jacksonville* was converted for use as a containership in 1968 the fact that her ship's bell still retained her original name was overlooked. She was formerly known as the *Mission-Solerno*, built in 1944.

'Jack of All Trades' Steward Saves Shipmate

Tragedy struck topside aboard the homeward bound SIU-contracted freightship *Vantage Endeavor* in mid-Pacific the day after a Merry Christmas.

If it were not for the quick thinking and effective first aid skills of the "jack-of-all-trades" chief steward of the 7,850-ton ship, the life of a seriously injured shipmate could have been lost.

The injury, however, did cost Seafarer William B. Kight, 42, of Chesapeake, Va., a limb 36 hours later.

"It was just after 10:30 a.m. coffee time," recalled Chief Steward John Durrant Pennell, 46, and deck delegate Lloyd Allen Taylor, 39, as the MSC-chartered ship neared Midway Island, after crossing the International Date Line, when things began to happen.

Brother Pennell of Hoffman, Tex., an SIU member since wartime 1944, said he was in the messroom when he got a call for help from the foredeck.

Brother Taylor of Vanceboro, N.C., explained to the LOG that he, Kight, an OS in the SIU over two years, Bosun Albert James Doty, 61, a Louisianan with 31 years in the SIU and AB dayman Bertis Shank were slushing grease on a cargo loading boom's cable runners moments before the tragic incident.

The chief steward was told that the heavy cargo hook was moving up to the gim block when a splice got caught and having no tail on it, stuck there.

The runner had come off the spool on the winch below which took up the slack. The boom lowered, but came down all of a sudden; the hook shook loose and the runner came down, Pennell explained.

The steward described how Kight, standing on deck in a loop of wire, got snagged by the runaway splice which jerked him 4 to 6 feet upward into the air.

Then, Taylor related, "we yelled to the bridge for assistance when Brother Kight got his right leg cut almost off by the wire."

The steward came running to the assistance of the injured seaman with a stretcher and Chief Mate Richard Cantwell Jr.

Pennell said he found Kight bleeding profusely

from a main artery opening in the right leg.

Deckhand Taylor pointed out that the steward "quickly used his great working knowledge of first aid in getting the blood stopped and making Kight as comfortable as possible."

Kight's shipmates put a cloth on the wound, and Pennell took off his belt and used it and the buckle to form a tourniquet around the limb. They then carried the injured man on the stretcher to the ship's hospital where the steward used hot water and a disinfectant to clean the injured leg.

Outside on deck, Capt. David Richards made a quick diversion to Midway Island and stayed on the radio telephone for help until he made contact with Midway Island rescue.



Carrying injured Seafarer William Kight on stretcher to helicopter liftoff to a nearby hospital.

There was no possibility for help until next morning when "we were to arrive at Midway." So the captain had the engineer give him all possible speed.

Meanwhile, the steward replaced his belt on the leg with a gauze tourniquet. Having no morphine, he asked the captain for two half grains of codeine to ease Kight's pain.

At 3 a.m. the bleeding was stopped by a sheet tourniquet.

"Early the next morning at 8 a.m.," according to Taylor, "the Navy sent out a helicopter and we carried the injured man and took him up on the awning. When the chopper sent down the hook we hooked him up and they winched him up and aboard."

That night an Air Force plane flew Kight to the U.S. Army's Tripler General Hospital in Honolulu, Hawaii, where his right leg had to be amputated. He is there now recuperating.

Back on the *Vantage Endeavor*, the day after the helicopter liftoff, 17 crewmembers signed a commendation that read in part:

"We, the crewmembers of the *Vantage Endeavor*, are proud to have with us a man who is a 'jack-of-all-trades' and is our chief steward too. Brother Pennell spent all day and night caring for the man and stopping the blood when it was necessary and trying to make Kight as comfortable as possible. So, we the crew, would like for our other SIU brothers to know how proud we are to have such a good steward who besides being a promoter of good food deserves the highest praise for his exceptional performance in helping to save the injured man's life."

The commendation also praised "the great performance of all three departments, the Master and Chief Mate for their teamwork applied to the emergency."

The chief steward had stressed that the crew had previously practiced helicopter liftoffs of injured personnel.

The *Vantage Endeavor* left Yokohama Dec. 18, went through the Panama Canal Jan. 16 to reach a New Orleans payoff Jan. 23.

ERNA ELIZABETH (Hudson Waterways), December 26—Chairman C. Hill; Secretary P. Shauger; Educational Director C. D. Simmons. Some disputed OT in engine department. Vote of thanks to steward department for a fine Christmas dinner. Next port St. Croix.

THOMAS JEFFERSON (Waterman), January 7—Chairman Peter Ucci; Secretary R. L. Alford; Educational Director William Schneider. Everything running smoothly. Stood for one minute of silence for our departed brothers.

CITIES SERVICE MIAMI (Cities Service), January 14—Chairman Frank J. Schandl; Secretary A. Gardner; Educational Director J. Tipton; Deck Delegate Lonnie Cole; Engine Delegate Rodney Borlase. Everything running smoothly. Vote of thanks to the steward department. Next port Boston.

DEL ORO (Delta), January 14—Chairman Roy Guans; Secretary A. Rudnicki; Educational Director Q. P. Bailey. Movie fund has \$109.00, no money in ship's fund. Some disputed OT in engine and steward departments. Vote of thanks to the steward department for a job well done.

DEL ORO (Delta), December 27—Chairman Roy Evans; Secretary A. Rudnicki; Educational Director Q. P. Bailey. \$69.00 in movie fund. Some disputed OT in engine and steward departments. Received Log for November and SIU fact sheet No. 3.

JEFFERSON DAVIS (Waterman), January 7—Chairman Elmer Rushing; Secretary C. Breaux; Steward Delegate W. H. Harris. Everything running smoothly.

SL 180 (Sea-Land), January 7—Chairman C. F. Boyle; Secretary H. Jones. Everything running smoothly.

JEFFERSON DAVIS (Waterman), December 3—Chairman E. Rushing; Secretary H. L. Durham; Steward Delegate W. H. Harris. \$32.00 in ship's fund. Everything running smoothly.

ARIZPA (Sea-Land), January 15—Chairman R. Hodges; Secretary J. Prats; Steward Delegate G. Williams. \$17.00 in ship's fund. Everything running smoothly.

SEATRAN CAROLINA (Hudson Waterways), December 31—Chairman J. B. Dixon; Secretary O. Payne; Educational Director Harry Dusadaway. \$96.01 in ship's fund \$1.00 in postage stamps. Some disputed OT in deck and engine departments. One minute of silence observed for our departed brothers.

NOONDAY (Waterman), December 10—Chairman Joseph D. Blanchard; Secretary Walter Lescovich; Engine Delegate Charles Smith. \$46.00 in ship's fund. Everything running smoothly. One minute of silence in memory of our departed brothers.

NOONDAY (Waterman), December 17—Chairman Joseph D. Blanchard; Secretary Walter Lescovich; Engine Delegate Charles Smith. \$46.00 in ship's fund. Everything running smoothly. One minute of silence in memory of our departed brothers.

LA SALLE (Waterman), December 24—Chairman E. Craddock; Secretary R. Donnelly; Educational Director B. Hubbard. Everything running smoothly. Vote of thanks to steward department for a fine Christmas dinner.

PENN CHALLENGER (Penn Shipping), January 14—Chairman J. W. Fultz; Secretary B. E. Fletcher; Educational Director R. R. Waters; Engine Delegate F. Gonzales. \$20.00 in ship's fund. Some disputed OT in engine department. Everything running smoothly.

NOONDAY (Waterman), December 31—Chairman Joe Blanchard; Secretary Walter Lescovich; Educational Director R. Marr; Engine Delegate Charles Smith. \$46.00 in ship's fund. Everything running smoothly. One minute of silence in memory of our departed brothers.

PORTMAR (Calmar), January 14—Chairman Jack F. Gerusis; Secretary V. Douglas; Deck Engineer A. S. Palmes; Engine Delegate John O'Toole. Everything running smoothly.

TRANCOLUMBIA (Hudson Waterways), January 7—Chairman A. Otremba; Secretary H. Fielder; Educational Director W. Holland; Deck Delegate E. C. Andersen; Engine Delegate Frederick J. Neel. \$1.00 in ship's fund. Some disputed OT in deck and steward departments. Next port Norfolk.

TRANSOREGON (Hudson Waterways), January 7—Chairman Walter W. Leclair; Secretary A. Aragonese; Deck Delegate E. J. Olive; Engine Delegate John L. Hubbard. \$20.00 in ship's fund. Vote of thanks to the steward department for a job well done. Next port Weehawken, New Jersey.

PORTLAND (Sea-Land), December 31—Chairman N. Bechlivanis; Secretary J. Kundrat; Educational Director M. E. Kimble; Deck Delegate Sven E. Jansson. Some disputed OT in deck department. Everything running smoothly. Next port Elizabeth, New Jersey.

WALTER RICE (Reynolds Metals), December 31—Chairman D. G. Calogeros; Secretary J. P. Lamb; Deck Delegate David Boone; Engine Delegate Paul C. Johanson; Steward Delegate Richard Sierman. \$19.03 in ship's fund. Everything running smoothly. Vote of thanks to steward department for a job well done, especially to the chief cook and both messmen.

ERNA ELIZABETH (Albatross Tanker), January 14—Chairman W. N. Gergory; Secretary S. J. Davis. \$8.50 in ship's fund. Some disputed OT in deck and engine departments. Everything running smoothly.

SEATRAN LOUISIANA (Seatrains), December 3—Chairman A. Vilanova; Secretary G. M. Wright; Educational Director S. Beattie; Engine Delegate Jose Guzman. \$19.13 in ship's fund. Some disputed OT in deck department. Everything running smoothly. Next port Oakland.

SEATRAN LOUISIANA (Seatrains), December 11—Chairman A. Vilanova; Secretary G. M. Wright; Educational Director E. C. Walker; Engine Delegate Jose Guzman. \$19.13 in ship's fund. Some stamps. Everything running smoothly. Next port Kwajelian.

SEATRAN LOUISIANA (Seatrains), December 17—Chairman A. Vilanova; Secretary G. M. Wright; Educational Director E. C. Walker; Engine Delegate Jose Guzman. \$19.13 in ship's fund. Some stamps. Everything running smoothly. Next port Kwajelian.

ACHILLES (Newport Tanks), January 4—Chairman Mitchell; Secretary Goff; Educational Director Miller. \$31.00 in ship's fund. Some disputed OT and wages in engine department. Vote of thanks to steward department for a job well done.

SEATRAN GEORGIA (Seatrains), December 24—Chairman S. Brunett; Secretary R. Taylor; Educational Director K. Blackwell; John Gallagher Deck Delegate. Everything running smoothly.

SEATRAN LOUISIANA (Seatrains), December 25—Chairman A. Vilanova; Secretary G. M. Wright; Electrician E. C. Walker; Engine Delegate Jose Guzman. \$19.13 in ship's fund, some stamps. Everything running smoothly. Next port Guam.

The Russians of Novorossiysk

The following letter was submitted to the LOG by Brother Charles A. Bortz, who sails as Able Seaman aboard the *Transpanama*. In his letter, Brother Bortz provides Seafarers who may be shortly shipping out on voyages to Russia with a good idea of what such trips are like.

By Charles A. Bortz

Since many SIU ships may be calling at Russian ports during the next few months, I think the membership might be interested in the experiences of the crew of the *Transpanama* behind the now shredded Iron Curtain.

We left Galveston on December 8th with 27,000 tons of grain. So far as we know it was very ordinary grain, although the Moscow News reported that all grain shipments were being very carefully checked for "sterilizing agents." Seventeen days later—Christmas Day—we managed to make Gibraltar.

January 2nd we anchored off Novorossiysk, a busy little port up in the northeast corner of the Black Sea. One thing about Russian ports: you don't have to cruise around out there blowing the whistle and waiting for someone to take notice of you. Crisscrossing searchlights light up every inch of the harbor area and converge on any ship making an approach.

Our first night at anchor, a patrol boat took up station on our quarter and stayed there until dawn's early light. Seeing that we didn't drop any frogmen, it left us alone the next night except for the token half-hour visits it made to every ship in the anchorage.

Novorossiysk has been destroyed four times since its founding a little more than a hundred years ago—once by the Turks, twice by the Germans, and once by, of all people, the British. When the Red Army was fighting the White Army, the British Navy came in and lobbed shells around the cement mills and harbor installations. That perhaps explains why the Novorossiyskis are a bit more nervous about incoming ships than the good people of Mobile or Long Beach.

We stayed three days at anchor. We got launch service as soon as the ship was cleared and pretty good launch service at that. The boats were practically brand new, spanking clean, and completely closed in against the weather. Almost everything around the harbor was brand new—ships, cranes, tugboats. If



A Russian port brightly lit up at night.

there is any doubt in your mind about the effort Russia is making to become a major maritime power, you have only to look around Novorossiysk.

What we talked about mostly on the long voyage over was what we could do when we did get to Russia. As it turned out, there were few restrictions. You had to give your seamen's papers to a soldier at the foot of the gangway in return for a shore pass. After that you were on your own, until midnight, that is. At the witching hour everyone had to be back on the ship.

You are supposed to declare all your money and get your rubles from an authorized money changer.

At the Seamen's Club, a half-litre bottle of vodka costs from 4½ to 6 rubles—well over \$5. On the other hand, champagne was only 5 rubles. This accounted for the unusual sight of men in dungarees sitting around drinking champagne. Perhaps that's where the myth of the Worker's Paradise got started.

The Seamen's Club was the first port of call in Novorossiysk. It was a five minute walk in a straight line from where the *Transpanama* was docked. Even if you didn't plan to stay there, it was a place to get warm. The Seamen's Club people went all out for us. They had dances, movies, social evenings and all kinds of entertainments set up. Anatoli, the English speaking interpreter who more or less took charge of the American contingent, was very hurt because he

couldn't get any Americans for his ping pong tournaments and showings of Russian movie classics. He did persuade four crewmembers to go on a tour one Saturday and the next Saturday he might have gotten a full bus load for a planned visit to the local champagne factory.

Unfortunately, the ship sailed.

Truth to tell, the Seamen's Club had competition uptown. Novorossiysk is a fairly small place, 150,000 or so, but there were three restaurant-cafes to which you could go. There were also—to our amazement—girls. The first night it seemed there were girls everywhere—by the post office, in the park, clustered in the three restaurants—but after we had been there awhile, it developed that they were always the same girls. Lenin and Marx never wrote very much on maritime affairs, so perhaps there is a function after all for such girls in a socialist society. Anyway we had to be back on the ship at midnight.

It took us two weeks to unload our grain and the morning we were ready to sail, we were hit by what the locals call a "borer." This is a north wind that comes whistling through a hole in Novorossiysk's sheltering hills and sweeps around the harbor at anywhere up to a 100 miles an hour. At the same time, the temperature drops to zero, and everything is frozen to the dock. We had to take on 20,000 tons of ballast, by which time the wind had blown itself out and we could ease through the breakwater.

Happily, we made it out with all hands. Nobody was jailed or sent to the salt mines. Indeed the Russians were very kind; even in those cases where they could have made trouble—like boys out after curfew—they chose to be lenient. We sweated out the money check—we had heard that some Norwegians had been socked with heavy fines—but even that was smoothed over.

If I were going to Novorossiysk again though, I would be mighty careful to see that the money I declared was accounted for at sailing time. You never know when the party line will change.

Otherwise, I wouldn't have any fears. The Russians are curious about Americans and eager to make friends. So long as you stay off politics, you can be the most popular man in town. And the girls are pretty.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH	YEAR TO DATE	MONTH	YEAR TO DATE
ELIGIBLES				
Death	11	27	\$ 25,565.43	\$ 70,157.53
In Hospital Daily @ \$1.00	459	871	459.00	871.00
In Hospital Daily @ \$3.00	505	1,012	1,515.00	3,036.00
Hospital & Hospital Extras	30	50	3,416.47	5,706.27
Surgical	6	9	146.50	552.50
Sickness & Accident @ \$8.00	9,912	17,119	79,296.00	136,952.00
Special Equipment	1	2	291.75	416.75
Optical	171	402	4,193.20	8,884.51
Supplemental Medicare Premiums	2	3	293.80	316.80
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	376	789	73,567.31	149,213.19
Doctors' Visits In Hospital	63	155	1,870.31	4,212.76
Surgical	121	260	16,175.00	32,650.50
Maternity	32	51	8,084.85	11,984.85
Blood Transfusions	6	10	361.00	714.00
Optical	108	294	3,211.41	6,740.35
Special Equipment	—	—	—	—
PENSIONERS & DEPENDENTS				
Death	8	14	24,000.00	42,000.00
Hospital & Hospital Extras	123	247	23,418.03	41,963.01
Doctors' Visits & Other Medical Exp.	133	277	5,150.96	9,345.30
Surgical	11	29	2,060.00	4,537.50
Optical	80	146	1,397.27	2,693.84
Blood Transfusions	—	1	—	82.50
Special Equipment	5	7	792.44	947.44
Meal Books	1,340	2,094	13,400.00	20,940.00
Dental	—	1	—	350.00
Supplemental Medicare Premiums	19	2,787	906.10	17,166.50
Scholarship Program	8	19	3,029.80	7,719.29
Total Seafarers Welfare Plan	13,530	26,676	292,601.63	580,154.39
Total Seafarers Pension Plan	19	4,034	11,511.50	955,760.00
Total Seafarers Vacation Plan	1,658	3,162	947,732.44	1,581,388.55
Total Welfare, Pension & Vacation	15,207	33,872	1,251,845.57	3,117,302.94



New SIU Pensioners



Gilbert A. Delgado, 60, is a native of Mexico and now makes his home in Houston, Texas. He joined the SIU in 1951 in the Port of Galveston and sailed in the deck department. Brother Delgado served in the Army during World War II.



Carlie White, 62, joined the SIU in 1951 in the Port of Baltimore and sailed in the engine department. He is a native of North Carolina and now resides in New Orleans. Brother White is an Army veteran of World War II.



John M. Tujague, 67, was born in Biloxi, Mississippi. He joined the SIU in the Port of New Orleans in 1951 and sailed in the deck department. Brother Tujague now makes his home in New Orleans.



Howard D. Fowler, 62, joined the union in 1939 in the Port of Baltimore. He is a native of South Carolina and now makes his home in Reno, Nevada. The 33-year SIU veteran sailed in the engine department.



Raul M. Maitin, 63, was born in the town of Cabo Rojo, Puerto Rico. He joined the union in 1945 in the Port of New York and sailed in the steward department. Seafarer Maitin now makes his home in Mayaguez, P.R.



William E. Lanier, 65, joined the SIU in 1941 in the Port of Galveston. A native of Oklahoma, Seafarer Lanier now makes his home in Texas City, Texas. The 31-year veteran sailed in the deck department.



Enrique Gonzalez, 65, was born in Key West, Florida and now makes his home in Miami. He joined the SIU in 1949 in the Port of Tampa. Brother Gonzalez sailed in the deck department.



Benjamin Franklin Mezger, 63, is a life-long resident of Magnolia, New Jersey. He joined the SIU-affiliated Railway Marine Region in 1960 in the Port of Philadelphia. Brother Mezger sailed as a deckhand for the Reading Railroad.



James Lynch Jr., 46, was born in Jersey City and now resides in Parlin, N.J. Brother Lynch joined the union in 1960 in the Port of New York and sailed in the deck department. He is a Navy veteran of World War II.



Raymond E. Waterfield, 51, is a native of Norfolk, Va. He joined the union in that port in 1951 and sailed in the engine department. Brother Waterfield now lives in Virginia Beach, Va.



John C. Mitchell, 63, is a native of Atlanta, Ga. and now makes his home in New Orleans. He joined the SIU in 1951 in the Port of New York and sailed in the deck department. Brother Mitchell served in the Marines for 13 years from 1926 to 1939.



Harry F. Goodwin, 65, is a native of the state of Maine. He joined the SIU in 1947 in the Port of Mobile and sailed as able seaman. Brother Goodwin now makes his home in Waterville, Maine.



Perry M. Klauber, 64, joined the union in 1940 in the Port of Baltimore. Born in St. George, South Carolina, he now resides in New Orleans. Brother Klauber sailed in the engine department.



Magdaleno Peralta, 67, is a native of the Philippine Islands and now makes his home in Jersey City, N.J. Brother Peralta joined the SIU in 1947 in the Port of New York. The 25-year veteran sailed in the steward department.



Jose Vega, 62, is a native of Yauco, Puerto Rico. He joined the SIU in the Port of New York in 1944 and sailed in the steward department. Seafarer Vega now makes his home in Santurce, P.R.



Harry Herion, 65, joined the SIU in 1956 in the Port of Elberta and sailed in the deck department. He is a native of Michigan and now resides in Manitowoc, Wisc. Brother Herion had been sailing for 25 years on the Great Lakes when he retired.



Alfred W. Plautz, 59, was born in Marinette, Wisc. and now makes his home in Menominee, Michigan. He joined the SIU in 1960 in the Port of Buffalo and sailed in the deck department. Seafarer Plautz had been sailing on the Great Lakes for 34 years when he retired.



Henry Johnson, 72, is a native of South Carolina and now makes his home in Trenton, New Jersey. Brother Johnson joined the union in 1957 in the Port of Baltimore and sailed in the steward department. He had been sailing for over 40 years when he retired.



Among the first to join the SIU-pension rolls in 1973 are Brothers Manuel Santana and Walter Grosvenor—and they couldn't be happier—as they receive their first monthly pension checks from area Vice-President Earl Shepard during the February membership meeting at headquarters.

Security
In
Unity



SOLUTION TO CHESSMATE

1. B-R6 Check K-N1
2. N-B6 Check K-R1
3. R-K8 Mate

One of 13 Navy Tankers
PECOS



Final Departures



Harold V. King, 57, passed away on January 1. Born in Newfoundland, he was a resident of Elmhurst, N.Y. at the time of his death. Seafarer King joined the SIU in 1952 in the Port of New York and sailed in the engine department. He was a Navy veteran of World War II. He was buried at Mount Pleasant Cemetery in St. John's, Newfoundland. Among his survivors is his sister, Violet.



SIU Pensioner **Joseph Parcolla**, 68, died December 16 at Long Island College Hospital after an accidental fall at his home in Brooklyn. He was a native of the Philippine Islands. Brother Parcolla joined the SIU in 1947 in the Port of New York and sailed in the steward department. He was buried at Roschill Cemetery in Linden, N.J. Among his survivors are his uncles, Anthony and Done Gabayo of Seattle, Washington.



SIU Pensioner **Yrjo Tallberg**, 62, passed away on May 11 at the USPHS hospital in Seattle. A native of Finland, he was a resident of Seattle at the time of his death. Brother Tallberg joined the SIU in 1947 in the Port of New York and sailed in the deck department. Cremation took place at the Booth Ashmore Crematory in Seattle. Among his survivors is his brother, Holger.



SIU Pensioner **Edward Ryan**, 69, died November 7 after a long illness at Rogers City Hospital in Rogers City, Mich. Seafarer Ryan was a life-long resident of Alpena, Mich. The Great Lakes veteran joined the union in 1948 in the Port of Detroit and sailed in the deck department. He was buried at Holy Cross Cemetery in Alpena. Among his survivors is his brother, Thomas.



SIU Pensioner **Nels Larson**, 66, died of heart disease on December 13. A native of Sweden, he was a resident of Houston, Texas at the time of his death. Brother Larson joined the SIU in the Port of Galveston in 1938 and sailed in the deck department. The 34-year veteran of the union was buried at Forest Park Cemetery in Houston.



SIU Pensioner **Ralph C. Stansell**, 67, died of heart disease on December 28. A native of Georgia, he was a resident of Jacksonville, Fla. at the time of his death. Brother Stansell joined the union in the Port of Baltimore in 1946 and sailed in the engine department. He was buried at Riverside Memorial Park in Jacksonville. Among his survivors is his mother, Edith, and his brother, William.



George A. Williams, 61, died of heart failure on December 29 at the USPHS hospital in San Francisco. He was a resident of that city when he died. The Brooklyn born Seafarer joined the union in the Port of New York in 1951 and sailed in the engine department. Cremation took place at Fairmont Memorial Park in Fairfield, Cal.



Lester J. Richard, 41, passed away on November 29 at his home in West Lake, La. He joined the SIU in 1956 in the Port of Lake Charles and sailed in the engine department. He was an Army veteran of the Korean War. Brother Richard was buried at Magnolia Cemetery in Westlake. Among his survivors is his wife, Velma.



SIU Pensioner **Joseph Wagner**, 66, died of natural causes on December 13 at Mount Sinai Hospital in New York City. Born in St. Louis, he was a resident of Elmhurst, N.Y. at the time of his death. Brother Wagner joined the SIU in 1939 in the Port of New Orleans and sailed in the deck department. Cremation took place at the Fresh Pond Crematory in Middle Village, N.Y. Among his survivors is his wife, Josephine.



Victor T. Bonura, 49, passed away on January 16 after a long illness. He was a life-long resident of New Orleans, La. He joined the union there in 1941 and sailed in the steward department. Brother Bonura was buried at Greenwood Cemetery in New Orleans. He is survived by his wife, Maria, his son, Henry, and his daughter, Martha.



SIU Pensioner **Albert O. Wahlgren**, 74, accidentally lost his life on October 16. Born in Brooklyn, N.Y., he was a resident of Stroudsburg, Pa. when he died. Brother Wahlgren joined the SIU-affiliated Railway Marine Region in 1960 in the Port of New York. He sailed as a bridge-man. Among his survivors is his wife, Adelaide.



Robert Ferguson, 53, passed away on May 6 after a short illness at the Veterans Administration Hospital in Little Rock, Arkansas. He was a life-long resident of Clarendon, Ark. Brother Ferguson joined the SIU in the Port of New Orleans in 1951 and sailed in the engine department. He was a World War II veteran of the Army Air Corps. He was buried at Shady Grove Cemetery in Clarendon. Among his survivors is his mother, Jessie.



SIU Pensioner **Dolph Sihler**, 66, passed away on May 10 after a long illness. A native of Oregon, he was a resident of New Orleans at the time of his death. Seafarer Sihler joined the SIU in the Port of New York in 1943 and sailed in the engine department. He was buried at St. Bernard Memorial Gardens in Chalmette, La.



SIU Pensioner **Donald Moore**, 54, died of pneumonia on September 2. Brother Moore was a life-long resident of Collingwood, N.J. He joined the union in 1946 in the Port of Baltimore and sailed in the steward department. He was buried at Calvary Cemetery in Queens, N.Y. Among his survivors is his mother, Vera.



SIU Pensioner **John Zec**, 65, died of heart disease on November 15. A native of Yugoslavia, he was a resident of Chicago at the time of his death. Brother Zec joined the SIU in that port in 1961 and sailed in the deck department. The Great Lakes veteran was buried at St. Mary's Cemetery in Evergreen Park, Ill. He is survived by his wife, Maria, his sons, John Jr., Daniel, and Romano, and his daughter, Theresa.

MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea	IBU	UIW
New York	Mar. 5	2:30 p.m.	—	7:00 p.m.
Philadelphia	Mar. 6	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Mar. 7	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	Mar. 9	2:30 p.m.	7:30 p.m.	—
†Houston	Mar. 12	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Mar. 13	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	Mar. 14	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	Mar. 15	2:30 p.m.	—	—

Great Lakes Tug and Dredge Section

†Sault Ste. Marie Mar. 15—7:30 p.m.

Chicago Mar. 13—7:30 p.m.

Buffalo Mar. 14—7:30 p.m.

Duluth Mar. 16—7:30 p.m.

Cleveland Mar. 16—7:30 p.m.

Toledo Mar. 16—7:30 p.m.

Detroit Mar. 12—7:30 p.m.

Milwaukee Mar. 12—7:30 p.m.

Railway Marine Region

Philadelphia Mar. 13—10 a.m. & 8 p.m.

Baltimore Mar. 14—10 a.m. & 8 p.m.

*Norfolk Mar. 15—10 a.m. & 8 p.m.

Jersey City Mar. 12—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.



John Chorbi, 63, died on December 9 at the USPHS hospital on Staten Island after an accidental fall at his home in Waldwick, N.J. He was a native of Czechoslovakia. Brother Chorbi joined the SIU-affiliated Railway Marine Region in 1963 in the Port of New York. He sailed as a deck mate for the Erie-Lackawanna Railroad. He was buried at George Washington Memorial Park in Waldwick. Among his survivors is his wife, Elvira, and his son, Andrew.



DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

JANUARY 1-31, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups	Class B	All Groups	Class B	Class C	All Groups	Class B
Boston	9	13	7	6	0	9	3
New York	88	16	39	11	6	170	21
Philadelphia	21	15	8	8	1	29	9
Baltimore	41	21	42	9	1	57	15
Norfolk	21	4	5	2	0	39	6
Jacksonville	40	31	28	13	0	43	23
Tampa	15	5	5	4	0	8	4
Mobile	38	7	25	15	1	71	7
New Orleans	104	20	65	2	9	173	28
Houston	94	19	59	15	2	27	16
Wilmington	23	24	14	17	0	31	32
San Francisco	86	34	49	19	0	137	61
Seattle	29	27	17	11	4	46	23
Totals	609	236	363	132	24	840	248

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups	Class B	All Groups	Class B	Class C	All Groups	Class B
Boston	2	4	0	3	0	5	3
New York	59	40	52	18	8	109	55
Philadelphia	11	9	5	6	0	23	11
Baltimore	38	35	31	20	0	57	33
Norfolk	13	6	3	2	0	23	13
Jacksonville	23	23	14	9	0	17	17
Tampa	5	4	3	2	0	3	3
Mobile	34	14	14	14	0	56	19
New Orleans	61	29	44	15	19	122	46
Houston	81	33	54	38	14	16	23
Wilmington	9	14	12	11	0	14	17
San Francisco	62	57	53	26	1	104	93
Seattle	22	22	14	9	2	27	17
Totals	420	290	299	173	44	576	350

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups	Class B	All Groups	Class B	Class C	All Groups	Class B
Boston	0	2	2	0	2	3	2
New York	77	107	36	72	7	157	121
Philadelphia	10	5	4	2	0	21	11
Baltimore	23	4	26	9	0	27	8
Norfolk	25	25	6	9	1	45	37
Jacksonville	14	19	14	17	0	16	9
Tampa	11	0	1	1	0	13	5
Mobile	25	5	23	11	2	46	8
New Orleans	39	7	26	6	1	63	13
Houston	44	9	35	21	3	24	15
Wilmington	6	8	11	10	0	15	16
San Francisco	43	20	27	7	0	92	35
Seattle	20	17	8	9	3	17	7
Totals	337	228	216	174	19	539	287

ENGINE DEPARTMENT

STEWARD DEPARTMENT

Duluth Pensioner



Seafarer Edmund Buesing proudly displays his first monthly SIU pension check at the union hall in Duluth. Brother Buesing last sailed as a fireman aboard the *Kinsman Voyager*.

Personals

Lingo J. Rinaldi

Please contact Mr. Paul Beckman at 1845 Maryland National Branch Building, 10 Light Street, Baltimore, Maryland 21202.

Agustine Diaz

Please contact your old shipmate, Manuel Church at P.O. Box 332 Waterproff, Louisiana 11375.

Conrad Tylenda

Please contact Mrs. B. Tylenda as soon as possible at 426 North Chestnut Street, Mount Carmel, Pennsylvania 17851.

Chester F. Just

Please contact Buckman & Associates at 1533 Franklin Street, San Francisco, California 94109.

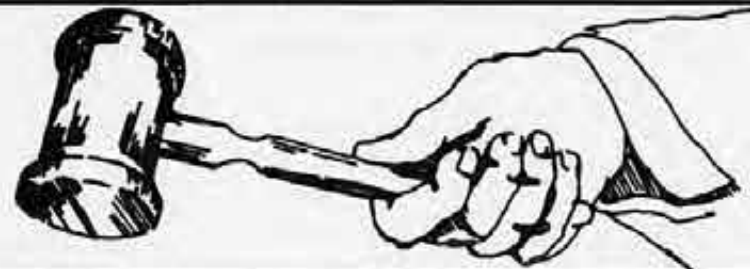
Phil Godwin

Please contact Martin Irwin at 333 N. Quinsigamond Avenue, Shrewsbury, Mass. 01545.

Leon P. Drummond

Please contact Rev. Edward H. Duerksenu, as soon as possible, at The Westside Baptist Church, P.O. Box 534, Alameda, California 94501.

Know Your Rights



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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
275-20th Street, Brooklyn, N.Y. 11215

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

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

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the Seafarers Log a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by

any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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

Superstitions



and the Sea

*"And thus spake on that ancient man,
The bright-eyed Mariner."*

When Samuel Taylor Coleridge wrote "The Rime of the Ancient Mariner", he not only knew that seafaring men like to spin yarns, he also realized that the sea can be a mysterious, half real, half heavenly world when you've been out on a long voyage.

Often, the natural takes on an unnatural quality. But more than the tediousness and sameness that can sometimes play tricks on a man's mind, there is the overriding fact that on that seemingly endless sea and under that vast sky, a man comes closer to knowing the reality of nature than he ever does in land's concrete cities. Perhaps then, what the sailor calls supernatural is only nature showing her true self to the man of the sea.

Coleridge's ancient mariner was cursed for killing an albatross, that huge long-winged ocean bird who mariners believe bring good luck and a safe voyage. Some seamen feel that these birds carry the souls of drowned sailors. In his book on superstitions entitled "How Did It Begin?" and published in 1965, R. Brasch tells us:

"Imagination runs high on the lonely watches at sea. We do not know who the sailor was who first began to fancy that there was something mysterious about the way the albatross clung to the company of a ship and showed such stupendous power, flying long distances against the wind, apparently without ever using its wings as a means of propulsion. From his musing there sprang the haunting legend that the bird embodied the soul of a drowned sailor, clinging close to his own kind."

Once that was accepted, it was only a logical step to believe that the killing of an albatross was unlucky."

Though all his fellow seamen eventually die after he kills the albatross, the ancient mariner is allowed to live. He must however suffer many hardships before he can set foot on solid earth again.

He also witnesses the awesome sight of spirits taking over the sailing jobs of his dead companions. Finally, for the rest of his life he must go about the earth telling his tale.

**"And till my ghastly tale is told,
This heart within me burns."**

The superstition of the albatross is only one of many sea superstitions that sailors have believed in since the first sailor put a few logs together and ventured off on the mysterious waters of the world.

Uncertain of what lay ahead of them, seamen of the ancient world would try to insure that they were in the gods' good graces when they set off on a sea journey. In those times figureheads on the bows of ships were put there for a definite purpose and not just as decorative trimming. Brasch notes that "... it was customary in early days to dedicate a new ship to a goddess, under whose protection she sailed. The ship carried the deity's carved image ... as an aid to finding the way."

Another ancient superstition is today a very staid

custom and a far cry from its forerunner. This is the christening of a ship. According to Brasch, christening goes back to pagan days when mariners tried to get the gods' good will by buying them a drink.

He also points out that some researchers believe that the superstition may date back to the days of the Vikings and certain South Sea races. When a new ship was ready to hit the water, Brasch writes, "victims were bound to rollers over which the ship was launched, and blood from the broken bodies of the sacrificed sprinkled the ship. In civilized times, blood-red wine preceded champagne as the christening beverage."

Over the thousands of years and the many changes in the lives of sailors—better knowledge of the sea, safer ships—superstitions far from disappeared. In fact, they probably increased in variety.

For instance, Captain Ernie Hall writes in his 1965 book "Flotsam, Jetsam and Lagan" that if a sailor met a minister on his way to a ship, it was good luck. But if the seaman "passed a minister going in the same direction, it was bad luck."

Meeting a woman with an empty bucket is not considered lucky while it is good luck to meet her if her bucket is full.

Death aboard ship also has its superstitions and Hall tells us that a man who was to be buried at sea had a penny or other coin put in his mouth "by his shipmates before being sewn up in his burial shroud ... This coin was for Old Man Charon, skipper of the

unless the vessel is in strong need of a good wind. The superstition that whistling brings on the wind dates back to the days of the Norsemen who believed that if they whistled, their thunder god, Thor, would bless them with a strong wind to move their longships.

In the old days of sailing it was also believed, according to Brasch, that whistling could bring a sailor the girl of his dreams. Somehow, he says, "A man's whistle magically brought the girl to him." Not bad if you can do it.

There is a legend that winds can also be bought according to a story about superstitions written to the Seafarers Log by Harold Lockhart of Saint John, New Brunswick, Canada.

"The fishermen of both Ireland and Scotland still believe in the power of witches to sell winds," he tells us. The seaman is given a string with three knots and when he undoes the first knot "he is supposed to get a fine breeze" while "the second when untied provides a gale" and "the third is good for a hurricane."

A superstition that holds true on land as well as on the sea is the ill luck of the number 13. There are sailors who will not start a voyage on the 13th of the month.

Brasch says the superstition is found in Norse mythology in which there is a legend of 12 gods who are holding a banquet when Loki, "the spirit of strife and evil," crashes in uninvited thus raising the number to 13. "... as a result Balder, the favourite of the gods, was killed."

Another source of the superstition may possibly be



ferry that would safely carry the deceased across the River Styx—if paid in advance."

Coins also play a part in bringing good luck to the ship and its crew. A coin is placed "on the keelson under the mast-step" to insure a safe voyage, Hall writes. "In case of shipwreck," he says, "we may assume that it didn't work."

"Whistling up a storm" is a familiar saying among seafarers, and any young man getting his sea legs soon learns that he better not whistle on board ship

the Last Supper of Christ where there were also 13 present.

Some superstitions are considered lucky by the seamen of one country and unlucky by those of another. Harold Lockhart writes that Englishmen consider Friday an unlucky day to sail while Americans feel just the opposite since "Columbus sailed on Friday, sighted America on Friday, the pilgrim fathers landed on Friday, and Friday was the day George Washington was born."

Mr. Lockhart also gives some pointers for sea passengers "who are inclined to be superstitious." On boarding a ship, he says, it is unlucky to sneeze on the port side. Also, the passenger "should never count the crew nor knock a pail or mop overboard." He also tells us that "to point with the finger to another ship, or to have the hair cut except in a storm are all portents of misfortune."

There are many other sea superstitions but it has never been concretely proved—and probably never will be—that any of them hold water. Of course, some sailing men feel they would rather stick by the superstition than test its virtues. They are wary of ending up too quickly in Davy Jones' Locker. And well they should be, for in the beginning lines of a poem written by Mr. Lockhart, he descriptively informs us:

**"In Davy Jones' Locker, down beneath the
heaving wave,
There are bones and skulls in plenty
For it's the sailors grave."**

No matter how up-to-date and safe ships and sailing become, the mighty ocean will always be more powerful, and modern sailors like their ancient Greek, Phoenician and Viking predecessors, will probably always be careful not to do anything that might offend the gods of the sea.



Coleridge's "Ancient Mariner" suffers under curse after killing the albatross.

Seafarers Aboard Ship

SEAFARERS ABOARD SHIP Hospitalization Card

Seafarer's Name Date
SIU Book No. Social Security No.
Ship
Reason for Hospitalization
Hospital and Location

SEAFARERS: In the event you are hospitalized, anywhere at any time, for any reason, fill in and mail this card to receive assistance and benefits through the SIU Welfare and Pension Plan. Keep this card. You may need it some day.



A. A. Bernstein, Director
Social Security and Welfare Services

(Member Keeps This Card)

The SIU wants Seafarers and their dependents to get serviced as quickly as possible when they have any benefit claims. In order to insure fast handling of claims, the union's Social Security and Welfare Services department is now distributing two pink cards to members aboard ship.

One card, entitled "Information for SIU Dependents", is to be mailed home by all Seafarers so that dependents will have all the necessary data to get a claim processed as quickly as possible if any problem arises while the member is away. On the card, the Seafarer is asked to put his name; the date; his book number; his current ship, and the ships he sailed aboard during the last year. The card also asks the dependent to keep this information "to insure prompt, efficient service."

Because of the nature of a seaman's work, he cannot always be home to see after the needs of his dependents. The SIU Welfare and Pension Plan helps to lighten this worry a little and the new "Information" card is just an additional aid in caring for the Seafarer's family while he is away.

The second card, entitled "Seafarers Aboard Ship", is for the member himself. It is a hospitalization card and is to be sent to headquarters "in the event you are hospitalized, anywhere at any time, for any reason. . . ." A Seafarer must fill in his name; the date; his book number; social security number; his ship; reason for hospitalization, and the hospital's name and location. This card will help the Seafarer receive any benefits due him. It comes already addressed and the Seafarer need only mail it.

Since these cards can be a big help to both the Seafarer and his dependents when they apply for a benefit, each SIU member is urged to fill out and send the first card to his dependents and to keep the second card handy in case he is hospitalized.

INFORMATION FOR SIU DEPENDENTS

(Mail this card home to your dependents)

Seafarer's Name Date
SIU Book No. Social Security No.
Current Ship
Ships during last year
(for 90 day eligibility)

DEPENDENTS: The above information is necessary to facilitate processing of benefits under the SIU Welfare and Pension Plan. Please keep this card for reference when applying for benefits. It has information we need to insure prompt, efficient service.

Please fill this card in completely.
If you need help ask your delegate.

A. A. Bernstein, Director
Social Security and Welfare Services

(Member Sends This Card Home)



SIU Blood Bank—A Lifesaver

The tradition of brotherhood of the sea went into action ashore recently for a Seafarer who was in need of blood for major surgery.

All the forces of the SIU were quickly put into gear to get the six pints of blood to Brother Benjamin Huggins in New Orleans, La. Brought to the USPHS Hospital there on Oct. 30, 1972, Seafarer Huggins was suffering from a stomach disorder. He remained in the hospital for two months during which time surgery was performed and Brother Huggins began to regain his health.

When he entered the hospital, doctors hoped they could avoid surgery. As it neared Thanksgiving, however, they saw that an operation would definitely be necessary. In order to perform that operation, six pints of blood had to be available during surgery.

In the United States today we are experiencing a blood shortage and New Orleans is no exception. Doctors asked Huggins if there was any way he could possibly get the blood needed for the operation. Huggins, who joined the union in 1955, thought of the SIU Blood Bank. Hospital officials then called the Port of New York and contacted Al Bernstein, Director of Welfare. Immediately, Brother Bernstein had the SIU clinic send the blood without delay.

Forty-seven-year-old Huggins is one of many Seafarers and dependents who can take advantage of the SIU Blood Bank which has had nearly 9,000 pints of blood donated to it since its inception in January of 1959. However, in light of the shortage of blood all across the country, Seafarers should continue to

be as generous as they have been in the past with their blood donations.

For example, in the Port of Frankfort where there was a recent blood drive for Benzie County, Mich., Seafarer and Mrs. Orlin Reed gave their donations to the SIU Blood Bank.

For two days the Benzie County

Blood Drive Committee was also allowed to use the union hall in downtown Frankfort as the place where donors could contribute their blood. However, the drive fell far short of its goal of 100 pints and only 54 were received.

In a letter to the SIU, the great need for blood donations was stressed by Dr. C. J. Urner, Medical Director at the USPHS Hospital in New Orleans. He explained some of the instances where blood is required. "When a patient has to undergo an operation, as was the case with Mr. Huggins," Dr. Urner wrote, "blood has to be available before the operation begins. Depending upon the operation, several units have to be specially processed for the patient in question."

In other instances covering just a five day period from Dec. 12, 1972 to Jan. 1, 1973, "... blood had to be given to a 64-year-old man with a severe nose bleed, four units were given to a 52-year-old seaman with bleeding duodenal ulcers, six units were administered to a 48-year-old Seafarer with esophageal varices."

Reflecting on his own hospitalization, Huggins, who is a Marine veteran of World War II, asks his fellow Seafarers, "Brothers, someday you may be in my same situation, so please donate blood to the SIU Blood Bank as this might save your life."



HUGGINS

