



SEAFARERS LOG

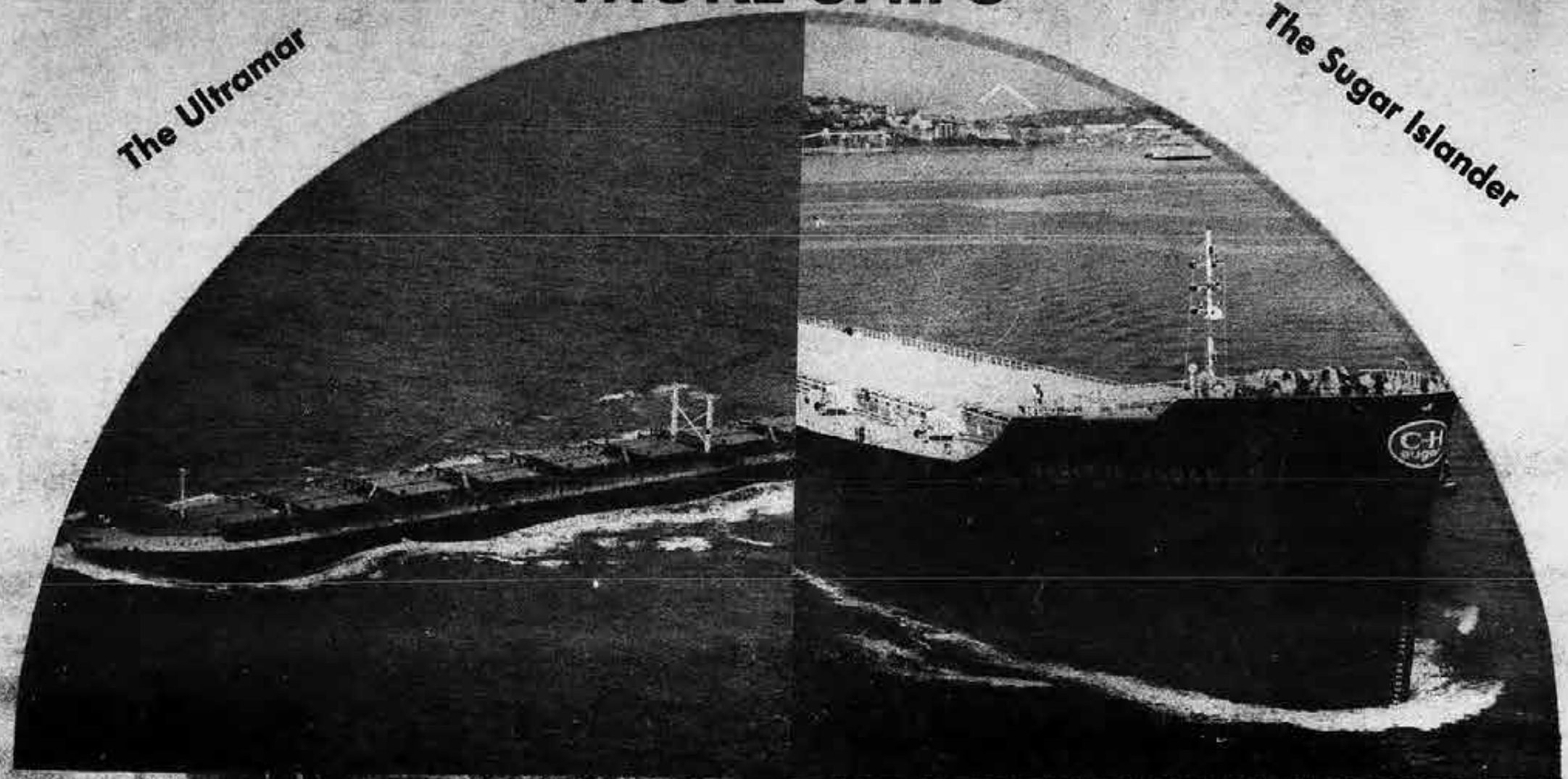
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September 1973

MORE SHIPS

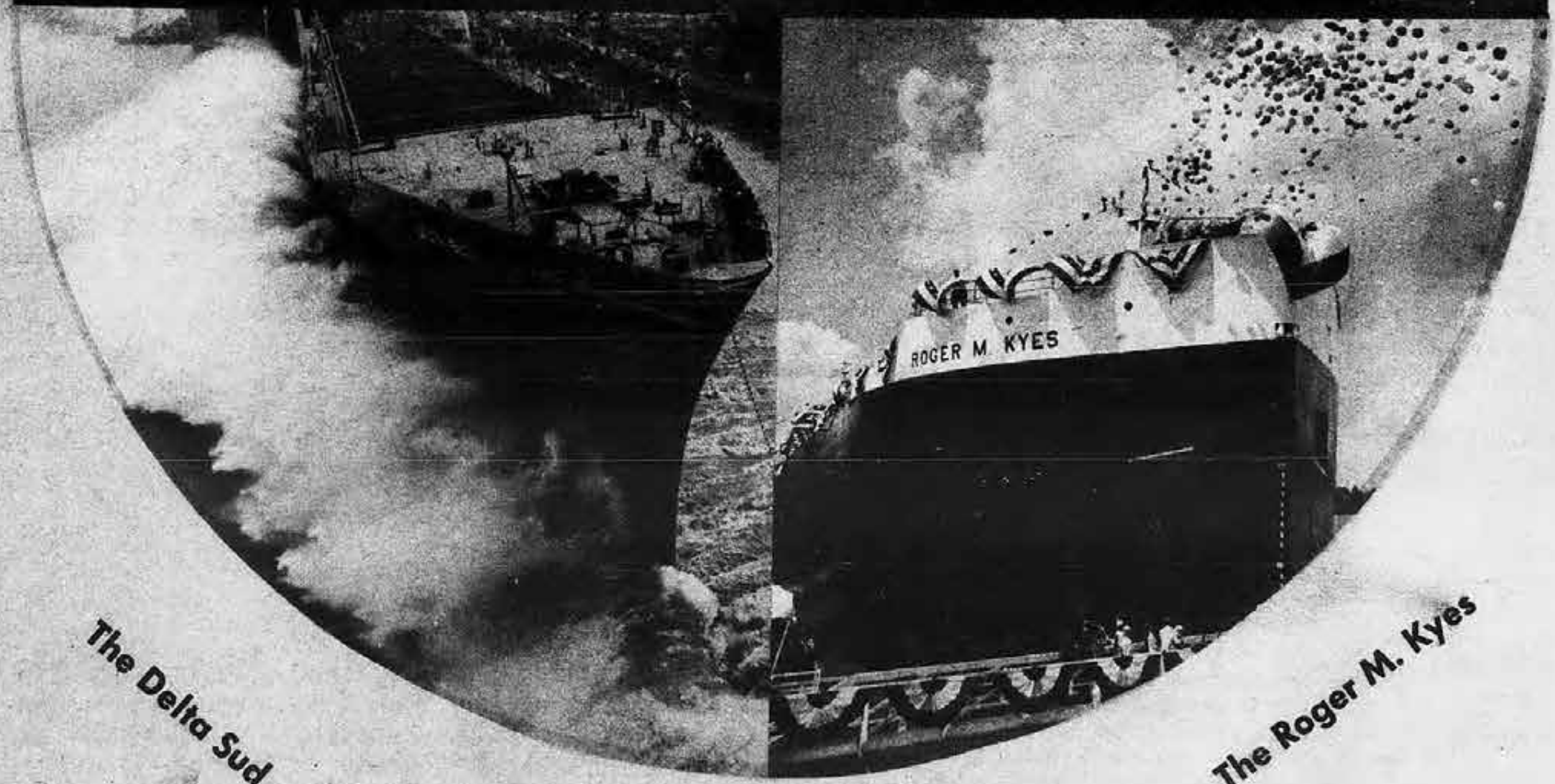
The Ultramar

The Sugar Islander



The Delta Sud

The Roger M. Kyes



MORE JOBS

Special Supplement

SEAFARERS AND THE ENERGY CRISIS

(See Center Fold)

Nixon Sees Pipeline, Superports Easing Energy Bite

In a special radio message to the nation on Sept. 9, President Nixon urged immediate Congressional action on several bills he termed "of the highest urgency", designed to ease America's energy crisis.

The wide-ranging 12-minute statement was delivered after a two-hour White House meeting, attended by John A. Love, presently director of the Administration's Energy Policy Office, and 14 other senior Administration officials.

Among the items of legislation cited, it is of particular importance to Seafarers that the President put especially strong emphasis on immediate construction of the trans-Alaska pipeline, and authorization to build offshore, deep-water tanker ports.

The implementation of these two projects would be significant steps forward in the future development of our own oil resources, while at the same time reducing our dependency on foreign oil imports.

The President also reluctantly urged cities and states to relax environmental pollution rules this winter to avert what he said could be "a very serious" shortage of heating oil.

The President pointed out that development of our own oil resources and construction of the trans-Alaska pipeline and deepwater superports would eliminate similar emergency situations in years to come.

He also stated "the United States must be in a position so that no nation in the world has us in the position where they can cut off our oil supply."

The SIU has long held this conviction.

He also predicted that the U.S. could be almost totally self-sufficient in three to five years, but even then some imports would still be necessary.

Among other measures urged by President Nixon to ease the energy crisis are:

- Development for consumer use of the Navy's oil reserves (one billion barrels) at the Elk Hill Naval Reserve in California.

- The accelerated effort in the construction of nuclear power plants and the use of nuclear energy.

- Renewed efforts in research on ecologically clean techniques for use of coal.

- Removal of government control on the price of natural gas at the point of production.

- Regulation of strip mining.

Accept Constitution Committee Report

The report submitted by the membership-elected SIU Constitutional Committee dealing with the proposed increase in dues and initiation fees was unanimously approved by the membership at the regular Sept. 4 membership meeting at headquarters.

SIU Representative Red Campbell read the text of the Committee's report and, in a voice vote, the headquarters' membership unanimously accepted and concurred with the report. As the LOG went to press, the report had also been accepted in the Ports of Philadelphia and Baltimore, and other SIU constitutional ports were still in the process of voting on the report.

The Committee's report noted "that the expenses of operating and administering the Union, in order to adequately and better serve our membership, have significantly increased over the past years." It was therefore recommended that, effective Jan. 1, 1974, the calendar quarterly dues for all SIU members be increased to \$50 and that the initiation fee for all new full book members be raised to \$600.

The Constitutional Committee's findings concurred with a resolution previously submitted by the Quarterly Financial Committee, which was ap-

proved by the membership in all SIU Ports at the regular August membership meetings.

That original resolution called for the election of a Constitutional Committee to study and report on the best way to implement a referendum vote on the proposed increases. A six man Committee (two full book men from each department) was therefore elected at a special headquarters membership meeting on Aug. 28.

The members who served on the duly-elected Constitutional Committee were: Eddie Anderson and Walter Gustavson of the deck department; Jesus Ayala and Marius Del Prado of the engine department; and Warren Cassidy and Jim Golder of the steward department.

Before submitting their report, the Constitutional Committee consulted with the Union's General Counsel regarding legal aspects of the proposed constitutional amendment, and with the Secretary-Treasurer regarding statistical matters. In addition, they also met with other SIU officers and members.

The Constitutional Committee recommended that the dues increase and the initiation fee increase be considered as separate propositions on the ballots.

The report also calls for a thirty-day period of balloting by mail referendum from Oct. 2 through Oct. 31. No ballot received after Noon on Nov. 6 will be counted. The secret ballots will be counted by a duly-authorized Tallying Committee of six full book members, who will be elected at a special headquarters membership meeting on Nov. 1.

Only full book members in good standing are eligible to vote on the measures, as prescribed by the SIU Constitution. Seafarers may obtain their ballots by presenting their union books at any SIU Union Hall, or, they can request absentee ballots under certain circumstances. (See the full text of the Constitutional Committee's report on pages 10 and 11).

In addition to appearing in this issue of the LOG, copies of the full text of the Constitutional Committee's report have been mailed to all dues-paying SIU members at their last known home addresses, been posted prominently at all Union halls, and been sent to all SIU-contracted ships at sea in care of the Ship's Chairman—in order to familiarize the membership with the details of the Committee's report and the balloting procedures to be followed.

the PRESIDENT'S REPORT:

Alaska Pipeline—Final Approval



Paul Hall

When Congress resumes its sessions this month, one of the first orders of business should be the final wrap-up of legislation, already passed by both houses, to enable construction of the trans-Alaska pipeline. The need for the flow of oil from Alaska's North Slope becomes more urgent every day.

All that remains to be done before the measure goes to the White House for final approval is the ironing out of minor differences in the separate versions of the bill. A Congressional conference committee will deal with that task.

Winning this legislation has been a tough, slow job. It has taken just about five years, due to the opposition of environmental groups. The measure now under final consideration, however, provides the proper safeguards to the ecology—safeguards which are designed to protect the environment and thus prevent further construction delays.

The SIU has been deeply concerned with the legislation and is strongly in support of the measure now awaiting final action. The only regret is that this

enabling legislation wasn't passed years ago so that the nation could now be drawing on the additional supplies of oil that are so badly needed in this country.

This does not mean that this nation's energy crisis will be over the day the trans-Alaska pipeline goes into operation. We are going to need more and more petroleum and petroleum products in the future. The energy crisis will continue as a number one concern.

The pipeline, which will tap the vast resources of the North Slope, will help to relieve these problems. But imports will continue to increase.

Another problem we as Seafarers face and which confronts the entire nation is the need for port facilities that will accommodate the large tank ships that are being built to bring oil into this country.

As matters stand right now, there are no East or Gulf Coast ports that can handle a tanker larger than 80,000 dead-weight tons. And we should bear in mind that the size of American ports

is not going to deter the construction of supertankers. These vessels are already being built and they will need the proper kinds of ports where they can discharge cargo.

Congress is aware that this problem exists and has been holding hearings into the matter. The SIU has testified that we need the deepwater terminals to accommodate the large vessels that will be utilized to carry oil imports. But we also emphasize that we must also develop a U.S.-flag tanker capability so that we are not dependent on the foreign-flag ships for transportation.

As a union of seafaring men concerned with job opportunities and security for our people, we must keep abreast of the rapidly changing technology in world maritime. At the same time we will maintain our fight to assure that American-flag ships will play a part in our nation's ocean transportation requirements.

This is an important part of the battle to protect the welfare of Seafarers and their families.

11 'A' Seniority Upgraders Finish Course

Another Class of Recertified Bosuns Graduates

Another class of the SIU's Bosuns Recertification Program graduated this month getting their requalification certificates at the regular membership meeting Sept. 4 at headquarters.

Also graduating at the same time were 11 Seafarers who completed the third class of the "A" Seniority Upgrading Program.

During the membership meeting a resolution was submitted by the recertified bosuns, and subsequently passed unanimously by the membership, which pointed out the need for a union study leading to better harmony between licensed and unlicensed crewmembers in this period of automation and changing technology.

The bosuns who finished their 60-day course which began July 1 at the Harry Lundeberg School of Seamanship at Piney Point, Md., are James Gorman and Walter Nash of the port of New York; Veikko Pollanen and Jean Latapie of the port of New Orleans; Denis Manning of the port of Seattle and Malcolm B. Woods of the port of San Francisco.

Graduating upgraders who received their full books for completing the 30-day course at headquarters and Piney Point are Garrett Clark, George Moore, George Vukmir, Al Wambach and John Wolfe of the deck department; Blake Haynes, Charles Rodriguez, David Stauter and Marvin Walker of the engine department, and James Hummerick and Joseph Simonetti of the steward department.

The bosuns and upgraders were introduced to the membership who applauded them when they received their credentials.

Addressing the meeting, Bosun Woods thanked members for the opportunity to tell everyone that "I learned more here (headquarters) in

30 days than I did in 30 years in the union."

He also said everyone should get their "A" Seniority book.

Bosun Latapie said everyone should have a chance to go through the recertification program. "I learned a lot and now I think we will have better meetings aboard ship," he added.

Time spent in the Bosuns' Recertification Program was "educational and helpful" to Bosun Nash who encouraged others to attend.

Bosun Manning thanked everyone at headquarters for the cooperation and help in answering all questions.

The bosuns' resolution suggested that the SIU launch a study on the need for cooperation and close relationship between the licensed and unlicensed personnel aboard ship.

Following the meeting, bosuns presented elected a three-man Bosuns Selection Committee to pick the October Bosuns Recertification Program class of six Seafarers with six alternates.

The program which started June 1 will have a new class chosen to begin the first of each month.

The SIU initiated the program so the union and its bosuns could better meet the obligation to efficiently man

all contracted ships, including the highly mechanized vessels which are coming off the ways today.

Graduating bosuns will be able to handle jobs on all types of ships, such as the SL-7s, Falcon-type tankers, LNGs, Roll-On-Roll-Off vessels and LASH containership-barge carriers.

Bosuns graduate from the program at the first membership meeting after they complete the course.

They spend 30 days at Piney Point and 30 days at headquarters.

While at Piney Point, the curriculum includes courses covering the SIU constitution, the contract, trade union history, and political action and legislation and its effect on the maritime industry. The course also includes in-depth training in all phases of the deck department with special emphasis on the SL-7s and other new, high technology vessels.

The four-week course at the Lundeberg School provides specialized instruction on new kinds of paints, new types of lines and splicing procedures and freightship jumbo booms.

Before coming to New York, the bosuns attend a one-day firefighting course at the Army base in Bayonne, N. J.

At headquarters, the bosuns observe all union operations, especially the Welfare, Pension and Vacation Plans. They also assist SIU representatives at payoffs and help them service SIU members at the USPHS hospital on Staten Island, N. Y.

In addition to the training, bosuns who complete the program receive certain additional benefits. Graduates of the Bosuns Recertification Program have shipping preference over all un-certified bosuns and they are entitled to increased vacation benefits as a result of their participation in the program.

Resolution

Submitted at September 4, 1973 Headquarters Membership Meeting.

During this period of automation and other technological changes taking place in the maritime industry it is essential that a harmonious relationship exists between the licensed and unlicensed members of the ships' crews.

Where such a relationship is absent it presents an unnecessary hardship, as in the instance of a ship's captain refusing permission to the ship's chairman to send a radiogram to his union in connection with a contractual matter.

In addition, the newly-automated vessels present numerous problems which affect both the licensed and unlicensed members of the crew in connection with the carrying out of their respective duties, thereby creating a further need for close cooperation and a better working relationship.

We would therefore recommend that the officers of the SIU be empowered to make a study of current shipboard relationships between the licensed and unlicensed members aboard SIU vessels and to take the appropriate and necessary action to bring about a better understanding as to the cooperation which should exist between the memberships of the various maritime unions working side by side aboard these vessels.

We further recommend that this matter be published in the Seafarers Log for the benefit of the entire SIU membership.

Fraternally submitted,

Malcolm Woods
Denis Manning
Veikko Pollanen

W-49
M-1145
P-87

James Gorman
Jean Latapie
Walter Nash

G-774
L-271
N-86

UNION OF NORTH AMERICA



The second class of recertified bosuns (top row) and the third class of "A" seniority upgraders get together for photo outside SIU headquarters. In top row (left to right) are bosuns D. Manning, V. Pollanen, J. Latapie, J. Gorman,

M. Woods and W. Nash. Middle row: upgraders J. Hummerick, G. More, B. Haynes, M. Walter, J. Simonetti and A. Wambach; bottom row: upgraders G. Vukmir, G. Clark, D. Stauter, C. Rodriguez and J. Wolfe.



Seafarer Turpin is removed from the *Canberra* by a team from the USPHS hospital on Staten Island.

Using Make-Shift Heart Machine:

Scientists Save Stricken Seafarer's Life

A group of scientists and students returning home from a research voyage aboard a British ship following July's solar eclipse, combined their technical skills and knowledge of electronics to help save the life of a critically ill Seafarer.

Thursday evening July 5, Brother William Turpin, sailing as a fireman, was stricken by a series of heart attacks while on duty aboard the *Overseas Progress* (Maritime Overseas), 5 to 6 days out of port in the mid-Atlantic.

Brother Turpin was rushed to the ship's hospital, but his condition seemed so serious it was feared by his fellow crewmembers that he might die before reaching port.

A radio call was immediately sent over the ship's emergency frequency explaining the circumstances. The call was intercepted by the English passenger ship *Canberra*, carrying 1,800 scientists and eclipse watchers, 150 miles away.

Realizing that the high speed and superior hospital facilities of the *Canberra* could assist in this emergency her Master, Captain Eric Snowden radioed the *Overseas Progress* and arranged a mid-ocean rendezvous.

The *Canberra*, enroute from the East Coast of Africa to New York, altered her course slightly north and steaming at 27 knots intercepted the SIU-contracted freightship early the next morning.

Wrapped in blankets and secured in a stretcher, the 63-year old Seafarer was transferred between ships by launch.

Once on board the English passenger ship, Seafarer Turpin was taken to the ship's medical center and examined by the *Canberra's* chief surgeon, Dr. Anthony Kneath.

His illness was diagnosed as a serious myocardial infarction caused by a congested blood supply. Brother Turpin was in severe pain and his condition was assessed as critical.

Seeing the gravity of the situation, Geoffrey Bloch, a graduate student at Natural Sciences Institute in Albany,

N. Y., organized a group of the passenger-scientists to try and help the stricken Seafarer.

Bloch learned from one of the surgeons that an electrocardiogram—a device for measuring heart performance—was aboard.

An oscilloscope was rigged to enable prolonged monitoring of heart functions. It was first tested on a student and then put into operation on Seafarer Turpin.

Also needed in this case was a defibrillator—an instrument designed to administer an electric shock restoring a rhythmic pulse when a failing heart flutters instead of beating normally—but no such device was aboard.

The volunteer group set to building one.

In improvising the defibrillator, the experts utilized capacitors from the ship's antenna systems to produce an electric shock—plates from a television camera tripod to conduct electricity—screwdrivers, diodes and power deter-

minators from a pocket calculator.

Taking turns for the next two days, several of the passengers unselfishly stood by Brother Turpin's bedside constantly keeping an eye on his progress.

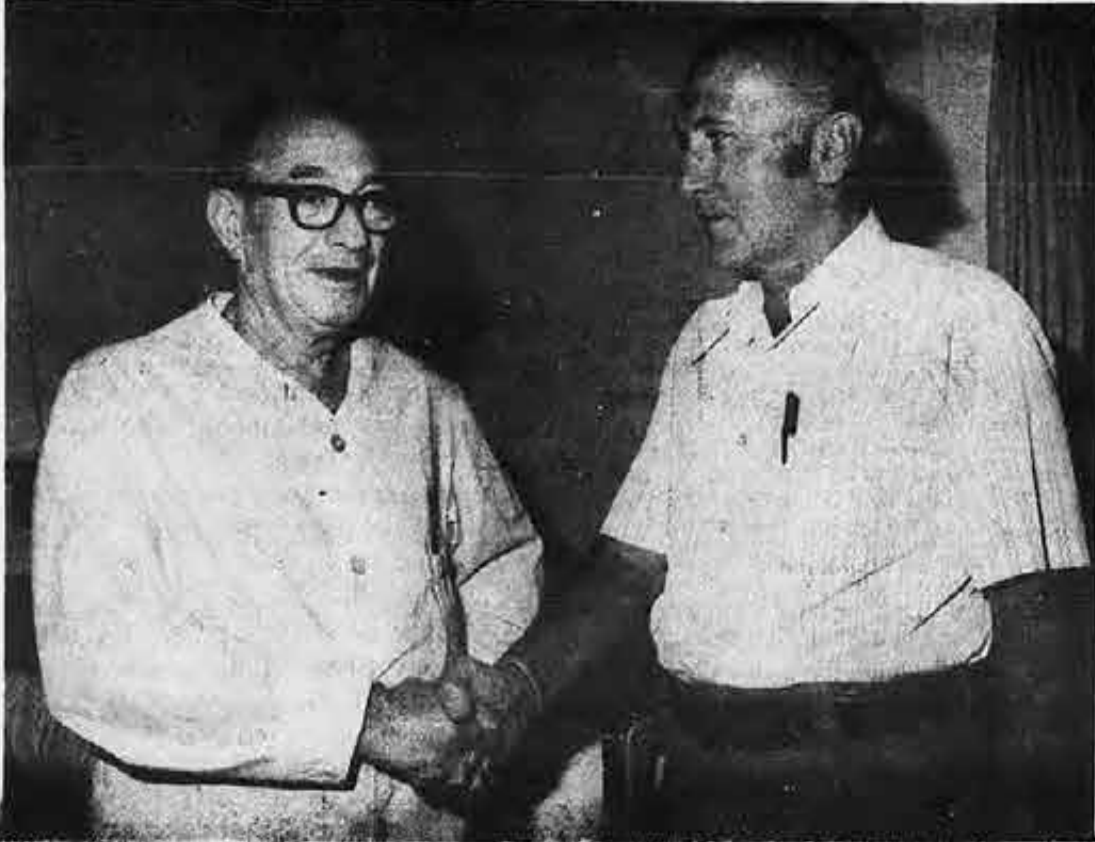
The *Canberra* docked in New York on Sunday afternoon, July 8, where a USPHS ambulance picked up Seafarer Turpin and rushed him to the maritime hospital on Staten Island.

After a day of intensive care at the PHS hospital, Turpin was reported in satisfactory condition and rapidly improving.

Looking back on his ordeal days later, Brother Turpin said he was "glad to be alive."

He expressed his gratitude to his shipmates aboard the *Overseas Progress*, those wonderful people who used their skills to help him so much on the *Canberra*, and to the staff of the USPHS hospital.

"Everyone was wonderful," he concluded.



At the USPHS hospital on Staten Island, Seafarer Turpin (left) is up and around again. SIU Representative John Dwyer was on hand to check on his progress.

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

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Security
In
Unity

New SIU-Manned Vessels Set Sail:

Ultramar, Sugar Islander Off on Maiden Voyages

The largest freightship ever built on the West Coast, the 80,500 ton, SIU-contracted oil, ore bulk carrier *Ultramar* (Westchester Marine) is now sailing around the globe on her maiden voyage.

The 892-foot ship, built by the National Steel and Shipbuilding Co. of San Diego, was delivered to her owners on Aug. 1.

She was constructed under the Merchant Marine Act of 1970.

Meanwhile, more jobs were provided Seafarers late last month when another new SIU-crewed, Seattle-built 28,000 ton freightship, the *Sugar Islander* (Pyramid) dropped anchor Aug. 26 in Portland, Ore. before sailing for Hawaii on the grain-sugar run.

On the same date, the giant *Ultramar* sailed from Vancouver, Canada, where she took on coal for bunkering in the SIU port of Yokohama, Japan. She left San Diego Aug. 8.

The \$30-million bulk carrier later headed for the Persian Gulf to take on crude oil for Europe. She will anchor off Libya for more crude oil for Quebec, Canada. Finally, she will sail for the SIU port of Norfolk for another load of coal for Japan.

The 16.5 knot vessel is of the maximum size capable of transiting the Panama Canal.

Economic studies by the U.S. Maritime Administration pinpoint bulk carriers as the type of vessel which can recapture U.S. bulk trade now carried in foreign bottoms.

The ship's cargo flexibility allows for efficient use of the vessel at the lowest possible transportation cost.

The *Ultramar* successfully completed her sea trials in July. She achieved an average speed of 17.6 knots, considered

exceptional for a ship so big when fully loaded.

She also performed well on her endurance runs off Mexico.

Aboard the SIU-contracted *Sugar Islander* on her maiden voyage, all crew quarters have private baths or share toilet and shower with one other room. Each private room has its own lavatory and desk plus wall-to-wall carpeting and upholstered chairs.

One of the crew, William King, says, "This ship is so big and conditions so right that I might stake out a home-stead."

Cook John W. Nuss never had it so good in a ship's galley. It's all electric, stainless steel and tile. No one has to peel spuds. It's done by an automatic peeler.

Seafarers on board the air conditioned ship have a lounge, laundry room, handicraft hobby room, library and an exercise compartment.

Other crewmembers are Bosun William Parker, ABs Percy Kennedy, Raymond Reid, Chadbourne Galt, Ray Tood and Frank Russo, QMEDs Ralph Amat and Byron Ginter, Wiper Donald Crawford, Steward Ray Casanova and Utilitymen Nathan Benenate and Charles Cassard.

The 641-foot, 38,000 ton *Sugar Islander* is carrying raw sugar for the California & Hawaiian Sugar Co. of San Francisco from Honolulu to New Orleans at 15-16 knots. C & H refinery workers are affiliated with the SIU's Sugar Workers Union No. 1.

The vessel can also carry many other cargoes in her six holds which pack 1.2 million cubic feet.

She was built by the Lockheed Shipbuilding & Construction Co. and underwent her sea trials in late July and early August. She was launched Aug. 26, 1972.



Vice President's Report

by Frank Drozak

NEW CONSTRUCTION

On the Great Lakes new vessels are being launched and built such as the *Roger M. Kyes* (American Steamship Co.) which hit the waters on July 28. Her sister-ship, the *Charles E. Wilson*, was christened Aug. 30 and a third vessel, the *H. Lee White*, will be completed in June 1974. Kinsman Marine Transit Co. crewed the new, diesel powered, self-unloader, the *MV William R. Roesch*, on June 22 and the company is building three additional vessels.

New deep sea vessels include the *Robert E. Lee* (Waterman) which will be delivered on Sept. 29 while the company's *Stonewall Jackson* and *Sam Houston* are tentatively scheduled for delivery in the spring of 1974. These three ships are LASH-type vessels.

Meanwhile, Falcon Carriers, Inc. reports that construction on four 35,000-ton diesel engine tankers will begin in October and they are expected to be delivered by late 1975.

Ecological Shipping Corp. is in the process of building one 120,000-ton tanker while Cities Service Tankers are applying for construction subsidy for one 265,000-ton ship.

Maritime Overseas Corp. is building four new vessels and Interstate Oil Transport plans to build three 265,000-ton vessels.

Sea-Land Service, Inc. expects to crew the *Sea-Land Finance* on Sept. 15; the *Sea-Land Market* on Sept. 30 and the *Sea-Land Resource* sometime in December. Seatrain Lines, Inc. christened the *TT Brooklyn* on June 30 and her second vessel, the *Williamsburg*, should be launched in March of 1974.

NEW COMPANIES AND NEW VESSELS

On Aug. 8 we signed contracts with Westchester Marine Shipping, owner of the *Ultramar*. Pyramid Sugar Transport, Inc. signed contracts with us on Aug. 24. The company owns the *Sugar Islander*.

BOSUNS RECERTIFICATION PROGRAM

We are happy to report that one of the most memorable milestones in the history of our union occurred last month with the graduation of the first six bosuns from the SIU Bosuns Recertification Program. I can say without hesitating that your union and its officials know that we can all take great pride in the accomplishment of these six bosuns. This month another six bosuns successfully completed the Program and received their recertification credentials at the September membership meeting at headquarters.

Clearly, our Bosuns Recertification Program is now moving ahead at full speed with the third class studying here at headquarters and the fourth class training at Piney Point, Md. The Program is obviously making a tremendous contribution to our union while at the same time assisting in benefiting the individual sailing careers of our bosuns.

"A" SENIORITY UPGRADING

Our "A" Seniority Upgrading Program, operated at the SIU's Lundeberg Upgrading Center at Piney Point, Md., continues at full speed ahead as one of your union's most important upgrading programs. These programs continue to turn out better qualified full book members in this union to assist us in our obligation to man the vessels we have under contract.

UPGRADING PROGRAMS

Our entire roster of upgrading opportunities and programs for all three shipboard departments is progressing well at the Harry Lundeberg School of Seamanship. These programs, available to every eligible Seafarer, can make every professional Seafarer's career a better one by providing the opportunity to reach out for better paying jobs aboard our ships.

T-5 NAVY TANKERS

Finally, I want to tell you that five T-5 Navy tankers now manned by the SIU for the Military Sealift Command, have been placed on organizational status by the union.

The performance records of the vessels, the *American Explorer*, the *Mau-mee*, the *Shenandoah*, the *Shoshone* and the *Yukon*, continue to be closely observed by the Military Sealift Command, the U.S. Navy and other federal agencies. Therefore, it continues to be necessary for us to maintain these vessels on strict organizational status which requires direct crewing of the vessels with the assistance of headquarters.

As you know, the 13 original tankers, belonging to the U.S. Navy, operated by the Military Sealift Command, and manned by the SIU, have provided us with in excess of 500 jobs. As you can readily see, the continued satisfactory operation of these vessels is of primary concern to the SIU and your union officials will continue to make every effort to secure the job opportunities these vessels are now providing.

Aboard the Tanker Tallulah



Seafarers attending the Bosuns Recertification Program go aboard the SIU-manned *USNS Tallulah* as the tanker arrives at the Steuart Petroleum Co. dock in Piney Point, Md. From left are Piney Point port agent Gerry Brown; P. G. Winfield, the *Tallulah's* bosun; Joe Pavlovich who graduated from the Lundeberg School in August and was making his first trip as ordinary seaman, and Sven Stockmarr who was attending the Bosuns Recertification Program.

The third of the revolutionary LASH/container vessels built for the SIU-contracted Delta Lines was launched last month in New Orleans, La.

Christened the *Delta Sud*, the 893-foot vessel joins her two identical sister-ships, the *Delta Mar* and the *Delta Norte* which were launched earlier this year.

Among the speakers at the launching were SIU Vice President Frank Drozak. Calling the christening a "milestone occasion" he said, "I know that I speak for all members of our union when I say that we are proud to be a part of the great step forward that the launching of the *Delta Sud* represents."

Like her sister-ships, the *Delta-Sud* will travel between the Gulf of Mexico and the east coast of South America via Caribbean ports. The *Delta-Mar* has already taken on her SIU crew and is delivering her first cargo.

Built at Avondale Shipyard's main Division in New Orleans, La., the *Delta Sud* was side launched into the Mississippi River.

The sleek, modern ship has a molded breadth of 100 feet and a design draft of 28 feet. At that draft she can carry approximately 15,000 tons of cargo. She has a propulsion capability of 32,000 horsepower.

The *Delta Sud* and her sister-ships are the first vessels contracted for under the Merchant Marine Act of 1970, which subsidized the construction of 300 ships over a 10-year period.

Besides SIU Vice President Drozak, the others present at the launching included Edwin Hartzman, president of Avondale Shipyards, Inc., Captain J. W. Clark, president of Delta Lines, and the Brazilian ambassador, His Excellency Joao Augusto de Araujo Castro, who was the keynote speaker.

The ambassador's daughter, Senhora Silvia Saint-Brisson de Araujo Castro, christened the vessel.



The ultra-modern *Delta Sud* hits the waters of the Mississippi for the first time as she is launched from Avondale Shipyards, Inc., Main Yard Division in New Orleans, La.

The *Delta Sud* and her sister-ships are capable of carrying up to 74 barges, each loaded with 370 tons of cargo plus 288 standard 20-foot containers or up to 1,740 containers by proportionately reducing the number of barges carried.

The floating barges are hoisted aboard, or lowered into the water, over the vessel's stern by the ship's 500-ton shipboard crane. The *Delta Sud* and her sister-ships are also equipped with 30-ton capacity cranes for handling containers.

Merchant Marine Act Provides New Great Lakes Ore Carrier

The SIU-manned Great Lakes vessel *William R. Roesch* (Kinsman Marine) recently made her maiden voyage on Lake Superior. She is the first Lakes vessel built under provisions of the Merchant Marine Act of 1970—legislation vigorously fought for by the SIU.

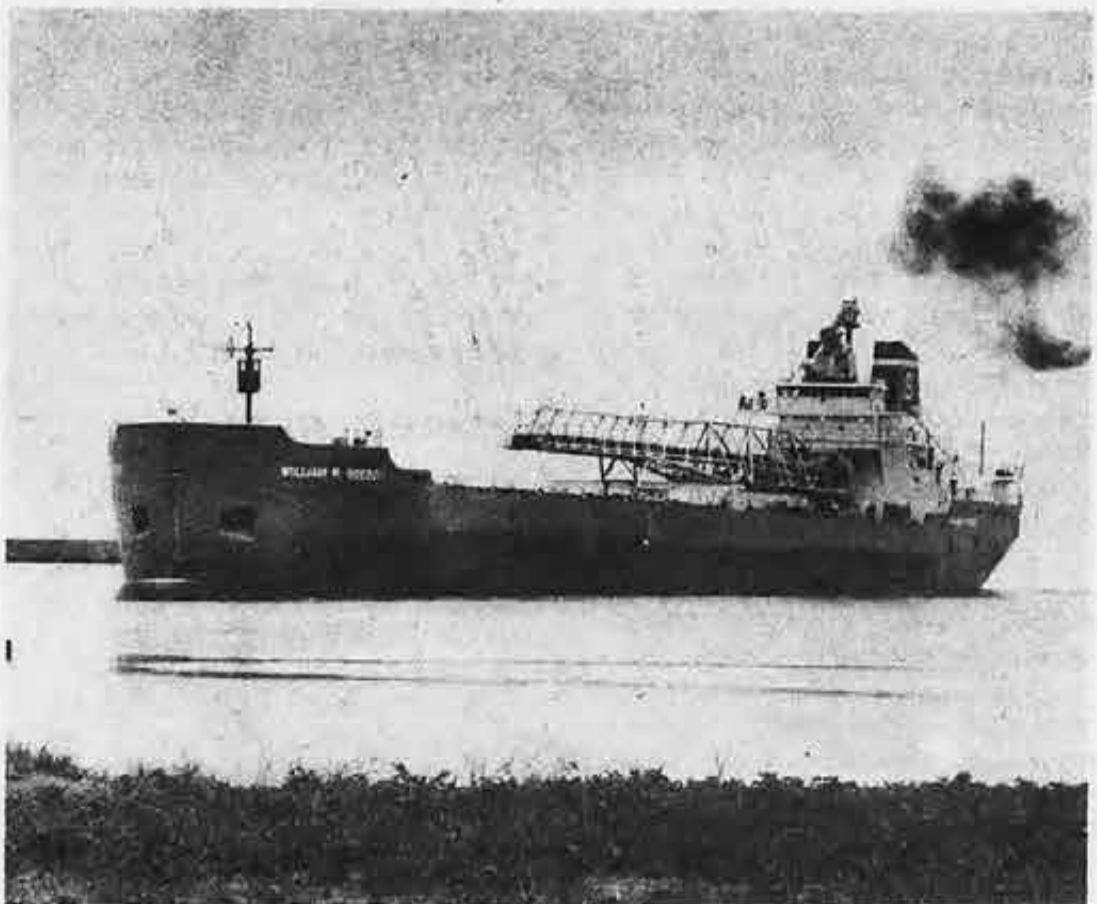
The 630-foot self-unloader is a uniquely well designed vessel. She is the first Lakes vessel with a wheelhouse mounted aft. The *Roesch* also features a "crow's nest" at her bow used for a lookout.

First of five new carriers being constructed by American Shipbuilding with subsidy aid provided through the 1970 Merchant Marine Act, the *Roesch* will

transport taconite ore from the Lakes to the Cleveland works of Jones & Laughlin Steel Co. on the Cuyahoga River. She has a capacity of 19,500 tons and her self-unloading equipment can handle 5,000 tons per hour.

The maiden voyage of the *Roesch* also marked another first in Great Lakes shipping. She was the first American-flag lake freighter to make her maiden voyage on Lake Superior since 1960.

Implementation of the Merchant Marine Act of 1970 is a milestone achievement for American-flag shipping on the Lakes. The vessels to follow the *Roesch* off the ways will be another step towards a revitalization of our Great Lakes fleet.



The *William R. Roesch* makes her maiden voyage to Lake Superior. The 630-foot self-unloader features an aft-mounted wheelhouse and a bow-mounted "crow's nest".

SIU High School Program Available to Seafarers

Sixteen Seafarers have achieved high school diplomas through the SIU-IBU academic upgrading program at the Lundeberg School in Piney Point—a 100 percent passing record.

The program is open to all SIU and IBU members—regardless of age—who have the desire to achieve their high school diplomas. Of the 16 members who have achieved diplomas so far, the youngest was 18 and the oldest 42.

The study period ranges from 6-8 weeks, and classes are small permitting teachers to give individualized instruction. Specialists in reading and study skills are available to help students learn more easily.

Any member of the SIU or IBU who is interested in taking advantage of this opportunity should fill out the coupon below and mail it to the Harry Lundeberg School at the address printed on the coupon.

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

1. One year's seetime or time aboard a towboat.
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:

Margaret Nalen
Director of Academic Education
Harry Lundeberg School
Piney Point, Maryland 20674

Important Legislation Awaits Further Action

As Congress goes back into session this month after an August recess, it must decide on several important pieces of legislation that affect SIU members and the U.S. maritime industry.

The SIU is vigorously working to pass legislation dealing with the U.S. Public Health Service hospitals; oil imports, and the trans-Alaska pipeline.

The bill that would keep the eight USPHS hospitals open—the Emergency Health Services Bill—was vetoed by President Nixon after being passed by both the Senate and the House of Representatives. Just before the August recess, the Senate overrode the President's veto.

The House of Representatives must now override the veto. However, past records show that the House generally has not overridden Presidential action on most issues and the battle to secure enough votes to override will be a tough one.

However, the SIU, and the entire AFL-CIO will continue to fight to keep the Department of Health, Education and Welfare from closing the badly needed hospitals.

While the legislative battle on the issue continues, the SIU has also brought the hospital issue before the courts. Before the President vetoed the bill, the SIU was successful in obtaining a preliminary federal court injunction preventing HEW from closing the hospitals.

The court granted a preliminary injunction and none of the hospitals can now be closed until there is a full court hearing on the SIU's request for a permanent injunction.

Through various (oil) cargo preference bills which are now in committee, the SIU is fighting for passage of a law requiring that a portion of all oil imported to the U.S. be carried on American-flag ships.

At this point there are 165 members of the House of Representatives who have sponsored bills calling for such a requirement. The struggle for such legislation, however, is a rough one because of the tough opposition presented by the major oil companies who are aided by foreign shipping interests and their governments.

Successful passage of legislation authorizing the building of the trans-Alaska pipeline is almost complete.

Both the Senate and the House of Representatives passed bills which would allow the pipeline to be constructed. Only some minor differences in the two pieces of legislation must now be worked out in a conference committee before an immediate start on the pipeline can begin.

The bill must then be signed by President Nixon.

Construction of the pipeline will mean that American ships will be used to carry Alaskan oil from the ice-free port of Valdez to harbors on the west coast of the continental U.S.

Rep. Addabbo Hails SIU's Piney Point Achievement

In a speech delivered at graduation ceremonies at the SIU's Lundberg Upgrading Center, Congressman Joseph P. Addabbo (D-N.Y.) praised the Piney Point, Md., facility and the SIU for their contributions to the national interest.

Representative Addabbo told the graduating trainees and upgraders that: "By making a better life for you, the Seafarers Union is making a greater nation for us all."

Speaking of the SIU's active participation in the legislative processes of government, the New York legislator said:

"Through the Union's efforts in working through the Congress, we were able to pass the 1970 maritime law which forced this nation to look at its own shipping.

"So in 1970, we said this nation must look to its youth, must look to rebuilding its merchant fleet and so today we have more ships going down the ways sailing under the American flag—which means good jobs and a promising and secure future."

Representative Addabbo, a co-sponsor of the oil cargo preference bill, pledged his support on the oil bill, the Alaska pipeline issue, and the emergency health legislation—which deals with the continuance of the U.S. Public Health Service hospital system.

"We have the best seamen, we have the best ships, and they must be for you to sail in. This is what we are working for," he told the audience.

The Congressman, a member of the

House of Representative's Subcommittee on Government Procurement and International Trade, said that although there is an energy crisis in oil, gas, and other fuels, this problem can be dealt with through legislation.

Departing from the text of his speech, Representative Addabbo told an amusing anecdote about a shoreside laborer who was afraid of nothing, except taking down a bee's nest. The reason? "Those bees are organized," the laborer replied.

Congressman Addabbo drew a lesson from this little story—a lesson important to the SIU, to government, and to the U.S. itself:

"As long as you're organized, stay organized, work together, we will always have a strong SIU, a strong merchant fleet, and a strong nation."

Seafarers May Man Atomic Powered Ships

Seafarers may be manning nuclear powered merchant ships sometime in the near future. Senators Warren G. Magnuson (D-Wash.); Russell B. Long, (D-La.) and U.S. Rep. Frank M. Clark (D-Pa.) have introduced legislation to facilitate construction and ownership of atomic-powered merchant ships.

In introducing the bill Senator Magnuson said: "American industry today has the technical skill and capacity to build nuclear ships that can be operated efficiently, safely and economically."

LEGISLATIVE REPORT



By B. Rucker

During the month of August while Congress was in recess, most members had an opportunity to go back to their home states or districts to meet with their constituents. As a part of the democratic process, voters can and should express their views to elected representatives on matters of concern to them.

Problems in The System

Political observers say many voters are apathetic, and that they know little about the voting records of their senators and congressmen on bills which have been introduced. They may not even know the names of these public servants.

Surveys show that matters of greatest interest to the average voter (referred to by one political scientist as "a plumber's wife in Dayton, Ohio") are things like crime in the streets or cost of living. These issues can be much more personally understood and related to than a military research and development program, for example.

What seems to be apathy may be partially caused by the size and complexity of "big government." It is difficult to understand. Congress not only has two houses—the House of Representatives and the Senate (sometimes referred to by its members as "the upper house")—but each body has committees and subcommittees. The House has 21 standing committees; the Senate, 17. In these 38 committees there are more than 250 subcommittees, whose members are appointed from both parties, the Chairman being the senior member of the majority.

Because the Senate is a smaller body—100 members compared to 435 in the House—each senator must serve on more committees and he and his staff must deal with a greater number of specialties.

What Congress acts on is the Federal Budget, prepared by the Administration. Government agencies send budget requests to the Office of Management and Budget, which sorts, pares and consolidates the requests to meet the needs of the President's programs.

A bill may die anywhere along the route from introduction to presidential veto. In one session of Congress, more than 1,000 bills will be introduced in the House and one-fourth that many in the Senate.

For each program, there must be a bill to authorize and one to provide authority to spend money. They are referred to as the authorization and the appropriation.

Each house acts separately on its version of the authorization and appropriation; any differences are resolved in a conference committee.

When the bill reaches the President, he has ten working days to sign or veto. Congress can override a direct veto with a two-thirds vote of both houses. In practice, an override is seldom successful.

Legislative Initiative

As government has grown, legislative initiative by the President has grown, and the planning and coordinating function of the Office of Management and Budget gives the President an overview almost impossible for Congress to achieve in its present form, with dispersion of authority to committees.

In order to regain the legislative initiative Congress feels it has lost, a House/Senate study committee has come up with a reform plan to give authority to a single committee in each house to set and enforce appropriations and to allocate priorities within the whole Federal Budget.

After the Recess

As the LOG goes to press, Congress is just back in session.

Three bills which have been discussed in some detail in previous columns are scheduled for early action. The Trans-Alaska Pipeline bill should shortly be out of the conference committee, and is expected to be signed by the President. A House vote is expected on whether to override the President's veto on the Emergency Health Services Bill with the Public Health Service Hospital amendment. And several (oil) cargo preference bills are in committee.



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.

DISPATCHERS REPORT

SHIPS

Atlantic, Gulf & Inland Waters District

SHIP	COMP	TYPE	RUN	DIST	DECK																	
					1	2	3	4	5	6	7	8	9	10	11	12						
PORTLAND	SL	TRL	PR	SIU																		
FORT HOSKINS	CS	ST	CW	SIU																		
OVERSEAS EVELYN	MG	S	CW	SIU																		
ANCHORAGE	SL	TR	NT	SIU																		
HOUSTON	SL	TRL	PR	SIU																		
ARIZPA	SL	TRL	PR	SIU																		
AZALEA CITY	SL	TRL	PR	SIU																		
STONEWALL JACKSON	WAT	C&	CW	SIU																		
FALCON DULWES	ET	ET	HE	SIU																		

DECK DEPARTMENT

AUGUST 1-31, 1973

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	13	6	2	2	1	17	5
New York	87	12	58	8	1	154	26
Philadelphia	14	9	11	5	0	21	9
Baltimore	36	15	28	12	1	82	30
Norfolk	15	5	11	13	0	30	7
Jacksonville	33	12	24	10	0	41	3
Tampa	5	1	3	0	0	5	0
Mobile	23	4	15	2	1	48	8
New Orleans	59	10	35	6	0	110	21
Houston	74	25	54	10	7	40	39
Wilmington	18	26	9	10	0	34	27
San Francisco	54	19	45	7	0	120	33
Seattle	43	35	22	24	0	43	19
Totals	474	179	317	109	11	745	227

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	1	3	3	0	7	3
New York	69	28	55	26	3	130	45
Philadelphia	8	10	2	2	0	16	12
Baltimore	37	17	20	12	1	64	26
Norfolk	12	10	8	10	2	16	12
Jacksonville	17	16	13	16	1	16	12
Tampa	4	1	5	1	1	7	1
Mobile	21	5	16	6	1	35	12
New Orleans	49	26	33	18	1	111	47
Houston	61	33	42	18	10	28	31
Wilmington	16	12	13	4	0	13	16
San Francisco	54	23	45	12	0	86	47
Seattle	28	35	17	21	0	28	21
Totals	380	217	272	149	20	557	285

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	3	0	0	0	2	2
New York	35	6	33	12	1	64	14
Philadelphia	16	2	5	1	0	20	7
Baltimore	19	7	18	6	2	41	9
Norfolk	17	23	10	5	3	26	36
Jacksonville	16	12	10	3	1	22	11
Tampa	0	0	1	0	0	5	0
Mobile	22	1	9	0	0	50	3
New Orleans	28	7	15	2	0	69	12
Houston	44	10	19	5	0	27	32
Wilmington	13	7	4	10	0	15	12
San Francisco	28	14	20	5	0	53	24
Seattle	16	17	9	13	1	22	6
Totals	255	109	153	62	8	416	168
Totals All Depts.	1,109	505	742	320	39	1,718	680

Upon looking at the above figures, SIU members can see the strong job security that is theirs. These figures are concrete proof of the number of jobs available to the membership. During the period of Aug. 1-31, 1973, of the 1,101 jobs shipped, 742 were filled by Class "A" Seniority full book members. Therefore, there were 359 permanent jobs available to Class "A" Seniority full book members not taken by them.

James William Dolan, Jr.

Ted Adair asks that you contact him as soon as possible at Vererans Cab Co., 704 Vance Ave., Memphis, Tenn. 38126.

Harold Hess

Your brother, Franklin Hess, asks that you contact him immediately at 301-355-5780. Also, Franklin Hess asks that anyone knowing the whereabouts of Harold Hess call him at the same number and reverse the charges.

Christos Zanucci

Please contact A. Wadja at 314 Main St., Lewiston, Idaho.

Personals

Edward J. Reynolds

Abraham Weisberg of the law firm of Standard, Weisberg, Heckerling & Rosow, asks that you contact him at 38 Park Row, New York, N.Y. 10038, telephone RE 2-9855.

Albert L. Kennedy

E. Evans, at Century Metalcraft Corp., requests that you contact him as soon as possible at 2265 Westwood Blvd., Los Angeles, Calif. 90064, telephone GR 5-3581.

David Gilmore

Please contact Mrs. Dora L. Gilmore at Rt. #4, Box 604, Dunn, N. C. 28334.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

AFL-CIO Vows to Defend The Rights of Labor

AFL-CIO president George Meany in a Labor Day address to the nation warned that without the First Amendment Bill of Rights of "... freedom of speech, freedom of assembly, the right of privacy ... there can be no free trade union movement."

He emphasized that "having rights on paper and exercising them in fact are not necessarily the same thing. ..."

"Because workers know what it is like to have their rights trampled on and because they have seen what happens to workers and their unions in countries which have no freedoms, they are justifiably concerned when these rights are endangered. Recent events have strengthened our resolve to protect these rights," Meany vowed.

Meany said that from its earliest days, the American labor movement has been a movement of dissent. Workers dissenting against economic exploitation. Workers dissenting against sweatshops and other substandard working conditions. Workers dissenting against employers' control of their lives, their homes, their schools, their opportunity to improve their lot and, most especially, that of their children.

He continued: "... unions have never been very popular with the establishment—for dissent is never popular with those who have much and intend to keep it all. By its very nature, dissent is a questioning of authority. And a host of weapons—literally and figuratively—have been used by those in authority either to deny workers their rights or to coerce or subvert them into not exercising their rights."

"Not so many years ago it was not uncommon for workers to be spied upon at work and in their homes. Phones have been tapped. Workers have been on the wrong ends of billy clubs, guns, fists, attack dogs and tear gas. Private and public armies have tried to intimidate workers and their unions.

"Courts have enjoined workers from exercising their rights, and police have enforced these injunctions with violence and, sometimes, with death. But workers were not deterred," he said.

The labor leader went on to say that

new weapons were tried—the weapons of thought control and fear. Workers have been hooked up to so-called "lie detector" machines, monitored by television cameras and interrogated about intensely personal matters, about their private lives and their past, present and future actions.

He added that workers have repeatedly seen their rights as free Americans violated—by public as well as private officials. Therefore it is no accident that workers are zealous of preserving the rights and liberties of themselves and all Americans—in preserving democracy.

"Only in a democracy can workers control their individual destiny—economic and political. To be free, workers must live in a system where people are more important than wealth. And, in the final analysis, that is just what a democracy is all about," Meany said.

The AFL-CIO president pointed out that "we know that workers cannot have freedom and democracy just for themselves. The genius of democracy is that it clothes every citizen with equal rights, giving no person special treatment over another."

"The tools of those who would invade an individual's right of privacy are the tools of repression, thought-control and tyranny. Wiretaps, hidden microphones, closed circuit television monitoring people innocently pursuing their daily lives, lie detectors, tape recorders, personnel questionnaires, computer data banks, peepholes, cameras, spy glasses, private detectives—all have been and are being used to intrude upon the privacy of individuals. The claim is that this is 'necessary.' Employers say they spy on workers to catch the malingers and the thieves."

Meany then noted that Labor Day is the day America sets aside to honor the free workers who built this nation and their unions which enable them to better share in the fruits of their labors.

He said it is a day for looking back on the accomplishments of the labor movement—free collective bargaining victories such as decent wages and

working conditions to legislative victories such as Social Security, Medicare and federal aid to education.

"It is a time for looking ahead, to set our sights higher and higher so that all Americans will benefit from economic justice and human dignity.

"But it is time, too, to remember—to remember that the trade union movement could never have accomplished all that it has for its members and for society, if we did not live in a land of freedom.

"So, on this Labor Day, it is proper that we consider how the rights and liberties enjoyed by all Americans affect us as workers and as citizens."

He stressed that "freedom and individual rights are the basic ingredients of democracy. Freedom of speech, freedom of assembly, the right of privacy—these are not just nice conveniences; they are the fundamental elements of a free trade union movement."

"Without freedom, there can be no free trade union movement. And since unions are the indispensable instrument for free workers to improve their standard of living, democracy is clearly the worker's staff of life.

"What makes the American labor movement unique in the history of free people is that we exercise our rights, daily, diligently and with determination.

"Historically, it was workers exercising their First Amendment rights of free speech and assembly who formed the first American unions. On the foundation of their individual rights, workers built a collective movement—a movement dedicated to bringing workers a measure of economic freedom that would permit them to enjoy their other freedoms."

Strikes are an inconvenience. But the public's right not to be inconvenienced certainly is not paramount to the individual's right to be free, Meany said.

President Eisenhower, Meany said, summed it up this way: "There are worse things than strikes—and one of them is the loss of freedom."

He said Ben Franklin wrote it earlier. "Those," he said, "who would give up essential liberty to purchase a little temporary safety, deserve neither liberty nor safety."

"That's why the framers of the Constitution drafted the Bill of Rights. The rich and the powerful don't need it but the poor, the weak, the downtrodden do.

"Organized labor does not just brood about invasions of individual liberty. We attempt, with all the vigor at our command, to blunt the efforts of any who would pervert freedom, deny liberty, intrude upon privacy, undermine democracy."

Meany concluded, "we insist that working men and women—indeed all Americans—be treated in a manner commensurate with their inherent human dignity. And that can only be achieved in a nation dedicated to liberty, by a government of the people, by the people and for the people."

SIU President Paul Hall also delivered a nationwide radio address on Labor Day.

Speaking on oil imports on foreign-flag ships and our balance-of-payments deficit, he told his audience that:

"A major contributing factor to this deficit is our lack of U.S.-flag tankers. In 1972, the balance-of-payments deficit caused by the use of foreign-flag tankers to carry U.S. oil imports amounted to more than \$500 million. In 1973 we look for this foreign-tanker-caused deficit to exceed \$600 million. By 1980, using Department of Interior oil import projections, and given no improvement in our own tanker capability, we look for the foreign-tanker-caused deficit to jump to more than \$2.5 billion."

He said the only way the balance-of-payments deficit can be reduced is through the use of our own ships to carry the oil.

"The AFL-CIO has called on Congress to correct this situation by requiring that a portion of this vital energy be carried on American-flag, American-built and American-manned ships. Legislation to accomplish this crucial objective is now pending in both houses of Congress—and merits the support of all Americans."

The full text of Hall's speech is contained in the special supplement in this issue of the LOG.

On the Air



On radio's "Labor News Conference" AFL-CIO Maritime Trades Department administrator O. William Moody (second from left) and AFL-CIO Social Security director Bert Seidman (second from right) answer questions posed by Newsweek magazine's Tom Joyce (left) and Jerome Brazda (right) of the Washington Report on Medicine and Health. The AFL-CIO public affairs program heard on Tuesdays over the Mutual Broadcasting System focused on the U.S. House of Representatives action on President Nixon's veto of the Emergency Medical Services Bill which had been already approved by Congress and would have insured the future operation of the USPHS hospitals.

British Sea Volunteers Save 100,000 Maritime Lives

Because they live on an island, the British have relied heavily upon the seas to get material necessities and to establish and maintain communications with the rest of the world. They have also come to know the sea very well—her beauty and her terror.

That is probably one reason why, in 1824, the all-volunteer Royal National Lifeboat Institution was organized on the suggestion of Sir William Hillary, a boat fancier on the Isle of Man located between the rugged British and Irish coasts.

Since that time, R.N.L.I. has saved the lives of about 100,000 men, women, and children—many of whom were professional seafarers. The organization's motto is "Eleven lives saved every week for over a century."

It is no wonder that the group's volunteers are highly respected in England. Rough estimates show that in 1972 alone, more than 3,000 calls were answered from the 247 lifeboat stations.

Since the organization has resisted government subsidy, its money must come from voluntary contributions. Although about \$5 million is collected annually, it is still not enough to cover the high costs of maintaining the system. One new lifeboat alone costs \$160,000.

Manning a lifeboat off the rough seas of England can be hazardous and several years ago when a lifeboat from the island of Hoy rolled over in heavy seas, the eight men on board were killed. But even in the face of this danger there is no lack of volunteers.

As one British business executive and yachtsman said about these men, "They do not have to risk their lives. They could stay at home safely in bed. But they don't."

He also pointed out that, "They certainly do not do it for the money. Not for the \$3.60 which is the standard allowance per man for the first two hours nor for the 90 cents an hour after that."

Report Of Constitutional Committee

We, the undersigned Constitutional Committee, were elected at a special meeting at Headquarters-Port of New York on August 28, 1973, in accordance with Article XXV, Section 2 of our Union Constitution. We have had referred to us and studied the constitutional amendment resolution submitted by Secretary-Treasurer Joe DiGiorgio on behalf of Brothers Raymond J. Sadowski, S-176, Melvin W. Bass, B-128, Jose Aguiar, A-67, William C. Reid, R-584, Mikoloi Strawinski, S-1038, Raymond C. Perez, P-513, and Walter Gustavson, G-36, all constituting a Quarterly Financial Committee. The amendment resolution was adopted by a majority vote of the membership at Headquarters and all Ports and was printed in full in the Seafarers Log.

In discharge of our duties we have consulted with the office of the Union's General Counsel as to legal aspects; with our Secretary-Treasurer as to records and statistical matters and with other officers and members.

It is apparent to us and as the records so clearly show, and in concurrence with the resolution of our above Brothers constituting the Quarterly Financial Committee, that the expenses of operating and administering the Union, in order to adequately and better serve our membership, have significantly increased over the past years. For these reasons, we report and recommend the following resolutions for membership vote:

1. RESOLVED: Effective January 2, 1974, the initiation fee for all new full book members shall be \$600.00, with quarterly payments towards the initiation fee to be \$150.00, and that our Constitution's Article V, Section 2, be so amended. That this change be applicable as well to all applicants who have not completed full payment of the present initiation fee by December 31, 1973.

2. RESOLVED: Effective January 1, 1974, the calendar quarterly dues for all members shall be \$50.00.

Your Committee further recommends and reports that in connection with the ballot to be used by the membership in the vote on your Committee's recommendations, that there be two separate propositions to be voted YES or NO, the first constituting the above Resolution No. 1 and the other above Resolution No. 2.

If this Constitutional Committee's report and recommendation is concurred in by the membership at the next regular membership meetings in September, 1973, it is recommended that:

(a) The ballot on the above two resolution propositions be held by mail referendum vote over a thirty-day period by secret ballot, and that the voting shall commence at all Ports on October 2, 1973 and end

on October 31, 1973, between the hours of 9 A.M. and 12 Noon, Monday through Saturday, excepting therefrom legal holidays; and that on November 1, 1973 at 10 A.M. at Headquarters, a special meeting of the membership be held for the purpose of electing a Tallying Committee consisting of six full book members who, upon their election, shall take possession of the ballots, tally the same, make its report and notify the Secretary-Treasurer as to the results of the referendum as soon as possible thereafter. No ballot received after Noon on November 6, 1973 shall be counted.

(b) Your Constitutional Committee notes that the original resolution requires voting to commence no earlier than thirty days after membership approval of this Report. However, we see no need to delay the voting for thirty days; and under Article XXV, Section 2 of our Constitution, since we are empowered to propose changes or substitutions or recommendations regarding the resolution, we recommend that the above voting schedule will give the membership of our Union an adequate opportunity to vote and to receive reasonable notice of the vote herein.

(c) The Secretary-Treasurer shall designate a bank depository for the ballots.

(d) The balloting procedure for the mail referendum shall be as provided in our Constitution's Article XIII, Section 3(c), (d) and (e) which read as follows:

ARTICLE XIII, SECTION 3 BALLOTING PROCEDURES

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated, date, ballot number, signature full book member's name, book number, and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs." Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent



The membership-elected Constitutional Committee includes (left to right): Seated—J. Golder, W. Cassidy, and W. Gustavson; Standing—M. Del Prado, J. Ayala, and E. Anderson.



SIU members vote to select members of the Constitutional Committee at special headquarters meeting.

shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices, from the Port Agent or his duly designated representative at such port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote, he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the prepaid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot," seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing, or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the

Continued on Page 11



The Constitutional Committee is shown working on report which was accepted by the September membership meeting at headquarters.

Report Of Constitutional Committee

Continued from Page 10

roster sheet under the column "Comments," notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "Voted Challenge," and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge." At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs," the roster sheet or sheets executed by the members that day, together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody."

NOTE: Section (e) provisions shall apply with the exceptions noted:

"(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured" . . . during the period of this mail referendum vote—October 2 to October 31, 1973 . . . "or is in a

USPHS Hospital anytime during the first ten days of" . . . voting, October 2 to and including October 11, 1973. "The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be post-marked no later than" . . . October 11, 1973 . . . , "and must be directed to the Secretary-Treasurer at Headquarters. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by" . . . the 16th of October, 1973 . . . "send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members, and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent."

Your Constitutional Committee wishes to thank the Union officers, members and General Counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed resolution propositions will serve the Union and the membership well.

We recommend that the above resolution propositions be approved by the membership and submitted to a mail referendum vote in the manner recommended by your Committee.

Fraternally submitted,

James A. Golder
James A. Golder, G-72 Chairman

Walter Gustavson
Walter Gustavson, G-36

Edgar C. Anderson
Edgar C. Anderson, A-348

Jesus Ayala
Jesus Ayala, A-84

Marius Del Prado
Marius Del Prado, D-688

Warren Cassidy
Warren Cassidy, C-724

Dated: August 30, 1973

ASHORE



Paducah, Ky.

IBU lead deck hand Floyd Raye on the MV *Pat Breen* (American Barge Lines) is now at the Harry Lundeberg School of Seamanship at Piney Point, Md., assisting Towboat Instructor Bill Dean.

A project to place the first labor book section in the Paducah Public Library is in the works. Port Agent Frank (Scottie) Aubusson is co-chairman of the Labor Library Committee. The SIU will donate a corner section to the library on the history of the labor movement.

Houston, Tex.

At the August membership meeting in Houston, Tex. it was announced that SIU Vice President Paul Drozak has been re-elected to the Executive Board of the Texas AFL-CIO.

Brother Drozak, who has served on the Board for the past six years, was re-elected to another two-year term.

Haifa, Israel

A seamen's strike hit Israel early in August and affected the country's 100 ships. Immediately, work was halted on 11 ships that were in port and the seamen's union wired their men aboard ships at sea to cease work when their vessels docked.

The union went on strike when the ship owners would not sign a new contract.

Baltimore

Convalescing in the U.S. Public Health Service hospital here last month were Brothers Harry A. Hansen, Elmer Harper Jr. of the IBU, Ronald W. Navik, Ralph Nay and Paul E. Sabo. They would like to hear from shipmates and friends, and they would like to see visitors.

New York, N.Y.

Seafarer Peter E. Dolan stopped by SIU headquarters recently and proudly picked up his SIU Blood Bank Gallon Club pin before continuing on to San Francisco. In accepting his well earned pin, Brother Dolan asked the **LOG** to remind Seafarers that the SIU blood bank needs their donations in order to continue to serve Seafarers and their dependents in times of emergency or illness.

"I know that my shipmates will do everything they can to see to it that we will always have a strong blood bank," said Brother Dolan.

Norfolk

Seafarer William B. Kight, 42, of Chesapeake, Va. who lost a limb Dec. 26 in a tragic accident aboard the SIU-contracted freightship *Vantage Endeavor* (Vancor Steamship) in mid-Pacific has been released from the U.S. Public Health Service hospital here to return home. SIU members Clarence Brady and William Brogan have also left the hospital. Brother Pat Moser still remains in the hospital.

Duluth

Record tonnage of import-export cargoes moving through this port last month may eclipse previous marks, says the Seaway Port Authority here. Grain was the most important cargo handled. More than a million tons were exported during June. For the year through June 30, 2.4 million tons of grain were shipped, a 93.3 percent increase over the 1.2 million tons of grain handled through the first part of last year.

A total of 2.6 million tons of cargo were handled here through June 30, an increase of 74.4 percent over the 1.4 million tons handled here in the first six months of 1972. Last year a port tonnage record of 5.2 million tons for 12 months was set. In 1967, 1968 and 1969, 2.8 million tons of cargo were shipped during the first six months of the year.

Through this June 30th export of miscellaneous bulk commodities came to 80,167 tons, a 40.1 percent jump over the 57,223 tons exported during the same period in 1972.

Panama Canal

The two-week job action begun in mid-August by Panama Canal pilots has been called off. The action had caused a slowdown in world shipping trade—and affected several SIU-contracted vessels.

The Panama Canal Company agreed to drop court action against the Panama Canal Pilots' Association and its officers, and to resume recognition of the association as the sole bargaining agent for the Canal pilots.

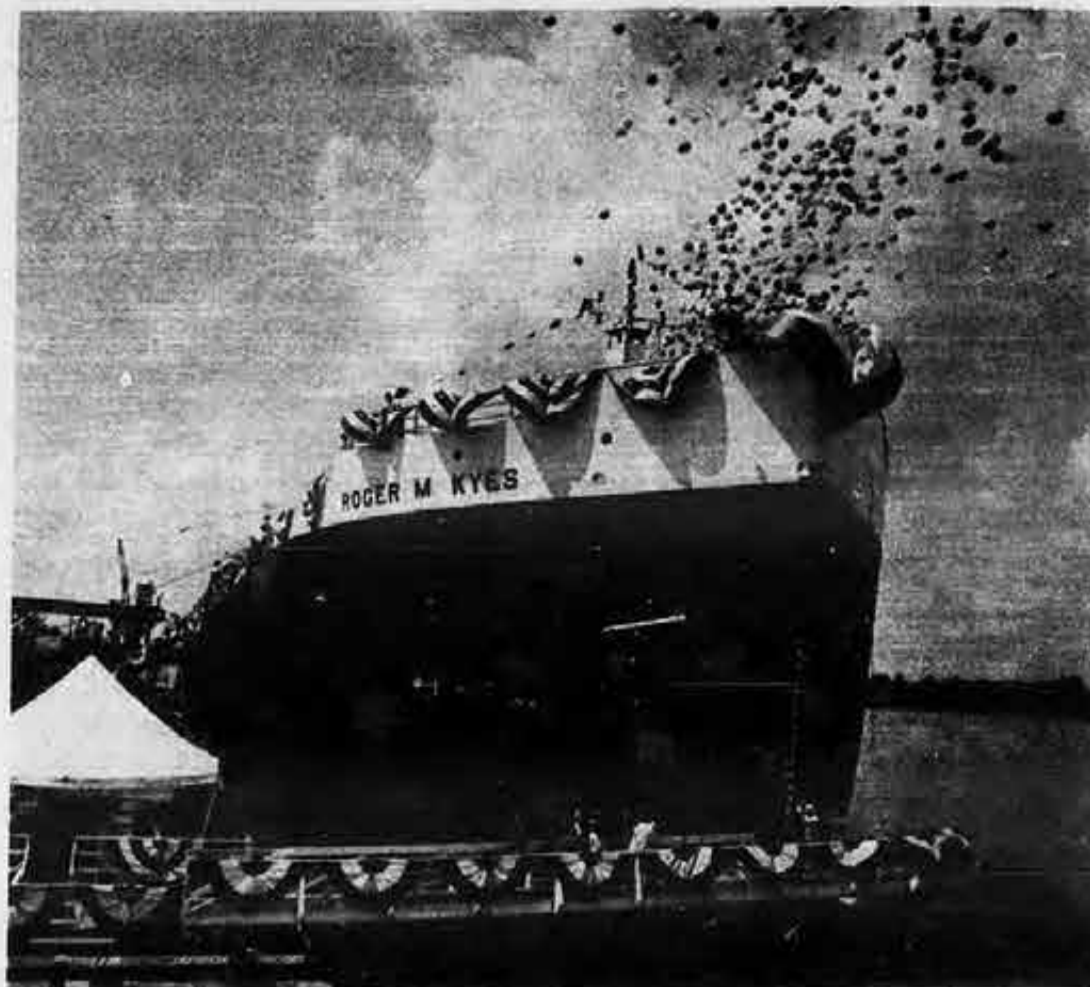
Only about five ships per day passed through the canal during the slowdown. The pilots can now get to work to clear up the backlog of 118 ships waiting to navigate the waterway.

New Orleans

SIU New Orleans Port Agent Buck Stephens appeared on a TV interview program here to explain why more American-flag ships must be constructed.

In the interview over WDSU-TV, Stephens told the station's Vice President of Programming Jerry Romig that U.S. built ships will provide badly needed jobs, both in ship construction and in the manning of the vessels.

An editorial by Romig later noted that, "Since ours is a major port city, American owned ships are vital because they mean more jobs for our seamen."



Multi-colored balloons soar aloft after christening rites. The Great Lakes vessel, with a height of 42 feet, towers over the dignitaries.

SIU-Manned Roger M. Kyes Launched on Great Lakes

The first of a series of five Great Lakes carriers built for the SIU-contracted American Steamship Co. was launched recently in Toledo, Ohio.

Christened the Motor Vessel *Roger M. Kyes*, the 680-foot long self-unloader will carry coal and taconite (steel pellets) on the Great Lakes. The construction of this vessel—and her sister ships to follow—is an indication of the revitalization of shipping on the Great Lakes.

The *Roger M. Kyes* features twin diesel engines of 3,600 horsepower each, giving her a total propulsion plant of 7,200 horsepower. This power plant drives an 18-foot diameter propeller through a single gearbox. In addition, a 1,000 hp bow thruster provides greater maneuverability for the ship.

The unloading mechanism consists of an "all belt" system through the cargo hold, which discharges on to an incline

conveyor, then on to the 260-foot boom. She can unload at the rate of 6,000 long tons per hour. Therefore, the vessel can self-unload her full capacity of 26,200 tons in less than four-and-a-half hours.

The *Roger M. Kyes* has many innovative features which will interest Great Lakes Seafarers. All crew personnel are located aft in air-conditioned single rooms and a separate crew recreation room is also provided.

A very unique feature of the vessel is her aft-mounted wheelhouse.

Seafarers who sail the Great Lakes are fast becoming aware of the latest advances in shipbuilding technology as vessels like the *M/V Roger M. Kyes* come off the ways. SIU members who sail on the Lakes can certainly meet the challenge of these ultra-modern ships, in their continuing tradition of being prepared for the future.

A Maritime Celebration



Helen Delich Bentley, chairman of the Federal Maritime Commission, unveils plans for the maritime industry's contribution to the nation's 1976 Bicentennial Celebration at a recent news conference in Washington, D.C. The plan calls for floating pavilions and a fleet of retired ships and historic vessels to be floated to various parts of the nation.



Congressman Robert Giaimo from Connecticut, a member of the House Appropriations Committee addressed an assembly of Lundeberg students, upgraders and staff this month to report on progress being made in the maritime industry. Seated are Seafarers Union officials Buck Stephens, Blackie Neira, Leon Hall and John Fay.

Rep. Giaimo Cites Role Of U.S. Merchant Marine

Speaking before a gathering of students, upgraders and faculty members at the SIU-IBU Lundeberg Upgrading Center in Piney Point, Md., Congressman Robert N. Giaimo (D-Conn.) addressed himself to the question of the government's role in maritime affairs. Representative Giaimo's remarks inaugurated a program of regularly scheduled legislative seminars now being held at the Lundeberg Center.

The legislator noted that the Merchant Marine Act of 1970 has been in effect for three years now, and that during that period there has been "a new national awareness of the merchant marine."

Giaimo stressed that cooperation between all of the concerned parties produced the milestone legislation and added "the Seafarers International Union played a key role in the development of this important measure."

The Congressman observed that nearly 40 vessels, valued at almost \$2 billion, have been contracted for under provisions of the Merchant Marine Act, and noted:

"The ships under construction are among the most modern in the world—sleek, fast, efficient vessels which could put the U.S. back in a leadership position as a world maritime power."

Congressman Giaimo went on to say that construction is not the only answer to the problems of the U.S. merchant marine. "We must have cargo for those ships," he asserted.

Here is an area in which the government can play an important role, according to the Congressman. Noting that many nations in the world have legislation assuring that their own flag

ships have preference in carrying cargo, Giaimo said, "There is no reason why the U.S. shouldn't have such cargo preference laws on its books."

As a co-sponsor of the oil cargo preference act now pending in the Congress, Rep. Giaimo predicted, "Just as we worked together to win passage of the Merchant Marine Act of 1970, so will we work together to win passage of this vital measure." The current energy crisis makes this doubly important, the Connecticut legislator added.

Changing course, Giaimo said: "We must remember that cargo preference laws are not the only way to secure cargo for our ships. There is another concept we must learn to embrace—the concept of bilateral trade."

The success of the U.S.-Soviet Union bilateral trade agreement—the kind of agreement the SIU has been urging for many years—is an example of a long-overdue recognition of the need to use the U.S. merchant marine, said Giaimo.

"This means to me that there is a new awareness of our merchant fleet—an awareness of its importance to the nation, to the nation's economy and to the nation's security."

Representative Giaimo concluded his address with a plea for cooperation on the part of the different parties in Congress, the executive branch of government, maritime labor, and maritime management, and concluded:

"I believe we are moving in the right direction. I am certain that with all of the elements of this industry and the government working together for the common good, America will regain its position as the world's first maritime power."

Bienville Ship's Committee



At the Bethlehem Steel shipyard in Hoboken, N.J., the ship's committee aboard the *Bienville* (Sea-Land) gathers on deck while awaiting payoff. From left are: Diego Hatch, steward delegate; William Cooper, deck delegate; Andrew Dimitropoulos, educational director, and Julio Delgado, chairman.



SS James

The *James* (Ogden Marine) recently paid off in Bayonne, N.J. after a voyage from the West Coast. She left Seattle, Wash. and made her way to the Port of New York via the Panama Canal.

Bosun Francis D. Finch, who has been aboard the *James* for over three years, said that the "exceptionally fine crew" handled the general cargo speedily and efficiently.

The vessel will now return to the West Coast, stopping at ports along the East Coast; Puerto Rico; Guantanamo Naval Base, Cuba, and Panama.

SS Transoneida

The SIU-manned containership *Transoneida* (Hudson Waterways) is heading for a payoff in Oakland, Calif., but her SIU crew won't eat finer food in the best restaurants in that port than the specialty dishes they have already been enjoying at sea.

Steward Tom Ulisse, a 28-year veteran of the SIU, reports that his department has been preparing dinner menus with a different "theme" each night. So far, they've had an Italian night, Chinese night, and Soul Food night. Music to suit the occasion is provided, along with appropriate beverages. In addition, the crew eats by candlelight on these specialty nights to enhance the total atmosphere of the meal.

Brother Ulisse jokingly suggests that dancing girls might add a new dimension to the evening's mood. "But," he adds, "you can't have everything."

SS Citrus Packer

The SIU-manned freightship *Citrus Packer* (Waterman) recently docked in Port Newark, N.J. after a coastwise voyage.

She had been carrying general cargo from ports along the Gulf Coast.

Bosun Ward Wallace, a 28-year veteran of the SIU, reported that the vessel would be bound for India and the Middle East on her next voyage.

Sea-Land Exchange

The SIU-manned SL-7 containerships are continuing to break trans-Atlantic and trans-Pacific speed records faster than the numbers can be recorded in the record books.

The latest record-breaker is the 3 day, 18 hour and 2 minute trans-Atlantic crossing of *Sea-Land Exchange*—the fastest passage ever made by a cargo vessel from Ambrose Light, N.Y. to Bishop Rock, England.

During her voyage, the *Sea-Land Exchange* averaged 33.21 knots.

In establishing the new record, the *Sea-Land Exchange* broke the previous records held by two of her sisterships—the *Sea-Land McLean* and *Sea-Land Galloway*.

This latest sailing marks the tenth record-breaking voyage by an SIU-manned SL-7 containership, making these vessels, as a whole, the fastest containership fleet for both trans-Atlantic and trans-Pacific crossings.

SS Overseas Anchorage

Deck Delegate Clemente (Rocky) Rocha, Jr. on board the *Overseas Anchorage* (Maritime Overseas Corp.) recently made a motion to thank Steward George A. O'Berry and his department for giving "unstintingly" of their time "to see that the crew receives the best of service."

He also complimented the steward department for their help in training younger men coming into the industry, such as Seafarer James Kirsch, as well as aiding "the older generation" to upgrade, such as Joseph C. Bush, "who is learning to bake under the watchful eye of the steward."

SS Bradford Island

Every Seafarer finds his own way of coping with long hours when he is off on an extended voyage. Many SIU members read, write poetry or stories to fill the time; some play cards or exchange scuttlebutt with their shipmates. Other Seafarers paint, sculpt, set up darkrooms, play musical instruments, whittle and carve model ships, and take up countless hobbies to occupy time between ports.

Chess is a game that has always fascinated seamen and the recent growing interest in this pastime throughout the world has also been reflected by SIU members. Many members are learning how to play from their fellow crewmembers on long voyages—and end up defeating their teachers by the time of the payoff!

Despite conflicting watches, several Seafarers on board the *Bradford Island* (Cities Service) managed to play several games each night during their 70-day run to the Soviet Union. Transporting grain to the Russian ports of Odessa and Tuapse, the crewmembers played on cardboard chessboards with plastic pieces.

On the return voyage, however, with the ship's cargo tanks laden with fuel, Richard Summers, Bill Mason, Teddy McDuffie, and Tony Gaspar dueled wits over carved wood boards with hand-carved and inlaid chessmen which they purchased in the Soviet ports for 12 rubles (\$14).

The general consensus on board was that Steward Tony Gaspar was the chess champion of the *Bradford Island*—but most of the games went right down to the wire. Bosun Ted McDuffie was proud that, despite the fact that he has been playing the game for only a year, he was able to hold his own against the more experienced "patzers" (chess lovers) in the crew. He was even able to defeat the shipboard champ, Tony Gaspar, on one occasion.

All of the chess enthusiasts on board the tanker appreciate the occasional chess puzzles run in the LOG. The puzzles—and the strategic game of chess itself—provide mental stimulation and a spirit of competitive comradery which can make a long voyage more enjoyable and worthwhile.



At the Atlantic Ocean side of the Canal are the mile-long Gatun Locks, one of the world's largest poured concrete structures. The two lanes are independent of each other.



General William Gorgas is shown during the building of the Panama Canal.



Three ships are in the Gatun Locks during a 1967 capacity test when an average of about 70 vessels, under 570-foot length, passed through within a 24-hour period.



An interior view of the Atlantic Emergency Power Station shows one of the power units which are necessary to operate the Panama Canal.



President Theodore Roosevelt is shown in 1906 as he operates a steam engine at the Culebra Cut on the Panama Canal. Roosevelt was a strong supporter of the canal.

PANAMA

Ever since the first shovelful of rocky ground was broken to begin construction on the Panama Canal, this vital international waterway has been surrounded by interesting, newsmaking controversy and debate. And, recent developments arising from the tiny Central American country surrounding the Canal are keeping this flamboyant tradition intact.

The history of the Panama Canal surprisingly dates back to 1534 when King Charles V of Spain ordered a complete survey of the Isthmus of Panama—but his farsighted plans for a canal were never implemented during his lifetime.

For several centuries after, the Spaniards courted some idle talk and speculation on the subject of a canal, but no concrete steps were ever taken to build one.

In 1821, Central America revolted against Spain and Panama came under the control of Columbia.

Columbia's government was very serious about building a canal, and in 1880 a French company headed by Ferdinand de Lesseps, gifted architect of the Suez Canal, was contracted to do the job. But, after nine frustrating years of hard work, constantly interrupted by tropical storms, killing heat, and jungle diseases such as malaria and yellow fever, the canal project was abandoned, and de Lesseps' company went bankrupt—after investing more than a quarter of a billion dollars.

Interest in the canal, though, did not sink along with the torpedoed French company. Philippe J. Bunau-Varilla, a persuasive Panamanian statesman, traveled to Washington, D.C. and convinced President Teddy Roosevelt to back a renewed effort to complete the unfinished canal.

Roosevelt offered Columbia \$10 million for a right-of-way across the Isthmus of Panama, but Columbia answered with an emphatic, No!

Upon learning Columbia's reply, the fiery President confidently remarked, "we may have to give a lesson to those jack rabbits."

The lesson was dealt quickly enough.

Roosevelt threw his complete support to a rising Panamanian rebellion against Columbia—and its leader, Bunau-Varilla, set up his revolution headquarters in New York City's Waldorf-Astoria Hotel. The Central American statesman raised \$100,000 for the revolt, and personally wrote Panama's declaration of independence and constitution, while his wife, in the tradition of Betsy Ross, stitched the tiny country's first flag.

The revolt broke out on Nov. 3, 1903, and quickly succeeded with—no bloodshed.

In the treaty resulting between the United States and Panama, the U.S. was granted, in perpetuity, a 50-mile long, 10-mile wide strip of land later to be known as the Panama Canal Zone. In return, the U.S. agreed to build, maintain, and protect the much needed canal. In addition, the U.S. paid Panama \$10 million for right-of-way across the Isthmus of Pan-

Solution To Energy Crisis Seafarers' Chief

VICTOR RIESEL — Seafarers' union chief says that the "runaway" device, which had been exported to foreign workers, was direct and immediate. It deprived them of their jobs which, by the "runaway" device, had been exported to foreign workers. The "runaway" operations became so entrenched that it became virtually impossible for the American flag to re-establish itself in ocean petroleum transportation because the oil companies, which owned the cargo, saw to it that this cargo was carried in the foreign-flag ships which they also owned. Beyond decrying the immediate effect on the American maritime worker, the maritime unions sought to alert the nation to the broader implications of "runaway" operations and to the forebodings which they held for our national security and the economy.



to the deficit from be controlled by reduced to the use of our own U.S. flag ships in the carriage of that oil.

Oil in today's world looms too large a factor in our national existence and security to any longer be regarded as the completely private domain of those who control it—any more than we would with another vital resource, water.

It may be that our national survival requires that we consider the regulation of oil companies just as we regulate public utilities in the community and national interests. Oil and the public utilities are interlocked, with most electric, transportation and communications utilities dependent upon petroleum and petroleum products for their operations.

ance-of-payments deficit and the instability of the dollar. In short, the oil companies removed themselves effectively from the mainstream of American economic life. When only the maritime industry suffered, public opinion was not as easily aroused to its implications. But now, with the energy crisis touching every American man, woman and child, all of us are beginning to understand that oil in a large measure is the name of the game.

Because of what this situation can mean in a variety of ways, we must take a good look at the picture today. Oil is coming into the country from foreign sources at the rate of at least six million barrels every day. And it is expected to increase from 12 to 15 million barrels a day by 1980, at which time imported oil will represent about one half of our daily needs.

What made the "runaway" operation dangerous and wrong from a national point of view was that it encouraged a powerful corporate sector to abandon national attitudes in favor of a multinational concept—without any obligation and responsibility to the national interest.



Energy Crisis

Victor Riesel

WASHINGTON — Seafarers are of many kinds—and Paul Riesel, who is devoted to all of them, is different from most or chiefs. He has no difficulty mixing with the sailor just as he has no difficulty mixing with the dockside restaurant in the nation's highest restaurant—nor does he feel out of place in the nation's highest restaurant—nor does he feel out of place in the nation's highest restaurant. He sits with the highest advisory boards.

**By Paul Hall, President
Seafarers International Union
Vice President, AFL-CIO**

WASHINGTON—The national energy crisis, the impact of which is being felt by all Americans, has brought to the surface a range of problems to which maritime workers have been pointing for a long time.

Shortly after World War II, the maritime unions began calling attention to the national security and economic consequences of the activities of the multinational oil companies. We stressed the danger inherent in the massive transfer of U.S.-flag merchant ships to foreign registry.

These ships, built in American shipyards during World War II with the aid of U.S. tax dollars, were acquired by American oil companies, which transferred them to foreign registry and thus created the vast "runaway" flag fleet. It became the forerunner of huge investments by American-based multinational oil companies in foreign-built and foreign-operated tanker fleets.

Aside from the impact of this maneuver by the oil companies on our economy as a whole, the effect on American shipyard workers and seamen was direct and immediate. It deprived them of their jobs which, by the "runaway" device, had been exported to foreign workers.

The "runaway" operations became so entrenched that it became virtually impossible for the American flag to reestablish itself in ocean petroleum transportation because the oil companies, which owned the cargo, saw to it that this cargo was carried in the foreign-flag ships which they also owned. Beyond decrying the immediate effect on the American maritime worker, the maritime unions sought to alert the nation to the broader implications of "runaway" operations and to the forebodings which they held for our national security and the economy.

What made the "runaway" operation dangerous and wrong from a national point of view was that it encouraged a powerful corporate sector to abandon national attitudes in favor of a multinational concept—without any obligation and responsibility to the national interest.

The low cost of being able to build their

ships abroad and man them with foreign seamen, and still engage in the carriage of American commerce, was not the only benefit which the oil companies drew from the "runaway" device. They also benefited from a whole range of other economic advantages, without most of the citizenship obligations incumbent upon corporations which operate in the traditional manner of American-based business institutions. Very important was the range of tax loopholes and special treatment which they enjoyed.

What benefits accrued to this nation by virtue of this oil company "runaway" operation? Virtually none. The major oil companies made little contribution to the American economy, particularly when viewed in light of the problems that their foreign "runaway" operations created in terms of our national security, our balance-of-payments deficit and the instability of the dollar.

In short, the oil companies removed themselves effectively from the mainstream of American economic life. When only the maritime industry suffered, public opinion was not as easily aroused to its implications. But now, with the energy crisis touching every American man, woman and child, all of us are beginning to understand that oil in a very large measure is the name of the game.

Because of what this situation can mean in a variety of ways, we must take a good look at the picture today. Oil is coming into the country from foreign sources at the rate of at least six million barrels every day. And it is expected to increase from 12 to 15 million barrels a day by 1980, at which time imported oil will represent about one half of our daily needs.

It is worth considering what oil imports must mean to our country in terms of our balance-of-payments deficit and the stability of the dollar which, by the way, reflects itself in inflationary forces that affect our domestic economy.

The largest single balance-of-payments deficit item is the cost of importing foreign oil. The second largest balance-of-payments deficit item will soon be the cost of transporting that oil to the United States. While we cannot control the deficit arising out of our need to increase oil imports, the deficit from trans-

portation can be controlled because it can be reduced to the extent that we use our own U.S.-flag ships in the carriage of that oil.

Oil in today's world looms too large a factor in our national existence and security to any longer be regarded as the completely private domain of those who control it—any more than we would with another vital resource, water.

It may be that our national survival requires that we consider the regulation of oil companies just as we regulate public utilities in the community and national interests. Oil and the public utilities are interlocked, with most electric, transportation and communications utilities dependent upon petroleum and petroleum products for their operations.

The free reign which the oil companies have in the conduct of their business has been accompanied by a free ride on the backs of most Americans. American tax laws carry the intent that all major corporations will pay taxes of approximately 48 per cent of their profits. The major oil companies in 1971, the last year for which figures are available, paid U.S. taxes at the average rate of 6.7 per cent.

Nor does that tell the complete story. Texaco and Gulf paid American taxes at the rate of 2.3 per cent and each had a net income of \$1.3 billion. Standard Oil of California paid at a rate of only 1.6 per cent and had a net income of \$855 million.

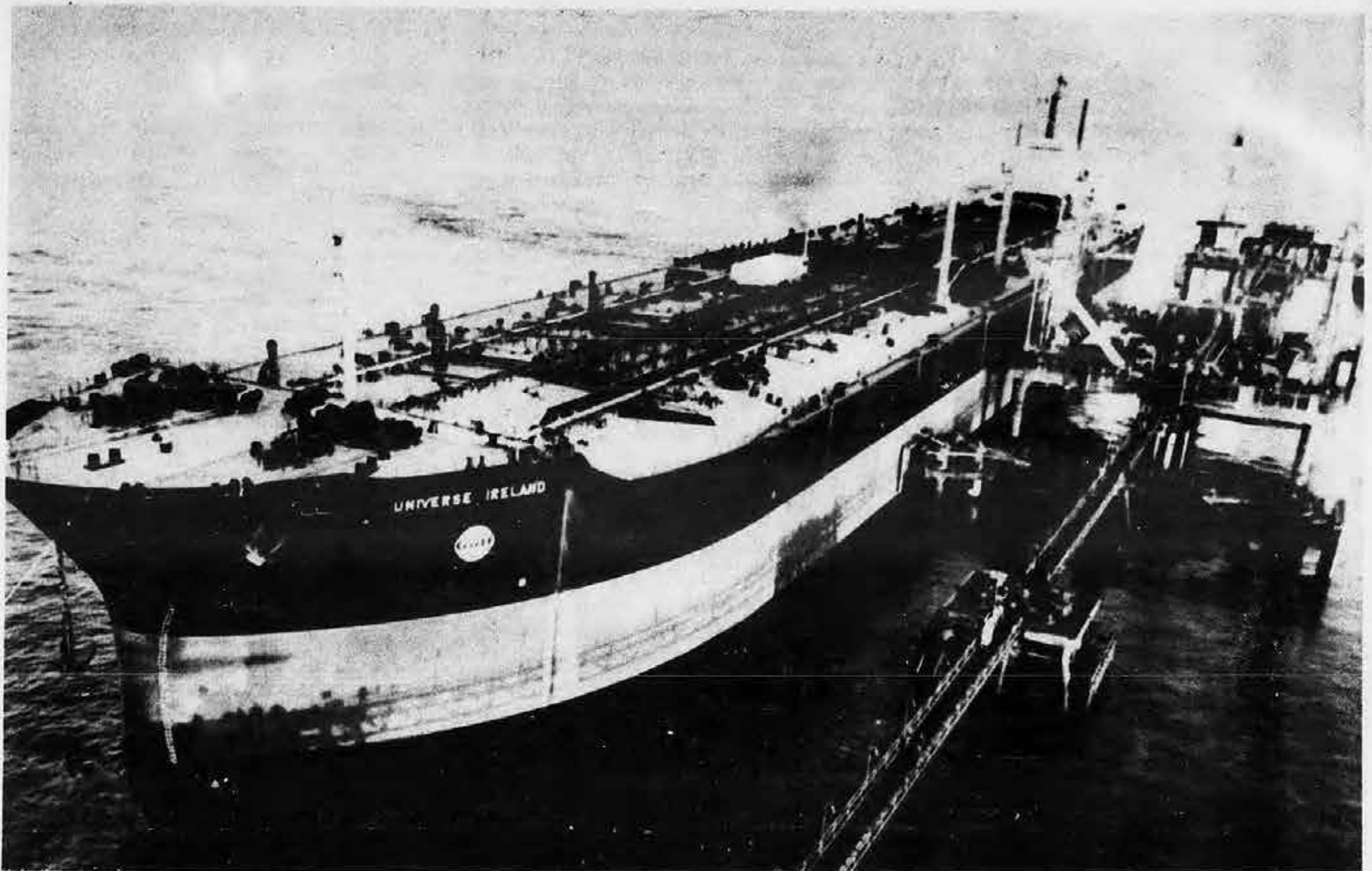
There is considerable merit to an AFL-CIO recommendation that Congress promote the development of petroleum resources and refineries in the United States by repealing the 22 per cent depletion allowance given to the oil companies on their foreign operations. The AFL-CIO also recommended that royalties (taxes) paid to foreign governments for the oil extracted from their land be treated, for U.S. tax purposes, the same as royalties paid to U.S. citizens for oil extracted from their land. Presently these royalty payments are treated differently, resulting in increased profits for oil companies and a loss of tax payments to the United States.

The AFL-CIO also called for legislation guaranteeing that a fair share of all imported oil be carried in U.S.-flag ships. Beyond the benefits this legislation would bring to the American balance-of-payments position and to the U.S. merchant marine, the AFL-CIO found it to be vital that the nation end its dual dependency on foreign sources for both oil and its transportation.

Considering the magnitude of our energy crisis and the oil companies' overwhelming influence and control over the nation's lifeblood, it would appear that we should begin to work on ways and means to bring the oil companies back into the mainstream of the American economy.

We must proceed with building the mechanism necessary to guarantee the greatest and most secure flow of energy possible, consistent with reasonable environmental safeguards. And in the interest of our security and domestic economy we must build an adequate fleet of American-flag tankers to be used in the carriage of our oil imports. And we must begin a major program of refinery construction in the continental United States to assure a dependable supply and reserve of refined petroleum products.

Among our major national needs, few others rate a higher priority than those emanating from our energy crisis. Perhaps no other program for the moment can contribute so much strength and well-being to our nation's security and economic position.



The 326,585-deadweight-ton tanker, *Universe Ireland*, is an example of a foreign-flag ship competing with U.S. vessels for

carriage of vitally needed oil to America's shores. She operates under long term charter to an American company—Gulf Oil;

she was built in a foreign country—Japan, and she operates under the flag of another foreign country—Liberia.

Following is the text of a special Labor Day radio broadcast by SIU President Paul Hall over the Mutual Broadcasting System.

On this Labor Day 1973, the American worker can look to his accomplishments and be proud.

He has built the world's greatest nation.

He has won—through his unions—the world's highest standard of living for himself and his family.

Today's worker is better educated, more skilled—more aware—than his predecessors.

His knowledge and talents make him the most productive worker on earth.

But he has cause for concern. He knows that his country is faced with a tough fight if it is to retain its position of world leadership.

Maritime workers and workers in many manufacturing industries—autos, steel, electronics for example—know that our nation has slipped from its position of dominance as a supplier to the world's markets.

They know that where once we were far and away the world's top producer of steel—that now we rank third, behind Russia and Japan.

They know that where once we had the greatest merchant marine on the high seas, we now rank seventh.

And they know, too, that where once we didn't have to count on anyone for our sources of energy, we are now forced to depend on others.

For America to keep her factories and schools and churches open . . . for Americans

to keep their homes heated and their cars and planes and trains and trucks operating . . . we must depend on foreign sources of energy.

Maritime workers know this because the fuels we need most—crude oil, refined petroleum products and natural gas—come to our shores by ship. Because they see the ships carrying these vitally needed fuels flying the flags of other nations, maritime workers know, too, the dangers of dependence on foreign powers to provide products and services.

"It is a fact that last year, only 3 percent of all of our oil imports were brought to our ports in tankers flying the American flag."

"For the remaining 97 percent, we had to rely on the availability and goodwill of foreign-flag operators."

And all workers are becoming increasingly concerned over the fact that we must rely on foreign sources of energy to keep American plants operating. They are concerned that a

shortage of energy this year will close even more plants than were closed last year.

Most of us know that we cannot operate our economy under normal conditions without importing oil and natural gas. That is a dangerous but unavoidable condition that we have to contend with.

Many people are unaware that the United States must depend on foreign interests not only for energy fuels—but for the transportation of the fuel as well.

It is a fact that last year, only 3 percent of all of our oil imports were brought to our ports in tankers flying the American flag.

For the remaining 97 percent, we had to rely on the availability and goodwill of foreign-flag operators.

This condition has come about because the United States has not really understood the importance of maintaining a strong merchant marine.

America is, in a critical sense, an "island" nation and being an "island" we require a strong, dependable system of waterborne transportation, capable of supplying the needs of the American people who live on this "island." The importance of a strong U.S.-flag merchant marine has become even more critical as this "island" nation of ours has gone from a "have" to a "have-not" position in terms of many critical raw materials,

Continued on Page 4

among the most important of which are various ores and petroleum.

Unfortunately, we have not maintained the strong ocean transportation system which was ours at the end of World War II. At that time we possessed the greatest merchant fleet and the most productive shipbuilding capability the world had ever known. Twenty-three years ago, the U.S.-flag merchant marine carried nearly 40 percent of our waterborne commerce. Today we carry less than 6 percent. From about 1300 ships then, we have declined to only slightly more than 500 today.

In facing up to the energy crisis, we must also understand that massive quantities of fuel must be brought to our nation by water. The United States, with 6 percent of the world's population, now consumes 33 percent of its energy and is the world's leading importer of oil. Last year we imported 27 percent of the oil we used and the percentage of all our oil imports is expected to rise to 33 to 35 percent by the end of this year. By 1980 more than one-half of our energy needs must be filled from foreign sources.

All of us know the precarious position of the American dollar in the international money market. We have experienced consistent balance-of-payments deficits.

A major contributing factor to this deficit is our lack of U.S.-flag tankers. In 1972, the balance-of-payments deficit caused by the use of foreign-flag tankers to carry U.S. oil imports amounted to more than \$500 million. In 1973 we look for this foreign-tanker-caused deficit to exceed \$600 million. By 1980, using Department of Interior oil import projections, and given no improvement in our own tanker capability, we look for the foreign-tanker-caused deficit to jump to more than \$2.5 billion.

To put it another way, our single largest commercial balance-of-payments deficit item is the cost we pay for foreign oil. The second largest commercial balance-of-payments deficit item soon will be the amount we pay for bringing this oil to our shores in foreign-flag ships. The second of these items is controllable and we must set about controlling it at once by achieving our own U.S.-flag oil-carrying capability.

The only way the balance-of-payments deficit which is attributable to the importa-

tion of foreign oil can be reduced is through the use of our own ships to carry the oil and, of course, doing whatever has to be done to reverse the growing trend to depend upon foreign refineries. Other economic benefits would result from greater tax revenues and reduced dollar inflation and instability.

An additional long-term benefit of the development of a U.S. tanker fleet would be to reduce the environmental hazards posed by the threat of oil spills resulting from marine accidents. Safety standards imposed on U.S. tankers are far more rigid than those required under most foreign flags.

"More than one-half of the foreign vessels which carry 95 percent of our oil imports are registered under the Liberian and Panamanian 'flags of convenience.' Incidentally, the major American oil companies operate 365 of these foreign-built and foreign-manned vessels. By contrast with the casual regulation and low crew and safety standards imposed under these foreign registries, the American tankers that would be used as a result of this legislation are the most tightly regulated and best-manned in the world."

More than one-half of the foreign vessels which carry 95 percent of our oil imports are registered under the Liberian and Panamanian "flags of convenience." Incidentally, the major American oil companies operate 365 of these foreign-built and foreign-manned vessels. By contrast with the casual regulation and low crew and safety standards imposed

under these foreign registries, the American tankers that would be used as a result of this legislation are the most tightly regulated and best-manned in the world.

The American labor movement—concerned as it is with jobs . . . with the viability of the U.S. economy . . . and the national security—has recognized the double jeopardy our nation faces in its reliance on foreign nations for both fuel and for the ships on which it is carried.

From the standpoint of national security, the employment of U.S.-flag vessels to carry a significant portion of our oil imports would assure America that even if some shipping and oil-producing nations or interests act to deny us of either or both their oil and the tankers to carry it, we will still have a major U.S. capability on which to rely to carry oil from friendly nations. To the degree that we are able to develop our own U.S.-flag fleet, to that same degree we make it more difficult for foreign interests to coerce the United States in the world political arena.

The AFL-CIO has called on Congress to correct this situation by requiring that a portion of this vital energy be carried on American-flag, American-built and American-manned ships.

Legislation to accomplish this crucial objective is now pending in both houses of Congress—and merits the support of all Americans.

Congressional enactment of this proposal would provide benefits that would go beyond the security aspects of making sure that our supply of oil is not interrupted by a lack of transportation.

It would mean tens of thousands of jobs for American men and women who would produce the materials and build the ships. Jobs for steelworkers, pipefitters, carpenters . . . jobs for welders, sheet metal workers and laborers . . . jobs for office workers, electronics technicians, painters and electricians . . . and for seafaring workers.

It would mean more tax revenue for our nation . . . and our states . . . and our communities. The taxes would come from the profits of the builders and the operators of the ships. And they would come from the wages of those thousands and thousands of citizens who would find job opportunities in rebuilding and manning the American merchant marine.

It would mean that our national balance-of-payments situation would be improved. Money spent building ships in American yards stays here. It would mean greater stability for the dollar. And 71 cents of every dollar spent in shipping goods on American-flag ships remain in our economy.

To the American worker—to all Americans—it is important that this nation has a strong economy and that we be secure against economic and physical pressures from abroad.

While the energy crisis and our ocean transportation capability are areas which require our attention, they are but examples of a basic problem facing all Americans in this rapidly changing world. In our desire to help our less endowed world neighbors, we have made it more advantageous for U.S. companies to develop their foreign facilities at the expense of the American economy and the American workman. It is time that all of us join in taking a good look at our current tax and trade laws to make sure that American workers and the rest of our nation will not be shortchanged in the future.



The SIU has battled runaway flag ships for many years. In this photo taken in Baltimore, Md., four union men carry strike

cards stating that "Runaway flag ships threaten American Merchant Marine & National Security." The same threat still exists.

CANAL

ama, and agreed to pay an additional \$250,000 annually, beginning nine years after ratification of the treaty. This annuity was considerably increased to \$1,930,000 yearly in a 1955 treaty renewal.

Under U.S. supervision, construction of the canal was renewed in 1904 and finally completed in 1914. From shore line to shore line, the canal is 40.27 miles in length. It has twelve 1,000-foot long, 110-foot wide locks which either lift or lower ships 85 feet between sea level and Gatun Lake.

The Panama Canal was opened to international shipping on Aug. 8, 1914, and the first vessel to make the historic ocean-to-ocean passage was the 400-foot combination freightship-passenger liner *SS Ancon*—a conventional sized ship for her day.

Since then, nearly 15,000 ships yearly make this same passage, which shaves anywhere from 4,000 to 8,000 miles off the distance of the only alternate route around Cape Horn.

But today, nearly sixty years later, due to the ever increasing dimensions of many naval vessels, merchant containerships and supertankers, the Panama Canal is swiftly becoming obsolete.

There are now 2,600 ships plying international waters which are too large to fit through the canal's outdated locks—and many more vessels are barely shoehorned through each month, slowing canal traffic to a halt.

Experts are predicting that if the present trend continues, by the year 2000 the canal will be totally useless to the vast majority of world shipping.

As early as December 1964, the United States conferred with the Panamanian government on the possibility of constructing a new, sea-level canal—but no actual agreements were reached.

Again in 1967, the U.S. and Panama reconvened similar talks, this time making some headway.

They agreed that the new canal would be built approximately 15 miles south of the present one, and would be run by an authority consisting of five U.S. members and four Panamanian members. The Canal Zone as it is now would disappear—goods imported would be subject to Panama's customs and taxes under the agreement.

However, in 1968 when Panama's President Arnulfo Arias was ousted by a two-man military junta, all of this was put aside to await further developments.

Since then the talks have bogged down over different political and economic aspects of the canal's future.

Something will have to be done soon, though, to adequately accommodate the huge new merchant fleets coming off the ways.

However, whatever these decisions may turn out to be, both history books and Seafarers will find it difficult to forget the countless passages through the old Panama Canal.



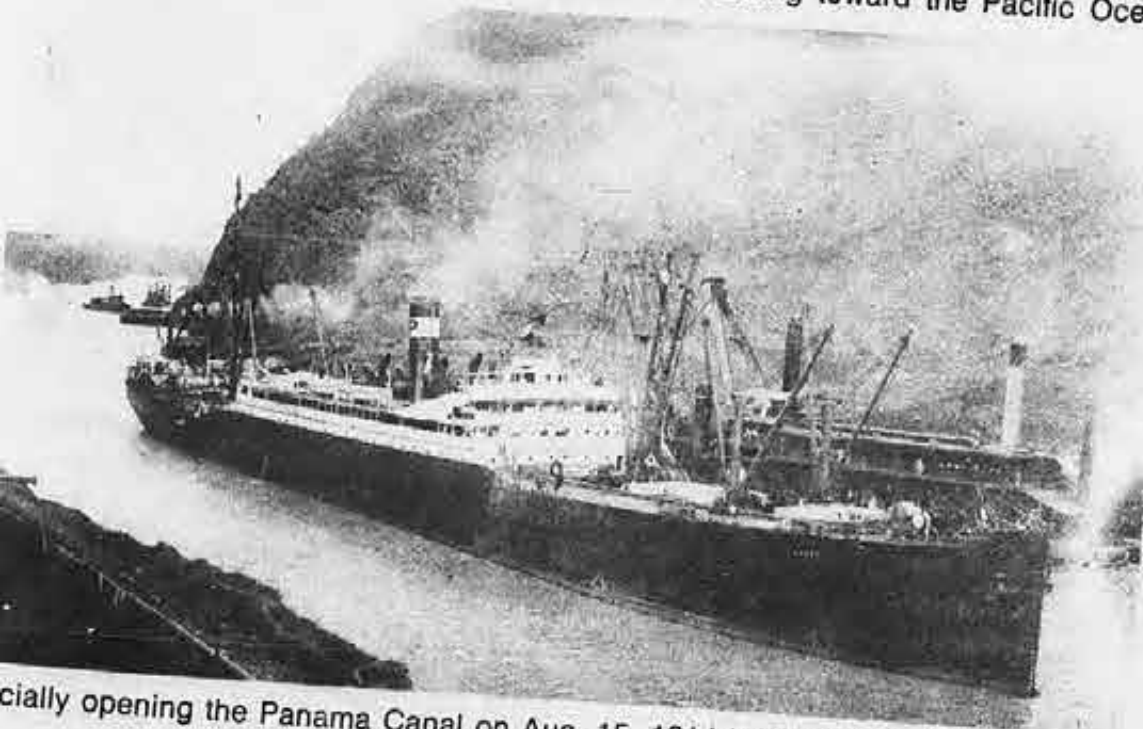
Shown going through the Canal in August of 1966 is the SIU-contracted container ship, *Panama*, which is owned by Sea-Land Service, Inc.



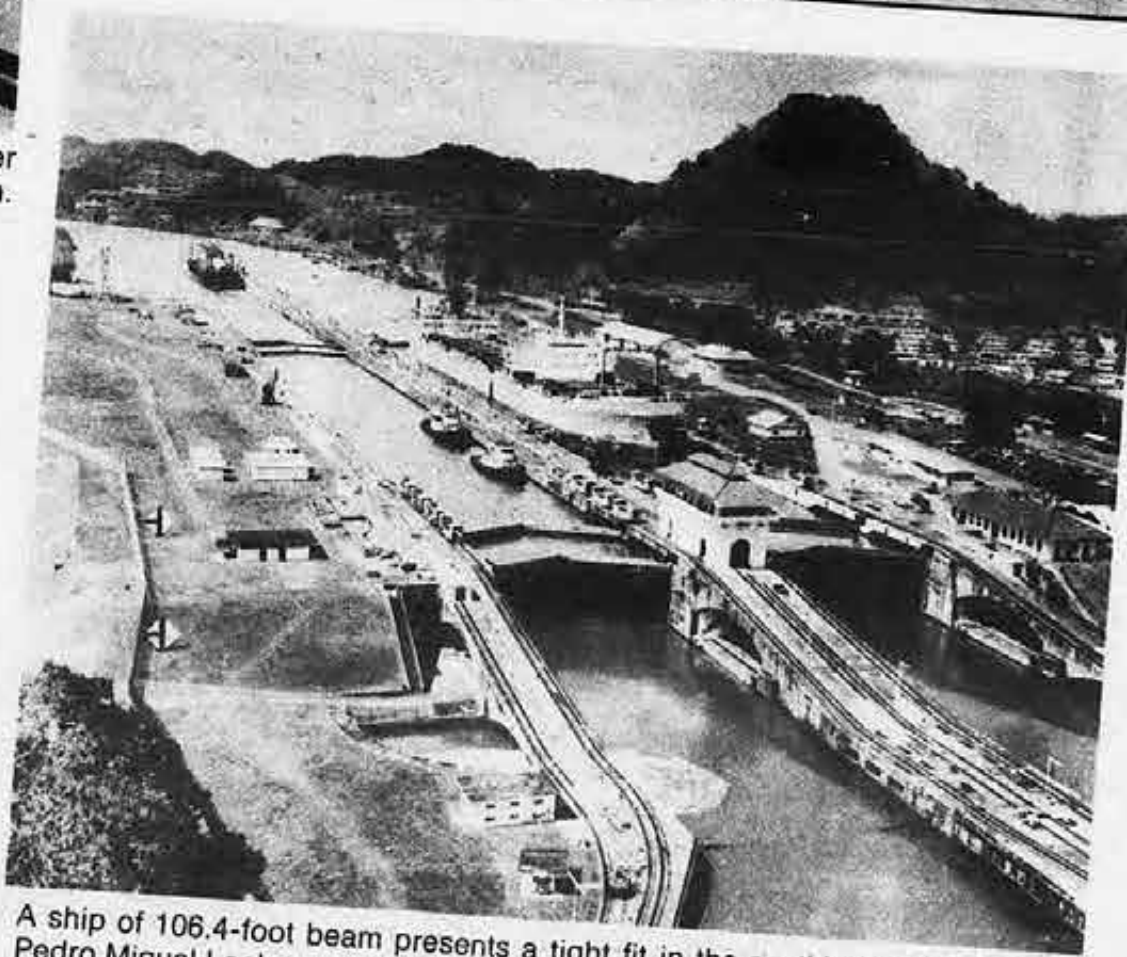
In this photograph taken on Jan. 3, 1911, construction of the Panama Canal's Gatun Middle Locks is shown. The view is south from the West Bank.



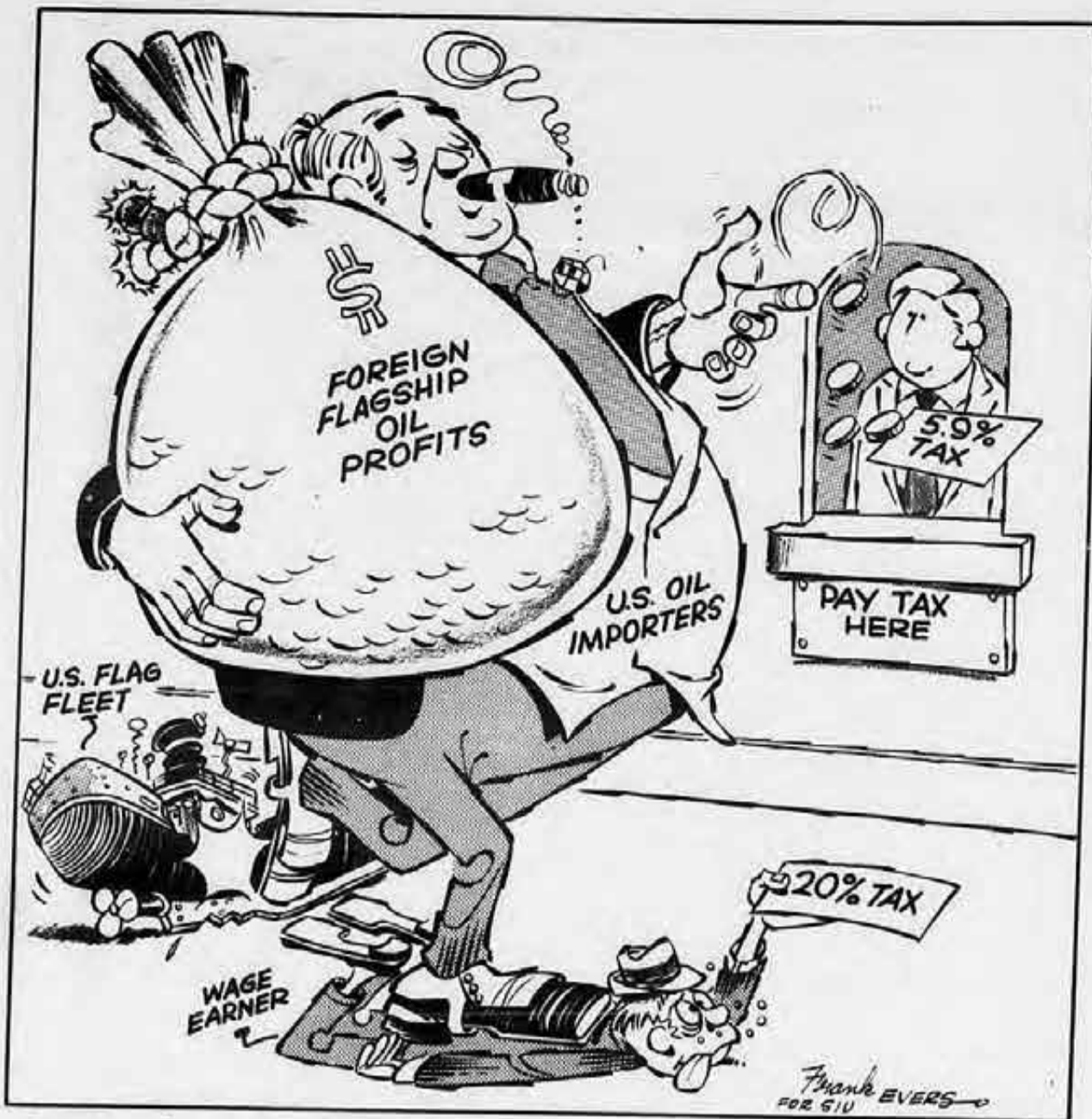
A large cargo ship is passing by the bridge which crosses over the Chagres River at the mid point of the Panama Canal. She is heading toward the Pacific Ocean.



Officially opening the Panama Canal on Aug. 15, 1914 is the freightship *SS Ancon*.



A ship of 106.4-foot beam presents a tight fit in the southbound lane of the Pedro Miguel Locks on the Pacific Side. The Canal's locks are 110 feet wide.



High Oil Profits, Low Taxes

Profits of U.S. corporations are soaring.

The Commerce Department recently reported that after-tax profits for the second quarter of 1973 boomed to a record \$72.6 billion, up a whopping 36 percent above the same 1972 period.

This comes on top of a 29 percent gain for the first three months of the year, according to the Department study.

All but a few industrial groups reported markedly higher profits. Even the few which didn't—airlines and railroads, primarily—reported gains well above 10 percent.

There are some interesting statistics in the various profits reports now being published.

For example, the First National City Bank noted that U.S. petroleum companies pulled in profits for the second quarter amounting to better than \$2 billion for a 49 percent jump above a year ago.

Other hefty leaders were noted among grocery chains, pulp and paper products firms, electrical equipment and electronics companies, and textile firms.

None of these reports, however, discuss the tax situation for these profit leaders and that's a story which bears investigating.

For instance wage earners last year paid an average federal tax of about 20 percent of their earnings.

By law, most corporations are sup-

posed to pay federal taxes at the rate of approximately 48 percent. However, the average effective corporate tax rate in 1972 was 29 percent for our nation's industrial giants. That's nearly 20 percent below the statutory rate.

But what about the oil companies whose profits are reaching astronomical proportions?

Last year they paid taxes at the rate of 5.9 percent. Less than you paid, less than many big corporations paid, less than just about everybody paid.

These are the companies which import virtually all of our nation's chief energy supply—oil.

These are the companies which have registered their ships under foreign flags to avoid paying U.S. taxes, decent wages and abiding by our nation's more rigid safety codes.

And these are the companies which will fight us to the finish in our struggle to guarantee that some of our oil imports be carried aboard American-flag ships, manned by American workers, built by American workers in American shipyards, and paying a fair share of U.S. taxes.

That's another reason why we must stay in the front ranks working to persuade the Congress that the best interests of the nation, its tax structure, its economy and its workers will be served by passage of pending legislation guaranteeing a portion of oil imports for American-flag tankers.

The Life You Save...

Throughout the United States, communities continue to face a critical shortage of life-saving blood. For Seafarers and their dependents, however, blood has always been available in time of emergency from their SIU Blood Bank.

However, in order to insure that this vital lifeline of blood continues to be available, SIU members must continue

to contribute blood to their blood bank on a regular basis.

The best way to keep our blood bank strong is to contribute blood by contacting any Port Agent in any SIU hall.

The SIU Blood Bank is another important Union program which stresses "Brotherhood of the Sea" in action. It deserves the support of all Seafarers.

Letters to the Editor



HISTORIC PRESERVATION

A Quick Response

I take this opportunity of thanking the Seafarers Welfare Plans for the quick response they made during my illness and in the absence of my husband.

I can assure them that the services they rendered were well appreciated by my husband and I.

Dorothy Sermento
Brooklyn, N.Y.

Alaska Pipeline

I was pleased to learn of the passage of the Alaska pipeline bill in Congress. The construction of this pipeline will tap the North Slope oil reserves and thereby somewhat relieve this nation's growing energy crisis.

I'm certain that the fight carried on by the Seafarers International Union in Washington to begin the pipeline work was one of the major factors in the bill's passage.

Notwithstanding the creation of thousands of more jobs for U.S. workmen, the pipeline will also provide this region with much needed heating oil in the years to come.

Mrs. Phil Konen
Beverly, Mass.

HLS Praised

I would like to comment on my recent Open House tour of the SIU's Harry Lundeberg School of Seamanship. I was very impressed, in speaking with the students, teachers, and staff members, with the dedication and effort that everyone seems to put into all the various programs there.

I was equally impressed with the physical layout of the training school itself, including the ships and boats in the Lundeberg Museum.

The SIU seems to be on the right course in turning out skilled and highly qualified young men who will do a lot for the restoration of America's rightful place as a top maritime power.

More power to you in your continuing efforts!

Mrs. Chester Huggins
Baltimore, Md.

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389



Malcolm B. Woods

Malcolm B. Woods, a thirty-year veteran of the SIU, had the following comments on the Bosuns' Recertification Program:

"The training available through the Program is a golden opportunity for any bosun who is unfamiliar with the latest techniques aboard the ultra-modern vessels now coming off the ways.

"After training, he won't have that feeling of coming into a situation cold.

"Even for those, like myself, who have had some experience on SL-7s and other new ships, there's always room for improvement."

Speaking of the headquarters phase of the Bosuns' Recertification Program, Brother Woods said:

"This part of the Program was valuable in creating a well-rounded curriculum. The insight I gained into the day-to-day operation of the SIU was something that amazed me more and more as I saw department after department in action."



Denis Manning

Denis Manning has been with the SIU since 1951, and ships out of the port of Seattle.

"I've learned a whole lot in the Bosuns' Recertification Program—about both the new vessels we'll be crewing up and about the operation of the SIU itself.

"Even though I was familiar with some of the training from my experience on the Alaska run, I certainly appreciated the chance to learn it the right way from the SIU instructors. These new vessels are the coming thing, and we all need to know how to man them correctly. I wish I had this kind of training before I stepped on board these new ships."

The data processing and record-keeping departments at headquarters particularly impressed Brother Manning.

"The background I received here is something that most SIU members never come across—to see how our Union functions. This type of Program should eventually be made available to all SIU brothers."

Bosuns' Recertification Program:

In Their Own Words

When the second class of recertified SIU Bosuns completed their 60-day program of training at Piney Point and SIU headquarters, the bosuns were asked to evaluate the Bosuns' Recertification Program in their own words.

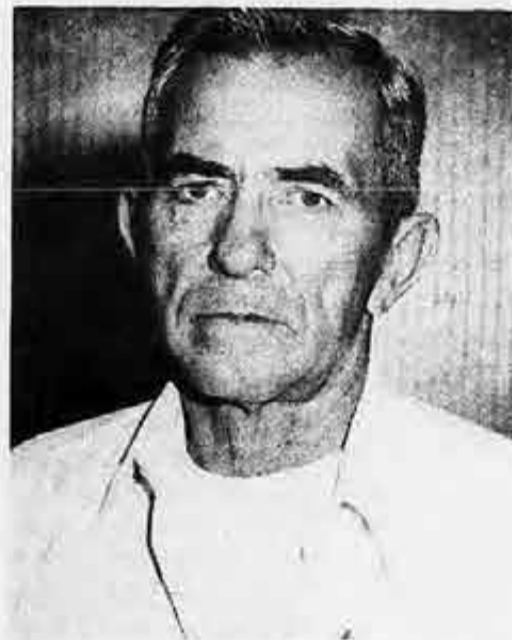
The program was begun because of the industry-wide need for highly qualified, better-trained bosuns who must be skilled enough to handle their job on board any vessel. With the recent technological advances in our industry, and the advent of LASH, LNG, and SL-7 vessels, it has become increasingly important for SIU members to become fully familiar with the latest equipment these new vessels carry.

The Bosuns' Recertification Program's goal is to equip the SIU Bosun with a thorough, well-rounded, in-depth knowledge of all aspects of shipboard operations.

In addition, the Program provides the Bosun with the Union Education necessary for him to function as Ship's Chairman. As Ship's Chairman, the Bosun has many responsibilities to shipmates and Union brothers and to the SIU as a whole.

He is responsible for seeing that the SIU contract is enforced on board ship, that his fellow SIU members' rights under SIU Constitution are safeguarded, that shipboard meetings are conducted in the proper manner, and that his Union brothers are kept accurately informed of all Union activities.

Is the Bosuns' Recertification Program living up to its goals? The second group of Bosuns to complete the program offers their answers to this question on this page.



Walter Nash

Bosun Walter Nash joined the SIU in 1943, and sails out of the port of New York. Brother Nash had words of praise for the Bosuns' Recertification Program:

"I was very impressed with the training offered at the Harry Lundeberg School—for the bosuns as well as for the upgraders and entry rating trainees."

As for the New York part of the Program, Brother Nash confessed:

"Even though I live in the New York area, and thought that I knew a lot about the Union's activities, I managed to learn a lot more about the SIU through my participation in the Bosuns' Recertification Program. The morning meetings taught me a lot about the many legislative fronts the SIU is working on. The first-hand look at the various departments at headquarters showed me how complex the Union's structure actually is, and the insights I had into the financial aspect of the SIU's operations were invaluable."

Seafarer Nash was impressed with the training opportunities afforded him by the Bosuns' Recertification Program and he was most anxious "to catch an SL-7 and put my training to work."



James Gorman

Bosun Gorman is a 17-year veteran of the SIU, who sails out of the port of New York.

"You really learn something at Piney Point—about the maritime industry and about the SIU. Even though I've been sailing for many years, I learned many new things. I learned that there are at least four different kinds of LASH ships, and that each one has slightly different equipment."

As for the headquarters program, Brother Gorman added:

"I learned even more about the SIU at headquarters. The personnel on board in New York were really anxious to help us understand the workings and the inter-relationships of the different departments. The data-processing and record-keeping sections do a great job, and my visit to the SEAFARERS LOG office was most informative."

"The headquarters segment of the Bosuns' Program gives you a more comprehensive view of what's going on in the SIU, and the daily morning strategy meetings are very informative about the maritime industry and the SIU's role in that industry."



Jean Latapie

Jean Latapie has been an SIU member since 1946. He ships out of New Orleans, La.

Brother Latapie felt that the Bosuns' Recertification Program was a valuable educational tool for keeping SIU members up-to-date.

"The line-splicing and jumbo boom instruction and training are very important to our membership, and the fire-fighting training at Bayonne, N.J., is an aspect of the Program which can actually save lives."

"Regarding the new vessels, we learned techniques about their operations which will improve our performance on board."

His stay at headquarters opened Seafarer Latapie's eyes.

"I finally got to see for myself the way this Union is run. The Bosuns' Recertification Program is a good program of Union education. I was particularly interested in how the SIU's funds are collected and spent, and the care with which financial matters are handled by all the departments."



Veikko Pollanen

Veikko Pollanen has been with the SIU for 23 years. He ships out of the port of New Orleans. Brother Pollanen commented on his recent participation in the Bosuns' Recertification Program:

"In the four weeks at Piney Point, I learned a lot about the SIU that I never knew before, and the side-trip to Washington, D.C. made me realize the importance of the AFL-CIO's Maritime Trades Department."

"I did some work in shipyards in my time, so I knew a lot about the new ships before I started the Bosuns' Program, but even so, the training was like a refresher course for me—and the SIU instructors taught me some additional things as well."

"The fire-fighting program and the tour of headquarters were important parts of the total program, which every SIU member should go through. In my book, the Bosuns' Recertification Program is a big success."



Lundeberg Upgrading Center



SIU-A and G

Deck Department Upgrading

Quartermaster

1. Must hold an endorsement as Able-Seaman—unlimited—any waters.

Engine Upgrading

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

Steward Upgrading

1. Assistant Cook Training Program Requirements:

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

2. Cook and Baker Training Program Requirements:

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

3. Chief Cook's Training Program Requirements:

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

4. Chief Steward Training Program Requirements:

- A. 3 years seetime in ratings above that of Third Cook and hold an "A" seniority in the union or;
- B. 6 months seetime as Third Cook or Assistant Cook, 6 months as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second

Cook and Baker and Chief Cook Training Courses at the Lundeberg School or;

- C. 12 months seetime as Third Cook or Assistant Cook, 6 months seetime as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training programs.
- D. 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker and 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

IBU Upgrading

Tankerman

1. Must be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/50—20/30 and have normal color vision.)
2. All candidates must have a letter from the company for whom they have worked certifying their ability to handle the various types of fuels that they wish certification for.

Master/Mate

(Uninspected vessels not over 300 gross tons upon oceans.)

Master—Must have 4 years at sea on deck—one year as licensed mate.

Mate—Must have 3 years at sea on deck.

1. Must be a U.S. Citizen.
2. Must have a letter from company stating experience, type of vessel, registered number, etc., to meet U.S. Coast Guard requirements.

1st Class Pilot on vessel not over 300 gross tons

1. Must be 21 years of age.
2. Must be a U.S. Citizen.
3. Must have 3 years seetime as AB or equivalent with a minimum of 20 round trips over the route applied for within the past 5 years.

Towboat Operator

Original License

1. Must be 21 years of age.
2. Must have 3 years seetime on deck of vessel over 26 feet.
3. Must have 1 year seetime of the three years on towing vessel including training or duty in wheel house.
4. Must have 90 days service in geographical area applied for.

2nd Class Operator

1. Must be 19 years of age.
2. Must have 18 months at sea on a towing vessel including duty or training in the wheel house.
3. Must have 90 days seetime in geographical area applied for.

Original License/2nd Class Operator

1. Must pass physical examination and eye examination of at least 20/100 in both eyes, corrected to a least 20/20 in one eye, and 20/40 in the other eye.
2. Must have normal color vision.
3. Must be a U.S. citizen.

Radar Observer

1. All candidates must hold a valid deck license.

SIU and IBU Upgrading

Able-Seaman

Able-Seaman—12 months—any waters

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

Able Seaman—unlimited—any waters

1. Must be at least 19 years of age.
2. Be able to pass the prescribed physical (i.e., eyesight without glasses no more than 20/100—20/100, corrected to 20/40—20/20, and have normal color vision).
3. Have 36 months seetime as Ordinary Seaman or AB—12 months.

Lifeboatman

1. Must have 90 days seetime in any department.



Members of the Joint Towing Industry Committee on Education toured the training areas at the Lundeberg School and were favorably impressed. Here, Jack Bullard (Inland Tugs) talks with instructor Bill Dean at the barge mock-up. Looking on are HLS President Hazel Brown and Commander John Emory, USCG. Chuck Mollard and IBU National Director Paul Drozak and other members of the committee are on left.

Expand IBU Training Program For Ocean, Inland Waterway

The expanding SIU-IBU training programs for the men who work on board the nation's tugs, towboats and barges were given an enthusiastic stamp of approval by industry leaders during a meeting of the Joint Towing Industry Committee on Education at the Lundeberg School.

During the two-day conference, Lundeberg School vocational and academic staff members reviewed the progress made since the programs were developed earlier this year and outlined additional educational programs which the school has developed to meet the needs of this vital and growing transportation industry.

Attending the meeting were D. E. Wilson from G&H Towing Co.; R. L. Miller, National Marine Services; Hugh Howard from Interstate Oil; James Harrell, Allied Towing, and Jack Bullard from Inland Tugs. Commander John Emory from the U. S. Coast Guard who is in charge of the recently-promulgated regulations affecting licensing of towboat operators also attended.

SIU Vice President Paul Drozak, National Director of the Inland Boatmen's Union, and Charles Mollard from Transportation Institute, coordinated the meeting.

Hazel Brown, President of the Lundeberg School, and Bob Kalmus, Director of Vocational Education, reviewed the progress of the various training programs and outlined proposed improvements which included several new courses. Among these new courses are

radar observer, able-seaman, engineer, towboat operator and harbor pilot.

Members of the vocational and academic staff attended the sessions to report on the progress in their areas and to recommend further improvements in the programs.

The Joint Towing Industry Committee on Education was established in April following a meeting at the Lundeberg School of management leaders of the major towing and barge line companies from the Western Rivers and the major harbors on the Atlantic and Gulf coasts. At that meeting, the company officials recognized the need for continuing training programs in this expanding industry, and they unanimously approved the various programs developed by the school and presented to them.

The inland waterways training programs include recruitment and training of inexperienced young men for beginning jobs aboard towboats and barges and upgrading courses leading to mate, pilot and master licenses.

Since the training programs began last May, more than 100 young men have been placed in rewarding jobs in the harbors and on the rivers, and many towboat operators from the western rivers and harbors have achieved licenses under recently-initiated Coast Guard regulations requiring all operators to hold valid licenses.

Other programs have helped experienced towboat and tugboat men to achieve licenses as mate, master, pilot and tankerman.



IBU Instructor Bill Dean shows class how to tighten up jockey wires using heavy-duty ratchets. On-the-job training on board concrete barges simulates all operations needed to make up a tow. Safety is emphasized throughout training.

Preparing for Exams



Instructor John Luykx works with charts and visual aids to help towboat and tug operators prepare for their examinations.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

Check program for which you are applying: SIU-A&G IBU

Name _____ Age _____
(Last) (First) (Middle)

Address _____
(Street)

Telephone _____
(City) (State) (Zip) (Area Code)

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

A&G—DEEP SEA

- | | | |
|--|--------------------------------------|--------------------------------------|
| DECK | ENGINE | STEWARD |
| <input type="checkbox"/> AB 12 Months | <input type="checkbox"/> QMED | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> AB Unlimited | <input type="checkbox"/> FWT | <input type="checkbox"/> Dk. Eng. |
| <input type="checkbox"/> Quartermaster | <input type="checkbox"/> Oiler | <input type="checkbox"/> Jr. Eng. |
| <input type="checkbox"/> Lifeboatman | <input type="checkbox"/> Dk. Mech. | <input type="checkbox"/> Pumpman |
| | <input type="checkbox"/> Reefer | <input type="checkbox"/> Machinist |
| | <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Welder |

IBU—INLAND WATERWAYS

TOWBOAT

- | | |
|--|---|
| <input type="checkbox"/> River-Operator | <input type="checkbox"/> Radar Observer |
| <input type="checkbox"/> Inland Waterway-Operator | <input type="checkbox"/> Mate |
| <input type="checkbox"/> Ocean-Operator
(not more than 200 miles) | <input type="checkbox"/> Master |
| <input type="checkbox"/> Ocean-Operator (over 200 miles) | <input type="checkbox"/> Pilot |
| | <input type="checkbox"/> Tankerman |

RECORD OF SEATIME — RIVERTIME (Show only amount needed to upgrade in rating checked above or attach letter of service, whichever is applicable.)

SHIP OR TUG	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

RETURN COMPLETE APPLICATION TO:
LUNDEBERG UPGRADING CENTER,
PINEY POINT, MD. 20674

Grand Lady of the Mississippi Saved

Delta Queen to Cruise On — Life Extended to 1978

President Richard M. Nixon signed a bill into law Aug. 16 giving the historic *Delta Queen*, the last U.S. overnight river steamboat, a new lease on life to Nov. 1, 1978.

The extension, backed by both the SIU and the AFL-CIO Maritime Trades Department, exempts the passenger paddlewheeler from certain provisions of the Safety at Sea Law.

The President got the bill in the beginning of August after a unanimous vote of approval on the measure by the U.S. Senate just before adjournment. The House of Representatives voted

unanimous approval of the *Delta Queen* exempting legislation in mid-July by a voice vote.

It was the fourth Congressional reprieve in seven years.

The bill was sponsored by Congresswoman Leonor K. Sullivan (D-Mo.), chairman of the House Merchant Marine and Fisheries Committee, who had said at a hearing on the bill that failure to pass the legislation would mean that "another of our great American traditions will have passed from the scene."

Without the new legislation, the 1,837-ton *Delta Queen* on Nov. 1 would not have been able to churn the waters of the Mississippi River and her tributaries when a three-year reprieve enacted in 1970 expired. It would have ended 160 years of paddlewheel history in the United States where thousands of steamboats used to ply the nation's rivers.

Over the years the SIU and the AFL-CIO Maritime Trades Department have fought to save the 285-foot long *Delta Queen* from extinction. In letters to Representative Sullivan last May the union and the AFL-CIO pledged their support of the exempting legislation and urged passage of the bill. The letters pointed out the *Queen's* place in the nation's cultural heritage and noted plans to build by 1975 a modern, all-steel replacement for the *Delta Queen* "so that the riverboat tradition is not lost to this country."

Under the Safety at Sea Law, which calls for all-steel construction for vessels carrying more than 50 passengers overnight and calling on U.S. ports, the *Delta Queen* would have been forced off the river.

She calls at 110 ports in 17 states on the Mississippi, Ohio, Arkansas, Tennessee, Cumberland and Illinois Rivers.

Built in California, the *Queen* first ran overnight excursions between San Francisco and Sacramento on the Sacramento River. In World War II she was in the U.S. Navy ferrying troops and wounded across San Francisco Bay. In 1947 she was sold and then towed 5,000 miles through the Panama Canal to the Mississippi. Today the 6-story riverboat sails between New Orleans and St. Paul, Minn., covering 35,000 miles a year. Her home port is Cincinnati.

Cutters Aid Planes On Iceberg Patrol

For the second consecutive time in 14 years, six Coast Guard cutters aided planes on iceberg patrol when more than 800 icebergs menaced North Atlantic shipping lanes in May. Last year a record number of 1,600 bergs were spotted in the trade routes.

However, this year the bergs reached the shipping lanes much earlier than any other time in the past 10 years. Some 190,000 square miles below the 48th parallel icebergs became a hazard to shipping off Newfoundland's Grand Banks.

Usually 300 bergs drop below the 48th parallel each year, but in March, bergs were located 900 miles east of Boston so the cutters were dispatched early.

The southernmost bergs were found on a line with New York City and the easternmost some 600 miles southeast of St. John's, Newfoundland.



The historic *Delta Queen* churns up the waters of the mighty Mississippi River.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

July 27—August 22, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	11	146	\$ 24,472.14	\$ 381,797.46
In Hospital Daily @ \$1.00	326	4,597	326.00	4,597.00
In Hospital Daily @ \$3.00	200	2,908	600.00	8,724.00
Hospital & Hospital Extras	16	162	1,512.55	30,174.45
Surgical	3	42	408.00	2,694.00
Sickness & Accident @ \$8.00	5,588	66,140	44,704.00	529,176.00
Special Equipment	3	18	1,253.45	4,618.61
Optical	243	2,111	5,523.35	45,381.29
Supplemental Medicare Premiums	252	599	1,459.10	10,007.80
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	317	3,913	55,879.58	736,877.55
Doctors' Visits In Hospital	34	541	863.85	14,791.57
Surgical	107	1,175	14,796.50	145,324.13
Maternity	13	201	3,800.25	50,734.39
Blood Transfusions	4	44	218.50	2,454.75
Optical	97	1,596	4,004.20	34,180.42
Special Equipment	—	1	—	144.00
PENSIONERS & DEPENDENTS				
Death	4	65	12,000.00	195,000.00
Hospital & Hospital Extras	131	1,238	28,766.45	229,977.31
Doctors' Visits & Other Medical Exp.	127	1,207	3,871.44	39,330.99
Surgical	21	144	1,995.50	22,229.41
Optical	55	631	1,515.42	11,579.86
Blood Transfusions	—	10	—	639.00
Special Equipment	—	28	—	4,317.71
Meal Books	—	2,259	—	22,590.00
Dental	—	2	—	600.00
Supplemental Medicare Premiums	1,720	13,373	9,515.50	81,435.40
SCHOLARSHIP PROGRAM				
—	—	71	—	24,724.17
TOTALS				
Total Seafarers Welfare Plan	9,272	103,222	217,485.78	2,634,101.27
Total Seafarers Pension Plan	2,109	18,483	503,770.00	4,432,899.51
Total Seafarers Vacation Plan	832	10,958	397,871.01	5,684,593.84
Total Welfare, Pension & Vacation	12,213	132,663	\$1,119,126.79	\$12,751,594.62

Lyman Hall's First SIU Voyage



SIU veteran Paul Clark, who sails as fireman, tends to his duties in the engine room prior to the ship's payoff.



After her first voyage as an SIU-contracted vessel, the freightship *Lyman Hall* paid off recently in Port Newark, N.J.

Formerly known as the *Samoa Bear*, owned by Pacific Far East Lines, she was purchased by Waterman several months ago and crewed by the SIU in Seattle, Wash. on July 12.

She took on a cargo of fruit juices and pineapple seedlings in Honolulu, Hawaii. The seedlings were unloaded in the tiny Central American country of Honduras, which is planning an experimental crop of pineapples this season to see if the country's climate is suitable for growing this fruit.

From there it was a straight run to Port Newark where she unloaded the remainder of her cargo for the Greater New York area.

Among the SIU crew manning the *Lyman Hall* was Seafarer-cartoonist Jim Mates whose work appeared in the April 1973 issue of the **LOG**.

Recently, Brother Mates has been concentrating on the art of caricatures, and uses his shipmates as subjects.

The *Lyman Hall* will make a short intercoastal run to Mobile, New Orleans and Galveston, and then on to the Far East.



The *Lyman Hall's* booms are at work as a pallet-load of cargo is lifted out of one of the ship's holds.



Seafarer-cartoonist Jim Mates (right) uses shipmate, Able-seaman Pete Waters, as a subject for his latest caricature. Pete seems happy with the result.



SIU Patrolman Jack Caffey (center) straightens out some beefs at the *Lyman Hall's* payoff in Port Newark, N.J.



Cash Social Security Checks Early

By A. A. Bernstein
SIU Welfare Director

If you plan to move and you're one of the almost 29 million people who get social security checks every month, you should notify the Social Security Administration promptly.

"Notifying social security before you move will assure delivery of your social security check to your new address without delay or interruption," a spokesman said.

Just call or write any social security office and give them the social security claim number that appears on your check—as well as your complete old address and complete new address, with ZIP codes. Also notify your post office of your address change.

A change-of-address form is printed on the back of envelopes in which social security checks are delivered.

Social security pays over \$4 billion a month to people getting checks under the retirement, disability, and survivors insurance programs.

Social security checks should be cashed within a reasonable time to prevent loss or theft, even though there's no time limit on cashing them.

If your check is lost or stolen, get in touch with your nearest social security office at once. The check can be replaced, but it takes time. Handle your check carefully when you get it and you won't have to wait while it's being replaced.

Working people under 72 getting social security payments should report any changes in their earlier 1973 earnings estimates as soon as possible.

Earnings don't affect social security payments to people 72 and over. But earnings can affect payments to people under 72. They should report any change in their work or earnings on the postcard sent to all people who work and get social security checks.

If the postcard is lost, a visit or phone call to any social security office can take care of the report.

People who report they'll earn less than they originally estimated may get additional social security payments during the year. But people who earn more than they originally estimated and don't report the change may get social security checks not due them and have to repay money at the end of the year.

Earnings of \$2,100 or less for the year do not affect social security payments. When earnings go over \$2,100, social security payments are reduced \$1 for each \$2 earned.

No matter how much you earn in a year you can get your full social security payment for any month you neither earn over \$175 nor do substantial work in your own business.



New SIU Pensioners

Malden D. Hibbs, 62, is a native of Childers, Tex. and now resides in Elberta, Ala. Seafarer Hibbs joined the SIU in 1944 in the port of Tampa and sailed in the deck department.

Tom P. Miller, 59, joined the Inland Boatmen's Union in 1957 in the port of Houston and sailed as cook for the G & H Towing Co. Brother Miller is an Army veteran of World War II. Born in Smith County, Tex., he now makes his home in Kemah, Tex.

Fred J. Clopton, 75, was born in Pensacola, Fla. and now lives in Malvern, Pa. He joined the SIU in 1947 in the port of Baltimore. Brother Clopton sailed in the engine department during his seafaring career.

George Condos, 62, joined the SIU in 1944 in the port of New York and sailed as bosun. A native of Greece, Seafarer Condos now resides in West Babylon, N.Y.

Charles C. Brown, 46, is a native of North Carolina who now makes his home in Texas City, Tex. He joined the SIU in 1955 in the port of Norfolk and sailed in the deck department. Brother Brown is a Navy veteran of World War II.

William H. Gradick, 48, joined the SIU in 1943 in the port of New York and sailed as bosun. Seafarer Gradick is a native of Alabama, who now lives in Eight Mile, Ala.

Milton R. Larsen, 62, is a life-long resident of Sturgeon Bay, Wis. Brother Larsen joined the SIU's Great Lakes District in 1951 in the port of Detroit and sailed as cook.

Simon B. Harwood, 60, joined the Great Lakes District of the SIU in 1953 in the port of Elberta, Mich. He sailed the Lakes as AB. Seafarer Harwood makes his home in Frankfort, Mich.

Sol N. Kokko, 76, is a native of Michigan who now resides in River Rouge, Mich. He joined the SIU's Great Lakes Tug & Dredge Region in 1962 and manned tugs for the Great Lakes Towing Co. Brother Kokko is a Navy veteran of World War I.

Edward Ladesich, 60, joined the Great Lakes District of the SIU in 1954 in Elberta, Mich. A native of Kansas, Brother Ladesich now lives in Frankfort, Mich.

George A. Creef, 65, is a native of East Lake, N. C., and now resides in Norfolk, Va. He joined the IBU there in 1961. Brother Creef has been sailing as captain for the Curtis Bay Towing Co. of Norfolk since 1939.

Joe T. Eder, 65, joined the IBU in the port of Houston in 1957. Brother Eder sailed as a deckhand for the G & H Towing Co. He is a resident of Galveston, Tex.

Francis M. Gallagher, 63, was born in Portsmouth, Va., and resides in Norfolk, Va. He joined the IBU there in 1961. Brother Gallagher sailed as an engineer with the Curtis Bay Towing Co. of Virginia since 1929.

Walter A. Gregory, 66, is a native of Portsmouth, Va., and now resides in Philadelphia, Pa. He joined the IBU there in 1960. Brother Gregory was a watchman for the Curtis Bay Towing Co. since 1948.

Walter H. Jordan, 65, is a native of New York and now resides in Dumont, N. J. He joined the SIU-affiliated Railway Marine Region in the port of New York in 1960. Brother Jordan has sailed as a deckhand with the Penn Central Railroad since 1950. He also sailed deep sea from 1946 to 1950.

Thomas C. Deale, 55, joined the SIU in 1945 in the port of Mobile and sailed in the engine department. A native of Mississippi, Brother Deale now resides in Birmingham, Ala.

Allen L. Miller, 65, is a native of Columbus, Tex. who now makes his home in Westlake, La. He joined the SIU in 1951 in the port of Galveston and sailed in the engine department.

James A. Beaumont, 63, is a life-long resident of Beaumont, Tex. He joined the SIU-affiliated Inland Boatmen's Union in 1964 in the port of Port Arthur. Brother Beaumont sailed as cook.

Houston E. Cooper, 59, joined the Inland Boatmen's Union in 1956 in the port of New Orleans. He sailed as asst. engineer for Coyle Lines. Brother Cooper is a life-long resident of Franklinton, La.

Charles L. Mason, 57, is a life-long resident of Quincy, Ill. He joined the SIU in 1962 in the port of Houston and sailed in the deck department.

Joseph A. Kramer, 65, joined the SIU in 1943 in the port of New York and sailed in the engine department. Seafarer Kramer is a resident of Pittsburgh, Pa.

Fred Kelly, 60, is a native of Flomaton, Ala. who now resides in Semmes, Ala. He joined the SIU in 1956 in the port of Mobile and sailed in the steward department.

Calvin S. Bettinger, 46, joined the SIU in 1951 in the port of New York and sailed in the deck department. A native of New York City, Brother Bettinger now resides in Long Beach, Calif. Seafarer Bettinger is an Army veteran.

Dominick DiMaio, 58, was born in Louisiana and now resides in Violet, La. A member of the deck department, Seafarer DiMaio joined the SIU in 1943 in the port of New Orleans.

Roy E. Palmer, 65, joined the IBU in 1957 in the port of Houston. A native of Engleside, Tex., Brother Palmer now lives in Bandera, Tex. He sailed as mate for the G & H Towing Co.

Oliver S. Ange, 63, was born in North Carolina and now lives in Norfolk, Va. He joined the SIU-affiliated IBU there in 1960. Brother Ange has been sailing as an engineer with the McAllister Bros. Towing Co. since 1953.

Julian D. Brothers, 56, is a lifelong resident of Wanchese, N. C. He joined the IBU in the port of Norfolk in 1961 and sailed as captain for Shawnee Bros.

James A. Gillis, 69, joined the SIU in 1961 in the port of Detroit and sailed in the deck department. He is an Army veteran of World War II. Brother Gillis has been sailing on the Great Lakes for over 40 years.

MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Oct. 8	2:30 p.m.		
Philadelphia	Oct. 9	2:30 p.m.		
Baltimore	Oct. 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	Oct. 12	2:30 p.m.	5:00 p.m.	7:00 p.m.
Houston	Oct. 15	2:30 p.m.	7:30 p.m.	
New Orleans	Oct. 16	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	Oct. 17	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	Oct. 18	2:30 p.m.	5:00 p.m.	7:00 p.m.

Great Lakes Tug and Dredge Section

†Sault Ste. Marie	Oct. 18-7:30 p.m.
Chicago	Oct. 16-7:30 p.m.
Buffalo	Oct. 17-7:30 p.m.
Duluth	Oct. 19-7:30 p.m.
Cleveland	Oct. 19-7:30 p.m.
Toledo	Oct. 19-7:30 p.m.
Detroit	Oct. 15-7:30 p.m.
Milwaukee	Oct. 15-7:30 p.m.

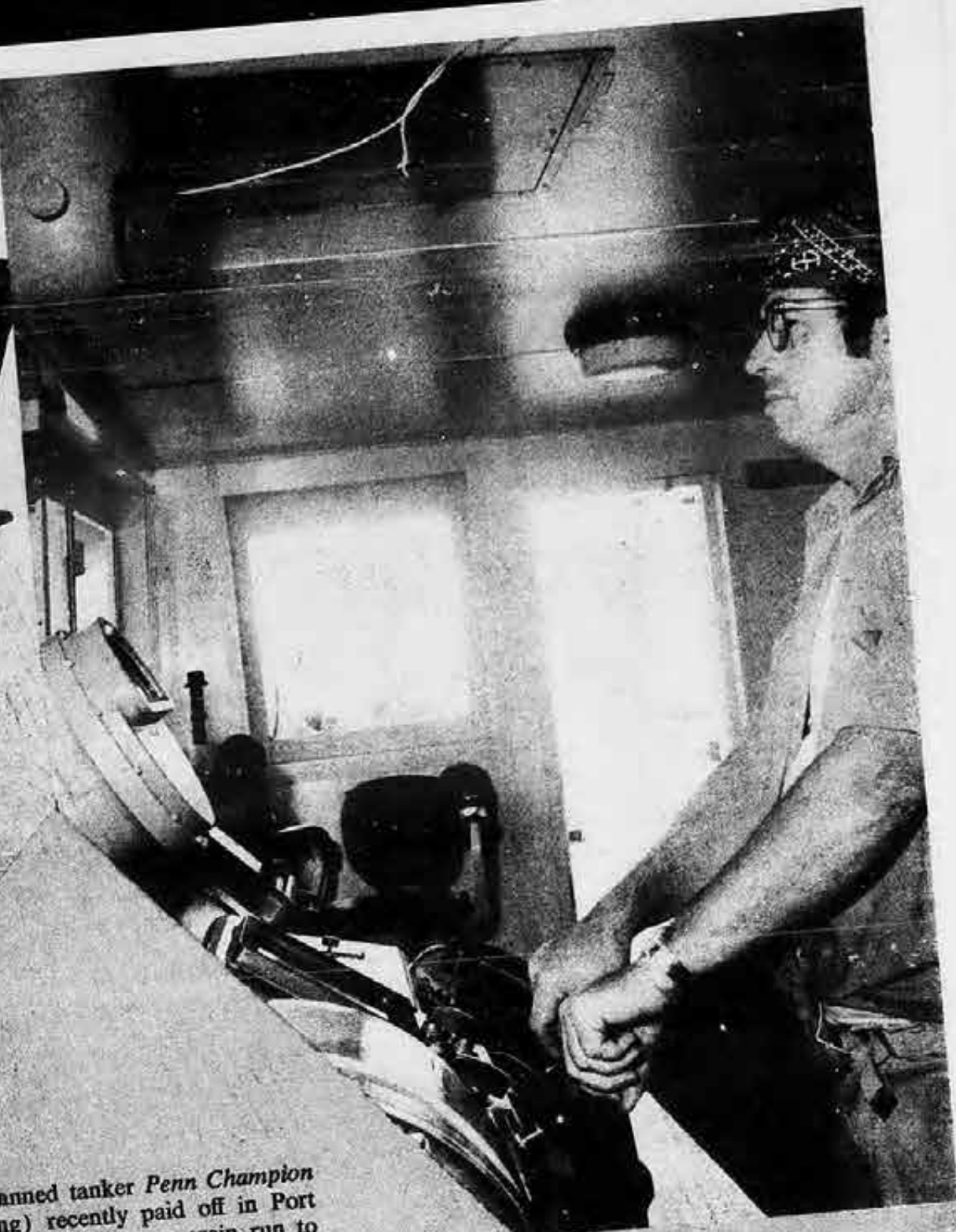
Railway Marine Region

Philadelphia	Oct. 16-10 a.m. & 8 p.m.
Baltimore	Oct. 17-10 a.m. & 8 p.m.
*Norfolk	Oct. 18-10 a.m. & 8 p.m.
Jersey City	Oct. 15-10 a.m. & 8 p.m.

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

* Meeting held in Labor Temple, Newport News.





The SIU-manned tanker *Penn Champion* (Penn Shipping) recently paid off in Port Jefferson, N.Y. She was on a grain run to the Soviet Union, and returned with oil and kerosene from Russian ports.

AB William Hampson (upper right) is at the wheel as the vessel prepares to dock at anchorage in the Long Island Sound. Putting the Jacob's ladder over the side (lower left) are (left to right): Tim O'Neill, Adam Hauke, and Jack Donaldson. Seafarer Allen Bullard (lower right) keeps a watchful eye on the ship's controls.

PENN

CHAMPION





LAFAYETTE (Waterman Steamship), July 8—Chairman R. Hodges; Secretary W. G. Williams; Educational Director T. Humal; Deck Delegate P. Berthiaume; Engine Delegate E. Cox; Steward Delegate J. Calhoun. Some disputed OT in deck department. Everything running smoothly. Next port in Cambodia.

GALLOWAY (Sea-Land), July 8—Chairman Peter Sernyk; Secretary Duke Hall; Educational Director Harold Welch. No disputed OT. If any problem with washer or dryer electrician will help. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

FLORIDA (Hudson Waterways), July 22—Chairman Tony Palino; Secretary R. O'Connor. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. Stood for one minute of silence in memory of our departed brothers.

TRANSCHAMPLAIN (Hudson Waterways), July 1—Chairman John Bowman; Deck Delegate L. Maham; Secretary W. O. Wallace; Engine Delegate R. Becraft; Steward Delegate G. R. Smith. No disputed OT. Everything running smoothly. Next port Oakland, Calif.

LA SALLE (Waterman Steamship), July 21—Chairman Edwin C. Craddock; Secretary Joseph G. Edwards; Deck Delegate J. McLean; Engine Delegate M. Havens; Steward Delegate Eladio Grajales. Some disputed OT in deck, engine and steward departments. Everything running smoothly. Next port New Orleans, La.

BETHFLOR (Bethlehem Steel), July 15—Chairman J. Michael; Secretary R. Clarke; Educational Director R. Gowan; Deck Delegate T. M. Crabb; Engine Delegate L. Perez; Steward Delegate P. Baker. \$32 in ship's fund. No disputed OT. Stood for one minute of silence in memory of our departed brothers. Next port in Venezuela.

AMERICAN RICE (American Freighters), July 8—Chairman George Annis; Secretary Lauren Santa Ana; Educational Director Samuel Case Jr. Some disputed OT in deck, engine and steward departments. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

FAIRLAND (Sea-Land), July 15—Chairman L. Quantz; Secretary R. Hutchins; Deck Delegate W. McKinnon; Engine Delegate R. L. Peikert; Steward Delegate E. Blanton. No disputed OT. Vote of thanks to the steward department for a job well done.

KEVA IDEAL (Keva Corp.), July 15—Chairman Raymundo Gomez; Secretary S. Cutierrez. \$9.47 in ship's fund. Need new ship antenna. Everything running smoothly. Next port Tampa, Fla.

SEALAND TRADE (Sea-Land), July 15—Chairman Peter Drewes; Secretary Roscoe Alford. Vote of thanks to the deck and engine departments for a job well done. Vote of thanks to the steward department for good menu and excellently prepared food. Stood for one minute of silence in memory of our departed brothers.

ANCHORAGE (Sea-Land), July 22—Chairman A. Zagala; Secretary O. Smith. Some disputed OT in deck department. Everything running smoothly.

LAFAYETTE (Waterman Steamship), July 15—Chairman Ray Hodges; Secretary W. G. Williams; Educational Director T. Humal; Deck Delegate P. Berthiaume; Engine Delegate E. Cox; Steward Delegate J. Calhoun. Some disputed OT in deck department. Everything running smoothly. Next port in Cambodia.

OAKLAND (Sea-Land), July 11—Chairman Fred Dorney; Secretary C. N. Johnson; Educational Director J. Smitko. No disputed OT. Everything running smoothly. All departments to have a meeting as soon as possible to elect delegates.

PHILADELPHIA (Sea-Land), July 1—Chairman C. R. Dammeyer; Secretary L. Pepper; Educational Director K. Parker. No disputed OT. Vote of thanks to the baker for having pizza pie at coffee time. Next port Seattle, Wash.

ERNA ELIZABETH (Hudson Waterways), July 1—Chairman Charles P. Johnsen; Secretary Francis E. Burley; Deck Delegate John P. Davis; Engine Delegate Oscar Figueroa; Steward Delegate Harry Collier. \$9 in ship's fund. Some disputed OT in engine department. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

GALLOWAY (Sea-Land), July 16—Chairman Peter Sernyk; Secretary D. Hall; Educational Director Harold Welch. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. Stood for one minute of silence in memory of our departed brothers.

TRANSONEIDA (Hudson Waterways), July 22—Chairman J. Boland; Secretary T. Ulisse; Educational Director A. Beck; Deck Delegate T. Moose; Engine Delegate L. Thompson; Steward Delegate H. Long. No disputed OT. Crew has agreed to contribute \$.50 per man to start a ship's fund at the end of this voyage. Vote of thanks to the steward department for a job well done. Next port Oakland, Calif.

OVERSEAS TRAVELER (Maritime Overseas), July 1—Chairman L. Reinchuck; Secretary E. Hagger; Steward Delegate George Malone. No disputed OT. Vote of thanks to the steward department for fine food.

SEALANDECONOMY (Sea-Land), July 1—Chairman John Davies; Secretary Robert P. Marion; Educational Director Leon A. Acosta; Deck Delegate E. De Bautre; Engine Delegate C. Grab; Steward Delegate J. Kelly. Some disputed OT in deck department. Next port Houston, Tex.

AMERICAN EXPLORER (Hudson Waterways), July 8—Chairman John Dunn; Secretary J. Shields; Educational Director F. Harris. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Next port San Pedro.

PITTSBURGH (Sea-Land), July 1—Chairman Stanley F. Sokol; Secretary R. De Boissiere; Educational Director Andrew Lutey; Deck Delegate John O'Dea; Engine Delegate Wilfred P. Roux; Steward Delegate Frank Daniels. Some disputed OT in deck and engine departments. Have ice machine and TV in crew's quarters fixed. Observed one minute of silence in memory of our departed brothers. Next port Yokohama.

SEATTLE (Sea-Land), July 2—Chairman John Gianniotis; Secretary F. Carmichael; Educational Director Angelo Tselentis. Some disputed OT in deck department. Everything running smoothly.

MAYAGUEZ (Sea-Land), July 8—Chairman E. Freimanis; Secretary Joseph E. Hannon. \$64 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

TRANSONTARIO (Seatrains), July 8—Chairman A. H. Schwartz; Secretary Roy R. Thomas; Educational Director H. E. Lane. All communications read and posted. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. Next port Guam.

FLORIDA (Hudson Waterways), July 8—Chairman T. Palino; Secretary R. O'Connor. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

TRENTON (Sea-Land), July 4—Chairman Alber N. Ringuette; Secretary J. P. Mar. \$9.70 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Elizabeth, N.J.

YELLOWSTONE (Ogden Marine), July 8—Chairman J. C. Baudoin; Secretary B. Rucker; Educational Director H. Mullett. \$2 in ship's fund. Vote of thanks to the deck department for the interest in taking down the U.S. flag and folding same. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Dakar.

DE SOTO (Waterman Steamship), July 8—Chairman Florence Foster; Secretary W. Bragg; Educational Director R. Zeller. No disputed OT. Everything running smoothly.

CONNECTICUT (Ogden Marine), July 1—Chairman Carl Lineberry; Secretary Jimmie Bartlett; Educational Director Rufus Breedon. \$.50 in ship's fund. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port St. James, La.

BROOKLYN (Sea-Land), July 8—Chairman A. Atkinson; Secretary J. Mojica; Educational Director C. Luis. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port in Puerto Rico.

PANAMA (Sea-Land), July 1—Chairman C. Ferreira; Secretary Herb Knowles; Deck Delegate V. C. Dowd; Engine Delegate G. Byoff; Steward Delegate R. R. Poovey. Some disputed OT in deck department. Held a general discussion on crew welfare. Next port Oakland, Calif.

MILLICOMA (Hudson Waterways), July 8—Chairman P. Burntte; Secretary V. L. Swanson; Educational Director G. Bryn. \$11.17 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Beaufort, N.C.

SCHUYLKILL (Hudson Waterways), July 1—Chairman Charles V. Majette; Secretary W. W. Reid; Educational Director B. E. Stockmon. No disputed OT. Get air conditioner for room if possible and electric water heater for tea drinkers. Everything running smoothly. Next port Jacksonville, Fla.

FALCON PRINCESS (Falcon Tankers), July 15—Chairman L. J. Pate; Secretary C. White. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

VENTURE (Sea-Land), July 15—Chairman C. Boyle; Secretary E. Vieira; Educational Director A. Abrams. No disputed OT. Vote of thanks to F. McFaul for operating the movie camera for the benefit of the crew. Next port Houston, Tex.

STEEL EXECUTIVE (Isthmian Lines), July 12—Chairman J. Kennedy; Secretary C. Loper; Engine Delegate Francis F. Gomez; Steward Delegate Emanuel Louie. No disputed OT. Everything running smoothly. Next port Durban, S.A.

SAN FRANCISCO (Sea-Land), July 15—Chairman B. Wienberg; Secretary J. Albano; Educational Director B. Waddell; Engine Delegate W. Walton. \$43 in ship's fund. Some disputed OT in steward department. Everything running smoothly.

Los Angeles Committee



The ship's committee on board the *Los Angeles* (Sea-Land) gets together during the payoff in Port Elizabeth, N.J. From left are: Jim Fultz, deck delegate; Earl Brannan, chairman; Paul Lopez, secretary-reporter; Linton Reynolds, engine delegate, and Eldon Cullerton, steward delegate.

OVERSEAS BULKER (Maritime Overseas), July 1—Chairman Ballard Browning; Secretary N. Hatgimios; Educational Director Raymond Shynick. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

PENNMAR (Calmar Lines), July 8—Chairman W. Cofone; Secretary S. Berger; Educational Director B. Sears; Steward Delegate Robert Cook. \$2.05 in ship's fund. No disputed OT. Vote of thanks to the deck department for cleaning pantry, messroom. Also, a vote of thanks to the steward department for good food and good service.

OVERSEAS VALDEZ (Maritime Overseas), July 7—Chairman C. C. Olsen; Secretary V. Douglas; Educational Director Don D. White; Deck Delegate George P. Hamilton; Engine Delegate Robert J. Young; Steward Delegate Earl W. Pippin. \$40.55 in ship's fund. Letter from headquarters concerning OT was read and accepted. Vote of thanks to the steward department for a job well done.

BRADFORD ISLAND (Steuart Tankers), July 15—Chairman Teddy R. McDuffie; Secretary T. Gaspar; Educational Director John P. Scheifer; Deck Delegate T. Fleming; Engine Delegate Ed La Plante; Steward Delegate J. Skoglung. \$41 in ship's fund. Some disputed OT in deck department. A new washing machine and dryer to be ordered and icemaker to be repaired. Vote of thanks to the steward department for a job well done.

DELTA PARAGUAY (Delta Lines), July 8—Chairman Peter D. Sheldrake; Secretary C. J. Mitchell; Educational Director Frank W. Chavers; Deck Delegate Frank Leonard; Engine Delegate Elvert Welsh; Steward Delegate Ellis D. Strait. \$12.45 in ship's fund. Some disputed OT in deck department. A vote of thanks to the delegates of all departments and to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEATRAN GEORGIA (Seatrains Lines), July 15—Chairman T. Richards; Secretary G. M. Wright; Educational Director J. S. Metcale. No disputed OT. Crew requested to start a fund for movies. Next port Kwajalein Island.

NOTRE DAME VICTORY (Ecological), July 15—Chairman R. A. Lard; Secretary C. Gibson. Some disputed OT in deck, engine and steward departments. Vote of thanks to the steward department for a job well done. Demonstration held by bosun to impress on all hands the danger of a spark of any kind on deck. Cargo we are carrying is very flammable.

DEL SOL (Delta Lines), July 8—Chairman R. Chiasson; Secretary A. Rudnick; Educational Director U. Sanders. \$20 in movie fund. \$9.50 in ship's fund. Some disputed OT in engine and steward departments. Requested suggestions to be brought at Junior safety meeting to be forwarded to Senior safety meeting. Everything running smoothly.

SEA-LAND EXCHANGE (Sea-Land), July 4—Chairman Frank Teti; Secretary T. R. Goodman; Educational Director W. J. Dunnigan; Steward Delegate Clark Wilson. \$10 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Would like more reading material.

EAGLE TRAVELER (United Marine), July 2—Chairman Frank Cotton; Secretary J. B. Harris; Steward Delegate Santos Reyes. No disputed OT. Everything running smoothly.

Lyman Hall Ship's Committee



During the payoff of the Lyman Hall (Waterman) in Port Newark, N.J., the ship's committee gathers in the galley. From left are: Bill Sideroff, deck delegate; Jim Morton, secretary-reporter; Hans Lee, chairman; Robert Cossibo, educational director, and Frank Rylance, engine delegate.

Penn Champion Committee



The ship's committee on board the Penn Champion (Penn Shipping) has just returned from Russia where she unloaded grain and took on a cargo of oil and kerosene. From left are: Willie Slater, secretary-reporter; Nick Juzana, steward delegate; Bob Birmingham, chairman; John Rouse, engine delegate and Lester Peppett, educational director.

James Ship's Committee



After a West Coast run, the James (J-River Transport) pays off in the Port of Elizabeth, N.J. while her ship's committee gathers in the reading room. From left are: Carl Hargrave, deck delegate; Francis D. Finch, chairman; William Benish, secretary-reporter; Lyle C. Lovengel, educational director; Richard Risbeck, engine delegate, and Robert Rowe, steward delegate.

DELTA ARGENTINA (Delta Lines), July 3—Chairman Ewing A. Rihn; Secretary Dario P. Martinez; Educational Director T. Tobiss; Deck Delegate Gordon L. Davis; Engine Delegate Oscar R. Bird; Steward Delegate Jose F. Santiago. \$5.63 in ship's fund. Held a discussion on requirements and opportunity of employment on new and more advanced vessels especially in the engine department through use of upgrading facilities at Piney Point. Observed one minute of silence in memory of our departed brothers. Next port Belem, Brazil.

DEL ORO (Delta Lines), July 1—Chairman G. A. Burch; Secretary C. Shirah; Educational Director Deagro; Deck Delegate J. Thrasher; Engine Delegate H. Boship; Steward Delegate M. Dunn. Some disputed OT in deck, engine and steward departments. Everything running smoothly. Next port New Orleans, La.

LOS ANGELES (Sea-Land), July 8—Chairman Earl J. Brannan; Secretary P. P. Lopez; Educational Director Victor A. Cover; Deck Delegate James W. Fultz; Engine Delegate John A. Sullivan; Steward Delegate Thomas Hankins. Some disputed OT in steward department. Everything running smoothly.

LONG BEACH (Sea-Land), July 15—Chairman J. Channisian; Secretary Robert W. Ferrandiz; Educational Director Robert Hanley. Some disputed OT in steward department. All communications posted. Everything running smoothly.

IBERVILLE (Waterman Steamship), July 7—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director H. H. Johnson; Engine Delegate Joseph J. Logan Jr.; Steward Delegate James W. Thomas. \$1 in ship's fund. No disputed OT. Everything running smoothly.

CITRUS PACKER (Waterman Steamship), July 1—Chairman G. Correlli; Secretary J. Prestwood; Educational Director F. Diaz. Some disputed OT in engine and steward departments. Vote of thanks to deck department and entire crew by steward department for helping keep messhall and pantry clean. Also, a vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans, La.

NOONDAY (Waterman Steamship), July 22—Chairman Elmer Barnhill; Secretary Walter Lescovich; Engine Delegate James K. Brannan. \$58 in ship's fund. No disputed OT. The bosun and crew gave a vote of thanks to the steward department for a job well done. Next port Manila, P.I.

TALLULAH (Hudson Waterways), July 29—Chairman P. G. Wingfield; Secretary R. Hannibal; Educational Director J. Orsini. No disputed OT. Brother Hannibal held a discussion and suggested that all brothers learn how to operate the oxygen tank for emergency. Vote of thanks to the steward department for a job well done.

SEATRAN OHIO (Hudson Waterways), July 22—Chairman W. Zajanc; Secretary P. Franco; Educational Director J. Payne; Deck Delegate Eugenio Oya; Engine Delegate Fred V. Vogler; Steward Delegate Joe Larty. No disputed OT. Vote of thanks to all brothers. Everything running smoothly.

SEA-LAND COMMERCE (Sea-Land), July 22—Chairman Gene Dakin; Secretary W. J. Moore; Educational Director William Haeter; Deck Delegate H. Pacheco; Engine Delegate C. E. Provatt; Steward Delegate C. Lescovich. \$25 in ship's fund. No disputed OT. Everything running smoothly. Next port Seattle, Wash.

Money Due From SS Jian

The following ex-crewmembers of the *SS Jian* have money due them. They should contact union Headquarters immediately at 675 Fourth Ave., Brooklyn, N.Y. 11232, telephone 499-6600.

NAME	SOCIAL SECURITY NO.
Edmond L. Cain Jr.	219-18-8277
George Fossett	212-09-7952
Rudolph G. Dean	230-60-7645
Claude A. Brown	562-18-2467
Carmelo Attard	064-12-4389
Robert F. Wurzlner	130-18-1598
James D. Smith	215-34-8307
Reginald Newbury	461-01-7486
Francis X. Keelan	267-01-1229
James Lewis	528-24-4349
Joseph Horahan	183-34-3701
Ulus S. Veach Jr.	242-40-0771



Final Departures

William D. Hopkins, 45, expired June 6 from injuries sustained in an accidental fall on the *Trenton* (Sea-Land) off Yokohama, Japan. Born in Alabama, he was a resident of San Pedro, Calif. at the time of his death. He joined the SIU in 1967 in the port of Mobile and sailed in the deck department. Brother Hopkins was a wounded Army veteran of the Korean War. Surviving are his widow, Olean; his mother, Ruth and a son, William.

SIU Pensioner **Luis E. Gutierrez**, 70, passed away on Nov. 10. A native of Chile, he was a resident of Staten Island, N.Y. at the time of his death. He joined the SIU in 1946 in the Port of New York and sailed as bosun. Brother Gutierrez was buried at Sailors Snug Harbor Cemetery on Staten Island.

John J. Marchaino, 44, died June 1 in Cleveland, Ohio. Born in Ohio, he resided in Cleveland at the time of his death. Brother Marchaino joined the SIU-affiliated Great Lakes Tug and Dredge Region in 1963 in the port of Cleveland sailing in the deck department. He was an Army veteran. Burial was in West Park Cemetery, Cleveland. Surviving are his widow, Mary; two daughters, Diana and Josephine and his parents, Mr. and Mrs. Rosa Marchaino.

Richard C. Hopkins, 47, died June 3 of a heart attack on the *Merrimac* off Lorenzo Marques, Portuguese East Africa. Born in California, he had lived in Los Angeles. Brother Hopkins joined the SIU in 1969 sailing in the deck department. He was an Army veteran of World War II and also a Navy veteran. Surviving are his widow, Evelyn, his mother, Mrs. Irene Hopkins; a sister, Dottie; a stepson, Tom and two stepdaughters, Charlotte and Gaynell.

Peter J. Holland, 16, was lost March 31 off the *Yellowstone* (Ogden Marine) in the Mississippi River. He was a recent graduate of the Harry Lundeberg School of Seamanship at Piney Point, Md. Born in Newport, R.I., he had resided in Jamestown, R.I. Brother Holland joined the SIU in January and had sailed in the engine department. Interment was in Riverside Cemetery, Jamestown, R.I. Surviving are his parents, Mr. and Mrs. Howard Holland Jr., and an uncle, Nathaniel Smith.

SIU Pensioner **Thomas Lowe**, 68, passed away on Feb. 11 at the USPHS hospital on Staten Island. He was a resident of Sailors Snug Harbor at the time of his death. Brother Lowe joined the SIU in 1943 in the port of Boston and sailed as bosun. He was buried at Mount Hope Cemetery in Boston.

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Final Departures

Vincent Sacco, 28, died accidentally on July 9. He usually sailed as an AB aboard deep sea vessels but was serving on an IBU tug at the time of his death off the coast of Virginia. Brother Sacco was a native of New York City and had resided in Brooklyn, N.Y. He joined the SIU in 1969 in the port of New York. He was a U.S. Army Vietnam veteran and a graduate of the Harry Lundeberg School of Seamanship. Burial was in Greenwood Cemetery, Brooklyn, N.Y. Surviving are his father, Anthony; his mother, Gaetana; two brothers, Michael and Joseph and three sisters, Marie, Anne and Ida.

SIU pensioner **Hilarion Aquio**, 75, passed away May 11 in the Philippines. Born in the Philippines, he had lived in San Francisco at the time of his death. Brother Aquio joined the SIU in 1953 in the port of New York. He sailed in the steward department and was a Navy veteran of World War I. Interment was in Magdalena Laguna Cemetery, the Philippines. Surviving is a son, Clement L. Aquio of the Philippines.

Archie F. Carter, 55, died July 15 in Tampa, Fla. Born in Alabama he had resided in Tampa. He joined the SIU in 1943 in the port of Norfolk. Brother Carter sailed in the deck department. Surviving is his widow, Sally.

SIU pensioner **Ben L. Bone**, 64, passed away July 17 in Baltimore. Born in South Carolina he had lived in Baltimore at the time of his death. Seafarer Bone joined the union in 1957 in the port of New York and sailed in the engine department. He was an Army veteran of World War II. Burial was in Silverbrook Cemetery, Anderson, N.C. Surviving is his mother, Susie.

Henry O. Cooper, 72, died July 16 in Norfolk. He had lived in South Norfolk at the time of his death. Brother Cooper joined the SIU in 1946 in the port of Norfolk. He was a Navy veteran. Surviving is a sister, Mrs. William P. Vaught.

SIU pensioner **Constantin Dobrovolsky**, 79, passed away May 27 in Pompano Beach, Fla. Born in Russia, he had lived in Pompano Beach. Brother Dobrovolsky joined the SIU in 1941 in the port of Mobile and had sailed as a carpenter. Survivors are his widow, Anna and a niece, Tania Bellinsky.

SIU Pensioner **Michael Loretto**, 79, passed away on July 8. Born in Italy, he was a resident of Bayside, N.Y. at the time of his death. Brother Loretto joined the SIU in 1951 in the port of New York and sailed as chief cook. He served in the U.S. Army for 12 years from 1917 to 1929. He was buried at Long Island National Cemetery in Farmingdale, N.Y. Among his survivors is his wife, Josephine.

Orval T. Hatfield, 65, was killed in an auto accident on June 10. A native of Kansas, he was a resident of Seattle, Wash. at the time of his death. He joined the union there in 1951 and sailed in the steward department. Among his survivors is his brother, William.

Charles W. Johnson, 55, passed away on May 25. A native of New Jersey, he was a resident of Burlington, W. Va. at the time of his death. Brother Johnson joined the SIU in 1947 and sailed in the deck department. He was an Army veteran of World War II. Among his survivors is his sister, Ruth.

Hizam M. Jabr was lost at sea May 10, 1971 off the *Western Clipper* near the Cape of Good Hope. Born in Yemen, he had lived in Brooklyn, N.Y. Brother Jabr sailed in the steward department. Surviving are his widow, Ghafra; two sons, Amin and Ilyas; two daughters, Nassara and Rayisa and a brother, Saleh Mohamed Jabr, all of Yemen.

Carl Johnson, 63, died May 5. Born in Wisconsin, he had lived in Bay City, Mich. at the time of his death. Brother Johnson joined the SIU in 1965 in the port of Detroit and sailed in the engine department. Burial was in Floral Gardens Cemetery, Bay City. Surviving is his widow, Hazel.

Caryl E. Masters, 47, passed away Feb. 8, 1972 in Seattle, Wash. Born in Iowa, he was a longtime resident of Seattle. Brother Masters joined the SIU in 1963 in the port of Seattle and sailed in the engine department. He was a Navy veteran of World War II. Interment was in Rose City Cemetery, Portland, Ore. Surviving is his son, George.

Clement E. Myers Jr., 29, died Jan. 20, 1970 in New Orleans. Born in New Orleans, he had lived in Yonkers, N.Y. Brother Myers joined the SIU in 1962 in the port of New York and sailed in the deck department. He was an Army veteran. Burial was in Lake Lawn Park Cemetery, New Orleans. Surviving are his widow, Lynette; a son, Clement and his father, Clement E. Myers Sr.

George A. Melton, 58, passed away April 24, in Rocky Mount, N.C. Born in North Carolina, he was a lifelong resident of that state. He joined the SIU-affiliated IBU in 1961 in the port of Philadelphia and sailed as a tanker. Interment was in Rocky Mount Memorial Park Cemetery, N.C. Surviving are a son, Roger and his mother, Mattie.

Kenneth J. Nelson, 31, died May 28 in Corpus Christi, Tex. He was a native and lifelong resident of Texas. Brother Nelson joined the SIU-IBU in 1972 in the port of Houston and sailed in the deck department. Burial was in Port Aransas Cemetery, Tex. Surviving are his widow, Mary; a son, Kimberly; his parents, Mr. and Mrs. Kenneth J. Nelson and a brother, Steve.

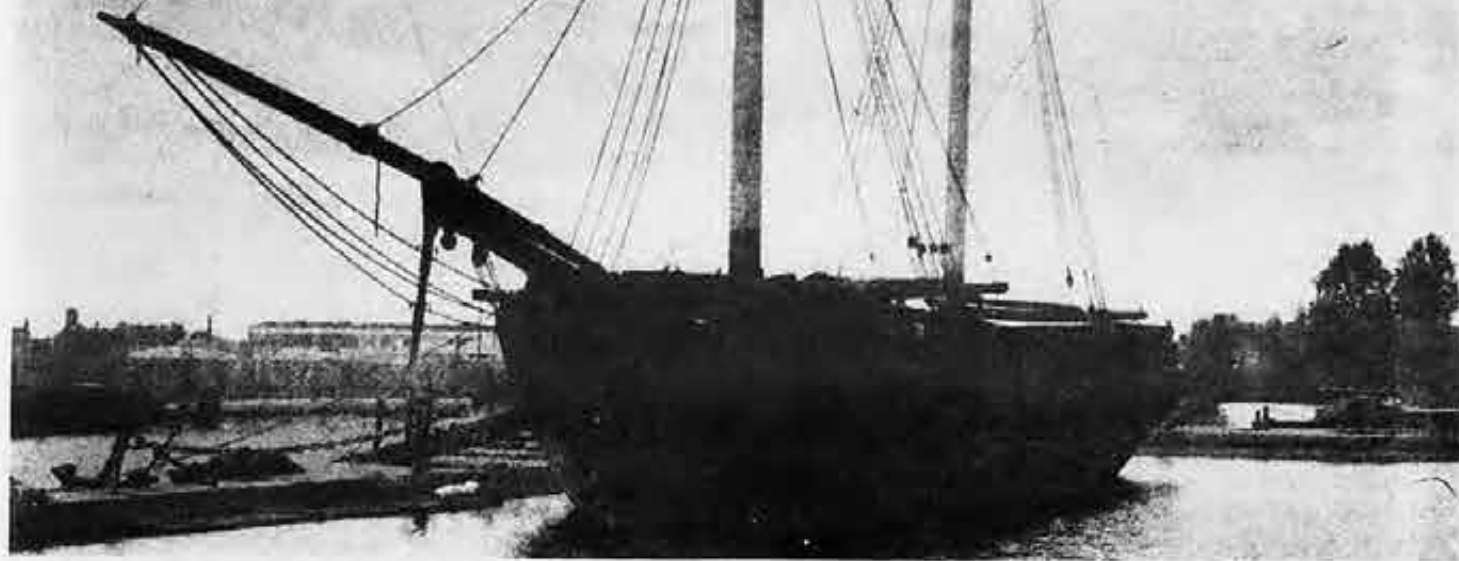
SIU pensioner **Herman P. Barth**, 68, passed away April 14 in Punta Gorda, Fla. Born in Philadelphia, he had lived in New Jersey and Florida. Brother Barth joined the SIU-affiliated Railway Marine Region in 1963 in the port of New York and sailed in the deck department. Interment was in Methodist Cemetery, Morris County, N.J. Surviving are his widow, Stella and a daughter, Mrs. M. Kiverchuck.

Robert S. Cunningham, 55, died Nov. 18 aboard the *Rambam*. A native of Waltham, Mass., he was a resident of New Orleans, La. at the time of his death. He joined the SIU there in 1969 and sailed in the deck department. He was a Navy veteran of World War II. Among his survivors is his father, Joseph.

John D. Hephner, 68, passed away on Oct. 23 at the USPHS hospital in Galveston. Born in Mt. Holly, N.J., he was a resident of New Orleans, La. at the time of his death. He joined the SIU there in 1956 and sailed as able-seaman. Brother Hephner was buried at Morgan Cemetery in Palmyra, N.J. Among his survivors is his sister, Myrtle.

Lake Michigan's Mystery Ship

A Mystery No More



THE only survivor amongst thousands of sailing schooners which once plied the Great Lakes during the westward expansion of the United States in the 19th century — carrying lumber, grain, ore and immigrants — has been brought to the surface again to become a floating marine museum.

After almost two years of hard salvage work, the well-preserved wreck was lifted from the 110-foot depths of Lake Michigan's Green Bay near the Wisconsin border.

The mystery ship is thought to be the *Alvin Clark* on the basis of artifacts found in her hold.

She was built in 1846 and lost in a storm in 1864.

The *Alvin Clark* lay on the bottom until November, 1967 when the alewife trawler *Dellie W.*, fishing in the middle of frigid Green Bay off Chamber's Island, had her net foul on the bowsprit and foremast of the sunken schooner.

Finding it impossible to free the trawl, the fishing boat's crew cut the warps and buoyed the net.

Scuba divers attempting to release the net discovered the hulk was a wooden sailing vessel 100 feet long, lying upright and virtually intact. In 1969 they decided to salvage the wreck even though 105 years of silt had filled the ship's hold to the gunwales.

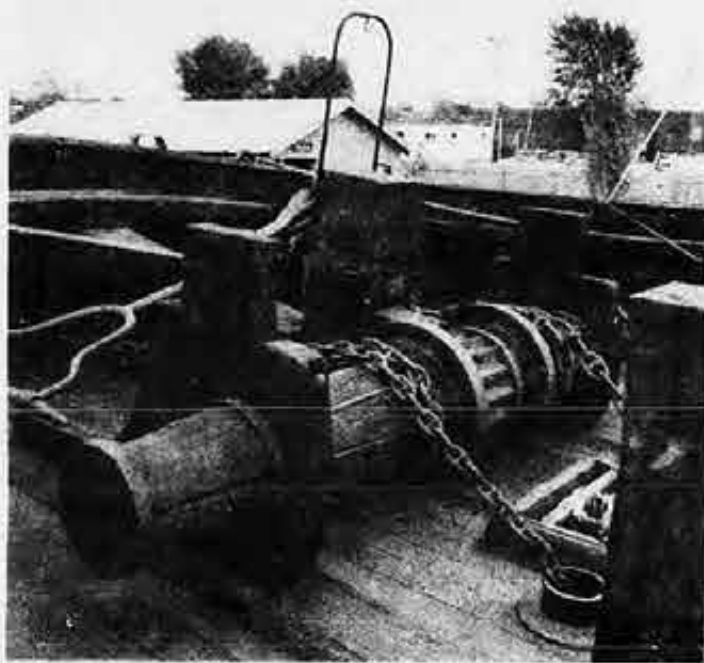
With the loan of a 130-foot converted landing ship called *Cleo's Barge*, the volunteer salvage crew began to remove the schooner's 60 tons of accumulated silt.

This monumental task took almost all of 1969. The silt was pumped out of the hold via a hose with screens at both ends to trap artifacts embedded in the muck. As the artifacts were sorted out by the divers and the salvage crew, the shroud of mystery which had enveloped the wreck began to lift. One recovered artifact, a stencil with the name "Cray," was the real clue to the ship's identity.

Research in local newspaper editions of June, 1864 which reported the foundering of the schooner *Alvin Clark* off Chamber's Island in Green Bay also listed two survivors of the sinking, one of whom was a Michael J. Cray.

Further investigation turned up the fact that Cray had served in the Union Army in the Civil War. Later, pumped-out silt uncovered some brass buttons from a Union Army uniform. Old records revealed that the *Alvin Clark's* measurements checked with the wreck's dimensions of 105 feet, 8 inches long with a 25-foot, 4 inch beam and a draft of 9 feet, 4 inches.

The centerboard schooner was built at Trenton, Mich. on the Detroit River by a John Pearson Clark who named the ship after his son. Her last owner was a Capt. Francis B. Higgin of the Lake



Anchor winch (above) on foredeck of the *Alvin Clark*. (Below) Hand crank used to raise the wreck.



Michigan port of Racine, Wisc. Evidence showed that before Higgin bought her, the ship trafficked in illegal timber cut on federal lands in upper Michigan.

A story in the "Green Bay Advocate" of June 30, 1864 said that the *Alvin Clark* was sailing lightly loaded for Oconto, Wisc., to load on lumber for Chicago when she was struck by an unusual squall. The savage tempest tore trees from their roots, knocked down fences and picked up the water before it, then dropped the watery weight hundreds of feet ahead, the newspaper account reported.

Local historians theorized that the schooner was caught with all sails set in this freak, tornado-like storm and capsized. The ship's captain, mate and a crewmember were lost.

Interestingly, another artifact which saw the light of day was a stone crock full of the world's

oldest edible cheese. A University of Wisconsin laboratory said the cheese was well preserved by the more than century-old silt and the chilly 40 degree average water temperature. Other recovered artifacts included a rifle, an ax, belaying pins, a hammer, pots, a lamp and a pair of shoes.

Following the removal of the silt in the spring of 1969, it took two weeks to unstep the masts by driving out the mast wedges in the deck so the hull could be raised with cable slings from the salvage barge above.

Curved sections of aluminum tubing were then jetted under the hull through which a 3/4-inch manila line was passed. An inch of wire rope was then pulled through to make the slings.

To avoid damage to the shifting wood hull during the lift, hand-powered winches were used instead of machine-powered winches.

Four winches with specially constructed three-man hand cranks were mounted on the barge. On each winch three sheaves were made fast to the slings and two sheaves were attached to the barge. Then the 5/8-inch lifting cable was made fast to the barge and rove first through a sling sheave, then up through a barge sheave, then back down again to the winch. This made for an even, level lift as well as increasing the ship's purchase.

A dozen volunteers cranked the winches in continuous rotation. A hundred turns of the crank raised the hulk 5 inches. All told, 75 men labored 17 hours to bring up the ship beneath the barge's bottom.

When the hull was up 40 feet, the barge was towed up the Menominee River into port to a dock where the hull was set on the river bottom and her slings tied to four cranes. While a battery of pumps emptied the water from the wreck's hold, the cranes lifted the ship to the surface. Then a plastic fence was put around the floating ship to stop the fast, dry out of the excellently-preserved wood planking. Two hundred feet of forged chain for the ship's foredeck anchor winch were later found in the chain locker below.

Today, the *Alvin Clark* is moored in a man-made Green Bay lagoon at Menominee, Mich. where she'll be the center of an 1850's Great Lakes seaport reconstruction when the ancient sailing ship is completely restored to her former heyday of appearance.

A noted marine historian commenting on the recovery of the *Alvin Clark* said the feat is of far greater importance than a few gold coins and a hull fragment of some supposed 'treasure ship' and that we will now be able to put together a great part of the real, workaday cargo ship of the past.



Photos by Ryck Lydecker

Aft cabin had five rooms for skipper and crew.

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Languages

...nacional, ...or; m., in-
 interrupción international.
 introducción interruption.
 invariable, adj., in-
 invernada
 invasión
 invierno, m., winter.
 invitación, f., invitation.
 nección, f., (45), to go to; -se, to assistible, adj. f., island; y, names by ajorca is des Italy.
 a, Italian
 a, left, l

Jose, m., Joseph.
 Juan, m., John.
 ndia, f., kidney-bean.
 legas, see jugar.
 ses, m., Thursday
 (18, note 2), to
 o, m., Julius.
 o, m., July.
 o, m., June.
 f., meeting, board.
 to join, gather.
 a, together; -o with.
 a, legal.
 to, 1), to justify.
 justificar, youth.

...a, f., carved, hewn.
 ...lado, m., side.
 lanzar (to, 4), to dart, launch;
 -se a, to go into.
 lápices, pl. of lápiz.
 lápiz, m., lead-pencil.

Science

3Li	4Be		
11Na	12Mg		
19K	20Ca	21Sc	22Ti
37Rb	38Sr	39Y	40Zr
55Cs	56Ba	see below 57-71	72Hf
87Fr	88Ra	see below 89.	

Literature

LOVE'S LITERATURE

'd to do as sworn to do,
 our deep oaths, and keep it too;
 ed; 'tis but a three years' fast;
 all banquet, though the body pine;
 have lean pates; and dainty bits
 bankrupt quite the wits.

Art

King.
 Biron. Let me say no, my
 swore to study with your grace,
 in your court for three years' spac
 iron, and to the rest.

Mathematics

0
 0000
 0414
 0828
 1173
 1492
 1790
 2068
 2330
 2577
 2810
 3010
 3222
 3424
 3617
 3802
 3979
 4150
 4314
 4477
 4622
 4771
 4914
 5051
 5185
 5315
 5441
 5563
 5682
 5798
 5911
 6021
 6128
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 6335
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 6532
 6628
 6721
 6812
 6902
 0492
 0864
 1239
 1553
 1847
 2122
 2380
 2625
 2856
 3075
 3292
 3507
 3729
 3909
 4082
 4249
 4409
 4579
 4728
 4871
 5011
 5145
 5276
 5407
 5538
 5668
 5797
 5926
 6054
 6180
 6284
 6375
 6484
 6571
 6655
 6758
 6848
 6937
 7027
 7101
 7185
 7267

Mathematics

\$10,000 SIU Scholarships

Applications are now being accepted for the five \$10,000 SIU College Scholarships to be awarded next May.

Each winner will receive the \$10,000 grant, payable over a period of four years, to pursue a chosen field of study at any accredited college in the United States or its territories.

Application forms may be obtained at any SIU hall, or by writing to SIU Scholarships, Administrator, 275 20th St., Brooklyn, N.Y. 11215. Deadline for the return of applications is April 1, 1974.

- Eligibility rules make the contest open to:**
- Seafarers who have three years seetime aboard SIU-contracted ships.
 - Dependents of Seafarers who meet the seetime requirements.
 - Dependents of deceased Seafarers, providing the Seafarers had accumulated sufficient seetime before death. Dependents of deceased Seafarers must be less than 19 years of age at the time they apply.

The scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Boards (SAT only), or the American College Tests.

Exam dates for the upcoming College Boards are Nov. 3, Dec. 1 and Feb. 2. For the American College Tests the dates are Oct. 20, Dec. 8 and Feb. 23.

Additional information on the SAT's may be obtained by writing the College Boards at either, Box 592, Princeton, N.J. 08540, or, Box 1025, Berkeley, Calif. 94701. For the American College Tests the address is Box 168, Iowa City, Iowa 52240.

The 1973 winners, who are this month embarking on their college careers, bring to 102 the number of recipients who have been awarded SIU scholarships since the program began in 1953.

John M. Gallagher, Jr. is this month beginning at Philadelphia's Drexel University; Vassilios Livanos is attending Stevens Institute of Technology in Hoboken, N.J.; John K. Paulsen starts at the Carnegie-Mellon University in Pittsburg, Pa., and Frederick A. Pehler, Jr. begins at Louisiana State University in Baton Rouge.

