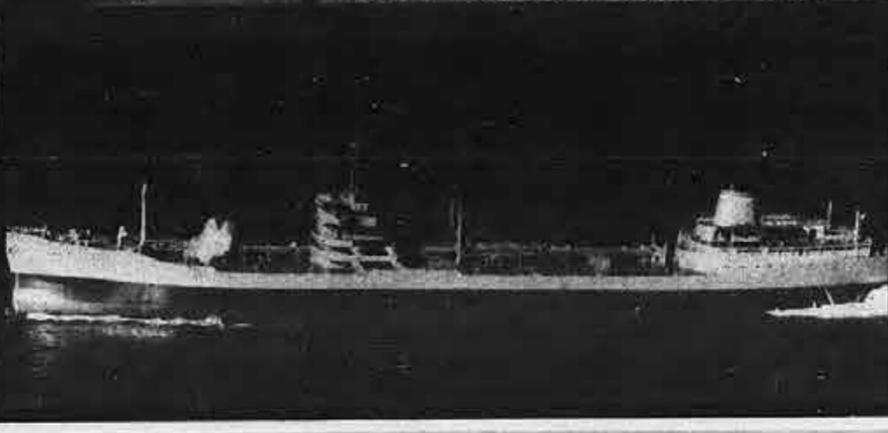




SEAFARERS LOG

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October 1973



USNS Cossatot—Nine Month Voyage

(See Center Fold)

Voting Continues on Dues, Initiation Fee Increases

Voting is in progress at SIU halls throughout the country on the proposed increase in dues and initiation fees for union members.

The voting, which began on Oct. 2, is to extend through Oct. 31 and is being conducted through a mail referendum. No ballot received after noon on Nov. 6 will be counted.

The ballots will be counted by a membership-elected Tallying Committee of six full book members who will be elected at a special meeting at headquarters on Nov. 1.

The dues and initiation fees proposal, approved at the regular membership meetings in September, had been submitted by the membership-elected SIU Constitutional Committee.

Elected at a special headquarters membership meeting on Aug. 28, the Constitutional Committee consisted of

six full book men, two from each department.

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.

On the recommendation of the Constitutional Committee, dues increase and the initiation fee increase are considered as separate propositions on the ballots.

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.

Only full book members in good standing are eligible to vote on the measures as prescribed by the SIU Constitution. Seafarers eligible to vote can obtain their ballot at any of the designated SIU halls where voting is being conducted or they can request absentee ballots under certain circumstances as outlined in the Committee's report.

In addition to appearing in the September issue of the LOG, copies of the full text of the Constitutional Committee's report were mailed to all dues-paying SIU members at their last known home addresses. The report was

also posted prominently at all union halls and was sent to all SIU-contracted ships at sea in care of the Ship's Chairman.

The Constitutional Committee's report concurred with a resolution previously submitted by the Quarterly Financial Committee and approved 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.

There is still time to vote and all Seafarers who are eligible to vote are urged to do so.

IBU Convention Nominations

Nominations are now being accepted for the membership-elected positions of convention delegates at the Inland Boatmen's Union National Convention to be held Nov. 29 in Washington, D.C.

A total of 12 delegate positions from the four IBU districts are open to members—five from the Gulf Coast Region, four from the Atlantic Coast Region, two from the Great Lakes Tug and Dredge Region and one from the Railway Marine Region.

Any member in good standing may

nominate himself for the position by writing to the Regional Director, Inland Boatmen's Union, 99 Montgomery St., Jersey City, N.J. 07302.

The nomination should be sent by certified or registered mail, and contain the member's full name, residence, book number and social security number. All such nominations must be received by the Regional Director before noon, Oct. 23.

A detailed report, completely outlining all election dates and procedures was sent to each IBU member's last known address.

House Begins Oil Hearings

The House Merchant Marine and Fisheries Committee has scheduled initial hearings October 8-11 on legislation introduced by Congresswoman Leonor K. Sullivan (D-Mo.), committee chairman, and some 200 other Congressmen to require that a portion of all of the nation's oil imports be carried on U.S.-flag ships.

Government witnesses will lead off the hearings. Dates will be set later for testimony by labor, industry and other interested parties.

The legislation under consideration calls for 20 percent of oil and oil products imports to be carried on American-flag ships. The required percentage

would increase to 25 percent on June 30, 1975, and to 30 percent on June 30, 1977.

Similar legislation has been introduced in the Senate co-sponsored by Senators J. Glenn Beall, Jr. (R-Md.), Warren G. Magnuson (D-Wash.), Charles McC. Mathias, Jr. (R-Md.) and Henry M. Jackson (D-Wash.).

Meanwhile, as this issue of the LOG went to press, members of a Senate-House conference committee were meeting to work out minor differences in legislation to permit construction of the trans-Alaska pipeline. Somewhat differing versions of the legislation earlier passed both houses of Congress.

the PRESIDENT'S REPORT:

Cargo Preference Bill



Paul Hall

The House Merchant Marine and Fisheries Committee has announced public hearings on proposed legislation to guarantee that a part of all of the nation's oil imports be carried on the ships of the U. S. merchant marine.

The measure the committee will investigate is sponsored by Congresswoman Leonor K. Sullivan, committee chairman, and nearly 200 other Congressmen. The bill provides that 20 percent of all imported oil and oil products be carried on American-flag ships. This percentage would go up to 25 percent in 1975 and to 30 percent in 1977.

The United States today imports about 30 percent of its oil requirements and the experts predict that this figure will go to 50 percent by 1980. However, virtually all of this oil is being carried on foreign-flag tankers.

This fact has put the nation in an unusual position. We have a dual energy dependency. We are dependent on foreign sources for our oil supplies and we are dependent on foreign shippers to transport those supplies to our shores.

The legislation under consideration would put an end to much of this dual dependency. With U. S. ships carrying a reasonable portion of these imports, the

nation would be assured of delivery even in time of crisis.

In other words, this legislation is important to all Americans as a means of guarding our own national security.

In addition, the measure will help the nation's balance-of-payments picture. That means that some of the cost of transporting the oil imports will stay in this country instead of being paid to foreign shippers.

It is estimated that this could add about a half-billion dollars a year to the American economy to help reduce the balance of payments outflow for oil imports.

Another immediate benefit of this legislation would be the creation of more jobs for more Americans. Thousands of jobs would be created in shipbuilding; thousands more would be created in industries allied to shipbuilding.

And it would mean more jobs for Seafarers.

These are some of the reasons why our union, the AFL-CIO Maritime Trades Department and the entire AFL-CIO are fighting to see this legislation enacted into law.

It is going to be a tough fight. Just over a year ago, similar legislation was defeated in the U.S. Senate by a narrow margin.

Principal opposition to this measure comes from the major oil companies which traditionally have attempted to thwart all moves aimed at strengthening the U. S. merchant marine.

They are the chief backers of programs to protect the runaway-flag fleet, owned by Americans but flying foreign flags in order to avoid U. S. taxes, wages and safety standards.

They work through the so-called American Committee for Flags of Necessity which represents American operators of tankers flying the flags of Liberia, Honduras and Panama.

They are the multinational oil companies which owe allegiance to no country. They are formidable. They have powerful resources and much influence.

But this is a fight which must be fought. From the Seafarer's point of view, this is a battle for future security, for maintaining and improving the quality of life.

Still, we must bear in mind that there is more than jobs and job security involved. The nation's very well-being, security and economy are also involved.

That is why we make ready now for the fight and ask all Seafarers to support the union in this important legislative battle.



On the steps of SIU headquarters, September graduates of the "A" Seniority Upgrading Program join the third class to complete the Bosuns Recertification Program. Bosun graduates in the front row are, from left: J. Pulliam; S. Stockmarr; J. Parker; C. James; D. C. Dickenson, and S. J. Jandora. Middle row of

upgraders are, from left: D. Smith, steward department; D. Ivey, L. Kittleson and P. Andrepont, engine department; M. Grimes and M. Johnson, deck department. Top row of upgraders are, from left: C. Moore, P. Bean and M. Marcus, deck department, and T. McCabe and R. Minix, engine department.

'Full Speed Ahead'—Bosuns Recertification Program

"You can teach an old dog new tricks."

So said one of the six bosuns who graduated this month from the SIU's Bosuns Recertification Program class as they received their recertification certificates at the Oct. 9 regular membership meeting at headquarters.

In response to the "old dog" quip by recertified Bosun David Dickenson, who joined the SIU in 1945, another newly-recertified bosun, Sven Stockmarr, who has been sailing since 1938, told the membership at the meeting that "new tricks were learned" by him in the September bosuns retraining classes at the Harry Lundeberg School for Seaman-ship at Piney Point, Md., and at union headquarters.

The other graduating bosuns were James Pulliam, S. J. Jandora, Calvin A. James and James W. Parker.

After the meeting, the elected Bosuns Selection Committee consisting of Robert Corbea, William Velazques and William Funk began working to select the 12 bosuns and alternates to enroll in the next 60-day Bosuns Program.

Also graduating at the same time were 11 Seafarers who completed the fourth class of the 30-day "A" Seniority Upgrading Program at Piney Point and headquarters.

Those who received their full union

books were L. O. Kittleson, P. J. Andrepont, D. B. Smith, C. M. Moore, T. J. McCabe, M. A. Marcus, M. Johnson, P. L. Bean, M. R. Grimes, D. E. Ivey and R. G. Minix, Jr.

The bosuns and upgraders were greeted with applause from the assembled Seafarers as each graduate introduced himself.

Following his introduction, Bosun Parker of Houston, who joined the SIU in 1945, told the audience that "Piney Point and the Bosuns Recertification Program is one of the best things to come up. And if you miss it, you'll miss one of the best bets of your life!"

Bosuns Class Expanded to 12

The Seafarers Appeals Board—acting under provisions of the Collective Bargaining Agreement in effect between the SIU and its contracted companies—met on Oct. 3 and unanimously agreed to increase the size of the Bosuns Recertification Program classes from the current six to a total of twelve bosuns per month. This action—SAB action #186—will begin with the November 1st class of bosuns.

SIU Vice President Frank Drozak, chairman of the Seafarers Appeals Board, noted:

Bosun James of New York said, "It's a remarkable pleasure to have been here. I had a Sheepshead Bay start and now after 27 years at sea I'll be able to live the rest of my days as a sailor." He joined the union in 1949.

"I appreciate the opportunity to be in the program. I saw in Washington the desperate need of SPAD for political action," were the words of Bosun Jandora of the port of New York who joined the SIU in 1944.

An "old sea dog" who did learn some new tricks in the retraining program, Bosun Dickenson of New Orleans asked the membership to "Stand up for the

Bosuns Recertification Program and give a hand to union officials."

Addressing the meeting, Bosun Pulliam of San Francisco, who helped to build Piney Point in 1967, declared "The Bosuns Recertification Program at Piney Point is great. We need the help of everyone to succeed."

The bosun who joined the union in 1946 also expressed the need for SPAD. He added "Everyone should upgrade."

Finally, Bosun Stockmarr of New York who joined the union in 1943, urged more Seafarers to take part in the union's fire-fighting course at Bayonne, N.J.

Saying, "We're heading in the right direction," union Vice President Frank Drozak commented on the bosuns program with "This is the type of effort that will allow us to meet the needs of the future."

100th QMED —Any Rating

Seafarer Thurston Lewis at the age of 56 became the 100th engine department seaman to achieve a QMED—any rating, since the Lundeberg School began its Upgrading Program in Piney Point in June 1972.

Seafarer Lewis has been sailing with the SIU since December 1943 and for 12 years shipped in the deck department. Brother Lewis who makes his home in New Orleans was born on a farm in Oklahoma.

"I guess I always had a little salt in my veins," he reminisced, "and I've always wanted to go to sea."

Seafarer Lewis is glad he got his QMED—any rating endorsement. "It's something we're all going to have to get to keep up with the times," he said.

In order to achieve a QMED—any rating, a Seafarer must secure the following endorsements: fireman, watertender and oiler; electrician; refrigeration engineer; pumpman; deck engineer; junior engineer; machinist; boilermaker; deck engine mechanic, and engineman.

The SIU-Manned Navy Tankers

The recent successful transfer of 13 Navy tankers to manning by the SIU is further proof of why the U.S. merchant marine, over the years, has earned the title of our nation's "fourth arm of defense."

The transfer operation, which began last November with the crewing of the *USNS Maumee* in Jacksonville, Fla., was recently termed a "milestone" achievement by Rear Admiral John D. Chase, commander of the Military Sealift Command.

"The civilian personnel displayed dedication and professionalism in planning and accomplishing the job in the most expeditious and efficient manner," praised the MSC chief.

These 13 tankers, along with other SIU-manned MSC vessels, the Falcon Tanker fleet, and others perform the vital task of supplying our Army, Air Force and Naval bases around the world with a constant flow of oil, jet fuel and motor gasolines.

Just as important, the tankers carry out the difficult job of refueling at sea many Naval vessels which must remain on constant patrol to ensure America's national security.

These cooperative civilian-military operations have received high Navy praise on several occasions.

In addition to the significance of these operations to the national security, transfer of the 13 tankers—the

"The Bosuns Recertification Program has been extremely successful in providing the industry with highly qualified personnel, and new vessels are being put into service even faster than was originally contemplated. This necessitates a need for a speed-up of the program."

Henceforth, the bosun-elected Bosuns Selection Committee will select 12 bosuns and 12 alternates from the list of eligible applicants for each month's class.

Tankers

USNS Maumee, American Explorer, Pecos, Cossatot, Shenandoah, Saugatuck, Sauamico, Shoshone, Yukon, Santa Ynez, Schuylkill, Millicoma and Tallulah—has meant more than 500 jobs for SIU members.

A story on the recent nine month voyage of the tanker *Cossatot* is in the centerfold of this issue of the *LOG*.

The Navy is now in the process of having nine new tankers constructed as additions and replacements for the present fleet, scheduled for delivery at intervals throughout 1974 and 1975.

With the membership's continued help, the SIU will rise to meet this challenge as we have always done in the past.

Sugar Islander Completes Maiden Hawaiian Voyage

Transporting the largest, single raw sugar cargo ever shipped from the Hawaiian Islands, the SIU-manned *Sugar Islander* (Pyramid) last month completed her round-trip maiden voyage to New Orleans.

The 28,000 dwt bulk carrier, largest of her type ever built in a U.S. shipyard, carried a cargo heavier than her own weight—31,000 tons.

Her chief steward, Ray H. Casanova, thinks his new ship's \$65,000 all-electric, stainless steel and tile galley would make any cook want to ship out on her.

Brother Casanova has been sailing with the union since 1946 out of the port of New Orleans, but says the *Sugar Islander* is his first "just-off-the-ways" ship.

The new ship carried a cargo of corn and barley to the port of Honolulu from Portland, Ore. She then left the sugar and pineapple islands of Hawaii early last month with her hold full of raw sugar worth \$6.6 million.

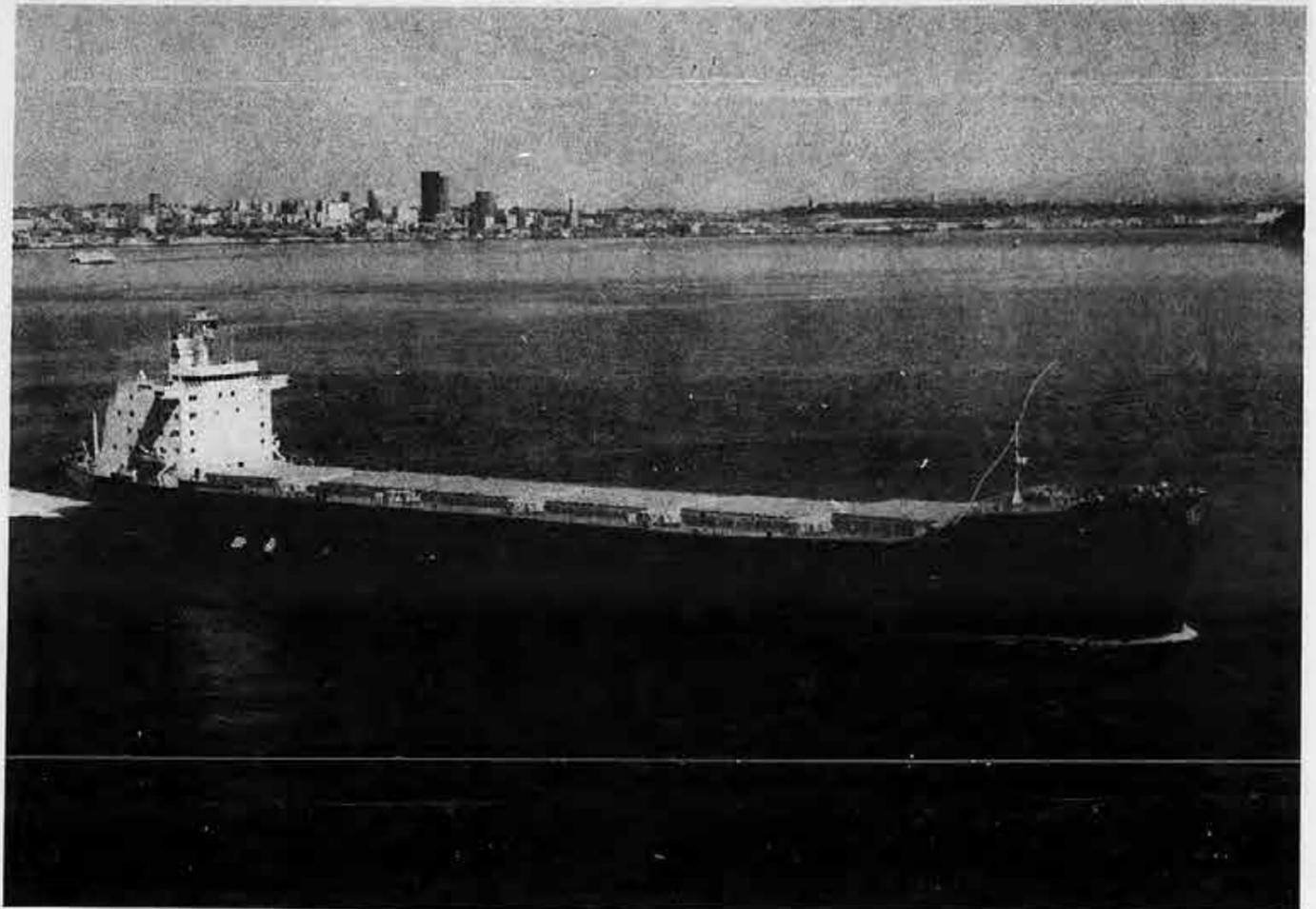
"We can carry enough sugar in one trip to supply Seattle, a city of 600,000, for one year," Casanova said.

The chief steward's galley on the *Sugar Islander* has enough equipment so that "we could easily cook for 200," he said.

Actually, Casanova, Cook and Baker John W. Nuss and Utilitymen Nathan J. Benenate and Charles H. Cassard, all of New Orleans, fed 25 aboard the ship on her maiden voyage.

Casanova works a 10-hour day beginning at 5 a.m.

In addition to the three square meals a day for the crew served cafeteria style, the galley's refrigerators are open around the clock for Seafarers who



might want cold cuts for a Dagwood sandwich. Hot food for the night watch is also available.

The galley's equipment is a triumph of organization. It was designed for SIU stewards by seven former SIU stewards.

"I like the equipment best. There's nothing I can say I don't like," he said.

The galley has three ovens, one

a combination microwave-conventional model which, with a flick of the wrist, can be switched to either use.

One of the ordinary ovens has six racks and circulating air which can be used on both top and bottom for roasting, with baking of pies, cakes and biscuits also possible.

There's even a push-button potato peeling machine in the galley which removes the eyes and skins in minutes.

A meat slicing machine, an egg boiler, a steam cooker, a steam kettle, a deep fryer, three mixers, a knife sharpener, a can opener, a shredder, a chopper, a meat grinder, an orange juice squeezer, an ice cube machine, an ice tea machine and hot and cold serving trays are also available in the new ship's galley.

An automatic vent cleaner clears grease from range vents in seconds.

The automatic dishwasher can wash and dry complete trays of dishes in minutes.

The ship's pantry is filled with adjustable shelves which makes handling stores much easier.

Another unique feature is a garbage disposal unit which stores garbage while the vessel is in port. A convenient piece of galley equipment automatically washes huge garbage pails, sterilizing them with steam.

The greater part of Casanova's seafaring career of 32 years has been

spent in the galleys of 20 different ships.

He first went to sea at 17.

At age four he was an orphan in the Hope Haven Home in Louisiana. "I learned cooking and baking there as my trade," he said.

He's been married 21 years, has two sons and a daughter.

Right after he was married the chief steward tried his hand at a shoreside job.

"I couldn't support a family that way so I went back to sea."

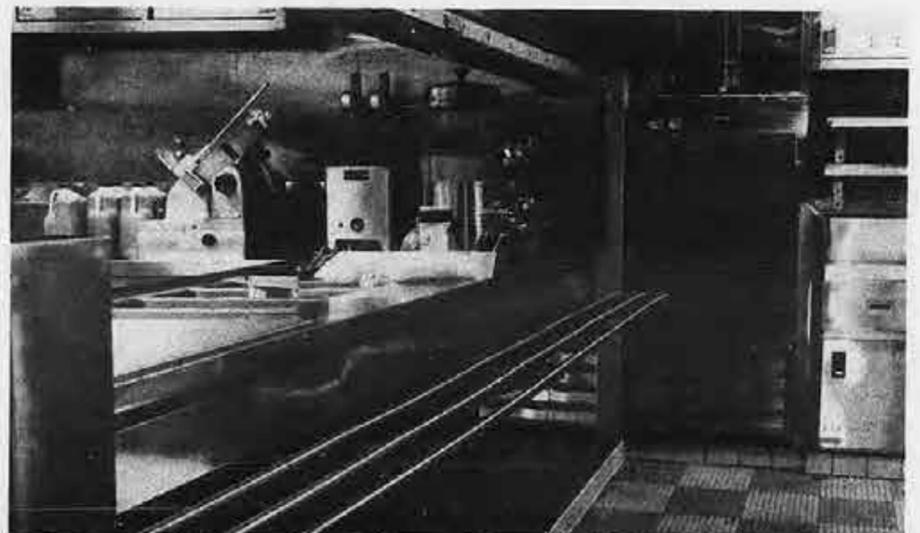
"My wife doesn't even touch the range when I'm home. I take over. I go for plain cooking myself. I specialize in baking."

Casanova seldom eats breakfast and very little thereafter. After seeing and smelling cooked food all day, "I don't eat very much," he explained.

Menus on the *Sugar Islander* include steak twice a week, prime ribs once a week, stuffed crab twice a month and a variety of main dish choices.

"In my off hours I read a lot—hunting books and the Ladies Home Journal for the recipes."

In honor of the *Sugar Islander's* maiden voyage, a special recipe was concocted in San Francisco called "Sugar Islander Pudding Cake", and all hands enjoyed a generous slice of the cake, prepared in Brother Casanova's galley, to celebrate their new ship and her maiden voyage.



Galley's cafeteria-style serving includes hot steam tables.

Expanding Fleet:

Sea-Land Acquires Two Ships



This new 38,800-displacement-ton vessel is one of two ships recently acquired by SIU-contracted Sea-Land Service, Inc. from Pacific Far East Line, Inc. Originally named the *Australia Bear* by PFEL, Sea-Land has not yet announced a new name for this vessel or her sister ship.

As part of its fleet expansion program, SIU-contracted Sea-Land Service, Inc. recently acquired two new SL-18 class ships which will provide more jobs for Seafarers.

With its more than 70 containerships—some of which are the most modern and up-to-date under American flag—Sea-Land is a good example of the promising signs of new vigor in American shipping.

As yet unnamed, the two vessels were purchased from Pacific Far East Line, Inc. at a price of approximately \$32 million. The sale is still subject to approval by the Maritime Administration.

The 719-foot long ships were built at Bethlehem Steel Corp.'s Sparrows Point, Md. yard. One of the vessels, which PFEL launched as the *Australia Bear* on July 19, is currently on sea trials. The other ship, which was supposed to be named the *New Zealand Bear*, is scheduled to be launched in the near future.

The new ships are in Sea-Land's SL-18 class which presently includes the SIU-manned *Sea-Land Economy* and *Sea-Land Venture*, both of which operate at speeds up to 23 knots and are capable of carrying as many as 733 containers each per voyage.

The two former PFEL vessels will have to undergo some modifications to accommodate Sea-Land's standard 35-foot and 40-foot containers. The ships were originally designed to carry 20-foot and 40-foot containers to meet PFEL's requirements.

With a length between perpendiculars of 677 feet, the new ships' molded breadth is 95 feet and their molded depth is 54 feet. Freeboard draft is 34 feet one inch. Each vessel has a bulbous bow with their bridges forward and the machinery aft.

Officers and crew quarters are modern and completely air-conditioned. The main engines can be controlled from a centralized, air-conditioned room which

also provides bridge control as well as monitoring of shaft speed and direction. Each vessel has 32,000 horsepower geared steam turbines.

Sea-Land has not yet determined the route the two new vessels will service. Currently, the *Sea-Land Economy* and the *Sea-Land Venture* are on the U.S. Gulf to North Europe route.

The SL-18 class of ships are second in modernity, speed and size only to Sea-Land's SL-7s which have been breaking speed records on both the Atlantic and Pacific runs. Six SL-7s are presently in service and two more are expected shortly. (See story on *Sea-Land Finance* in this issue of the LOG.)

U.S. Idle Shipping Leads the World

Although the number of worldwide vessels laid up in August dropped to its lowest level since 1971, the U.S. continued to have the world's largest unemployed merchant fleet, excluding her mothball reserve ships.

London* statistics revealed that 206,000 gross tons of U.S.-flag shipping were lying idle, more than 25 percent of the world's total of 795,000 gross tons.

Trailing the U.S. in the "laid up league" were Greece with 189,000 tons, Italy with 77,000 tons, Panama with 71,000 tons and Argentina with 53,000 tons.

U.S. tonnage involved 15 vessels while Greece's represented 62 ships.

The world's idle shipping at the end of August included 147 dry cargo ships and 26 tankers. In 1971, 155 global ships totaling 743,000 gross tons were laid up.

In August 916,000 dead weight tons of world shipping were laid up compared to 7.3 million tons idle in May 1972 throughout the world.



Vice President's Report

by Frank Drozak

NEW CONSTRUCTION

Among the new construction in deep sea vessels is Seatrain Lines, Inc.'s *Williamsburg* which is scheduled to be launched in March of 1974. Seatrain already christened the *Williamsburg's* 225,000-deadweight ton sister ship, the *Brooklyn* on June 30.

Cities Service Tankers has applied for construction subsidy for one 265,000-ton ship. The Company also asked the Maritime Administration for construction differential subsidy to aid in the cost of building two 85,000-ton tankers.

Delta Lines, Inc. has launched all three of her new LASH-type vessels: the *Delta Mar*, *Delta Norte* and *Delta Sud*.

Waterman Steamship Company launched the *Robert E. Lee* on Sept. 29 while Sea-Land Service, Inc. crewed the *Sea-Land Finance* on Sept. 16.

Maritime Overseas Corp.'s tentative date for delivery of the *Overseas Juneau* is Nov. 1.

On the Great Lakes, American Steamship Company has announced that the *H. Lee White*, which will be operated by Rice Steamship Company, will be completed in June of 1974.

Kinsman Marine Transit Company has set the tentative crewing date for the *Paul Thayer* in early November.

NEW ACQUISITIONS

Waterman Steamship Company took over the *Samoa Bear* and renamed it the *Lyman Hall*. She also acquired the *America Bear* and the *Korea Bear* and renamed them the *John Penn* and the *Thomas Lynch*, respectively.

BOSUNS RECERTIFICATION PROGRAM

I am very happy to tell you that the Bosuns Recertification Program continues full speed ahead and the third class graduated at the October membership meeting at SIU headquarters.

Our Bosuns Recertification Program is now an integral part of our SIU curriculum of training and upgrading programs. This program is making an historic contribution that is really two-fold in nature. Firstly, it is benefiting the individual sailing careers of each of our bosuns. Secondly, at a time when our union must continue to completely and fully meet its contractual obligations to all of the new vessels coming off the ways, the Program insures that the SIU will continue to have the skilled manpower capable of taking on these new vessels.

I am also pleased to tell you that the Seafarers Appeals Board has taken action to increase the class size for the Bosuns Recertification Program from six bosuns per class to 12 bosuns per class starting Nov. 1. I feel that this action is in keeping with the theme of the program, which is to see to it that every bosun has the opportunity available to him to take part and gain from the training in this course.

"A" SENIORITY UPGRADING

Also at the October membership meeting in headquarters, our "A" Seniority Upgrading Program, which is conducted both at the SIU's Lundeberg Upgrading Center in Piney Point, Md. and at headquarters, graduated another class of Seafarers who had earned their full books. This program is training better qualified full book members in this union and is greatly assisting us in our obligations to man all of the vessels we have under contract.

T-5 NAVY TANKERS

Five T-5 Navy tankers manned by the SIU for the Military Sealift Command remain on organizational status. The situation still continues where the performance records of these vessels—the *American Explorer*, the *Maumee*, the *Shenandoah*, the *Shoshone* and the *Yukon*—continue to be closely observed by the MSC, the U.S. Navy and other federal agencies. I know that Seafarers aboard these vessels and aboard the other Navy tankers which are crewed by the SIU, can be depended upon to continue to maintain efficient and outstanding records of achievement on these vessels in which we can all take pride.

I must remind you that these 13 Navy tankers have provided us with more than 500 jobs and you can readily see it is of primary concern to us that these jobs remain with us in order to maintain the foundation of job security for our membership.

I know that you realize that these tankers are important to both our union as a whole and to the individual SIU crews who man them.

Boyhood Sailing Fever Becomes 'Great' Lakes Career

When Tugman Eino Salo retired recently, he became the first member of the Great Lakes Tug Section in Ash-tabula to go on SIU pension—and with 36 years of continuous service with the same company, Great Lakes Towing, Brother Salo can proudly say he knows the Lakes as well as anyone.

Born in the small Ohio town of Wil-loughby in 1908, Eino's family moved

to Erie, Pa. in 1914, where he has made his home ever since.

Brother Salo recalls that "sailing fever" struck him at a very early age, for as a young boy his favorite warm weather pastime was to walk the few blocks from his home to Lake Erie Bay, take a dip, and watch the tugs come in and out.

The 65-year old able-seaman first

took a job on the Lakes in 1925 aboard one of the old steamboats so common to Lake commerce in those days. How-ever, Brother Salo recalls that there was not much steady work on the Lakes then, and with the coming of the De-pression in 1929, there was no work at all.

He reluctantly took various shore-side jobs during the tough early years of the Depression, and in 1937 started his long career on the tugs with Great Lakes Towing.

"The pay was only \$67 a month then," said Eino, "and we worked long hours every day with no overtime."

"Living accommodations were not of the best either," he continued, "we were stuck six or eight men in a foc'sle like sardines."

During his years on the tugs, Brother Salo towed cargoes consisting of every-

thing from wheat to iron ore, and is thoroughly familiar with every major port of the Great Lakes.

His retirement has not slowed Brother Salo down one bit.

He spends much of his time working around the house, painting and making other repairs which "I may have been neglecting."

Quite an outdoorsman, Eino's favorite sport is hunting with the help of his two pedigree dogs—an English Setter and a Beagle Hound—which he trained himself.

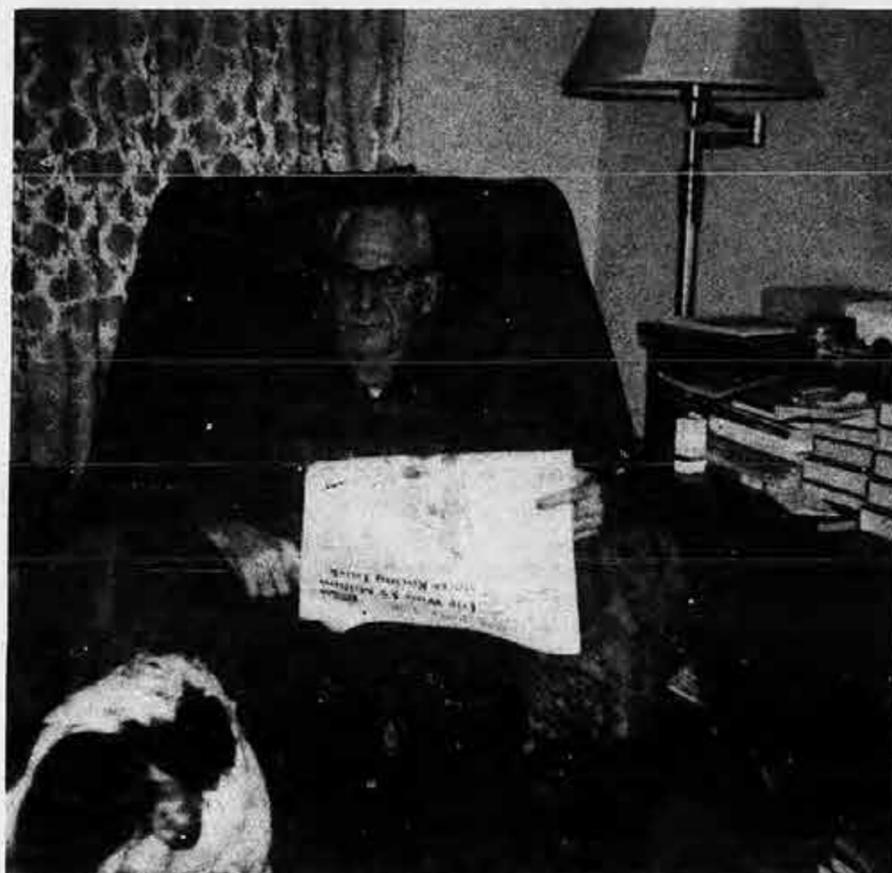
He also enjoys an occasional fishing trip.

Brother Salo makes his home with his wife, Elvira, and his son, Kenneth, who just recently finished a hitch in the U.S. Navy.

Eino also has a daughter, Elva, and five grandchildren.



Twenty-five years ago, a friend snapped this photo of Able-Seaman Eino Salo as he worked aboard a Great Lakes tug.



Brother Salo enjoys the good years at his home in Erie, Pa.

LOG's Mailing Is Speeded by New Computer System

This month's issue of the LOG has been mailed to SIU readers with the help of a new mailing system which utilizes the magic of the computer.

The improved mailing system stems from the desire of the union to see to

it that readers here and abroad receive their LOGs promptly.

Today, using the computer's brain, it's now possible to completely mail out the LOG within one day.

There are three major parts to the

new LOG mailing system.

First, a master list of names and addresses is on file on computerized electromagnetic tape.

Second, computer updating maintains the master list in order by identifying, adding, dropping and changing names and addresses on the magnetic tape. The computer also stops mailing of the LOG by request or due to return from the post office.

Finally, the computer prints the actual labels for the mailing.

All of this cuts down on error, saving the SIU time and money.

The whole mailing operation from start to finish could conceivably be done in the short space of an hour and 40 minutes.

The new IBM 1403 Printer now used can print 950 labels a minute at 1,100 lines a minute, four addresses across the page.

The printing of the 1,000 pages of labels from the magnetized tape fed into the computer takes only 45 minutes instead of four or five hours as before.

When presented with the problem of reducing mailing time for the LOG, the carded mailing list of 30,000 SIU members and 40,000 LOG subscribers was transferred to magnetic tape with the aid of an optical character scanner and a special typewriter.

The tape now goes into the computer for programming.

Selected names and addresses are then extracted for the mailing. The computer can sort 40,000 names and addresses into zip code sequence for the post office in two minutes.

A high speed storage disc can hold up to 400,000 names and addresses before they're fed into the printer. And they come out automatically on computer paper as labels ready for the Cheshire mailing machine, which then cuts and glues the labels to the individual and bulk copies of the LOG for mailing.

To correct errors and change names and addresses an operator enters the information on a form.

Then a keypunch operator punches out a data processing card with the correction which goes into the updating computer. The SIU computer finds the name and address, erases the error and makes the correction.

On LOGs returned by the post office, a card is punched which makes the computer flag and stop further mailing until a change of address card arrives.

The computer can also make special mailings, using Cheshire or pressure labels for bulk mailing, to such sections as the IBU, A&G, UIW, one or more states, pensioners, subscribers, zip codes.

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Congress Renews Fight To Prevent PHS Closures

The long and complicated battle to keep the Public Health Service hospitals from being closed entered the third round, when the United States Senate attached an amendment to the Military Procurement Authorization bill, that would maintain the Public Health Service Hospitals and continue their complete operations.

The latest in the long round of Congressional efforts to keep the hospitals operating was sponsored by Senator Warren G. Magnuson (D-Wash.), Chairman of the Senate Commerce Committee and a strong supporter of the PHS hospital system. Senator Magnuson put the PHS amendment to the Military Authorization bill after the President vetoed the Emergency Medical Services Bill containing a provision to keep the eight public service hospitals open and an effort to override the veto failed by five votes in the House of Representatives.

The EMS Bill had contained a rider that would have required that all PHS hospitals be kept open and that full medical services be provided to seamen and other beneficiaries. In the report that accompanied this bill, the Congress made clear that it did not feel that the Department of Health, Education and Welfare's plan to close the eight hospitals met the requirements of law. Thus, by adding the PHS rider to the EMS Bill, the Congress had sought to reject these plans and to continue the operation of the PHS hospitals.

The EMS Bill sailed through the Congress with overwhelming votes of approval. However, when it reached the White House, it was vetoed by the President. The Senate immediately overrode the President's veto of the

EMS Bill on August 2, by a vote of 77-16.

The House of Representatives postponed a similar vote until after the Congress' August recess, in order to gather support for the crucial override.

On September 12, the House vote to override the President's veto won 273 to 144. But a two-third's vote is necessary for an "override," and the vote was five short of the required majority.

The only remaining roadblock to the closure of the PHS hospitals was the suit by the SIU against the Department of HEW. The District Court of Washington, D. C. had granted the SIU's request for a temporary injunction that has prevented the Department from closing the PHS hospitals.

However, Senator Magnuson, decided to renew the legislation fight to preserve the PHS hospitals. On September 28th, he attached the PHS rider to the Military Authorization bill. The rider was virtually identical to the PHS amendment that was a part of the vetoed Emergency Medical Services Bill. His amendment was also sponsored by Senators J. Glenn Beall, Jr. (R-Md.), Edward W. Brooke (R-Mass.), Alan Cranston (D-Calif.), Henry M. Jackson (D-Wash.), Charles McC. Mathias, Jr. (R-Md.), John G. Tower (R-Tex.).

After several speeches in favor of the amendment, the bill passed by a vote of 52-19. Because the Authorization bill has already passed the House, the bill now must go to a House-Senate Conference Committee. There the PHS amendment to the Authorization bill is likely to be adopted by both Houses.

The bill would then go to the President. In the meantime, the continued operation of the PHS hospitals is assured.

Foreign Fleet Overfishing Threatens U.S. Fishermen

Representative Peter N. Kyros (D-Maine) recently told 100 representatives of the domestic commercial fishing industry that "until foreign fishing is brought under control, all talk of other solutions is useless."

Invited to represent New England fishermen at the National Fisheries Institute (NFI) convention in Colorado Springs, both Rep. Kyros and Rep. Gerry Studds (D-Mass.) had the same theme: unless an immediate halt is placed on foreign plundering of American coastal waters, the New England fishing industry as it has been known for generations will be on an irreversible voyage to extinction.

The Maine Congressman drew a picture of a battered and discouraged fishing fleet facing the sleek floating factories of other nations, especially Russia, which sweep the ocean clean of haddock, herring, yellowtail flounder, cod, mackerel, and sea scallops.

"We have been unable to stop this high seas robbery," he said, which has continued in "complete defiance of any conservation practices."

At least 3,000 foreign vessels were sighted off the New England coast in 1972, the Congressman said. Although world fish production has tripled since 1950, the American catch has remained relatively stable at 2 to 2.5 million tons. New England landings of foodfish have declined to half of what they were.

Kyros said that to protect the North American lobster from "the overfishing endured by other stock," he has introduced legislation with 39 House colleagues that would declare the lobster a creature of the continental shelf.

"This means that the U.S. would own the lobster resources off our shore, and other nations would need our permission to fish for lobster," Kyros said.

The red crab and king crab are two of 28 species that have already achieved the "creature of the shelf" status, and adding lobster to the list would give them vital protection, Kyros said.

"We have been very patient in New England," Kyros said. "We are told that ICNAF—The International Commission for the Northwest Atlantic Fisheries—is there to protect us from complete oblivion. However, we can no longer wait for proposed solutions which never materialize."

"I do not stand before you expecting foreign fishing to cease, but I do support the concept of coastal nation control of coastal species—with strong enforcement powers," Kyros said.

The Congressman said that New England fishermen are frequently caught in a bureaucratic snarl with the State Department on foreign treaties, and warned that unless immediate Congressional action is taken, "This will be the twilight of New England's grand fishing tradition."

LEGISLATIVE REPORT



By B. Rucker

U. S. Public Health Service Hospitals

A new development in the fight to save the eight remaining Public Health Service hospitals came on September 28. The Senate voted 52-19 for an amendment to the military authorization bill offered by Senators Jackson, Magnuson (D-Wash.) and Cranston (D-Calif.) forbidding closure.

The pages of the LOG have reported over the last 15 years the whittling away of one hospital after another, by each succeeding administration.

Our representatives have testified in Congress, supplied information to Congressional committee staffs, participated in meetings in cities where hospitals remained open—to make known the need for PHS, and to resist their closing.

We've met with administrators from the Department of Health, Education and Welfare, the government department which oversees PHS. We've sought the support of the AFL-CIO and individual unions.

In August, when the President vetoed a bill which would have kept the hospitals open, the Senate voted to override. The House failed to override by a slim five-vote margin.

In the meantime, the Federal Court of the District of Columbia has ordered the hospitals kept open pending a hearing. The military authorization bill, with the amendment requiring the PHS hospitals to remain open, will go to a conference between the Senate and the House. The SIU will be working to have the Senate bill adopted.

Cargo Preference—Oil

The House Merchant Marine and Fisheries Committee is holding hearings on oil cargo preference legislation.

The need to reserve a portion of oil import cargo for the U.S.-flag fleet is better understood by more people since last winter's fuel shortages and recent gasoline rationing.

Under the label "American Committee for Flags of Necessity", several of the major oil companies (with ships of their own registered under foreign flags) and a few other runaway companies, have joined together in an all-out effort against the proposed legislation and they will be a formidable foe.

SIU has pointed out that double dependency on foreign supply and foreign-flag ships causes national security problems. The proposed oil import legislation would be a stimulus to the economy, through additional jobs in shipyards and aboard American-flag ships.

More than 200 congressmen have shown their interest by co-sponsoring the oil cargo bills, and we are very hopeful that Congress will vote this session to reserve a portion of oil imports for the American merchant marine.

Trans-Alaska Pipeline

Before the August recess, the House and Senate passed similar bills to grant right-of-way for the pipeline from the North Slope to Valdez and to permit construction to begin immediately.

The bills are in the conference committee, where minor differences must be resolved before the final version can be sent to the President.



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.

Charles E. Wilson Christened; SIU Ore Carrier Fleet Grows

The SIU-manned *Charles E. Wilson* completed her maiden voyage last month from Escanaba, Mich. to Trenton, Mich. carrying a full cargo of iron ore.

The 680-foot Great Lakes vessel was christened Aug. 30 at the Bay Shipbuilding Corp. yards in Sturgeon Bay, Wisc. She is the largest ship ever built there.

The \$13 million ore carrier is named after the late Charles E. Wilson, former chairman of General Motors Corp. and Secretary of Defense during the Eisenhower administrations.

The *Charles E. Wilson* is the second in a fleet of five sister ships built for SIU-contracted American Steamship Co. Her sister ship the *Roger M. Kyes* has been in service for several months, and a third ship, the *H. Lee White*, is

in the final stages of construction and is expected to be launched this year. The other two ships, yet unnamed, are expected to be delivered in 1974.

The *Charles E. Wilson* is a self-unloader with a 260-foot boom and a discharge rate of 6,600 tons per hour. She has a top speed of 15.3 mph. Her six cargo holds have a deadweight tonnage capacity of 29,700 tons of iron ore. Crewmembers are housed aft in air-conditioned single rooms. Her full crew will be 24 men.

Another fleet of five ore carriers, owned by SIU-contracted Kinsman Marine Co., is also being constructed on the Great Lakes. First of five, the *William R. Roesch* is already in service, while her four sister ships will be delivered at intervals.

These two fleets are a strong indica-

tion of the advent of a new era of shipping and shipbuilding for the Great Lakes.

Prior to 1970, more than half the ships plying the Great Lakes were more than 50 years old and the average age of the entire fleet was almost 44 years.

Great Lakes shipbuilders were pre-

viously excluded from federal construction subsidy because the Lakes shoreline was not officially designated a sea-coast.

This was changed with passage of the Merchant Marine Act of 1970 which opened the way for federal subsidies to inland shipbuilders.

IBU Men Earn Licenses



D. E. Polk, second left, became first IBU member to achieve a master's license at SIU-IBU Upgrading Center. Sammy Murphy, second from right, is second IBU member to achieve his mate's license. With them for graduation picture are Lundeberg President Hazel Brown, center, Bob Kalmus, director of vocational education, left, and John Luykx, navigation instructor.

SIU Financial Committee Meets



The SIU Quarterly Financial Committee elected at the September membership meeting at headquarters prepares its upcoming report. Members of the Committee are (clockwise, from left): J. Ayala, F. Gonzalez, A. Romero, J. Golder, W. Gustavson, E. Anderson, and W. Cassidy.

SIU's Falcon Princess Wins Navy's Praise

The crew of the SIU-manned *Falcon Princess* was praised by the U.S. Navy for expertly carrying out an intricate refueling rendezvous with the *USS Blue Ridge* late in August.

In a telegram sent to Falcon Tankers, the Navy stated that the operation was "a complete success and the professionalism shown by the *Falcon Princess* crew was outstanding."

In only one hour and 10 minutes, the *Falcon Princess* pumped 158,046 gallons of oil to the *USS Blue Ridge* while at sea, just east of Singapore.

The refueling was the first between a U.S. amphibious ship and a civilian charter tanker, according to the Navy.

Similar words of praise were used earlier this year when Military Sealift Commander Adm. John D. Chase commended the *Falcon Princess* for her transfer of MSC cargoes at sea.

The tanker had been serving as part of the Charger Log IV Program conducted by the MSC to gauge the feasibility of using civilian owned and manned vessels to support the operation of military vessels.

In his communication sent to the

Falcon Princess, Adm. Chase had noted:

"Your two product transfer of in excess of 50,000 bbls from an MSC-controlled tanker (*Falcon Princess*) to a U.S. Navy fleet oiler constitutes the transition point of the Charger Log IV

Labor's Role Neglected in Schools

Participants in a three day national planning conference on Labor and the Schools — which included Lundeberg School officials Hazel Brown and Richard Shinkle — agreed that American schools have generally shunned the contributions of the labor movement to the growth of the nation, but they saw hopeful signs that this may pass.

John Sessions, assistant director of the AFL-CIO Department of Education, said that a wealth of good supplemental teaching materials on labor's role in society has become available, but said that much more needs to be done by the schools before labor is given a "fair shake" particularly at the secondary level of education.

AFL-CIO Research Director Nat

Program from the testing stage to a fully operational support program.

"The superlative performance of the officers and men of the *Falcon Princess* have made this major transformation in the Charger Log IV Program an unqualified success."

Goldfinger and Albert Shanker, president of the New York local of the American Federation of Teachers, agreed that more needed to be done in this area. Shanker said he was upset at "the invisibility of labor in textbooks and in the schools' curriculums."

Goldfinger said that trade unions have a vital interest and a direct concern with labor and education in the schools.

The conference attracted more than 100 union officials, educators and observers from across the nation to discuss the problem of anti-labor bias in the American educational system and to develop a program for implementing labor programs in the schools.

Pension Bill Passed in Senate

A pension bill, which would reform unstable and inadequate private pension funds, was unanimously passed recently in the U.S. Senate. Various bills on the same subject are currently before Committees in the House of Representatives.

The bill, labeled "Retirement Income Security for Employees Act", was intro-

duced because—unlike the well managed and well funded SIU pension plan—some private plans have been unable to pay workers the sums they were expecting after the required years of service. In fact, some plans have completely reneged on paying any pension benefits.

Designed to protect workers from such improperly funded pension plans, the bill will nevertheless cover all private pension funds, even those like the financially sound SIU plan.

Some general highlights of the bill, which was passed 93-0 by the Senate, are the following:

- Establishment of minimum requirements for vesting of pensioners.
- Establishment of funding requirements to insure that private pension plans are adequately financed.
- Establishment of an insurance arrangement to which all plans will contribute.
- Establishment of certain fiduciary (trustee) requirements to make sure that those who administer the pension plans are responsible to their jobs.

Other provisions in the Senate bill include the recognition of different types of pension plans, such as those that are funded by a single employer and those that are funded by a multi-employer.

The bill that finally comes to the floor of the House is not expected to be radically different from the Senate legislation.

The SIU has expressed the opinion that in guaranteeing the rights of workers in private pension plans, Congress also insure that financially sound and stable plans are not harmed.

Sea-Land Market, Resource Next

Sea-Land Finance Completes Maiden Voyage

The *Sea-Land Finance*, sixth of eight new SL-7 containerships to be crewed by the SIU, completed her maiden voyage late last month.

After docking Sept. 24 in Port Newark, N.J., after her voyage from Germany, and Rotterdam, the Netherlands, she sailed through the Panama Canal to Seattle and Yokohama.

The next two Sea-Land containerships to be manned by Seafarers this month and in March 1974 will be the *Sea-Land Market* and the *Sea-Land Resource*.

This winter, the *Sea-Land Finance's* record-breaking sister ships, the *Sea-Land McLean* and the *Sea-Land Exchange* will join the *Sea-Land Galloway*, the *Sea-Land Commerce* and the *Sea-Land Trade* on the Far East run.

The keel of the first of the eight containerships, the *Sea-Land Galloway* was laid in 1970.



Sea-Land Finance Bosun Walter Nash, a recent graduate of the SIU's Bosuns Recertification Program, heaves a monkey fist to the dock below as the huge vessel docks.

Sailing on the *Sea-Land Finance* is Bosun Walter Nash, a July graduate of the SIU's Bosuns Recertification Program.

Brother Nash was also quartermaster for the *Sea-Land Commerce* on her maiden voyage.

He had high praise for the *Sea-Land Finance's* Chief Electrician and Educational Director Sadak Wala for his maintenance of the ship's over 200 reefer containers and his help in "tying up the winches below."

At 33 knots, the SL-7s have cut two days off the usual Seattle-Japan run making them the largest and fastest commercial containerships in service.

Sea-Land still has 13 smaller containerships equal to the cargo capacity of four SL-7s. Ten of these sail to Europe and three sail in the Far East feeder service calling on ports the SL-7s bypass.



QMED Tom Harris adjusts line to the ship's steam generator.



Ship's committee (l. to r.) includes D. Lamb, deck delegate; S. Schuyler, secretary-reporter; C. Hall, engine delegate; S. Jackson, steward delegate; W. Nash, ship's chairman and S. Wala, educational director.



Crew of the *Sea-Land Finance* prepared for her maiden voyage at the SIU's Piney Point upgrading center.



Chief Cook Al Carpenter launches meal preparations in ship's galley.



Moving slowly into the harbor on Sept. 24, the new containership ends her maiden voyage from Europe.

Trans-Alaska Pipeline—Needed Now!

Construction of a trans-Alaska pipeline to transport oil from Alaska's North Slope to Valdez, Alaska from where it would be transhipped on American-flag tankers is close to becoming a reality. The SIU has been in the forefront of the battle supporting construction of the pipeline.

One of the most vigorous supporters of the pipeline in Congress is Senator Mike Gravel of Alaska.

Because of the impact the pipeline would have on alleviating our nation's present energy crisis and because of the effect it would have in providing new jobs for Seafarers, the following statement on the pipeline, written by Senator Gravel, is being reprinted in the LOG to keep Seafarers fully informed on this most important issue.

BY MIKE GRAVEL
U.S. Senator from Alaska

During the past year, the cause that has consumed more of my time, thought, and energy than any other has been trying to get construction of the trans-Alaska Pipeline underway.

The reason is simply that the pipeline could be the lifeline for Alaska and for the entire nation. It could be the key to Alaska's economic vitality and to an easing of the nation's growing energy crisis. It would provide new fuel, new money, and new jobs at a time when they are needed most.

The Energy Crisis

This past winter was a particularly severe one in many parts of the country. Schools were closed because there was no fuel to heat them. Factories were closed or their shifts reduced for the same reason. The state of Minnesota appealed to the President for special federal assistance in meeting its energy needs. There was talk of oil and gasoline rationing—and now there is concerted Congressional action in this area.

An inevitable effect of the domestic fuel shortage has been our growing dependence on foreign oil. Even as Texas oil fields operate at 100 percent capacity (for the first time since World War II), we grow more and more dependent on foreign oil. In 1970, 22 percent of our oil was imported; by 1980, it is expected to be as much as 50 percent.

The implications of this dependence on foreign oil are far-reaching and exceedingly dangerous:

- Our national security could be threatened as a minor conflict in the Middle East causes a sudden stop in the shipment of foreign oil to our shores;

- Our balance of payments deficit—increased from \$2 billion to \$6.4 billion since 1971—could further increase as more American dollars flow out of the country so that urgently needed foreign fuels may flow in. This problem has produced two devaluations of the dollar in the past two years.

All of these possibilities constitute a threat to the industry, health, and education of the American people.

Alaska's Economy

In 1970, the oil industry contributed some \$50 million in payrolls to the Alaskan economy. It provided approximately 5,000 jobs. Beginning the pipeline this year would increase that substantially. The Interior Department estimates that by 1976, at the height of the pipeline construction period, the oil industry would generate some

\$400 million in personal income and create about 30,000 jobs. Alaska needs these jobs for a prosperous and stable economy.

Organized labor's support is reflected in a recent statement issued by the Executive Council of the AFL-CIO that I ordered printed in the "Congressional Record."

For more than three years, the trans-Alaska Pipeline has been a matter for the courts. But in February, the U.S. Court of Appeals ruled it could do nothing further and put the issue in the lap of Congress.

The court ruled—by a vote of 7-0—that the Secretary of Interior does not have the authority to issue a construction permit allowing a right-of-way wider than 54 feet. Its decision was based on the Mineral Leasing Act of 1920, which allows a corridor of 25 feet on each side, plus the width of the pipe itself.

In addition, the court—by a vote of 4-3—decided not to rule on the environmental issues involved, preferring to wait until Congress resolves the right-of-way problem before ruling on the environmental aspects.

The Congress is considering action to update the Mineral Leasing Act of 1920 to allow a corridor wide enough for pipeline construction. This will return the issue to the courts and delay construction of the line for at least two years.

Congress can do more to get the pipeline built sooner. I have introduced legislation that would have the Congress decide that the environmental statement on the pipeline is sufficient. Congress would, in approving my amendment, be substituting its judgment for that of the courts that the statement meets the requirements of the law.

Such action would clear all roadblocks to pipeline construction, permitting construction to begin, hopefully this year.

We can't afford to wait two years, since during that period, the energy crisis is sure to worsen—as are the national balance of payments problem and the Alaskan financial and employment outlook.

At the heart of the entire pipeline issue is the environment issue. Environmentalists claim the pipeline would have a detrimental effect on a broad swath of The Great Land. As a result, they



Alaska's Sen. Gravel stands before stacked pipes that await use in meeting nation's energy crisis.

have strongly backed authorization of a pipeline that would cross Canada instead of Alaska.

But even if a trans-Canada pipeline is built to transport oil from the North Slope, it would still have to cross Alaska to reach the Canadian border and it would still have to cross part of the Midwest to reach its ultimate destination: Chicago. Therefore, the Mineral Leasing Act of 1920 would still have to be amended to accommodate the Canadian line.

Second, a thorough Interior Department study says that the Alaska pipeline can move oil safely.

Its conclusions are that little, if any, lasting damage will be done to the environment by the pipeline. Moreover, it makes mandatory certain standards that contractors must follow. These standards guarantee environmental protection.

Provision is made for pollution control in all forms. The pipeline constructor will have to provide buffer strips one-half mile wide from wildlife areas, parks, historic sites, national landmarks, or recreation areas. Fish and wildlife protection is also covered in the contractual requirements, and restoration of any disturbed areas is required.

The pipeline itself will be designed to withstand anything but the most severe earthquake. In areas of terrestrial instability, a network of ground-motion detectors will be installed to coordinate with a fast-moving shut-down system.

PARTIAL STATEMENT BY THE EXECUTIVE COUNCIL OF THE AFL-CIO

"It is tragic that while the United States is facing an energy crisis, including shortages of petroleum products, one of the largest reserves of petroleum—Alaska's North Slope—remains undeveloped.

"At a time when the U.S. is forced to increasingly rely on oil imports—with resultant loss in American jobs, damage to this country's balance of trade and potential threat of national security—development of Alaskan oil reserves is blocked by outdated right-of-way requirements and environmental concerns, some real and some imagined.

"The fastest, most economically feasible and most secure method of transporting Alaskan oil to the burgeoning American markets is by pipeline to Valdez and by tanker to West Coast ports.

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

"However, the key to transshipment is construction of the Alaskan pipeline, and construction of the pipeline depends on Congressional action to give the Secretary of the Interior legal authority to grant the right-of-way.

"Congressional action is also necessary to legalize many oil and gas pipelines in all regions of the country which, as a result of a recent court decision, are technically illegal. Unless legal remedy is provided, these pipelines could be enjoined and the jobs of many workers endangered...

"We recognize that full development of Alaskan oil reserves will not solve America's larger energy crisis. The future stability of the country's economy requires immediate measures to insure America's self-sufficiency in all forms of energy...

"If America does not solve its immediate and long-range energy needs, this country will be forced to depend largely on foreign sources with political, economic and national security hazards.

"Without sufficient energy resources America will not be able to meet its economic and social goals, but if the Congress acts now it can assure Americans both a better environment and a better life for everyone."



Working in the *Seatrain Maine's* galley is Third Cook John McRee helping to prepare a meal for the crew.



One of the vessel's cranes at work.



Wiper John Pivarott looks on as the ship's oil is pumped at the Bayonne, N.J. Army Terminal.



Seatrain Maine

The SIU-manned *Seatrain Maine* (Hudson Waterways) returned from the Far East run last month, docking at the Bayonne, N.J. Army Terminal to unload cargo and pay off her crew.

After unloading her cargo of military supplies, she sailed coastwise to New Orleans before

undergoing repairs at a shipyard in the port of Norfolk.

The 12,321-ton ex-tanker was built in 1944 in Sausalito, Calif., being converted to a multipurpose cargo carrier in 1967 in Baltimore. She carries Roll-On and Roll-Off containers and is capable of carrying railroad

freight cars.

Two overhead cranes with booms on her top deck for loading and unloading cargo are a unique feature of her shipboard machinery. The ship's turbine engine generates 10,000 hp.

The 559-foot long *Seatrain Maine* also has both radar and loran equipment on board.



Oiler Arvid L. Johnson checks oil gauges with his flashlight.



Chief Cook George Elliott chops onions for a stateside meal after ship's run from the Far East.



Seafarer Knowles is presently sailing aboard the containership *Panama*.

A Real Fish Story Is Told If Herb Knowles Is About

Fifteen years ago, Herb Knowles was fishing knee-deep in a creek in Florida.

After several hours of not even getting a nibble, Herb disgustedly packed his tackle box and headed home.

While enroute, the Westwood, N.J.-born Seafarer felt something flopping about in the left cuff of his pants. Hastily looking downward, Herb was amused to find that the movement was being caused by two brightly colored tropical fish.

He took the ill-directed fish home, cared for them—and since then has developed such a keen interest in collecting tropical fish, that now, when going on long voyages, he brings his hobby along.

The 57-year old chief steward sets up all necessary apparatus, which includes a 12-gallon tank, air pumps and a sturdy bamboo stand, in a prominent position in his fock'sle.

He tightly fastens the stand, which he built himself with \$7 worth of bamboo, to a smooth section of bulkhead and places the tank on top.

"The stand is so secure," says Herb, "that the ship would almost have to capsize for the tank to fall off."

Presently inhabiting this 12-gallon home are 10 strikingly beautiful tropical fish of four different species. They include silver gourami, pearl gourami, black lace tetras and one rather fat elwin catfish from the Amazon River. They cost approximately \$1.25 each, but are worth a lot more to Brother Knowles.

Although his favorite species is the multi-colored pearl gourami, Herb admits that the most interesting to watch is the elwin catfish, which acts much

like a vacuum cleaner, sucking up tiny particles of food from all sides of the glass tank.

The veteran Seafarer, a chief steward for over 30 years, serves quite an assortment of foods to his tiny crew. The menu includes chunks of freeze dried shrimp, fresh cooked spinach, live bloodworms, an occasional egg yoke, and brine shrimp eggs (the fish's favorite) which take up to 48 hours to prepare in a solution of warm salt water.

Over the years Herb has owned 30 different species of tropical fish, purchased mostly in Japan and Southeast Asia. The most expensive fish he has ever come across is the pompadour fish of South America, costing \$12 each.

Brother Knowles explains that the amount of time necessary to properly care for these delicate animals takes up a good deal of his free shipboard hours.

He must often clean and change the tank water which takes about three hours—and water temperature must be strictly maintained at 80 degrees. Also, during rough weather, he must syphon out some of the water so the tank will not overflow.

Herb highly recommends this hobby to hypertensive individuals. He explains that the slow, methodical movements of the fish are very relaxing to watch.

"They are an excellent sedative," he says.

He does not plan to retire until the age of 65. By then he will have been sailing for 45 years.

Herb now makes his home in San Francisco, Calif. with his wife, Wilma, and son, Paul Joseph.

New Orleans Terminal Opens

The new Milan Street Wharf complex was recently dedicated in the port of New Orleans. The \$6 million facility on the Mississippi River was designed and built specifically to accommodate the new ultra-modern LASH vessels and their barges.

The new cargo terminal was constructed on the site of the city's old Stuyvestant Docks, just downstream from the Napoleon Avenue Wharf.

The Milan Street Wharf measures 1,265 feet, with its shed and railroad approaches. The modern nature of the new wharf allows it to handle 650,000 tons of cargo annually.

It is only the second LASH terminal of this type to be built in the U.S.

On hand for the formal dedication of the new complex were Louisiana

Governor Edwin W. Edwards, Secretary of Labor Peter J. Brennan and Eads Poitevent, President of the Board of Commissioners of the Port of New Orleans.

The SIU-contracted vessel *Delta Mar* (Delta Lines), returning from her maiden voyage to South America, was a featured attraction at the dedication ceremonies for the terminal. Delta Lines will be the principal user of the new facility.

The recently-inaugurated port complex indicates an expansion of Delta Line's reliance on LASH-type vessels. Seafarers in the port of New Orleans will note that the new terminal is closer to the SIU hall on Jackson Ave. than the previous wharf was, and that it is easily accessible by a direct bus route.

Great Lakes Off-Season Jobless Pay Bill Signed

Ohio's Gov. John J. Gilligan last month signed into law a bill which will give that state's Seafarers unemployment pay for the first time.

The bill, fought for by the SIU for nearly 20 years, was passed by the state Legislature Aug. 28. It was signed by the Governor on Sept. 17 in Columbus.

A major feature of the new law affecting SIU members sailing on the Great Lakes for Ohio-based shipping companies removes the long standing provision that their work be considered seasonal. It was that stipulation which had previously stopped merchant seamen there from collecting jobless pay during the off-season.

Under the old Ohio law, Great Lakes seamen were classified as seasonal workers who were ineligible for unemployment compensation benefits during the "off-season" and whose total benefit entitlement was proportionately reduced.

In the past, only Ohio and Michigan excluded merchant seamen from collecting these benefits available to unemployed workers, including longshoremen and tugmen.

Michigan passed a jobless pay bill for seamen in 1937.

The passage of the bill resulted from the efforts in the Ohio Legislature by the SIU and other Great Lakes maritime unions. They fought strong opposition from the big steel companies to have the seasonal restriction removed from the old unemployment compensation law.

Under the old law, Seafarers sailing on the Great Lakes and 3,200 maritime workers employed on 80 ships operated by shipping companies based in Ohio, could only qualify for jobless pay benefits during the 40-week shipping season which usually begins the last week in March. No eligibility credit was given for the 12-week "off-season" period. Any benefits paid by the end of the 40-week season were suspended until the following season began.

An example of how the old Ohio law discriminated against merchant seamen, is the case of two Great Lakes Seafarers residing in Toledo, one working for a Cleveland shipping company and the other for a Minnesota company.

When the Minnesota Seafarer was laid off, he drew jobless pay from that state. But the Cleveland Seafarer was out of luck.

Under the new Ohio law, in addition

to increasing benefits from 20 to 26 weeks, benefits were raised from \$60 to \$77 for a Seafarer with no dependents. With a dependent, he'll get \$94 instead of the \$70 given in the past; for two dependents, \$100 instead of \$77.

A Seafarer with three dependents now receives \$107 instead of \$83. With four dependents he'll get \$114 instead of \$91.

The new schedule of benefits also includes a built-in method for cost-of-living increases in effect Jan. 1, 1975.

Finally, the new law eliminates the requirement that a Seafarer receiving unemployment pay report weekly to the unemployment office. Now he'll be able to report either biweekly or by mail.

Sponsors of the new law in the Ohio Legislature were: Sen. Howard Cook (R-Toledo), Labor and Commerce Committee chairman; Sen. Marigene Valiquette (D-Toledo); Rep. Barney Quilter (D-Toledo), majority leader of the House of Representatives; Rep. Casey Jones (D-Toledo); Rep. Leonard Camera of Toledo, Labor and Commerce Committee chairman, and Rep. Arthur Wilkowski of Lorain, Judiciary Committee chairman.

UIW Convention Nominations

The SIU-affiliated United Industrial Workers of North America is now accepting nominations for the position of convention delegate from those members wishing to serve at the UIW National Convention to be held on Nov. 28 in Washington, D.C.

Sixteen delegate positions from the two UIW regions are open to members—14 from the Atlantic Coast Region, and two from the Gulf Coast Region.

Any member in good standing may nominate himself for the position by writing to the Regional Director, United Industrial Workers of North America, 675 4 Ave., Brooklyn, N.Y.

The nominations should be sent by registered or certified mail, and must contain the member's full name, address, book number and social security number. They must be received by the Regional Director before noon, Oct. 23.

A comprehensive six-page report, completely outlining all election dates and procedures was sent to the last known address of each UIW member.



Gov. John J. Gilligan of Ohio (center) with SIU Cleveland Port Agent Don A. Bensmen (left) and AFL-CIO Ohio President Frank King after signing the bill.

IBU Supports Rule Permitting Mixing of Inland Cargoes

The SIU-affiliated Inland Boatmen's Union has expressed strong support for the so-called "Mixing Rule" bill — S. 2267—which would permit the mixing of regulated and unregulated commodities.

The union's position was submitted to the Senate Commerce Committee by O. William Moody, Jr., the union's Washington representative who also is administrator of the AFL-CIO Maritime Trades Department.

S. 2267, which the committee now is considering, seeks to amend Section 303(b) of the Interstate Commerce Act by repealing the "No-Mixing Rule," which prohibits mixing of regulated and unregulated commodities in the same vessel or tow; and the "Three Commodity Restriction," which does not permit more than three types of exempted commodities to be mixed in any one tow.

In a letter to Commerce Committee Chairman, Sen. Warren G. Magnuson

(D-Wash.), Moody declared that S. 2267 "will serve to maintain efficient and economic operations on the inland waterways of the United States to the benefit of shippers and consumers."

He pointed out that since 1941, implementation of Section 303(b) has been deferred by legislative and executive action because "it was evident then, as it is now, that unless its constraints were relaxed, transportation flexibility would be hindered; the inland water carriers would face operation difficulties and the resulting increase in costs would be passed on to the consumer."

Noting that improved towboat technology has enabled barge operators to keep their costs down, with rates still at 1960 levels, the union spokesman asked for favorable action on S. 2267 as a means to "encourage the continuation of a healthy inland waterways transportation industry . . . to fulfill its vital role in the transportation systems so necessary to a healthy national economy."



Seafarer Arthur Sankovidt (right) accepts Certificate of Honor from SIU Medical Director Dr. Joseph B. Logue at headquarters clinic. Brother Sankovidt was honored by SIU for his service to the Union's Blood Bank.

SIU Blood Donor Honored

The SIU Blood Bank has been in operation since January, 1959. Since then, over 9100 donors have given blood at the N.Y. clinic alone, so that the Blood Bank could maintain a constant supply of life-saving blood for SIU members and their dependents.

SIU member Arthur Sankovidt started giving blood at the clinic in the very first year the Blood Bank opened, and has continued to donate blood regularly.

Recently, he became the record holding SIU blood donor—with a total of three gallons donated over the years. Runner-up is Brother Alvin Carpenter—who has donated a total of 17 pints.

Brother Sankovidt, who sails as messman, was honored at the SIU clinic at headquarters for his achievement. He was awarded a certificate for his steady and unselfish contributions to our Blood Bank.

"If someone needs blood, I'm more than willing to give it," says Brother Sankovidt, explaining his philosophy.

The three gallon donor has never had the occasion to need blood himself, but realizes that he is entitled to draw on the SIU's supply if a transfusion is ever necessary.

Brother Sankovidt, a resident of Passaic, N. J. who ships out of the port of New York, urges all his SIU brothers to give blood when they can:

"It's painless and takes only a few minutes to donate blood. Then you and your dependents are eligible to draw on the SIU Blood Bank if you ever need life-saving plasma.

"The most important reward, however, is not your eligibility to use SIU blood, but, rather, the satisfaction of giving . . . and the feeling of brotherhood that comes with donating to fellow SIU members."

SIUNA Fishermen Win Strike

The eight week strike by the SIUNA-affiliated New Bedford Fishermen's Union ended early last month with the signing of a new three year contract with fishing boatowners.

The new contract, which is retroactive to July 7, will extend to Aug. 30, 1976. Among its provisions is an increase in pension and welfare benefits for union members.

The strike, which began on July 11, was the longest fishing strike in New Bedford, Mass. since 1940 when fishermen struck for nine weeks.

Negotiations for a new contract, according to union Secretary-Treasurer Austin Skinner, had begun the middle of May. The contract was to have expired on June 30 but it was extended

to July 7 when no final agreement had been reached.

Meanwhile, it was announced in early July that the National Oceanic and Atmospheric Administration has earmarked \$525,000 to rehabilitate the New England fishing industry.

An agency of the NOAA, the National Marine Fisheries Service, will provide the money in two parts—the first allotment will be for \$400,000 and the second for \$125,000.

The New England fishing industry has suffered a sharp decline in recent years but unions, boatowners, seafood producers and legislators are trying to improve the industry through both national and international efforts.

Bethflor Safety Award



As some crewmembers and company officials look on, Captain L. A. Platt (far right) proudly displays the certificate awarded to the SIU-contracted Bethflor (Bethlehem Steel) for having the best safety record in the company's fleet in 1972. This was the third year in a row that the ship was given the award. It was presented at the company's docks in Sparrows Point, Md.

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.
4. Getting a satisfactory score on the screening test which will be mailed to you.

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

ASHORE



Paducah, Ky.

Plans are now being formulated for construction of a coal transfer terminal on the Ohio River, eight miles west of here.

The large terminal is scheduled to be built on a 900-acre tract of land just below Metropolis, Ill.

The American Electric Power System is financing the project—at an approximate cost of \$16 million.

The terminal will be used in the transfer of low-sulphur coal from railcars to IBU barges for delivery to generating plants in the Ohio Valley. The operation is expected to handle 10 million tons of coal annually.

* * *

Construction has begun on a new lock and dam near Smithland, Ky. The new facilities will be at the mouth of the Cumberland River, 15 miles east of Paducah.

Buffalo, N.Y.

A dinner dance sponsored by the Buffalo Port Council of the Maritime Trades Department was held here recently.

Officials and members of 26 local unions affiliated with the MTD attended the affair and SIU Port Agent Roy Boudreau described the event as a "great success."

* * *

Grain trade in the port of Buffalo is exclusively SIU now since SIU-contracted Kinsman Marine Co. operates all of the grain elevators in the Buffalo area—insuring more work for Seafarers in this Lake Erie port.

Houston, Tex.

The Western Gulf Port Council of the Maritime Trades Department, AFL-CIO will hold its annual dinner dance on Oct. 20.

In addition to SIU representatives, Congressman Bob Eckhardt (D-Tex.)—a member of the House Committee on Interstate and Foreign Commerce—and Texas Governor Dolph Briscoe are expected to attend.

Lorain, Ohio

Now under construction at American Shipbuilding Co.'s yard here is the Great Lakes carrier *Paul Thayer*, to be operated by SIU-contracted Kinsman Marine Transit Co.

The vessel, sister ship of the recently-launched *William R. Roesch*, is being built under the subsidy provisions of the Merchant Marine Act of 1970—legislation for which the SIU vigorously fought.

The *Paul Thayer*—scheduled for delivery next spring—will join the *William R. Roesch* in the transport of taconite ore on the Lakes.

Philadelphia, Pa.

Six Philadelphia IBU deckhands earned their mate's licenses through the IBU-SIU Upgrading Center at the Harry Lundeberg School of Seamanship at Piney Point, Md.

The men who received their U.S. Coast Guard licenses are: John Wozank, Virgil Quillan, Jack Joyce, Eddie Hultz, Frank Auerswald and Phil Ayers.

Jersey City, N. J.

Regional Director Eddie Pulver of the SIU-affiliated Railway Marine Region reports that Congress has amended the Railway Labor Act regarding pensions for all railroad employees—the first time the law has been modified in 50 years.

RMR members can now retire—with full pension benefits—at age 60 with 30 years of service. Prior to this change in the law, a member had to be 65 years old and have 35 years service for full retirement benefits—or else he had to take a cut in pension.

Piney Point, Md.

The Lundeberg Library at the SIU's Harry Lundeberg School of Seamanship offers a wide variety of educational and historical materials for academic study, vocational training, reading and musical enjoyment, reading improvement and intellectual enrichment.

All Seafarers are welcome to use the Library's services.

The Lundeberg Library features a large selection of maritime books and magazines, as well as reading matter on general subjects; audio-visual aids; recordings, and historical documents—including union minutes written by Andrew Furuseth, in his own handwriting, dating back to the nineteenth century.

Bay City, Mich.

A major reconversion job will be done here this winter on the Great Lakes freightship *Nicolet* owned by the Gartland Steamship Co., a subsidiary of the SIU-contracted American Steamship Co. of New York and Buffalo. The vessel is expected at a shipyard here Nov. 15. The reconversion will include structural alterations and removal of steam engines, oilers, bunkers and related equipment. A new 2,875 hp diesel engine will also be installed in the ship.

Young Seafarer Follows SIU White Cap Tradition

Seafarer Chuck Probst was less than two years old when SIU founder Harry Lundeberg passed away in 1957, but he is carrying on a tradition started by Lundeberg in the early days of our union—the wearing of the floppy white seaman's cap as a symbol of union brotherhood and solidarity.

Seafarers still refer to the floppy white caps as "Lundeberg stetsons", as they reminisce about the role the hats played when SIU members hit the bricks for seaman's rights during the General Strike of 1946 or when the SIU came to the aid of the New York United Financial Employees Union during the 1947 Wall Street beef.

The white caps were worn proudly in those struggles so that Seafarers could identify their union brothers on picket lines and also so that the enemies of the SIU could see the kind of militant support the union could generate for its just causes.

Chuck Probst became interested in the history of the SIU and the role the white cap played in that history during his entry rating training at the Harry Lundeberg School of Seamanship at Piney Point, Md.

The Oklahoma native was so impressed with the sea of white caps illustrated in an SIU film on the Wall Street beef, that he purchased one himself in his home port of New Orleans upon graduating from the school in 1972.

"The white cap not only demonstrates the tradition of SIU brotherhood and solidarity," the 18-year old wiper explains, "but it also has a practical function: it keeps my hair safely tucked away when I'm working on board ship."

The 19-month veteran of the SIU feels that he is not imitating Harry Lundeberg by adopting his headgear; instead, young Probst feels that he is doing his part to remind his shipmates of the proud traditions of their union.

Chuck Probst feels that another important factor in the SIU's history is the ongoing tradition of improvement and self-betterment for both individual members and the union in general. This is why he plans to return to the SIU's Lundeberg Upgrading Center for a high school diploma.

Though the days of hitting the bricks seem to be long gone (the major struggles the SIU faces now occur around the bargaining table or on the legislative front), Brother Probst knows that union solidarity is just as important today as it was in the early days of the SIU. He says:

"Wearing the white Seafarer's cap is a constant reminder to my shipmates and myself of the struggles we seamen have undertaken and won in the past and the lesson that we learned from those struggles: that there is Security in Unity."

Quartermasters Training



Instructor Mark Durand works with Seafarers who are preparing for quartermaster examinations. Radar plotting and rules of the road are some of the complicated problems which these men must master to qualify. The Lundeberg School has experienced instructors to help Seafarers achieve higher ratings. From left are: Seafarers Carroll Heick from San Francisco; Jennings Long from Baltimore, and Tony Ferrara from New York



. . . . and the hard work paid-off as the successful candidates proudly display their Quartermaster Certificates of Achievement. From left are Eugene McKenna, Jennings Long, Instructor Mark Durand, Thomas Spangler, Carroll Heick and Tony Ferrara.

Seafarer Bortz Narrates Life on Sea-Land McLean

Seafarer Charles A. Bortz is a more than 20-year veteran of the SIU and is currently sailing as an able-seaman aboard the SL-7 containership *Sea-Land McLean*. After his most recent voyage aboard this new vessel, Seafarer Bortz decided to write to the LOG and tell others what life is like aboard these new vessels.

When I woke up my first morning on the "*McLean*," I had a moment of panic. I thought that I was flaked out in a New Jersey motel room and had missed the ship.

Nothing within view of my rumpled three-quarter bed bore any resemblance to a ship's foc'sle. A combination bureau-desk stretched 10 feet along one wall—beside me was a vinyl covered easy chair and somewhere beyond my toes—beyond an end table and an upright lamp—was a snugly closed closet door. The room was carpeted from wall to wall in mottled blue and as I sat up I almost banged my head against a square box which was obviously some kind of radio speaker. Overhead there was no reassuring maze of pipes, only the fitted panel of an air-conditioning unit and a couple of fluorescent light domes.

I was still shook, but at least I knew where I was. I toddled barefoot over the yielding carpet to my tiled bathroom—commode, wash basin, medicine cabinet and glass-enclosed shower—and threw some water on my face (potable water, the only kind that runs through the "*McLean's*" faucets).

With the sleep out of my eyes and some of the fog out of my head, I could just sense the ship's movement through the water. It was a strange motion though—jerky and a little threatening—more like riding a jet plane than a respectable ocean freighter.

Pushed along by her 120,000 horses, the "*McLean*" purrs through the water. She doesn't roll much nor does she dive; she simply overpowers the waves. In a moderate sea she will pitch and fishtail a little, but hardly enough to disturb a coffee cup sitting on a polished table in the after house.

The deck department lives on one deck of its own house forward with the mates, the skipper and the wheelhouse on top. There is a comfortable lounge with a TV set, a table, chairs and a sofa—plus a built-in refrigerator and sink.

Night lunch is brought up by the forward BR who cleans the crew's quarters and makes the beds. One deck down is a spacious laundry room with a large capacity washer and dryer, not to

mention an ironing board and a power-spray iron.

Every department has its own lounge and laundry room.

Cranked up to sea speed the "*McLean*" barrels along at 33 knots, making a gale force wind that could sweep even a lead bottomed AB clear off the foc'sle head.

Even on the bridge the lookout has frequently to hold on to the dodger rail or take shelter behind the steel and glass shield that adjoins the wheelhouse.

The wheelhouse is something else again—65 feet wide with mysterious blinking lights, humming dials and an instrument console that closes off the whole big after section.

When you first step into it, you feel like stepping out again with a polite, "Sorry, wrong ship." However if you make it to the wheel, you find that she steers like a custom built Cadillac on a California freeway, half a spoke one way or the other in normal weather.

The most hamhanded quartermaster can keep her within a degree of the course for hours on end.

The only inconvenience in living forward is the long trek aft for meals. Everyone eats in the huge messhall in the main house—indeed everyone eats in one corner of it. It is worth the three-times-daily trip though, not only for the sumptuous food, but to catch a look at the members of the other departments.

Of course if you have to call the bosun, you must also negotiate the 450 feet to the after house, take the elevator to floor "04" and make two sharp lefts. The bosun lives in solitary splendor beside the chief steward.

The first time it is wise to take a guide since it is easy to get lost in those miles of silent, deserted passageways with their identical closed doors.

The "*McLean*" sails every other Saturday afternoon from the new SL-7 berth at Port Elizabeth. That Thursday night she pulls into Bremerhaven for something less than a 24-hour stay. Saturday morning she is in Rotterdam and if she is running on time, the crew is off for sightseeing and lustier pursuits until Sunday noon. The next Thursday night she is back in Port Elizabeth when everybody takes off again, this time for home. It works out to six days on the ship and a day ashore with a day to a day-and-a-half in the family castle every two weeks.

A little different than those grain runs to India.

In fact everything is different on these SL-7's—the sounds, the sights, the work rhythms, even the smells. It is a new kind of sailing. But try it—you might like it.



SS *Transoneida*

The crew of the *Transoneida* (Hudson Waterways) showed what "Brotherhood of the Sea" means when they picked up two Coast Guardsmen who had to go home on an emergency leave. The two men were aboard the Coast Guard weather ship *Rush* and were transferred to the SIU ship at sea.

In appreciation for the *Transoneida's* help, a plaque was presented to her captain by the Coast Guard.

SS *Mount Washington*

Seafarers' skill in putting out shipboard fires was proven aboard the *Mount Washington* (Victory Carriers) recently when a fire started in the starboard wing tank.

In typical SIU fashion, the crew promptly responded and extinguished the fire quickly.

Situations like this are why the union requires each Bosuns Recertification class and each "A" Seniority Upgrading class to attend the fire-fighting school in Bayonne, N. J.

The SIU encourages all Seafarers to go to the fire-fighting school for the one day course to be better able to protect themselves and their ships from the spread of a fire.

SS *Overseas Evelyn*

The SIU-manned tanker *Overseas Evelyn* (Maritime Overseas) recently anchored in the port of New York for a coastwise payoff. She unloaded her gasoline cargo onto barges in the Verrazano Narrows before embarking on her next voyage to the Persian Gulf.

Ordinary Seaman Mike Holl, a recent graduate of the Harry Lundeberg School of Seamanship at Piney Point, Md., met the vessel in Texas City, Tex.

The coastwise run on the *Overseas Evelyn* was Seafarer Holl's second sea voyage. His first trip as an SIU member was to Northern Europe.

Sixteen-year old Brother Holl, who ships out of the port of New Orleans, credits his family for telling him about the SIU's Lundeberg training facility. "My mother told me about Piney Point," the Lake Charles, La. native notes, "and am I glad she did!"

Brother Holl had special praise for the fire-fighting instruction he received as part of his HLS training.

"I hope I'll never have to use it," the new SIU member said, "but it's certainly good to know that you can act quickly and correctly in case of a fire emergency on board ship."

Although only a Seafarer for a few months, Brother Holl had words of advice for his SIU brothers—even the old-timers: "Every SIU member should take advantage of our fire-fighting program, especially members of the deck department," the youthful seaman recommended.

SS *St. Louis*

Seafarer Francis Caruthers, electrician aboard the containership *St. Louis* (Sea-Land), has rigged a "dead-man" safety switch in the ship's chain locker. When activated, the switch automatically cuts off power to the anchor windlass. This is an important safety feature should the Seafarer manning the chain locker have trouble with the anchor. We commend Brother Caruthers for a job well-done.

The *St. Louis* paid off in Yokohama Sept. 5.

SS *La Salle*

The SIU-manned freightship *La Salle* (Waterman) recently docked in Port Newark, N.J. for her coastwise payoff. She had been carrying general cargo from Texas.

Bosun Delphin Lovelace Parker praised the SIU crew, describing them as "a good gang—top to bottom." He had particular words of praise for the Lundeberg School graduates on board. Brother Parker said:

"They really know their way around a ship, so you can bet they've had top-notch training in Piney Point."

One of the HLS graduates on the *La Salle* is BR utilityman Larry Ritter. Brother Ritter, who completed his Piney Point training in April, said that he "learned a whole lot" at the SIU training facility.

Seafarer Ritter made his first voyage on the *La Salle* for her Far East run, and has stayed with her ever since. He plans to stay aboard for her upcoming voyage to India and the Persian Gulf.

SS *Thomas Lynch*

SIU-contracted Waterman Steamship Co. recently purchased the freightship *Korea Bear*. The vessel, now under the SIU banner, has been re-named the *Thomas Lynch*.

She crewed up in late September, bound for New Orleans, La. Following her payoff there, she's scheduled to continue on to Europe or the Far East.

SS *Pittsburgh*

Rudy DeBoissiere, chief steward aboard the containership *Pittsburgh* (Sea-Land) has been named coordinator of Drug Abuse Research (DARE) centered in the Philippines' capital city of Manila.

The drug center started by Father Bob Garon temporarily houses and clothes rehabilitated addicts who are still without funds or job prospects.

Brother DeBoissiere asks that those wishing to contribute to this cause send their contributions to Father Garon, c/o Customs, Manila, Philippines.



Sea-Land McLean gracefully glides through waters of Port Elizabeth as she completes another voyage serviced by her 120,000 horsepower plant.



USNS Cossatot Nine Month Voyage

The *USNS Cossatot* is one of thirteen Navy tankers now manned by SIU members.

She and her sister ships are charged with the vital role of supplying U.S. military bases around the world—from Antarctica to the Persian Gulf—with the fuels and oils they need.

Seafarers aboard these Navy tankers are also taking part in the refueling of other ships at sea—an intricate maneuver requiring the utmost in seamanship.

On a brisk day last month, the *USNS Cossatot* dropped

anchor in the historical port of Searsport, Maine after completing a voyage to ports throughout the Mediterranean, a swift passage to Puerto Rico, and a coastwise trip north via the Atlantic.

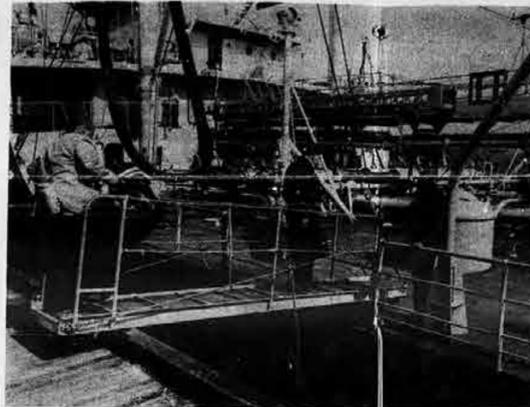
The voyage of the *USNS Cossatot* was a fruitful nine month journey distinguished by visits to some of the most important military bases in the world.

The SIU tankermen aboard the *USNS Cossatot* are proud of their ship and maintain her in the highest standards of sea-

worthiness so that she will always meet her obligation to be in the right place at the right time.

She can carry 135,000 bbls and her tanks must constantly be monitored by Seafarers in order to maintain the proper control conditions for the specific cargo carried.

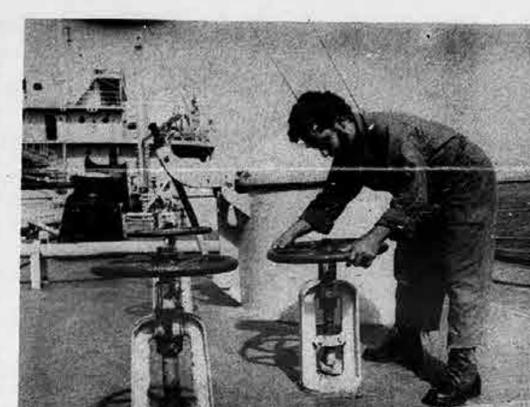
The deck, engine and steward departments aboard the *USNS Cossatot* are, in the words of her Chief Steward Homer Ringo, and her Bosun S. H. Nicholson, "manned by tankermen who know their ships."



Gangway watch Melvin McQuarrie welcomes replacements aboard the *Cossatot*.



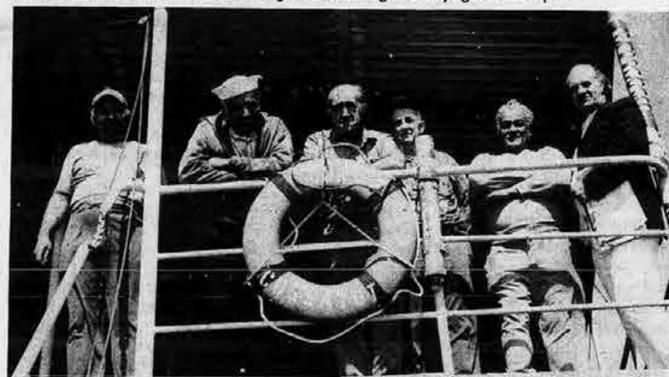
Seafarers Gilbert Payton (left) and Earl Alderman are both recent graduates of the Harry Lundeberg School and launched their seafaring careers aboard the *Cossatot* at the same time.



Ordinary Seaman Francisco Jimenez handles topside chores as the *Cossatot* pumps her JP-4 oil in Searsport, Me.



Oiler Tony Garcia (black shirt) checks steam gauge with his replacement Oiler John L. Hubber. Brother Hubber is looking forward to good voyage to Europe.



The *Cossatot's* ship's committee gathers topside aboard the Navy tanker after voyage. From left are: R. Waters, educational director; S. Nicholson, ship's chairman; W. Pinkham, deck delegate; C. Copeland, engine delegate; A. Trumbach, steward delegate, and Homer Ringo, chief steward.

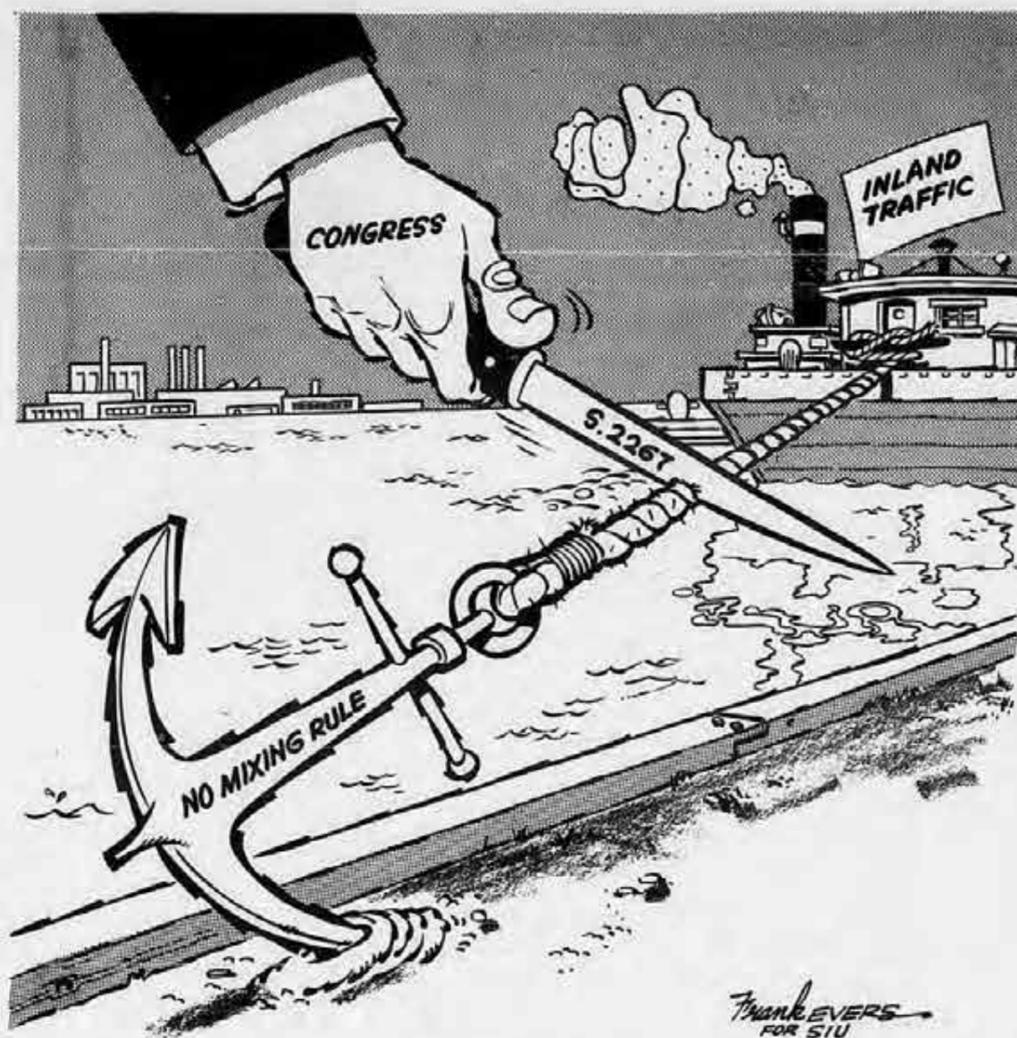
SIU chief pumpman Royce Waters checks fluid level through tank top as ship discharges her cargo.



After a nine-month voyage there was a good deal of union business to be brought up to date on, and SIU Representative George Mc-Cartney (near blackboard), assisted by Bosun David Dickenson, who is in current Bosuns Recertification class, hit the deck to answer crew's questions. Among topics discussed were SIU's legislative role and its fight to increase jobs for Seafarers.



Seafarer Gilbert Payton completes nine month voyage by bringing mooring lines up to the bit. Brother Payton is a recent graduate of the Harry Lundeberg School and was on his first SIU ship.



Viable Inland Waterways

The future development of America's inland waterways system is a primary concern of the SIU and its affiliated Inland Boatmen's Union.

Our inland waterways system is an important and vital means of transporting much needed goods within the country.

The only way, however, that our inland waterways will remain viable is if cargoes can be shipped on them economically. That is why the SIU, the IBU and the AFL-CIO's Maritime Trades Department are strongly supporting the so-called "Mixing Rule" bill which is currently before the U. S. Senate's Commerce Committee.

The "Mixing Rule" bill—S. 2267—would permit the mixing of regulated and unregulated commodities by amending Section 303(b) of the Interstate Commerce Act. This Act contains the economically injurious "No-Mixing Rule" and the "Three Commodity Restriction."

The "No-Mixing Rule" prohibits mixing of regulated and unregulated commodities in the same vessel or tow while the "Three Commodity Restriction" does

not permit more than three types of exempted commodities to be mixed in any one tow.

The union's position on the "Mixing Rule" bill was made known to the Commerce Committee by the SIU's Washington representative, O. William Moody, Jr., who is also administrator of the MTD. In a letter to the Committee, Moody declared that S. 2267 "will serve to maintain efficient and economic operations on the inland waterways of the United States to the benefit of shippers and consumers."

In fact, he noted, actual implementation of Section 303(b) has been deferred by legislative and executive action ever since 1941 because "it was evident then, as it is now, that unless its constraints were relaxed, transportation flexibility would be hindered; the inland water carriers would face operation difficulties and the resulting increase in costs would be passed on to the consumer."

Therefore, we strongly urge that the "Mixing Rule" bill be passed in order that America's inland waterways can continue to remain a viable and efficient way to transport our nation's goods.

'A' Seniority Upgrading

Among the many comprehensive programs offered at the SIU's Lundeberg Upgrading Center at Piney Point, Md. is one of special importance to every Seafarer—the "A" Seniority Upgrading Program.

Reaching "A" book status is a major step forward in a Seafarer's career.

It opens the door to better paying shipboard jobs as well as to a wider choice of jobs. Also, under our shipping rules, "A" book men have preference in jobs over "B" book men and "C" card holders.

The "A" Seniority Upgrading Program is a 30-day course. Two weeks are spent at the Lundeberg School, and two weeks at headquarters. The program also includes a fire-fighting course at the Army

Base in Bayonne, N. J.

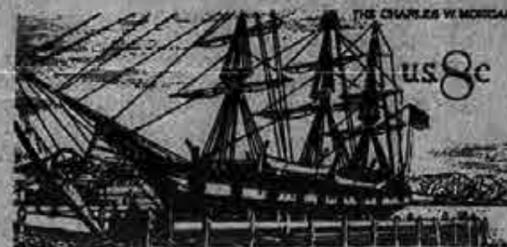
Since the program began in June, four classes of Seafarers have completed the course and received their full books.

To be accepted to the course, an applicant must have one year or more seafaring time within 24 consecutive months. He must be a graduate of the Lundeberg School or the Andrew Furuseth School. He must also hold a lifeboat ticket and a rating in one of the shipboard departments. Initiation fees, dues and all loans must be paid up in full.

Application forms are available at any SIU hiring hall.

All Seafarers meeting the program requirements are strongly urged to take advantage of this opportunity.

Letters to the Editor



HISTORIC PRESERVATION

Bosun Thanks SIU

As a member of the first Bosuns Recertification class, I want to thank the union for what it showed me and the interest it took and is taking in us older guys. Believe me, I will pass on everything I have learned to the members on board the ships that I will sail. It is something that must be done to get the members involved in their union.

I've been a union man all my life and I've made a lot of mistakes, but the best thing that ever happened to me was for me to go through the course that I have just finished. I, really for the first time in my life, understand how my union works and what it means to me and all the membership.

I would like to pass on my thanks to all the union employees at 275 20 St. and to the union officials for their time and attention all the time I was up there.

I'll write to the ones I can and thank them. They are all great people.

Sincerely,
Bob Lasso
Puerto Rico

Retiree Looks Back

I want to thank the SIU for sending me a copy of the LOG all these years. It has been a pleasure to this retired seaman to receive it, and to read about the maritime scene, the activities of the SIU, and especially the unbiased articles on the varied aspects of American shipping.

That Piney Point project that I have read so much about in the LOG is certainly a wonderful endeavor. I think back on my years at sea—from 1921 to 1963—and realize what excellent work has been done by the SIU—and other maritime unions—for the improvement of conditions for seamen.

My last ship was the SIU-manned *Elizabethport*. What a great difference in the Seafarer's life now to what it was when I first shipped out in 1921, when unions for seamen were practically unknown.

The LOG has also been very useful to me in working on my retirement hobby, which is writing what I hope to be, basically, a history of the American merchant marine. This, tentatively titled "Maritime America", I hope to have completed by our Bicentennial, 1976. I am wondering if any of your members, active or retired, might care to write of any noteworthy experiences of their seafaring life that might be relevant, for I am endeavoring to make this book, unlike so many works on the subject, well stocked with "human interest".

Again, thanks for sending me the LOG.

Very truly yours,
George E. Berens
Merrimac, Mass.

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SEAFARERS LOG

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Sven Stockmarr

SIU Bosun Sven Stockmarr was born in Denmark. He first went to sea in 1938, and he's been with the SIU since 1943—shipping out of New York.

"The Lundeberg School is a real asset to the SIU, and all our members should be grateful to those who had the foresight to set up HLS . . . and to those who keep improving it over the years.

"I've been to sea for over 35 years, and I've seen most of the maritime training schools. Piney Point is the best! If an old-timer like me could learn new techniques for the modern vessels we'll be sailing, and even pick up some tips on seamanship, then you know they're doing a great job there.

"The Bosuns Recertification Program is the greatest thing going. I wish that everyone had the opportunity to get this inside view of the SIU that we received . . . and I also wish that all SIU members would participate in the fire-fighting program.

"During the headquarters phase of the program, I was most interested in the shipping procedures and the way welfare claims are handled and recorded—but it was the entire program which gave me the insight and ability to perform my duties more effectively when I get back to sea."



James W. Parker

Bosun James W. Parker joined the SIU in 1945, and now sails out of the port of Houston. He has sailed as bosun for over 15 years.

"I came to Piney Point as a skeptic, having heard all kinds of shipboard scuttlebutt—but now I realize the importance of all of the programs there. Our Union really has something to be proud of. As for the Bosuns Program, I learned a whole lot about the SL-7 vessels, and the new line-splicing techniques.

"At headquarters, I was most interested in the morning briefings, which explain the latest developments in the maritime industry and the SIU's role in that industry, and making the payoffs taught me a lot about handling shipboard beefs."

Speaking of the total impact of his participation in the Bosuns Recertification Program, Brother Parker said:

"A well informed SIU membership is important, and through this program I have learned more in two months than I did in my previous 27 years at sea.

"I know that when I go back aboard ship that I'll be better equipped to do the job I'm paid to do—and I'll also be a better union member."

Bosuns Recertification Program:

The Bosuns' Comments

Three classes of SIU bosuns have now completed the 60-day Bosuns Recertification Program at Piney Point and SIU headquarters.

This important SIU program is designed to give every SIU bosun the tools necessary to keep abreast of recent technological changes in the maritime industry—LASH, LNG, and SL-7 vessels—and the new equipment and techniques required to fulfill our contractual obligations aboard ultra-modern ships now being launched.

In addition to providing SIU bosuns with a well-rounded program on all aspects of shipboard operations, the Bosuns Recertification Program also equips them with a firm knowledge of basic Union Education. This knowledge is important for SIU bosuns because they also serve as our ships' chairmen at sea.

The bosun, as a ship's chairman, is responsible for the proper enforcement of the SIU contract at sea. He must also preserve the rights guaranteed to all SIU brothers under our Constitution. The bosun must be well-informed about every phase of SIU activity, so that he can keep his shipmates posted on the latest developments in the maritime industry and in the programs and policies of the SIU.

Finally, he must keep shipboard meetings running smoothly and correctly.

The third class of SIU bosuns to complete the program offer their individual comments on the success of the Bosuns Recertification Program on this page.



Calvin A. James

Calvin A. James joined the SIU in 1949. He ships out of New York.

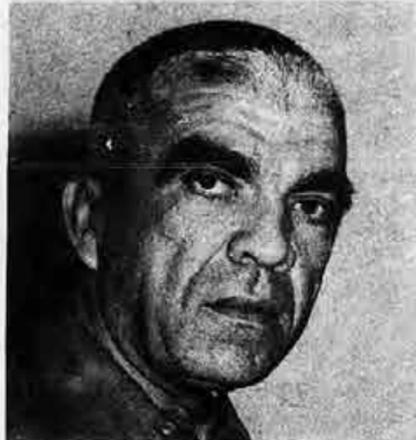
"After my first day at Piney Point, I was convinced that the Bosuns Recertification Program was a great project. The mingling of union education, contracts, SL-7s, tankers, LNG, barges, roll-on, roll-off, heavy lifts, shipboard behavior, etc. were so well developed that I was thoroughly impressed.

"The field trip to Washington, D.C. was an extraordinary mental expansion for me—we learned about the activities of the maritime industry, the AFL-CIO, and the Maritime Trades Department. Another field trip to the Bayonne, N. J. fire-fighting school further expanded my knowledge, and I urge all Seafarers to take advantage of this course. By doing so, it will create the skill and confidence needed to defeat a fire at sea."

Brother James summed up his feelings about the headquarters phase of the Bosuns Recertification Program:

"The second phase of the program was well-coordinated: morning meetings, counter, records, welfare claims, data center, and my first tour of the USPHS hospital on Staten Island.

"This program will enable me to function in all aspects of shipboard life with greater ability and confidence. As a bosun, I feel that the past 60 days have been an experienced treasure which I will always remember."



James Pulliam

Bosun James Pulliam has been with the SIU since 1946, and ships out of the port of San Francisco. No stranger to the Lundeberg Upgrading Center, Seafarer Pulliam helped to build the school back in 1967-68 and returned to attend an SIU Crew's Conference in 1970.

"Each day of the Program I learned more and more about the SIU. While at Piney Point, we learned about heavy lift vessels, SL-7s, and LNG ships—and about the great things our Union is doing at our upgrading center.

"The films, slides, lectures, and rap sessions were very educational, and the instructors were knowledgeable and helpful."

As for the headquarters aspect of the Bosuns Recertification Program, Brother Pulliam said:

"Our month in New York has been very enlightening. We've seen just how and what makes the SIU the great union it is.

"We accompany the patrolmen on payoffs, man the counter at headquarters, attend the morning sessions, and get to see first-hand how welfare, pension, and vacation records are kept and processed. We also had our day with the people who put out our LOG each month.

"I think that the Bosuns Recertification Program will bring us all closer together. It will surely give us a better understanding of what the SIU is all about—and what it is doing for our membership."



S. J. Jandora

S. J. Jandora is a 29-year veteran of the SIU. A resident of Clifton, N. J., Bosun Jandora sails out of the port of New York.

"The Piney Point phase of the Bosuns Recertification Program exposes us to all of the SIU's vocational programs—from entry rating to advanced upgrading. This will allow us to brief the membership about our school when we return to our vessels, and to clear up any uncertainties some members may have about our school.

"The Lundeberg School is a real asset to the SIU and all of our members, but only if the members take advantage of the opportunities offered there. I, for one, am going to encourage my shipmates to take an interest in our school. That's part of my job as an SIU bosun."

Everything about the Union operations in New York impressed Brother Jandora.

"Even though I ship out of New York myself, the Bosuns Recertification Program was really my first opportunity to observe the way things are run at headquarters.

"Seeing all the departments of the Union in action made me realize that it's not as easy to run a union as many people think. It's a complex job, but the personnel on board at headquarters seems to have everything well under control.

"Every bosun—in fact, every member—in the SIU should go through this kind of union education program."



David Dickenson

Seafarer David Dickenson is a 28-year veteran of the SIU who ships out of the port of New Orleans. He says:

"As an old-timer myself, I want all the old-timers in the SIU to know that the programs at the Lundeberg School and the activities at headquarters are really important to us—and are just as beneficial to us old-timers as they are to the young men coming into the industry.

"Even though I've been at sea all these years, I learned a lot about my job at Piney Point . . . and a lot about my union at headquarters!"

Bosun Dickenson urged all members—young and old alike—to take the SIU's fire-fighting course. Then he added:

"I came into the Bosuns Recertification Program because I wanted to improve myself, and over this two-month period I've done exactly that. The whole program has made me a better seaman . . . and a better SIU man.

"You can teach an old sea dog new tricks!"



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.

Upgrading Class Schedule

- November 1 — Lifeboat, Able-Seaman, QMED, Welding, All Cooks Programs
 November 15 — Lifeboat, QMED, Fireman, FOWT and All Cooks Programs
 November 25 — Radar Observer
 November 29 — Lifeboat, Quartermaster, QMED, Welding
 December 13 — Lifeboat, QMED, All Cooks Programs
 December 27 — Lifeboat, QMED, Welding, Able-Seaman, and All Cooks Programs
 January 7 — Original Towboat Operator

Cooks Graduate



Jim Richards (center), Lundeberg School steward department instructor, congratulated two of his recent graduates and presented them with achievement awards. Thomas Kirby (right), who completed the cook and baker upgrading programs received a certificate of achievement, and James Blair received a copy of the Steward Department Manual as the outstanding member of his class.



Seafarer Jeff Hambley, a 1972 graduate of the Lundeberg School's Third Cook Program, prepares a cake as part of his upgrading training to cook and baker. Looking on is Ron Ferris who is now in the Third Cook Program. Opportunities for advancement are available to Seafarers in all departments—regardless of age.

Bosun Lends a Hand



Gene Flowers, who was attending SIU Bosuns Recertification Program in Piney Point, made sure to stop in on the mathematics class and emphasize the importance of math in upgrading. Seafarer Flowers also holds an original third mate's license.

Celestial Navigation



Plotting sun lines is one of the navigational techniques that must be learned by towboat operators who are working for their master's papers for uninspected towing vessels sailing more than 200 miles offshore. John Luykx, standing, watches as, from left, Sammy Murphy, Sammy Evans, D. E. Polk and Dexter Moore work out a problem.

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

- AB 12 Months
 AB Unlimited
 Quartermaster
 Lifeboatman

ENGINE

- QMED
 FWT
 Oiler
 Dk. Mech.
 Reefer
 Boilermaker
 Electrician
 Dk. Eng.
 Jr. Eng.
 Pumpman
 Machinist
 Welder

STEWARD

- Assistant Cook
 Cook & Baker
 Chief Cook
 Steward

IBU—INLAND WATERWAYS

TOWBOAT

- River-Operator
 Inland Waterway-Operator
 Ocean-Operator (not more than 200 miles)
 Ocean-Operator (over 200 miles)
 Radar Observer
 Mate
 Master
 Pilot
 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

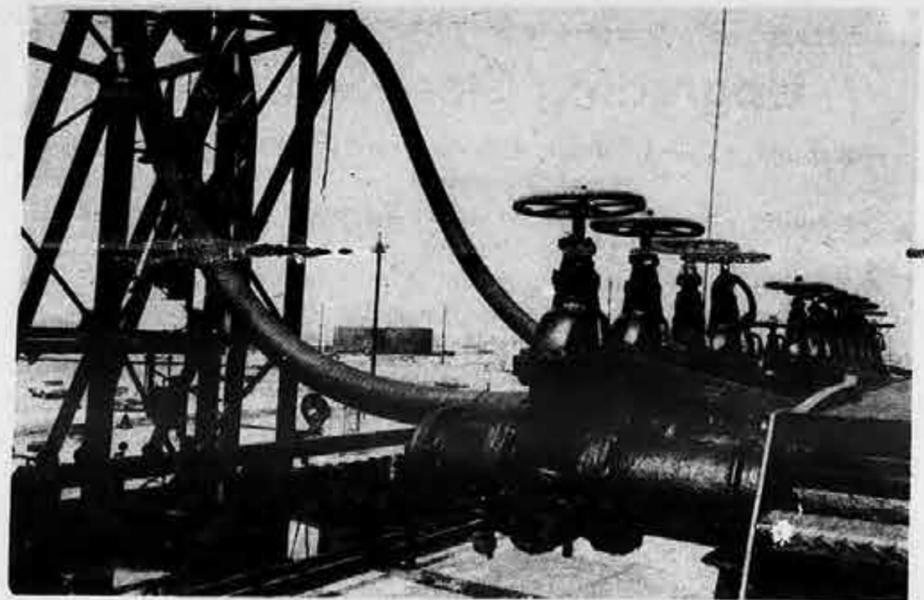
PORT _____ DATE _____

SIGNATURE _____

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



SIU Patrolman Ted Babkowski (second from left) takes care of some union business at payoff in Linden, N.J. and assists crewmembers.



The discharge mechanism is hooked up and ready to unload cargo of oil from the ship's tanks.

The Oil-Grain Run

Returning with oil after delivering grain to Russia, the SIU-manned *Cities Service Norfolk* paid off recently at the Cities Service oil dock in the port of Linden, N.J. She has been on the Russian grain-oil run for several months.

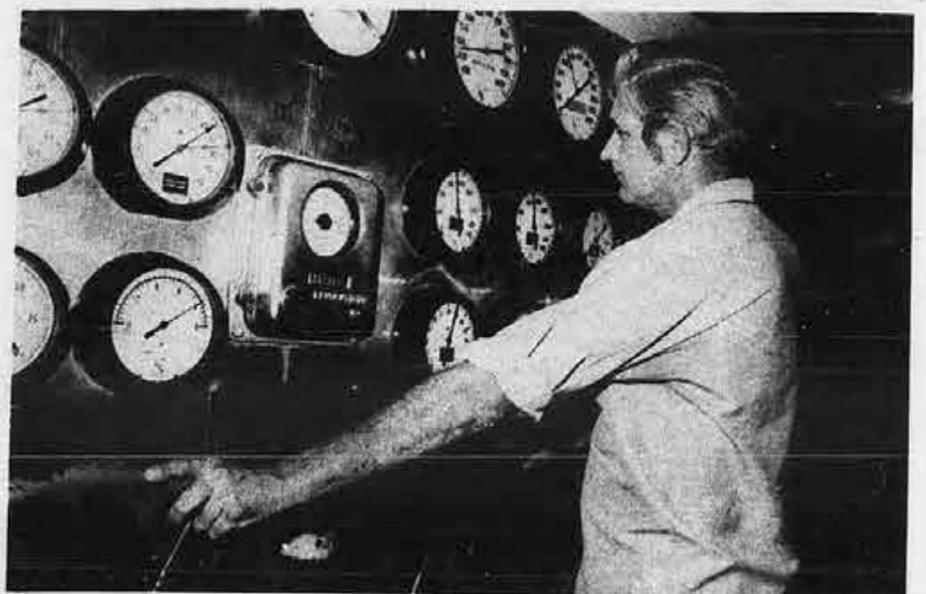
Built at the Bethlehem Steel

Sparrows Point Shipyard in Maryland, she has been in service since 1956. The 32,000-plus ton tanker has an overall length of 661 feet and is powered by a 15,000 hp steam turbine engine. She carries 32 tanks.

The *Cities Service Norfolk* is now enroute to the USSR.



Members of the *Cities Service Norfolk*'s deck crew put their backs into the job as they take on stores for the upcoming voyage.



Seafarer Richard LaDuke, sailing as oiler, keeps a trained eye on engine room operations while awaiting payoff to take place topside.

DISPATCHERS REPORT

SHIPS

Atlantic, Gulf & Inland Waters District

SHIP	COMP	TYPE	RUN	DIST	DECK	
					1	2
PORTLAND	SL	TRL	ED	SIU	1	2
FORT HOSKINS	CS	SL	CW	SIU	1	2
OVERSEAS EVELYN	MO	S	CW	SIU	1	2
ANCHORAGE	SL	T-1	NT	SIU	1	2
HOUSTON	SL	TRL	PR	SIU	2	2
ARIZPA	SL	TRL	PR	SIU	2	2
AZALEA CITY	SL	TRL	CW	SIU	2	2
STONEWALL JACKSON	WAT	C4	ME	SIU	1	1
FALCON DULHES	ET					

SEPTEMBER 1-30, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	6	3	11	3	0	12	5
New York	74	13	78	9	4	167	27
Philadelphia	12	8	7	1	0	21	10
Baltimore	19	16	20	5	1	57	33
Norfolk	17	3	19	12	0	22	4
Jacksonville	27	11	24	8	0	43	7
Tampa	1	0	1	1	0	4	0
Mobile	20	6	18	3	0	47	8
New Orleans	60	20	40	11	0	129	25
Houston	64	12	31	8	0	45	30
Wilmington	17	12	9	6	1	38	27
San Francisco	46	10	36	0	0	109	36
Seattle	26	15	29	5	0	38	26
Totals	389	129	323	72	6	732	238

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	5	4	5	2	1	5	5
New York	68	46	71	38	8	117	52
Philadelphia	9	5	7	3	0	9	9
Baltimore	26	15	23	4	1	53	13
Norfolk	14	6	16	7	1	15	9
Jacksonville	19	14	9	8	1	20	8
Tampa	3	2	0	0	0	7	2
Mobile	28	11	19	4	0	33	18
New Orleans	51	19	39	8	2	119	45
Houston	44	30	40	17	5	52	61
Wilmington	11	10	5	1	0	13	24
San Francisco	39	22	33	8	0	82	49
Seattle	25	13	22	9	0	26	19
Totals	342	197	289	109	19	551	314

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	1	2	3	2	0	1	1
New York	35	7	31	6	28	66	15
Philadelphia	4	2	2	5	0	12	3
Baltimore	20	12	12	7	0	40	14
Norfolk	18	13	14	7	0	22	30
Jacksonville	11	3	9	7	1	19	10
Tampa	4	0	0	0	0	8	0
Mobile	18	1	10	0	0	36	2
New Orleans	29	9	16	1	1	65	13
Houston	23	11	17	2	0	29	30
Wilmington	7	8	3	3	0	18	14
San Francisco	26	20	12	1	0	54	35
Seattle	6	6	9	5	0	13	4
Totals	202	94	138	46	30	383	171
Totals All Depts.	933	420	750	227	55	1,666	723

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 Sept. 1-30, 1973, of the 1,032 jobs shipped, 750 were filled by Class "A" Seniority full book members. Therefore, there were 282 permanent jobs available to Class "A" Seniority full book members not taken by them.



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.

Personals

Michael Toth, Jr.

Please contact your brother, James, as soon as possible at P.O. Box 264, East Pittsburg, Pa. 15112.

John Croker

Please contact R. R. Goodwin at 814 Raleigh Ave., Norfolk, Va. 23507.

James H. Colwell

Please contact your brother, E. J. Colwell, 003737, as soon as possible at Box 221, Raiford, Fla.

Gerald Schartel

Please contact Mr. Leo Schartel as soon as possible at 1107 North 28 St., Camden, N.J. 08105.

Angel Valdes

Please contact Mrs. Delia Valdes as soon as possible at 1408 E. Palifox St., Tampa, Fla. 33603.

Robert Mulrooney

Please contact Mrs. Catherine C. Mulrooney as soon as possible at 658 Salem Ave., Elizabeth, N.J. 07208.

Bjarne Jensen

Please contact your brother, Mr. Krister Kristensen, at Dorravagen 18, S12244 Enskede, Sweden.

Alfred Hirsch

Please contact Mrs. Alfred Hirsch at 1902 81 St., Brooklyn, N.Y. 11214.

Liberty Ships Face Scuttling in Gulf

America built a vast fleet of merchant ships during World War II. From start to finish it took approximately 30 days to complete one. The hastily put together fleet drew the most treacherous missions, carrying arms and supplies to our forces overseas through shipping lanes heavily patrolled by German U-Boats.

These ships were the once famous Liberty Fleet.

Now, a new mission awaits a dozen of America's old Liberty ships—a mission far below the hard earned dignity of these proud vessels—scuttling 30 miles off the Texas Gulf Coast for use as artificial reefs.

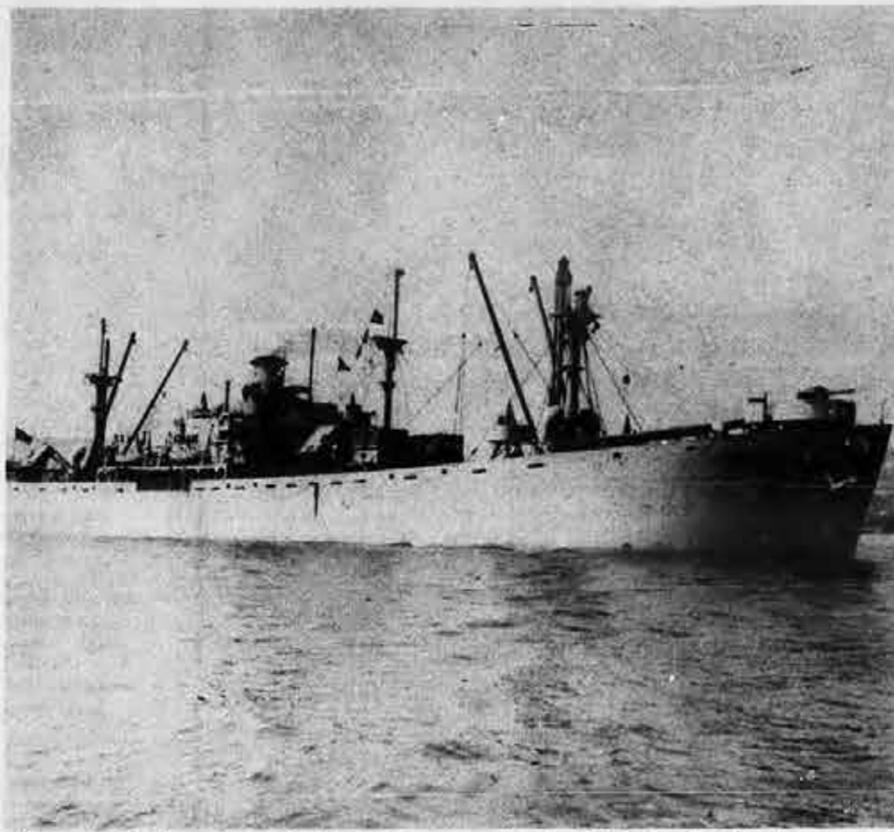
The Texas State Department of Parks and Wildlife recently received federal permission to acquire 12 mothballed Liberty ships now at anchor in the Neches River near Beaumont, Tex.

The Department plans to sink the ships, stripped-down, in clusters of three at four different locations off the coast. Supporters of the project say the man-made reefs will lure game fish favored by sportsmen.

Where once it took only a few seconds, along with several strategically aimed TNT packed torpedoes to end the life of a Liberty ship, this project will take no less than 18 months to complete.

The Department of Parks and Wildlife must first pinpoint reef sites. Then they must make a detailed survey of the Gulf bottom, which must be soft enough to let the ships settle one or two feet and hold firm against currents, but not so soft that it will cover them with sand.

Hearings must also be held on the



Scores of these merchantmen never reached their destinations—and hundreds of Seafarers lost their lives.

site locations by the U.S. Corps of Engineers, and the Maritime Administration must publish an environmental impact statement on the project.

A salvage yard has to be contracted to tear down ships' masts and superstructures, drain the tanks of oil, and remove all doors and hatches to eliminate dangers to divers. The cost could go as high as \$30,000 per ship.

Scuttling the ships also presents a problem because project planners want

the hulls to settle evenly. If either end is higher than the other it could present hazards to regular Gulf shipping.

It has been suggested that the Navy sink the ships as target practice, but this almost assures that they would go down by their bow or stern.

Also, after the ships are sunk, buoys must be purchased to adequately mark the sites. Buoys can cost anywhere from \$3,500 to \$12,000, plus yearly maintenance charges.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Aug. 23—Sept. 26, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	20	166	\$ 61,000.00	\$ 442,797.46
In Hospital Daily @ \$1.00	935	5,532	935.00	5,532.00
In Hospital Daily @ \$3.00	173	3,081	519.00	9,243.00
Hospital & Hospital Extras	8	170	295.45	30,469.90
Surgical	4	46	191.00	2,885.00
Sickness & Accident @ \$8.00	7,545	73,685	60,360.00	589,536.00
Special Equipment	—	18	—	4,618.61
Optical	177	2,288	4,759.08	50,140.37
Supplemental Medicare Premiums	82	681	1,767.20	11,775.00
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	521	4,434	97,058.11	833,935.66
Doctors' Visits In Hospital	85	626	2,245.95	17,037.52
Surgical	172	1,347	19,640.50	164,964.63
Maternity	23	224	4,955.50	55,689.89
Blood Transfusions	4	48	126.50	2,581.25
Optical	199	1,795	3,882.81	38,063.23
Special Equipment	—	1	—	144.00
PENSIONERS & DEPENDENTS				
Death	15	80	45,000.00	240,000.00
Hospital & Hospital Extras	126	1,364	21,181.98	251,159.29
Doctors' Visits & Other Medical Exp.	46	1,253	4,387.03	43,718.02
Surgical	14	158	1,186.00	23,415.41
Optical	94	725	1,737.36	13,317.22
Blood Transfusions	—	10	—	639.00
Special Equipment	2	30	459.95	4,777.66
Meal Books	—	2,259	—	22,590.00
Dental	1	3	450.00	1,050.00
Supplemental Medicare Premiums	1,710	15,083	12,220.80	93,656.20
SCHOLARSHIP PROGRAM				
	10	81	4,906.50	29,630.67
TOTALS				
Total Seafarers Welfare Plan	11,966	115,188	349,265.72	2,983,366.99
Total Seafarers Pension Plan	2,120	20,603	509,592.00	4,942,491.51
Total Seafarers Vacation Plan	1,183	12,141	547,416.95	6,232,010.79
Total Welfare, Pension & Vacation	15,269	147,932	\$1,406,274.67	\$14,157,869.29

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

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SANTURCE, P.R. 1313 Fernandez, Juncos,
Stop 20 00908
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(206) MA 3-4334

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

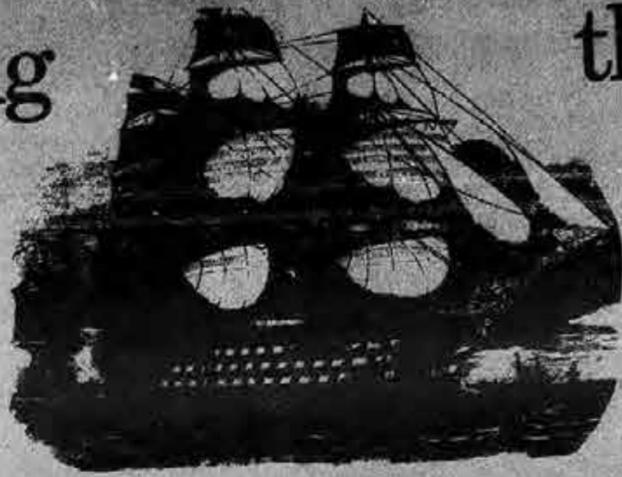
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Yokohama Port P.O.
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Naka-Ku 231-91
201-7935 Ext. 281

Security
In
Unity



The Sea Graves

O' bury me in the sea prairie,
There the lions may howl
Over the graves of my pal.

I shall sleep, and not awake,
Until the time of my own
Day break.

Let me rest, as of the blest,
As my moon arizes, and sets
In the west.

Skies are gray, my eyes are dim,
I must lay down, and rest
Before him.

I blazed a trail, paved my way,
I now shall see the just
Judgement day.

My tents are torn, love is gone.
My day is spent, the harvest
Is shown.

The viol is filled, with my good,
Though I am as the forgotten,
Tomb which stood.

As autumn leaves, dam, and son,
Both prince, and tramp, fall
One by one.

My evening star is all aglow,
It is His token to us, which
Loved man so.

Memory vessels are in fault,
All pride is lame, sick,
And halt.

Arize, arize dress me anew,
Hear me o'Chieftain, lest
I depart from you.

Roy Lee Hinson

The Prodigal

Lord/ This can't be my little boy
who wandered off to sea?
What is this monstrosity
that you've sent back to me?
My boy was lithe, frail, and fair
with features chiseled fine
this brute's tattooed around the neck
with words "Cut on dotted line",
and nude women on his forearms
and a square rigged ship above
and a heart pierced with a dagger
that reads "To mom with love".
He has a scar from ear to chin
his nose has twice been broke
his language and his evil breath
would make a Preacher choke.
My boy was tall and handsome
with golden hair fine spun
this one has no hair at all
and weighs a half a ton.
His skin is like old barnacles
his blood-shot eyes are wild
Take back this thing spawned of the sea
and send me back my child.

Charles E. Price
P-859

Memories Upon the Waves

Don't know what I'm looking for;
I just don't know and don't really care.
I cross the sea between two lands
hoping that it will be there.

Across a sea of darkness,
learning things I've known before
but they just weren't really there.
Old and faded . . .
. . . Memories upon the waves.

In a fog before mine eyes;
darkness, starlight;
can I find my way?
Darkness, starlight;
Can I really find my way?

Through the ages I sip the time;
now, I realize it's only . . .
just another step
along the way.

As I wait the hours,
determining if my journey
has really begun.
Now, I wait the Sun,
devouring the moon;
when I see my treasures
buried in your eyes.

Darkness, starlight;
can I find my way?
Darkness, starlight;
can I really find my way?
I think it's just another step
along the way.

Don't know what I'm looking for;
memories upon the waves.

Warren Wells

Birmingham U.S.A.

When little black children
Ring the Liberty bell
And I hear its echo over the land,
I know the dawn in Birmingham
Heralds a pregnant day.

They are fools who think
They could enclose the sound
Behind iron bars
Or hush it with their snarling dogs,
Forgetting the speed of sound.

Moving into the street—
Unafraid—
The people rehearse
For tomorrow's command.

Henri Percikow
Brooklyn, N.Y.

Lookout

gazing out upon,
deep dark horizons.
Reaching out towards,
infinities trail of stars.
Feeling, ever feeling;
exuberant as the night
set adrift,
upon waves of emotion.
Knowing the beauty,
of a day gone by.
Yes, Oh yes!
that is
Exhilaration.

Roland Beldon Goodwin

In fondest memory of my brother, James F. Kane, chief steward and long standing member of the SIU, lost overboard from the Deborah (Seagarden), Feb. 6, 1959.

Outward Bound

And, now, night has put her mourning
veil about her face, and weeps for thee.
Her diamond tears fall from darkened skies
Upon the snow-capped waves—out where
thou art sleeping . . .
I'll think of thee, as other times
'Till springtime comes, and I may walk
along the shore
And place one rose upon the alabaster
waves
And watch it—outward bound
in memory . . .

Frances Kane Hirschy

What Price Is Old Glory

An apple sells for
One nu nickle
A pair for just
One thin dime.

Two bits for a
Cake, and pickle.
A life's sentence as
Pay for one rhyme.

Though glory day
Is a short story,
Glory is sought
By all men.

What price is that
Old glory?
Tell me, and I will
Tell it to all men.

Roy Lee Hinson

Joining Pension Roster



New SIU Pensioners



SIU pensioner Robert McCarthy (left) accepts his first pension check from union representative Pat Marinelli (right) at San Francisco monthly membership meeting.



Pensioner Jack Vier (right) who sailed on the Great Lakes receives his first monthly SIU pension check from union welfare representative Dick Hollingsworth recently in Algonac, Mich.

MEMBERSHIP MEETINGS SCHEDULE



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

Great Lakes Tug and Dredge Section

†Sault Ste. Marie	Nov. 15-7:30 p.m.
Chicago	Nov. 13-7:30 p.m.
Buffalo	Nov. 14-7:30 p.m.
Duluth	Nov. 16-7:30 p.m.
Cleveland	Nov. 16-7:30 p.m.
Toledo	Nov. 16-7:30 p.m.
Detroit	Nov. 12-7:30 p.m.
Milwaukee	Nov. 12-7:30 p.m.

Railway Marine Region

Philadelphia	Nov. 13-10 a.m. & 8 p.m.
Baltimore	Nov. 14-10 a.m. & 8 p.m.
*Norfolk	Nov. 15-10 a.m. & 8 p.m.
Jersey City	Nov. 12-10 a.m. & 8 p.m.

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

* Meeting held in Labor Temple, Newport News.

Alfred Aava, 65, is a native of Estonia who makes his home in Houston, Tex. Brother Aava joined the SIU in 1943 in the port of Norfolk. He sailed in the engine department.

Manuel L. Mayor, 66, joined the SIU in 1955 in the port of Baltimore. Born in the Philippines, Seafarer Mayor lives in Baltimore, Md. He sailed in the steward department as chief cook.

Adam S. Schultz, 62, joined the SIU-affiliated Inland Boatmen's Union in 1956 in the port of Baltimore. A life-long resident of Maryland, Brother Schultz makes his home in Baltimore. Brother Schultz, who had been sailing since he was 14, was a bargeman for most of his IBU career.

Roque Asencio, 66, is a native of Puerto Rico who joined the SIU in 1961 in the port of Jacksonville. Brother Asencio sailed in the deck department as able-seaman.

Stanley Paul, 66, joined the SIU-affiliated Great Lakes Tug & Dredge Region in 1961 in Cleveland, Ohio. A life-long resident of Ohio, Brother Paul resides in Fairview Park, Ohio. He sailed as oiler during his GLTD career.

John E. Moore, 62, was born in Oklahoma, but now lives in San Francisco, Calif. He joined the SIU in 1944 in the port of Mobile. Brother Moore sailed as electrician during his seafaring career.

Ebor Duxberry, 64, is a native of England who now resides in Galveston, Tex. He joined the union in 1943 in the port of New York. Brother Duxberry sailed in the deck department.

Bennie E. Parnell, 64, joined the IBU in 1956 in the port of Mobile. Born in Sunflower, Ala., he now makes his home in Leakesville, Miss. Brother Parnell sailed as deckhand during his IBU career.

Leonard J. DeRosia, 64, is a life-long resident of Alpena, Mich. He joined the SIU in 1952 in his hometown. An Army veteran of World War II, Brother DeRosia sailed the Great Lakes in the deck department.

William R. Williams, 62, joined the IBU in 1962 in the port of Norfolk. He lives in Wilmington, N.C. Brother Williams was a tugboat captain for Stone Towing Co. for much of his IBU career.

Ralph V. Twiddy, 57, hails from Buffalo, N.C. and now makes his home in Frisco, N.C. He joined the Inland Boatmen's Union in 1961 in the port of Norfolk. During his towboat career, Brother Twiddy served as tankerman for Gulf Atlantic Towing Co. He is an Army veteran of World War II.

Walter E. Peters, 67, joined the SIU in 1953 in the Great Lakes port of Elberta, Mich. He is a native of Manistee County, Mich., who now resides in Elberta. The Great Lakes Seafarer worked in the engine room as fireman-oiler during his sailing days. Brother Peters is an Army veteran of World War II.

Charlie Stewart, 65, joined the Inland Boatmen's Union in 1963 in the port of Port Arthur. He is a resident of that city. Brother Stewart sailed with Sabine Towing Co. from 1944 until his retirement as a tugboat mate.

Adolf W. Thoring, 66, is a native of Kristiansund, Norway who now makes his home in Havertown, Pa. He joined the IBU in 1959 in the port of Philadelphia. Brother Thoring sailed as mate for Interstate Oil Co. for over 25 years.

Robert Kleman, 50, was born in Manitowoc, Wisc., but now makes his home in Bay City, Mich. He joined the former SIU Great Lakes District in 1960 in the port of Detroit. Brother Kleman sailed as fireman-oiler-water-tender during his career on the Great Lakes.

Jack E. Vier, 64, joined the SIU in 1960 in the port of Detroit. Born in Carrolton, Mich., Brother Vier lives in St. Clair, Mich. He sailed in the deck department as a wheelsman during his Great Lakes career.

Milford W. Valentine, 63, is a resident of Lamarque, Tex. who was born in Illinois. He joined the SIU in 1944 in the port of New Orleans, but shipped out of Houston in recent years. Brother Valentine sailed in the engine department as fireman-oiler-water-tender.

Irving B. Tucker, 69, joined the Inland Boatmen's Union in 1962 in the port of Baltimore. A life-long resident of Virginia, he resides in Gloucester, Va. Brother Tucker sailed as mate for N.B.C. Lines for over 13 years.

Joseph P. Wojciechowski, 63, is a life-long resident of Baltimore, Md. He joined the SIU-affiliated IBU in 1957 in that port city. Brother Wojciechowski sailed as tugboat captain for Charles H. Harper Co. for 37 years.

Vito DiGiovanni, 61, is a life-long resident of New Orleans, La. He joined the IBU in 1956 in that port city. Brother DiGiovanni sailed as a deckhand for Crescent Towing & Salvage Co.

Allen M. Sherrill, 64, joined the Inland Boatmen's Union in 1964. A life-long resident of Orange City, Tex., he joined the union in the port of Port Arthur, Tex. Brother Sherrill sailed as engineer for Slade Inc. during his IBU career.

William J. Sims, 68, was born in Kingsville, Tex., and now resides in Port Aransas, Tex. He joined the IBU in 1957 in the port of Houston. Brother Sims sailed as chief engineer for G & H Towing Co. for over 44 years, except for his Army Transport service during World War II.

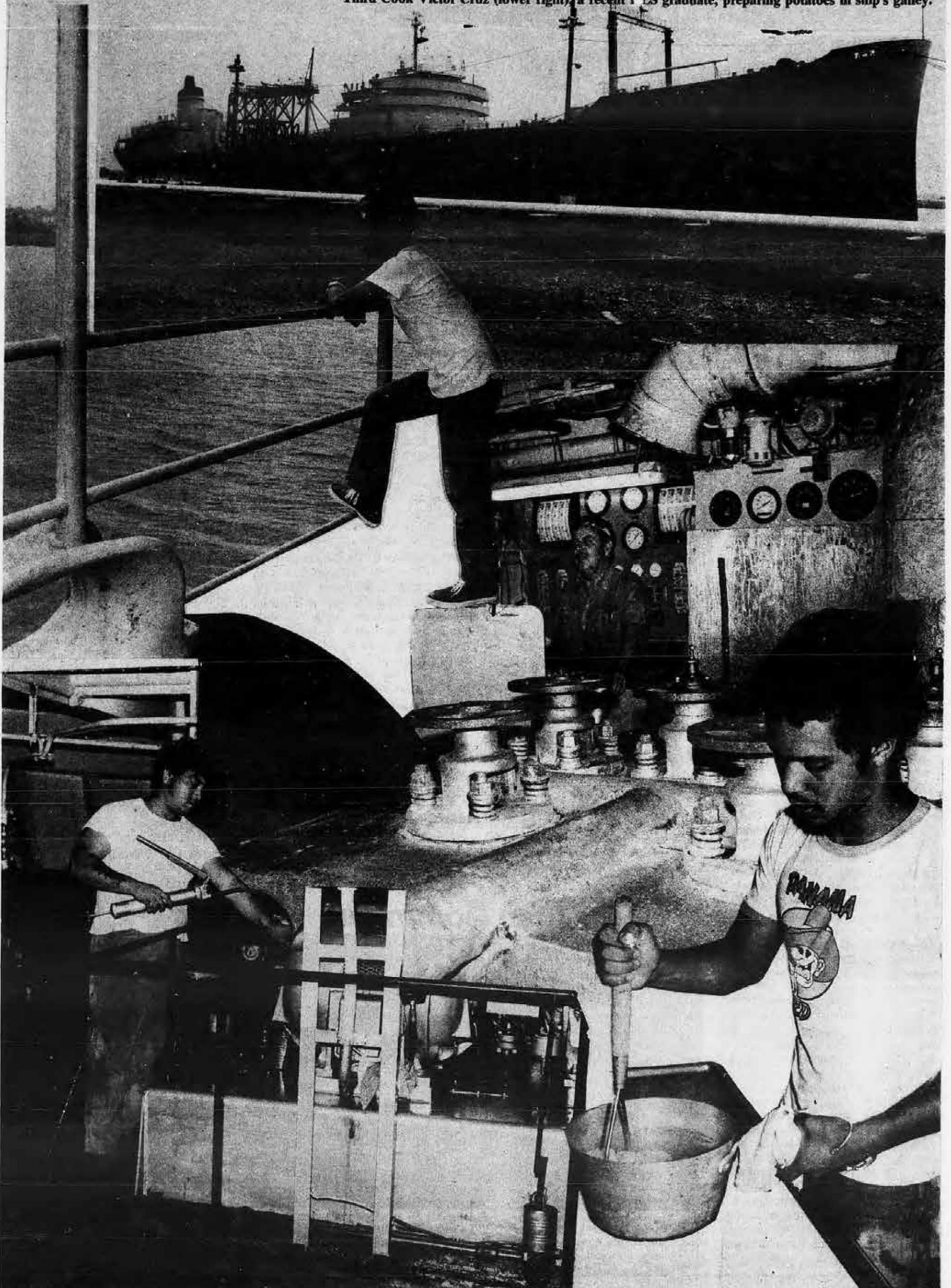
Ralph E. Ruff, 58, is a native of Ohio, who now lives in Baltimore, Md. He joined the SIU in 1938 in the port of Baltimore. A charter member of the SIU, Brother Ruff sailed as bosun during his long seafaring career.

Milton Joseph Rodriguez, 46, joined the IBU in the port of New Orleans in 1956. A life-long resident of New Orleans, Brother Rodriguez sailed for Crescent Towing Co. for 18 years. Brother Rodriguez is an Army veteran of both World War II and the Korean conflict.

USNS AMERICAN EXPLORER

The SIU-manned Navy tanker *American Explorer* recently paid off in Linden, N.J. She unloaded her oil cargo after a 46-day voyage from the U.S. Virgin Islands.

SIU members shown on board the Military Sealift Command vessel are: Wiper Ben Berberena (lower left), greasing generator in the steering engine; BR Utilityman Plaridel Cadiz (top), awaiting arrival of SIU patrolman; QMED Charles Prange (center), standing watch in engine room, and Third Cook Victor Cruz (lower right), a recent ILS graduate, preparing potatoes in ship's galley.





Ultramar Committee



Prior to embarking on maiden voyage around the world, the ship's committee on the *Ultramar* (Westchester Marine) gathers on deck of the giant freightship in Victoria, British Columbia. From left are: E. B. Harcastle, deck delegate; George Frazza, steward delegate; Joe Pitetta, secretary-reporter; Robbin Myers, engine delegate; Ward Hart, educational director, and Bert Hanback, chairman.

PITTSBURGH (Sea-Land), August 12—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. No beefs. Vote of thanks to steward R. De Boissiere for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Okinawa.

BROOKLYN (Sea-Land), August 5—Chairman A. Atkinson; Secretary J. Mojica; Educational Director R. Ulatowski. 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 New Jersey.

MARYMAR (Calmar Steamship), August 20—Chairman T. Karatzas; Secretary S. Garner; Educational Director B. Wilhelmsen. No disputed OT. Everything running smoothly.

LOS ANGELES (Sea-Land), August 19—Chairman Earl J. Brannan; Secretary P. P. Lopez; Deck Delegate James W. Faltz; Engine Delegate Linto L. Reynolds; Steward Delegate E. M. Cullerton. Some disputed OT in deck department. Vote of thanks to those on watch at night for keeping the crew pantry and messhall clean and to the steward department for a job well done. Next port Port Elizabeth.

KEVA IDEAL (Ideal Cement Co.), August 19—Chairman Raymundo Gomez; Secretary S. Gutierrez; Educational Director Charles C. Pickren. \$12.47 in ship's fund. Some disputed OT in steward department. Everything running smoothly. Next port Tampa, Fla.

WILLIAM T. STEELE (Texas City Tankers Corp.), August 12—Chairman Norman F. Beavers; Secretary J. G. Lakwyk; Educational Director Walter L. Pritchett. \$10 in ship's fund. No disputed OT. To install non-skid tile in galley and pantry. Everything running smoothly.

LA SALLE (Waterman), August 19—Chairman D. L. Parker; Secretary R. W. Elliott; Educational Director Raymond F. Holder. No beefs. Everything running smoothly.

CHARLESTON (Sea-Land), August 12—Chairman John McCollom; Secretary A. Ramos; Educational Director J. Roberts. No beefs. A suggestion was made to hold an arrival pool in order to build up the ship's fund. Vote of thanks to the steward department for a job well done.

PORTMAR (Calmar Steamship), August 12—Chairman Edward Ruley; Secretary J. Marshall; Educational Director E. Nordstorm; Deck Delegate Chester Allen; Engine Delegate Willis Addison; Steward Delegate George Manning. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Long Beach.

SEATTLE (Sea-Land), August 5—Chairman John Gianniotis; Secretary F. Carmichael; Educational Director A. Tselentis. No beefs. Everything running smoothly.

TRANSCOLUMBIA (Hudson Waterways), August 5—Chairman T. E. Kelly; Secretary Kaznowsky; Educational Director Holland; Deck Delegate A. Otrema; Engine Delegate Carl C. Madson; Steward Delegate Camila Rojas. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Next port Oakland.

SACRAMENTO (Odgen Marine), August 5—Chairman Roy M. Carver; Secretary Algernon W. Hutcherson; Educational Director C. R. Ballesteros. \$13.64 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

SEATRIN LOUISIANA (Seatrains Lines), August 5—Chairman G. Coker; Secretary F. Fletcher; Steward Delegate George Bronson; Engine Delegate D. Loughlin. \$37 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Guam.

DEL SOL (Delta Lines), August 5—Chairman R. Chiasson; Secretary A. Rudnicki; Educational Director H. Sanders Jr.; Engine Delegate Donald E. Morgan. \$20 in movie fund. \$9.50 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

MILLICOMA (Hudson Waterways), August 5—Chairman W. D. Crawford; Secretary Virgil L. Swanson; Educational Director G. Beryer; Steward Delegate M. E. Morgan. 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 Jacksonville.

TRANSOREGON (Hudson Waterways), August 19—Chairman F. Rodriguez; Secretary J. R. DeLise; Educational Director D. Able; Steward Delegate A. Romero. \$1.89 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for the chow and mainly to the steward for his special help to the new assistant cook from the Harry Lundberg School in teaching him his duties aboard ship. Next port Puerto Rico.

OVERSEASULLA (Maritime Overseas), August 19—Chairman Henry L. Perkinson; Secretary James A. Hollen; Educational Director Howard Milstead; Steward Delegate Richard G. Smith. \$28.10 in ship's fund. A request was made for donations to the ship's fund. Some disputed OT in engine department. Observed one minute of silence in memory of our departed brothers.

ELIZABETHPORT (Sea-Land), August 5—Chairman Chester Iannoli; Secretary George W. Gibbons; Educational Director John P. Ryan; Deck Delegate Emilio Sierro; Steward Delegate Franklin C. Snow. No beefs. Everything running smoothly.

PENN LEADER (Penn Shipping), August 12—Chairman C. E. Hill; Secretary John C. Ratliff; Educational Director James L. McLamore. No disputed OT. Everything running smoothly. Next port Casablanca.

San Juan Committee



During intercoastal payoff of the *San Juan* (Sea-Land) in Port Elizabeth, N.J., the ship's committee meets in the reading room. From left are: A. Dechamp, steward delegate; R. Hyer, deck delegate; C. Mize, chairman; J. Petino, engine delegate, and H. Fielder, secretary-reporter.

NOTRE DAME VICTORY (Ecological Shipping Corp.), August 5—Chairman S. Bergeria; Secretary J. Guilles; Steward Delegate Lawrence Tefft. No disputed OT. Vote of thanks to the steward department for a job well done. Everything running smoothly. Next port Westville, N.J.

THETIS (Admanthos Shipping Agency, Inc.), August 5—Chairman Hendrey J. Rucki; Secretary M. DeLoatch; Educational Director D. Kosicki; Engine Delegate Robert Wheat; Steward Delegate John A. Waith. \$9.25 in ship's fund. No disputed OT. Everything running smoothly. Next port Houston.

WARRIOR (Sea-Land), August 19—Chairman J. Gomez; Secretary E. B. Tart; Educational Director J. Pantoja. No disputed OT. Everything running smoothly.

TAMARA GULDEN (Transport Comm. Corp.), August 5—Chairman H. O. Leake; Secretary S. Hawkins. \$22 in ship's fund. The steward department thanked crew for keeping the pantry and messroom area clean. Vote of thanks to the steward department for a job well done. Next port Haifa.

BETHTEX (Bethlehem Steel), August 5—Chairman W. T. Baker; Secretary T. A. Jackson. Some disputed OT in engine department. Everything running smoothly. Next port Baltimore.

NEW YORKER (Sea-Land), August 5—Chairman E. D. Winslow; Secretary J. E. Long; Deck Delegate William S. Rudd. No disputed OT. Everything running smoothly. Next port Portsmouth, Va.

MAYAGUEZ (Gulf Puerto Rico Lines), August 5—Chairman E. Freeman; Secretary Joseph E. Hannon; Steward Delegate R. Moore. \$32 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done.

DEL ORO (Delta Steamship), August 4—Chairman G. A. Burch; Secretary C. L. Shirah; Educational Director P. Thomas; Deck Delegate J. Thrasher; Engine Delegate H. Bishop; Steward Delegate R. D. Bozeman. \$233 in movie fund. No disputed OT. Vote of thanks was extended to all delegates. Next port Houston.

DELTA BRASIL (Delta Lines), August 19—Chairman Paul R. Turner; Secretary Thomas Lilies Jr.; Deck Delegate William Pittaman; Engine Delegate John Brolenok; Steward Delegate Louis Gracia. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port New Orleans, La.

EAGLE TRAVELER (United Maritime), August 5—Chairman Frank Cotton; Secretary J. B. Harris; Educational Director M. R. Williams; Steward Delegate Santos Reyes. No disputed OT. Vote of thanks to the steward department for a job well done.

SEA-LAND MC LEAN (Sea-Land), August 8—Chairman John Hunter; Secretary A. Goncalves. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Steward gave thanks to two boys who shipped in the summer for all their help. Everything running smoothly.

LYMAN HALL (Waterman Steamship), August 5—Chairman Hans S. Lee; Secretary James B. Morton. Some disputed OT in deck department. Observed one minute of silence in memory of our departed brothers.

CONNECTICUT (Odgen Marine), August 5—Chairman Carl Lineberry; Secretary Jimmie Bartlett; Educational Director Charles T. Gaskin. \$15 in ship's fund. Suggestion made for each member to contribute a dollar to build up 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 Istanbul.

ANCHORAGE (Sea-Land), August 12—Chairman M. E. Sanchez; Secretary O. Smith; Educational Director Henry Duhadaway. Request to have water fountain on deck replaced. No beefs. Everything running smoothly.

TRANSONEIDA (Hudson Waterways), August 19—Chairman J. Boland; Secretary T. Ulisse; Deck Delegate W. Stone; Engine Delegate K. Harder; Steward Delegate H. Long. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. The crew has enjoyed Italian night, China night and Soul Food night with menus, music and candle light to fit the appropriate occasions.

SEATRIN PUERTO RICO (Hudson Waterways), August 12—Chairman Leo Koza; Secretary Frank Allen; Educational Director William Schneider; Engine Delegate Earl Rogers. No beefs. Posted letter from headquarters on USPHS. Everything running smoothly. Next port Okinawa.

SEATRIN WASHINGTON (Hudson Waterways), August 12—Chairman W. Smith; Secretary D. B. Militar; Educational Director F. C. Quebedeaux; Deck Delegate Tom Labur; Engine Delegate Robert Caldwell; Steward Delegate Richard Smith. No beefs. Everything running smoothly.

SAN JUAN (Sea-Land), August 5—Chairman Cyril Mize; Secretary H. Fielder. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

MISSOURI (Odgen Marine), August 19—Chairman Tadeuse Chilinski; Secretary George W. Luke; Educational Director John Griffith; Engine Delegate R. L. Sullivan; Steward Delegate Albert B. Brown. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

SEATRIN GEORGIA (Seatrains), August 12—Chairman T. Richards; Secretary G. M. Wright; Educational Director J. S. Metcalf. \$300 in movie fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Oakland.

SEA-LAND COMMERCE (Sea-Land), August 12—Chairman Gene Dakin; Secretary W. Moore; Educational Director William Heater; Deck Delegate H. Pacheco; Engine Delegate C. E. Prevatt; Steward Delegate C. Zubovich. \$26 in ship's fund. No disputed OT. Everything running smoothly. Next port Seattle.

SEA-LAND EXCHANGE (Sea-Land), August 30—Chairman Frank Teti; Secretary T. R. Goodman; Educational Director W. J. Dunnigan. \$10 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Everything running smoothly.

OVERSEAS ARCTIC (Maritime Overseas), August 19—Chairman Richard K. Wardlaw; Secretary B. Fletcher; Educational Director D. Gore. Some disputed OT in deck department. Everything running smoothly.

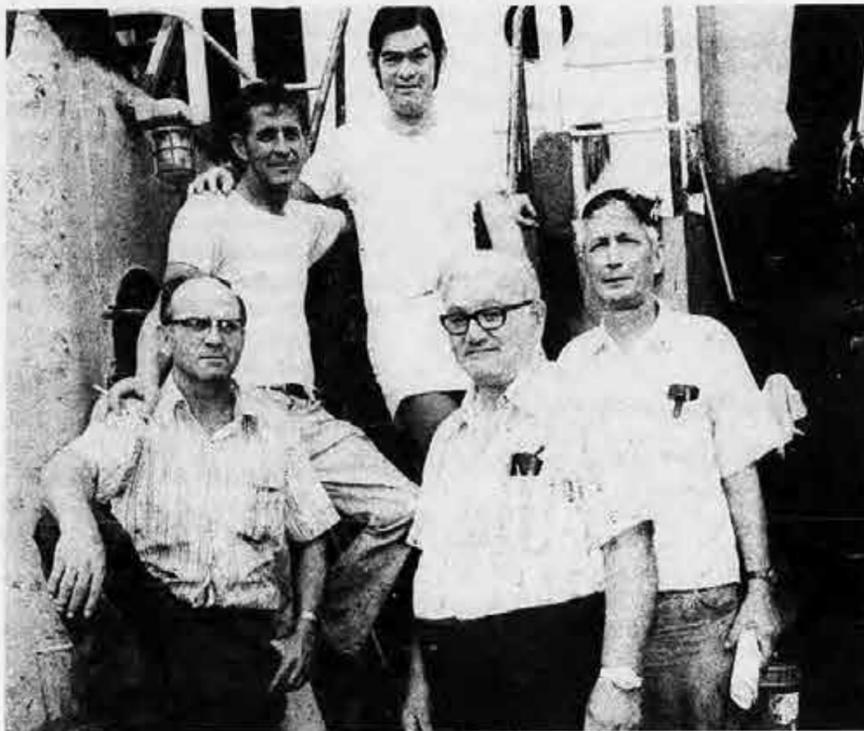
OGDEN WABASH (Ogden Marine), August 27—Chairman Macon Walsh; Secretary J. Oquendo. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

La Salle Committee



The ship's committee on board the *La Salle* (Waterman) gets together during payoff in Port Newark, N.J. The vessel carried general cargo on a coastwise run from Texas. From left are: F. Liro, deck delegate; E. Grajales, steward delegate; R. Elliott, secretary-reporter; J. Effinger, engine delegate; R. Holder, educational director, and D. Parker, chairman.

Mankato Victory Committee



The ship's committee of the *Mankato Victory* (Victory Carriers), returned from a four-month round-the-world voyage, awaits payoff in Bayonne, N.J. Clockwise, from left, are: D. C. Gay, chairman; J. I. McAvoy, educational director; J. Gillian, steward delegate; M. Silva, deck delegate, and A. Hirsch, secretary-reporter.

American Explorer



Ship's committee gathers on deck of the Navy tanker *American Explorer* (Hudson Waterways) during recent payoff at Cities Service Docks in Linden, N.J. From left are: J. Debos, acting secretary-reporter; C. McMillin, steward delegate; W. Kuchta, chairman; S. Simpson, educational director; J. R. Miller, engine delegate, and A. Villanova, deck delegate. The vessel had just returned from the Virgin Islands and the Bahamas.

DE SOTO (Waterman), August 5—Chairman F. Foster; Secretary F. F. Fraone. No disputed OT. Everything running smoothly. Vote of thanks to the steward department for a job well done.

BETHFLOR (Bethlehem Steel), August 5—Chairman J. Michael; Secretary R. Clarke; Educational Director R. Gowan; Deck Delegate Roy Kelly; Engine Delegate C. Sharp; Steward Delegate P. Baker. \$32.00 in ship's fund. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Houston, Tex.

COLUMBIA (Odgen Marine), August 5—Chairman Donald Pool; Secretary J. Moody; Deck Delegate Orlando Goesalves; Engine Delegate Howard Welch; Steward Delegate Joseph Acy. Some disputed OT in deck, engine and steward departments. Everything running smoothly.

PENN CHAMPION (Penn Shipping), August 26—Chairman R. Birmingham; Secretary L. Nicholas; Educational Director L. Peppett; Deck Delegate A. A. Hauke; Engine Delegate A. Bullard; Steward Delegate J. B. Juzang. Received and posted fact sheet No. 4. \$20 in ship's fund. Donated \$20 to the Merchant Marine Library. The variety of foods aboard this ship is fantastic and all members give a vote of thanks to the steward department for a job exceptionally well done.

TRANSINDIANA (Seatrains), August 5—Chairman A. Hanstvedt; Secretary Caudill; Steward Delegate Henry W. Martin. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

OAKLAND (Sea-Land), August 12—Chairman Fred Dorney; Secretary C. N. Johnson; Educational Director S. Smitko. No disputed OT. All communications posted. Everything running smoothly.

ROSE CITY (Sea-Land), August 5—Chairman S. Bojko; Secretary F. R. Kaziukewicz. To pick up new movies in Oakland. \$296 in movie fund. Some disputed OT in deck department. Vote of thanks to deck department for upkeep of messroom and pantry at night and to the steward department for a job well done. The fishing was very poor on the first trip.

SEA-LAND TRADE (Sea-Land), August 26—Chairman Pete Drewes; Secretary R. L. Alford; Educational Director George Renole. \$120 in movie 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.

DELTA ARGENTINA (Delta Lines), August 5—Chairman Ewing A. Rihn; Secretary Dario P. Martinez; Educational Director Tom Tobias; Deck Delegate Gordon L. Davis; Engine Delegate Oscar R. Bird; Steward Delegate Jose F. Santiago. Discussion held on MDL and SPAD and the need for both. Information distributed on why members should go to Piney Point to upgrade themselves, regardless of age. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Santos, Brazil.

MOBILE (Sea-Land), August 5—Chairman A. Ahin; Secretary W. Sink; Educational Director R. Nickalasky. \$39 in ship's fund. No disputed OT. Latest news from headquarters posted. Everything running smoothly. Next port Seattle.

JOHN B. WATERMAN (Waterman Steamship), August 5—Chairman C. Stenmett; Secretary F. DiGiovanni; Educational Director Dickens. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

Claims Delayed

The following Seafarers have had their claims held up because of a lack of information on their claim forms. They should immediately contact Tom Cranford at SIU headquarters at 499-6600, Ext. 207.

Name	SS #	Claim No.	Division
Francis Kelly	267-26-7297	7722	A&G
Quinn, G.	436-58-2847	7840	A&G
James Roberts	207-36-6204	7900	UIW
Joseph Stanton	172-38-2127	7970	UIW
Carmelo Bonafont	580-62-5949	7981	A&G
Edward Cannon	309-56-9886	7988	IBU
A. J. Rosenthal	460-10-1201	8023	IBU
Edward Puckett	287-32-1759	8046	UIW
Hilario Miranda	462-40-8555	8077	A&G
John Strong	371-03-2996	8109	GLTD
Joseph Raymond	065-05-9500	8130	A&G (Pensioner)
Rita Schultz	190-42-5166	8356	UIW
Louis Louvierra	449-44-5517	8467	IBU
Larry Phillips	457-86-4285	8522	A&G
Robert Towns	237-70-8092	8530	A&G
Harold Arlinghaus	299-16-2866	8531	A&G
Calixto Oxinio	198-10-2953	8555	IBU (Pensioner)
James Smith	541-32-0450	8690	IBU
William Lanier	430-10-9718	8696	A&G (Pensioner)
Edgar Freimanis	126-18-3117	8763	A&G
Joseph Gilliss	431-36-0561	8821	IBU



Final Departures

Robert L. Ferras, 55, passed away from pneumonia in the PHS hospital, San Francisco on June 14. Born in Washington, he was a resident of Stockton, Calif. at the time of his death. Brother Ferras joined the union in the port of San Francisco in 1965 and sailed in the steward department. He was a wartime veteran of the Air Force. Interment was in San Joaquin Cemetery, Stockton. Surviving is his mother, Martha.

Edward M. Barbuchuk, 43, expired from a heart attack July 16 in South Chicago Community Hospital, Chicago, Ill. Born in Pennsylvania, he was a resident of Chicago at the time of his death. Brother Barbuchuk joined the SIU-affiliated GLTD in the port of Chicago in 1965 and sailed in the engine department. He was an Army veteran. Interment was in Holy Cross Cemetery, Calumet City, Ill. Surviving are his mother, Mary, and a son, Richard.

SIU pensioner **Louis M. O'Leary**, 61, died of a heart attack in West Side General Hospital, Marrero, La. on June 20. Born in New Orleans, he was a resident of Westwego, La. when he died. Brother O'Leary joined the SIU in 1938 in the port of New Orleans and sailed in the deck department. He was buried in Louisiana. Surviving are his widow, Cecile; his mother, Stella, and a daughter, Barbara.

SIU pensioner **William J. Collins**, 64, died of a brain tumor in Pt. Pleasant, N.J. on July 23. Born in New York City, he was a resident of Pt. Pleasant when he passed away. Brother Collins joined the SIU-affiliated RMR in the port of New York in 1960 and had sailed in the deck department for the Penn Central Railroad since 1927. Burial was in St. Peter's Cemetery, Staten Island, N.Y. Surviving are two sons, William and Charles of Staten Island.

Joseph H. Prudhomme, Sr., 50, died in St. Tammany Parish Hospital, Covington, La. on June 9. Born in California, he was a resident of Covington. Brother Prudhomme joined the SIU in 1942 in the port of New Orleans and sailed in the engine department. Burial was in Louisiana. Surviving are his widow, Charlene, and two sons, Michael and Joseph.

Frederick B. Neely, 56, died of a heart attack aboard the *Western Hunter* on April 14. Born in South Dakota, he resided in Houston Tex. at the time of his death. He joined the SIU in 1947 in the port of Mobile and sailed in the steward department. Burial was in Houston. Brother Neely is survived by a daughter, Mrs. Beverly Isbell of Mobile, Ala.

John J. Thatcher, 48, passed away from a heart condition in Mills Hospital, San Mateo, Calif. on May 2. Born in Oregon, he was a resident of Burlingame, Calif. at the time of his death. Brother Thatcher joined the union in the port of San Francisco in 1971 and sailed in the engine department. He was a wartime Navy veteran. Interment was in Holy Cross Cemetery, Burlingame. Surviving is his mother, Evelyn.

SIU pensioner **Manuel R. Traba**, 77, died of a heart attack in Coruna, Spain on Sept. 23, 1972. Born in Spain, he was a resident there at the time of his death. Brother Traba joined the SIU in 1945 in the port of New Orleans and sailed in the deck department. Burial was in Parroquial Cemetery, Coruna. Surviving are two sisters, Amable and Maria Ester Traba Ballon, and a nephew, Pedro Iniguez, all of Coruna.

SIU pensioner **James E. Webb**, 79, died of arteriosclerosis in Baltimore on June 14. Born in Virginia, he was a resident of Baltimore at the time of his death. Brother Webb joined the SIU-affiliated IBU in the port of Baltimore in 1957 and sailed in the deck department. Burial was in Glen Haven Cemetery, Glen Burnie, Md. Surviving is a daughter, Mrs. Ada L. Neuman of Maryland.

John J. Clementi, 54, died of injuries in Lutheran Medical Center, Brooklyn, N.Y. on May 31. Born in Weehawken, N.J., he was a resident of Long Branch, N.J. Brother Clementi joined the SIU-affiliated Railway Marine Region division in the port of New York in 1960 and had sailed in the deck department for the Penn Central Railroad since 1942. Interment was in Mt. Carmel Cemetery, West Long Branch, N.J. Survivors include his widow, Madeline; four sons, Walter, Francis, Victor and John, and three daughters, Madeline, Patricia and Kathleen Ann.



Final Departures

Artice L. Walker, 21, was lost at sea from the *Baltimore* (Cities Service) near Morgan's Point, Tex. on Sept. 12, 1972. Born in Florida, he was a resident of Jacksonville, Fla. Brother Walker joined the union in the port of New York in 1970 and sailed in the steward department. He was a 1971 graduate of the Harry Lundeberg School of Seamanship. Interment was in Evergreen Cemetery, Jacksonville. Surviving are his parents, Mr. and Mrs. Arthur Walker, Sr.; a brother, Arthur, Jr.; a sister, Mrs. Barbara J. W. Gilbert, and two other brothers and a sister, all of Jacksonville.

Antonio P. Trinidad, 64, passed away on July 17. Born in the Philippines, he was a resident of Seattle, Wash. when he died. Brother Trinidad joined the SIU there in 1960 and sailed in the steward department. He was a veteran of the Coast Guard. Surviving are his widow, Irene, and a brother, Gregorio of Honolulu.

SIU pensioner **George J. Vesagas**, 80, died of pneumonia on July 24. Born in the Philippines, he was a resident of San Francisco at the time of his death. Brother Vesagas joined the union in 1946 in the port of New York and sailed in the steward department. Burial was in Holy Cross Cemetery, San Francisco. Surviving are a granddaughter, Ramona Sanipor of San Francisco, and a cousin, Christeta Vesagas of Manila, the Philippines.

SIU pensioner **John R. Webb**, 79, died of pneumonia in Church Home Hospital, Baltimore on June 14. Born in Illinois, he was a resident of Baltimore at the time of his death. Brother Webb joined the SIU in 1940 in the port of New Orleans and sailed in the steward department. Interment was in Glen Haven Cemetery, Glen Burnie, Md. Surviving is a son, Richard of Van Nuys, Calif.

George M. Williams, 52, passed away on the *Arizpa* (Sea-Land) in San Juan, P.R. on April 20. Born in North Carolina, he was a resident of Baltimore, Md. when he died. Brother Williams joined the union in 1946 in the port of Norfolk and sailed in the steward department. He was an Army veteran. Burial was in Meadowridge Memorial Park, Baltimore. Surviving are his widow, Maggie, and a son, David.

Thomas L. Weinert, 34, died on the *Hood* (Verity Marine) in Vayama, Thailand on April 20. Born in San Diego, Calif., he was a resident of Benicia, Calif. when he passed away. Brother Weinert joined the SIU in the port of San Francisco in 1970 and sailed in the deck department. He was an Air Force veteran. Burial was at sea off Oakland, Calif. Surviving are his widow, Juanita; two sons, Thomas and Gerald, and two daughters, Maria and Deborah.

SIU pensioner **Edward J. McLaughlin, Sr.**, 61, passed away at home on April 23. Born in Brooklyn, N.Y., he was a resident there. Brother McLaughlin joined the SIU-affiliated RMR in the port of New York in 1960 and had sailed in the deck department for the Brooklyn Eastern District Terminal Railroad Co. since 1938. Interment was in St. John's Cemetery, Brooklyn, N.Y. Surviving are his widow, Mary, and two sons, Edward and Thomas.

SIU pensioner **Atma J. Hughes**, 75, died on May 14. He was a Texas native and a resident of Houston at the time of his death. Brother Hughes joined the SIU-affiliated IBU in the port of Houston in 1957 and sailed as a chief engineer. His survivors are his widow, Linda, and a son, G. H. Hughes.

Cleveland R. Wolfe, 52, died of heart failure in Howell Memorial Hospital, Biloxi, Miss. on June 18. Born in Mobile, Ala., he was a resident there. Brother Wolfe joined the union in the port of Baltimore in 1960 and sailed in the steward department. Surviving is his widow, Marguerite.

Saleh A. S. Yahari, 30, died of injuries July 23 in Pacific Communities Hospital, Newport, Ore. after being struck by a car. Born in Aden, he was a resident of San Francisco when he passed away. Brother Yahari joined the SIU in 1969 in the port of San Francisco and sailed in the engine department. Interment was in Eureka Cemetery, Newport. Surviving are his widow, Kamar; a son, Saleh; a daughter, Nabil; a brother, Kassim, all of Aden; and a cousin, Ali Saleh Muglii of California.

Joseph C. Zitoli, 55, passed away after a long illness in the PHS hospital, Staten Island, N.Y. on July 9. Born in New York City, he was a resident of Hoboken, N.J. at the time of his death. Brother Zitoli joined the union in 1957 in the port of New York and sailed in the steward department. He was a Marine Corps veteran of World War II. Surviving is his mother, Louise, of Yonkers, N.Y.

William H. Rehberg, 64, died of arteriosclerosis on Dec. 10, 1972. Born in Georgia, he was a resident of Galveston, Tex. at the time of his death. Brother Rehberg joined the SIU-affiliated IBU in the port of Houston in 1957, and sailed in the engine department with G & H Towing Co. Burial was in Centennial Cemetery, Cairo, Ga. Surviving are his sister, Mrs. Helen R. Andermann of Harlingen, Tex., and a brother, T. E. Rehberg of Georgia.

John C. Theriot, 54, died on June 5. Born in Lockport, La., Brother Theriot joined the SIU-affiliated IBU in 1957 in the port of New Orleans and sailed as a captain having started with Dixie Carriers in 1943. Surviving is his widow, Margerie.

John S. Williams, 62, died of heart failure on May 30. Born in North Carolina, he was a resident of Norfolk, Va. when he died. Brother Williams joined the SIU-affiliated IBU in 1961 in the port of Norfolk and sailed in the steward department with N.B.C. Lines. He was an Army veteran. Interment was in North Carolina. Surviving is his sister, Mrs. Lillian Fox of North Carolina.

SIU pensioner **William H. Woodington**, 65, died in Norfolk, Va. General Hospital on July 25. Born in Virginia, he was a resident of Norfolk when he passed away. Brother Woodington joined the SIU-affiliated IBU in the port of Norfolk in 1963 and had sailed in the engine department with Curtis Bay Towing Co. since 1957. Surviving are his widow, Lillian, and two sons, Ronald and Carlton.

SIU pensioner **Jose P. Hermo**, 72, died in Coruna, Spain on June 29. He was born in Spain and was a resident there at the time of his death. Brother Hermo joined the union in the port of Baltimore in 1944 and sailed in the deck department. He was buried in Spain. Among his survivors are two sisters, Candelaria Garcia and Manuela Hermo.

Harold A. Bourgeois, Sr., 60, passed away on July 24 in New Orleans. Born in Louisiana, he was a resident of New Orleans at the time of his death. He joined the SIU-affiliated IBU in the port of New Orleans in 1972 and sailed in the deck department. He is survived by his widow, Pauline, and three sons, Kenneth, Harold and Dennis.

Mental Illness—

by Dr. Joseph B. Logue
SIU Medical Director

Mental illness; schizophrenia; manic depression; mental retardation; mongoloidism. All these terms, and many others, are used to denote those who have a sickness of the mind rather than a sickness of the body.

When someone contracts a physical illness, those close to him will usually see that he gets immediate help. Sorrowfully, though, the same understanding and quick response is not always accorded to someone with a mental illness.

Even in our sophisticated society of today, there are still some people who are embarrassed and fearful of sicknesses of the mind. Why? Is the sentiment a carry-over from the days when the insane were locked up in chains and considered outcasts by society? Or is it that too many people do not understand that the mentally ill person—just like the physically ill one—does not cause his own sickness.

He does not want to be ill!

Because of complicated reasons—largely still unknown to doctors—a man or woman becomes mentally ill. Perhaps the improper functioning of certain genes or a chemical imbalance is the cause. But whatever the reason, the person is not responsible for the illness.

Understanding and professional advice are absolutely necessary in combating mental illness. Many diseases of the mind are not totally and finally curable but at least the ill person can be helped in leading a more comfortable, happier and more socially acceptable life. This is a great improvement, not only for the mentally ill person, but also for his family and his friends.

Mental illness should never be ridiculed nor feared; neither should we be ashamed of it. Most of all, however, mental disease must be recognized and acknowledged—both by the person who is ill and those who are closely involved with him. It does no one any good to hide, cover-up, or ignore mental illness. In fact, to not recognize and admit to mental sickness can serve to severely worsen an already bad situation.

Phobias and fears can develop in the mentally ill person whose family refuses to recognize his disease because they are ashamed of it and him, and somehow feel that the sickness is a bad reflection on them.

Once the illness is acknowledged, the proper help and treatment can be sought and found. Today, fortunately, there are many ways to treat mental illness, and research is being conducted into causes and better cures for mental disease—



This print of an old time insane asylum shows a patient chained by his ankles and neck.

Understanding the Problems



current treatments are a big step over some of the methods used in the past.

In the eighteenth and nineteenth centuries, care for the mentally ill was largely a custodial matter. Places were established where persons with diseases of the mind were sent to be supervised. The trouble was that most of these asylums were filthy, dangerous places where the mentally ill were chained, beaten and terribly abused.

Of course, such treatment only worsened their sicknesses.

However, in the early nineteenth century, the French physician Philip Pinel showed that a more humane treatment of the mentally ill might be more effective.

In his article in the Hospital Tribune of Aug. 13, 1973 Jack Zusman, M.D. writes:

"Pinel and others working around this time repeatedly demonstrated that mentally ill persons who supposedly were like wild animals became docile and cooperative when their chains were removed. Later workers were able to go way beyond Pinel to demonstrate that a mental hospital could be operated without use of any physical force at all (and, of course, without any medications, since none were available)."

Sadly, though, at the beginning of this century care for the mentally ill took a turn for the worse and once again patients were being treated harshly and, consequently, unsuccessfully.

Changes started to come about again in the 1930s but it was not until the mid 1940s that the manner of treating patients was considerably altered. Doctors and personnel at hospitals for the mentally ill began to realize that "when social barriers between patients and staff were reduced and when it was clear that patients were expected to act in socially appropriate ways, deterioration became rare or non-existent," notes Zusman.

Today there are several ways of treating the mentally ill. Among them are: tranquilizers; electric shock treatment; physiotherapy; psychotherapy, and class orientation.

Where a patient's history indicates there is no threat of toxicity, tranquilizers are quite helpful in soothing and relaxing the mentally ill patient. Tranquilizers, by the way, are relatively new drugs that were introduced in the mid 1950s and since then have been used extensively in the treatment of certain types of mental sickness. There are also a number of other drugs that have proven helpful to the mentally ill.

Electric shock treatment—or Electric Convulsive Therapy (ECT)—is usually administered by passing an alternating current of 70 to 130 volts between the patient's temples for 0.1 to 0.5 seconds. Because of the number of drugs that have been introduced recently, ECT is not being used as frequently as it was in the past.

Physio (or physical) Therapy—helps the mentally ill person who also has a bodily defect. For instance, if his coordination is impaired then physical therapy can better help him function properly and thereby make his life easier.

Psychologic Therapy—tries to help the patient's mind by examining his problems to see if anything can be done to ease his condition. Psychologic therapy is closely connected with

social therapy, whereby some answers to a patient's mental problems are sought in his living conditions. It might be discovered, for example, that it would be better for a patient not to live with his family, since they may be part of the cause of his problems.

Psychologic and social therapy can also help the mentally ill person adjust to his community as well as help him take on certain expanded responsibilities, such as a job.

Class orientation—helps the mentally sick person get along with his fellow human beings. He is shown how to handle many of the everyday situations that other people take for granted and he is helped in better communicating with those around him.

Environment sometimes has a strong effect on the soundness of a person's mental state. In today's high pressured and fast moving society, mental problems may be sharpened and highlighted more than they were in the past, when life was less complicated.

As I said earlier, unfortunately, the causes of most mental illnesses are still largely a mystery. But the fight goes on each day to discover the "why's" and "how's" of diseases of the mind and doctors constantly look for new and better ways to treat their mentally ill patients.

In the meanwhile, the treatments and professional help that are available can greatly alleviate the burden of mental illness on both the victim and those close to him.

Therefore, it must be remembered that mental illness should not be covered-up nor neglected. Understanding and proper treatment are what are needed—just as much as they are needed during any physical illness.



A "suspension" treatment was one of the ways doctors tried to cure mental illness in the past.

'Brotherhood of the Sea'

1938

This month marks the 35th anniversary of our Union.

On Oct. 14, 1938, the American Federation of Labor at its Houston, Tex. convention granted a charter creating the Seafarers International Union of North America.

At that time, those seafaring men who formed our Union set down certain objectives and principles designed to guide their young Union in its future growth.

The SIUNA has never wavered from these basic principles and goals and has set them down permanently in the Preamble to its Constitution.

One of the main concerns of our Union's founders was "that all American seamen are entitled to receive their employment without interference from crimps, ship-owners, fink halls or any shipping bureaus maintained by the Government."

Aware of the tragically low pay and long hours to which seamen were subjected, they also stated: "We affirm that every worker has the right to receive fair and just remuneration for his labor, and to gain sufficient leisure for mental cultivation and physical recreation."

Being seamen themselves, they knew the terrible conditions in which they were often forced to work. They therefore stated: "We proclaim the right of all seamen to receive healthful and sufficient food, and proper forecastles in which to rest."

They also declared that: "We defend the right of all seamen to be treated in a decent and respectful manner by those in command, and

"We hold that the above rights belong to all workers alike, irrespective of nationality or creed."

Thirty-five years after these principles and rights were set forth by the founders of our Union, it is clear that the SIUNA has upheld them, fought for them, and stood by them—and always will.

We have good reason to be proud and to celebrate this 35th anniversary—we have come a long way.

1973



AMERICAN FEDERATION OF LABOR

*** DOTH GRANT THIS ***

Certificate of Affiliation

<i>To Harry Runderberg,</i>	<i>John Massery,</i>
<i>Edward Casaler,</i>	<i>Frank Kerry,</i>
<i>Peter McGill,</i>	<i>Tom Paole,</i>
<i>Harry Christoffersen,</i>	<i>Harry Prejost,</i>
<i>Tom Hardy,</i>	

and to their successors legally qualified, to constitute the Union herein named and known under the title of

Seafarers International Union of North America

for the purpose of a thorough organization of the trade, and a more perfect Federation of all TRADES and LABOR UNIONS. And the Union being duly formed, is empowered and authorized to initiate into its membership any person or persons in accordance with its own laws. And to conduct the business affairs of said Union in compliance with the best interests of the trade and labor in general. The autonomy of the Union is hereby ordained and secured.

PROVIDED, That the said Union do conform to the Constitution, Laws, Rules and Regulations of the AMERICAN FEDERATION OF LABOR, and in default thereof, or any part, this Certificate of Affiliation may be suspended or revoked according to the laws of this FEDERATION. And should the said Seafarers International Union of North America be dissolved, suspended or forfeit this Certificate of Affiliation, then the persons to whom this Certificate of Affiliation is granted, or their successors, bind themselves to surrender the same with such other property as shall properly belong to this FEDERATION. And further, in consideration of the due performance of the above, the

AMERICAN FEDERATION OF LABOR

does hereby bind itself to support the said Seafarers International Union of North America in the exercise of all its rights, privileges and autonomy as an affiliated Union.

In Witness Whereof, We have subscribed our Names and affixed the SEAL of the American Federation of Labor this fourteenth day of October A. D. One Thousand Nine Hundred and Thirty-eight.

<p style="text-align: center;">EXECUTIVE COUNCIL</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><i>W. Green</i> PRESIDENT</p> <p><i>Frank Duffy</i> 1ST VICE-PRESIDENT</p> <p><i>Al Prosser</i> 2ND VICE-PRESIDENT</p> <p><i>Matthew Wall</i> 3RD VICE-PRESIDENT</p> <p><i>John Casfield</i> 4TH VICE-PRESIDENT</p> <p><i>Coelwastar</i> 5TH VICE-PRESIDENT</p> <p><i>Joe A. Weber</i> 6TH VICE-PRESIDENT</p> <p><i>Ynd Bugmeyer</i> 7TH VICE-PRESIDENT</p> </div> <div style="width: 45%; text-align: right;"> <p><i>Geo W. Harrison</i> 8TH VICE-PRESIDENT</p> <p><i>Daniel J. Tobin</i> 9TH VICE-PRESIDENT</p> <p><i>Alvin C. Bates</i> 10TH VICE-PRESIDENT</p> <p><i>Frank G. Gains</i> 11TH VICE-PRESIDENT</p> <p><i>W. S. Mahon</i> 12TH VICE-PRESIDENT</p> <p><i>John H. Gough</i> 13TH VICE-PRESIDENT</p> <p><i>Geo E. Downe</i> 14TH VICE-PRESIDENT</p> <p><i>Frank Morrison</i> 15TH VICE-PRESIDENT</p> </div> </div> <p style="text-align: center; margin-top: 10px;"><i>Frank Morrison</i> SECRETARY-TREASURER</p>
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