

Official organ of the INTERNATIONAL SEAFARERS UNION - Atlantic, Gulf, Lakes and Inland Waters Division - AFN-CIO

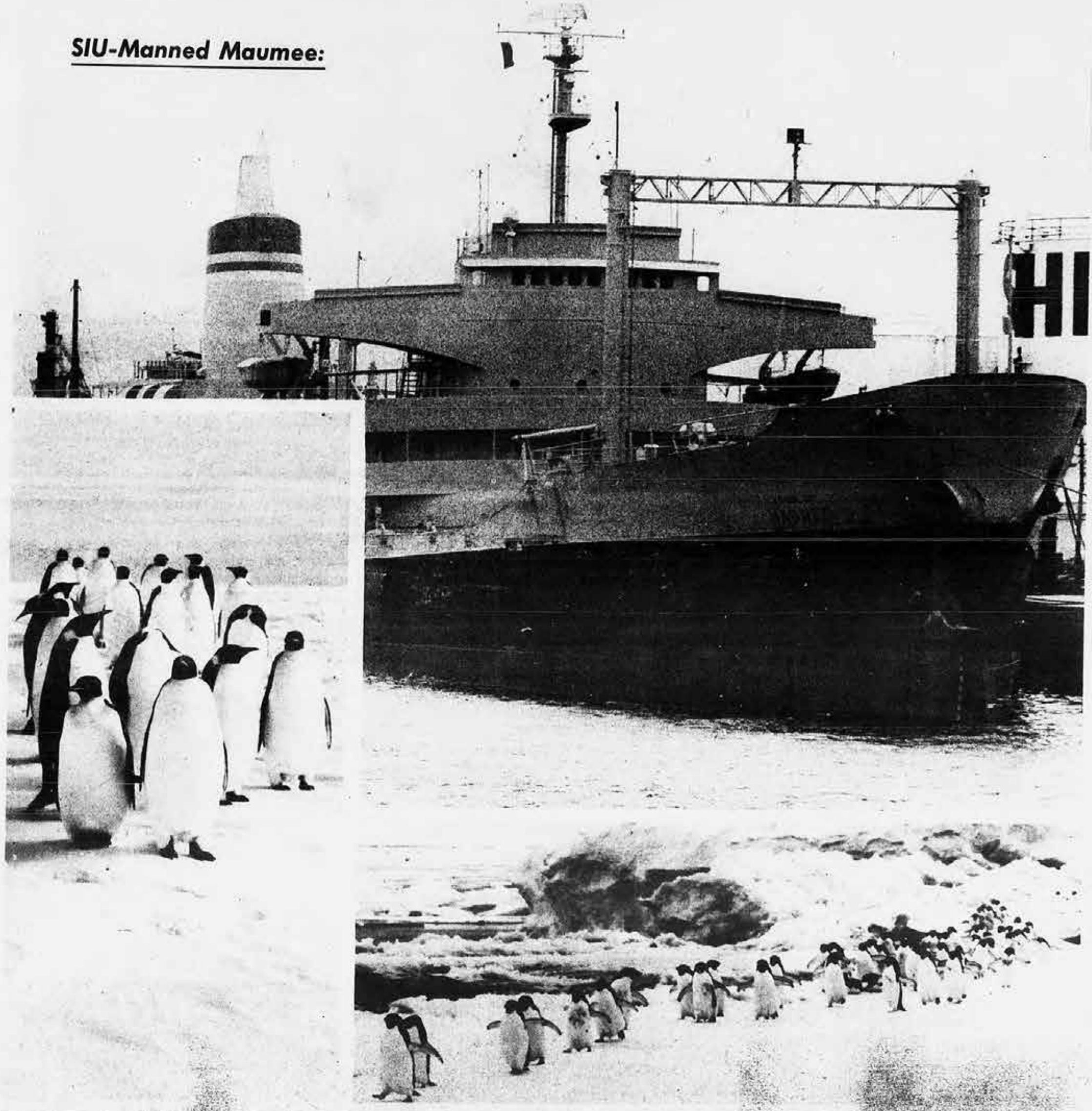


SEAFARERS LOG

Vol. XXXV, No. 3

March 1973

SIU-Manned Maumee:



Voyage to Icy Antarctica

See Center Fold

Six on IBU Tug Get Commendation

The six-man crew of the tugboat *Teresa McAllister* (McAllister Brothers), which is under contract to the SIUNA-affiliated Inland Boatmen's Union, received a Coast Guard commendation late last year for their quick and expert handling of a rescue during bad weather conditions on the Delaware River.

Praising the crew for their "superior performance of duty and outstanding seamanship" during the rescue, B. F. Engel, rear admiral and commander of the Third Coast Guard District, also noted that the men "upheld the highest

traditions of the U. S. Merchant Marine."

The *Teresa McAllister* was moving down the Delaware River on the morning of June 14 and was in the area of Bulkhead Bar Range Channel when she received a voice radio message that the freighter *American Legend* feared she had collided with a sailing boat. A rescue call went out to search the vicinity and the *Teresa McAllister* responded immediately.

Weather conditions were poor and visibility was low, but the tug located the sailing yacht *Lotus* and rescued her

two crewmen who were floating in the water. Both were alive but one had suffered a broken right arm.

The crew of the tug also rescued the yacht which was towed into port at Delaware City, Del. Contact had been made with the Coast Guard Base in Gloucester City, N. J. and an ambulance was waiting when the tug berthed.

At the time of the rescue the crew of the *Teresa McAllister* were: Captain Frank Hansen; Mate Norman Merckx; Deck Hand John Poppa; Chief Engineer John Callahan; Oiler Sigmund Gibbs, and Cook Geronimo Espinosa.

All but Brother Gibbs were able to attend a presentation of the Coast Guard commendation on Dec. 8. The commendation was officially awarded by Captain Stephen Varanko who is officer-in-charge of Coast Guard Marine Inspection.

The commendation highly praised the crew for "minimizing what could have resulted in the loss of two lives." It also stated that "the efficient and timely manner" in which the crew responded "and the outstanding seamanship displayed during adverse weather conditions is highly commendable."

Ships' Chairmen Reminded Crew Lists Are Important!

The union reminds ships' chairmen that an accurate crew list for every voyage should be forwarded to SIU headquarters from the first port of call after the voyage begins. A supply of pre-addressed crew list forms, which can be folded into the shape of an envelope and easily mailed, have already been distributed to all SIU ships at sea.

Accurate crew lists provide union headquarters with the information needed for the processing of members' welfare benefits and also assist the union in many other functions relating directly to Seafarers' well being.

Ships' chairmen can further assist headquarters by also using the crew list to report names of injured or hospitalized crewmembers.

Crew lists should be sent to:

Secretary-Treasurer
Seafarers International Union
675 Fourth Avenue
Brooklyn, New York 11215



Accepting a Coast Guard commendation from Captain Stephen Varanko (right) is Frank Hansen, captain of the IBU-contracted tugboat *Teresa McAllister* (McAllister Brothers). The six-man crew of the tug was given the commendation by Coast Guard Rear Admiral B. F. Engel for their quick and expert rescue of two crewmembers whose yacht had collided with a freighter. The other tugboat members present at the presentation are from left: Norman Merckx, mate; John Poppa, deck hand; John Callahan, chief engineer, and Geronimo Espinosa, cook. Oiler Sigmund Gibbs could not be present.

the PRESIDENT'S REPORT:



Paul Hall

The Ability to Compete is Vital

The U.S. maritime industry appears to have "bottomed out" and there are signs that things are now starting to move up and forward.

Implementation of our national maritime program—as embodied in the Merchant Marine Act of 1970—continues to advance. And the White House recently asked Congress for \$531.3 million to keep the program on the move for another year, with sufficient funds requested to maintain the pace of the program.

This is not to say that all of our problems have ended. Certainly, as we well know from past experience, there are always going to be problems in this industry. That's the very nature of the industry—of any industry that is as complex and as competitive as this one.

Competition is the name of the game here and competition is going to continue tough and become even tougher as time goes on. After all, the ships of more than 60 nations compete with the U.S. merchant fleet in world trade and many newly-emerging nations now are beginning to develop their own fleets, adding to the competition.

What does all of this mean for American Seafarers? We know that we've been suc-

cessful in achieving programs to enable the U.S. merchant marine to stay afloat even at times when many were prepared to write us off.

We know, too, that if this nation is to have a viable merchant marine we must compete with the ever-growing merchant fleets of the world. We must have the ability to compete.

To achieve that ability to compete is going to take a concerted effort by all segments of the maritime industry.

Maritime labor must make a contribution. We must be innovative, imaginative and aggressive in doing all we can to advance the industry.

Maritime management also must make the same kind of a contribution.

Such a joint union-management effort will provide the favorable climate in which the government can come forward with its own contribution. The maritime industry must have that government assistance. Virtually every other maritime nation recognizes the necessity of such assistance. In fact, our competition is, in many instances, government-owned and operated.

As we have pointed out time and time again, one area in which the government

can render assistance to the industry is in the area of cargo procurement for our ships.

Most maritime nations of the world make special efforts to nail down cargoes for their own ships. Japan, for example, expects by 1975 to be carrying 60 percent of all its exports and 70 percent of all its imports on Japanese-flag ships.

It is time for the United States to pay such type of attention to our own cargo needs. We also must pursue the bilateral concept in our trade dealings with other nations. The bilateral approach, such as was achieved in the trade agreement with the Soviet Union, is proper and in the national interest.

Another area in which we must work is in the transport of energy fuels. The SIU and other segments of the maritime industry already are on record in favor of legislation to insure that a portion of all oil imported to our shores will be carried on U.S.-flag ships. We shall continue to fight for this cargo. We shall continue to fight for such legislation.

Increasing competition—that's what lies ahead for our industry. We must be ready to meet that competition.

More Jobs For Seafarers:

Delta Mar Launched in New Orleans

The ultra-modern *Delta Mar* (Delta Steamship Lines) hit the water for the first time on Jan. 27 and her launching means more jobs for SIU members.

The first ship to be contracted for under the Merchant Marine Act of 1970, the *Delta Mar* is also the first of three identical, revolutionary LASH/container vessels to be launched by Delta. The other two, the *Delta Norte* and the *Delta Sud*, will be completed sometime later this year.

Combined on the *Delta Mar* and her sister ships is the capability to carry standard dry and refrigerated containers as well as the barges which are a part of the LASH (Lighter Aboard Ship) system.

The *Delta Mar* was built at Avondale Shipyard in New Orleans, La. where she was launched on the Mississippi River. She will be making the run between the Gulf of Mexico and the east coast of South America via ports in the Caribbean.

At her launching, the *Delta Mar* was sponsored and christened by Rep. Leonor K. Sullivan (D.-Mo.) who was recently appointed chairman of the House Merchant Marine and Fisheries Committee.

The main speaker was Robert J. Blackwell, assistant secretary of commerce for maritime affairs, who spoke about the Merchant Marine Act of 1970 noting that "more than \$1.7 billion in federally assisted shipbuilding contracts have been awarded to domestic shipyards since enactment of the 1970 Act. These contracts comprise the construction of 37 new ships and the conversion of 16 existing conventional freighters into highly efficient container-ships."

He added that "this surge of orders has provided the American shipbuilding industry with its largest peacetime backlog of commercial orders in history."

Also present at the launching, and serving as matron of honor, was Edna F. Kelly, former congresswoman from New York.

The *Delta Mar's* overall length is 893 feet and her cargo capacity is approxi-

mately 15,000 tons. She has a propulsion of 32,000 horsepower, a design draft of 28 feet and a molded breadth of 100 feet.

This highly modern vessel is capable of carrying up to 74 barges, each loaded with 370 tons of cargo, plus 288 stand-

ard 20-foot containers, or up to 1,740 containers by proportionately reducing the number of barges carried.

The ship has its own 500-ton gantry crane which can hoist or lower the barges over the vessel's stern. Also aboard is a 30-ton capacity gantry crane

for handling containers.

The barges are over 61 feet long and over 31 feet wide. The barge crane can load a full barge every 15 minutes and the container crane can load a full container every three minutes at the same time.



Christening the *Delta Mar* is Rep. Leonor K. Sullivan (D.-Mo.) who was recently appointed chairman of the House Merchant Marine and Fisheries Committee. Behind her is Edwin Hartzman, president of Avondale Shipyards Inc.

SIU's Bosuns' Recertification Program Begins June 1

The SIU's Bosuns' Recertification Program, designed to help Seafarers meet the ever-increasing demands of today's modern ships, will get under way on June 1.

A three-man membership-elected Bosuns' Committee will make its selection on May 9 of the first six Seafarers to participate in the Program. The Committee will be elected on May 8 at the membership meeting at headquarters.

In early March, applications were sent out to all active bosuns and they were asked to return the forms to headquarters if they qualified for the Program according to the Report issued by the Bosuns' Recertification Program Committee last month and sent to each of them. (That Report appears in full on pages 10 to 11 of this issue of the LOG.)

The SIU initiated this Program in order that the union and its bosuns can better meet their commitment to man all contracted ships, including the highly mechanized ones that are coming off the ways today.

Six bosuns and six alternates will be selected each month, on the day after the membership meeting. The group

that is selected on May 9 will begin the Program on June 1.

Each group of bosuns will participate in the two-month Program which will be broken into two parts, according to the Report issued by the Bosuns' Recertification Program Committee. The first 30 days will be spent at the Harry Lundeberg School of Seamanship in Piney Point, Md. and the second 30 days will be spent in headquarters.

During the Program, the participating bosuns will be given lodging and subsistence and be paid \$110 a week.

Bosuns will receive both vocational and academic training. According to the Report "the ultimate objective of the vocational training will be to equip the bosun with a thorough, well rounded, in-depth knowledge of all aspects of the deck department on any vessel. . . . When they ship out again, bosuns will relay the knowledge they received in the Program by conducting a vocational training course one night a week "for entry rating and any other interested crewmembers."

Bosuns who complete the Program will be qualified to handle jobs on all types of ships, such as, the SL-7 con-

tainer ships, Falcon-type tankers and Liquid Natural Gas tankers.

In the area of academic training, bosuns will be taught all aspects of union education. The topics covered will be the SIU constitution; the contract; union history; political action and legislation, and the union's pension, welfare and vacation plans.

There will also be a course covering the many educational opportunities available to Seafarers at the Harry Lundeberg School of Seamanship in Piney Point, Md. Among these facilities

are the upgrading courses which enable Seafarers in all departments to raise their ratings, thereby obtaining a higher position aboard ship and better wages. Also available to all SIU members is the General Educational Development Program (GED) through which Seafarers can better themselves educationally by obtaining a high school diploma.

According to the Report, "all graduates of the Bosuns' Recertification Program will have preference for all Bosuns' jobs over those Bosuns who are not recertified."

Farah Strike Gets SIU Support

The 3,000 men and women who for 10 months have been on strike against Farah Manufacturing Co. recently received the renewed pledge of SIU President Paul Hall to fully support their boycott of Farah products.

At the mid-winter meeting of the AFL-CIO Executive Council in Bal Harbour, Fla., Hall said, "We consider the Farah strike one of the most important industrial conflicts of our day, and my union has pledged to support

the Farah boycott in every way we can."

The strike against Farah began 10 months ago as a result of a series of unfair labor practices by the company against its workers, the majority of whom are Mexican-Americans.

Farah's anti-labor practices included unlawful firings and intimidation of peaceful strikers to the point where workers have been subject to a reign of terror, including midnight arrests and the use of unmuzzled police dogs against their picket lines.

Eighty Years Young and Still Sailing

Probably the oldest Seafarer still very actively sailing with the SIU is Pennsylvania born "salt" James Patterson Balderston who will be celebrating his 80th birthday this coming April 1.

Although he clearly remembers the days of the horsecars and the five cent shave, Brother Balderston has a young, witty sense of humor accompanied by a refreshing vocabulary—and is a firm believer in the age old theory that "you are only as old as you feel, and only as young as you act."

The SIU veteran, born on a farm in Bucks County, Pa., in 1893, has a Quaker ancestry which goes back to the time of the first settlers who traveled across the Atlantic with William Penn to Pennsylvania and Virginia.

At the age of six, Brother Balderston's family moved to Trenton, N.J., where, for the most part, he spent his boyhood days except for an occasional trip to New York City with his grandfather. However, the heavy smoke and cinders spewn from New York's steam locomotives did not agree with the youngster who was used to the clean fresh air of a country town.

It was in 1917, when the United States entered World War I, that Brother Balderston first came into contact with the sea. He quit school at Princeton University where he was majoring in English, to serve his country with the U.S. Navy.

After boot camp training at Cape May, N.J., he was assigned to the Navy's original Camouflage Squad at the Philadelphia Navy Yard, where he worked on the "new" science designed to thwart the mounting German submarine menace. The huge billows of multi-pastel colored smoke which the team created in their not always successful camouflage experiments won them the nickname of "The Circus Poster Boys."

By the end of the war he had worked his way up to the rank of ensign.

For many years after, Jim worked for the famous Habermahl's Florist Shop in Philadelphia's Stratford Hotel. He became a very successful floral decorator of assembly halls and ballrooms with this company—and he designed exhibits for many important East Coast social and political events of the '20s and '30s.

However, at the outbreak of World War II Brother Balderston, at the age of 48, again felt the need and desire to serve his country. He joined the Military Sea Transport Service and sailed in the steward department because of his "love for good food." After a few short trips, he quickly switched to the SIU because, he said, "the MSTs employed a 'two-pot' food

system for officers and crew and it was the SIU that was fighting to change just such unfair practices against seamen."

During the war, Seafarer Balderston sailed on several tankers carrying extremely explosive high test gasoline from the Dutch West Indies to Nova Scotia and other northern ports. On one occasion in 1943, as his convoy steamed north off the coast of Aruba, it was suddenly attacked by German submarines. Three tankers in the convoy were blown out of the water and his ship, the *Petrolite*, narrowly escaped the same fate when the two torpedoes fired at them skipped by the ship's hull within only a few feet. "We were just lucky," he said.

After the war Brother Balderston passed up his former lucrative shoreside job and decided to keep



Seafarer Balderston relaxes in his quarters aboard the *Jacksonville* (Sea-Land), his last ship before returning to Seattle for his yearly physical.

sailing with the SIU. "I made this decision" he said, "because I acquired a great love for the sea, as well as finding many close friendships among my shipmates—things I have never lost over the years."

From the post-war times to the present, the sturdy Seafarer has accumulated a vast warehouse of "wonderful memories" from his many voyages all over the world. He fondly remembers such unusual experiences as hunting on safari in the wild game preserves of mid Africa . . . visiting native Zulu settlements in the Valley of a Thousand Hills . . . gambling for small stakes at the casino in Monte Carlo. He has visited the Teahouse of the August Moon in Okinawa and in 1954 he witnessed the first snowfall in more than 40 years on top of Table Mountain in Capetown, South Africa.

Brother Balderston is most proud of the fact that he has visited Japan more than one hundred times on voyages with the SIU, and he considers the Japanese "the most innately artistic people on earth today" because, he said "of their deep appreciation of real beauty."

For the past six years, the well-read Seafarer has been writing a book, which has already been accepted for future publication, on the religious traditions of peoples all over the world, a subject which has intrigued him since he began sailing with the SIU. At present, Brother Balderston is revising several of the book's chapters and hopes to have it completed by the time he retires in July of 1975.

The 31-year veteran of the steward department has served in nearly every capacity in that department, and for the past 10 years has been sailing as baker. His health, which he considers a "gift of heredity" is excellent and he has just passed his 1973 physical in fine form in the Port of Seattle. Each year his doctor asks him how he manages to stay in such good condition, to which Brother Balderston jokingly replies, "I'm too mean to die."

Among the literally scores of countries he has visited in his years with the SIU, the much-traveled Seafarer is very partial to three places where he might eventually spend his retirement years. They are, in order of preference, Lorenzo Marques, on the southeastern coast of Mozambique, East Africa, the northern mountainous regions of Thailand, or Hawaii.

The best possible tribute to his long well-led, multi-experienced life is Brother Balderston's own words, "If I had to do it all over again, I wouldn't change a thing."

Two SL Ships Change Name

Two containerships which Seafarers have known for over a year-and-half by the unpoetic names of *SL-180* and *SL-181*, have received the more appropriate seagoing appellations of *Sea-Land Venture* and *Sea-Land Economy*.

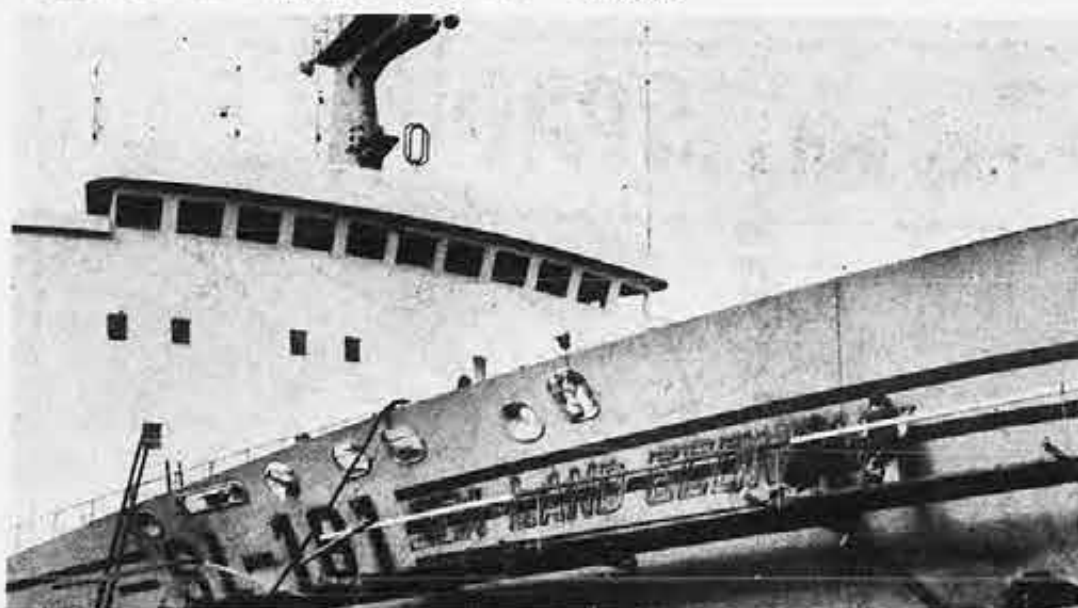
While undergoing routine shipyard repairs, the new names were "cut-in" on the two sisterships, each of which can carry 733 containers and can travel at 23 knots. Both are owned by the SIU-contracted Sea-Land Service, Inc.

Launched in the spring of 1971, the vessels now make regular runs between

U.S. gulf coast ports and cities in northern Europe and Great Britain. They are the largest, fastest, American flag containerships in that trade.

Capable of together loading more than 60 million pounds of cargo, these two ships serve consignees and shippers in the U.S. midwest, southwest, and gulf, as well as those in Holland, Belgium, France, Switzerland, Great Britain, Germany and Scandinavia.

Each vessel has 552 spaces for 35-foot standard dry, or bulk liquid containers.



The *SL-181* (Sea-Land) gets her new name "cut in"—*Sea-Land Economy*. Her sister ship, the *SL-180* is being renamed the *Sea-Land Venture*.

SIU Ship's Committee



TRANSIDAKO (Hudson Waterways)—The committee aboard the container-ship *Transidako* pauses between decks before embarking on another coast-wise run. They are, in descending order: V. Alvaro, educational director; B. Woturski, chairman; F. Rakas, steward delegate; S. Katehis, deck delegate, and A. Derosier, engine delegate.

SIU to Carry On Fight For Law on Oil Imports

SIU President Paul Hall recently restated the Union's determination to renew its fight for federal legislation designed to guarantee that a portion of the nation's oil imports will be carried on U.S. flag ships.

Speaking at a luncheon meeting of the Washington, D.C. Propeller Club on Mar. 7, Hall declared that "there is more than jobs for maritime workers at stake here. The nation's economy and national security are involved."

He said that "we don't want to fight with the oil industry on this issue. We are willing to sit down and resolve our mutual problems. But we're prepared to fight if we must."

Hall, who is also president of the AFL-CIO Maritime Trades Department, pointed out that similar legislation, strongly supported by maritime labor, was narrowly defeated in the U.S. Senate last year. "But we learned a lot from that fight," he said.

Reviewing progress since the passage of the Merchant Marine Act of 1970, Hall pointed to the "signal achievement" of the bilateral shipping agreement between the United States and the Soviet Union.

He declared that this agreement has been a "complete success and a tool to use in the future in our dealings with the trading nations of the world."

Further evidence of progress for the maritime industry could be found in the workings of the National Maritime Council, he said, adding that the labor, management, industry group is a "real

achievement, a forum in which we can sit down to speak our minds and discuss our common problems."

He also noted that the Merchant Marine Act itself is working well, that ships are being built on schedule and that the law is succeeding.

All of this progress, Hall declared, is the result of an Administration which is willing "to work with maritime groups" and a Congress "more informed than ever on maritime problems."

But there is much to be done still, he said, and he called for an examination of all of the federal agencies, such as the Coast Guard, Interstate Commerce Commission and Federal Maritime Commission, which have an impact on the maritime industry. "We must find out how these agencies can work better to help the maritime industry and how we can help them to work better," he said.

In particular, he cited the U.S. State Department for its failure to use maritime experts to head up delegations to international meetings. "Most of the participating countries use such experts on their delegations," he said, "but to our State Department, maritime is a negotiable item."

Hall concluded with a promise that maritime labor would "keep pushing" to help solve the industry's problems. "Let's get together," he said, "we're friends. We have a lot in common. Let's work together to bring our industry back to where it should be—the greatest in the world."

House Holds Hearings On Maritime Budget

The House Merchant Marine and Fisheries Committee has been holding hearings on the Administration's maritime budget request of \$531.3 million for fiscal 1974.

Lead-off witness was Robert J. Blackwell, assistant secretary of commerce for maritime affairs, who told the Merchant Marine subcommittee that the appropriation was necessary to sustain the momentum of the maritime program.

The goal of this program, Blackwell said, "is the development of strong, competitive and economically viable U.S. shipping and shipbuilding indus-

Medical Benefits Under Utilized

The Seafarer living in the Port of New Orleans area is not taking full advantage of all the medical benefits available to his dependent children through the Seafarers Welfare Plan, reports Dr. W. A. Roy, Medical Director at the New Orleans Clinic.

"The children are entitled to an annual checkup, immunizations, and routine lab studies," said Dr. Roy, "but very few avail themselves of this service—and those that do appear just before summer camp and school opening, creating a jam in our facilities in late spring and late summer."

To keep things running smoothly and to utilize your entitled benefits, the doctor suggests scheduling of appointments to be made around your child's birthday. "This way it will be remembered yearly and the crowded times avoided," he said.

tries which will provide this nation with the necessary merchant shipping capability for economic growth and well being, for participation in international trade, and for national security."

Blackwell said that "a good, sound start" has been made at achieving this goal and the requested appropriation would keep that effort alive."

He also declared that "the program aims at obtaining wider employment for all segments of the U.S.-flag fleet."

Also urging approval of the Administration's maritime budget request was O. William Moody, Jr., administrator of the AFL-CIO Maritime Trades Department.

Speaking on behalf of the Department's 44 affiliated unions, Moody said that the budget authorization for the Maritime Administration "will allow MarAd to continue to fully support ship subsidy programs which it has so successfully administered in the past."

"We are confident," Moody said, "that this budget provides sufficient funds to enable the Maritime Administration to continue all of its maritime assistance programs at a level that will sustain the momentum gained by these programs in the last 12 months."

Moody further urged the Merchant Marine and Fisheries Committee "to provide the fullest possible funding and encouragement for Maritime Administration programs designed to increase the amount of U.S. trade carried on U.S.-flag vessels."

Hearings into the Administration maritime budget proposal continued at press time. Senate hearings are expected to begin in the near future.

LEGISLATIVE REPORT



By B. Rocker

A lot of the activity in the Congress since January continues to be directed toward getting Congress organized, with emphasis on reforms of the system.

Both the Democratic and Republican parties have been in caucus. Chairmen, for the first time in many years, were actually elected, rather than becoming chairmen through seniority. In practice, the chairmen are the same members with seniority who would have received those leadership positions, but the procedure is part of the new Congressional reform.

There are also committees studying ways to reform the Congress so that it may be more aggressive in initiating legislation. Congress, especially the leadership, wants to formulate better ways to deal with the total budget for the country, rather than the piecemeal approach now used.

A bipartisan joint committee on budget procedures issued a report on Feb. 5 calling for a committee on the budget in each house. Its purpose would be to set an annual ceiling on spending, appropriations and the national debt, and recommend a target for revenue to be raised.

The President's budget of \$268.7 billion requires trimming many of the programs of the New Deal, Fair Deal and the Great Society.

Energy

The energy crisis has become a fact of life for the U.S., particularly in view of the school and factory closings and the transportation slow-downs this winter.

Our country, with less than six percent of the world's population, used one-third of the entire supply of energy in 1972.

Consumption has increased because of the increase in population and the lifestyle of the people. We need fuel for transportation. It is estimated that by the end of the century, the number of automobiles will have increased from 100 million to 300 million. Air travel is expected to double.

Home heating demands have increased and will continue to do so.

We now use 15 billion barrels a day; by 1985, it is estimated 50 to 65 percent of our supply will come from foreign sources, much of it from the Persian Gulf. Coal production is down; domestic oil and gas production are not keeping up with the supply.

In an effort to deal with the problem, the Senate Commerce Subcommittee on Oceans and Atmosphere is considering S.80, to establish environmental safety standards for offshore deepwater facilities.

Deepwater terminals would accommodate tankers of 200,000 tons or more. Use of these supertankers would reduce the cost of oil to the consumer.

Since almost all oil presently imported is carried by foreign flag ships, the new facilities and U.S.-flag ships would improve the balance of payments, the economy would be stimulated by investment and jobs in the shipbuilding industry, and new jobs would result for U.S. seamen.

Seafarers' representatives have testified in favor of S.80 and will work for passage of the bill.

Federal Financing Bank Act

SIU representatives testified before the House Ways & Means Committee on Mar. 1 in opposition to a provision in the Federal Financing Bank Act, which would place the Title XI Federal ship mortgage program under jurisdiction of the Treasury Department.

Title XI of the Act guarantees shipbuilding loans, and has been very valuable in the expansion of new vessel construction.

At the present time, Title XI is administered by the Maritime Administration of the Commerce Department. This proposal would transfer the program to the Treasury Department. In MarAd, they have the experience and expertise to do the job without unnecessary delay or duplication of effort which might occur in Treasury. Now that new ships are being built and the general health of the maritime industry is beginning to improve, a change of the kind proposed in the Financing Act could impede forward movement of the maritime program.



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.

Lack of Claims Data Slows Benefits Pay

Married
 Single

Sex _____ Age _____

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE PLAN

275 20TH STREET
BROOKLYN, N.Y. 11215
SO 8-6005

ABILITY CLAIM STATEMENT
TO BE COMPLETED BY EMPLOYEE

NOTICE TO EMPLOYEE - Read C
your doctor, AS SOON AS POSSIBLE and return
TO BE COMPLETED BY EMPLOYEE

5. _____ 6. (a) _____ (b) _____ (c) _____

7. Hospital? _____

Employer's name _____
Employment commencement date _____
Number _____

A lack of information can seriously delay the processing of UIW claim forms received from members of the SIU-affiliated United Industrial Workers of North America.

To assist UIW members, the following is a checklist of documentation that is required by the UIW Welfare Department in order to process various types of claims. UIW members can also speed claim processing by forwarding completed claim forms directly to their UIW representative.

Hospital Claims

- (1) A signed application indicating employment time for eligibility purposes by Company showing the number of hours an employee worked in the three calendar months immediately prior to the date of claim.
- (2) Itemized hospital bill indicating type of room patient occupied. If private, the hospital must indicate their average semi-private room rate.
- (3) Surgical bill and an application completed by surgeon indicating the type of surgery performed.
- (4) Doctors bill including ID number or social security number of doctor giving a breakdown of his charges listing the date and amount charged for each visit.
- (5) All bills submitted must indicate the hospital and/or the doctor's ID number or social security number.
- (6) Medicare Statement, where applicable to correspond with bill(s) submitted.
- (7) A permanent data card must be on file indicating the names of all dependents on the reverse side.
- (8) Once a permanent data card is submitted listing dependents, documents such as marriage certificates and birth certificates will not be required for claims other than maternity or legal abortion.
- (9) Previous years income tax statement is required for all claims on dependent children if they are adopted, foster or step-children.
- (10) Claims for the specialist consultation benefit must indicate the name of the doctor that requested the consultation and must be accompanied by the hospital bill.

Disability Claims

- (1) A signed disability claim form completed by member, employer and doctor. The Company must indicate the number of hours the UIW employee worked in the three months immediately prior to the first date of disability and also the employee's basic hourly wage rate. The doctor must certify the UIW member's disability and complete his section of the disability claim form in its entirety. Completed disability claim forms must be forwarded on a continuing basis to verify disability.

Death

- (1) A signed application.
- (2) Certified death certificate.
- (3) Itemized funeral bill indicating whether paid or not and name and address of payee, if applicable.

(all applications must be accompanied by proof of age to substantiate attainment of age 65)

- (1) Normal pension applications must be accompanied by proof to substantiate 25 years of employment with companies signatory to the UIW Pension Plan and a letter from a union official verifying the number of years applicant was a member in good standing.
- (2) Reduced pension applications must be accompanied by proof to substantiate 15 to 24 years of employment with companies signatory to the UIW Pension Plan and a letter from a union official verifying the number of years applicant was a member in good standing.

The following members and pensioners have benefit payments held up because they failed to supply complete information.

SEAFARERS WELFARE PLAN

| Name | Social Security No. | Book No. |
|---------------|---------------------|----------|
| P. Dorrian | 205-22-5031 | D-256 |
| J. R. Hudgins | 231-14-2029 | H-5296 |
| C. Colson | 231-01-7321 | C-5310 |
| T. Godwin | 460-40-0991 | G-5391 |
| C. Bonfont | 580-62-5949 | B-1169 |
| E. Lewis | 231-20-5981 | L-5341 |
| B. Rucker | 266-03-5308 | R-165 |

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE PLAN

| | | |
|----------------|-------------|----------|
| A. Dillard | 233-66-2723 | Non-Book |
| R. A. Garraway | 161-40-9784 | G-11117 |

- SIU Atlantic, Gulf, Lakes & Inland Waters
Inland Boatmen's Union
United Industrial Workers
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Paul Hall
- SECRETARY-TREASURER
Joe DiGiorgio
- EXECUTIVE VICE PRESIDENT
Cal Tanner
- VICE PRESIDENTS
Earl Shepard Lindsey Williams
Frank Drozak Paul Drozak
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- ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616
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1216 E. Baltimore St. 21202
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- BOSTON, Mass. 215 Essex St. 02111
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- CHICAGO, Ill. 9383 Ewing Ave. 60617
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IBU (312) ES 5-9570
- CLEVELAND, Ohio 1420 W. 25 St. 44113
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- DETROIT, Mich.
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(313) VI 3-4741
- DULUTH, Minn. 2014 W. 3 St. 55806
(218) RA 2-4110
- FRANKFORT, Mich. P.O. Box 287,
415 Main St. 49635
(616) EL 7-2441
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- JACKSONVILLE, Fla. 2608 Pearl St. 32233
(904) EL 3-0987
- JERSEY CITY, N.J.
99 Montgomery St. 07302
(201) HE 5-9424
- MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754
- NEW ORLEANS, La.
630 Jackson Ave. 70130
(504) 529-7546
- NORFOLK, Va. 115 3 St. 23510
(703) 622-1892
- PADUCAH, Ky. 225 S. 7 St. 42001
(502) 443-2493
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(215) DE 6-3818
- PORT ARTHUR, Tex. 534 9 Ave. 77640
(713) 983-1679
- SAN FRANCISCO, Calif.
1321 Mission St. 94103
(415) 626-6793
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Stop 20 00908
(809) 724-0267
- SEATTLE, Wash. 2505 1 Ave. 98121
(206) MA 3-4334
- ST. LOUIS, Mo. 4577 Gravois Ave. 63116
(314) 752-6500
- TAMPA, Fla. 312 Harrison St. 33602
(813) 229-2788
- TOLEDO, Ohio 935 Summit St. 43604
(419) 248-3691
- WILMINGTON, Calif. 510 N. Broad St.
Terminal Island, Calif. 90744
(213) 832-7285
- YOKOHAMA, Japan
Iseya Bldg., Room 810
1-2 Kalgan-Dori-Nakaku
2014971 Ext. 281



SIU Welfare Representative Ed Smith assists union member Frank Allen with filing of claim form. Any union representative in any port can quickly help a member in properly filling out his claim forms.

Lundeberg Upgrading Center

The SIU Upgrading Center at Piney Point is open to all Seafarers who want to advance to higher ratings in their department. Since the Upgrading Center opened at Piney Point in June, 1972, Seafarers have achieved a total of 324 Engine Department endorsements, 43 Deck Department endorsements, and 10 Lifeboat endorsements.

Following are the requirements for upgrading in the Deck and Engine Departments (Note revised vision requirements which are effective April 4, 1973):



Seafarers Billie Marrell (center) and Robert Prentice (right) examine the working six-foot model of the modern gravity davit launching gear at the Lundeberg Upgrading Center in Piney Point. With them is deck upgrading instructor Joe Wall. Modern training aids are used throughout the upgrading programs to provide the best and most thorough instruction possible.

Upgrading—Deck Dept.

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 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 an Ordinary Seaman.

Quartermaster

1. Hold endorsement as Able-Seaman—unlimited—any waters.

Upgrading—Engine Dept.

FOWT—(who has 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 as wiper or be a graduate of HLS 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. 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 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 pass examinations for FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, and Deck Engine Mech.
2. Must show evidence of seetime of at least 6 months in any one or combination of the following ratings: FOWT, Electrician, Refrigeration, Pumpman, Deck Engineer, Junior Engineer, Machinist, Boilermaker, or Deck Engine Mech.

Lifeboatman

1. Must have 90 days seetime in any department.

Upgrading—Steward Dept.

Upgrading programs leading to higher ratings in the steward department have been added to the deck and engine department programs available to all Seafarers at the SIU Upgrading Center at the Harry Lundeberg School in Piney Point.

Following are the seetime requirements for the various upgrading programs from assistant cook to chief steward.



Seafarer Hans Jacobsen, who completed the quartermaster training course at the Lundeberg Upgrading Center last month, took advantage of the mild weather one afternoon for a sail on the Potomac River in one of the school's fleet of 21-foot day-sailers.

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 have been as Third Cook or 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 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.



Director of Vocational Training and Upgrading Bob Kalmus, left, uses a scale model mock-up of the SL-7 engine room to point out some of the newer innovations built into the plant. From left are QMED crew members Mauro Matonte, from New York; George Roy, from Boston; and Sadat Wala, from New York.



Using the Sea-Land cassette projector, Instructor Joe Wall briefs quartermasters and bosuns on innovations in the highly automated steering system and the advanced navigational equipment aboard the new SL-7's. Mock-up of the Sea-Land crane and visual aids illustrating the new deck equipment are designed to familiarize bosuns with their ships and responsibilities. Seated around table, clockwise from left, are Seafarers Don Rood, Eugene Dakin, Pete Drewes, John Sweeney, John McLaughlin, Walter Nash, R. DeVirgileo, and Jan Kilodziej.



Seafarers William Nordlund, left, and Tom Maga, right, who are both crewing up from the Port of New York, discuss improvements in the SL-7 plants with Instructor Bill Eglinton. Models, mock-ups and visual aids are used to help the QMEDs become thoroughly familiar with engine room operation.



Seafarers Everett Richman, from the Port of Tampa, and Sadat Wala, New York, are briefed on the operation of the 4-cylinder Sea-Land refrigeration compressor by Upgrading Director Bob Kalmus. Classes are held aboard the upgrading center barge at the Lundeberg School in Piney Point.

SL-7 Training At HLS

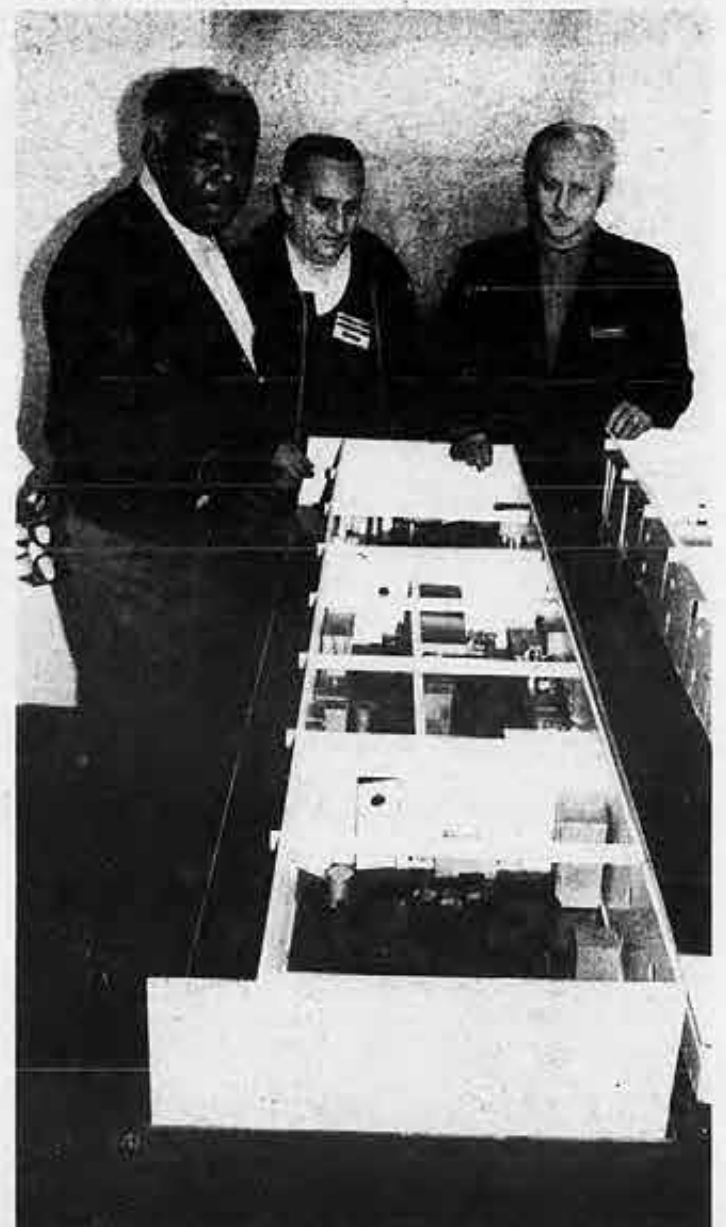
The crews of the latest ships in Sea-Land's new SL-7 series are now in training at the Lundeberg Upgrading Center in Piney Point.

This unique training program is preparing quartermasters, bosuns and QMEDs for their duties aboard the 33-knot super-containerships by providing them with technical information on the many innovations built into the ships.

Through the use of visual aids, such as a scale mock-up of the SL-7 engine room; mock-up of the galley, messrooms and storerooms; cut-aways of four-cylinder refrigerations pumps; an Audio-Scan instructional presentation on the operation of the Pathfinder Radar Scanner, and photographs of the engine room and pilot house consoles, the crewmembers of the new ships will be thoroughly familiar with their ships before they step aboard.

All of the HLS instructors have been aboard the *Sea-Land MacLean* or the *Sea-Land Galloway* to personally inspect the ships and their modern gear.

The crews now in training at Piney Point will soon be manning the *Sea-Land Commerce* and the *Sea-Land Trade*.



Chief Steward Ivan Buckley, who will be joining the *Sea-Land Trade*, and Chief Steward Wilfred Moore, who will take charge of the galley aboard the *Sea-Land Commerce*, examine a mock-up of the galley, messrooms and storage areas with steward department instructor James Richards.



Boatman Claude Koenig nimbly goes from the *Whiteman 9* to the *Whiteman 5*.



Cutting through the waters of the Mississippi, the IBU-contracted tug *Port Hudson* heads to her next job.



With a twist of the wrist, Deck Hand John Sarbeck, Jr. seems to give the rope a mind of its own on board the *Port Hudson*.

Busy in New Orleans

New Orleans is as busy an IBU port as it is an SIU port. IBU tugs like the *Margaret C.*, the *Jason Smith* and the *Port Hudson*, are kept busy night and day plying up and down the muddy waters of the Mississippi.

IBU tugs are the first to greet many an SIU ship and help the larger vessels ease into their berths after a long, deep water voyage. Once the freighter, containership or tanker unloads, it may also be an IBU tug that tows some of her cargo to its final destination.

On a warm, overcast February day in the Port of New Orleans, the LOG photographer filmed IBU tugs and their crews at work. He sighted the tugs *Whiteman 8* and *Whiteman 9* after they had just freed a ship stuck on a sandbar and also photographed the *William S. Smith*—one of the most powerful tugs in the Port.

New Orleans is only one of many ports, however, where IBU boats operate. All over the country, in major cities and smaller ones, on large rivers and their tributaries, the boatmen of the SIUNA-affiliated IBU perform a variety of jobs to keep ships and cargo moving on America's inland waterways.

Bosuns' Recertification Program:

Curriculum Committee Report

From January 15 to February 13, 1973, the membership-elected Bosun Recertification Curriculum Committee met at Union headquarters and other Union facilities, including the SIU's Lundeberg Upgrading Center. As a result of their meetings, the Committee issued its report on the curriculum for the SIU's Bosun Recertification Program.

The following is the full text of the Committee's report.

The meeting of the Bosuns' Recertification Program Committee was called to order on January 15, 1973 at 9:00 A.M. by Frank Drozak, D-22, Vice President. In attendance were the following Brothers:

| | |
|---------------|-------|
| BURNELL BUTTS | B-395 |
| JAMES DIXON | D-16 |
| JACOB LEVIN | L-462 |
| EWING RIHN | R-99 |
| SVEN JANSSON | J-70 |

Wires were sent to all elected members. Brothers Richard A. Christenberry, C-1051, and Carl Francun, F-194, notified this Committee that they will not be able to attend due to the fact that they are at sea. Brother Richard A. Christenberry, C-1051, is presently aboard the SS ST. LOUIS in the Far East. Carl Francun, F-194, is presently aboard the SS STEEL ADMIRAL in the Far East. The five elected members present constitute a quorum, therefore this meeting is in order.

Nominations for Chairman of the Committee were opened and Brother Burnell Butts, B-395, was nominated by E. Rihn, R-99. The motion was seconded by J. Dixon, D-16, and a motion was made by J. Levin, L-462, to close nominations and Brother Butts was elected by acclamation. The motion was seconded by J. Dixon, D-16, and carried unanimously.

After his election as Chairman, Brother Butts called the Committee into session.

The report of this Committee and its recommendations relative to the rules, regulations, eligibility requirements and a comprehensive curriculum for the Bosun's Recertification Program is as follows:

INTRODUCTION

This Committee met daily from January 15, 1973 to February 13, 1973. During this time we were given the fullest cooperation by our Headquarters Officials, Frank Drozak, Vice President, Joe Di Giorgio, Secretary-Treasurer, and various other union representatives who participated daily in our discussions and deliberations.

We were also assisted by members of the Headquarters' staff and given full access to all Union records and statistics related to the Bosuns in our Union.

As part of our study, the members of this Committee

enrolled in the Fire-Fighting course at Bayonne, New Jersey and successfully completed it.

We observed all aspects of our Union's operations at Headquarters and the Port of New York. We went to the Harry Lundeberg School of Seamanship in Piney Point, Maryland and actively participated in all phases of the Vocational and Academic courses being offered there.

Based upon these discussions, studies and observations this is our report:

1. ELIGIBILITY REQUIREMENTS

In order to qualify for the Bosuns' Recertification Program the following are required:

- Class "A" Seniority.
- At least one year seetime as Bosun aboard SIU contracted vessels.
- Endorsement as a Green Ticket Able Bodied Seaman, any Waters unlimited. However, members who because of any condition such as eyesight, etc., are unable to pass the AB physical examinations but are already certified to ship as Bosun pursuant to Rule 5(A)(5) of the Shipping Rules, need not have such endorsement. Those members who do not meet "B" and "C" qualifications at present, but who will have sailed 36 months as AB after June 1, 1973, will be qualified to make application for this Program. The Seafarers Appeals Board shall have the authority and power to regulate the admission of applicants to this Bosuns' Recertification Program.
- A clean employment record aboard ship. No performers, gas-hounds or narcotics users of any type should be accepted into this Program.
- A Bosun who has been removed as Ship's Chairman will not be eligible for this Recertification.

2. BOSUNS' COMMITTEE TO SELECT APPLICANTS FOR THIS PROGRAM.

- Following each monthly membership meeting in New York, commencing with the May 1973 meeting, all qualified Bosuns will elect a Committee of three qualified Bosuns to select six applicants for the next class. This Committee will be paid one day's pay at stand-by wages.
- This Committee will meet the day after the meeting and select six men for this course and six alternates from all applicants. If any of the first six selected fail to show up then one of the alternates will take his place. All alternates left over will have first crack at the next month's class.
- All Bosuns that are elected to this Committee to screen applicants must come off the certified list of Bosuns. Their decision will be final as to the six men who are selected each month.
- The Bosuns' Recertification Program will start June 1, 1973. The Committee will make its selection of the first six men to attend on the day after the May meeting (May 8, 1973). The Program will be of 60 days duration.
- The first six Bosuns selected will go to Piney Point for 30 days and then the next month the second group of six Bosuns will be sent to Piney Point and the original

six returned to New York for 30 days for completion of the course and graduation.

- Of the 60 days training—30 days will be spent at Piney Point undergoing Vocational and Academic Training. The remaining 30 days will be spent at Headquarters.
- Bosuns will be given lodging and subsistence and be paid \$110.00 a week.
- All graduates of the Bosuns' Recertification Program will have preference for all Bosuns' jobs over those Bosuns who are not recertified.

3. VOCATIONAL

Bosuns attending this program will be given training in depth in all phases of the Deck Department.

Emphasis will be placed on all aspects of new equipment and new vessels such as the new SL-7 container ships, Falcon type tankers and LNG type tankers. Particular attention should also be given to radically new concepts such as the tug and barge type modes of transporting cargoes including liquid, bulk and containers. Emphasis will also be placed on giving the Bosuns training in the tankerman's duties especially in the area of safety, with the possibility of the Bosun obtaining a tankerman's endorsement. Bosuns' training will also include a course in firefighting.

The ultimate objective of the Vocational Training will be to equip the Bosun with a thorough, well rounded, in-depth knowledge of all aspects of the Deck Department on any vessel regardless of whether it is a Tanker, Conventional Freighter, Bulk Carrier, Container Ship, either Lift-on Lift-off or Roll-on-off variety, or a LASH type vessel. In any event, a Bosun who has successfully completed the Vocational Training of this Recertification Program will be capable of handling a Bosun's job on any vessel. Bosuns will conduct Vocational training one night a week aboard ship for entry rating and any other interested crew members.

4. UNION EDUCATION

In order for a Bosun to be a competent, capable ship's chairman, classes in Education will be conducted in the following subjects:

A. SIU CONSTITUTION

Since it is the Bosun's responsibility to police the Constitution aboard ship as it applies to duties of employment and the relationships of the members of the crew, he will be thoroughly knowledgeable in all areas of the Constitution so that as ship's chairman he will be able to intelligently interpret the Constitution and be able to answer any and all questions pertaining to it, particularly in regard to the following:

I. **MEMBERSHIP**—Qualifications for membership. Definition of good standing and exceptions provided by the Constitution for not being in continuous good standing.

II. **OFFENSES AND PENALTIES**—The types of offenses for which a member can be held liable and the

Continued on Next Page



The SIU Bosuns' Recertification Program Committee met at Piney Point last month with Lundeberg School staff members to chart an educational program which is scheduled to get underway June 1 at the Lundeberg School. Seen here during one of the many work sessions are (l. to r.): Jake Levin, from

the Port of Baltimore; Bob Kalmus, HLS Director of Vocational Training; Ewing Rihn, from New Orleans; Mike Sacco, HLS Vice President; Sven Jansson, from New York; Burnell Butts, from Houston; James Dixon, from the Port of Mobile, and Gerry Brown, Piney Point Port Agent.

Continued from Preceding Page

degrees of punishment to be exercised, for these violations.

B. SIU CONTRACT

The Bosun as the Ship's Chairman, is responsible for seeing that the contract is enforced aboard ship and in order to do this properly, he must be thoroughly familiar with all articles of the Contract. Since the Bosun is a member of the Deck Department it goes without saying that he is thoroughly experienced and familiar with problems and beefs arising within the Deck Department. However, particular emphasis will be given to the other articles governing employment, general rules, the Engine Department and the Steward Department in order for the Bosun to be able to properly enforce the Contract, regardless of what problem or question might arise aboard ship.

Since the Shipping Rules are a part of the Contract, it is of the utmost importance that the Bosun will have a well rounded working knowledge of these rules especially pertaining to seniority rules regulating the gaining of class "A" Seniority—also in the area of seeing that our vessels do not sail short and that any shipboard promotions are carefully watched and are only of a temporary nature. The section of the Shipping Rules dealing with Discipline, Offenses and Penalties will be discussed in thorough detail.

In order to be of assistance to the boarding patrolman at payoffs, the Bosun shall be responsible with the Ship's Committee in making up Beef Reports, Repair Lists and Crew Lists. This will be of invaluable help in expediting payoffs, and eliminating a great many of the problems that have plagued us in the past. He shall also be responsible for checking and reporting the membership standing of the crew to the boarding patrolman.

The Contract makes provision for weekly Sunday shipboard meetings while the vessel is at sea. Since the Bosun is designated as Chairman of these meetings, he must of necessity be given training in Parliamentary Procedure and Roberts Rules of Order so that he can correctly conduct these meetings and also see to it that accurate, complete minutes are kept and are forwarded to Headquarters. In this way the conditions aboard ship—problems and beefs and any recommendations of the ship's crew will be known in Headquarters.

It is these weekly meetings aboard ship that provide the opportunity for every member of the crew to participate concertedly in their employment relationship, and it is the Bosun's function as the Chairman to see to it that these meetings are enlightening, informative and interesting so that every crew member will fully participate in the meetings.

Bosuns will be given professional training in public speaking and proper reading so as to equip them with the skills necessary to conduct a meeting as a competent Chairman.

C. UNION HISTORY

As an integral part of this Education Program, the History of the Trade Union movement in the United States, with particular emphasis on the Seafaring Section, will be stressed.

The Bosun as the Ship's Chairman, will be well read and well versed in Labor Union History. He will also have a clear, thorough knowledge and understanding of the make-up of the AFL-CIO from the National Level in Washington right on down through the State bodies to the Central Labor Councils on the City Levels. He will be capable of discussing this in detail and be able to answer any and all questions regarding our Union's relationship to these groups and the importance of our participating fully in their activities.

The Maritime Trades Department and the Maritime Port Councils located throughout our Country, will be discussed and their function as the Constitutional Body of the AFL-CIO in the Maritime Industry explained in full detail. The Bosun must be able to present this to the crew in an interesting and informative manner so that each member will have a crystal clear picture of the structure of the Labor Movement in the U.S. and understand why we are so active in this area.

The various films in our Library at Piney Point and other material including the Seafarers Log will be used effectively in this course.

D. POLITICAL ACTION AND LEGISLATION

The importance of Political Action and the effect of Legislation on the Maritime Industry and on Labor Unions must be strongly stressed as a part of this Educational course.

In order for a Bosun to be effective as the Ship's Chairman, he must have knowledge of laws such as the Merchant Marine Acts of 1936 and 1970 and the Jones Act. He must be made fully aware of the importance of these laws and the part they play in the regulation and the administration of the Maritime Industry.

The Bosun must of necessity be knowledgeable of the various labor laws such as the Wagner Act of 1936, the Taft Hartley Act of 1947, and the Landrum Griffin Act of 1959. The Bosun should be capable of explaining each of these laws and how they regulate our everyday affairs as a Labor Organization. The Bosun should understand that our Union must be in strict compliance with these laws and he should be able to relate the problems and abuses with which we have had to contend in our employment to the contract and to the everyday activities on board the vessel.

The Bosun should be fully able to explain the importance of our Union's political activity showing what gains in employment opportunities we have made as a result of this activity, and where we would be if we had not been active politically, and how SPAD is directly tied in with our Legislative Program in Washington.

The vital importance of this particular subject cannot be overemphasized and the fact that our continued existence as an industry depends on the success of our political activities and SPAD.

Films such as "The Senate and the Seafarer" and "Mr. Speaker" and others will be shown in this course.

E. EDUCATION

While it is true that the Bosun is not the Educational



Seafarers on the Bosuns' Recertification Program Committee visited the Lundeberg School library and gained some insight into the history of the American sailors union movement. The Lundeberg library staff assisted the bosuns.

Director aboard ship, he will be thoroughly familiar with all of the Education opportunities available to our members through the facilities of the Harry Lundeberg School of Seamanship at Piney Point.

There are three broad areas that this program at Piney Point embraces—Vocational, Academic, and Political Education. Each of these directly affects the individual Seafarer both on and off the job, as a worker and as a citizen. It is vitally important for the Bosun to fully understand this and in turn to work closely with the Educational Director aboard ship giving him his full cooperation in order to make our Educational Programs successful since this is the keystone to the strength of our maritime industry.

All aspects of this Educational Program should be stressed, from the very beginning when a man enters Piney Point to start basic training to when he returns to upgrade himself and obtain additional ratings in whatever department he sails and even to the time when he obtains a license or wins a scholarship and goes to college.

The GED Program must be singled out for special emphasis since this is one area of vital importance to our members by which they can gain the necessary tools to improve themselves both aboard ship as seamen and ashore as well informed citizens.

The Bosun together with the Educational Director must make every effort to encourage the full participation and support of our members aboard ship towards our Educational Programs. This is vital to our continued growth and very existence of the maritime industry.

F. PENSION, WELFARE, VACATION PLANS

The Bosun will be thoroughly familiar with all of the rules, regulations and provisions governing the administration of these Plans.

The Bosun will be capable of discussing in depth any aspect of these Plans. It is of vital importance that the Bosun be well versed in the economics of the Maritime Industry so as to be capable of analyzing the strength of our Pension Plan as opposed to other plans in our industry.

Emphasis will be placed on the need for security in these Pension and Welfare Plans and the Union's responsibility to safeguard this security.

Bosuns will be instructed in the filling out of the various forms and the importance of having these forms completed fully and accurately so as to avoid unnecessary delay in the cases where information is omitted or the application is incomplete.

Thorough detailed explanations will be given on the abuses of these benefits especially by chronic repeaters, suitcase hunters and muzzlers. The curriculum of this course follows.

First Week at Piney Point, Maryland

| | | |
|-----------|----|---|
| Monday | AM | Orientation on Schedule for the Next 4 weeks and tour of Base and Farm |
| | PM | Education Labor History |
| Tuesday | AM | Instruction on Container Ship Operation with Emphasis on SL-7's |
| | PM | Education |
| Wednesday | AM | Instruction on Tanker Operation with Emphasis on Falcon Type Tankers |
| | PM | Education Constitution |
| Thursday | AM | Instruction on LNG Type Tanker Vessels |
| | PM | Education Contracts |
| Friday | AM | Instruction on Barge Carrying Vessels and Roll-on Roll-off Type Vessels with emphasis on LASH |
| | PM | Education Pension, Welfare and Vacation |

Second Week

| | | |
|---------|----|--|
| Monday | AM | Instruction on Freighters |
| | PM | Education, Meetings & Shipboard Behavior |
| Tuesday | AM | Instruction on New Type Paints |

| | | | |
|--------------------|---------|---|--|
| | | | and New Type Lines and Splicing Procedures |
| | | PM | Education Political Education and Law |
| Wednesday | AM & PM | Attend all Trainee Education Classes and assist in Class Instruction | |
| Thursday | AM & PM | Attend all Trainee Education Classes and assist in Class Instruction | |
| Friday | AM & PM | Attend all Trainee Education Classes and assist in Class Instruction | |
| Third Week | | | |
| Monday | AM | Attend Able Seaman and Quartermaster Upgrading Classes | |
| | PM | Instruction in Firefighting | |
| Tuesday | AM | Report to Trainee Administration to Learn Procedures for Recruiting and Placement of Trainees | |
| | PM | Instruction on First Aid | |
| Wednesday | AM | Attend Basic Deck Class | |
| | PM | Attend Deck On the Job Training | |
| Thursday | AM | Attend GED Classes | |
| | PM | Attend Basic Engine Class | |
| Friday | AM | Attend Engine Upgrading Class | |
| | PM | Attend Steward Class | |
| Fourth Week | | | |
| Monday | AM | Attend Lifeboat Class | |
| | PM | | |
| Tuesday | AM & PM | Field Trip to Transportation Institute in Washington | |
| Wednesday | AM | Review of Materials Presented During First Three Weeks and Review of Instructions Now Being Offered at the Lundeberg School | |
| | PM | Leave for New York | |
| Thursday | AM & PM | Attend Firefighting School in Bayonne | |

The 5th week through the 8th week will be spent in New York as follows:

- 1 week on Welfare and Pension
- 1 week on Vacation
- 1 week servicing members and working with Representatives of the Union in Headquarters
- 1 week on the waterfront

CONCLUSION

We have formulated a comprehensive program that includes regulations, eligibility requirements and practical and academic training to enable the Bosuns—through a Bosuns' Recertification Program—to better meet their obligation to man all contracted ships including the highly mechanized vessels that are being built today.

Fraternally submitted,

BURNELL BUTTS, B-395

Burnell Butts, B-395, Chairman

JAMES DIXON, D-16

James Dixon, D-16

JACOB LEVIN, L-462

Jacob Levin, L-462

EWING RIHN, R-99

Ewing Rihn, R-99

SVEN JANSSON, J-70

Sven Jansson, J-70

AT SEA



SS Seatrain Maryland

The crew of the *Seatrain Maryland* (Seatrains) reports in a letter to the LOG that Brother Stanislaw J. Modzelewski, messman, died at sea on Feb. 19. A ceremony was held for the 54-year old Seafarer who joined the union in 1967, and he was buried at sea two days later.

SS Wacosta

The crewmembers of the *Wacosta* (Sea-Land) attached a letter to the ship's minutes of Mar. 4 giving their "wholehearted thanks to Capt. Shecan, Chief Mate Dorhman and Third Mate Bruce and all the others involved for keeping their cool" when one of the crewmembers was seen in the water as the ship left San Juan, P.R. The crew adds that because of the "prompt response and concern" the Seafarer was rescued immediately and without sustaining any injury. "The concern over this crewmember" they wrote "was in keeping with the highest tradition of the sea."

SS Gateway City

Some of the finest seafood in the SIU fleet is being served on board the *Gateway City* (Sea-Land). The crew collects money to buy fresh seafood and then Chief Steward F. Fraone, Chief Cook Martin Iturrino and the other members of the steward department cook some of the tastiest seafood meals afloat. The meals often include lobster, especially since the wife of deck department Seafarer Walter Gústavson makes sure he always gets a lobster for the crew when he takes her out to dinner.

SS Galveston

In the ship's minutes of Jan. 21, the crew of the *Galveston* (Sea-Land) reports that there are "new films aboard and plenty of popcorn on hand."

SS Houston

The crew of the *Houston* (Sea-Land) reports in the ship's minutes of Mar. 4 that they received their new messhall chairs and a new TV set. Now all they need is \$35 to get a new antenna for the TV.

SS American Victory

Ship's Chairman R. D. Schwarz, at the Feb. 18 meeting aboard the *American Victory* (Victory Carriers), cautioned the crew about the danger for Americans in Vietnamese ports now that the soldiers are pulling out. He advised the men "to use good common sense" for their own safety. The ship will be stopping in Yokohama, Japan; Saigon, Vietnam and Thailand. Discussions were also held on shipboard conduct and safety.

SS Columbia

In the ship's minutes of Jan. 14, the crew of the *Columbia* (Ogden Marine) expressed their thanks to the captain and chief mate for the medical aid they obtained for Brother Frederick Cohen. According to the crew, he was kept as comfortable as possible until the ship arrived in Durban, South Africa. There he was seen by a physician who came aboard ship and had Seafarer Cohen taken to a hospital. He will have to remain in the hospital until it is safe for him to travel. Brother Cohen, who is 54 years old, sails in the engine department.

SS Marymar

A collection was taken up among the entire crew of the *Marymar* (Calmar) for the chief engineer whose wife had passed away. With the \$80.75 that was collected, the crew sent flowers as an expression of their sympathy.



STEEL NAVIGATOR (Isthmian)—Just back from the Far East run, the ship's committee stands on deck during the payoff at the Bayonne Army Base. From left are: V. Szymanski, secretary-reporter; D. Fuschillo, deck delegate; B. R. Kitchens, chairman; M. J. Berry, engine delegate, and A. Sulaiman, educational director.



The *Sauk*, a U.S. Coast Guard cutter, breaks through the ice in the North Atlantic on one of her missions tracking icebergs. She is stationed at Governor's Island, New York, headquarters of the International Ice Patrol.

International Ice Patrol

This month the Coast Guard's International Ice Patrol began its annual chore of spotting icebergs in the vicinity of the Grand Banks off Newfoundland.

Reports of ice in the area are collected to warn passing ships of the danger.

Last year 1,587 icebergs drifted south of 48 degrees latitude, forcing trans-Atlantic shipping south of its normal trade routes. Last year's ice season, which ended on Sept. 4, was the longest on record and was only the fifth year since 1900 that more than 1,000 icebergs have entered North Atlantic waters below the 48th parallel.

Extremely cold winter temperatures over the coastal waters of Newfoundland and Labrador coupled with strong westerly and northwesterly winds contributed to the 1972's record season.

Heavy sea ice that developed during last year's severe winter weather also lengthened the season by protecting the bergs from erosion by waves.

Sea water temperatures were also well below normal during 1972. Until mid-June the sea water temperature at the southern tip of the Grand Banks was only a few degrees above freezing, allowing large icebergs to survive several weeks along the normal shipping tracks before melting.

Last year's southernmost iceberg is estimated to have drifted to the approximate latitude of Philadelphia before melting, while the easternmost iceberg was tracked to 700 miles east of Newfoundland.

During mid-May, when icebergs were most widely dispersed to the south and east, the region of icebergs south of 48° N. latitude (the northern boundary of North Atlantic shipping routes) covered over 150,000 square miles of ocean.

During late April last year icebergs began to drift south of 42° N. latitude, causing the commander, International Ice Patrol, to initiate a surface patrol in the vicinity of the southernmost bergs. The Coast Guard cutters "riding herd" on the drifting bergs broadcast warnings to shipping in the area, especially at night and during the frequent periods of fog. Though the surface patrol ended in July, the Ice Patrol continued surveillance with C-130 aircraft as had been done through the entire season.

Ice reports from merchant vessels, relayed through the Coast Guard radio stations, or Canadian coastal radio sta-

tion at St. John's are received at the offices of the International Ice Patrol in New York. There the reports are recorded and entered into a computer which calculates the iceberg drift rate based on the predicted surface winds and the estimated surface current. This computer is the same one that Automated Mutual-Assistance Vessel Rescue System uses for its automated plot.

What They're Saying



Sonto Mondone

In 1895, Sen. Robert LaFollette introduced his historic legislation in Congress. It took 20 years of fighting before the bill became law. In March 1915, President Woodrow Wilson signed the Seamen's Act into law.

During the first part of the twentieth century sailors began to win meager but long deserved wage gains. Living conditions improved slightly, and working conditions were greatly improved with the three-watch system and the eight-hour day for sailors. In 1921, shipowners cut wages 25%, and in 1922 shipowners cut wages another 33%—so just about everything that was gained was lost in just two years.

The contracts the union had were not strong enough to make the shipowners live up to them. So, that is why we must build strength, and unite.

This is why in the Seafarers International Union we have SPAD. It is a fund set up so we can keep our union informed of new laws in committees, and if they are good for us or not. It is also used to help win elections and put people in office who are sympathetic to the goals and aspirations of Seafarers. If we don't do this, we could have something like what was happening in 1921 and 1922.

IBU Spokesman Warns:

Inland Waterways Tolls Could Destroy Industry

Speaking for workers on the nation's waterways, SIU Vice President Paul Drozak, national director of the SIUNA-affiliated Inland Boatmen's Union, recently told a National Water Commission meeting in New Orleans that proposals to impose a system of tolls on the waterways would serve to eliminate jobs and "destroy the health and growth of this industry."

Drozak also told the Commission that "to impose a discriminatory and detrimental waterway tolls system . . . would reverse this long history of waterway progress."

The proposal to initiate the tolls system was contained in a Commission Draft Report on the future of the waterways.

Drozak said that the United States system of inland waterways is a growing industry and healthiest of all U.S. transport modes. The recommendations made in the draft report, he said would lead to the "destruction of a 150 year policy of Federal support and encouragement for the waterways." He declared:

"Of all the factors that can influence the waterways, tolls are the most harmful. If waterways tolls were imposed today, the Seafarers International Union is convinced that they would lead to three disastrous results: less cargo being shipped; use of alternative modes; use of alternative sources of supply."

The end result would be economic dislocation and the loss of jobs affecting not only waterway workers but employees in scores of industries which use the waterways.

Drozak leveled sharp criticism at a

proposal to allow the Interstate Commerce Commission to regulate the user tax system, an idea he termed a "shop-worn panacea."

"The Interstate Commerce Commission (is) an extremely poor choice to be the regulator of a user charge program for the waterways. The ICC has not maintained an equitable rate system for the railroads. Faced with the economic difficulties that a user charge system would pose for waterway operators, it is likely that by the time the ICC moves to stabilize the situation, the waterways would be destroyed by the other transport modes," he said.

He pointed out that the ICC already discriminates against waterway users by allowing competing railroads to charge rates that do not cover their costs. "Then," he said, "they price themselves out of lucrative inland markets by charging more than a fair price for transportation."

Drozak concluded by noting that "the United States waterway system has served America well. It has opened up wide regions of the nation for development and economic growth, and has continued to provide efficient and competitive transportation for America's bulk products. To impose a discriminatory and detrimental waterway toll system, as the National Water Commission's draft Report envisions, would reverse this long history of waterway progress."

He urged the Commission to revise the Draft Report to eliminate "the harmful effects of economic dislocation and unemployment resulting from a user's charge."

MTD Highlights Gains, Halt in Maritime Decline

Despite feelings that 1972 was "a year the country would like to forget," it was a year in which the slight reduction in unemployment and the slow-down of inflation was more than offset by booming corporate profits, inequitable wage controls, a deterioration in our balance of trade and a growing monetary crisis.

In a report issued last month, "The Economy in Flux," the Executive Board of the AFL-CIO Maritime Trades Department, which represents 8-million workers in the maritime and related fields, highlights the few economic improvements in 1972 compared with the significant problems still facing our nation.

The Executive Board pointed out that "the 1972 real growth rate of 6.5 percent was the highest in the last six years. This economic growth created 2.3 million jobs—enough to absorb the 2.1 million increase in the workforce and bring 1971's unemployment rate of 5.9 percent down to an average of 5.6 percent."

These forward steps were overshadowed by the fact that in January 1973 there were still almost 4.5 million jobless Americans.

The few improvements in our domestic economy were also overshadowed by the accelerated deterioration of the U. S. economic position in relation to other countries, the MTD Executive Board explained. The 1972 balance of

trade deficit of \$6.4 billion was more than double the 1971 deficit of \$2.7 billion, resulting in huge foreign holdings of U. S. dollars and a continued decline in the value of the dollar in world markets.

The MTD Executive Board reported: "The nation is truly at a crossroads in 1973. America can take control of its destiny—seize the initiative to provide a good life for all Americans and secure freedom of action in the international arena. But to do this, bold new programs are needed."

"America's dependence on foreigners for both our supply of energy and the stability of the dollar demonstrates the dangers of clinging to short-sighted policies . . ."

"Short-sighted American tax laws have encouraged American corporations to produce overseas, while short-sighted trade laws have allowed American production to be drowned in the flood of imports."

One bright spot in 1972 was the halt in the decline of the U. S. maritime industry.

"Subsidies were awarded for the first American LNG (Liquefied Natural Gas) vessels, and for our first supertankers. A bilateral trade agreement was reached between the U. S. and the Soviet Union to insure U. S. flag participation in that cargo."

The MTD Board declared, however, that much remains to be done in 1973.

ASHORE



Long Beach, Calif.

Sea-Land Service Inc., the world's top containerized transportation company, last month dedicated a new \$20-million marine facility at the port of Long Beach, Calif., where the firm's SIU-manned containerships have docked for nearly 10 years.

The new dock has 1,800 feet of berthing space to handle not only the biggest Sea-Land containerships, but also the new 946-foot long, 33 knot SL-7 containerships due to start service in Long Beach this spring.

The berthing area will have four giant cranes, each with a capacity of 40 tons. The dock's 100-foot span accommodates seven lanes of truck traffic at one time.

Bremerhaven, West Germany

The SIU-contracted containership *Galloway* (Sea-Land), the fastest ship in her class, recently loaded 923 containers in 8½ hours by using five gantry cranes operating at the same time with two cranes forward, two amidships and one aft, at the container terminal in Bremerhaven, West Germany.

New Orleans, La.

Lindy Boggs, the widow of former Louisiana Representative Hale Boggs who vanished in a plane crash Oct. 16, 1972, was elected to her husband's post by an overwhelming majority this month. She had been vigorously supported by the Greater New Orleans AFL-CIO as well as the Maritime Port Council in that city. Mrs. Boggs, who is from the Second Congressional District, defeated Robert E. Lee, an attorney from suburban Gretna, La., by the wide margin of 20,538 votes to 5,090 votes. Most of the Second District lies in New Orleans, although it overlaps into suburban Jefferson Parish. After the tragic plane crash occurred the Maritime Council passed a resolution urging Mrs. Boggs to run if her husband's seat was declared vacant. The resolution read, "It is the profound hope of our members that Congressman Boggs will be found alive, and our desire to give Mrs. Boggs every support in her vigil. We urge Mrs. Boggs to become a candidate for the office with the support of the Maritime Council of Greater New Orleans and vicinity so the Second Congressional District can be represented in the same magnificent manner it has enjoyed for so many years with Congressman Boggs."

Honolulu, Hawaii

Seafarer William B. Kight, who lost his leg in an accident aboard the *Vantage Endeavor* late last year is resting comfortably in Tripler General Hospital in Honolulu where he was visited by SIU San Francisco Port Agent Steve Troy this month. Brother Kight is in good spirits and will eventually be transferred to Norfolk, Va.

New Orleans, La.

Illness or injury has put the following brothers in the USPHS Hospital in New Orleans. All of them would like to hear from their fellow Seafarers. They are: L. Carranza; R. Whaley; Carl F. White; William Houston; Paul Arthoffer; V. E. Kane; Henry J. Tiszatowski; K. C. Green; John R. Johnson; Robert Johnston; Charles J. Corrent; Glen Patton, and Otis Posey.

Norfolk, Va.

At the February meeting of the Hampton Roads Port Council of which the SIU is a part, a full discussion was held about the coming governor's race in the state of Virginia. The Council unanimously agreed to endorse Henry Howell for the post.

New Orleans, La.

Grain shipments out of the Port of New Orleans in 1973 are expected to exceed all other previous years according to an article in a local New Orleans newspaper.

Security
In
Unity



The silence was eerie. All that could be heard was the mysterious, intensely cold wind of the unknown continent of Antarctica whipping over the stark, still beauty of a white landscape frozen solid into an ice and snow age unchanged in millions of years.

The ominous calm and a 10 degree drop in temperature left a lasting impression on Bosun Constantine (Gus) Magoulas, 58, of the SIU-contracted U.S. Navy oil tanker *Maumee* (Hudson Waterways) as the huge ship followed a zig-zagging Coast Guard icebreaker through a channel guarded by treacherous icebergs the size of Delaware.

The *Maumee*, one of the 13 Navy tankers now manned by Seafarers, slid past the California-sized Ross Ice Shelf and 13,200-foot snow-capped Mt. Erebus. Rivers of glacial ice moved slowly down to McMurdo Sound's 20-foot thick ice floes, where the ship ended a 6,000 mile journey Feb. 16 to pump out its life-giving fuel into U.S. Navy shore tanks.

More than a month later, on the sunny first day of spring, as the *Maumee* paid off in Carteret, N.J., a sunburned Brother Magoulas was asked if he'd like a return trip to the "home of the blizzards."

The Seafarer replied with a grin of confidence: "We'll go back again. It was a good trip."

He added that in the three days he spent at the Navy base he didn't see an Emperor penguin or any other animal, because he thought, the arrival of the ship and the seamen scared them inland. However, he saw plenty of GIs and Navy personnel at the base PX and movie.

Nearby, a Piney Point graduate, deckhand James McCall of Mobile, Ala., said at times he saw penguins, seals and whales on the ocean ice shelf and later scores of scientists from the National Science Foundation's U.S. Antarctica Research Program.

In Antarctica, the biggest, coldest laboratory in the world, a six-month winter can freeze hot water instantly with a sharp crackle, and a 22-mph-wind coupled with a -22 degree cold will freeze exposed human skin in a minute.

Wintering at the Antarctica bases this year will be 2,000 Army and Navy personnel and 200 U.S. scientists and technicians from 50 colleges, universities, government agencies and industrial firms.



Seafarer Tom Seager, who sailed as able-seaman aboard the *Maumee* on her voyage to Antarctica, prepared for voyage by purchasing warm sheepskins in New Zealand.



Aerial view of Antarctic mountain range seems to show human tracks but they are merely the mountain ridges left uncovered by the snow.



Clouds hang over the 13,200-foot snow-capped Mt. Erebus.

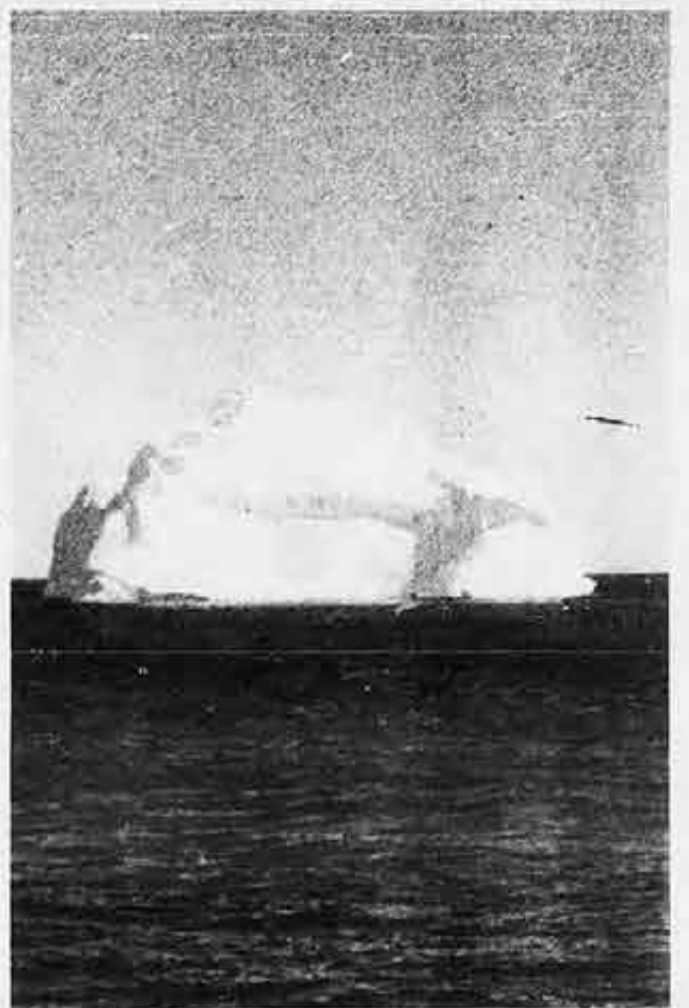
Voyage to the World's



The SIU-manned Navy tanker *Maumee* rests at anchor at McMurdo Station after delivering 7,000,000 gallons of fuel to supply the base for a year.



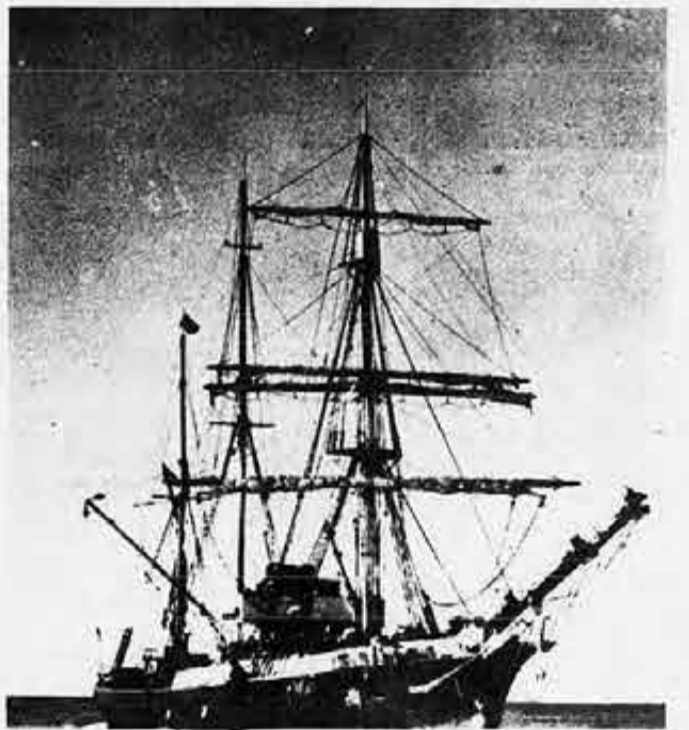
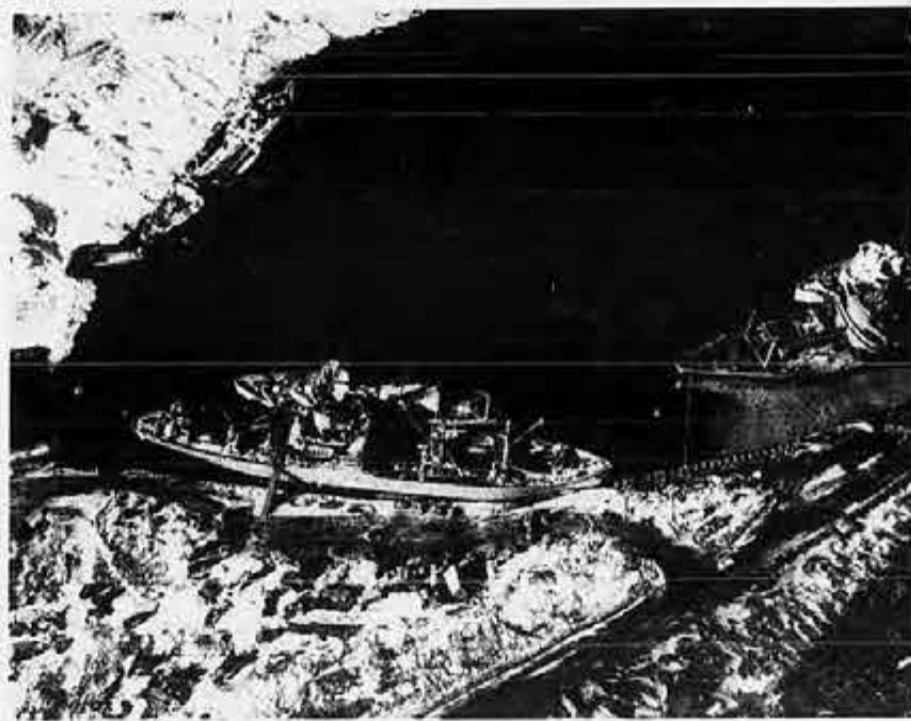
High peak of Mt. Erebus which in turn overlooks endless expanse of ice flowing aimlessly in Mc Murdo Sound.



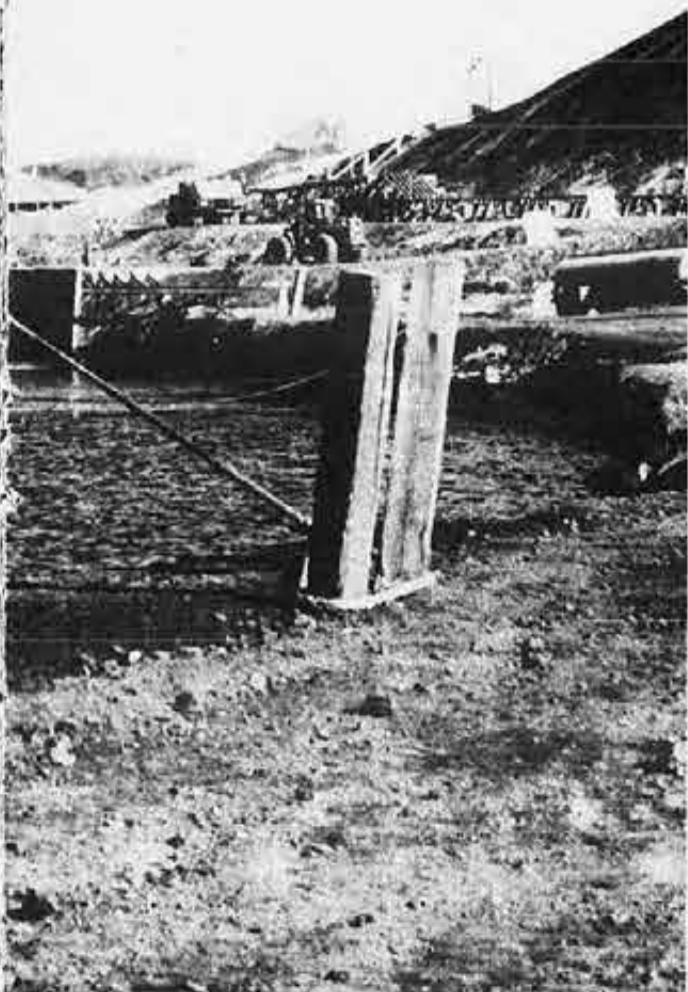
The wanderings of countless icebergs in Antarctic waters caused first mariners visiting the area to refer to the waters on their charts as "Iceberg Alley".

Icy Frontier—Antarctica

Aerial view of Mc Murdo Station, Antarctica shows SIU-manned Maumee (extreme right) docked alongside of other ships in Winter Quarters Bay.



One of the Maumee's predecessors in voyages to the Antarctic was the USS Bear. She supplied the Navy base for many years.



Stores of aviation, diesel, and marine fuel—enough to



A gathering of four-foot tall penguins cavorts at Cape Hallett station in the Antarctic.



A Balanced Approach

One of the major problems facing all citizens of the United States today is the challenge of protecting and preserving our environment.

As a resolution adopted by the recent meeting of the Executive Board of the Maritime Trades Department states, we all recognize and appreciate the enormous damage inflicted upon our environmental surroundings.

The facts and figures bear out this carnage: Our lakes, rivers and streams are no longer clean and beautiful, but imbued with chemical wastes and pollutants. Our landscape is no longer majestic, but slowly vanishing. The air we breathe is no longer fresh and exhilarating, but foul and infecting.

The restoration, protection and preservation of our environment is, as the MTD Board said, a common concern to us all and we laud those groups and individuals who have helped focus public attention on the problem in recent years.

However, the MTD resolution pointed out that this environmental problem becomes of particular concern when we examine the remedies which are being offered.

Most of these remedies consist of curtailing or preventing technological and industrial development, progress and expansion. Such courses of action threaten American workers with the loss of their jobs. The MTD Board declared that the nation cannot tolerate such drastic remedies.

There is no doubt that technological and industrial development, coupled with public indifference, has helped contribute to the current plight of our environment. But there is grave doubt that the curtailment and cessation of this development is a realistic solution to the problem.

We should bear in mind that it was this same technological and industrial develop-

ment that provided man with more comforts than he ever dreamed possible.

Now there is a new aspect to be considered. Just as our environmental problems have assumed national importance, the nation faces another crisis—the energy crisis. We've already seen schools and other services forced to close for lack of energy supplies to provide heat. And the problem is expected to grow worse.

The MTD stated that, with these aspects in mind, it is not the time now to bridle technological and industrial expansion but to unleash it in new directions. Now is the time to search for new energy forces in our own country and to increase our imports of energy resources.

This means undertaking those changes concomitant with this expansion—whether they be dredging harbors to handle larger tankers or laying pipelines across our wilderness.

We in the labor movement, the MTD board said, believe that this nation possesses the technological aptitude to commit this country to these advances while still providing the necessary environmental safeguards.

We also believe that the time has come for the nation to formulate a national resources policy to bring cohesion to energy and environmental responsibilities.

It is time, then, for a national policy based on a balanced approach of protecting the environment without inhibiting industrial growth. It is time for a policy designed to protect and preserve our environmental surroundings while still preserving the nation's technological and industrial development and the jobs of American workers.

Achieving this balanced approach will be hard work, work involving even newer technologies. But it is work we must set out to do—immediately.

Letters to the Editor



Thanks SIU Welfare Plan

I wish to thank the union for all of its help in the last six months. My wife, Alexandra, during that period, suffered, in two separate accidents, a broken jaw, leg, and both arms. With the aid of the Seafarers Welfare Plan she was afforded excellent medical care which I never could have obtained on my own for her. Again, I express my gratitude.

William J. Foley, F607
Philadelphia, Pa.

Express Their Sympathy

We met our second unfortunate situation on this voyage. Again death struck in the family of one of our friends and shipmates. This time the chief engineer, Paul Ruppel.

The unlicensed personnel had exhausted all funds previously when the mother of our Captain Vontagen passed away a few days ago. We did however band together as union brothers and donated the sum of \$45. And with it goes our sincere prayers and deepest sympathy to Paul Ruppel and family.

Crew of the Overseas Alaska

Job Security

I would like to express my personal thanks to our great union for giving me the opportunity to build a career of sailing.

I joined the SIU in April, 1968 and am already a candidate for "A" seniority, and I will be taking part in the "A" seniority upgrading class at Piney Point beginning June 1.

With my "A" book, I will never again have to worry about job security.

Robert Lentuch
PB 35056

March 1973 Volume XXXV, No. 3

SEAFARERS LOG

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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Wandering the seas



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

What Color Is the Sea?

Gazing across wind-swept stands of wheat, my nephew asked,
"Thirsty, what color is the sea?"

"Well its overall colors are blue—
The dominant impression, Buddy, is blue—green—purple—white
and gray,

"Of course, I'm being didactic, but you asked.

"Sky must be considered in any picture of our oceans
Because it is an integral part of one's view.
But let me tell you something else:

"Sunrises and sunsets are out of this world!
Here the great Creator-Artist has surpassed all artists.

"No one can translate colors into words
I, least of all.
Yet perhaps the most colorful scene
I have witnessed at sea
Was in April 1942 off Cape Hatteras:

"A tanker had been torpedoed east of us.
We were beating our way upcoast in convoy—
Not permitted to attempt rescue.
The sun was a burnished copper coin in the sky.

"We were shrouded in pink mist.
A jagged, platinum line of light
Led across the water from the sun to our ship
Spilled oil refracted rays into rainbow colors
—All, I suppose of the spectrum.
And there, my friend, was color!

"What color is the sea?
Shades of Moby Dick, Buddy,
The sea is all colors!"

Thurston J. Lewis

Breakfast By The Sea

Breakfast by the calm
Sea is fine.
This is the variety as
On the line.
On the order is that
Special kay.
Whole wheat hot cakes
Every day.

Hot coffee, weak, strong,
And sweet.
Hard boiled eggs, and
Sausage meat.
Cereal toasted bread.
And butter.
A chosen dish for each
Old skutter.

You are me if you have
A good time.
When you stop I will
Write a rhyme.
If you like it you are
Of my band.
Leave good footprints
In my sand.

Roy Lee Hinson

Rain

I
Some people say, that when it rains
The day seems dark, and gloomy,
But as for me, I like the rain
For it does something to me

II
I've watched it rain in many places.
All around this world
And I think that rain is beautiful
For I've seen it's power unfurled

III
"They say that the rain in Spain
Falls mostly in the plain"
To this, agree, I do
But I've been there, and I can tell
you this
It rains in the mountains too

IV
Now too much rain is never good
For neither you, nor me
For it drowns the crops
And causes floods, that devastate you see.

V
Yes! there is rain most everywhere
You can see it, no matter where you go
It swells the streams and rivers
And makes the water flow

VI
I've laid in bed, and watched the rain
In India, across the sea
During the Monsoon season
Just a half-caste girl and me

VII
Another reason I like the rain
For when it's over you know
That you will be rewarded
With a beautiful rainbow

VIII
I think the rain is wonderful
So fresh, and cool, and clean
It washes all the dust away
I know because I've seen

IX
The muddy little puddles
That linger after every shower
And the beaded drops of water
That cling to each garden flower

X
I guess that's why I'm happy
Everytime I see it rain
Not only because it cleanses
But it revives my past again

James C. Mitchell

A Lonely Life

Oh, what a lonely life to be
away from home upon the sea
To miss your loved one of many years
Who kept her vow thru laughs and tears
To miss your children and their children too
Family, Friends and acquaintance new
But what a joy, When you see
your home port lighthouse from the sea
Then your loved one on the dock
Then a tight embrace, like the strongest lock
Now my prayers have been answered
From the good Lord above
To see me home safely, to the ones that I Love

Andrew A. McCloskey

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

FEBRUARY 1-28, 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 | 3 | 2 | 3 | 1 | 1 | 5 | 3 |
| New York | 68 | 20 | 40 | 8 | 1 | 169 | 27 |
| Philadelphia | 11 | 11 | 9 | 7 | 0 | 21 | 5 |
| Baltimore | 39 | 17 | 24 | 9 | 0 | 68 | 21 |
| Norfolk | 21 | 3 | 6 | 0 | 0 | 37 | 9 |
| Jacksonville | 22 | 9 | 18 | 10 | 0 | 38 | 17 |
| Tampa | 4 | 6 | 0 | 4 | 0 | 15 | 6 |
| Mobile | 26 | 0 | 23 | 16 | 0 | 57 | 5 |
| New Orleans | 62 | 13 | 45 | 7 | 0 | 152 | 37 |
| Houston | 83 | 68 | 66 | 28 | 2 | 117 | 63 |
| Wilmington | 26 | 22 | 17 | 7 | 0 | 32 | 40 |
| San Francisco | 71 | 14 | 39 | 6 | 0 | 135 | 43 |
| Seattle | 31 | 20 | 30 | 14 | 1 | 35 | 26 |
| Totals | 467 | 205 | 310 | 117 | 5 | 881 | 302 |

| Port | TOTAL REGISTERED | | TOTAL SHIPPED | | | REGISTERED ON BEACH | |
|---------------|--------------------|---------|--------------------|---------|---------|---------------------|---------|
| | All Groups Class A | Class B | All Groups Class A | Class B | Class C | All Groups Class A | Class B |
| Boston | 2 | 0 | 0 | 0 | 2 | 4 | 2 |
| New York | 49 | 35 | 42 | 25 | 2 | 93 | 51 |
| Philadelphia | 3 | 4 | 6 | 5 | 0 | 21 | 9 |
| Baltimore | 32 | 22 | 23 | 8 | 0 | 57 | 61 |
| Norfolk | 10 | 7 | 4 | 4 | 1 | 25 | 14 |
| Jacksonville | 6 | 16 | 12 | 10 | 0 | 20 | 19 |
| Tampa | 5 | 4 | 0 | 2 | 0 | 6 | 0 |
| Mobile | 26 | 11 | 26 | 15 | 0 | 40 | 13 |
| New Orleans | 63 | 27 | 43 | 5 | 2 | 121 | 58 |
| Houston | 57 | 40 | 51 | 38 | 3 | 115 | 82 |
| Wilmington | 14 | 28 | 6 | 14 | 0 | 19 | 31 |
| San Francisco | 52 | 35 | 37 | 24 | 0 | 99 | 88 |
| Seattle | 15 | 26 | 17 | 6 | 1 | 19 | 25 |
| Totals | 334 | 255 | 267 | 156 | 11 | 639 | 453 |

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 | 0 | 2 | 1 | 2 | 2 | 0 | 0 |
| New York | 59 | 76 | 47 | 50 | 0 | 165 | 131 |
| Philadelphia | 7 | 7 | 8 | 1 | 0 | 15 | 3 |
| Baltimore | 39 | 11 | 18 | 7 | 0 | 43 | 13 |
| Norfolk | 4 | 2 | 0 | 1 | 1 | 27 | 6 |
| Jacksonville | 9 | 4 | 8 | 5 | 1 | 14 | 6 |
| Tampa | 4 | 0 | 2 | 0 | 0 | 9 | 2 |
| Mobile | 17 | 5 | 20 | 5 | 0 | 35 | 7 |
| New Orleans | 40 | 9 | 21 | 7 | 1 | 81 | 10 |
| Houston | 35 | 43 | 25 | 9 | 8 | 88 | 71 |
| Wilmington | 11 | 10 | 6 | 3 | 0 | 14 | 16 |
| San Francisco | 46 | 23 | 27 | 3 | 0 | 91 | 46 |
| Seattle | 22 | 10 | 10 | 9 | 1 | 26 | 5 |
| Totals | 293 | 202 | 193 | 102 | 14 | 608 | 316 |

STEWARD DEPARTMENT

Personals

Jack Kelley Bradley
Please contact May Henry Yelton as soon as possible at P.O. Box 142, Spring, Tex. 77373.

John Croker
Anyone knowing the whereabouts of John Croker please contact R. R. Goodwin at 814 Raleigh Ave., Norfolk, Va. 23507.

Charles Behrens
Please contact State Farm Insurance at 1065 Old Country Rd., Westbury, N. Y. 11590.

Rudolph R. Cefaratti
Please contact your mother at home as soon as possible.

Fernando Maldonado
Please contact your wife, Edna, as soon as possible at 4034 Walton Ave., Philadelphia, Pa. 19143.

Conrad Tylenda
Please contact your mother as soon as possible at 426 Chestnut St., Mt. Carmel, Pa. 17851.

Reginald Paschal
Please contact Albert Ambercrombie as soon as possible at 22 Bayou Oaks Dr., Saraland, Ala. or call 675-3467.

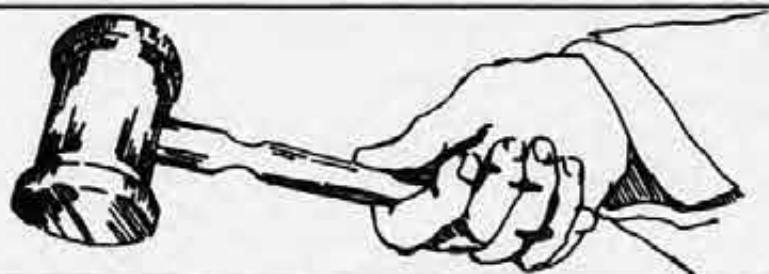
Claude Pritchett
Please contact your brother as soon as possible in Alberta, Va.

Jose F. Santiago
Please contact the Preferred Investment Corp. at 2544 Tulane Ave., New Orleans, La. 70119.

Louis F. Greaux
Please contact Louis Benavidez at 2015 67th St., Galveston, Tex. 77550.

Joseph A. Bucher
Contact your son, Ronald, immediately at Alaska Barge & Trans. Inc., Da Nang, Vietnam, APO San Francisco, Calif. 96326.

Know Your Rights



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

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

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

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

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

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

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

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

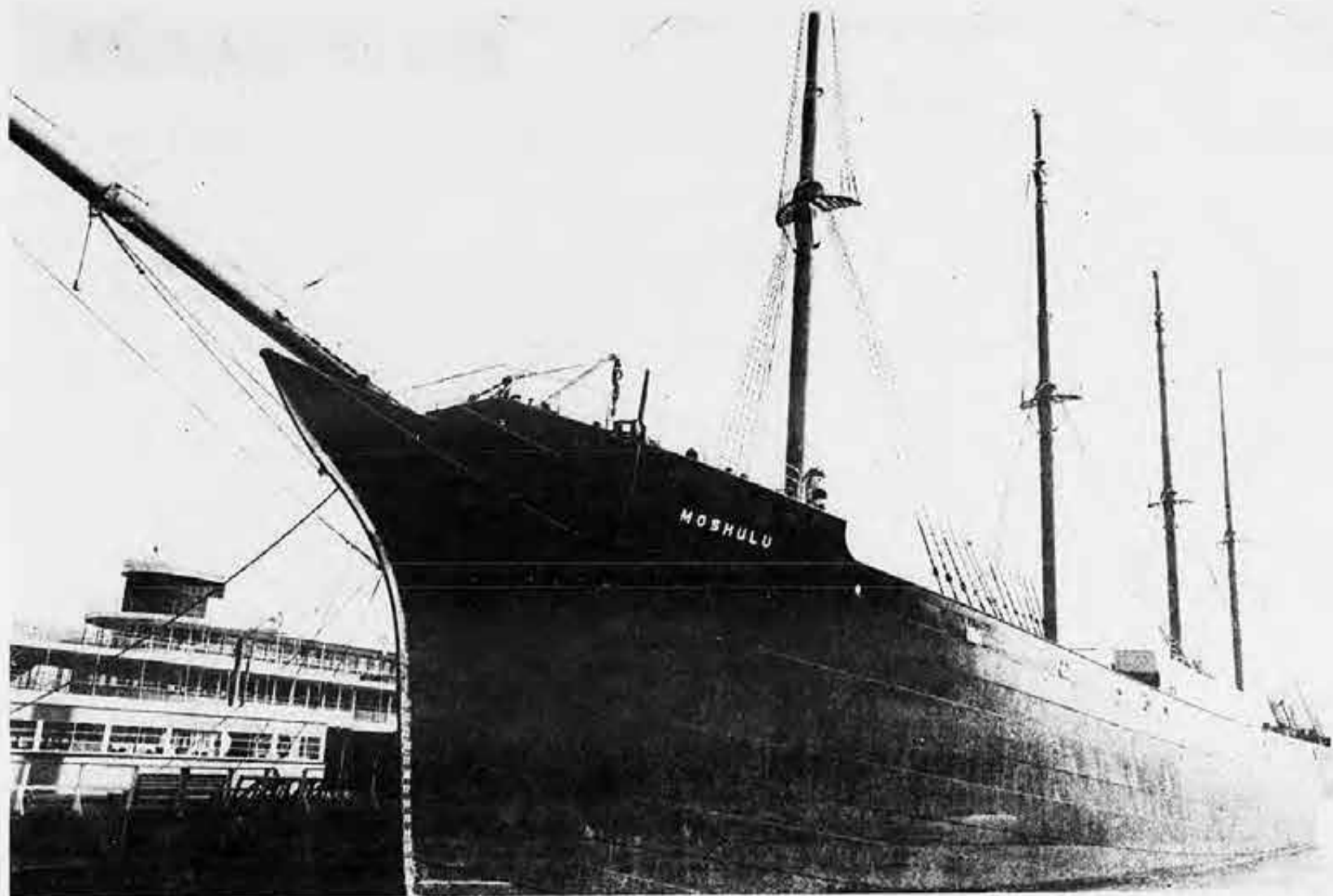
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the Seafarers Log a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you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

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

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

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

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



The four-masted 3,116-ton bark, *Moshulu* is the largest—335.3 feet from bow to stern—of nine historic vessels being preserved and restored by the South Street Seaport Museum. At left is the paddlewheeler *Alexander Hamilton*.

A 68-year old windjammer, the *Moshulu*, now berthed at the South Street Seaport Museum in New York's lower Manhattan, was towed there last year from Amsterdam—where she was used as a restaurant and museum.

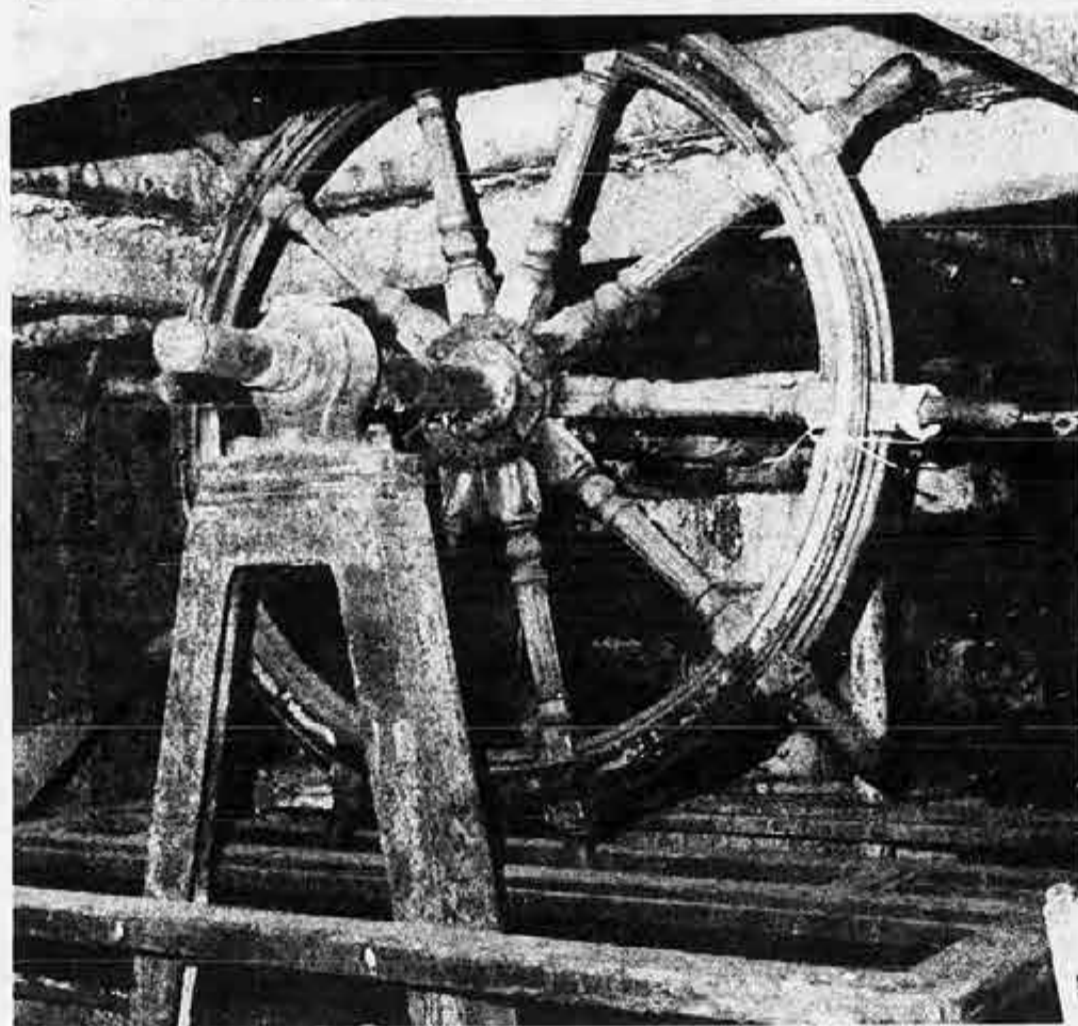
The sailing ship was christened as the *Kurt*, and launched in 1904. From 1904 to 1914 she braved Cape Horn winds with coal for Chile until later layed up for the war in the Columbia River port of Astoria, Ore.

Taken over by the U.S. in 1917, the square-rigger was renamed the *Dreadnought* and finally the *Moshulu* in 1920. From then to 1928 her cargo was West Coast lumber and grain in exchange for the wool, chrome and copra of Australia, South Africa and the Philippines.

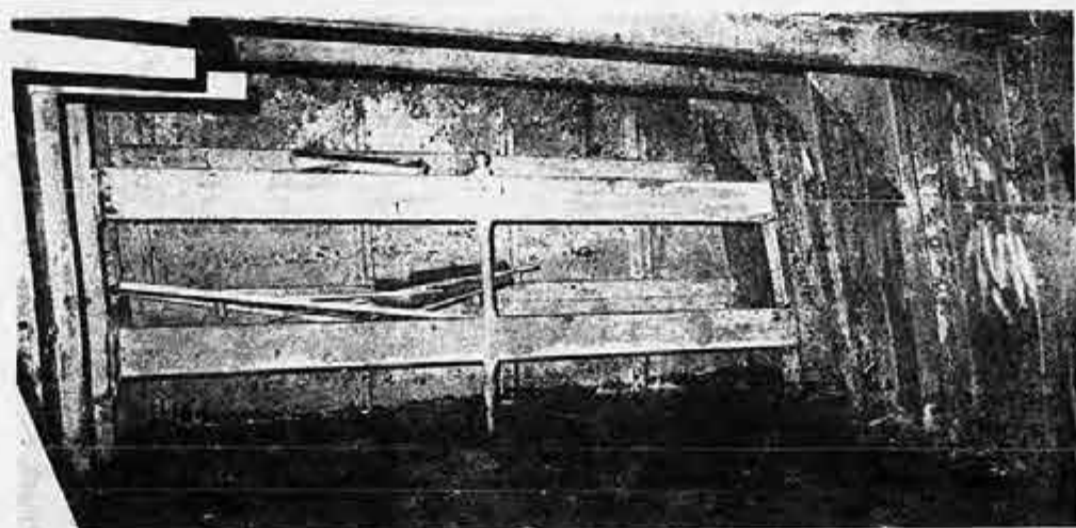
Idle during the Depression, the *Moshulu* was sold in 1935 to a Finnish company which had her on the Australian run until the Nazis stripped the ship's rigging in 1942, using the bark as a barge in Norway. She was then wrecked in a gale in 1947.

The next year the *Moshulu* was refloated for use as a storage hulk until her last voyage to the East Coast.

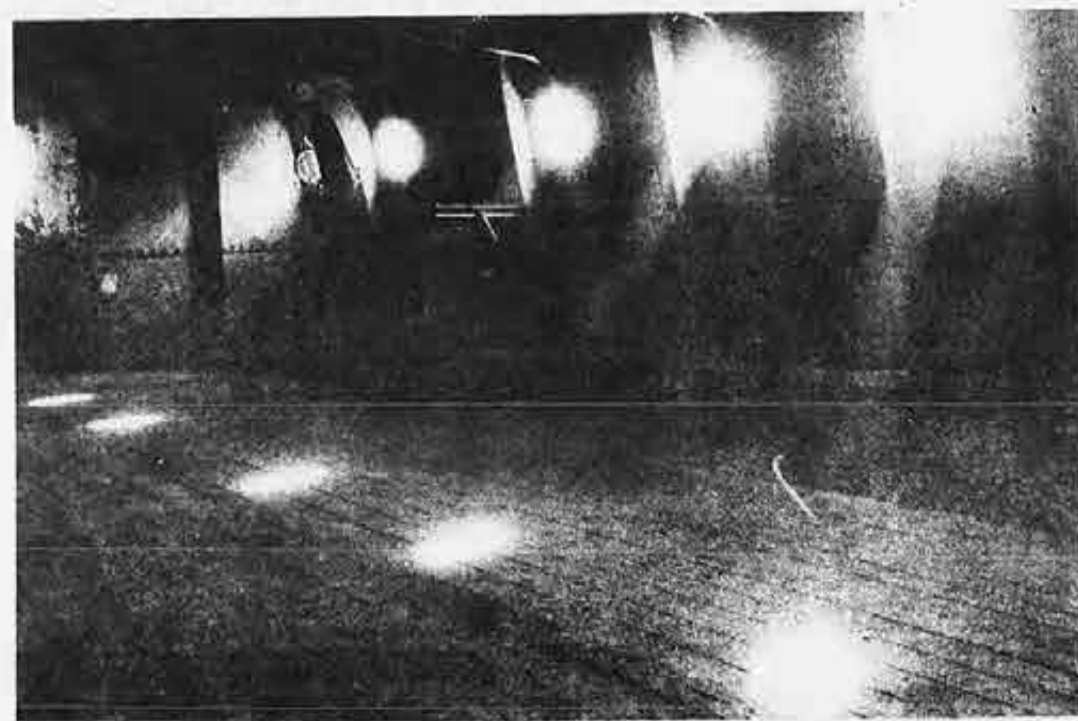
Moshulu—Last of the West Coast Windjammers



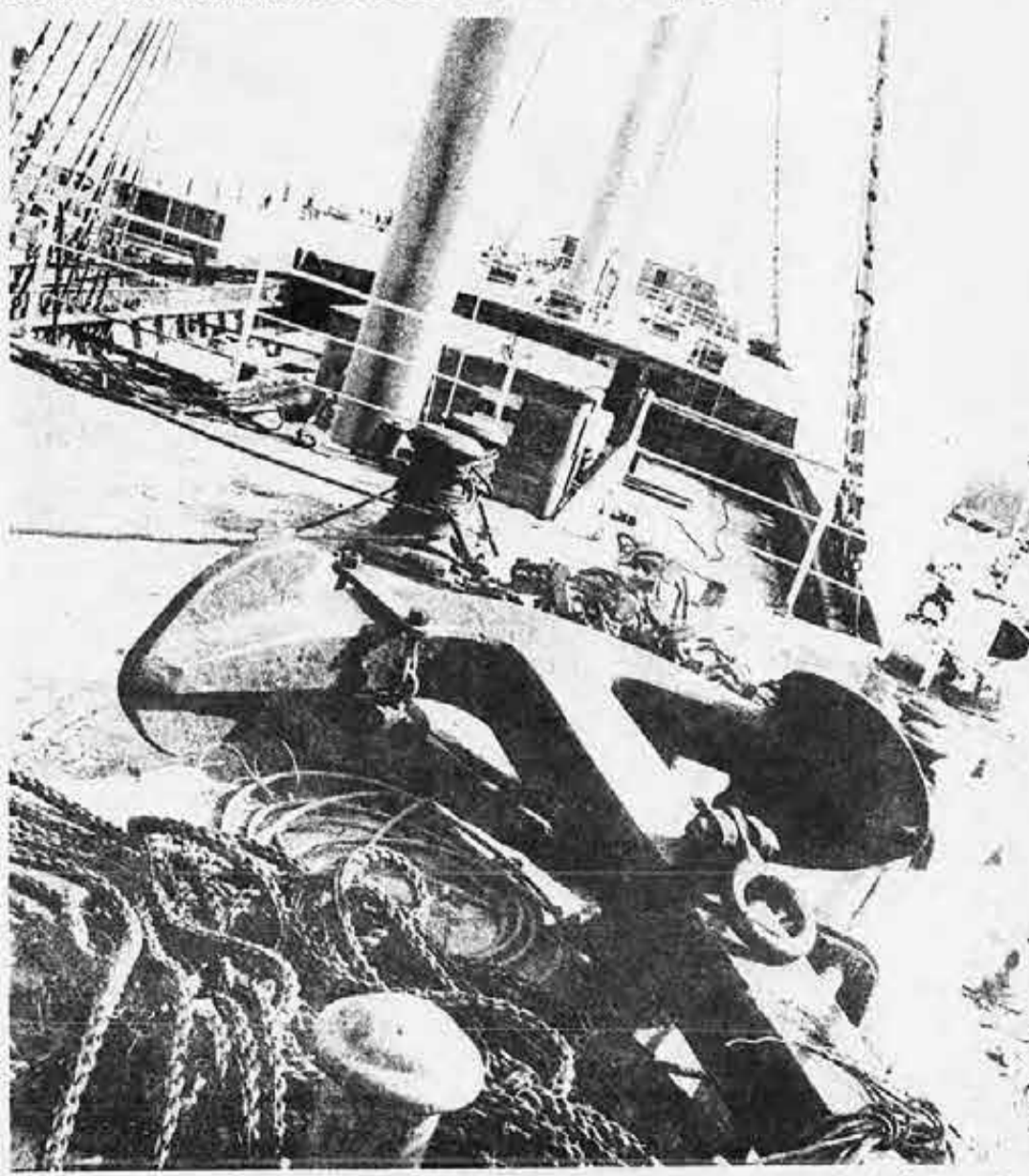
The bark's emergency steering wheel is located aft in the steel hull. This wheel was in addition to the one up on deck amidship.



Pictured are four bunks for the windjammer's crew in the cramped and crowded fore'sle. Conditions similar to these were corrected long ago by the SIU.



Daylight streams through the portholes into one of ship's holds which carried everything from coal to coconut oil.



The *Moshulu*'s sea anchor and gear form a backdrop on the aft deck for the ship's main, mizzen and fore masts.



New SIU Pensioners



William Weisse, 51, was born in New York City and now resides in North Babylon, N. Y. He joined the SIU-affiliated Railway Marine Region in 1960 and sailed for the Penn Central Railroad. Brother Weisse is a Navy veteran of World War II.



Andres R. Perez, 65, is a native of Puerto Rico. He joined the union in 1943 in the Port of New York and sailed in the deck department. Brother Perez now makes his home in St. Albans, N. Y.



Manuel Santana, 65, joined the SIU in 1945 in the Port of Galveston. He is a native of Spain and now makes his home in Brooklyn, N. Y. The 27-year veteran sailed as fireman.



James W. Simmons, 54, is a native of North Carolina and now makes his home in New Orleans, La. He joined the union in 1946 in the Port of Baltimore and sailed in the steward department. Seafarer Simmons is an Army veteran of World War II.



William K. Kehrwieder, 42, joined the union in 1946 in the Port of New York. Born in Philadelphia, Pa., he is now a resident of Brandon, Fla. Brother Kehrwieder sailed in the steward department.



Basilio Bonafont, 59, is a native of Puerto Rico. He joined the union in the Port of New York in 1946 and sailed in the deck department. Brother Bonafont is now a resident of Rio Piedras, P.R.



Eugene L. Stark, 48, is a native of New Orleans, La. He joined the union there in 1948 and sailed in the steward department. He is an Army veteran of World War II. Seafarer Stark now makes his home in Seattle, Wash.



Curtis M. Dials, 62, joined the SIU in 1951 in the Port of Baltimore. He is a native of Georgia and now makes his home in Jacksonville, Fla. Brother Dials sailed in the steward department.



Frank Baron, 60, was born in Great Britain and now makes his home in San Francisco, Calif. He joined the SIU in 1939 in the Port of New York and sailed as bosun. Brother Baron served with the U. S. Navy for five years from 1930 to 1935.



Eddie Lee Walker, 62, is a native of Fulton, Ala. He joined the SIU in 1941 in the Port of New York and sailed in the engine department. Brother Walker now makes his home in Semmes, Ala.



Max E. Greenwald, 61, joined the SIU in 1947 in the Port of Baltimore. A native of Michigan, he now resides in Carpinteria, Calif. Brother Greenwald sailed in the steward department.



Harry T. Dean, 65, joined the union in 1944 in the Port of New York. A native of Texas, he now makes his home in Portland, Ore. The 28-year veteran of the steward department sailed as chief cook.



John Mehalov, 55, joined the union in 1944 in the Port of New York. A native of Pennsylvania, he now resides in Lutz, Fla. The 28-year SIU veteran sailed as able-seaman.



Richard E. Tunison, 60, is a native of Corvallis, Ore. He joined the union in 1941 in the Port of Baltimore and sailed in the engine department. Brother Tunison is now a resident of Monmouth, Ore.



Timothy R. Holt, 54, is a native of New York City. He joined the union there in 1943 and sailed in the deck department as able-seaman. Brother Holt is now a resident of New Orleans, La.



Charles J. Barone, 65, joined the SIU in 1941 in the Port of Tampa. He is a life-long resident of that Florida port. Brother Barone served in the U. S. Army during World War II. The 30-year SIU veteran sailed in the steward department.



O.B.D. Thompson, 54, joined the union at its inception in 1938 in the Port of Mobile. He is a life-long resident of that Alabama port. Brother Thompson sailed in the engine department.



Willie Kyles, 57, is a native of Alabama. One of the charter members of the union, he joined in 1939 in the Port of Mobile and sailed in the steward department. Brother Kyles now resides in Whistler, Ala.

SIU

Arrivals

| | |
|---|--|
| <p>Trevor Lincoln Robertson II, born Oct. 27, 1972, to Seafarer and Mrs. Trevor Lincoln Robertson, Richmond, Calif.</p> <p>Ira White, born Nov. 9, 1972, to Seafarer and Mrs. Ira J. White, Panama City, Fla.</p> <p>Mary Jo Loons, born July 20, 1972, to Seafarer and Mrs. Duane Loons, Cloquet, Minn.</p> <p>Marta Ross, born Nov. 9, 1972, to Seafarer and Mrs. Jose Ross, Playa Ponce, P.R.</p> <p>Vanessa Smith, born Dec. 6, 1972, to Seafarer and Mrs. Lewis A. Smith, Jr., New York, N.Y.</p> <p>James Bryant, born Dec. 4, 1972, to Seafarer and Mrs. Arthur R. Bryant, Nederland, Tex.</p> | <p>Joseph Collins, born Dec. 6, 1972, to Seafarer and Mrs. Joseph Collins, Mobile, Ala.</p> <p>Barbie Bishop, born Sept. 3, 1972, to Seafarer and Mrs. Roy L. Bishop, Freeport, Fla.</p> <p>Christian Colar, born Oct. 16, 1972, to Seafarer and Mrs. Henry J. Colar, Gretna, La.</p> <p>Jeffrey Spangler, born Oct. 14, 1972, to Seafarer and Mrs. Charles R. Spangler, Cogan Station, Pa.</p> <p>Rodney Passapera, born Dec. 31, 1972, to Seafarer and Mrs. Angel Passapera, Humacao, P.R.</p> <p>Melvin Austin, born Oct. 21, 1972, to Seafarer and Mrs. Melvin S. Austin, Jr., Wendell, N.C.</p> |
|---|--|



Taylor R. Anderson, 65, was born in Meherrin, Va. He joined the SIU-affiliated Railway Marine Region in 1959 in the Port of Norfolk and sailed as a deckhand. Brother Anderson now makes his home in that Virginia port.



Walter C. Grosvenor, 65, is a life-long resident of New York City. He joined the union in the Port of San Pedro, Calif. in 1941 and sailed in the steward department. Brother Grosvenor walked the picket lines in 1962 during the Robin Line strike, and again in 1965 for the District 37 Bccl.

Upgrading Center Offers Towboat License Classes

The Harry Lundeberg School Upgrading Center in Piney Point is now accepting applications from SIU and IBU members with towboat operators experience to become qualified operators of Uninspected Towing Vessels, as required by the U.S. Coast Guard Towing Vessel Licensing Act, which covers all towing vessels over 26 feet and under 200 gross tons.

Courses have been developed and qualified instructors will teach the subjects in all areas in which the candidates will be tested by the Coast Guard.

The objectives of the course are to train qualified operators of uninspected towing vessels in the rules of the road and in navigation, and to fully prepare them for their Coast Guard examinations.

In order to implement the Act, the Coast Guard requires that all those who are presently operating towboats be able to pass an examination which will be fully covered in the training course at Piney Point. The areas included in the course outline are:

- Steering and sailing rules
- Identification lights for all vessels
- Day markers, and signals for special operations
- Whistle passing and warning signals
- Safe operations in limited visibility
- Aids to navigation for pipelines and float plants
- Warning signals for transferring dangerous cargoes; and
- Laws and regulations pertaining to all of the above.

In order to be eligible to obtain a Qualified Operator's License, present operators of uninspected towing vessels must have at least one year of service as an operator of any towing vessel within the 36 months immediately preceding the date of their application.

The one year of service must be shown either in a letter from the company for which the applicant worked, or by Coast Guard discharges. The letter must contain the name of the vessel; routes over which the towboat operated; periods of time served on the vessel; official number of the vessel; and length and gross tonnage of the vessel or vessels.

If Coast Guard discharges are available, the letter is not necessary.

Other eligibility requirements include the ability to pass a Coast Guard examination on rules of the road in the area for which the license will be authorized. A physical examination is required to determine that the applicant can meet color vision requirements. Other vision requirements are 20/100 uncorrected to 20/40-20/20 corrected.

The tentative starting dates for classes are:

March 22-April 3; April 5-April 17; April 19-May 1; May 3-May 15; and May 17-May 29.

For applications or further information, write to:

**Robert Kalmus, vocational director
Harry Lundeberg School Upgrading
Center
Piney Point, Maryland 20674**



Seafarer Billy Butts, bosun on the Shenandoah, spoke to the 170 trainees, upgraders, teachers and staff members at the monthly Informational Meeting held in the Port of Piney Point. Also attending the meeting were members of the SIU Bosuns' Recertification Program Committee.

High School Program Available to Seafarers

The Harry Lundeberg High School Equivalency Program at the Upgrading Center in Piney Point offers all Seafarers—regardless of age—the opportunity to achieve a full high school diploma. Since the program was developed several months ago, ten Seafarers have taken the Maryland State GED examinations after studying at the Lundeberg School—and all ten Seafarers passed with high scores, and now have a high school diploma.

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

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

Lundeberg School. A test booklet and an answer sheet will be mailed to your home or to your ship. Complete the tests and mail both the test booklet and the answer sheet to the Lundeberg School.

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

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

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

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



Jake Levin, a member of the Bosuns' Recertification Program Committee, spoke at last month's Informational Meeting at the Port of Piney Point about the need for continuing education for all Seafarers, not only to keep up with advancing technology in the industry, but also to improve the life of the Seafarer.

**Jake Levin
Bosuns' Recertification Program Committee**

"Fellows, it's all been said here this morning. There's one thing I'd like to say. You've heard them talk about unity. Unity is the most important thing that you have to face in life. You go aboard ship—you stick together. We've stuck together through the years and we've taken some terrible shenanigans and we won some good battles.

"But always have we come out on top because we've had unity. That's the meaning of the union. It's a voluntary joining together with a bunch of different people. Different beliefs, different creeds joined together in one purpose—in unity, to do a job.

"I know you fellows will go aboard ship in the future and you'll practice the one thing I've always preached—unity. As long as you stick together you can never be divided. You can never be knocked down. You'll always have a good Union."

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

Name _____ Book No. _____

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

Last grade completed _____ Last year attended _____

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



Three more Seafarers achieved High School Diplomas at the Harry Lundeberg Upgrading Center in Piney Point this month after eight weeks of study. They are seen here as they prepared for the Maryland State GED examinations with the help of Cynthia Bowers, one of the school's academic teachers. From left are Thomas Minton, Williard Verzone and Timothy Thomas. All Seafarers, regardless of age, are eligible to attend the school and take the examinations for a High School diploma. To date, every Seafarer who has studied at the Lundeberg School has passed the examinations.



Three recent Seafarer graduates of the SIU Upgrading Center in Piney Point proudly display their graduation certificates which qualify them to sail QMED-Any Rating. They are, second from left: Seafarers Blanton Jackson, from the Port of Baltimore; Santo Mondone, from Norfolk, and Kevin Conklin, from New York. At right is Bob Kalmus, Lundeberg School Director of Vocational Training, and at left is James Aelick, engine upgrading instructor.

Here's How to Apply

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

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

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

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

- 4 passport photographs (full face).
- Merchant Marine personnel physical examinations using USCG form CG-719K given by either USPHS or SIU Clinic. Those applicants already holding a rating other than wiper in the engine department or AB do not require a physical.

• Sub-chapter B of the United States Coast Guard regulations state that the officer wishing certification as a Tankerman "shall furnish satisfactory documentary evidence to the Coast Guard that he is trained in, and capable of performing efficiently, the necessary operation on tank vessels which relate to the handling of cargo." This written certification must be on company stationery and signed by a responsible company official.

• Rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

Upgrading Class Schedule

| | April 5 | April 19 | May 3 | May 17 | May 31 |
|----------------|---------|----------|-------|--------|--------|
| LIFEBOAT | x | x | x | x | x |
| ABLE-SEAMAN | | x | | x | |
| QUARTERMASTER | | x | | x | |
| FWT | x | | x | | x |
| OILER | x | | x | | x |
| REEFER | x | | | x | |
| ELECTRICIAN | | | x | | x |
| JR. ENGINEER | | x | | | x |
| PUMPMAN | | x | | | x |
| DECK ENGINEER | | x | | | x |
| MACHINIST | x | x | x | | x |
| BOILERMAKER | x | x | x | | x |
| TANKERMAN | x | x | x | | x |
| DECK MECH. | x | x | x | | x |
| QMED | x | x | x | | x |
| ASSISTANT COOK | x | x | x | | x |
| COOK & BAKER | x | x | x | | x |
| CHIEF COOK | x | x | x | | x |
| STEWARD | x | x | x | | x |

Name Age

Home Address S.S. #

Mailing Address Book #

Phone

Ratings Now Held

What Rating Interested In

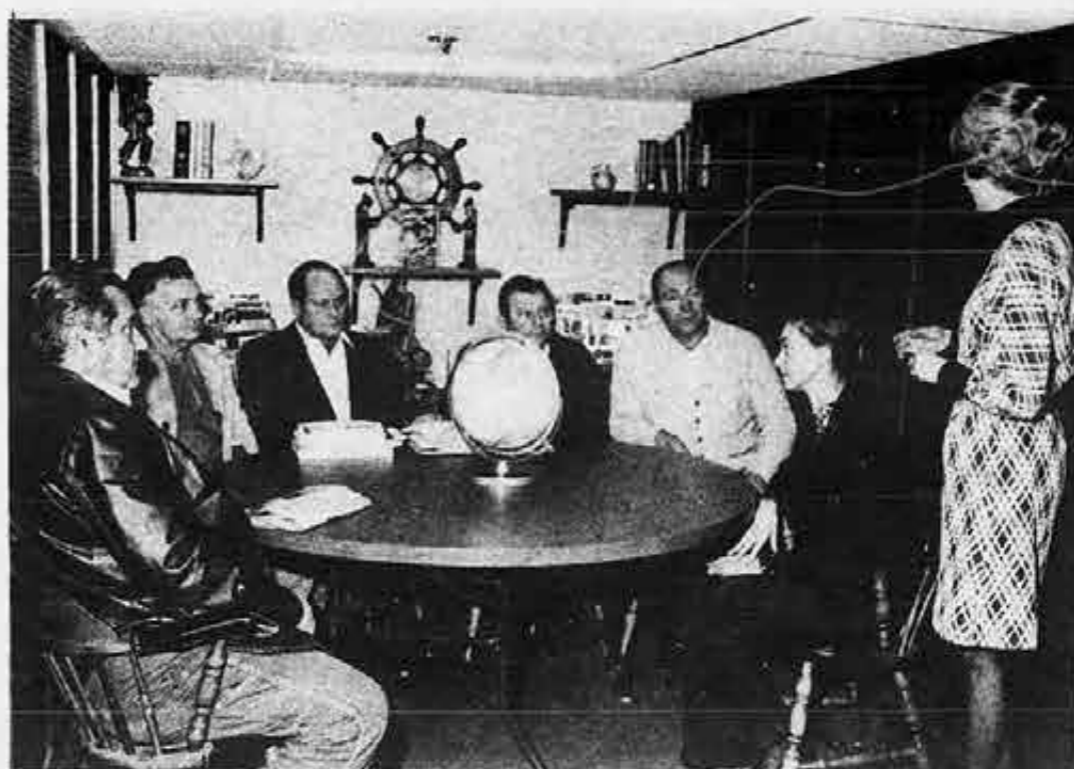
Dates Available to Start

HLS Graduate: Yes.... No.... Lifeboat Endorsement: Yes.... No....

| Record of Seetime: | Date of | Date of | |
|--------------------|-------------|----------|-----------|
| Ship | Rating Held | Shipment | Discharge |
| | | | |
| | | | |
| | | | |

Return completed application to the attention of:
Mr. Robert Kalmus
Director of Vocational Education
Harry Lundeberg School
Piney Pt., Md. 20674

• Do not mail your discharges to the Upgrading Center — bring them with you.



Ann McCallum, right, Lundeberg School Reading Specialist, and Margaret Stevenson, Director of Academic Education, explain the importance of reading and study skills to members of the Bosuns' Recertification Program Committee. These programs are available to all Seafarers to assist them in upgrading to higher ratings, and to help any Seafarer who wants to achieve a high school diploma through the Lundeberg School's academic program, and continue their education. From left are Seafarers Jake Levin, James Dixon, Burnell Butts, Ewing Rihn and Sven Jansson.

Detroit's Floating Post Office Faces Beaching

Neither rain nor snow nor the heat of the day for 78 years has stayed the completion of the U. S. Postal Service's task of delivering the "mail-in-the-pail" to Great Lakes Seafarers sailing on the Detroit River.

But come June 30, the river's "floating post office", the U. S. Mail boat *J. W. Westcott II*, a SIUNA-affiliated IBU contracted vessel, which delivers letters and packages to anywhere from 13,000 to 40,000 seamen on about 365 river ships passing through to Lakes St. Clair, Erie and Huron, may head for dry dock on the heels of a closing down order from Chicago regional postal headquarters.

SIU Vice President Fred J. Farnen said postal officials and Joseph J. Hogan, vice president of the Westcott Co. mail boat service, were negotiating to try to continue the historic mid-stream delivery service.

Farnen stressed the "absolute necessity" of continuing the two-year contract postal service at Detroit especially as far as Seafarers are concerned.

He emphasized that the mail service was the only one for approximately 50 percent of the union's ships that passed Detroit. There were only five postal employes handling the mail boat load of 714,576 pieces to 13,715 ships during the 242-day, April-December season in 1972.

Since 1895, when the Detroit River is navigable, the mail boat has made 50 to 75 runs daily around the clock, seven days a week, pulling alongside freightships at 12 mph. They lower their five-gallon paint buckets to the 45-foot *Westcott's* deck and the mail is hauled topside on a heaving line.

The mail boat was almost beached at its 24th Street dock west of the Am-

bassador Bridge by the Postal Service Corp. in 1971, but was saved after a public outcry, pleas from Seafarers, steamship companies, the International Ship Masters Assn., Ford Motor Co., and an agreement with the J. W. Westcott Co.—running the 1895 mail run since 1947—to reduce its annual contract fee with the post office from \$58,700 to \$50,000.

The Westcott firm has been serving ships on the Detroit River for even longer than that—since 1874—with a row-boat shuttle service delivering bags of mail, laundry, messages, orders and other items of importance to the crews on passing ships via a rope line.

Senior captain of the operation is Wilfred E. Adamek, who has been delivering mail on the *Westcott* for 25 years. He heads the crew, which includes two other captains and three deckhands, all members of the SIU's IBU.

If the service were stopped, mail would be delivered to a series of docks up and down the river for pickup by the ships. However, the shipowners feel this is inefficient because many of the self-loading ships stay far from the docks in order to position the cargo properly when they are off-loading. In other cases the ships find they must stop offshore because of shallow water.

If the *J. W. Westcott II*—which has its own zip code (48222) is taken out of service—Great Lakes Seafarers will have only the Soo Locks at Sault Ste. Marie, from which to send and receive mail. Only about half the ships that pass the Motor City go to Sault Ste. Marie.

Dropping of the service would deprive Seafarers on freightships of weekly letters from home for around nine months and oblige shipping com-



The U.S. Mail boat *J. W. Westcott II* sails on her rounds from the Detroit River Post Office to carry mail to a freighter's crew. The tiny vessel has its own exclusive zip code number—48222.

panies, government agencies and others to look for other means of delivering paychecks, notices to mariners and other important communications.

In Detroit a post office spokesman said that the mail boat delivery service could be continued after the June 30 contract termination if shipping firms and the Lake Carriers Assn. would be willing to share the costs of its operation.

Joseph J. Hogan of the Westcott Co., in explaining his company's mail boat service, said that there are many vessels delivering mail from one shore point to another throughout the world and pilot ships escorting large ships in and out of

port—but this is the only known ship-to-ship mail delivery service.

The action for the mail boat's crew is busiest in October and November—just before the river starts to freeze. The winds are gale force on many days and the *Westcott* must struggle with the swiftly moving gusts to keep its appointed rounds.

Visitors from post offices around the globe have made a point of stopping over in Detroit to see the *Westcott* in action.

May they continue to do so in the near future.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Jan. 25-Feb. 22, 1973

| SEAFARERS WELFARE PLAN | Number | | Amount | |
|--------------------------------------|---------------|--------------|---------------|---------------|
| | MONTH TO DATE | YEAR TO DATE | MONTH TO DATE | YEAR TO DATE |
| ELIGIBLES | | | | |
| Death | 14 | 41 | \$ 37,767.40 | \$ 107,924.93 |
| In Hospital Daily @ \$1.00 | 394 | 1,265 | 394.00 | 1,265.00 |
| In Hospital Daily @ \$3.00 | 251 | 1,263 | 753.00 | 3,789.00 |
| Hospital & Hospital Extras | 11 | 61 | 335.45 | 6,041.72 |
| Surgical | 1 | 10 | 43.00 | 595.50 |
| Sickness & Accident @ \$8.00 | 5,911 | 23,030 | 47,288.00 | 184,240.00 |
| Special Equipment | — | 2 | — | 416.75 |
| Optical | 254 | 656 | 5,486.67 | 14,371.18 |
| Supplemental Medicare Premiums | 89 | 92 | 2,235.70 | 2,552.50 |
| DEPENDENTS OF ELIGIBLES | | | | |
| Hospital & Hospital Extras | 315 | 1,104 | 66,202.20 | 215,415.39 |
| Doctors' Visits In Hospital | 42 | 197 | 1,354.15 | 5,566.91 |
| Surgical | 101 | 361 | 11,230.00 | 43,880.50 |
| Maternity | 24 | 75 | 6,000.00 | 17,984.85 |
| Blood Transfusions | 4 | 14 | 333.00 | 1,047.00 |
| Optical | 195 | 489 | 3,869.77 | 10,610.12 |
| Special Equipment | — | — | — | — |
| PENSIONERS & DEPENDENTS | | | | |
| Death | 8 | 22 | 24,000.00 | 66,000.00 |
| Hospital & Hospital Extras | 104 | 351 | 20,176.57 | 62,139.58 |
| Doctors' Visits & Other Medical Exp. | 119 | 396 | 3,729.07 | 13,074.37 |
| Surgical | 14 | 43 | 2,404.50 | 6,942.00 |
| Optical | 74 | 220 | 1,255.41 | 3,949.25 |
| Blood Transfusions | 3 | 4 | 240.00 | 322.50 |
| Special Equipment | 3 | 10 | 727.50 | 1,034.94 |
| Meal Books | 165 | 2,259 | 1,650.00 | 22,725.00 |
| Dental | — | 1 | — | 350.00 |
| Supplemental Medicare Premiums | 389 | 4,176 | 8,460.70 | 25,627.20 |
| SCHOLARSHIP PROGRAM | | | | |
| | 11 | 30 | 4,085.30 | 11,804.59 |
| TOTALS | | | | |
| Total Seafarers Welfare Plan | 9,496 | 36,172 | 250,021.39 | 830,175.78 |
| Total Seafarers Pension Plan | 2,010 | 6,044 | 477,000.00 | 1,432,760.00 |
| Total Seafarers Vacation Plan | 1,348 | 4,510 | 821,587.10 | 2,402,975.65 |
| Total Welfare, Pension & Vacation | 12,854 | 46,726 | 1,548,608.49 | 4,665,911.43 |



PORTLAND (Sea-Land), January 28—Chairman N. Bechlivanis; Secretary J. Kundrat; Educational Director M. E. Kimble; Engine Delegate William Cachola. Everything running smoothly. Next port Elizabeth, N.J.

TRANSSUPERIOR (Hudson Waterways), January 28—Secretary A. Sigler; Everything running smoothly. Vote of thanks to the steward department.

PORTLAND (Sea-Land), January 21—Chairman N. Bechlivanis; Secretary J. Kundrat; Educational Director M. E. Kimble; Engine Delegate William Cachola. Everything running smoothly.

ANDREW JACKSON (Waterman), January 14—Chairman Willard J. Taylor; Secretary Michael Toth; Educational Director Leon A. Acosta; Deck Delegate Walter L. Stewart; Engine Delegate William Reynolds; Steward Delegate Thomas Robinson. Some disputed OT in engine department. Everything running smoothly. All stood for one minute of silence in memory of our departed brothers.

TRANSSUPERIOR (Hudson Waterways), January 14—Secretary A. Sigler; Engine Delegate Abraham Calderon. Some disputed OT in deck and steward departments. Everything running smoothly.

MIAMI (Cities Service), January 21—Chairman Frank Schandl; Secretary B. Andios; Deck Delegate Lonnie Cole; Steward Delegate Herbert Archer. Vote of thanks to the steward department. Everything running smoothly.

FALCON LADY (Falcon Carriers), January 7—Chairman E. B. Flowers; Secretary A. Arellano; Deck Delegate W. Kuchta; Engine Delegate J. Lyons; Steward Delegate R. E. Averill. Everything running smoothly.

TRANSONTARIO (Seatrain), January 14—Chairman F. A. Pehler; Secretary J. S. Smith; Educational Director B. E. Fletcher; Deck Delegate A. Lesnansky. Everything running smoothly.

WACOSTA (Sea-Land), January 28—Chairman R. Burton; Secretary V. Perez; Engine Delegate C. W. Thompson; Deck Delegate W. S. Sharp. \$12.05 in ship's fund. Some disputed OT in engine and steward departments. Everything running smoothly.

SEATRAN WASHINGTON (Seatrain), January 21—Chairman W. Smith; Secretary J. Pitetta; Educational Director F. Sylia; Deck Delegate Charlie T. Scott; Engine Delegate E. Clayton; Steward Delegate Yung Kong Ho. Some disputed OT in deck, engine and steward departments. Everything running smoothly.

McLEAN (Sea-Land), January 26—Chairman John Hunter; Secretary Guy Walter. No disputed OT. Everything running smoothly.

GATEWAY CITY (Sea-Land), January 21—Secretary F. Franone. Vote of thanks to the steward department. Vote of thanks to crew for keeping messhall and pantry clean.

TRANCOLUMBIA (Hudson Waterways), January 7—Chairman A. Otremba; Secretary H. Fielder; Educational Director W. Holland. \$1.00 in ship's fund. Some disputed OT in deck and steward departments. Everything running smoothly.

AMERICAN RICE (American Rice Steamship), January 21—Chairman George E. Annis; Secretary C. Modelas; Engine Delegate Roy R. Young. \$28.64 in ship's fund. Everything running smoothly.

MOUNT VERNON VICTORY (Victory Carriers), January 7—Chairman H. D. Rains; Secretary A. D. Brodie. Some disputed OT in engine and steward departments. Vote of thanks to the steward department.

BALTIMORE (Sea-Land), January 21—Chairman L. McGlone; Secretary F. DiCarlo; Deck Delegate Eugene O. Conrad; Engine Delegate J. J. Patino. Some disputed OT in deck department. Everything running smoothly.

CHARLESTON (Sea-Land), January 22—Chairman Antonio Kotsis; Secretary R. Hernandez; Educational Director Joe N. Atchison. Some disputed OT in engine and steward departments. Everything running smoothly.

OVERSEAS ALICE (Maritime Overseas), January 7—Chairman D. Robbins; Secretary Frank Costango; Educational Director J. Boyce; Deck Delegate C. Wilson; Engine Delegate F. E. Perkins; Steward Delegate Juan Topasna. Copies of union contract and agreement given to all new people who joined vessel in Subic Bay. Everything running smoothly. Next port Singapore.

BIENVILLE (Sea-Land), January 24—Chairman Julio D. Delgado; Secretary C. Diaz. Some disputed OT in deck and steward departments. Vote of thanks to the steward department.

TAMPA (Sea-Land), January 21—Chairman Calvin James; Secretary William Seltzer; Educational Director Bill Bland. \$6.00 in ship's fund. No disputed OT. Everything running smoothly.

OVERSEAS ALASKA (Maritime Overseas), January 21—Chairman Edward D. Adams; Secretary D. G. Chaffin; Educational Director Andrew A. McCloskey; Deck Delegate Alvin L. Moore; Steward Delegate John W. White. \$27.00 in ship's fund. Some disputed OT in deck, engine and steward departments. Vote of thanks to second pumpman for fixing air-conditioner during voyage. Stood for one minute of silence in memory of our departed brothers.

GALVESTON (Sea-Land), January 14—Chairman R. C. Meloy; Secretary L. Crane; Steward Delegate John P. Cox. \$29.60 in ship's fund. No disputed OT. Everything running smoothly.

FAIRLAND (Sea-Land), January 21—Chairman George A. Burke; Secretary W. W. Reid; Educational Director Konstantino Katsale. No disputed OT. Everything running smoothly.

HOOD (Verity Marine), January 21—Chairman G. H. Atcherson; Secretary J. Samuels; Deck Delegate E. A. Allen. \$41.45 in ship's fund. A vote of thanks to ship's chairman and all the delegates. Some disputed OT in deck, engine and steward departments. A vote of thanks to the steward department and a vote of thanks to the steward for an exceptional job.

MIAMI (Cities Service), January 9—Chairman F. J. Schandl; Secretary A. Gardner; Deck Delegate Lonnie Cole; Steward Delegate Herbert Archer. No disputed OT. Everything running smoothly.

LONG BEACH (Sea-Land), January 7—Chairman F. Selix; Secretary Robert W. Ferrandiz; Educational Director C. McBrien. Everything running smoothly. Next port Kobe, Japan.

SAN PEDRO (Sea-Land), January 14—Chairman George King; Secretary Welden O. Wallace; Deck Delegate Charles Ross; Engine Delegate Elmoor Steward; Steward Delegate John Tilley. Some disputed OT in engine department. One minute of silence in memory of our departed brothers. Everything running smoothly. Next port Seattle.

NATIONAL DEFENDER (National Transport), January 8—Chairman M. E. Beeching; Secretary W. G. Hamilton; Deck Delegate J. W. Parker; Engine Delegate Philip A. Brady. Some disputed OT in engine and steward departments. Excellent Christmas and New Year's dinner enjoyed by all in Odessa, Russia and prepared by Chief Steward G. Hamilton; Chief Cook F. Szahlet; Baker Todd; Third Cook T. Kalaitzis. Stood for one minute of silence in memory of our departed brothers. Next port New Orleans.

LONG BEACH (Sea-Land), January 14—Chairman F. Selix; Secretary Robert W. Ferrandiz; Educational Director C. McBrien; Deck Delegate Anthony Notturmo; Engine Delegate Thomas Kigney; Steward Delegate Grant Marzett. Vote of thanks to the steward department. Next port Long Beach.

STEEL DESIGNER (Isthmian), January 7—Chairman J. Bowman; Secretary Angelo Maldonado; Educational Director J. Diosco; Engine Delegate W. Brach; Steward Delegate George A. Jackson Jr. \$19.50 in ship's fund. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

GALVESTON (Sea-Land), January 7—Chairman R. E. Meloy; Secretary L. Crane; Educational Director K. Abarans; Steward Delegate John R. Cox. \$29.60 in ship's fund. No disputed OT. Everything running smoothly.

GALVESTON (Sea-Land), January 14—Chairman R. E. Meloy; Secretary L. Crane; Educational Director K. Abarans; Steward Delegate John R. Cox. \$29.60 in ship's fund. No disputed OT. Everything running smoothly.

BALTIMORE (Sea-Land), January 1—Chairman L. McGlone; Secretary F. DiCarlo; Deck Delegate Eugene O. Conrad; Engine Delegate John Patino; Steward Delegate Robert J. Patterson. No disputed OT. Everything running smoothly.

STEEL DESIGNER (Isthmian), January 14—Chairman J. Bowman; Secretary A. Maldonado; Educational Director J. Diosco; Deck Delegate Filbert A. Bodden; Engine Delegate William Brach; Steward Delegate George A. Jackson Jr. \$19.50 in ship's fund. Disputed OT in deck department. Everything running smoothly.

JACKSONVILLE (Sea-Land), January 22—Chairman P. Konis; Secretary A. Seda; Educational Director A. A. Barbaro; Deck Delegate H. Swartjes; Engine Delegate W. King; Steward Delegate Ismael Garcia. Some disputed OT in deck and engine departments. Vote of thanks to the steward department. Next port Elizabeth, N.J.

STEEL TRAVELER (Isthmian), January 15—Chairman Clarence Pryor; Secretary I. R. Llenos; Educational Director W. Jones; Engine Delegate Robert E. Ohler; Steward Delegate Albert B. Brown. \$4.50 in ship's fund. A vote of thanks to the steward department for a very good Christmas and New Year dinner. Next port Hong Kong.

SIU Ship's Committee



HOUSTON (Sea-Land)—Making the coastwise run on board the *Houston* is the ship's committee. From left are: V. Ratcliff, deck delegate; C. Hellman, chairman; C. Hemby, educational director; S. Toring, engine delegate; F. Hall, secretary-reporter, and C. Garcia, steward delegate.



Crewmembers of the IBU-contracted tug *Sea Eagle* are just outside of the Port of Norfolk. From left are: Grant Fuqua, able-seaman; Joel Stalcup, ordinary seaman, and Earl Terry, able-seaman.



Stirring the soup for the noonday meal aboard the *Courier* is Cook William "Rip" Sumner.

Norfolk Rivermen



Topside aboard the IBU-contracted tugboat *Warranga* are Captain Sidney A. Simmons (right) and Mate William L. Bailey. The tug, which is owned by Allied Towing Co., Inc. was operating near Norfolk.



In the galley of the *Warranga* are from left: R. J. Brooks, chief engineer; I. L. Walden, deck hand, and Paul Lewis, engineer. The tug makes the coal run from Norfolk, Va. to Baltimore, Md.



Captain Wilson Hopkins stands in the wheelhouse of the IBU-contracted tugboat *Courier* near the Port of Norfolk.



Brother Melvin Austin, Jr., deck hand on board the tugboat *Courier*, signs the Report Sheet.

TRANSIDAH (Hudson Waterways), January 7—Chairman W. Woturski; Secretary Aussie Shrimpton; Engine Delegate Alan DeRosier; Steward Delegate Frank Rahas. \$97.00 in ship's fund. No disputed OT. Everything running smoothly.

CHARLESTON (Sea-Land), January 14—Chairman Antonio Kotsis; Secretary R. Hernandez; Educational Director Joe N. Atchison; Steward Delegate R. Rainwater. Some disputed OT in deck, engine and steward departments. A vote of thanks to the steward department.

SEATRIN LOUISIANA (Seatrains), January 7—Chairman A. Vilanova; Secretary G. M. Wright; Educational Director E. G. Walker; Steward Delegate George H. Bronson. \$19.13 in ship's fund; some stamps. Some disputed OT in deck department. Everything running smoothly.

MIAMI (Cities Service), January 28—Chairman Frank J. Schandi; Secretary U. E. La Barrere; Educational Director J. Tipton; Deck Delegate Lonnie Cole; Steward Delegate Herbert Archer. No disputed OT. Vote of thanks to the steward department. Everything running smoothly.

FALCON COUNTESS (Falcon Tankers), January 14—Chairman Joe Richberg; Secretary Jimmie Bartlett; Educational Director Ramon Irla; Steward Delegate C. H. Martin. \$13.25 in ship's fund; \$13.25 in picture fund. Some disputed OT in deck and steward departments. Vote of thanks to the steward department.

FALCON COUNTESS (Falcon Tankers), January 28—Chairman Joe Richberg; Secretary Jimmie Bartlett; Educational Director Ramon Irla; Steward Delegate C. H. Martin. Some disputed OT in deck and steward departments. Vote of thanks to Captain Fulton for putting out refreshments during the holidays. Vote of thanks to the steward department for a job well done. Stood for one minute of silence for our departed brothers.

OVERSEAS TRAVELER (Maritime Overseas), January 28—Chairman Ezekiel Hagger. No disputed OT. Everything running smoothly.

TRANSERIE (Hudson Waterways), January 14—Chairman John Dunne; Secretary Bob Schoolcraft; Steward Delegate Harry N. Schorr. No disputed OT. Everything running smoothly.

YORKMAR (Calmar Steamship), January 21—Chairman E. Hoggs; Secretary Kolina. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

MOBILE (Sea-Land), January 31—Chairman D. Nickelson; Secretary Benish; Educational Director Coleman; Steward Delegate J. O'Hare. No disputed OT. Everything running smoothly.

THOMAS JEFFERSON (Waterman), January 28—Chairman Peter Ucci; Secretary Roscoe L. Alford; Steward Delegate John W. Murphy. Some disputed OT in deck department. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

ROSE CITY (Sea-Land), January 28—Chairman J. Pulliam; Secretary Kaziukewicz; Deck Delegate J. Williamson; Engine Delegate J. D. Smith; Steward Delegate S. A. Barbara. \$100.00 in movie fund. Vote of thanks to the steward department and to the deck department for up-keep of mess-room and pantry.

TRANSHAMPLAIN (Seatrains), February 1—Chairman A. Cartwright; Secretary C. L. Fishel; Educational Director J. D. Cantrell. Some disputed OT in engine department. Vote of thanks to the steward department for a job very well done.

ELIZABETHPORT (Sea-Land), January 28—Secretary J. P. Lomax. \$193.00 in movie fund. Some disputed OT in engine department. Everything running smoothly.

VANTAGE HORIZON (Vantage Steamship), January 7—Chairman E. D. Moyd; Secretary John S. Burke Sr.; Educational Director James A. Tims; Engine Delegate John Cade; Steward Delegate Leroy Gulley. \$9.45 in ship's fund. No disputed OT. Everything running smoothly.

TAMPA (Sea-Land), January 21—Chairman Calvin James; Secretary William Seltzer; Educational Director Bill Bland. \$6.00 in ship's fund. No disputed OT. Everything running smoothly.

NEW ORLEANS (Sea-Land), January 21—Chairman M. Landron; Secretary D. Sacher. \$16.80 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department.

WILLIAM T. STEELE (Texas City), January 11—Chairman T. R. Sanford; Secretary W. R. Stone; Educational Director W. L. Pritchett; Steward Delegate Edward E. Davidson. \$27.00 in ship's fund. No disputed OT. One minute of silence in memory of departed brothers. Everything running smoothly.

JOHN B. WATERMAN (Waterman), January 21—Chairman H. Workman; Secretary F. DiGiovanni. No disputed OT. Everything running smoothly. Next port Yokohama.

MOHAWK (Ogden Marine), January 7—Chairman E. Allen; Secretary Bernard McNally; Steward Delegate J. Dodd. No disputed OT. Everything running smoothly. One minute of silence in memory of departed brothers.

TRANSONTARIO (Hudson Waterways), January 21—Chairman F. A. Pehler; Secretary J. S. Smith. Some disputed OT in the deck and steward departments. Everything running smoothly.

NATIONAL DEFENDER (National Transport), January 14—Chairman M. E. Beeching; Secretary W. G. Hamilton; Deck Delegate J. W. Parker; Engine Delegate Philip A. Brady. No disputed OT. Everything running smoothly.

BOSTON (Sea-Land), February 3—Chairman Juan Vega; Secretary S. F. Schuyler; Educational Director N. Reitti. \$5.00 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

TRANSHAWAII (Hudson Waterways), January 21—Chairman M. Kerngood; Secretary J. Gross; Educational Director N. Paloumbis; Steward Delegate F. A. Lee. Some disputed OT in deck department. Everything running smoothly.

ARIZPA (Sea-Land), January 21—Chairman R. Hodges; Secretary J. Prats; Engine Delegate R. E. Mealor; Steward Delegate George M. Williams. \$17.00 in ship's fund. No disputed OT. Everything running smoothly.

CALMAR (Calmar Steamship), January 28—Chairman L. Koza; Secretary S. Garner; Deck Delegate L. Conticello; Engine Delegate J. Nettles; Steward Delegate H. Jones. No disputed OT. Everything running smoothly.

PITTSBURGH (Sea-Land), January 7—Chairman F. J. Smith; Secretary S. McDonald; Educational Director S. Senteny; Deck Delegate George R. Black; Engine Delegate H. R. Newell; Steward Delegate Harry C. Downey. \$5.00 in ship's fund. Everything running smoothly.

BALTIMORE (Cities Service), January 25—E. McChristian; Engine Delegate Bennie L. Ballard. No disputed OT. Everything running smoothly.

FALCON COUNTESS (Falcon Tankers), January 21—Chairman Joe Richberg; Secretary Jimmie Bartlett; Educational Director Ramon Irla; Steward Delegate C. H. Martin. Some disputed OT in steward department. Vote of thanks given to all hands for being a swell bunch of shipmates. Vote of thanks to the steward department for a job well done. Stood for one minute of silence for our departed brothers. Next port Panama Canal.



Final Departures



SIU Pensioner **Bullard Jackson**, 66, passed away after a long illness on Jan. 18. A native of North Carolina, he was a resident of Norfolk, Va. at the time of his death. Brother Jackson joined the SIU in 1951 in the Port of Tampa and sailed in the engine department. He was an Army veteran of World War II. He was buried at Rosewood Memorial Park in Virginia Beach, Va. Among his survivors is his wife, Ada.



Stanley F. Koenig, 54, passed away on Jan. 1 after a long illness at the USPHS hospital in San Francisco. He was a resident of Baton Rouge, La. when he died. Brother Koenig joined the union in 1944 in the Port of New York and sailed in the engine department. He served in the Air Force during World War II. Cremation took place at Olivet Memorial Park in San Francisco. Among his survivors is his sister, Alice.



Carrol J. Geary, 48, died of heart disease on Dec. 31. He was a resident of Connesville, Pa. at the time of his death. He joined the union in 1966 in the Port of Detroit and sailed in the deck department. The Great Lakes Seafarer was an Army veteran of World War II. He was buried at Knopsnider Cemetery in Connesville. Brother Geary is survived by his father, William, and his brother, Wade.



SIU Pensioner **David B. Miller**, 66, died of emphysema on Jan. 11. He was a resident of Madisonville, Tex. at the time of his death. Brother Miller joined the SIU in the Port of Baltimore in 1953 and sailed in the engine department. The Louisiana born Seafarer was buried at Brookside Memorial Park in Houston. Among his survivors is his wife, Mae.



Eric G. Klingvall, 54, died of lung cancer on Feb. 3. A native of Sweden, he was a resident of Old Lyme, Conn. at the time of his death. Brother Klingvall joined the SIU in 1950 in the Port of New York and sailed in the steward department. He was buried at Boda Kirka Cemetery in Oland, Sweden. Among his survivors is his wife, Margaret.



Modesto Duron, 61, passed away on July 25 after a short illness. Born in the town of Santander in the Philippine Islands, Brother Duron was a resident of Manila for many years prior to his death. He joined the SIU in 1957 in the Port of New York and sailed in the engine department. The 15-year SIU veteran is survived by his wife, Soledad, his son, Ernesto, and his daughter, Helen.



John W. Williams, 56, died of heart failure on Jan. 20. He was a resident of Lynbrook, N. Y. at the time of his death. The Brooklyn born Seafarer joined the union in 1952 in the Port of New York and sailed in the engine department. Brother Williams was buried at Holy Cross Cemetery in Brooklyn. Among his survivors is his brother, Phillip.



SIU Pensioner **Leonard Benson**, 58, passed away on Nov. 11 after a long illness. He was a life-long resident of Bishopville, Md. He joined the SIU-affiliated Inland Boatmen's Union in 1961 in the Port of Philadelphia and sailed as cook. Brother Benson was a World War II veteran of the U. S. Army. Among his survivors is his mother, Mattie.



Michael Miller, 62, died of pneumonia on Apr. 5. A native of Massachusetts, he was a resident of Valley Stream, N. Y. at the time of his death. He joined the union in 1953 in the Port of New York and sailed in the steward department. Seafarer Miller was a Navy veteran of World War II. He was buried at Fresh Pond Cemetery in Middle Village, N. Y. Among his survivors is his sister, Mary.



John M. Monast, 53, died of heart disease on Dec. 3. Born in Fall River, Mass., he was a resident of Texas City, Tex. when he died. Brother Monast joined the SIU-affiliated Inland Boatmen's Union in 1957 in the Port of Houston and sailed in the deck department. He was buried at Galveston Memorial Park in Hitchcock, Tex. Among his survivors is his wife, Laquetti.



SIU Pensioner **Louis D. Bernier**, 65, passed away on Dec. 19 after a long illness. He was a native of Iowa and resided in Inkom, Idaho at the time of his death. Brother Bernier joined the union in the Port of Baltimore in 1951 and sailed in the steward department. He served in the Army for three years from 1925 to 1928. Among his survivors is his brother, William.



John G. Newman, 56, passed away on Jan. 31 after a short illness at the USPHS hospital in New Orleans. He was a resident of that city at the time of his death. Brother Newman joined the SIU in 1947 in the Port of New York and sailed as bosun. The 25-year veteran of the deck department was buried at Good Ground Cemetery in Hampton Bays, N. Y. Among his survivors is his sister, Mary.



Ramon F. Linkowsky, 51, died of a heart attack on Jan. 21. A native of New York, he was a resident of San Francisco at the time of his death. Brother Linkowsky joined the SIU in 1944 in the Port of Norfolk and sailed in the engine department. He was buried at St. Vincent's Cemetery in Vallejo, Calif.



SIU Pensioner **August Pearson**, 76, passed away on Jan. 26 after a long illness. A native of Sweden, he was a resident of Chicago, Ill. at the time of his death. Brother Pearson joined the union there in 1961 and sailed as a deckhand. The Great Lakes Seafarer is survived by his wife, Linda, and his son, Paul.



Peter J. Morreale, 60, died of leukemia on Nov. 26 at the USPHS hospital in New Orleans. Brother Morreale was a life-long resident of New Orleans. He joined the union in that port in 1951 and sailed in the steward department. He was buried at St. Vincent's Cemetery in New Orleans. He is survived by three brothers, John, Joseph, and Alvin, and three sisters, Dorothy, Elaine, and Gloria.

MEMBERSHIP MEETINGS' SCHEDULE

| Port | Date | Deep Sea | IBU | UIW |
|---------------|---------|-----------|-----------|-----------|
| New York | Apr. 2 | 2:30 p.m. | — | 7:00 p.m. |
| Philadelphia | Apr. 3 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Baltimore | Apr. 4 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Detroit | Apr. 6 | 2:30 p.m. | 7:30 p.m. | — |
| †Houston | Apr. 9 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| New Orleans | Apr. 10 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| Mobile | Apr. 11 | 2:30 p.m. | 5:00 p.m. | 7:00 p.m. |
| San Francisco | Apr. 12 | 2:30 p.m. | — | — |

| | |
|--|--|
| <p>Great Lakes Tug and Dredge Section</p> <p>†Sault Ste. Marie Apr. 12 — 7:30 p.m.</p> <p>Chicago Apr. 10 — 7:30 p.m.</p> <p>Buffalo Apr. 11 — 7:30 p.m.</p> <p>Duluth Apr. 13 — 7:30 p.m.</p> <p>Cleveland Apr. 13 — 7:30 p.m.</p> <p>Toledo Apr. 13 — 7:30 p.m.</p> <p>Detroit Apr. 9 — 7:30 p.m.</p> <p>Milwaukee Apr. 9 — 7:30 p.m.</p> | <p>Railway Marine Region</p> <p>Philadelphia Apr. 10 — 10 a.m. & 8 p.m.</p> <p>Baltimore Apr. 11 — 10 a.m. & 8 p.m.</p> <p>*Norfolk Apr. 12 — 10 a.m. & 8 p.m.</p> <p>Jersey City Apr. 9 — 10 a.m. & 8 p.m.</p> <p>‡ Meeting held at Galveston wharves.</p> <p>† Meeting held in Labor Temple, Sault Ste. Marie, Mich.</p> <p>* Meeting held in Labor Temple, Newport News.</p> |
|--|--|




William Harris, 57, passed away on Dec. 2 aboard the *Overseas Traveler* in the Port of Corpus Christi, Tex. Born in Capron, Va., he was a resident of Portsmouth, Va. at the time of his death. He joined the SIU in 1960 in the Port of New York and sailed in the steward department. He was buried at Lincoln Memorial Cemetery in Portsmouth. Seafarer Harris is survived by his brother, Elmo, and his sister, Bertha.



HIMROD'S CURE
—FOR—

ROSE COLD,



DIPHTHERIA,

ASTHMA,
Catarrh, Hay Fever,
CROUP, INFLUENZA
AND
Ordinary Colds.

Quackery—An Age-Old Evil

By Dr. Joseph Logue
SIU Medical Director

Medical and health quackery probably evolved with the beginning of human existence. Man has always sought means to "cure" and allay his pains and diseases. In so doing, he has often fallen victim to both the charlatan and to well-meaning people with "guaranteed", easy, quick cures.

People fall prey to quackery for a variety of reasons. Quacks, as such, play on an individual's ignorance, fear, hopelessness and or embarrassment.

A qualified physician is not going to inflict needless pain, inconvenience or expense on a patient. However, the quack plays on these fears. Quackery robs Americans of up to \$2 billion a year. That's way above what is yearly spent on scientific research to fight diseases.

Serious diseases such as cancer, arthritis and diabetes which can often be treated in their early stages, are often advanced by the time an individual realizes that he has "been taken" by the quack.

Vanity also provides fertile ground for the quack. Advantage is taken of problems involving venereal disease, sex, desires to be beautiful, young and slim. The monies spent on health spas and health farms, wrinkle removers, special vitamins, hormone treatments, cures for baldness, etc., are expensive and can indeed be detrimental. Medical quackery causes more unnecessary deaths than all of the violent crimes committed. Hormones and other treatments from medical quacks may cause cancer, trigger emotional changes, or cause kidney or heart damage—the list can go on and on.

In a tradition which America has carried over from the British Isles, we find that patent medicine quackery is an integral part of our history.

The kings of 17th century England regularly granted royal patents and monopoly privileges to certain manufacturers. In America, one of the very first of the Colonies' publications, the "Boston News-Letter" carried the first advertisement for a "patent medicine" on Oct. 4, 1708. The elixir, however, was not truly patented.

Among the so-called "patent medicines" are thousands of remedies offered to the public for the self-treatment of disease. Of these thousands, perhaps a half-dozen or so are really patented. The United States Patent Office can issue a patent only for products or services that are clearly new and useful inventions.

Beginning with our English ancestors, "special" remedies were sold in the 1750's by "postmasters, goldsmiths, grocers, hair dressers, tailors, painters, book sellers, cork cutters, the post-rider", and the colonial American doctor.

Before the first medical school opened in 1765 in America, who was the colonial American doctor? The answer is *anyone* who acquired medical rudimentary training as an apprentice. Standards were very lax.

Only one in nine "doctors" went abroad to seek a medical degree.

The end of the 17th century even found the Pennsylvania Indians compared to the able physicians of Europe. To fully understand this, one must examine the firmly held belief that God had placed specific remedies for illnesses in the same region that the ailment flourished. Thus, the fields and forests of America were finely combed for cures.

The wandering medicine show was also a common and popular sight in frontier America.

This type of quackery, as well as every unethical practice and misleading promotion has been fought by organized medical personnel ever since the first meeting of the American Medical Association in Philadelphia in 1847.

But even today, decades and decades later, the public doesn't have total protection against medical quackery. Due to legalities and technicalities, the U.S. Food and Drug Administration has only limited control. Legal loopholes deny FDA "control over a drug product marked exclusively for sale within a state". The Federal Trade Commission, the Post Office Department, the National Better Business Bureau, state and city laws, all play parts in protecting the consumer. Yet, at best, these powers are limited. Though many agencies try to prevent deceptive and misleading drug advertising, you must still protect yourself, however, by being fully aware of the most common forms of medical quackery.

At the top of the list are food fads, "cures" for arthritis, youth and beauty "restorers", cancer "cures", special vitamin pills and mineral tonic claims, cold remedies, bromides and antihistamines, aspirin, laxatives, antacids and weight reducers.

Television's commercial dramatizations produce effective results. Professional actors play the roles of friendly neighborhood pharmacists, dignified doctors, arthritics, insomniacs, sneezers and wheezers. The presence of well-known individuals and stars before and after commercials tends to serve as an endorsement of the product. In a subtle way, it is also part of a sales pitch.

In many of the commonly used products such as alka-seltzer, bufferin, anacin, stanback and others, the basic ingredient is acetylsalicylic acid, or in plain English, good old aspirin.

Spend \$1.69 or \$.29 for that bottle of one hundred tablets containing acetylsalicylic acid and you have the same drug producing ingredient.

Every aspirin tablet must meet the same government standards.

Bromo-seltzer, one of the so-called musts in our society, belongs to the aspirin family. How many of our homes don't contain a bottle? How many of us have ever read the caution "If rash, drowsiness in daytime, or any unusual symptoms occur, discontinue use at once. Not for use by those having kidney or other diseases, unless advised by physician. Do not exceed recommended dosage; overly frequent and continuous use may result in serious effects."

Severe headaches, recurrent or persistent headaches, must be brought to the attention of a competent physician. Aspirin and similar compounds, seemingly harmless, can kill. The message "keep out of the reach of children" is too often not seen or heeded. Aspirin causes more accidental poisonings in children than any other drug.

Also, if his pain is temporarily alleviated the arthritic may not seek competent medical care and thereby misses out on proven therapeutic measures such as massage, heat, rest and exercise that might prevent crippling results.

Vitamin pills account for more money spent than any other non-prescription medication. Many people continually throw their money away. An ample



quantity of the necessary vitamins is easily acquired through a diet properly balanced with common foods. Severe harm can be encountered when advertising promotes vitamin pills as cure-alls for different medical conditions. Some vitamins, taken in excess, may even prove permanently harmful. The chief danger is that these pills give a false sense of nutritional security. The only real prevention or treatment for a case of malnutrition is associated with a well rounded diet. Mass consumption of multiple vitamin pills is no substitute for a well balanced diet, professional medical advice and guidance.

Another big concern in today's society is weight reduction. What went into the mouth in excess, remains as excess on the body. Do any of the hundreds of over-the-counter products really work? There are few exceptions to the rule as far as overweight is concerned. The diet, and food consumption must be regulated. If help is needed, then work it out with your family doctor. Some physical conditions may warrant special diets.

Forget mystery diets that promise "instant" action. Figure how long it took to put that excess weight on and you'll have some idea how long it is going to be before it's gone. Common sense is the only way to lose weight.



What does the human digestive system really look like? Is it round, or kidney shaped, does it light up? The pictures and images the public receives from television are misleading people who lack formal education about human anatomy.

Antacids come under the realm of patent medicine. Some individuals truly need these drugs but taken indiscriminately they too can prove harmful.

In the course of time we all look in a mirror. All the yesterdays saw no change; today, horrors, we look old. Among the youth-making patent medications are those mail order pills that promise to "prolong life" and "give a feeling of increased sexual drive and energy". Back in the sixteenth century, Ponce de Leon searched for the "Fountain of Youth". This is the twentieth century and the quest for the Fountain goes on, with millions of dollars being spent to no avail.

Directing attention to a more serious matter, we see that the individual with cancer is wide open to quackery. Almost daily, appear new "cures" in the newspapers, and for the individual with cancer, the quack can be deadly. Check the statistics for real cure rates of various cancers today and you will find that much progress has been made. Hopefully in the near future cancer will be listed among such old, now curable diseases as diphtheria, polio, whooping cough and smallpox.

Legal prosecution of quacks is difficult.

When dealing with lay judges and juries, scientific evidence can be difficult to understand. Non-scientific testimonials from satisfied users are sometimes accepted all too readily.

Therefore, adequate protection against medical quackery is up to each one of us. If you are suffering from pain or any recurring trouble, a qualified physician should be consulted. Be certain of your facts if you want to discontinue your doctor's treatment before it is finished. Avoid trying your own treatment and be skeptical of extravagant promises. Examine testimonials very cautiously and remember that the endorsement of a product by a well-meaning person doesn't mean that there is scientific knowledge behind what he is saying. Get all the facts you can and be critical about all health information.

DRUGS



Forever is a very definite word. It means for a limitless time . . . for all time . . . never again! But forever is the length of time a Seafarer loses the right to his livelihood and future career in the maritime industry if he is busted on a drugs charge either while at sea or ashore.

It's a tough rap — but that's exactly how it is. Your seaman's papers are gone forever, without appeal, if you are convicted of possession of any illegal drug—heroin, barbiturates, speed, ups, downs or marijuana. In 1971 alone there were 400,606 drug related arrests in the U.S. and even that staggering figure was topped in 1972.

The shipboard user of narcotics is not only a menace to himself, but presents a very grave danger to the safety of his ship and shipmates. Quick minds and reflexes are an absolute necessity aboard ship at all times. A drug user becomes a thorn in the side of his shipmates when they are required to assume the shipboard responsibilities the user is not capable of handling.

Also, a Seafarer busted at sea leaves a permanent black mark on his ship. The vessel will thereafter be under constant surveillance and the crew will be subjected to unusually long and annoying searches by customs and narcotics agents in port.

Truly, forever is a long, long time — something a drug user does not have.

Don't let drugs destroy you or your livelihood.
Steer a clear course!

SEAMEN'S

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