



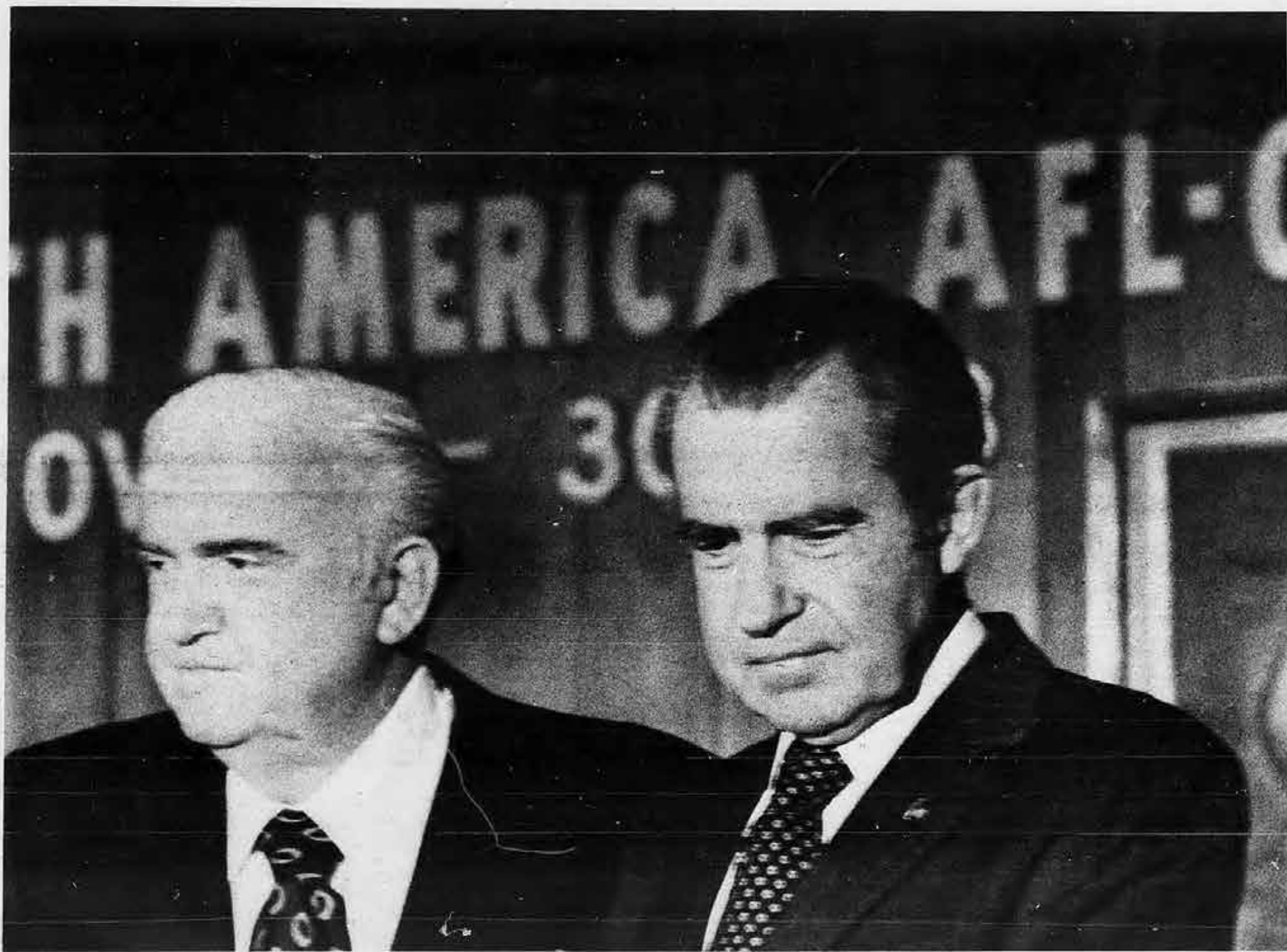
SEAFARERS LOG

Vol. XXXV, No. 12

December 1973

Nixon, Ford Speak to SIUNA Convention Delegates

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President Richard M. Nixon, the first speaker at the Convention, with SIU President Paul Hall. For reports and stories on the Convention, see inside.

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Seasons Greetings

President Nixon Addresses 16th SIUNA Convention

Addressing a standing-room-only audience at the SIUNA Convention, President Richard M. Nixon stressed that the Seafarers' traditionally strong belief in independence is also the long-term goal of America during this current energy crisis.

"I think it is appropriate for me to relate the belief of this organization in this country—your belief in independence for America—to the problem of energy that we have today," President Nixon told the enthusiastic Convention delegates who greeted him warmly and frequently halted his speech with applause.

He later added, "you believe in independence. You live independence. That is why you want an American merchant marine. That is why you say that we want some of our products carried in American bottoms, and certainly we want enough of them carried so that we will always have a substantial, strong American merchant marine which meant so much to us during World War II."

President Nixon then noted, "... it is essential in terms of independence that the United States be, as a nation, independent of any other nation in every area that it counts, and let me put it first in terms of your area."

"I am for a strong American merchant marine because if the United States, wherever there is a crisis, is going to be dependent on some other country, no matter how friendly it may appear to be at the moment, as our lifeline, then we had better watch out. Let's always be dependent on the United States of America whenever we have that kind of a crisis."

Then, connecting the need for independence to the energy crisis, Nixon stated, "I would say that there is no group in America that understands independence more and believes in it more than the Seafarers Union. You believe in it because you realize that the



President Nixon addressing SIUNA Convention.

United States should never have a situation where we are dependent upon any other country for our lifeline, in effect. The same is true of energy."

The President then said that the U.S. must set as her goal, independence and self-sufficiency in energy.

In accomplishing that goal, President Nixon outlined the program he calls Project Independence—1980.

"By the year 1980, if we go forward in the development of our coal resources, of our shale oil resources, of our nuclear power resources, of our natural gas resources, and, of course, of our available oil resources in Alaska and in the continental United States, if we go forward as we can and should go forward, by the year 1980, then the United States, if it wishes, and if it be-

comes necessary, can provide all the energy we need to provide our jobs, to heat our homes, to light our homes, and to provide our transportation."

The President pointed out, however, that Project Independence—1980 did not mean that the U.S. would be taking an isolationist stance. "The United States will always continue to play its part in the world, but the United States will never be dependent on any other part of the world whenever there is a crisis."

"So we are going to play our part in the world . . . We will continue as times go on, to trade with other nations, and that will expand. We will continue to use their energy sources whenever they are at the right price, and so forth, and that will expand. But we want to be in

a position so that nobody can cut our lifeline. That is what we are talking about. Nobody can cut America's lifeline."

President Nixon also reiterated that he would not step down from his office when he said, "As I become older, however rough the seas are, I don't get seasick."

Referring to an earlier statement by SIUNA President Paul Hall that the "captain of our ship of state is a courageous man going through heavy seas," Nixon said, "in any event, as Paul Hall has already indicated, or at least implied, it is the captain's job to bring the ship into port, and I can assure you that you don't need to worry about my getting seasick or jumping ship. I am going to stay at that helm until we bring it into port."

In his opening remarks, President Nixon pointed to a conversation he had with Paul Hall and noted, "I have had many opportunities during the time I have served in this office to meet many very distinguished people, and I can tell you that in an hour-long conversation that we had in the Oval Office, I found that this man, who has traveled the world and knows the world, has as deep a perception of world problems as anybody I know."

"He is a valuable man for any President or anyone else to know. I am proud to call him my friend, as I know he is your friend."

Before introducing President Nixon, Hall called him the best maritime President in the history of the merchant marine and added, "we supported him in the last election and see no reason to change."

On introducing the President, Hall read part of a statement that was issued some 14 months ago by him on behalf of the National Maritime Committee to Reelect the President. Hall was national chairman of that Committee.

the PRESIDENT'S REPORT:

Challenges That Lie Ahead



Paul Hall

In the past two years since our last convention we have moved ahead significantly in a number of areas. We have achieved a revitalization of the American merchant marine with the building of new technologically-advanced ships that are making the U.S.-flag fleet competitive on the high seas.

We have developed training and upgrading programs to provide the new American-flag fleet with the most qualified seamen anywhere in the world.

Together, with the help of our friends in Congress and in the labor movement, we have succeeded in preserving the USPHS hospital system, and we have won the long struggle for construction of the Trans-Alaska pipeline.

United we have achieved these victories which not only assure our continued job security but hold the promise of a resurgence of our nation's fleet as a major competitor in the world market.

But while we can all take pride in our accomplishments, we cannot lose sight of the fact that the SIU and the maritime

industry have traditionally had to fight for every gain we have made and we have had to maintain constant vigilance to preserve what we have achieved.

The Merchant Marine Act of 1970 was a milestone in changing the course of American shipping from one of continued decline to a new era of expansion and confidence. But it has taken the vigilance of our Union to insure that the Act was implemented and it will require our continued vigilance to see to it that the thrust of this expansion continues.

And, there is much yet to be done. We must be alert against those who are seeking to destroy the Jones Act which is basic to a vital and growing American-flag merchant marine.

We must continue our efforts to secure a fair share of oil imports for American ships. Bills are pending in Congress, co-sponsored by more than 220 Representatives, which would insure that initially 20 percent of incoming oil products would be carried on American bottoms. There is strong opposition from foreign-flag

operators and the nation's giant oil interests.

We will be testifying when Congress reconvenes in January and will continue to be in the forefront of those who are trying to persuade this nation that its economy and security will best be served by passage of this legislation.

We must continue to support the development of deepwater ports to allow the United States to compete effectively with American-built, American-flag supertankers in the carriage of these needed oil imports.

And, finally, we must continue to expand and up-date our training programs to meet the challenges of our vastly changing industry and to anticipate the manning-needs of the radically new ships of our contracted companies.

While there is much yet to be done to continue the growth of our nation's merchant marine and to insure the continued security of our membership, with unity and determination we shall meet these challenges.

Ford Tells Delegates What He'll Do as VP

Vice President and former House Minority Leader Gerald R. Ford (R-Mich.) outlined for the delegates of the SIUNA Convention what he feels will be his responsibility in his new post as America's 40th vice president.

Before he became Vice President of the United States, the Hon. Gerald R. Ford had a long and distinguished career as the Congressman from Michigan.

He was first elected to the 81st Congress in 1948. For his unstinting service to his district, to the people of the United States and to the Congress, his colleagues elected him Minority Leader of the House of Representatives in 1965.

Many persons in the government in the maritime industry and in the labor movement played an important part in passage of the Merchant Marine Act of 1970, but no person played a more important or crucial role than the then Congressman Ford. His unfailing support of the U.S. merchant marine and of American-flag shipping made passage of the legislation possible and clearly showed his personal commitment to the maritime community.

Speaking on the second day of the Convention, Ford said, "What is the job or the mission that the President wants me to undertake? We had a great election in 1972. The voters overwhelmingly elected the President to do a job for four years. But the American people, the same voters, gave an equal mandate in the Congress and gave a Democratic majority in both the House as well as the Senate."

"For the period since 1972 we have had a divided government. There has been some conflict. There have been some serious disagreements.

"Now I don't pretend that I am going to be the Messiah to resolve all those problems, but I think if I have any asset, any merit, and I believe that 'Tip' (House Majority Leader Thomas P. O'Neill who was sitting on the dais during Ford's speech) would agree with this, is that I can sit down with people with whom I disagree perhaps philosophically and seek to work out some



Vice President Gerald R. Ford, then House Minority Leader, addressing the 16th Biennial Convention of the Seafarers International Union of North America at Washington, D.C.

answers that are good for America, and that is what the President has asked me to do and that is what I will do between the President and the Democratic Congress to the very best of my ability."

Expanding on his relationship vis-a-vis President Nixon and whether or not he would do exactly what the "President asks me to do," Ford said, "to put it in sea-going language, the mate does not undercut the captain. You have to have ... a team that has the same direction. A mate may make a suggestion here or there, and if the captain is wise and if the advice is good, he will take it."

The former House Minority Leader then pointed out, "so my role in this regard is one of trying to give an input at the White House from some 25 years of very basic experience working with 435 members of the House and 100 members of the Senate."

Ford noted that America "has been through some very choppy water and some very heavy weather in the last

few months. It has not made anybody, Republican or Democrat, I think, feel good because really we want our country to be well and healthy at home and successful abroad."

The vice president added, "I happen to be an optimist. I think that working together under our system we can solve some of these problems."

Commenting on maritime affairs, Ford pointed to the Merchant Marine Act of 1970, passed by Congress and

signed by President Nixon. He said the legislation gave "the greatest shot in the arm to America's maritime industry in its broadest sense in the history of our country."

The former House Minority Leader then noted a few of the results of that legislation. "Some 80 ships are under contract representing some \$3 billion, and there is a great backlog of new ships on the way. This is the result of the legislation proposed by the President, enacted by the Congress and implemented by the various departments."

Ford added, "America has an opportunity because of this legislation to again be the greatest maritime nation in the world."

He then pointed to another piece of important legislation, the Trans-Alaskan pipeline, stating, "Just a few weeks ago the Congress passed the Alaskan pipeline legislation, legislation that is vitally important to the United States in meeting the challenge of the energy crisis. It is legislation that has great significance to your organization and to the people whom you represent. This, again, was bipartisan—recommended by the President, passed by the Congress, signed by the President and to be implemented by the free enterprise system."

The former House Minority Leader concluded, "So I say despite the choppy weather we have had and despite the tough seas we have been going through, you and 200 million other Americans should be proud of what can be done by your government, those working with you and those associated with you in your industry."

Blackwell Notes Progress Since Passage of 1970 Act

Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell, speaking before the SIUNA's 16th Biennial Convention, outlined the progress in the maritime industry since the implementation of the Merchant Marine Act of 1970.

He told the assembled delegates that the 1970 Act provided no instant, push-button cure-all for the maritime industry's problems, but that it did provide "the blueprints and tools needed to build a modern, more competitive merchant marine."

He stated that one of the most innovative provisions of the 1970 Act made bulk carriers eligible for construction and operating subsidies.

"This provision to date has stimulated contracts for the construction of 41 bulk carriers for foreign trade service, comprising 26 oil tankers ranging in sizes up to 265,000 dw tons, 13 liquefied natural gas tankers, and two ore/bulk/oil carriers," noted Blackwell.

"It is readily apparent then," he continued, "that one of the glaring deficiencies of the American-flag fleet—the lack of bulk carriers—is being corrected. And in addition to developing a better balanced fleet, we are ensured that our fleet will compete more effectively against its low cost foreign counterparts."

Assistant Secretary Blackwell also stressed the importance of maintaining the high level of efficiency of the U.S. liner fleet.

Presently, there are four roll-on roll-



Robert J. Blackwell

off vessels and nine LASH container-ships under contract to American shipyards. In terms of lift capacity, each of these ships are the equivalent of three to seven conventional freighters.

"These vessels will further enhance U.S.-flag world leadership in intermodal shipping," he asserted.

Blackwell noted with pride the significant productivity gains in American shipyards. Since the 1970 Act, all awarded contracts have been within or below the declining subsidy guidelines outlined in the new law.

"The present subsidy rate is 39 per-

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Rep. O'Neill Says Marine Act Spurs Shipbuilding

With the help of the Merchant Marine Act of 1970, the U.S. has at last embarked upon an aggressive, comprehensive and competitive shipbuilding program, Congressman Thomas P. O'Neill (D-Mass.), the Majority Leader of the House, told delegates to the 16th Biennial Convention of the Seafarers International Union in Washington, D.C.

Congressman Thomas P. O'Neill, Jr. (D-Mass.) is the majority leader of the House of Representatives, where he has served since 1952. During that period he has been a consistent friend of the maritime industry. Before his election to Congress, Congressman O'Neill served as a member of the Massachusetts Legislature for 16 years. During that time, he was elected minority leader and later served as speaker of the Massachusetts House of Representatives.



Thomas P. O'Neill, Jr.

"While the long battle to re-establish the U.S. as a leading maritime power is not over, we can be proud that the 1970 Merchant Marine Act, which you and I worked so hard to pass, has yielded substantial results — with even greater promise for the future. Already 50-60

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James C. Baudoin

Bosun James Baudoin has been sailing with the SIU since he joined the Union in 1945 in New Orleans. He now ships out of the port of Houston.

"No one said I had to attend the Bosuns Recertification Program to keep sailing with the SIU. I chose to attend this program and I am glad I took advantage of this opportunity.

"I've been going to sea for almost 29 years and there have been some hard days. We had old rust buckets to sail on, but at least they were jobs to support my family.

"Any Seafarer who will just look back to what we had years ago and realize what we have today will understand that we wouldn't be getting all of these new ships if it weren't for the fact that we looked ahead and developed our training and upgrading programs at Piney Point.

"Whether you are 16 or 60, the advantages for learning and upgrading are available. All you have to do is be willing.

"I learned first-hand the importance of SPAD in our fight in Washington to get ships and cargo, and I cannot urge too strongly the importance of all of us supporting this fight by donating to SPAD."



Raymond Knoles

Seafarer Raymond Knoles joined the SIU in New York in 1951 and has been sailing as AB and bosun for 20 years. He now lives in San Francisco and ships out of the port of Wilmington.

"If every member who has a chance to go through this program or any other SIU program, would come in with an open mind, they would learn plenty about their Union and how it functions—and they would be as proud to be a part of it as I am.

"I attended the Educational Conference at Piney Point a couple of years back and although I learned a little about the need for SPAD, I still didn't fully understand it. But, as part of this program, I had the chance to attend the weekly legislative conference in Washington and I really got an education on how important our political action is and how important SPAD is in getting ships and cargo, and protecting our job security.

"I had a chance to meet with Paul Hall and learned that the future of the SIU and the U.S. merchant marine is in two places—Washington, D.C. and Piney Point. I fully agree, but I would add one more thing — an educated membership. From what I've seen and learned in Piney Point and in Headquarters, that day is not far off."

Bosuns Recertification Program

The Importance of Education

Five classes of SIU bosuns—30 Seafarers in all—have now completed the Bosuns Recertification Program which began June 1, 1973, and the latest class graduated and received their Bosuns Recertification Certificates at the General Membership Meeting, Dec. 3 at Union headquarters.

During their 60-day upgrading program at Piney Point and at SIU headquarters these experienced Seafarers, like those who preceded them, took advantage of the opportunity to learn about the new ships being built for SIU-contracted companies and the new skills and techniques needed to man these ships safely and efficiently.

They also saw the many upgrading programs which are available now to all Seafarers at Piney Point and they learned of the new programs being developed at the Union's Upgrading Center for the still more advanced ships—like the radically-new LNG's—which will soon be put into service.

They learned, too, every aspect of headquarters operations. They asked questions and they got straight answers. They saw the SIU's legislative operations in Washington, D.C. and had an opportunity to meet with the Washington staff to discuss the many legislative goals of our Union.

Because they took advantage of this unique experience, all of these Seafarers will have a better understanding of their Union and the maritime industry.

And they learned one other very important thing. It was expressed by Bosun Fred Olson at the membership meeting as he accepted his Bosuns Recertification Certificate. He said: "We don't have to love each other. We don't even have to like each other. But, by God, we are all going to have to work together if we are to continue our progress and our leadership in the American merchant marine."



Fred Olson

Bosun Fred Olson joined the SIU in the port of Seattle in 1956. He now ships out of San Francisco. This is what he had to say about the Bosuns Recertification Program:

"I have completed two months here at Headquarters and at Piney Point and I will be digesting for many months all of the things I have seen and learned.

"The daily morning meetings where officials from all departments get together to discuss the day-to-day problems and progress and the long-range programs for ships, cargo and job security did more to educate me and show me what I consider our most serious problem—how to get the message across to the ships' crews.

"I also had an opportunity to inspect all of our Union's various departments, data processing, welfare, registration and shipping and others. I had a chance to ask questions and get straight answers. All-in-all, this program has been a personal benefit to me but most important, if all of us who have been through this program do our jobs as Ships' Chairmen, we can do a lot to help educate our membership."



Steve Homka

Seafarer Steve Homka has been a member of the SIU since 1945 and sails out of New York.

"This program has been to me a great and rewarding experience. From the beginning at Piney Point through my experiences at Union headquarters I found out that, although I have been in this Union 29 years and had some knowledge of the working of our Union, I wasn't too old to learn a great deal more.

"Things have changed considerably since 1944, and all for the best. But it didn't just happen. It took foresight and planning and a lot of hard work.

"My trip to Washington to attend our Union's weekly legislative meeting gave me a much clearer picture of the importance of what we are doing in Congress and how important SPAD is in maintaining our job security through new ships and more cargo.

"At headquarters, the officials and staff were all very helpful and went out of their way to explain every aspect of the workings of our Union. There was no beating around the bush on any questions or issues. Everything was out in the open for all to see. There is a free and wholesome atmosphere both at Piney Point and headquarters.

"The entire program was very educational to me. I know I am a better SIU member for this and I also know that I will be better qualified to answer questions when I return to sea."



Donato Giangiordano

Seafarer Donato Giangiordano has been sailing with the SIU for 30 years since he joined the Union in 1943 in New York. He now sails out of the port of Philadelphia.

"Our Union has always believed that an informed membership is a good membership, and through this program that I have just completed I know that I am a much better informed member.

"I learned the inner-workings of our Union, all of the various departments such as welfare, shipping, records and much more. I learned the importance of political activity and of having friends who support our maritime programs, and why we should wholeheartedly participate by supporting SPAD.

"I also learned why we must constantly fight to secure more ships and more cargo, because to falter is to fall. I learned the dangers of an ill-formed and ill-planned pension program, and I realize now more than ever that our pension plans are the best in the labor movement.

"Most of all I now appreciate the education and knowledge given to me through the *Seafarers Log*, through the Lundeberg School and through the efforts of our officials.

"And I also now understand that the knowledge gained by the young trainees at Piney Point will help our Union so that all of us can and will go ever forward."



Thomas Self

Seafarer Thomas Self joined the SIU in Baltimore in 1951. He now sails out of the port of Tampa.

"In my 22 years with the SIU, I can remember the fights for better food, for inner-spring mattresses, for vacation pay, health and welfare, and education. I can also remember the struggle for pensions, better working and living conditions.

"We won those battles, but I learned a very important thing during this Recertification Program and that is that not only did we win our early fights but we also had the foresight to look to the future and prepare for it.

"I saw our upgrading programs at Piney Point and I saw how we are getting our membership ready for all of the new ships that are being built. I was impressed with the experience and dedication of the entire staff there.

"And at headquarters, too, I was impressed with all of the officials and the staff in the various departments. Everyone was helpful and answered all of my questions pertaining to the Union.

"The morning meetings at headquarters were very helpful because we talked about the many problems and programs of the Union, and I learned how hard we are working to keep job security by encouraging our membership to upgrade themselves."

Inouye Praises Union's Legislative Activities

Stressing the SIUNA's successes on the legislative front in the U.S. Congress, Senator Daniel K. Inouye (D-Hawaii) spoke before the 200 assembled delegates of the SIUNA's 16th Biennial Convention in Washington, D.C.

Senator Daniel K. Inouye (D-Hawaii) was elected to the House in 1959 and to the U.S. Senate in 1962. He serves on the Commerce Committee, which has jurisdiction over the U.S. merchant marine, and also on the Appropriations Committee, among others.

Senator Inouye is a native Hawaiian and served illustriously in the armed services during World War II.

He is a longtime friend of the U.S. merchant marine.

The Hawaii Senator, termed a "great friend of the maritime industry" by SIUNA President Paul Hall, praised the Union for its "almost singlehanded fight" to save the eight remaining Public Health Service hospitals from being closed by the Department of Health, Education and Welfare.

The three-year battle to save the PHS system came to a successful end last



Daniel K. Inouye

month when President Nixon signed into law the 1974 Military Procurement Authorization Act which contained an amendment guaranteeing that the hospitals would remain in service.

Inouye also lauded the Union for its

successful work in the struggle to enact legislation allowing immediate construction of the Trans-Alaskan Oil Pipeline.

He termed the new legislation as "one of the most important" Congressional

victories of the year for the maritime industry.

"I need not tell you that this measure faced much opposition from all sectors of the community," he noted.

Senator Inouye also pointed out to the Convention that the defeat of the recent amendment sponsored by Senator Paul Fannin (R-Ariz.), which would have seriously undermined the strength of the Jones Act, was a great success for the maritime industry.

He summed up the Union's legislative record in Congress by noting that "you are batting pretty high on the legislative field, and you have been placing your confidence in the right people."

He also congratulated O. William Moody, administrator of the Maritime Trades Department, of which the SIUNA is a member, for the "great legislative job he's done."

Inouye said he looked forward to working in the future with Moody and SIUNA President Paul Hall.

"I want to remind you that you have a whole flock of friends on Capitol Hill," he concluded.

Beall Calls for Viable U.S. Merchant Fleet

Senator J. Glenn Beall, Jr. (R-Md.) said before the delegates of the SIUNA Convention that this nation must have a "strong, viable and competitive merchant marine."

Senator G. Glenn Beall, Jr. (R-Md.) was elected to the House of Representatives in 1968 and to the U.S. Senate in 1970. He is one of the sponsors in the Senate of legislation to require that a portion of all oil imports be carried on U.S.-ships. He serves on the Commerce Committee, where he has consistently proved himself a staunch supporter of maritime, on the Labor and Public Welfare Committee and on the Select Committee on Small Business.

The senior Republican member of the Senate Commerce Committee on Merchant Marine referred to the recent

reduction of oil imported from the Middle East and said that "just as we should not allow ourselves to become dependent on others for the production of materials needed in the conduct of our everyday activities, so we should not and must not become dependent on others to bring these materials to us."

The Senator, who joined with Senator Warren G. Magnuson (D-Wash.) in sponsoring legislation that would require a quota of oil imports to be carried on U.S. flag ships, said:

"We have to make sure that we keep the strength of the American Merchant Marine sufficiently high so we don't become dependent on anybody else in the world to ship our goods to us or for us to any other part of the world. This is one reason why I was happy to sponsor legislation that would require a certain



G. Glenn Beall, Jr.

amount of oil brought into this country to be carried on American-flag ships."

In stressing the need for a strong merchant fleet, Sen. Beall said: "I am happy to work with you all to see that this becomes a reality."

Turning to another area of importance to this nation's maritime industry,

the Senator said that we have a responsibility to protect our environment from oil spills or discharges from ships and that this should be done by establishing international standards.

He said the job will require the cooperation of every nation involved in the maritime industry and that "we should not penalize our industry by trying to establish standards that other people are not going to adhere to."

Sen. Beall stressed that this nation can take the leadership in adopting uniform standards "so that the United States shipbuilding industry won't be penalized by having to build double bottoms when nobody else in the world is going to build them." He added that establishing uniform standards will make the American merchant marine more competitive in the world market.

Bentley Cites the Necessity Of Maritime Cooperation

Helen Delich Bentley, chairman of the Federal Maritime Commission, told the SIUNA's 16th Biennial Convention that "our future success in the maritime industry depends in large measure on the development and implementation of aggressive marketing programs."

Helen Delich Bentley is the Chairman of the Federal Maritime Commission. Appointed to the high-ranking position in 1969, she is the first woman to serve as FMC chairman. Outspoken and hard-working, Mrs. Bentley learned about the maritime industry on the docks and in the shipyards of Baltimore, Md., when she was employed as a maritime reporter on the Baltimore Sun.

Later, she became the Sun's maritime editor, respected throughout the industry for the depth of her knowledge of maritime problems.

The FMC chairman said that both maritime labor and management working together within the National Maritime Council to secure additional cargoes for American ships are "leading the way" in this field.

She warned, however, that if the maritime industry is allowed to deteriorate, it could "not only affect our present posture in the world, but could also reduce our ability to meet responsibilities at home and to the nations of the free world who still look to America for leadership."

She affirmed that "we all share an awesome responsibility to the maritime industry, which has not only protected this nation in times of strife, but has contributed to its prosperity."

The FMC chairman also asserted that "we must insure that the maritime history for this final quarter of the century will reflect the kind of spirit and cooperation that has allowed this nation to achieve the greatness which today serves as an inspiration to the entire world," but this would not be possible unless "a spirit of harmony and cooperation prevails" within the industry itself.

Citing the seriousness of the present energy crisis, Mrs. Bentley remarked that "we can indeed be thankful that President Nixon was so foresighted when he came into office in early 1969

to begin pushing for a new maritime program which finally resulted in the Merchant Marine Act of 1970 and which in turn has resulted in the construction of new tankers and liquefied gas carriers to be added to the American merchant marine in the next several years."

She told the assembled delegates that "we in the shipping industry have to do as much as we can on our own to rationalize and save, otherwise it may be forced upon us."

Mrs. Bentley urged that the Convention join in the voluntary energy saving program called for by President Nixon, and noted that "it may well be the key to saving countless jobs and livelihoods later on in the game, and at the very least, it represents a start in the right direction."

"All of us can save a surprising amount of energy if each person makes an all-out effort to cut every unnecessary fuel and electrical expenditure," she stated.

In closing, Mrs. Bentley expressed confidence that the maritime industry



Helen Delich Bentley would continue to move steadily forward in the future.

"I hope that you will all continue the good work already begun to make the merchant marine of the United States the number one leader on the sea lanes of the world."

Falcon Lady Committee



The committee of the *Falcon Lady* (Falcon Tankers) gather for a photo at the ship's recent payoff in Carteret, N.J. They are, from left: R. Groening, engine delegate; A. Sison, educational director; H. Murranka, deck delegate; T. Smith, ship's chairman; C. Gauthier, secretary-reporter, and A. Bryant, steward delegate. The *Falcon Lady* was carrying jet fuel from the Persian Gulf. She also made stops at Ft. Lauderdale, Fla. and Piney Point, Md.

Pennmar Ship's Committee



Committee members of the bulk carrier *Pennmar* make ready for another intercoastal voyage. They are, from left: W. Sears, educational director; Z. Berger, secretary-reporter; R. Cook, steward delegate; W. Cofone, ship's chairman; B. Buck, deck delegate, and J. Nettles, engine delegate. Some of the *Pennmar's* regular ports of call are Long Beach and Richmond, Calif.; Portland and Coos Bay, Ore.; Seattle, Wash.; Portsmouth, N.H., and Baltimore, Md.

Bethflor Ship's Committee



The committee of the *Bethflor* (Bethlehem Steel Corp.) take a break after another intercoastal run. They are, from left: C. Sharp, engine delegate; H. C. Dyas, deck delegate; J. Michae, ship's chairman; R. Clark, secretary-reporter; R. Gowan, educational director, and Lorenzo Rinaldi, steward delegate. The *Bethflor* carries iron ore, structural steel and pig iron in her three holds.

Politics are Porkchops
Donate to SPAD

Attack on the Jones Act Defeated in the Senate

Legislation which would have severely cut into the livelihoods of American seamen—a waiver on the Jones Act of 1920—was defeated in the U.S. Senate last month by a vote of 60 to 27.

The strong attack against this Act was launched by Sen. Paul Fannin (R-Ariz.) during hearings on emergency energy legislation.

Fannin submitted amendment No. 691 calling for a Jones Act waiver which would permit the Secretary of Commerce to allow foreign-flag tankers to operate in American coastal and inter-coastal waters in the domestic oil trade if he determines that U.S.-flag vessels are not available in sufficient numbers at reasonable rates for the transport of emergency related products within the American domestic trade.

Since 1920 the Jones Act has protected the rights of American seamen to take part in their country's vital coastal, inter-coastal and inland shipping by guaranteeing that only American-flag vessels will participate in domestic trade.

It was because of the constant surveillance of the SIU's staff in Washington, D.C. along with the help of legislators who are protecting the American merchant marine, that Sen. Fannin's move was defeated.

His attack on the Jones Act was met head-on in the Senate by the SIU who supplied Sen. Warren Magnuson (D-Wash.) with the up-to-the-minute information needed to refute Sen. Fannin's contention that there are not sufficient numbers of American-flag vessels to meet the demand of the domestic trade.

Sen. Magnuson, who has been a long time friend of the U.S. maritime industry explained that a waiver of the Jones Act would be a serious departure from established U.S. law and that at no time during discussion of energy shortages

had any proof been supplied to substantiate a lack of domestic transport capacity of U.S.-flag vessels.

It was also pointed out by Sen. Magnuson that at a time when the U.S. is working to protect the environment through the application of vigorous vessel construction standards, such a waiver of the Jones Act would permit foreign-flag ships—which are not now covered by the stringent safety requirements applied to American-flag vessels—to engage in the coastal, intercoastal and inland trade of the U.S. thereby presenting a severe potential hazard to the environment.

In Sen. Fannin's argument for the Jones Act waiver, he reiterated much of the same reasoning consistently presented by the major oil companies which have a large foreign-flag fleet, a good part of which is idle because of the recent Arab boycott on oil.

The SIU feels it is apparent that if a waiver of the Jones Act was granted, a door would be open permitting the major oil companies to allow their vessels into what has traditionally been the American seaman's home waters and would deprive him of his basic job security in the domestic trade of his own country.

Recent statements by the oil companies have indicated that New England and other northern areas in the U.S. will be suffering heavily this winter because of the oil energy crisis. The companies are attempting to show that there is a lack of American-flag vessels needed to transport energy fuels.

The SIU can show that American-flag tankers are available to meet any demand for carriage of oil and can and have assisted in alleviating the suffering of the New England area.

The energy legislation passed both houses of Congress without breach of the Jones Act.

Act Spurs Shipbuilding

Continued from Page 3

ships have been built or ordered under the Act, with more contracts in the near future", said Rep. O'Neill.

He noted that "after years of neglect and misguided government policy", American shipyards have begun to re-establish their capability by commencing the construction of both tanker and liquefied natural gas vessels.

The House Majority Leader also told the delegates that the U.S. balance of trade is shifting in favor of the U.S. once again, and that it is imperative that we have a modern fleet, since having the balance of trade in our favor is no good unless those goods are carried in American bottoms.

Emphasizing that the U.S. must avoid the disadvantages of dependence on any other nation or nations in any area of trade, especially in light of the severe problems created by the Arab oil embargo, the Congressman said:

"It is therefore in the national interest to maintain an efficient and strong merchant marine. We have been called upon to develop energy independence over the next decade . . . Carrying our goods on our own ships is the best way I know of to insure commercial independence."

Rep. O'Neill noted that the building and sailing of American ships has a

definite multiplier effect on the economy, through its creation of new and additional jobs in other sectors for many Americans.

He also strongly stressed that while it is important to build new ships, "it is also important that we provide cargoes to fill those American bottoms."

Noting that most other nations of the world strongly protect their merchant fleets, the Congressman said:

"The Japanese carry nearly 80 percent of their own trade, and the Norwegians carry far in excess of 50 percent of their commerce in Norwegian bottoms.

"By comparison, the United States carries only five percent. No one in America would think of allowing foreign competitors to build 80 percent of our automobiles—neither should any American be complacent about the fact that we assign the task of carrying our goods to others.

"It is therefore necessary for us to readjust our thinking, and our policy, and begin insisting 'more cargo for American ships'.

"When this happens, the U.S. will be on the road to full recovery, and I want to assure the delegates to this Convention that this is what I'll be fighting for," O'Neill concluded.

Sec. Dent Sees Resurgence in Maritime Field

Secretary of Commerce Frederick B. Dent, speaking before approximately 200 delegates at the SIUNA Convention, sighted the progress that has been made in the maritime industry and expressed "optimism and confidence" in its future.

Appearing on the first day of the Convention, Dent pointed out, "this convention opens on a buoyant note with the collective American maritime industry undergoing one of the most dynamic upgrading programs in its long history."

"The signposts of progress in bringing about a resurgence of our nation's maritime strength are readily visible.... This is in sharp contrast to the pessimism and fears that wracked the industry only five years ago."

Secretary Dent recounted the frustrations of the 1960's when the American merchant marine was progressively declining.

"Then in the fall of 1968, Richard Nixon, in his campaign for the presidency, pledged, if elected, to come forward with a federal maritime policy and program to restore the United States to

the rank of a first-class maritime power.

"He fulfilled that pledge during his first year in office. As you know, the enabling legislation subsequently was enacted as the Merchant Marine Act of 1970.

"That law has now been on the books for three years. It is readily apparent that maritime labor and management and the Maritime Administration, under the leadership of Assistant Secretary Blackwell, have made splendid progress in implementing its many far-reaching objectives."

Dent then outlined some of the highlights of the progress that has been made:

- "American shipyards are bulging with a record peacetime volume of orders...more than 80 new ships, aggregating more than 5½ million tons, with a contract value of \$3 billion.

- "These ships are of advance designs and high productivity. Many of them will be able to compete against their foreign counterparts without operating subsidies.

- "The shipyards also have responded to the productivity gains inher-

ent in the President's program....Earlier this month one of the yards received a contract for four LNG ships which require no construction subsidy.

- "The maritime resurgence under way is by no means confined to the foreign trade segment of our fleet. Long overdue vessel replacement programs are being undertaken by our Great Lakes operators. Construction of inland waterways vessels continues at a rapid pace...."

Dent expressed his department's gratification on the cooperation and dedication that is being displayed by all parts of the industry in working together to shape America's maritime destiny.

"In this endeavor," he said, "Paul Hall and the SIU have been untiring in providing the support and initiatives needed to advance our mutual objectives. Working together, we have come a long way in a few short years, and I am confident that we will make even greater progress in the years ahead."

Dent, who SIUNA President Paul Hall called "one of the best Secretaries of Commerce" this country has had, also discussed the energy crisis and its



Frederick B. Dent

effect upon the maritime industry.

Dent noted that "the Maritime Administration is holding a series of regional conferences...so that all concerned will have a current assessment of the effects of shortages and to discuss possible management approaches to conserve scarce energy supplies."

In concluding, the Secretary thanked the Union for its "hard work and dedication" in promoting "our Nation's prosperity, and the renewal of this country as a maritime power."

Sec. Brennan Praises Maritime Labor, Industry

U.S. Secretary of Labor Peter J. Brennan told the assembled delegates of the SIUNA's 16th Biennial Convention that both maritime labor and management deserved a great deal of credit for their combined effort in awakening the nation to the particular needs of the maritime industry.

Brennan was nominated to the labor cabinet post by President Nixon last February and was confirmed by the U.S. Senate shortly thereafter. He is the first trade unionist to hold a Cabinet position since the late Martin P. Durkin, president of the Plumbers and Pipefitters, who served as Labor Secretary for nine months during the Eisenhower Administration.

Secretary Brennan, former president of the New York City and New York State Building and Construction Trades Council, noted that the U.S. merchant marine had been neglected in the years since World War II by both government and industry.



Peter J. Brennan

"Maritime labor and management realized the industry was going down," said Brennan, but decided to do something about it, because it was obvious no one else would."

Brennan, still a member of the Paint-

ers Union, continued, "the leadership on both sides, labor and management, decided to make some noise in Washington to get some attention for the maritime industry, and as a result finally got that attention. It was long overdue—and I know you are going to make that needed attention continue in the future."

Recalling the old days and the tough times in the sailors' movement, Brennan asserted that "nobody is going to snowjob the SIU. You understand who your friends are and, as you have always done in the past, even if you have to stand alone, you support them."

"For that reason I take my hat off to you," he continued. "You stand up for

what is right even though you are criticized by people who couldn't be half the man that many of you are—and many of us who had to struggle through the rough times in this world."

Looking to the future of the maritime industry, the Secretary of Labor expressed his well wishes to the SIU in the upcoming struggles.

"I hope that you will sail for many, many years the great ships that are being built now and will be built tomorrow, and that you will be sailing under the American flag, working with fellow Americans—and that the time will not be too far off when we can again say that the American merchant marine is number one on the ocean."

Delegates At Work



Delegates attending the 16th Biennial SIUNA Convention in Washington, D.C. last month.



INTERNATIONAL UNION OF MARITIME AND COAST GUARD VESSEL WORKERS OF AMERICA

STATELINE UNION WASHINGTON D.C.

McGavin Hails SIU Political Action

Peter McGavin, executive secretary-treasurer of the AFL-CIO Maritime Trades Department, told the SIUNA Convention that "it is a very great honor for this organization, the SIU, to have the President of the United States speak to you."

Referring to the need for political action to gain support for maritime legislation, McGavin said:

"You are not fighting for one organization or one plant throughout the country. You are fighting for the great institution of the American maritime industry in which you have a vital interest.

"You have a hell of a fight on your hands and don't think it is going to be easy. But, because you have friends in Congress who are backing you and doing the things that have to be done to revitalize the nation's maritime industry, let me tell you that you are on the right track all the way."

House Hearings Continue On Oil Import Legislation

The House Merchant Marine and Fisheries Committee continues to hold Congressional hearings on the proposed Oil Imports Bill, which would require that a portion of all of America's oil imports be carried on U.S.-flag ships.

For several years, the SIU has been conducting a long, slow uphill battle for such legislation in the U.S. Congress.

The legislation under consideration requires that 20 percent of the nation's oil imports be immediately transported on U.S.-flag tankers, to be increased to 25 percent after June 30, 1975 and to at least 30 percent after June 30, 1977.

Presently, there are 221 U.S. Congressmen who have expressed their open support for the bill.

For over a month now, the House Committee, chaired by Congresswoman Leonor K. Sullivan, has been hearing and evaluating testimonies, both pro and con, on the oil legislation.

In a recent testimony, Congressman John H. Dent (D-Pa.), one of the co-sponsors of the bill, stated that "enactment of this legislation would result in a strong U.S.-flag merchant marine essential to the political, economic, and defense needs of our country."

Representing the U.S. shipbuilding industry, Edwin M. Hood, president of the Shipbuilders Council of America, confidently stated that the nation's shipbuilding industry was in fact ready, willing and able to construct the tankers needed to sufficiently meet the requirements of the proposed bill.

Also testifying at the hearings were several members of the Commission on American Shipbuilding, set up three years ago under provisions of the Merchant Marine Act of 1970.

Recently, the Commission submitted an extensive report, signed by six of its seven members, on the status of the U.S. maritime industry to Congress and to President Nixon.

Rear Adm. Albert G. Mumma, (Ret.), chairman of the Commission, told the House Committee that "the security of this nation, industrially as well as militarily, demands that the United States exercise greater direct control of its seaborne transportation through the use of U.S.-flag ships."

The Rear Admiral said he questioned the wisdom of relying on the so-called flag-of-convenience fleet to respond to our needs in time of emergency.

"There is little basis today for believing that a U.S. owned ship under a foreign flag and manned by a foreign crew would remain available to the United States in time of crisis," asserted Mumma.

Noting recent developments in the Mid East where a percentage of our foreign oil supply has been cut off, Adm. Mumma stated that it was evident that the United States "must achieve greater self reliance and independence in its seaborne transportation of vital materials and fuels to preclude similar cut-offs through foreign denial of ocean carriage."

A second Commission member, Stanley Powell, also testifying in favor of the legislation, told the Congressional Committee that "if any nation or group of nations is allowed to gain substantial dominance in the ownership or control of the world transportation system, the flow of raw materials and finished goods could be directed to suit that nation's best interests which could well be opposed to the interests of the United States."

Powell warned, that in such a case,

"the opportunities for international, political and economic leverage and blackmail would be considerable."

W. H. Krome George, president of the Aluminum Company of America (ALCOA) and the only dissenting member of the Shipbuilding Commission, told the House Committee that passage of the oil imports legislation would "do great damage to this country's historic policy of supporting free international movements of goods and services and would likely encourage retaliatory steps from foreign producing countries."

Citing President Nixon's prediction that the United States would be energy independent by 1980, the ALCOA President suggested that "we could find ourselves with a lot of excess shipyard capacity and an excess fleet of tankers which would not be competitive in world trades."

However, President Nixon, speaking before the SIUNA's 16th Biennial Convention refuted this testimony in his statement that "the United States will always continue to play its part in the world, but the United States will never be dependent on any other part of the world whenever there is a crisis. We will continue to trade with other nations, and that will expand. We will continue to use their energy sources whenever they are at the right price, and that will expand. But we want to be in a position so that nobody can cut our lifeline."

Cargo Preference Bill Receives More Support

Support for legislation to delegate a portion of all oil imports to U.S. ships came up during recent hearings before the prestigious Joint Economics Committee of the Congress.

The subcommittee on International Economics has been holding hearings into the subject of energy imports and the U.S. balance of payments.

One witness, William G. Croly, a private consultant, urged development of a U.S.-flag tanker fleet. He declared:

"One consequence of the current embargo on crude oil shipments to the United States is that certain Arab nations may refuse to load foreign flag tankers that operate from Iran, Nigeria or Venezuela to the United States—similar to the present so-called 'black list' of tankers operating to Israel over the last 20 years.

"Such tankers may not be loaded at Arab ports which will make foreign tanker owners chary of trading to the United States. The obvious consequence, of course, is even higher freight rates on the remaining tankers that will trade to the U.S.

"In my opinion, this latter possibility of a 'black list' of tankers trading with the U.S. is an excellent reason for supporting a law requiring the transport of at least 50 percent of our imported oil in U.S. flag tankers. This would stimulate a larger U.S. flag tanker fleet which not only would help significantly to reduce our balance of payments deficit, but would ensure a reasonable cost of transportation with the absolute dependability of U.S. flag vessels."

LEGISLATIVE REPORT



By B. Rocker

After much concerted effort involving vigorous action by the SIU, bills dealing with the Trans-Alaska Pipeline and the Public Health Service hospitals have been passed by Congress and signed into law by the President—both of these new laws are milestone victories for Seafarers.

U.S. Public Health Service Hospitals

The fight to keep the eight remaining Public Health Service hospitals open has occupied a great deal of the time of SIU representatives in Washington, D. C.

In March, the Department of Health, Education and Welfare advised Congress of its intention to close the doors of the USPHS hospitals and to arrange for contracted care elsewhere for the primary beneficiaries of the hospitals.

The closing date was set as July 26th.

Determined to continue its battle to keep the hospitals open, the SIU obtained an injunction from the Federal Court which prohibited the Department of Health, Education and Welfare from carrying out its plans for the hospitals.

The effect of this injunction was two-fold—while the hospitals remained open to Seafarers and others, the SIU was simultaneously working to increase support for legislation that would permanently insure the operation of the eight remaining PHS hospitals.

On Nov. 19, the President signed the Military Procurement Bill, to which was attached an amendment from Senator Warren Magnuson (D-Wash.) calling for the continued and uninterrupted operation of the hospital system.

During the period when the fate of the hospitals hung in the balance, many facilities were not kept in good repair. The SIU is already working to see to it that PHS facilities now secure all necessary repairs so that their services to Seafarers and others can continue to be first-class.

Trans-Alaska Pipeline

A second long fought for victory for Seafarers occurred last month when the President signed the bill into law which grants the right-of-way for the Trans-Alaska Pipeline and permits construction to begin immediately.

It has been over five years since oil was first discovered on Alaska's North Slope.

Experts estimate that the 48-inch line from the North Slope to Valdez will be completed within five years, and two million barrels of oil per day will then be flowing to U.S. markets.

Clearly, transportation of this oil cargo will require more ships, create more jobs and help with the energy crisis.

Jones Act Exemption

While much of our effort is directed towards the passage of legislation designed to provide more jobs and stimulate growth of the domestic maritime industry, the SIU is also constantly vigilant against passage of legislation which might be harmful to the Seafarer and his industry.

During recent Senate action on the Emergency Energy Bill, the SIU was able to successfully block a last-minute attempt to add on an amendment to the energy bill which would have waived the Jones Act to allow foreign-flag ships to move oil from one U.S. port to another.

Passed by Congress in 1920, the purpose of the Jones Act has always been to protect cargo for U.S. ships. This most recent attempt to interfere with this objective is one of many made by those who have no interest in a viable U.S.-flag fleet.

Now that our merchant marine is beginning to show definite signs of growth and is working to regain its place in the world market, we must be constantly alert to protect the Jones Act from such exemptions—exemptions which would destroy the domestic maritime industry.



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.

At SIUNA Convention

Calhoon Calls for Unity, Bilateral Trade

"We have come a long way toward getting a better, more progressive industry," asserted Jesse Calhoon, general president of the Marine Engineers Benevolent Association, at the SIUNA's 16th Biennial Convention.

"But even with all of the progress that has been made," he continued, "there are still problems facing the industry. We are a long way from being home free—we are a long way from

having the American flag number one on the oceans."

Calhoon told the Convention that the maritime industry must concentrate on three major areas in the future to overcome these problems.

As outlined by the MEBA president, the first area of forward movement "must be within the American maritime labor movement itself."

He stressed the importance of com-

munication, cooperation and unity of purpose "if we are to get ourselves into a position to take on our enemies."

Calhoon said the next major problem facing the maritime industry was the need for contracting new and expanded bilateral trade agreements for the U.S. berth line trade.

He pointed out to the Convention the huge successes of both the U.S.-South

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Jesse Calhoon

NMU President Notes Points of Unity

The President of the National Maritime Union, Shannon Wall, spoke before the delegates at the SIUNA Convention and emphasized the many points of unity that exist between his organization and the Seafarers.

"I believe that it can be safely said that at least 85 percent of the time the programs and policies and the aspirations and actions of the NMU and the SIU are identical and I don't think we should dwell upon the other 15 percent."

Wall went on to outline some of the areas in which the two unions have already shown unity.

"The kind of unity of purpose, I think, can be exemplified by the activities of the NMU and SIU at the ILO meetings, the IMCO meetings and other international affairs that we attend."

Wall also pointed to the National Maritime Council as another example of SIU and NMU unity.

"I have only been on the Executive Board of the National Maritime Council for a little over nine months now and I know that President Hall and a number of officers of the Seafarers Union have attended meetings, have spoken at banquets and other functions of the National Maritime Council.

"While Paul is introduced as President of the Seafarers International Union, we have always known that he speaks not just for the SIU but he has been also the spokesman for all of the maritime unions affiliated with the National Maritime Council.

"I have had the privilege on two occasions since I have been on the Board to speak for the maritime industry. While I am introduced as the President of the National Maritime Union, I fully realize that my responsibilities are to represent the entire maritime labor affiliated to that Council."

Expressing his belief in the NMC, Wall stated, "... I would say that the time and effort and the money that we are putting into the National Maritime Council is all worth it."

"It is money well spent and I think it is indeed showing progress and production."

Wall also pointed out that "we have a unity of membership. I say it is virtually impossible to tell an NMU member and an SIU member, or a member of the Marine Cooks and Stewards Union or anyone else apart."

"If you talk to these men about their aims, their ambitions, their problems, their fears and wants and needs you



Shannon Wall

could not tell an SIU member from an NMU member.

"Their skills are interchangeable. We both have the same Coast Guard endorsement."

Wall also spoke about the possibility of the "unity of organizations" in the future.

Speaking about investors who go into the maritime industry, Wall said, "I think that we have had in the past a self

protection clause as written into our contract which, instead of self-protecting us, has proven to be a hindrance to people coming in with new capital, with new ideas and new programs that are so desperately needed in our organization, in our industry."

"We need new blood and financing and we should not discourage people from coming into this industry."

Wall also commented that, "I can state that it is very easy to improve the working conditions and benefits for the membership, but at the same time let us not price ourselves out of business."

Wall concluded his speech by noting, "in the long run the only meaningful thing that will come out of all these words and all of these actions is if it does a better job or if it enables us to do a better job in representing our members."

"So, Paul, Board members, and delegates to this 16th SIUNA Convention, if these remarks have helped in any way to improve our work toward the betterment of our membership, it will all have been worthwhile."

In commenting on Wall's speech, Paul Hall told the Convention delegates, "I certainly believe we should try to work much closer together."

Nixon Is Presented Model Of Supertanker Brooklyn

An impressive five-and-a-half-foot long replica of the 225,000 dw ton turbotanker *Brooklyn* was presented to President Richard M. Nixon by SIU President Paul Hall at the SIUNA's 16th Biennial Convention in Washington, D.C.

The \$70 million crude carrier was built by Seatrain Shipbuilding Corp. at the former Brooklyn Navy Yard.

Construction of the *Brooklyn* was skillfully handled by the nearly 2,800 SIU-affiliated United Industrial Workers employed at the Seatrain Yard.

Joe Kahn, chairman of the board of Seatrain also took part in the presentation ceremonies.

In presenting the beautiful model to President Nixon, Hall noted that "this replica represents a gift to you from not only our organization, but from Joe Kahn, the gentleman who built it."

The glass-encased model was also accompanied by a small engraved plaque. It read:

"This model of the TT *Brooklyn*, largest merchant ship ever built in the United States, is presented to the Honorable Richard M. Nixon, President of the United States, in grateful appreciation for his leadership in the effort to revitalize the American maritime industry.

"The TT *Brooklyn* was built under provisions of the Merchant Marine Act of 1970 in an American shipyard by American workers, most of them drawn from depressed areas and given the opportunity to learn and develop craft skills.

"The operation of the *Brooklyn*, manned by American seamen under the U.S. flag will be of great benefit to the nation, and is an important evidence of the President's commitment to restore our merchant marine to a vigorous, competitive position on the high seas, and to restore employment and profit in shipping and shipbuilding industries at home."

The *Brooklyn* is under a 25-year charter to Petrofino, a Belgian firm with an American subsidiary. After her sea-trials, she will carry oil from the Persian Gulf to European Ports. The *Brooklyn* will eventually carry foreign crude to the United States but this is not possible until deepwater, offshore ports are available in this country.

Two other ships, the *Williamsburgh*

and the *Stuyvesant*, are also under construction at the Seatrain Yard. The *Williamsburgh* will be launched this Spring and the *Stuyvesant* in approximately one year.

A contract for a fourth ship has also been signed by the Maritime Administration, and the prediction for the future is that the Seatrain Yard will build two supertankers per year.



SIUNA President Paul Hall, left, presents model of supertanker *Brooklyn*, to President Nixon while Joe Kahn, chairman of the Board of Seatrain Shipbuilding Corp., looks on.



Officers of the SIU-affiliated United Industrial Workers of North America are sworn in at their fourth Quadrennial Convention last month.

UIW Sets Goals at 4th Quadrennial Convention

The United Industrial Workers of North America, an SIU affiliate, held their Fourth Quadrennial Convention on Nov. 28 in Washington, D.C., immediately following the close of the SIUNA's 16th Biennial Convention.

SIU Vice President Frank Drozak, national director of the UIW, chaired the Convention.

The Convention proceedings included individual reports from the National Director and Area Representatives. In accord with the UIW Constitution, elections of new officers for the next four years were also held. Frank Drozak was elected to the post of National Director. He told the convention he intended to carry out his term of office "working together with the other union officials for the betterment of the entire membership and for the advancement and expansion of the UIW as a whole."

Joe DiGiorgio was elected as UIW Secretary-Treasurer; Ralph Quinonez elected as Atlantic Coast Area Director; Paul Drozak as Gulf Coast Area Director, and Bill Dobbins as Great Lakes Area Director.

Also elected at the Convention were John Fay and Warren Leader as Assistant Atlantic Coast Area Directors; Abraham Alvarez as Assistant Gulf Coast Area Director, and Joe Huber was elected as Assistant Great Lakes Area Director.

The UIW officials were sworn in by SIU Vice President Lindsey Williams.

There has been a great deal of progress in the UIW since the last Convention. Much of this growth has developed in the New York City area due to the opening of the former Brooklyn Navy Yard by Seatrain Shipbuilding late in 1969.

As reported by National Director Frank Drozak, there are presently 2,800 UIW members employed at the shipyard, both in ship construction and office capacities.

The vast majority of these employees are from minority groups and reside in the local communities surrounding the yard.

Accomplishments at the Seatrain yard have been outstanding.

The *TT Brooklyn*, largest merchant ship ever built in the United States, was christened at the yard this past June 30, and will soon be ready for her shakedown cruise—and more importantly, a long career in the vitally necessary field of oil carriage.

The second vessel, the *TT Williamsburgh*, an exact sistership to the *Brooklyn*, is approximately 55 percent complete and is rapidly heading toward a Spring 1974 launching.

The keel for the *TT Stuyvesant*, third

ship to be built at the yard, was laid on Oct. 26, and a contract for a fourth ship has already been signed with the Maritime Administration.

The prediction for the future is that employment for UIW members at the yard could expand to 6,000 workers.

Expansion has also occurred in other areas of the UIW in the past four years.

Gulf Coast Area Director Paul Drozak reported that the Gulf region had grown from one to eight shops, and predicted that with hard work the Union could double this figure in the next few years.

John Fay reported that the Philadelphia area had acquired no additional shops but that expansion did occur within that area's existing contracted companies.

Warren Leader told the Convention that there was a great potential for further expansion in the Baltimore area—and Gordon Spencer reported that the UIW held 600 jobs in the Norfolk area.

The Convention agreed that over the next four years strong measures must be taken in the field of organizing unorganized companies.

Delegates at the Convention also passed a Constitutional amendment increasing dues and initiation fee as follows: dues which are now \$6 per month shall be increased to \$8 per month commencing Jan. 1, 1974. The initiation fee of \$25 shall be increased to \$75 beginning Jan. 1, 1974.

In his report, National Director Frank Drozak told the assembled group that an effort to improve the system of contract enforcement is being proposed to standardize all collective bargaining agreements for all companies having similar operations.

The goal is the development of a standardized schedule of contributions to the various plans. The present system which has different rates of contributions for each company has become too difficult to manage efficiently. A single contribution rate will make it possible to devote additional time to the improvement of overall welfare service.

Reporting on Washington legislative activities, Drozak said that recent Congressional actions showed an increased interest in the pension benefits for workers. This legislative concern is in response to numerous failures within the private pension plan sector which have left many workers high and dry at a time in life when they can least afford a financial setback.

In closing, the Convention agreed to work hard in the field of organizing—and expressed the goal of a doubled membership by the next Convention.

IBU Holds Convention

The SIU-affiliated Inland Boatmen's Union held its Fourth Quadrennial Convention on Nov. 29, following completion of business at the SIU's 16th Biennial Convention in Washington, D. C.

SIU Vice President Paul Drozak, national director of the IBU, chaired the convention.

Delegates at the IBU Convention passed a Constitutional amendment increasing dues and initiation fee as follows: dues which are now \$43 per quarter shall be increased to \$50 per quarter commencing Jan. 1, 1974. The initiation fee of \$500 shall be increased to \$600 beginning Jan. 1, 1974.

Paul Drozak was unanimously elected to the post of National Director; Joe DiGiorgio was elected as Secretary Treasurer; Frank Drozak as Atlantic Coast Area Director; Lindsey Williams as Gulf Coast Area Director and Byron Kelly was elected as Great Lakes Area Director.

Ed Pulver and Gordon Spencer were elected to the posts of Assistant Atlantic Coast Area Directors; Ray Herold as Assistant Gulf Coast Area Director and Dave LeBaron was elected as Assistant Great Lakes Area Director.

In his report, National Director Drozak told the Convention that at the present rate of growth, tonnage moved on the inland waterways will double between now and 1985. However, pressures resulting from this rapidly increasing traffic growth are being met. In 1972 alone, the barge industry built 1,400 new barges—an all time one-year record.

In 1973, in response to increasing demands, 24 new tugs and towboats were put into service among the IBU's various contracted companies—and an additional 29 boats are either under construction or on contract.

Drozak also reported that water transportation remains the most economical form of moving cargo. On the average, one dollar will move a ton of freight 66 miles by rail, 15 miles by truck, five miles by air—but 330 miles by water.

The inland waterways industry has managed to keep its transportation rates down to 1960 levels of three to four mills per ton-mile despite higher operating costs.

National Director Drozak pointed out that one of the founding purposes of the IBU was to organize unorganized workers—and to protect all workers within the IBU's jurisdiction from the exploitation and wage cutting tactics of unorganized employers.

"It is especially important to begin and sustain organizing drives in those geographic regions and industries which have been traditionally most resistant to union organization," said Drozak.

Drozak also reported on the SIU's and IBU's legislative activities in the U.S. Congress—and stressed the importance of contributions to SPAD in maintaining our political weapons.

Following is a brief outline of these issues:

- A serious threat to the Jones Act, which protects America's coastwise, intercoastal and inland waterways traffic from foreign-flag competition, was narrowly defeated in the Senate.

- On Nov. 16, 1973 the Senate passed a bill, strongly supported by the IBU, to repeal the "No Mixing Rule" which prohibits the mixing of regulated and unregulated commodities in the same vessel or tow. The bill now goes to the House of Representatives for further action.

- On Nov. 19, 1973, the President signed into law the 1974 Military Procurement Act, and with it an amendment that will keep the remaining eight USPHS hospitals open and fully operating.

- The National Water Commission recently issued a report which calls for a major overhaul of the nation's water policies and programs, and has been submitted to the Senate Committee on Interior and Insular Affairs.

The 590 page report contains 232 specific recommendations including the imposition of user charges on domestic water carriers through the collection of fuel taxes and lockage fees.

The IBU is bitterly opposed to this recommendation and on Feb. 5, 1973 testified before the Commission's hearings, stating that such tolls would lead to three disastrous effects: less cargo being shipped via water; use by shippers of alternative modes, and use of alternative sources of supply.

The IBU will continue to fight this move with all available resources.

In their reports, the IBU Area Representatives stressed the need for a continuing flow of highly qualified people into the industry—and strongly recommended every IBU member to take advantage of the training and upgrading facilities available at the Lundeberg School, Piney Point. The full range of these courses are thoroughly outlined in this issue of the LOG.

The Convention closed on an upward note, with all delegates expressing optimism for the expansion of the IBU in the next four years.



Delegates and officers of the SIU-affiliated Inland Boatmen's Union conduct business during their fourth Quadrennial Convention in Washington, D.C.

President Nixon Signs Alaska Pipeline Bill

A major legislative battle—vigorously waged by the SIU, the Maritime Trades Department and the AFL-CIO—ended in victory when President Nixon on Nov. 16 signed into law a bill authorizing construction of the Trans-Alaska oil pipeline.

The 789-mile pipeline will carry some two million barrels of oil a day from the North Slope to the ice-free southern port of Valdez. Discovered reserves in the Prudhoe Bay area already total an estimated 10 billion barrels and the pipeline authorization is expected to spur further exploration and development in this oil-rich area which could provide the nation with a secure source of domestic fuel.

Construction on the \$4.5 billion project is scheduled to begin next spring and the first oil could arrive in Valdez within five years after pipelaying is begun. The storage area at Valdez will have a capacity of 20 million barrels of crude.

Of particular importance to the SIU and the nation's maritime industry is the fact that about 40 U.S.-flag tankers will move this oil from the Valdez terminal to refineries on the West Coast, providing more than 1,300 sea-going jobs and thousands more for American shipyard workers. The Jones Act requires that tankers on the Valdez-West Coast run be constructed in American yards and that the oil be transported aboard American-flag ships.

The signing of the Trans-Alaska pipeline authorization bill by President Nixon ended a four year fight led by environmentalists who, in March 1970, got an injunction blocking issuance of a construction permit and urged Congressional support for an alternative pipeline through Canada.

Two years later, in March 1972, the Interior Department presented an environmental impact statement after careful study of ecological factors relating to both construction and opera-

tion of the pipeline. At the same time, the SIU, AFL-CIO and the MTD rejected the proposal for a Canadian pipeline because it would provide no direct benefit to American workers and industry.

The construction design of the pipeline includes the latest safety features to insure adequate protection for the environment and that oil will be carried safely on American-flag ships.

The legislation calling for authorization of immediate construction of the pipeline—including a special amendment preventing further delays through court actions—was introduced in the Senate by Henry M. Jackson (D-Wash.) and in the House by Rep. John Melcher (D-Mont.) The special amendment was sponsored by Senators Mike Gravel and Ted Stevens of Alaska.

On Oct. 18, House and Senate Conferees reached agreement on the bill. In addition to preventing further environmental challenges, the law also allows the Secretary of Interior to grant as much additional right-of-way footage as necessary. The Conference bill was passed by strong margins in both houses of Congress and sent to the President.

The North Slope oil field is the largest ever found in North America. Geologists estimate that, in addition to the 24 billion barrels of high-quality crude laying 6,000 to 10,000 feet below the permafrost, there is 26 trillion cubic feet of natural gas in the reservoir with the oil that can provide energy equivalent to another million barrels of oil per day.

SIU Wins Long Battle To Save PHS

One of the most difficult and complicated battles waged by the SIU in recent years—the fight to save the Public Health Service hospitals—was won when President Nixon on Nov. 19

Bradford Island Committee



Committee members aboard the tanker *Bradford Island* (Stewart Tanker) gather topside at recent payoff at Royal Petroleum Docks in Port Reading, N.J. They are, from left: L. Nixon, educational director; H. Cross, steward delegate; A. Boney, ship's chairman; J. Hodges, secretary-reporter and J. Cyr, engine delegate.

Calhoun Calls for Action

Continued from Page 9

American, and U.S.-Russia trade agreements, and stated that "if we can extend our bilateral shipping agreements to all other berth line trades, we will have bedded our berth liners down for the foreseeable future and then the shipping companies can build up their fleets."

The third major area, Calhoun told the assembled delegates, "is the bill pending in Congress to require a portion of America's oil imports be carried on U.S.-flag ships."

The MEBA president noted that opposition to the bill by the oil industry was very formidable.

He explained that seven of the largest 16 companies in the United States are oil firms. The oil industry controls 84 percent of the U.S. refining capacity, 72 percent of the natural gas companies, 30 percent of the coal reserves, 20 percent of the domestic coal production, over 50 percent of the uranium reserves

and 25 percent of the U.S. milling capacity for uranium.

In addition, the U.S. oil industry controls a majority of world exploration, extraction, transportation, refining and marketing of oil.

"These firms are no longer oil companies, they are multi-national energy corporations," confirmed Calhoun. "They have grabbed monopolistic control over humanity throughout the world."

"The oil industry does not want to deal with American labor," he continued. "They want to operate in national securities... it is more profitable."

Calhoun told the Convention that "when we take on the oil bill, we are taking on an enemy with unlimited resources."

"But I believe if we all put our shoulders to the wheel that we will get the bill and we will get it in 1974," he predicted.

Blackwell Sees Progress

Continued from Page 3

cent but the most recent contract for conventional tankers required only a 35 percent subsidy," stated Blackwell.

"More impressively," he continued, "six months ago three LNGs were ordered at the subsidy rate of only 16.5 percent, and last month we signed contracts for four more LNGs which will be built without any construction subsidy."

"We in the Maritime Administration are pleased by the way American yards are narrowing the gap between U.S. and foreign shipbuilding prices, for it means that the taxpayers' dollars are buying far more today than they could when we were subsidizing more than half of the shipbuilding costs," he maintained.

He noted that the subsidized contracts have created 125,000 man years of employment in American shipyards, and will eventually translate into an excess of 3,000 jobs for American seafarers.

Blackwell also assessed the importance of the U.S.-Soviet bilateral trade agreement, and the possibility of other such agreements with other nations in the future.

"At the time we signed the Soviet

trade agreement," he informed the Convention, "43 of our tankers totalling 1.4 million dead-weight tons were idle for lack of employment. A recent tabulation revealed that 51 American flag tankers were fixed for a total of 94 voyages in this trade. In terms of seafaring employment it provided more than 1,500 jobs for American seamen. It also resulted in our bulk fleet being fully employed for the first time in several years."

Blackwell also stressed the necessity of the maritime industry's marketing programs under the auspices of the National Maritime Council.

"Greater shipper patronage is vital to our maritime program. New ships, no matter how efficient they are, cannot compete effectively if they sail half full," he stated.

In closing, Blackwell expressed his appreciation to the entire SIU for "the solid and consistent support and cooperation the SIU has extended the Maritime Administration in the efforts to implement President Nixon's maritime program."

"If we continue to exert our best efforts, we can and will restore the American merchant marine to a leading position on the world's trade routes," he concluded.

signed into law the 1974 Military Procurement Authorization Act which contained an amendment guaranteeing that the eight PHS hospitals will remain open for both out-patient and in-patient service.

The new measure provides an appropriation of \$98 million to operate the eight existing hospitals and the 32 PHS clinics in port cities across the nation. Also—for the first time in four years—an additional \$18 million is provided for modernizing and upgrading the hospitals.

The three-year-long victory for Seafarers came despite persistent efforts by the Department of Health, Education and Welfare to shut down the hospitals or transfer them to community control.

Despite Congressional approval of the Public Health Hospital system, HEW earlier this year renewed its efforts to shut down the hospitals. With strong support from the SIU, Congress thwarted this attempt to close the hospitals by adding an amendment to the Emergency Medical Services Bill which would keep the system operating.

Meanwhile, as Congress was debating this bill, the SIU obtained an injunction in the District Court of Washington, D.C. in July preventing HEW from going ahead with plans to close the hospitals.

Although Congress passed the Emergency Medical Services Bill by a wide majority, President Nixon vetoed the measure and efforts to override the veto failed by a scant five votes in the House of Representatives.

Then, in October, Senator Warren G. Magnuson (D-Wash.), chairman of

the Senate Commerce Committee, tacked a PHS rider to the Military Authorization Bill.

That amendment was also sponsored by Senators J. Glenn Beall, Jr. (R-Md.), Edward W. Brooke (R-Mass.), Alan Cranston, (D-Calif.), Henry M. Jackson (D-Wash.), Charles McC. Mathias, Jr. (R-Md.) and John Tower (R-Tex.).

This time the measure won White House approval, and insures that the hospitals and clinics will remain available to Seafarers.

The years of uncertainty over the future of the hospitals have taken a heavy toll of the hospitals' staffs, and for years the hospitals have not been modernized or upgraded. The SIU will monitor the hospitals to insure that the modernization and upgrading program authorized in the new law is implemented.

SIU Brooklyn Clinic Moves

The SIU's Brooklyn medical clinic has moved to its new location at Union headquarters, 675 Fourth Ave. from 685 Third Ave., according to Dr. Joseph B. Logue, medical director.

Dr. Logue advises Seafarers that the clinic "is open for business."

Patients may call the clinic at 212-965-2440 for appointments.



Counting votes of the Union dues and initiation fee increase referendum is the SIU membership-elected Tallying Committee of (l. to r.): Chairman Edgar C.

Anderson, Gilberto R. Salazar, Richard McDonald, Nicholas D'Amante, Jasper C. Anderson and Joseph N. Powers.

Amendment Passed to Up Dues and Initiation Fees

A Constitutional Amendment, which provides for the increase of dues and initiation fees, was passed by an overwhelming majority vote by the membership in an Oct. 2 to Oct. 31, 1973 referendum.

The amendment contained two propositions which were voted on separately.

Proposition #1 read:

"Effective Jan. 1, 1974, the initiation fee for all new full book members shall be \$600.00, and that our constitution's Article V, Section 2, be so amended. And that this change be applicable as well to all applicants who have not completed full payment of the present initiation fee by Dec. 31, 1973."

Final tally on this proposition was 3,044 yes; 235 no; 4 void; 8 no votes, and 11 challenged.

Proposition #2 read:

"Effective Jan. 1, 1974, the calendar quarterly dues for all members shall be \$50.00."

The final count on the above was 3,002 yes; 276 no; 4 void; 9 no votes, and 11 challenged.

The SIU's Union Tallying Committee, elected at headquarters on Nov. 5, 1973 for the purpose of tallying the membership vote on the amendment, submitted their report to the Secretary Treasurer's office on Nov. 9, 1973 for presentation to the membership.

The Committee's election was conducted under Article XXV of the SIU Constitution.

The Committee consisted of six full book members: Edgar Anderson and Nicholas D'Amante of the deck department; Gilberto Salazar and Richard McDonald of the engine department,

and Joseph Powers and Jasper Anderson of the steward department. Brother Edgar Anderson was elected chairman of the Committee.

A total of 10,750 numbered ballots were issued to 26 ports, as well as 32 absentee ballots issued to eligible members aboard vessels not scheduled to be in a port where a ballot could be secured.

All unused ballots were returned to headquarters after the referendum period.

The Sterling National Bank at 1410 Broadway in New York City served as depository for all ballots cast.

The bank submitted daily reports to headquarters on the number of ballots received each business day—and certified at the close of the referendum period that all ballots had been properly safeguarded and that no one other than appropriate bank personnel had access to the envelopes.

The ballots were surrendered to the Tallying Committee upon the Committee's request.

In the course of their work, the Tally-

ing Committee noted and acted upon several discrepancies in the voting.

Ballots #4506 through #4509; #4528 through #4530, and #4535 through #4542 were returned to headquarters with no indication as to the port in which they had been issued. After investigation of the records, the Committee ascertained that they had been issued to the port of New Orleans.

In the port of New York on Oct. 2, the stubs from ballots #115 through #122 were not removed. However, in tallying the votes, the Committee found the stubs still attached to the ballots and counted them as valid votes.

On all challenged ballots, the Committee thoroughly checked bank and union records before making a decision on validity of the votes.

The Committee asserted that at all times while in session there was a quorum of the Committee present, and that all activities were conducted according to the SIU Constitution.

Upon adjournment, the Committee expressed thanks to the Secretary Treasurer's office and staff for their cooperation.

New SPAD Certificates For Job Security

The membership this month unanimously concurred in a report of the secretary-treasurer that voluntary contributions to SPAD will be in the form of \$20 certificates effective Jan. 1, 1974 to replace the existing SPAD receipts.

In his report to the general membership meeting at headquarters Dec. 3, Secretary-Treasurer Joe DiGiorgio said: "I'm certain that all of our members are aware that the real key to our job security is in the amount of success we have in Washington through our legislative efforts."

He reminded the members that the SIU has been successful in the political arena through their participation in SPAD but he also warned that our work is far from finished.

During the past month the Union, after a long and complicated struggle, succeeded in getting legislation to save

the USPHS hospitals, and also was able to secure passage of the Trans-Alaska pipeline.

And the 1970 Merchant Marine Act—which was the key to the rebuilding of the American merchant marine—is directly the result of this membership's voluntary participation in SPAD.

But we have to step-up our efforts on the legislative front. DiGiorgio said: "We are still pushing for an oil import quota bill, and at this very moment we are fighting those special interest groups who are seeking to destroy the Jones Act."

All of our efforts in politics are aimed at just one thing—job security for Seafarers—and the voluntary contributions of our members to SPAD is the only vehicle to achieve our goal by enabling us to continue our support of those Congressmen who are firmly committed to a strong American merchant marine.

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Thanksgiving in Yokohama



Mrs. Percival Wicks (left) dines with Yokohama Port Agent Frank Boyne (center) and her son (right) on Thanksgiving Day in the SIU hall.

Convention Elects SIUNA Officers



The officers of the SIUNA were unanimously elected to their respective posts for two-year terms on the last day of their Convention.

In addition, the delegates unanimously passed a Constitutional amendment re-establishing the post of SIUNA executive vice president.

Elected unanimously to the post of SIUNA President was Paul Hall.

Morris Weisberger, secretary-treasurer of the SIUNA-affiliated Sailors Union of the Pacific, was unanimously elected to the position of executive vice president.

Joseph DiGiorgio was unanimously elected to the position of SIUNA-secretary-treasurer. He had been assisting President Hall in handling the duties of the secretary-treasurer since early 1972

when Al Kerr passed away suddenly.

In accepting his new post, Brother DiGiorgio said, "I hope I can carry on in the tradition of Al Kerr. If I do that, I know I'll be serving the membership well."

Twenty-two representatives of the affiliates of the SIUNA were unanimously elected as vice presidents. They are:

Kenneth Olsen, secretary-treasurer, Alaska Fishermen's Union; Gilbert Gauthier, president, Canadian Marine Officers Union; Carl C. Marino, secretary-treasurer, Cannery Workers and Fishermen's Union of San Diego; Everett Clark, president, Democratic Union Organizing Committee, Local 777; James V. Motley, president, Interna-

tional Union of Petroleum Workers; Ed Turner, president, Marine Cooks and Stewards Union, and Harry Jorgensen, president, Marine Firemen's Union.

Also, Roy A. Mercer, secretary-treasurer, Military Sea Transport Union; Merle Adlum, president, Inland Boatmen's Union of the Pacific; Austin P. Skinner, secretary-treasurer, New Bedford Fishermen's Union; Frank Drozak, vice president, SIU-AGLIW District; Fred J. Farnen, vice president, SIU-AGLIW District; Earl Shepard, representative, SIU-Inland Boatmen's Union; Lindsey J. Williams, representative, SIU-United Industrial Workers; Roman Gralewicz, president, Seafarers International Union of Canada, and Keith Terpe, president, Seafarers Inter-

national Union of Puerto Rico, Caribe and Latin America.

Also, Burt E. Lanpher, secretary-treasurer, Staff Officers Association of America; Danny Williams, president, Sugar Workers Union No. 1 of Crockett, California; Ed Allensworth, president, Transportation and Allied Workers of California; Steve Edney, president, United Cannery and Industrial Workers of the Pacific; John Yarmola, president, United Industrial Workers of North America-Midwest, and Jack Dwyer, assistant secretary-treasurer, Sailors Union of the Pacific.

The SIUNA officers were sworn in by Peter McGavin, executive secretary-treasurer of the AFL-CIO's Maritime Trades Department of which the SIUNA is a member.

Delegates Pass 40 Resolutions Unanimously

Delegates to the SIUNA's 16th Biennial Convention unanimously passed 40 resolutions dealing with maritime issues; matters concerning affiliates, and subjects vital to the entire labor movement.

The resolutions were presented to the approximately 200 delegates by Joe Goren, chairman of the Resolutions Committee and the Committee's recommendations were unanimously accepted.

Resolutions on maritime matters included:

- Continued cooperation and support for the National Maritime Council in its efforts to promote a strong, balanced and competitive U.S. merchant marine.

- Urging Congress to enact S.2267—without amendment—so the inland waterways industry can develop its full potential and fulfill its vital role in the transportation system that is so necessary to a healthy national economy.

- Urging the Congress to immediately pass legislation ending the Jones Act exemption for the Virgin Islands and bringing these islands under the same commercial and financial laws as those governing companies operating in the United States and Puerto Rico.

- Support of the continuing efforts of both management and labor groups to further develop the inland waterways and the urging of the U.S. Congress to oppose all attempts to impose user charges or other fees on the inland waterways industry.

- A determination to expose the operations and goals of the American Committee for Flags of Necessity and to show the entire nation that the American Committee is not "American" but rather dedicated to the de-

struction of a viable American-flag merchant marine.

In line with this, the SIUNA further resolved that the Congress enact legislation taking away from the international oil companies all tax advantages on foreign operations, including the operation of foreign-flag ships.

- Support of planning, development and operation of offshore terminal facilities to provide the United States with an economically sound and environmentally safe approach to handling large volumes of petroleum imports necessary to meet the growing energy needs of America.

- Urging of the Congress to reject all future Department of Health, Education and Welfare plans to close or transfer the PHS hospitals, and urging that legislation be adopted to provide funds to modernize the hospitals. In line with this resolution the SIUNA strongly supported the creation of a national system of health security that will provide all Americans with the same type of quality, low cost, and readily available medical care now obtained by merchant seamen in PHS hospitals.

- Commitment to insure that every American vessel have on-board a crew-member trained to provide medical services of a physician's assistant and equipped with the necessary medical aid equipment.

- Urging of the Congress to require that the U.S. Maritime Administration in the Department of Commerce, which has the expertise and staff to deal effectively with maritime matters, be the chief negotiator for the U.S. in international maritime conferences and conventions.

- Commendation of the Commission on American Shipbuilding for its comprehensive and perceptive report, and further that Congress begin to hold hearings on the Commission's recommendations so that appropriate legislation may be enacted without delay.

- An outline of the needs of the U.S. merchant marine in the 1970's including:

1. Development of a strong, balanced U.S. merchant marine through continued operating and construction subsidy programs and other financial incentives designed to achieve competitive parity between the U.S. and foreign-flag fleets.

2. Adoption of legislation to provide assurance of adequate cargo for U.S. flag vessels, particularly H.R. 8193, which would require that a fair share of U.S. oil imports be carried on U.S. flag tankers.

3. Expansion of the practice of bilateral shipping agreements between the U.S. and its trading partners.

4. The end of the U.S.'s dependency on foreign-flag vessels for the importation of oil and other vital foreign raw materials.

5. Increased U.S. tanker construction.

6. Development and construction of nuclear powered vessels.

7. Elimination of bureaucratic encumbrances that have hindered the growth of the U.S. merchant marine. All branches of government must actively support the President's program to revive the American merchant marine.

The Convention delegates also passed a resolution on the Middle East calling upon President Nixon to continue to deal with the Middle East tension firmly and without equivocation in the following manner:

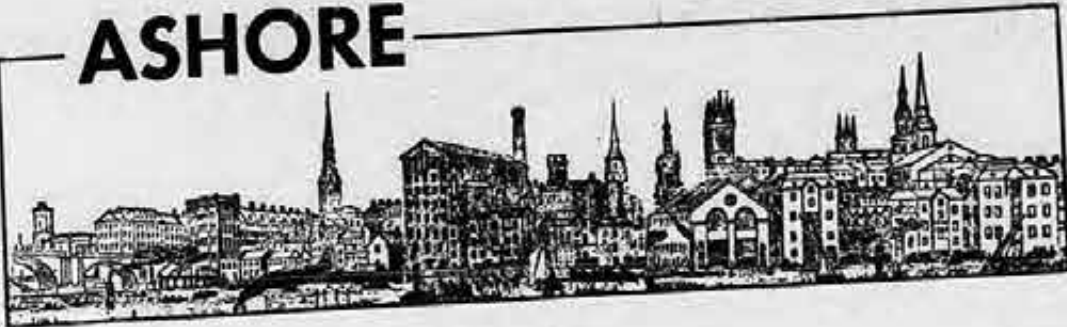
"The United States should make it perfectly clear to the Soviet rulers that it will not maintain a false detente if the Soviet Union continues to support acts of aggression against Israel."

The resolution also states that the SIU urges all parties in this conflict to abide by the ceasefire and commends Israel and Egypt for beginning face-to-face negotiations for the first time in the 25-year struggle.

In dealing with foreign trade and the protection of American workers' jobs the Convention passed a resolution supporting the efforts of the AFL-CIO to have the House of Representatives' draft of the Trade Reform Act of 1973 substantially rewritten or amended. "Only by so doing, can Congress provide the American worker with the protection from job losses due to foreign imports that he has so long been denied."

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ASHORE



Philadelphia

Two IBU-manned McAllister Brothers tugs, the *B. M. Thomas* and the *Patrice*, were the subject of a full page spread of photographs late last month in the Nov. 18 Sunday edition of the *Philadelphia Bulletin*. The photos showed the tugs' crews at dockside, according to Port Agent John Fay.

Alpena, Mich.

The fuel shortage in this Lake Huron port hasn't caused any trouble yet but an official source here thinks it could eventually result in an earlier winter layup of Great Lakes ships.

St. Louis

Port Agent Leroy Jones, IBU member Ronald Hicks and his wife, Anita, and IBU member Max Schinault were hurt last month when a car careened across Gravois Avenue to plow into the ground floor Union Hall. The Hicks and Schinault were in the hall and Jones was behind the counter when the car struck. He and the couple were still in the hospital the day after Thanksgiving. Schinault was examined and released.

Mobile

Several ultra-modern barge carriers presently under construction here are due for delivery next year to the SIU-manned Waterman Steamship Corp.

Waterman Steamship Corp. has started a new run from the Atlantic Coast ports to the Far East.

New York

Sea-Land Service is now giving regular full containership service from East Coast ports to Oporto and Lisbon, Portugal by way of Cadiz, Spain.

Chicago

This port city has plans to build and develop its first full scale containerization facility.

Odessa, Russia

A huge new port here on the Black Sea is currently under construction near the village of Grigoryevka with operation set to begin in 1976 to handle a U.S.-Soviet multi-billion dollar chemical agreement.

Galveston

Seafarer Eric Hoffman is in the USPHS hospital here. He'd like to hear from and see any of his friends and old shipmates. Eric has sailed as a cook on many SIU ships over the years.

Boston

SIU member Dominick Di Santo is a patient in the Brighton Marine PHS hospital here and Seafarer Anthony Barbaro is in the U.S. Veterans Hospital here. They would like visitors.

Baltimore

Late last month Seafarer Karl Westerback entered the USPHS hospital here. Ismael Ramos and Hubert Lanier are also patients at this hospital.

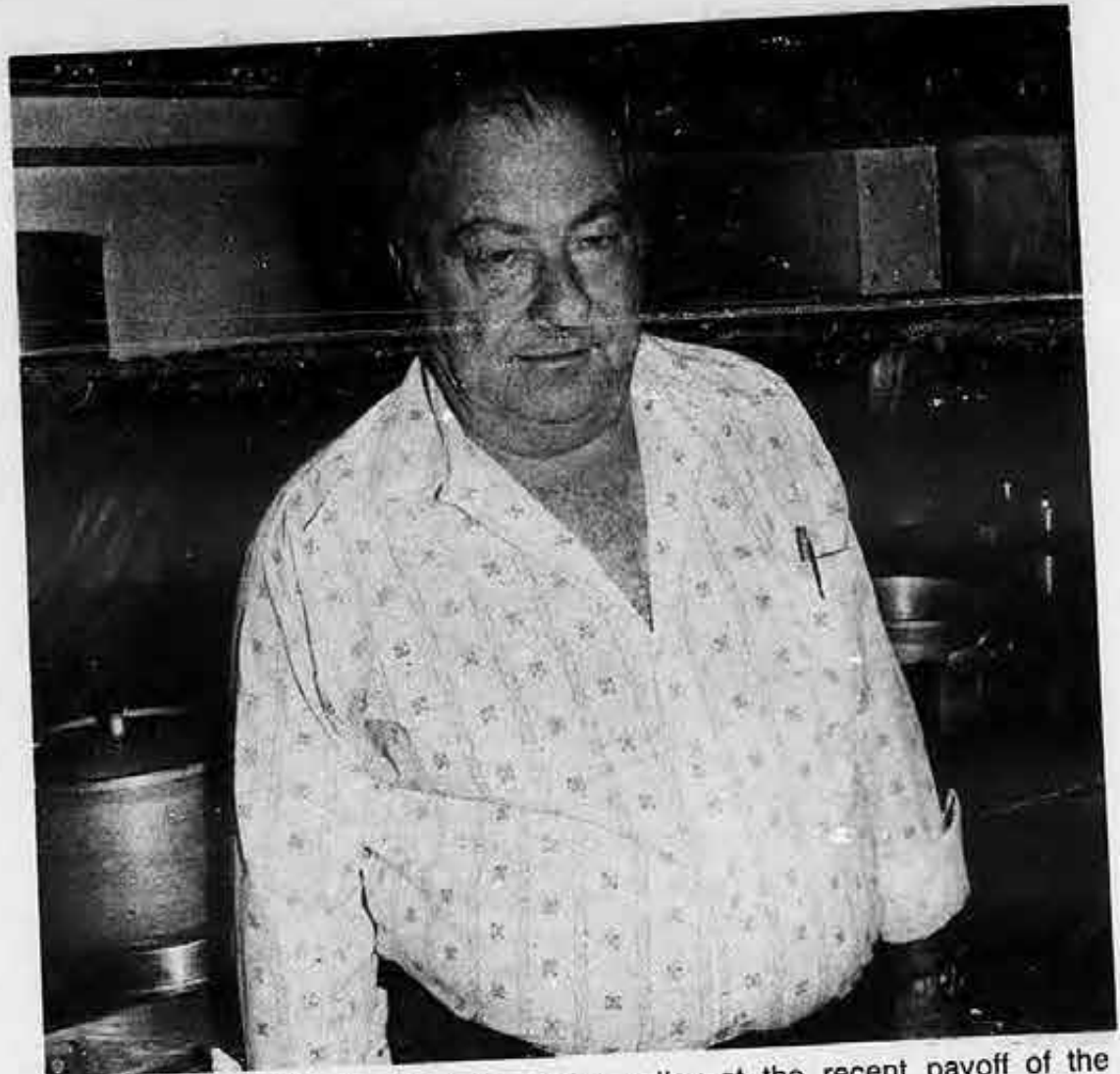
Norfolk

Patients in the PHS hospital here are Willis Harper, William B. Lewis, Arliegh B. Noble, Joseph M. Perry, Jr., Thomas Starlings and Raymond Walters.

Piney Point, Md.

Aboard the Harry Lundeberg School research library barge here, the Up-graders Study Center is open Monday through Thursday from 6 p.m. to 9 p.m. and on the weekend from 1 p.m. to 5 p.m. and from 6 p.m. to 9 p.m. Reference materials and tape cassettes are always available.

Also, office hours for the school's doctor, Ernest Rehm, M.D., will be Monday through Saturday starting at 1 p.m. The school's nurse, Mrs. Shinkle, will be on duty there Monday through Friday from 10 a.m. to 2 p.m.



Chief Steward Johnnie Hodges in the galley at the recent payoff of the *Bradford Island* in Port Reading, N.J.

Seafarer Began Career On Army Mine-Layers

When Seafarer Johnnie Hodges went aboard his first SIU-contracted ship in 1946 as messman, he was no stranger to shipboard galleys. He had joined the Army in 1938 and during the war years, from 1941-1945, he served as mess sergeant aboard Army mine-layers along the East Coast.

Today Seafarer Hodges, who has nearly 20 years seetime, is sailing as chief steward aboard the *Bradford Island* (Stewart Transportation) which is running between St. Croix, Norfolk, Rotterdam and New Jersey.

Asked why he decided to make sailing his career, Seafarer Hodges said: "Although it was totally different aboard those Army mine-layers, I got to love the sea during those years, so I guess it was just natural that I wound up with this way of life—and I've never regretted it."

He recalled that after he got out of service, he looked up an old friend of

his who was sailing with the SIU. "He took me down to the old hall in Norfolk which was then on Bank St.," he said, "and I got a ship and that's the way it started."

Seafarer Hodges, who makes his home in Virginia Beach, Va. with his wife, Sybil, plans to stay on the *Bradford Island* until June. "Then we're going to take a nice vacation," he said, "maybe head out west."

The veteran steward had some words of advice and encouragement for young men who are beginning their careers at sea.

He said: "They should give some thought to the opportunities and advantages of working in the steward department. Not only are the working conditions, especially in the new modern galleys, pleasant but the opportunities for advancement in the department are wide open and depend only on the individual's desire to learn and improve."

Bosun Donates Blood



Seafarer David Atkinson takes time out during his stay at Union headquarters during the Bosuns Recertification Program to donate a pint of blood at the SIU clinic. Nurse Sheryl Edell assists.



Seafarer Ulf "Ullly" Lefsaker, sailing as welder maintenance, takes time out for coffee and a smoke as he waits for payoff on the *Transidaho*.

Lefsaker Recounts U-Boat Attack In North Sea

More than 6,000 American merchant seamen gave their lives during World War II but Seafarer Ulf "Ullly" Lefsaker was one of the lucky ones who survived the horror of an unexpected explosion from an enemy torpedo and the sudden plunge of his ship to the bottom in the cold and dark night of a North Sea winter.

It was Feb. 17, 1945 aboard the *S.S. Thomas Scott* (Waterman) which was bound for England after delivering military supplies to Murmansk. Seafarer Lefsaker, who was sailing as fireman, was on watch below when the attack came.

"The explosion seemed to rip the ship apart," he recalled, "and all I had time to do was to slip on a pair of slacks and put on my life vest over my undershirt. The next thing I knew I was in the water in a liferaft along with several other members of the crew."

Fortunately, all hands managed to get the boats and rafts clear and all were accounted for when they were spotted and picked up by a British ship four hours later.

"Hardly any of us had a chance to put a jacket on," Seafarer Lefsaker remembers, "and I can tell you it was a long and cold four hours out there in heavy seas that soaked us to the skin."

The crew was transferred aboard Russian PT-boats which took them back to Russia where they had to spend

three months before catching a ship to the United States.

But, Seafarer Lefsaker who was born in Norway and began his life at sea aboard Norwegian freightships when he was 20 years of age, caught the first ship he could after his return.

He continued to sail throughout World War II and, along with the thousands of other SIU members who survived that war, he helped to deliver the goods to the troops of our nation and our allies during the Korean War and the Vietnam Conflict.

Seafarer Lefsaker joined the SIU in 1943 when he got a berth aboard the *S.S. William Storges* (Calmar) in Portland, Me. and has continued to sail with the SIU. "Ullly" and his wife Hjordis, who now make their home in Berkley Heights, N.J., became naturalized U.S. citizens in 1955.

They have two children, a daughter Liv, 17, who is attending college in Norway, and a son Svein, 23, who just completed his tour of duty with NATO Forces in Norway.

Seafarer Lefsaker is now sailing as welder maintenance aboard the *Transidaho* (Seatrain), a converted C-4, which is running coastwise between New York, Baltimore, Charleston and San Juan. He also sails as fireman-oiler, pumpman and junior engineer.

Seafarer Lefsaker sails at least eight months a year.

Japanese Seamen Convene



Yokohama Port Agent Frank Boyne (standing) is introduced to the membership of the All Japan Seamen's Union congress in Tokyo last month during opening ceremonies.



AT SEA

SS Falcon Lady

The crew of the *Falcon Lady* (Falcon Carriers) enjoyed a real traditional Thanksgiving dinner prepared by two veterans of the steward department—Chief Steward Conrad Gauthier and Chief Cook Alonzo Bryant. Not only was there turkey with all the trimmings, but Seafarer Alonzo did it the old-fashioned way by making pumpkin pies out of real pumpkins. The special holiday feast was served while the *Falcon Lady* was enroute to the Persian Gulf.

SS Overseas Ulla

Hudson Jones, a recent graduate of the Lundeberg School, was singled out by the crew of the *Overseas Ulla* (Maritime Overseas) for his hard work and willingness to learn. Seafarer Jones, who was making his first trip was sailing as steward utility.

Sea-Land Finance

The SIU-manned *Sea-Land Finance*, sixth of eight newly constructed SL-7 containerships, recently entered service between the U.S. West Coast and the Far East, including direct service to Hong Kong.

Sea-Land Resource

An SIU crew flew to Rotterdam, Holland Dec. 3 to man the newly built *Sea-Land Resource* which will make her maiden voyage to Port Elizabeth, N.J. this month.

DRUGS

CANCEL

CANCEL

SEAMEN'S PAPERS

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—and time is something a drug user does not have.

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

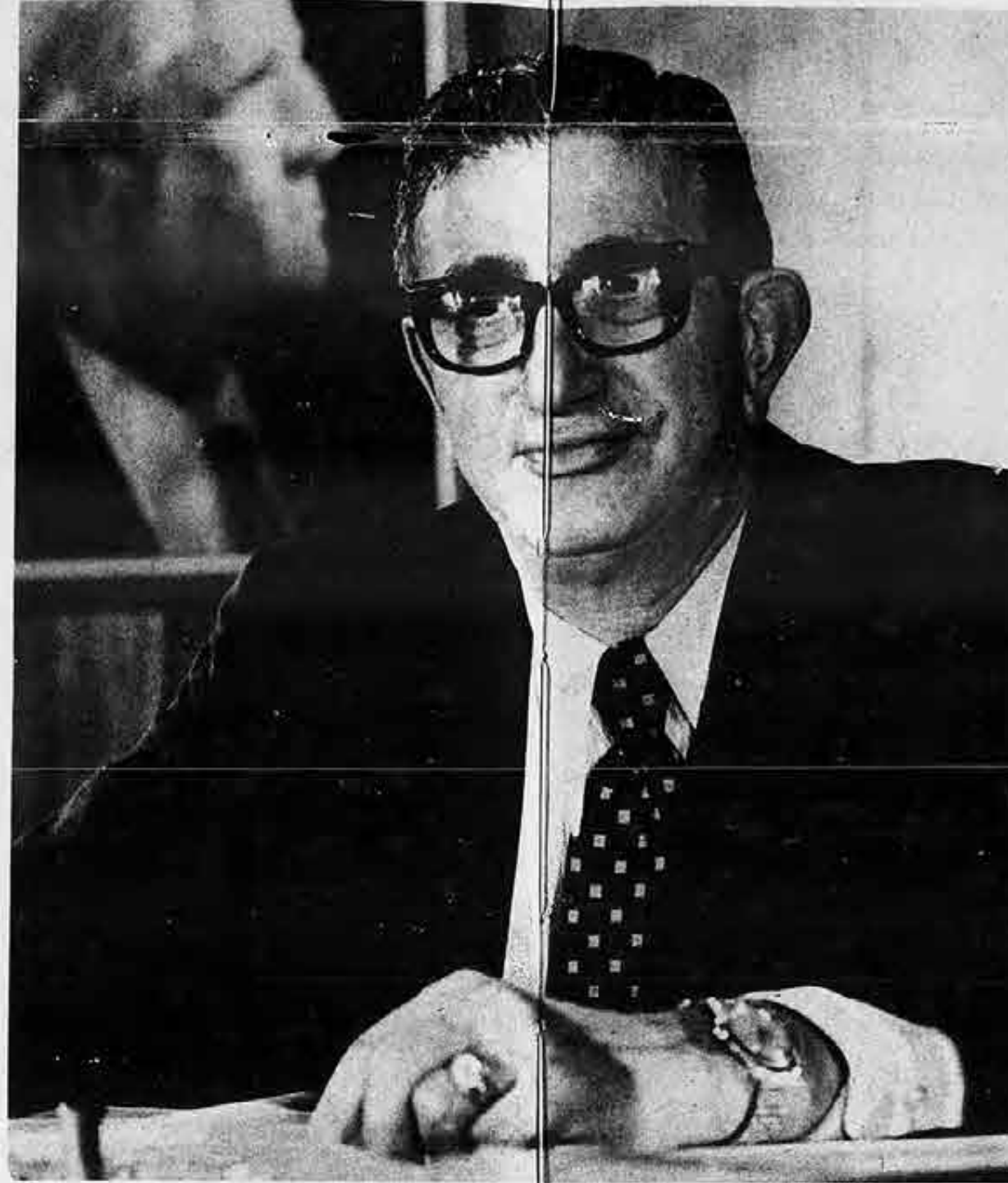
SIUNA 16th Biennial Convention Highlights



Steve Edney, SIUNA vice president and president United Cannery and Industrial Workers.



SIUNA Vice President Earl Shepard.



SIUNA Executive Vice President Morris Weisberger.



SIUNA Vice President Merle Adlum, president IBU of the Pacific.



SIUNA Vice President Harry Jorgensen, president Marine Firemen's Union.



Ed Turner, secretary-treasurer Marine Cooks & Stewards Union, SIUNA vice president.



Ralph Quinonez (left) UIW Atlantic director; Cuthbert Jones, UIW delegate.



Lindsey J. Williams, SIUNA vice president.



Joseph DiGiorgio, secretary-treasurer of SIUNA



SIUNA Vice President Roy A. Mercer, secretary-treasurer of MSTU.



Brandon Tynan, secretary-treasurer of Marine Staff Officers.



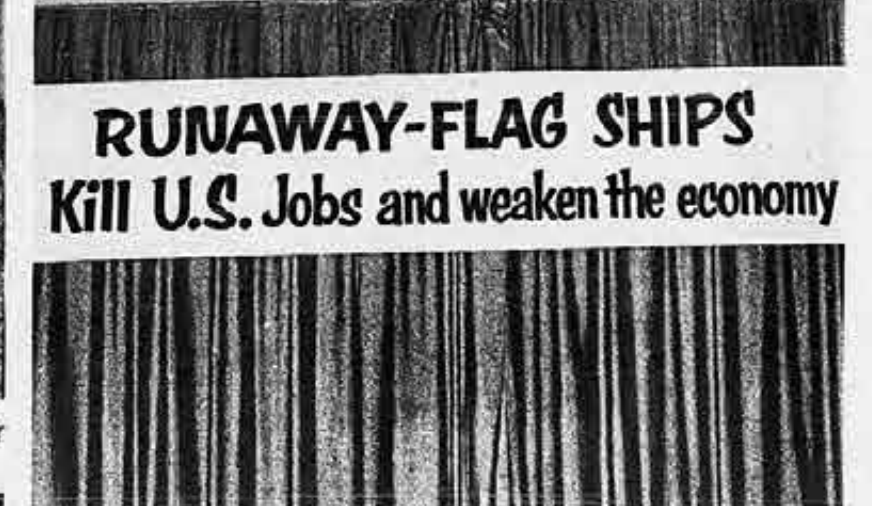
Vice President Fred J. Farnen.



Lundeberg School trainees listen attentively to Convention proceedings.



SIU pensioners from Baltimore attend the Convention.



One of the slogans displayed during Convention.



Vice President Keith Terpe, president SIU of Puerto Rico, Caribe & Latin America.

Steady As She Goes



Progress Through Unity

We have just concluded a successful Convention at which we both reviewed our progress and took a hard look at the many problems that lie ahead.

In the years since our last Convention, we have witnessed a revitalization of the nation's merchant marine with new ships that are making this country competitive in the maritime world. We have succeeded in preserving the Public Health hospital system. And we have won the long fight for the Trans-Alaska pipeline.

But rough waters and shoals lie ahead and we must remain alert at the helm—not only to protect what we have accomplished—but also to move ahead.

Lurking in the shallows are those who would destroy the Jones Act in the name of expediency. And as formidable as reefs is the powerful oil industry which—blind to the interest of our nation's economy and security—would sink the cargo preference bill and leave our nation helplessly dependent on the whims of foreign-flag shippers.

In the months ahead we will be locked in a no-holds-barred fight in Congress to achieve our legislative goals—continued implementation of the re-building of the American merchant marine; protection of the Jones Act which is vital to the continued growth of our industry, and enactment of an oil import quota law not only to provide more seafaring and related maritime jobs for Americans but also to end our nation's dependence on foreign-flag operators.

It is with our political support of those in Congress whose foresight for our nation's security has revived the American merchant marine, and it is through our continued support of these concerned legislators that the security and growth of our industry will be assured.

As Seafarers this support is not only at the ballot box but, most important, through our voluntary contributions to SPAD. It is only through SPAD that Seafarers can exert their united strength to achieve continued job security.

It has been because of our unity of strength through SPAD that we have been able to obtain new ships, job security, better health care by preserving the USPHS hospitals and the promise of a brighter horizon for Seafarers.

And it will only be through this continued unity of strength through our SPAD contributions that we can carry on our fight in the halls of Congress to expand our industry, job opportunities and our collective security.

One of the greatest challenges we face is the training and upgrading of our members to meet our commitment to provide our contracted companies and the nation with the best qualified seamen in the world.

We anticipated this challenge years ago when we initiated our first training programs in 1954. But our industry is rapidly changing. New concepts in ship design, automation and cargo-handling require a much higher degree of competence and skill in seamen.

Again, we anticipated this challenge when we began developing a comprehensive re-training and upgrading program at Piney Point, not only for our deep-sea members, but for our members who man the towboats and barges of the expanding inland waterways system.

But again, there is much still to be done. Already new ships—LASH vessels, OBO carriers, supertankers and SL-7's—are in service, and more new ships with new concepts will soon be off the ways including the radically-new LNG's (liquefied natural gas carriers).

Our Upgrading Center in Piney Point has already trained Seafarers to qualify for more than 2,000 endorsements and prepared them to man our new ships efficiently and safely. And new programs are continually being developed to keep pace with advances in technology.

The challenge to upgrade the skills of our members is our responsibility—and it is a responsibility that we shall continue to meet and fulfill.

Letters to the Editor



Appreciates the Help

My appreciation and thanks go to Dr. J. Logue, medical director and to the SIU Trustees for approving payment of a bill I submitted for repair of my hearing aid.

Charles N. B. Stephens, Pensioner
St. Thomas, Virgin Islands

Will Visit Union Hall

I want to thank the Union for all they have done so far for my wife who has been in and out of the hospital since March. As soon as I can I will be at the Union Hall to thank everyone in person.

Vincent T. Garvey,
GS25

A Time to Be Merry

Since this is the time of the year when we all long for peace on earth and feel good will toward our fellow men and women, I think that this is the appropriate occasion to point out we have many reasons to be merry during this happy holiday season of joy.

For one reason, despite political and economic upheavals on the domestic and international scenes, we have a strong and well-organized Union.

We can also mention the continued expansion of the Harry Lundberg School of Seamanship at Piney Point, Md. the new Bonus Recertification Program, OMED and other upgrading courses for not only those who sail deep sea, but also for our brothers sailing on the Great Lakes and the inland waterways.

Last but not least there is the good news from our nation's capital about the construction start on the Trans-Alaska pipeline next year which will mean more jobs for Seafarers and that the eight USPHS hospitals will remain open.

May the happy holiday time extend into the new year. I wish you all, A Happy Holiday Season And New Year.

Georgio Vanya
Hamtramck, Mich.

October 1977

Volume XXV, No. 12

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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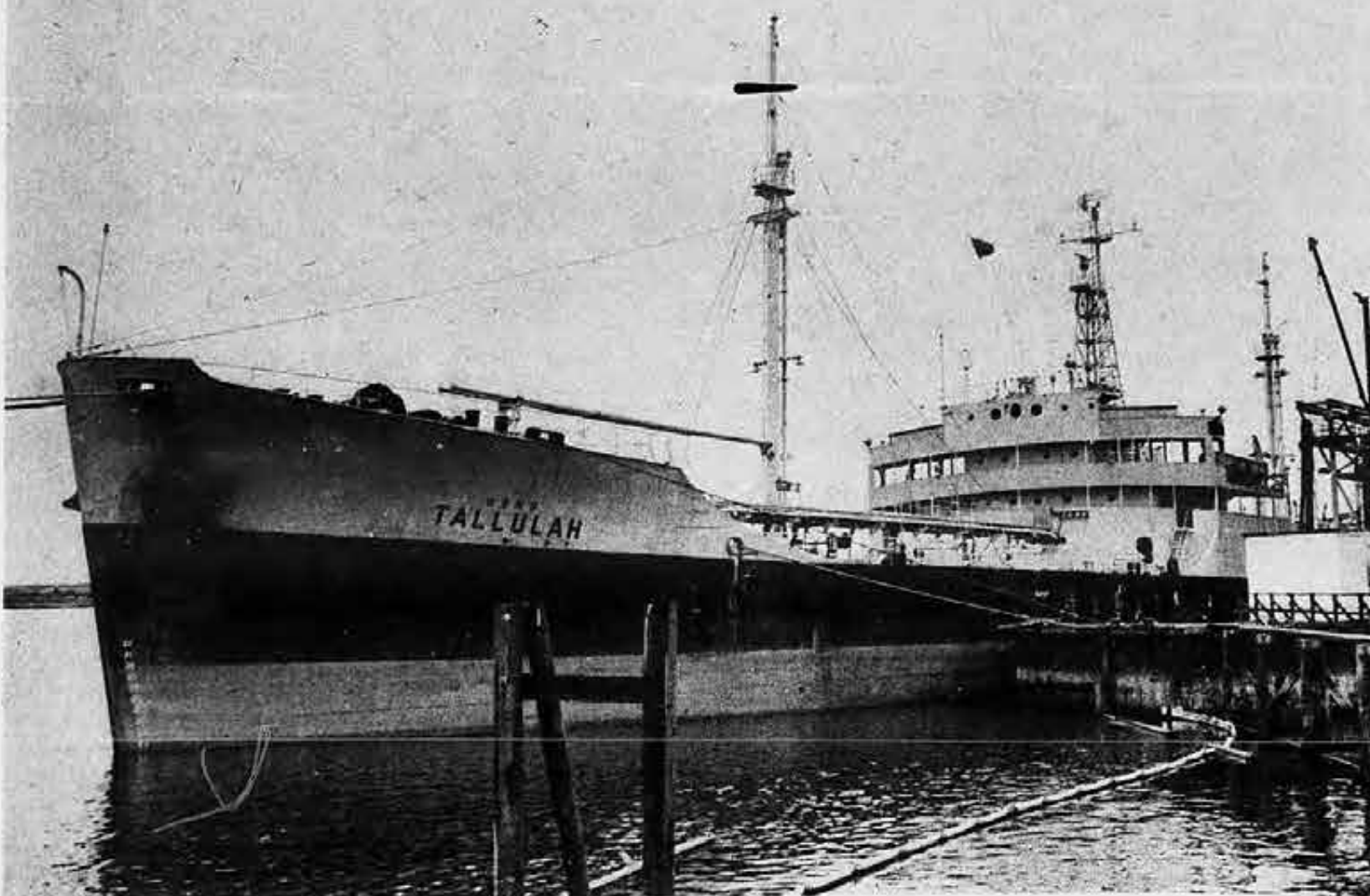
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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 439-6500. Second class postage paid at Brooklyn, N.Y.



USNS Tallulah



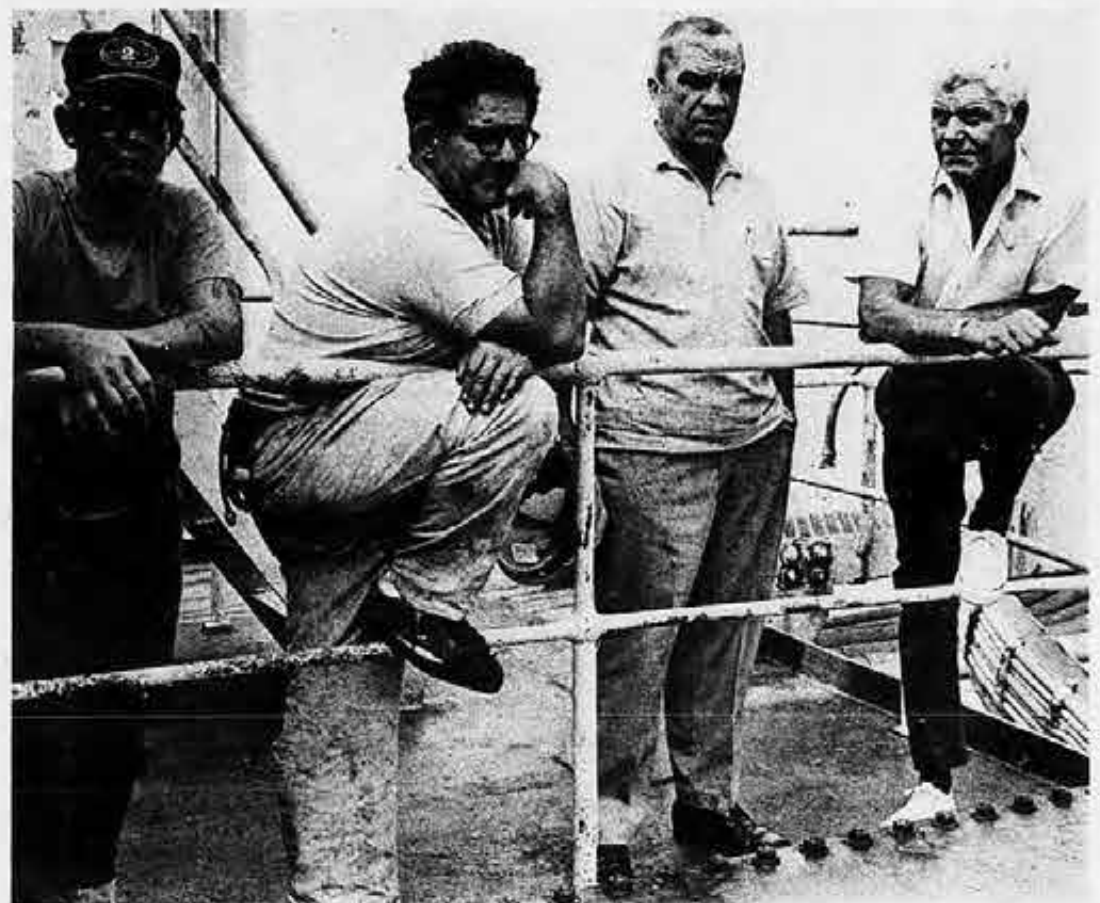
THE USNS *Tallulah*, one of 13 tankers under charter from the Navy to SIU-contracted Hudson Waterways, recently called at the port of Piney Point to discharge JP-4 jet aircraft fuel destined for nearby Patuxent Naval Air Test Center.

During her 18-hour layover at Steuart Petroleum Terminal, she was visited by trainees from the Lundeberg School and by Seafarers attending the Bosuns Recertification Program, and Seniority Upgraders, Seafarers preparing for higher ratings at the SIU Upgrading Center and members of the Lundeberg School staff.

The crew of the *Tallulah* also welcomed the opportunity to visit the SIU Upgrading Center.



Mike Sacco, vice president of the Lundeberg School, made it a point to visit the galley during his visit to the *Tallulah*. He's sampling luncheon stew with from left: Seafarers C. C. Williams, cook and baker; Lawrence Winfield, messman, and Chief Steward Roberto Hannibal.



Tallulah's 2nd engineer, Phil Reyes (left) who sailed for many years with the SIU, and Able-Seaman Jack Arellanes, both had opportunity to talk with Jim Pulliam and S. J. Jandora who attended Bosuns Recertification Program.

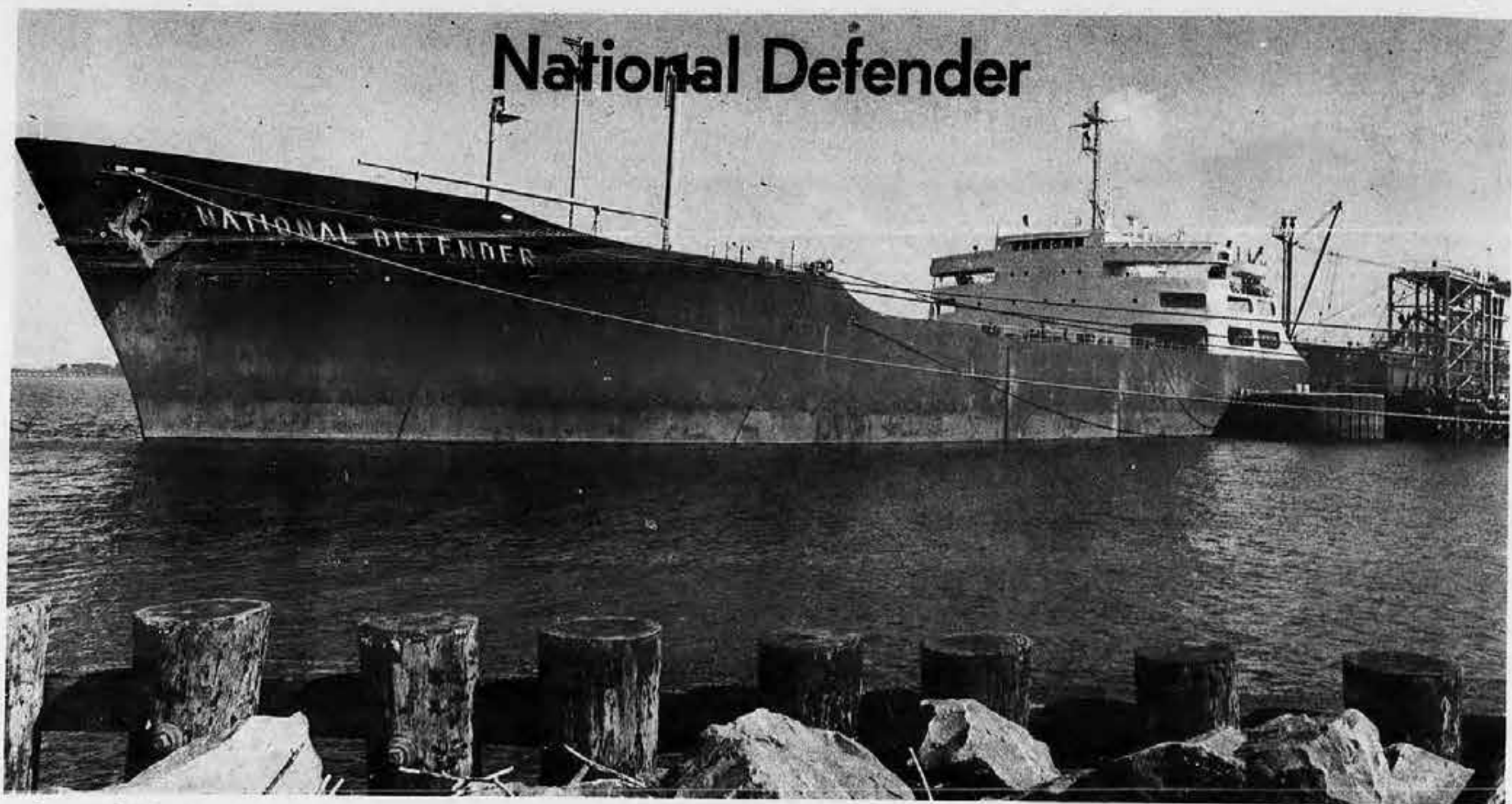


Mobile Port Agent Blackie Neira (right) and New York Port Agent Leon Hall went aboard the *Tallulah* with Lundeberg trainee Steve Downs to talk with crewmembers including Seafarer Hudson Jones, left, who is now sailing as ordinary seaman after graduating from the school in June.



Lynne Lunnan, member of Lundeberg School academic staff, went along with HLS trainees to visit the *Tallulah*. She got a guided tour of the engine room from Alvin Clewis, right, who graduated from the school last year. Trainees are, from left, Clifford Goodrich, George Nason and Henry Roth.

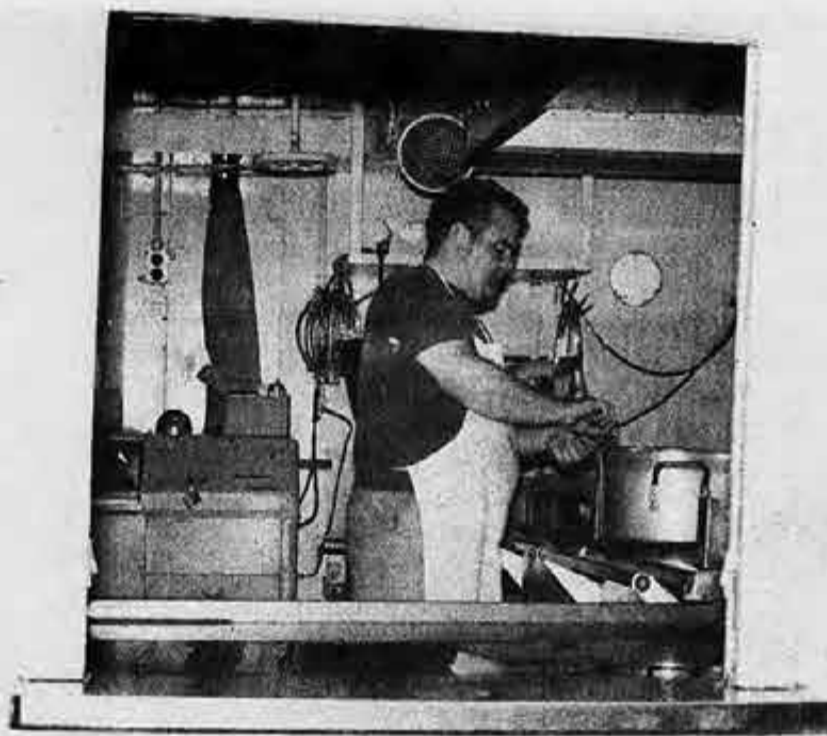
National Defender



After an 84-day long voyage to Russia and Libya, the 84,000-ton *National Defender* (Vantage Shipping Corp.) sailed up the Delaware River and tied up at Mantua Terminal in Paulsboro, N.J. for payoff. "It was a good trip and a good crew," said Bosun Chuck D'Amico who ships out of Houston and has sailed with the SIU for 29 years.

After discharging her cargo of crude oil, the 851-foot tanker headed for the shipyard at Newport News, Va. where she will undergo extensive renovation and will be renamed the *Vantage Defender*.

The *National Defender*, launched in 1959, left the port of Houston on July 25 with 73,000



Chief Cook Richard Smith prepared lunch as crew waited for payoff.

tons of wheat bound for Russia. Arriving at the Black Sea port of Odessa Aug. 16, she had to lay out on the hook for 40 days while nine ships ahead of her were unloaded.

But the long layover gave her crew ample time to visit Odessa and meet the people, who they found to be friendly. As chief pumpman Howard Green, who ships out of Mobile and has been sailing with the SIU for 28 years, expressed it: "Odessa reminded me of Mobile 50 years ago. The people here are friendly but they have to watch what they say."

Sailing out of Odessa Sept. 26, the *National Defender* went to El Sider in Libya to take on a cargo of crude and arrived at Paulsboro on Oct. 17.



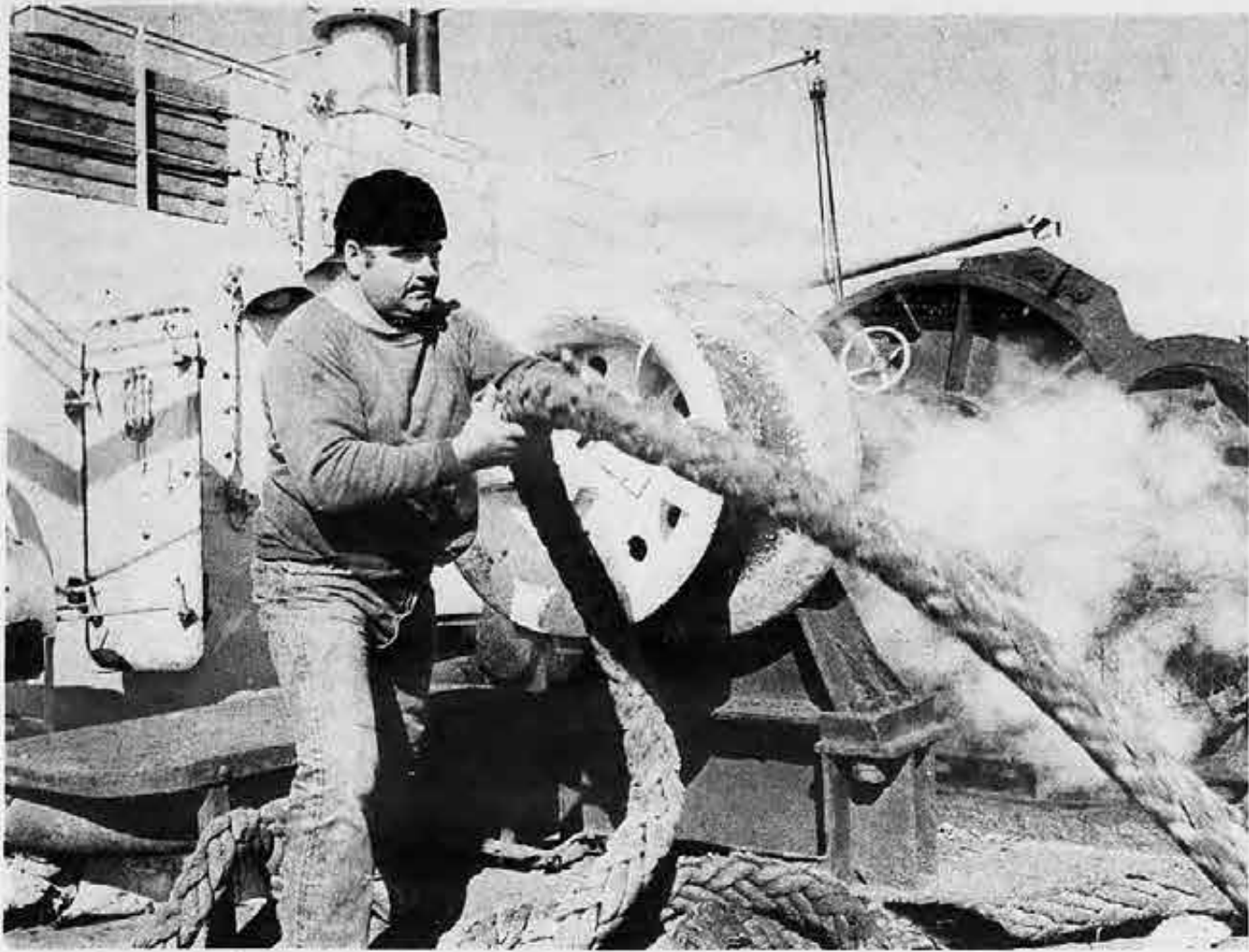
Ordinary seaman Jimmy Dale takes cap off manifold pump as *National Defender* readies to discharge benzene cargo.



Philadelphia Patrolman Joe Air (seated) checks overtime sheet of Seafarer H. Sikes during payoff after 84-day voyage.



Third Cook Earl Matthews samples soup as he helps prepare lunch. Crew praised steward department members for their efforts during long voyage.



Able-Seaman Guiseppe Ciocco gets ready to make stern line fast to windlass after *National Defender* arrived at Cities Service Terminal in Paulsboro, N.J.



Seafarer Jeffrey Parkin ponders future after signing on as ordinary seaman for his second deep-sea trip. Parkin's father, George Parkin, is an IBU mate and has sailed tugboats for 40 years. His grandfather was a fishing boat captain out of Beauford, N.C. But this young Seafarer, who worked aboard a Curtis Bay tug for two months after getting off the *Overseas Ulla*, says he prefers the "challenge and adventure" of deep-sea sailing.



Wiper Edward Craig assists engineer in making repairs on ship's boilers. Seafarer Craig, making his first trip since graduating from Piney Point in July, received unanimous praise from crew for his "attitude and willingness to work."



Seafarer Franklin Wright, who sails as wiper, gets first look at an American port since tanker left Houston July 25.



SIU men listen attentively as Patrolman Jack Caffey holds meeting and brings them up to date on new ships, progress on oil import quota bill, Trans-Alaska pipeline, and other legislation affecting maritime industry.



Lundeberg Upgrading Center



SIU-A and G

Deck Department Upgrading

Quartermaster

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

Engine Upgrading

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

Steward Upgrading

1. Assistant Cook Training Program Requirements:

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

2. Cook and Baker Training Program Requirements:

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

3. Chief Cook's Training Program Requirements:

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

4. Chief Steward Training Program Requirements:

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

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

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

IBU Upgrading

Tankerman

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

Master/Mate

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

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

Mate—Must have 3 years at sea on deck.

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

1st Class Pilot on vessel not over 300 gross tons

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

Towboat Operator

Original License

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

2nd Class Operator

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

Original License/2nd Class Operator

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

Radar Observer

1. All candidates must hold a valid deck license.

SIU and IBU Upgrading

Able-Seaman

Able-Seaman—12 months—any waters

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

Able Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

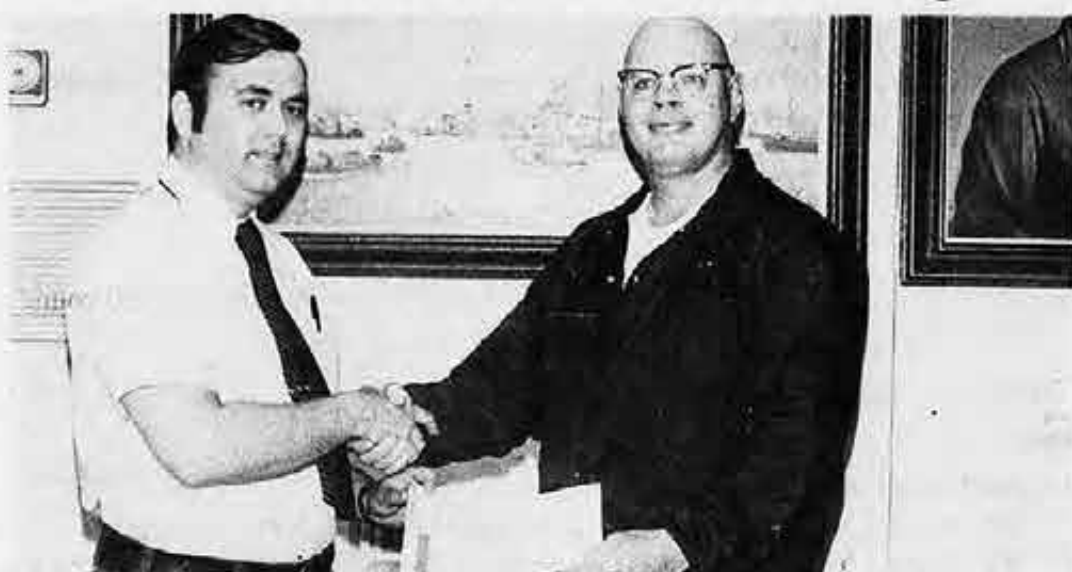
IBU First-Class Pilots



The first class of Inland Boatmen's Union members successfully completed Coast Guard examinations for First-Class Pilot for the Norfolk Harbor area last month after an eight-week study program at SIU-IBU Upgrading Center in Piney Point. In graduation photo taken at Norfolk Union Hall are (kneeling

l. to r.): Floyd Hudgins, John Simpson and Richard Tyree. Standing (l. to r.) are: Robert Callis, George Thompson, Norfolk Port Agent Gordon Spencer, Lundeberg School Instructor John Luykx, Sam Rowe, George O'Neal and Richard Garcia.

Chief Cook Training



Seafarer Bobby Stearns (right) receives his Certificate of Achievement from Lundeberg School Director of Vocational Training Bob Kalmus after completing training for chief cook at the Upgrading Center in Piney Point. Upgrading programs from third cook to chief steward are available to all qualified steward department Seafarers.

Another GED Graduate



Seafarer Allen Spell, a Lundeberg School graduate who returned to the SIU Upgrading Center to prepare for his QMED—any rating endorsement, also achieved a high school diploma through the school's GED program. Here he receives his successful test scores and congratulations from HLS Academic Director Margaret Nalen.

Upgrading Class Schedule

January	7	— Original Towboat Operator
January	10	— Lifeboat, QMED, FOWT, Tankerman and All Cook Programs
January	24	— Lifeboat, QMED, Quartermaster, Welding and All Cook Programs
February	7	— Lifeboat, QMED, FOWT, Tankerman and All Cook Programs

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

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

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

A&G—DEEP SEA

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

IBU—INLAND WATERWAYS

TOWBOAT

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

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

SHIP OR TUG	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____

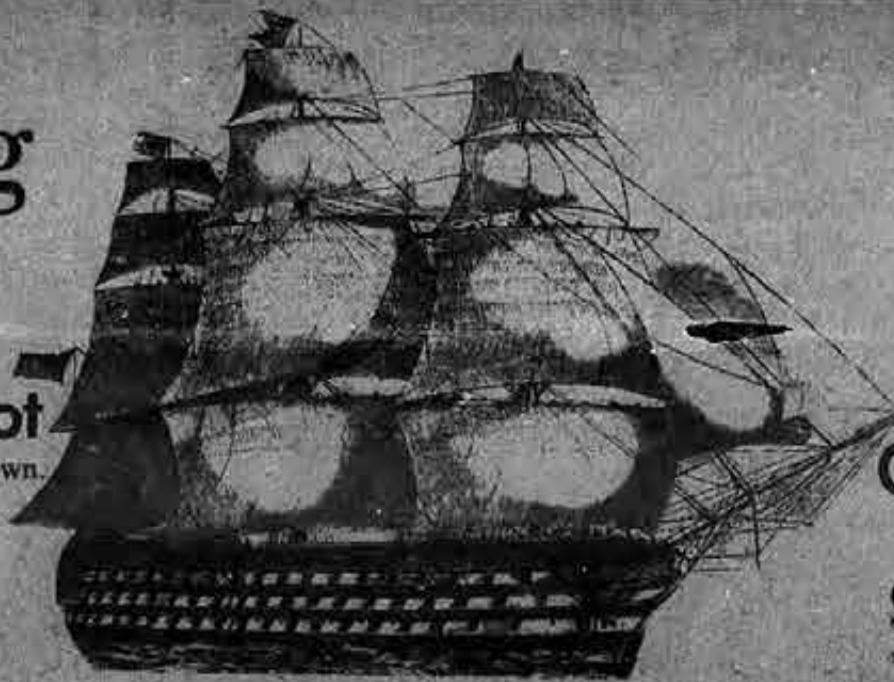
DATE _____

SIGNATURE _____

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

Wandering

the seas



Four To The Foot

A goat herd once charted my course to town.
I got as far as the river.
The bridge was out.

"But you didn't ask about that,"

He protested with a twinkle, and
Beckoned me toward his camp.

Well, he needn't have defended himself at all.
We each had a greater need for a friend that day,
Than all the tinsel one finds in town.

It was at his bidding,
I'd like it understood,
That I dipped freely into his stew pot, and
Drank liberally from his mead crock that evening.

And so we sat, we two old duffers,
Each revisiting his years
In the afterglow of the evening camp fire.

And thus our friendship leavened
Nigh on to brotherhood.

I spoke of ships I'd sailed,
of harbors I'd known, and
of women I'd loved, before
My youth and vigor joined wings in flight.

He heard me out most attentively when I spoke of
Having sprouted in a Baltic fishing village, and of
Having been separated from my only living kin,
My younger brother.
He was claimed by a Chimney Sweep,
While still small enough for the like of that.

Then I laughed again, remembering how
We had laughed in our childhood
Counting and recounting my brother's
Footfingers, we called them then.

He had but four to the foot.

Though I still stood fast
In honoring our childhood pact,
And never mentioned it.

My friend then spoke of goats, and of
His life in the fields.
A life comprised of paucities, and
Innocent of bile and greed.
He spoke of truthfulness and decency,
Indeed, of niceties scarce known these days.

I had no cause to interrupt him.
Still, I did once ask?

"Ah yes, for such as that I borrow
The widow who comes to the river for the fish."

When my friend became too tired
To tend his chores and goats,
I proclaimed myself bos'n, and
Shared the field watch with his Collie.

It was in a most subtle way
That he approved my husbandry.
The morning of my seventh day
He resolutely refused to open his eyes.

I first consoled his dog,
As friends are wont to do, and
I later consoled, as well,
The widow he had borrowed.
And my bosom yet swells with pride
That she lent herself anew.

I then bathed my friend, and
Laid him away in a shallow grave. And
It was in a most unintentional way
That I surveyed his footfingers. And

He had but four to the foot.

Max Katzoff

To Harry Lundeberg

I knew a sailor years hence
who had dreams of the time
when Seafarers would be free—
Free enough to have a wife
and kids and pork chops to feed 'em.

This was a leader whose hopes
were based on actual facts—
The facts of life which then
did not balance so well in our favor.

And all his life he fought
with the rest of us—
To better ourselves.
He haunted the Halls of Congress
with our well-being in mind.

His dress was as we dress and
even his head covering
has been given a name—
The 'Lundeberg Stetson.'

A simple white washable cap
to shield the sun from our old sailor's head.
Yet when I write of him
I write not of old men but of young fellows
who raise our nation's flag
at the Harry Lundeberg School
and doff their caps with respect
(as I do with tears)
to our Nation, our Union
and the men who had a dream.

Thurston J. Lewis

To A Bird

Though I can only listen
To the golden voiced thrush
When he takes his flight in song
Still . . .

The song is mine . . .
Absorbed and integrated
And thus a part of me
Though thrush I can never be
Nor can I fly as high

Or sing his song . . .
But that excess of his nature
Which from his nature
He must give
This I possess

This much is mine . . .
All that I can take
And make a part of me
And so the song belongs
To me alone
And follows me

Where ere I go!

Anton Ratkovich

Garden of Memories

I

Come take my hand my love, and walk with me
Through the garden of memories
Where each day is a passing fancy
Among the flowers and the trees

II

We will stroll by the bed of roses
The ones that you liked so well
In the early hours of the morning
I can still remember their smell

III

Oh! How I love to have you near me
To feel your warm sweet kiss
That warm embrace, your heavenly face
These are the things I miss

IV

My God I could walk forever
With just you here by my side
I'm not ashamed of my feelings
For love's not a thing to hide

V

Those long hours we spent together
Lying under the old willow tree
And down by the lake in the winter
Throwing snowballs at each other
Just we two, you and me

VI

I'll never forget the look in your eyes
As we caressed each other
How beautiful you were when the baby was born
And you became a mother

VII

But now you are gone from my side my dear
All these things are in the past
I knew it couldn't go on forever
Our love was too good to last

VIII

The hand that held yours is empty
The sweet lips are no more to be kissed
I'll love you forever my darling
God knows just how much you are missed

IX

Still I walk alone each day of my life
In a garden that's lost its bloom
Without you here beside me dear
Life is but bitter gloom

X

Sure I know someday we will be together again
For God has his ways you know
And I will reach out to touch you
When it is my time to go

XI

We will have a grand reunion
Together again neath the trees
Just you and I and God above
In our garden of memories.

James C. Mitchell

Attention Seafarers: Please send your poems to Editor, Seafarers Log, 675 Fourth Ave., Brooklyn, N.Y. 11232.

DISPATCHERS REPORT

SHIPS

Atlantic, Gulf & Inland Waters District

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

NOVEMBER 1-30, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	9	3	6	2	1	13	3
New York	82	22	67	16	5	134	31
Philadelphia	10	5	8	2	0	19	12
Baltimore	34	20	21	17	2	59	32
Norfolk	10	4	6	6	0	1	3
Jacksonville	26	6	17	6	0	47	8
Tampa	2	0	2	0	0	9	1
Mobile	16	5	18	1	0	49	9
New Orleans	52	9	54	14	0	128	18
Houston	69	19	44	6	0	29	31
Wilmington	12	16	15	4	0	32	31
San Francisco	61	23	35	5	0	112	44
Seattle	22	10	13	6	0	32	27
Totals	405	142	306	85	8	664	250

ENGINE DEPARTMENT

Port	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	3	3	3	2	1	3	3
New York	85	44	60	22	6	120	54
Philadelphia	5	9	3	3	0	12	7
Baltimore	37	19	18	7	1	52	15
Norfolk	3	4	4	6	1	1	1
Jacksonville	23	18	12	15	1	25	11
Tampa	6	1	0	0	0	8	5
Mobile	17	5	13	7	0	34	14
New Orleans	51	24	46	14	0	107	46
Houston	55	24	28	22	0	41	52
Wilmington	9	7	6	10	0	17	19
San Francisco	43	32	32	19	0	80	53
Seattle	15	14	12	5	0	24	27
Totals	352	204	237	132	10	524	307

STEWARD DEPARTMENT

Port	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	0	0	0	2	0	0	2
New York	67	99	45	80	13	99	134
Philadelphia	5	3	2	3	0	6	3
Baltimore	27	5	27	10	2	29	12
Norfolk	6	15	5	5	3	1	2
Jacksonville	15	7	4	1	0	26	6
Tampa	2	0	1	0	0	7	1
Mobile	16	1	8	0	0	48	1
New Orleans	30	2	15	4	0	60	9
Houston	37	6	18	0	0	29	31
Wilmington	7	3	3	7	0	18	8
San Francisco	36	13	26	3	0	59	30
Seattle	4	4	4	5	0	10	11
Totals	252	158	158	120	18	392	250
Totals All Depts.	1,009	504	701	337	36	1,580	807

By looking at the above shipping figures, Seafarers can clearly see the true strength of their job security. These numbers show that SIU members can feel confident that jobs will be available for them to fill. During the period of Nov. 1-30, 1973, of the 1,074 jobs shipped, 701 were filled by Class "A" Seniority full book members. Therefore, there were 373 permanent jobs available to Class "A" Seniority full book members not taken by them.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

Personals

Domingo Lallave

Mr. Juan J. Turull, Attorney and Counsellor at Law, would like you to contact him at 1556 Ponce de Leon Ave., Stop 23, Santurce, Puerto Rico 00909.

Lucas M. Goar

Mrs. L. M. Goar asks that you contact her as soon as possible at 5315 Fleetwood Oaks, Dallas, Tex.

James Krebsler

The Department of the Corporation Counsel of Honolulu, Hawaii asks that you contact them at City and County of Honolulu, Honolulu, Hawaii 96813.

Mach Bolan

Your friend Dan Gifford wishes to hear from you. Please write c/o 2011 Dauphine #3, New Orleans, La. 70116.

Edward Robert Williams

Your father, Edward Williams, asks that you contact him as soon as possible at 26 St. Paul's Rd., Hempstead, L.I. 11550. He has moved from 4 No. 12 St., New Hyde Park, L.I.

Jack D. Kingsley

Mrs. F. L. Kingsley asks that you contact her at 3029 Linda Vista, Alameda, Calif. 94501 as soon as possible.

Seafarer Hand Appreciates Education

"Education is important in any profession, but it is especially valuable for the man who goes to sea. You understand more about the people you meet and you appreciate more the history and culture of the people of other lands."

Seafarer William Hand who is sailing as chief steward aboard the *Transpanama* (Hudson Waterways) has a unique reason for his appreciation of education. He earned a masters degree in Education at the University of Florida and worked for a number of years in guidance counselling, first with veterans returning from World War II and later with young potential school dropouts in Tampa, strongly encouraging them to continue their education.

Achieving his own educational goals was no easy matter for Seafarer Hand. He had to leave college in 1940 because he did not have the money to continue, and later that year joined the Army. He served throughout the war and saw action in New Guinea and the Philippines.

After receiving an honorable discharge in 1945, he returned to complete his studies at the University of Florida under the G.I. Bill, and continued for several years as a guidance counsellor for student veterans.

When that program was phased out, he worked with the school board in Tampa to encourage dropouts to return to school. He said:

"I tried to work with both the kids and their families, emphasizing the need for education in today's world. Sometimes it was just a matter of clothing or lunch money or a misunderstanding between the teacher and the kid, but I did everything I could to keep him in school."

But, back in the late 1940's and early



Chief Steward Bill Hand, who is ship's secretary-reporter, prepares minutes of the ship's meetings for transmittal to SIU headquarters.

50's, guidance counselling was a new thing and when budget-cuts were made this program was the first to go, and in 1953 the program in Tampa was discontinued.

Because he was a mess sergeant in the Army, he naturally gravitated to the steward department when he went aboard his first ship and joined the SIU in 1953.

Seafarer Hand uses his educational background for more than his own self-enrichment. "Because of my guidance counselling experience," he said, "I have been able to help quite a few of the young men who were making their first trip and found it difficult to get adjusted to a new and different way of life."

Seafarer Hand makes his home in

Tampa with his wife Mary Lee and his stepson Lee Castro.

Lee won an SIU scholarship in 1964 and attended the University of Florida.

Brother Hand, who attended the SIU Educational Conference in June 1971, is enthusiastic about the educational opportunities offered to both the young trainees and experienced Seafarers in Piney Point. He said:

"The education programs at Piney Point are the greatest thing that has happened in our Union. Not only are the training and upgrading programs benefiting all of us, but the school there is giving all Seafarers the opportunity to get a high school diploma and is encouraging them to continue their education."

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
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SANTURCE, P.R. 1313 Fernandez, Juncos,
Stop 20 00908
(809) 724-0267

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(206) MA 3-4334

ST. LOUIS, Mo. 4577 Gravois Ave. 63116
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(813) 229-2788

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510 N. Broad St. 90744
(213) 549-4000

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O.
5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935 Ext. 281

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Oct. 25—Nov. 20, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	12	186	\$ 36,500.00	\$ 501,797.46
In Hospital Daily @ \$1.00	649	6,544	649.00	6,544.00
In Hospital Daily @ \$3.00	177	3,487	531.00	10,461.00
Hospital & Hospital Extras	24	203	2,820.78	34,370.63
Surgical	2	52	53.50	3,468.50
Sickness & Accident @ \$8.00	6,160	85,335	49,280.00	682,736.00
Special Equipment	1	20	319.20	5,187.81
Optical	151	2,615	3,644.92	57,997.44
Supplemental Medicare Premiums	7	695	215.50	12,153.90
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	484	5,241	85,891.25	988,419.47
Doctors' Visits In Hospital	71	748	2,002.00	20,409.17
Surgical	113	1,565	13,332.25	192,280.31
Maternity	15	261	3,569.20	64,454.39
Blood Transfusions	—	52	—	2,856.25
Optical	165	2,139	3,450.51	45,430.20
Special Equipment	—	1	—	144.00
PENSIONERS & DEPENDENTS				
Death	10	91	30,000.00	273,000.00
Hospital & Hospital Extras	136	1,608	19,730.68	293,773.08
Doctors' Visits & Other Medical Exp.	130	1,490	3,551.41	50,612.44
Surgical	8	176	1,065.00	25,984.91
Optical	59	849	1,122.50	15,683.00
Blood Transfusions	1	11	90.00	729.00
Special Equipment	1	34	42.75	5,344.41
Meal Books	—	2,259	—	22,590.00
Dental	1	6	450.00	2,100.00
Supplemental Medicare Premiums	1,737	18,550	11,296.00	116,126.60
SCHOLARSHIP PROGRAM				
	10	96	2,943.50	35,244.17
TOTALS				
Total Seafarers Welfare Plan	10,124	134,314	272,550.95	3,469,898.14
Total Seafarers Pension Plan	2,153	24,889	519,805.00	5,972,096.51
Total Seafarers Vacation Plan	1,003	13,961	449,685.22	7,090,842.91
Total Welfare, Pension & Vacation	13,280	173,164	\$1,242,041.17	\$16,532,837.56

Security
In
Unity



William O. Howerin, 63, joined the IBU in the port of Norfolk in 1961 sailing in the engine department for Curtis Bay Towing Co. from 1942 to 1973. Brother Howerin was born in South Creek, N.C., and presently resides in Virginia Beach, Va. with his wife, Elsie.



Sigurd Odegaard, 73, joined the SIU in the port of New York in 1955 and sailed as an AB in the deck department. Brother Odegaard is a native of Norway and now lives in Brooklyn, N.Y. with his wife, Edith. His sailing career began in 1921. Brother Odegaard walked the picket lines in the 1957-58 Robin Line strike.



Leslie A. Daniels, 55, joined the IBU in 1940 in the port of Norfolk and sailed in the deck department for the C. G. Willis Towing Line from 1955 to 1973. Brother Daniels is a native of Cedar Island, N.C. and presently resides in Smyana, N.C. with his wife, Doris. He is an Army veteran of World War II.



Barney Buxton, 63, joined the IBU in Port Arthur, Tex. in 1964 sailing as a boatman for the Slade Towing Co. from 1958 to 1973 and for the Ziegler Towing Co. from 1953 to 1958. Brother Buxton is a lifelong resident of Starks, La., where he lives with his wife, Louzelle and family. He is an Army veteran of World War II.



George M. Gloer, 65, joined the IBU in Port Arthur, Tex. in 1963 and sailed in the engine department for Sabine Towing Co. from 1948 to 1973 and Gulf Refinery Co. from 1927 to 1947. Brother Gloer was born in Lucky, La., and now lives in Call, Tex. with his wife, Mildred.



Eugene F. Dennen, 60, joined the SIU-affiliated RMR in the port of New York in 1960 sailing as a mate for the Penn Railroad from 1927 to 1970. Brother Dennen is a New Jersey resident and makes his home with his wife, Martha in South Amboy, N.J.

New SIU Pensioners



Troy Savage, 62, joined the SIU in the port of Seattle in 1955 and sailed in the steward department. Brother Savage is a native of Fayette City, Ala., and now lives in Leaksville, Miss. He attended the SIU Crew Conference at Piney Point, Md. in 1970. He is an USAF veteran of World War II.



Charlie Burns, 47, joined the SIU in the port of New York in 1955 sailing as an OS in the deck department. Brother Burns is a lifelong resident of New Orleans where he lives with his wife, Helen.



Roy J. Barker, 64, joined the SIU in 1946 in the port of New Orleans and sailed as a cook-baker in the steward department. Brother Barker is a native of Wisconsin and lives with his wife, Gladys in Newark, Calif.



James B. O'Keefe, 61, joined the Union in 1941 in the port of Philadelphia and sailed in the engine department. Brother O'Keefe is a native of Mississippi and is a resident of San Francisco with his wife, Theresa. He has sailed since 1929 and served picket duty in the Robin Line strike of 1957-58.



Pablo R. Ojera, 65, joined the SIU in the port of New York in 1955 sailing as a cook in the steward department. Brother Ojera was born in the Philippines and lives with his wife, Lulubelle in Oakland, Calif.



Gerald L. Algernon, 50, joined the SIU-affiliated IBU in the port of Mobile in 1956 and sailed in the deck department from 1948 to 1966 for the Mobile Towing Co. Brother Algernon was born in Trinidad and currently lives in Mobile with his wife, Zela.



Luis Torres, 62, joined the SIU in 1938 in the port of Baltimore and sailed as an AB. Brother Torres is a lifelong resident of Puerto Rico where he lives in Vega Bafa. He served picket duty in the Robin Line strike in 1957-58.



Hipolito Ramos, 65, joined the SIU in 1939 in the port of New York, last sailing as an AB. Brother Ramos is a native of Puerto Rico and resides in Baltimore with his wife, Antonia.



Jose Ortiguerra, 63, joined the SIU in 1938 in the port of New York and sailed as a bosun in the deck department. Brother Ortiguerra was born in the Philippines and now lives in San Francisco. He's a pre-World War II Navy veteran.



Alberto Rocha, 56, joined the Union in the port of New York in 1956 sailing in the engine department. Brother Rocha was born in Sao Paulo, Brazil, and now lives in New Orleans with his wife, Maria.



Homer Starling, 65, joined the SIU in 1939 in the port of Mobile and sailed in the engine department. Brother Starling is a native of Waynesboro, Miss. and now lives in Mobile. He's a pre-World War II Coast Guard veteran.



Leoncio Servidad, 66, joined the Union in the port of New York in 1955 sailing in the steward department as a cook. Brother Servidad was born in the Philippines and now resides in Brooklyn, N.Y. He served picket duty in the 1957-58 Robin Line strike.



George E. Swindell, 67, joined the Union in the port of Detroit in 1964 sailing in the engine department for the Chicago, Duluth and Georgian Bay Transit Co. Brother Swindell is a native of Jacksonville, Ohio, and is now a resident of Drayton Plains, Mich.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Jan. 7	2:30 p.m.	-	7:00 p.m.
Philadelphia	Jan. 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Jan. 9	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	Jan. 11	2:30 p.m.	7:30 p.m.	-
Houston	Jan. 14	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Jan. 15	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	Jan. 16	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	Jan. 17	2:30 p.m.	-	-

Great Lakes Tug and Dredge Section

†Sault Ste. Marie	Jan. 17-7:30 p.m.
Chicago	Jan. 15-7:30 p.m.
Buffalo	Jan. 16-7:30 p.m.
Duluth	Jan. 18-7:30 p.m.
Cleveland	Jan. 18-7:30 p.m.
Toledo	Jan. 18-7:30 p.m.
Detroit	Jan. 14-7:30 p.m.
Milwaukee	Jan. 14-7:30 p.m.

Railway Marine Region

Philadelphia	Jan. 15-10 a.m. & 8 p.m.
Baltimore	Jan. 16-10 a.m. & 8 p.m.
*Norfolk	Jan. 17-10 a.m. & 8 p.m.
Jersey City	Jan. 14-10 a.m. & 8 p.m.

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

*Meeting held in Labor Temple, Newport News.

First Pension Check



SIU pensioner Per Karman (left) receives his first SIU pension check from San Francisco Port Agent Steve Troy. Brother Karman joined the Union in 1945 and sailed as able-seaman.



GALVESTON (Sea-Land), October 7 — Chairman and Recertified Bosun Denis Manning; Secretary Gus Skendelas; Educational Director Kasimir Abarons. \$26.65 in ship's fund. No disputed OT. Held a discussion on Paul Hall's letter about Alaska Pipeline. Everyone was very well pleased. Next port Seattle.

MONTICELLO VICTORY (Victory Carriers), October 1—Chairman J. D. Watson; Secretary E. Bradley; Educational Director T. G. Clark; Deck Delegate George A. Nuss; Engine Delegate B. L. Eckert; Steward Delegate Joseph Roberts. \$40.50 in ship's fund. Some disputed OT in steward department. Vote of thanks to the steward department for a job well done.

THETIS (Rye Marine Co.), October 28—Chairman Garth Durham; Secretary Marvin Deloatch; Educational Director Allen Batchelor. No disputed OT. Everything running smoothly. Vote of thanks to the steward department for a job well done.

PENNMAR (Calmar Steamship), October 21 — Chairman W. Cofone; Secretary S. Berger; Educational Director B. Sears. \$2.05 in ship's fund. Some disputed OT in deck department. Everything running smoothly.

MOBILIAN (Waterman Steamship), October 21—Chairman H. Pousson; Secretary M. E. Reid. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

OVERSEAS ULLA (Maritime Overseas), October 28 — Chairman Claude Webb; Secretary John S. Burke, Sr.; Educational Director W. L. Sutton. \$9.75 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port St. James, La.

MILLICOMA (Hudson Waterways), October 28—Chairman W. D. Crawford; Secretary Virgil L. Swanson; Educational Director G. Berger. \$13 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Searsport, Me.

OVERSEAS BULKER (Maritime Overseas), October 28 — Chairman John Bergeria; Secretary Nicholas Hatgimisios; Deck Delegate Earl Mansfield; Engine Delegate Charles Fritz; Steward Delegate Arthur Raio. No disputed OT. Vote of thanks to the steward department for a job well done.

OVERSEAS CARRIER (Maritime Overseas), October 21 — Chairman Walter Chipman; Secretary Bob Long. \$12.90 in ship's fund. Some disputed OT in deck department. A vote of thanks to Captain William B. Danzey and to the steward department for a job well done.

ELIZABETHPORT (Sea-Land), October 21—Chairman Chester Iannoli; Secretary George W. Gibbons; Educational Director L. Petrick; Deck Delegate Emilio Sierra. \$20 in ship's fund. Some disputed OT in deck department. Everything running smoothly. Next port in Italy.

AMERICAN VICTORY (Victory Carriers), October 7—Chairman Mike Ard; Secretary R. Schoolcraft; Educational Director Lancaster. Posted all communications received. Everything running smoothly.

ROBERT TOOMBS (Waterman Steamship), October 22 — Chairman John Moss; Secretary J. Prestwood; Educational Director Bilo Tingley. No disputed OT. Everything running smoothly.

LONG BEACH (Sea-Land), October 28 — Chairman C. L. Gonzalez; Secretary Raymond P. Taylor; Educational Director G. Ortiz; Deck Delegate Charles Johnson. No disputed OT. Everything running smoothly. Vote of thanks to the steward department for a job well done.

BOSTON (Sea-Land), October 21 — Chairman S. Kadziola; Secretary J. Keno; Educational Director J. Gomez. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

DELTA PARAGUAY (Delta Lines), October 28—Chairman D. L. Dickinson; Secretary W. J. Miles; Educational Director H. P. Calloe; Steward Delegate Melvin Green. No disputed OT. E. Anderson, cook and baker, had a heart attack near sailing time and was taken to the hospital by his wife. Observed one minute of silence in memory of our departed brothers.

NEW ORLEANS (Sea-Land), October 28 — Chairman M. Landron; Secretary D. Sacher; Educational Director H. Rapp; Deck Delegate J. E. Davis; Engine Delegate A. Feliciano; Steward Delegate C. Long. \$20.82 in ship's fund. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

MOHAWK (Ogden Marine), October 14 — Chairman John G. Spuron; Secretary J. W. Givens; Educational Director F. C. Sayo. No disputed OT. Everything running smoothly.

SEATRAN LOUISIANA (Seatrains Lines), October 21—Chairman G. Coker; Deck Delegate C. Callahan; Steward Delegate Ralph Williams. \$22 in ship's fund. No disputed OT. Vote of thanks to man who picks up magazines. Next port Oakland.

JOHN B. WATERMAN (Waterman Steamship), October 27—Chairman M. Singletary; Secretary F. DiGiovanni; Educational Director Dickens; Deck Delegate James Watson. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

WALTER RICE (Reynolds Metal), October 28—Secretary J. W. Parker; Educational Director J. P. Lamb. \$11.67 in ship's fund. No disputed OT. Everything running smoothly.

TRANSONEIDA (Hudson Waterways), October 28—Chairman J. Boland; Secretary T. Ulisse; Educational Director L. Thompson; Deck Delegate K. Puchalski; Engine Delegate F. Conway; Steward Delegate F. Pezybyska. \$11.80 in ship's fund. Some disputed OT in deck department. Everything running smoothly. Next port Honolulu.

SHENANDOAH (Hudson Waterways), October 26 — Chairman V. Grima; Secretary P. Fagan. \$3 in ship's fund. No disputed OT. Everything running smoothly. Next port Jacksonville.

OVERSEAS ARCTIC (Maritime Overseas), October 14—Chairman B. Woturski; Secretary Edward Dale. No disputed OT. Everything running smoothly. Next port Philadelphia.

TRENTON (Sea-Land), October 7 — Chairman James C. Northcutt; Secretary J. P. Mar. \$9.50 in ship's fund. Some disputed OT in engine department. Everything running smoothly. Next port Long Beach.

PITTSBURGH (Sea-Land), October 7—Chairman Stanley Sokol; Secretary James T. Myers; Educational Director H. G. Ulrich; Deck Delegate John O'Dea. \$73 in movie fund. Observed one minute of silence in memory of our departed brothers.

DEL SOL (Delta Lines), October 6 — Chairman R. Chiasson; Secretary A. Rudnicki; Educational Director U. H. Sanders, Jr. \$27.35 in ship's fund. No disputed OT. Everything running smoothly. Next port Santo Domingo.

SCHUYKILL (Hudson Waterways), October 7 — Chairman C. Magoulas; Secretary F. J. Connell; Deck Delegate George Tsirkas. No disputed OT. Everything running smoothly.

MISSOURI (Ogden Marine), October 7 — Chairman S. Johhannsson; Secretary George W. Luke; Educational Director J. Lincoln; Deck Delegate William G. Rudd; Steward Delegate Dallas D. Hill. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

PENN CHAMPION (Penn Steamship Co.), October 7 — Chairman R. Birmingham; Secretary L. Nicholas; Educational Director L. Peppett; Deck Delegate A. A. Hauke; Engine Delegate A. Ballard; Steward Delegate M. P. Cox. \$60 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port in Puerto Rico.

SHOSHONE (Hudson Waterways), October 7—Chairman B. F. Gillain; Secretary S. J. Davis. No disputed OT. Everything running smoothly.

BETHTEX (Bethlehem Steel Corp.), October 7—Chairman W. T. Baker; Secretary T. A. Jackson; Educational Director Robert O. Hinojose. Some disputed OT in steward department. Everything running smoothly. Next port Baltimore.

KEVA IDEAL (Ideal Cement Co.), October 13—Chairman Raymundo Gomez; Secretary S. Gutierrez; Educational Director C. Pickrec. \$9.47 in ship's fund. No disputed OT. All communications posted on bulletin board. Everything running smoothly.

SEA-LAND McLEAN (Sea-Land), October 3—Chairman D. Hunter; Secretary R. Sadowski. No disputed OT. Everything running smoothly. Next port Bremerhaven.

SEA-LAND ECONOMY (Sea-Land), October 14 — Chairman J. Davies; Secretary R. P. Marion; Educational Director Leon Acosta; Deck Delegate L. Bugajewski; Engine Delegate C. Grab; Steward Delegate M. Siegel. Everything running smoothly. Vote of thanks to the steward department for a job well done.

DEL ORO (Delta Lines), October 7—Chairman G. A. Burch; Secretary C. Shirah; Educational Director P. Thomas; Deck Delegate H. Reed; Engine Delegate H. Bishop; Steward Delegate W. Gains. \$67 in ship's fund. \$347 in movie fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Houston.

OVERSEAS JOYCE (Maritime Overseas), October 7—Chairman C. O. Faircloth; Secretary Wilson Yarbrough; Educational Director I. W. Wright. Some disputed OT in deck and steward department. Communications posted on bulletin board. Everything running smoothly.

TRANSUPERIOR (Hudson Waterways), October 6—Chairman J. Donovan; Secretary L. Melanson; Educational Director Mates; Deck Delegate V. Tobey; Engine Delegate B. Castagna; Steward Delegate W. Costa. No disputed OT. Everything running smoothly.

BETHFLOR (Bethlehem Steel Corp.), October 1—Chairman J. Michael; Secretary R. Clarke; Educational Director R. Gowan; Deck Delegate Roy Kelly; Engine Delegate C. Sharp; Steward Delegate L. Rinaldi. \$32 in ship's fund. No disputed OT. One minute of silence observed in memory of our departed brothers.

SEA-LAND VENTURE (Sea-Land), October 1—Chairman Charles Boyle; Secretary I. R. Licnos. Movies shown every other day. Vote of thanks to F. McFaul for operating movie machine for benefit of crew. No disputed OT. Vote of thanks to the steward department for a job well done.

TRANSOREGON (Hudson Waterways), October 7—Chairman F. Rodriguez; Secretary J. DeLise; Educational Director D. Able. \$5.06 in ship's fund. No disputed OT. Everything running smoothly. Vote of thanks to the SIU Baltimore Port Agent for providing car service for book men so they could vote on Union business. Vote of thanks to the steward department for a job well done.

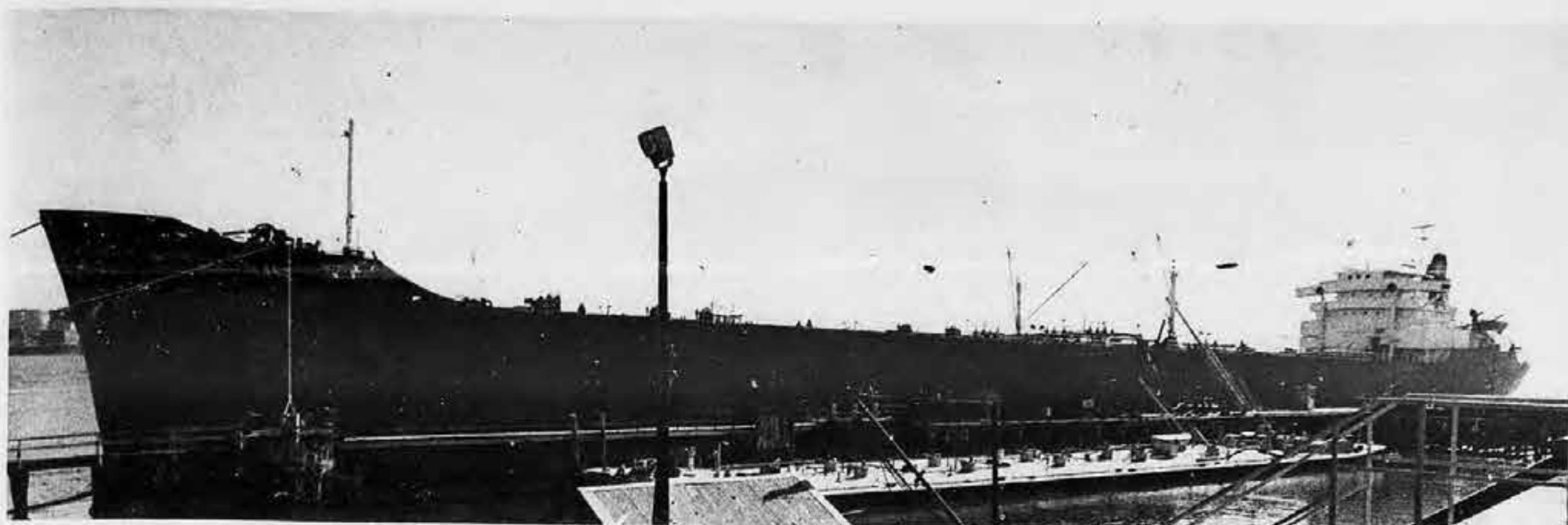
OVERSEAS ALEUTIAN (Maritime Overseas), October 7—Chairman W. Burkeen; Educational Director V. Andersen; Secretary P. L. Shauger. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Next port Providence.

NATIONAL DEFENDER (National Transport), October 5—Chairman Charles D'Amico; Secretary J. D. Pennell; Educational Director Haywood Green. The tanker *National Defender* made a stop at a port in Libya on her last voyage. In Libya, oiler Florantino Reyes passed away.

The crew took up a collection and it was sent to his wife and children with a letter of condolence from the crew and officers.

Official ships' minutes were also received from the following vessels:

DE SOTO
CHARLESTON
THETIS
COLUMBIA
MONTICELLO VICTORY
PENN LEADER
TAMPA
SEATTLE
LOS ANGELES
TALLULAH
RAPHAEL SEMMES
YUKON
HOUSTON
NATIONAL DEFENDER
SEA-LAND TRADE



James "Rusty" Gallier, oiler, is seen here lagging insulation on a steam pipe after the ship arrived in port from St. Croix.

Bradford Island

The *Bradford Island* (Stuart Transportation) tied-up at Port Reading, N.J. for pay-off last month after a "very rough crossing" from Rotterdam which delayed her arrival 36 hours.

The 37,000-ton tanker also stopped at Norfolk and Philadelphia. She was scheduled to head for St. Croix, V.I. after discharging her cargo, and then make the crossing to Rotterdam.

Bosun Andrew Boney said: "We had a good trip and a good crew that worked well together."



Seafarer Homer Cross who sails as cook and baker prepares lunch for a hungry crew. Crewmembers praised the skill of the steward department headed by Chief Steward Johnnie Hodges.



A friendly game of cards helps to pass the time as crewmembers wait for the pay-off. From left are Mike Warren, crew mess; Rottria Lacy, BR; Robert Walker, saloon mess, and "Winky" Shanks, ordinary seaman.



"Rusty" Gallier talks with Patrolman Jack Caffey while the *Bradford Island's* Bosun Andrew Boney, left, looks on with two Seafarers who were at the pay-off as part of the Bosuns Recertification Program. Standing is Bosun Ray Knoles and seated is Bosun Donato Giangiordano.



OS Ernest Ramirez takes-up slack on a hawser after *Bradford Island* tied-up. The ship was scheduled to head for St. Croix after discharging her cargo.



Final Departures



James E. Williams, Jr., 43, passed away from cancer Aug. 22. Brother Williams was a resident of Mobile when he died. He joined the SIU in the port of Mobile in 1955 and last sailed as an AB on the *Seatrain New Jersey*. Surviving are a son, James; two daughters, Mary and Alice; a sister, Mrs. Leon Brannon, all of Mobile, and a sister, Mrs. Mary A. Holcomb of Chickasaw, Ala.



Paul E. Sabo, 46, died of pneumonia Sept. 18 in the USPHS hospital in Baltimore. Brother Sabo was a resident of Cleveland. He joined the SIU in the port of Baltimore in 1945 last sailing as an AB on the *Pennmar* (Calmar). Interment was in Holy Ghost Cemetery, Cleveland. Surviving are his parents, Mr. and Mrs. Paul S. Sabo, Sr.; his widow, Dorothy, all of Cleveland, and a brother, Joseph of Brooklyn, Ohio.



Raymond T. Wagner, 60, passed away Oct. 17 in the USPHS hospital at Staten Island, N.Y. A native of Hawaii, he was a resident of New Orleans at the time of his death. Brother Wagner joined the SIU in the port of Philadelphia in 1960 sailing in the engine department. His ashes were scattered at sea. Surviving are his widow, Lois, and a sister, Mrs. Mary Hanners of St. John, La.



Vaughn F. Nicholson, 39, died Oct. 14. Brother Nicholson was a resident of Hiawassee, Ga. when he died. He joined the SIU in the port of Detroit in 1970 sailing in the deck department. His last ships were the *Sea Claire* and *Columbia* (Bob-Lo). Surviving are his widow Marie; a son, Michael, and a daughter, Joan.



Joseph P. Cox, 28, died Oct. 20. A native of Mobile, he was a resident of that city at the time of his death. Brother Cox joined the SIU in the port of Mobile in 1965 and sailed in the engine department. His last ship was the *La Salle* (Waterman) to Cam Rahn Bay, Vietnam. He was a graduate of the Andrew Furuseth Training School, Mobile, in 1965 and attended the SIU-MEBA School of Marine Engineering and Navigation in 1968. Surviving are his parents, Mr. and Mrs. J. Cox; his widow, Bobbie; a son, Joseph, and a daughter, Barbara.



George P. Marcotte, 59, succumbed to cancer Oct. 13 in Charity Hospital, New Orleans. A native of Lynn, Mass., he was a resident of New Orleans at the time of his death. Brother Marcotte joined the SIU in the port of New York in 1953 last sailing as an AB on the *Jefferson Davis* (Waterman). He was a Navy veteran of World War II. Surviving is a sister, Mrs. Mary Laroche of Derry, N.H.



Albert D. Brown, 65, succumbed to a heart attack July 5. Born in North Carolina, he was a resident of Norfolk, Va. at the time of his death. Brother Brown joined the SIU-affiliated IBU in the port of Baltimore in 1970 and sailed as a cook for the Delaware River Ferry Line from 1966 to 1968 and the Norfolk, Baltimore Carolina Lines from 1964 to 1970 inclusive. He was a Navy veteran of World War II. Interment was in Roosevelt Memorial Park, Chesapeake, Va. Surviving are his widow, Corine, and his sister, Carrie of Philadelphia.



Walter J. Pearson, 55, succumbed to a hemorrhage July 23 in St. Mary's Hospital, Hoboken, N.J. Born in Newark, N.J., he was a resident of Denville, N.J., at the time of his death. Brother Pearson joined the Union in the port of Norfolk in 1951 and sailed in the engine department. Surviving are a brother, John of Hopatcong, N.J., and a sister, Mrs. Alma Moore.



SIU pensioner **Clarence J. Garbrant**, 61, died Oct. 13 in the USPHS hospital in New Orleans. A native of Newark, N.J., he was a resident of Kingsport, Tenn. at the time of his death. Brother Garbrant joined the Union in the port of San Francisco in 1955 and sailed in the engine department. He was a pre-World War II Navy veteran. Surviving are his widow, Wilma and two sons, Edward and Stanley.



Edward J. Drabek, 57, passed away from a heart attack Oct. 2 in Ashtabula, Ohio. He was a resident of Chicago when he died. Brother Drabek joined the IBU in the port of Duluth in 1968 sailing in the deck department for Dunbar and Sullivan in 1967, Chrysler Corp. from 1947 to 1957, Great Lakes Dredging Co. and Luedtke Engineering Co. Interment was in Downing Cemetery, Wheatland Twsp., Ill. Surviving are his widow, Geraldine of Utica, Mich. a stepdaughter, Corienne, and his parents, Mr. and Mrs. John D. Drabek of Chicago.



Jimmie L. Cahoon, 31, drowned Oct. 6 in the Elizabeth River between Norfolk and Portsmouth, Va. A native of Mesic, N.C., he was a resident of Aurora, N.C. when he died. Brother Cahoon joined the IBU in the port of Norfolk in 1972 and sailed as a cook aboard the tug *Margaret* (Express Marine) and for Beng Towing Co. Interment was in South Creek Church Cemetery, Aurora. Surviving are his widow, Robin, and two daughters, Lisa and Stacy.



Joseph P. Saxton, 64, died of heart disease Oct. 3 aboard the *Robert Toombs* (Waterman) in the Gulf of Mexico. A native of Indiana, Pa., he was residing in Bolivar, Pa. at the time of his death. Brother Saxton joined the SIU in 1944 in the port of New York and sailed in the engine department. Burial was in Bethel Cemetery, Indiana, Pa. Surviving is a daughter, Mrs. Norman Robinson of Bolivar.



SIU pensioner **Sherwood Piner, Jr.**, 71, died of a heart attack Aug. 3 in the Bay Minette Infirmary, Stapleton, Ala. Born in North Carolina, he was a resident of Stapleton at the time of his death. Brother Piner joined the SIU in 1939 in the port of Mobile sailing in the deck department. He was a Navy veteran. Burial was in the Alabama City Cemetery, Gadsden, Ala. Surviving are his mother, Mary of Mattapan, Mass., and a daughter, Susie of Elberta, Ala.



Willie F. Nichols, 60, passed away from a heart attack Aug. 15 in the USPHS hospital in New Orleans. Born in Alabama, he was a resident of Lynn Haven, Fla. at the time of his death. Brother Nichols joined the Union in 1942 in the port of Baltimore last sailing in the engine department on the *Del Rio* (Delta). Burial was in Lynn Haven Cemetery. Surviving is his widow, Mattie.



SIU pensioner **Hubert S. Wilson**, 73, died of a heart attack Oct. 6 at home. Born in South Carolina, he was a resident of Mobile when he passed away. Brother Wilson joined the Union in 1947 in the port of Mobile and sailed as AB. He was a Navy veteran. Burial was in Mobile Memorial Gardens. Surviving is his widow, Ora.



Walter E. Czajkowski, 59, passed away Aug. 6. Born in Camden, N.J., he was a resident of New Orleans when he passed away. Brother Czajkowski joined the SIU in 1942 in the port of Philadelphia and last sailed as a bosun on the *Andrew Jackson*. Surviving is a cousin, John J. Manion of Philadelphia.



Robert B. James, 57, expired from a heart attack Aug. 9 in the USPHS hospital in New Orleans. Brother James was a resident of Choctaw Bluff, Ala. He joined the IBU in the port of Mobile in 1956 and last sailed as a cook for Radcliff Materials Corp. Interment was in Oaklawn Cemetery, Mobile. Surviving are his widow, Mary of Prichard, Ala.; two sons, Myron and Aaron, and four daughters, Cynthia, Sandra, Shirley and Doris.



Robert Scott, 37, died July 25 in New Orleans. Born in Louisiana, he was a resident of New Orleans when he passed away. Brother Scott joined the IBU in the port of New Orleans in 1962 last sailing in the steward department for the Mississippi Shipping Co. Surviving is his mother, Margery of New Orleans.

Highlights of Convention Committee Reports

INDUSTRIAL AND TRANSPORTATION WORKERS ORGANIZATION AND GRIEVANCE COMMITTEE

"The International has also aided us in solving many other problems. In one case, the International intervened to help the San Diego cab drivers when they needed relief from an onerous law that forced them to report any illegal aliens being transported in their cabs. In this and many other ways the International has demonstrated its interest in aiding its affiliates and helping them to resolve problems. We greatly appreciate the help and support of the International."

"In the area of legislation, we support the legislative goals of the AFL-CIO and the International, particularly with regard to trade legislation that will protect our industries from foreign competition and a flood of cheap imports."

COMMITTEE ON LEGISLATION AND GOVERNMENT AGENCIES

"Among the issues with which our Union was concerned were:

Alaska Pipeline—

"Bills authorizing construction of the trans-Alaska Pipeline from the north slope to Valdez were passed by the House and Senate and signed by the President, clearing the way for construction to begin."

LNG Tanker Construction—

"The SIUNA supported H.R. 15098, a pending bill which seeks to create a 40 ship fleet to import liquid natural gas. This bill would guarantee to the United States world leadership in this highly specialized field of tanker operation."

THE SEAMEN'S ORGANIZATIONAL AND GRIEVANCE COMMITTEE

"United States Public Health Service Hospitals. Although this vital subject has been mentioned in the reports of several other committees, we feel that it is essential that the Public Health Hospital be mentioned. Fishermen, merchant seamen and inland boatmen all have a personal stake in the continued operation and maintenance of these hospitals."

"In our previous conventions we have often been faced with the threat that these vital facilities would be closed or transferred to community control. We have always fought these attempts and have rallied the support of Congress, SIUNA affiliates throughout the nation and their members, and the many private groups that support these hospitals, to keep these hospitals operating."

INTERNATIONAL AFFAIRS COMMITTEE

"It should be the policy of the United States that representatives of the Department of Commerce, which contains the Maritime Administration, and not the State Department, head delegations to maritime conventions."

INLAND BOATMEN'S ORGANIZATIONAL AND GRIEVANCE COMMITTEE

"The Committee reviewed the joint organizing efforts and stressed the importance of concentrated effort in the Alaska and Southern California petroleum exploration and off shore drilling and related activities. The Committee went on record

that the Inland Boatmen's Union will do its utmost, consistent with law, to stop any non-union equipment that attempts to enter this field."

"The IBU-AGLIWD reaffirmed its continued efforts to organize the unorganized workers in the inland waterways industry."

"The Committee stressed the importance of continuing and stepping up the Inland Boatmen's voice in drafting regulations to implement the Occupational Safety and Health Act as outlined in Resolution No. 36—Assuring Enforcement of the Occupational Safety and Health Act."

"The effect of the Towboat Licensing Act was reviewed together with the training and upgrading programs recently initiated by the unions in the waterborne towing industry."

GREAT LAKES ORGANIZATIONAL AND GRIEVANCE COMMITTEE

"The committee believes that the International and its affiliates must continue their opposition to a proposal of the Soo Line Railroad to implement a unit train rate on wheat from Duluth—Superior and Twin Cities, Minnesota to Martin's Creek, Pennsylvania, that would knock out the shipment by water of all grain. The effects of such a proposal are clear to all Seafaring and other maritime workers."

"We continue to oppose the discriminatory rates charged by railroads serving the Great Lakes area. These rates are designed to kill off water carrier competition and prevent water carriers from giving a greater share of the movement of cargo in the Lakes area."

CIVIL RIGHTS COMMITTEE

"The committee recommends that the policies of the International in support of economic and social justice be maintained. We call upon all of our affiliates to work actively to achieve these goals."

FISHERMEN AND CANNERY WORKERS ORGANIZATIONAL AND GRIEVANCE COMMITTEE

"The Committee recommends that the new Union be urged to begin immediate organized campaign to organize fishermen in Puerto Rico and the Caribbean—and the intent here is work with the SIU of Puerto Rico so as to fashion an effective force that will be of mutual benefit to the fishermen and all unions concerned."

"The Committee believes that the Atlantic Fishermen's Union and the New Bedford Fishermen's Union should be merged into one Union and that steps should be taken to accomplish this merger."

THE COMMITTEE ON OFFICERS' AND AFFILIATES

"The committee is pleased to note that almost every one of our affiliated unions, as well as the international, maintains a policy of full participation and cooperation with the trade union movement on all levels. That is, with the AFL-CIO, with the AFL-CIO Maritime Trades Department and other departments of the Federation, and on the local levels with the maritime port councils throughout the nation and with the State Federations of labor and central labor bodies. This activity, in the opinion of the committee, indicates a healthy and beneficial trade union attitude, which, in the final analysis serves the best interest of the memberships of our respective organizations."

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

MERCHANT SEAMEN pass time playing cards as for job situations to be posted in the maritime union hall. In two years the number of seafaring jobs available to Americans has dropped from 43,000 to 28,000. The biggest complaint of the

U.S. Merchant Seamen Find Jobs Scarce As Ship Lines Shift to Foreign Flags

U.S. Merchant Seamen Find Jobs Scarce As Ship Lines Shift to Foreign Flags

U.S. is risking its security by becoming dependent on foreign re- Hall of the Seafarers

DONATE TO 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.



'Runaway' Flag

WASHINGTON — Seafarers are being lured away from the U.S. flag by the lure of higher wages and better living conditions on foreign ships.

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WASHINGTON — Seafarers are of many kinds — and Paul Hall, who is devoted to all of them, is different from most labor chiefs. He has no difficulty mixing with the sailor just off a tub in some dockside restaurant — nor does he feel out of place in the nation's highest councils sitting with such leaders of industry as U.S. Steel's Heath Larry or the First National City Bank's Walter Wriston while they and others help guide the Cost of Living Council.

Seafarers Chief Has Solution to Energy Crisis

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FOR YOUR JOB SECURITY

WASHINGTON — The national energy crisis is being felt by many Americans. The AFL-CIO also called for legislation guaranteeing that a fair share of all imported oil be carried in U.S.-flag ships. Beyond the benefits...