



SEAFARERS LOG

Vol. XXXIV No. 9

September 1972

USSR Striving for Maritime Superiority



A Soviet "mother" ship unloading a fishing trawler is representative of Russia's overall maritime progress.

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CNO Zumwalt Stresses Civilian Fleet Importance

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AFL-CIO Executive Board Tackles Nation's Problems

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National Maritime Council Observes 1st Anniversary

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SL-7s Making News Pages

Sea-Land Services new SL-7s and liquefied natural gas ships made headlines in newspapers across the nation this month.

Here are excerpts of articles from various publications:

Baltimore Sun, Sept. 17—Maritime Editor Richard Basoco wrote:

To its critics and competitors, an SL-7 is either a floating white elephant that is simply too large and too costly to long remain a viable participant in American trade or a dangerous creature whose need to fill its huge cargo capacity will eventually destroy its American challengers.

To its owner, Sea-Land Service, Inc., an SL-7 represents perhaps the best hope for "maintaining the American presence" on the commercial seaways of the world because it will be competitive cost-wise.

Whatever else they turn out to be, the SL-7—the name given to a class of eight vessels being built for Sea-Land in three European yards at a cost of some \$400 million—is the biggest, fastest and most expensive containership ever built.

Wall Street Journal, Sept. 13—In an article announcing the inauguration of Sea-Land's SL-7 service, the newspaper said:

The first two of these ocean vessels, capable of 33-knot speeds, would be engaged in the intensely competitive North Atlantic service between the



An SL-7 nears construction completion in shipyard.

U.S. and Europe. They will operate on weekly schedules, hauling up to 1096 containers each voyage.

[Paul F. Richardson, Sea-Land president] conceded that this is one of the most competitive service routes in the world, but he expects Sea-Land will perform well in the area, although it won't have a "lock on the market." He said that volume "is the name of the game" on the North Atlantic Route.

New York Times, Sept. 18—In the "Port Notes" column written by Werner Bamberger, the newspaper said:

Sea-Land Service's new high-speed

North Atlantic containership service, scheduled to start at the end of the month, will be the first such operation to depend substantially on coastwise waterborne feeder service.

The new weekly service from here to Rotterdam, the Netherlands, and Bremerhaven, West Germany, is scheduled to begin Sept. 30 with the new \$50 million *Galloway*.

[Richardson] explained that feeder services covering ports from Boston to the Gulf of Mexico were necessary if the line were to maintain its new high speed North Atlantic Services with two ships only.

New York Times, Sept. 17—Bam-

berger, in an article on the front-page of the Sunday financial section, called the transportation of gas "tricky, technical business." Here is a portion of the article:

The demand for these liquid natural gas tankers, known as LNG ships, is now taking shape. The result could be a new tanker boom for world shipyards worth billions of dollars in new orders.

Thanks to Federal subsidies that have been made available in the last two years, American shipbuilders [which have capacity to spare] are expected to participate fully in the new development. Thousands of jobs could result.

PRESIDENTS' REPORT

NMC Observes First Anniversary

The National Maritime Council will, this month, observe its first anniversary. It's been a promising year.

First of all, in spite of the skeptics, our industry laid aside its traditional feuds and its petty fights and began to pull the same oar together. The council organized in four regions, and field officers of labor, management and government got busy.

They were busy at the job of promoting cargo for the U.S.-flag fleet and in creating awareness in the shipping community that use of the U.S.-flag fleet fulfilled many needs for the nation including important contributions to national security and defense; to the strong side of the balance of payments picture; to the national economy through the salaries of those employed in the industry; and that U.S.-flag service cost no more for the shippers.

The council's method is the best one—face-to-face with the men responsible for consigning oceanborne cargo.

It holds seminars across the land, coupled with dinners at which top industry spokesmen appeal to shippers to use the American merchant marine. The Council also sends smaller teams, representing the three branches of the organization to the headquarters of leading exporting companies to consult with top executives and traffic managers.

And maritime labor has done its part. Union men are part of every function of the council. And often shippers ask what proof they have of continued unity.

And we can tell them proudly about the record of the year of the Council's existence.

We can tell them about a promise all the AFL-CIO maritime unions made last February, that there would be

no interruption of service while negotiations of new contracts continued. And that's the way it was.

We are working on ways to resolve the problems that could adversely affect our competitive position with the foreign flag operators. We've made substantial progress in the past year. We will continue.

It is now up to us in maritime labor, and in the rest of the industry, to make sure that the spirit shown in the Council's first year continues strong.

If we are to succeed, and we must, we will need that spirit and that unity in the months and years to come.



Paul Hall

Navy's CNO Seeks 'Viable' Civilian Fleet

Adm. Elmo R. Zumwalt, Jr., Chief of Naval Operations, has enlisted the aid of Secretary of Defense Melvin R. Laird in an effort to restore the U.S.-flag merchant marine to its former position as "a strong, viable" maritime power.

In a memorandum addressed to Laird, Zumwalt expressed concern that the U.S.-flag fleet, in its present state, could not adequately serve the needs of the Department of Defense "in times of peace and war." He added that in light of the impending energy crisis facing this country and its increasing dependence on foreign countries for oil supplies, the "potential for coercion is ominous" especially if America does not have sufficient merchant ships to transport these resources to her shores.

Portions of Zumwalt's memorandum to Laird appear below:

"The U.S.-flag merchant marine continues to decline in total transport capability, in economic viability and its qualitative ability to serve the Department of Defense in peace and war. The Secretary of the Navy and I have addressed our mutual concern for this important element of our maritime posture.

"In March of this year our nation reached the apex in petroleum production. Imported petroleum now will play an increasingly significant role in supplying the energy demands of our country. The vast majority of this imported oil will be transported by sea over great distances in hundreds of tankers. The potential for coercion, with or without allies, inherent in this situation is ominous when we consider the current growth of the Soviet Navy. Planning for the protection of tankers at sea in the event a threat develops would be greatly enhanced by having large number of ships under the U.S. flag in time of peace. The Navy has a greater requirement for merchant ships than is generally recognized. For example, merchant ships are absolutely required to provide the bulk of the DOD sealift and to augment our amphibious forces. Also, in cooperation with the Maritime Administration, tests are being carried out to determine fleet support roles that can be assumed by commercial merchant ships. One phase of this testing was recently completed and it proved the feasibility of using commercial tankers to consolidate Navy replenishment ships and provide limited replenishment of combatant ships. The knowledge that this capability is available can expand the employment options of our naval fleet.

"I intend to express my belief in the need for a strong, viable U.S.-flag merchant marine at every available opportunity. Where appropriate, I would be most appreciative if you would express similar sentiments."

SECURITY IN UNITY




Members of the AFL-CIO Executive Council in session in Chicago.

AFL-CIO Executive Council Tackles Variety of National Problems

The AFL-CIO Executive Council at its midsummer meeting in Chicago took action on American problems ranging from the unfavorable world trade balance to television reruns.

The council adopted resolutions on the economy and several other matters at its midsummer meeting in Chicago.

The council singled out the worsening U.S. world trade situation as an example of the poor state of America's economy.

It said the rising trade deficit which totaled \$7.2 billion for the first half of 1972, makes mandatory the adoption of the Burke-Hartke bill to curb the "flood of imports" and end the exportation of American jobs and technology.

The council also criticized a growing disparity between increases in workers' wages and corporate profits.

The council said that non-supervisory wages—the pay of nearly 49 million workers—rose 4.5 percent in the past year, while profits were up 16 percent in the first half of 1972.

Inequitable System

This, the council said, points up the inequity of the current economic system. The council reaffirmed its position on economic controls, first taken in 1966, that workers "are prepared to sacrifice as much as anyone else for as long as anyone else, so long as there is equality of sacrifice. No such equality exists now."

In other national affairs, the council spoke out on exportation of U.S. jobs, federal standards for workmen's compensation and limitation of television reruns.

On the problem of exportation of American jobs, the council was particularly critical of the use of Mexico and Haiti by industrial firms. The council said American firms employ some 46,000 Mexicans at wages of between 20 and 58 cents an hour and some 15,000 Haitians are employed by American manufacturing concerns for similarly low wages.

The council demanded an end to the practice of U.S. embassy officials "brokering cheap labor markets and poor working conditions in Mexico, Haiti and elsewhere at the expense of the American taxpayer, worker and consumer."

It also declared that the "time has

come for the U.S. government to end the disastrous conditions it is creating in the American economy through the award of tariff and tax privileges for runaway capital and technology."

Urges Federal Laws

In another statement, the council called on Congress to enact federal workmen's compensation standards, because "the states are unwilling or unable to modernize their workmen's compensation programs."

The council joined with a national commission on workmen's compensation standards in recommending complete coverage of all workers without exemption, complete coverage of all work related injuries and illnesses, full

medical care without reference to dollar amount of cost, and improved formulas for weekly benefits. It disagreed with the commission's recommendation that federal action be withheld for three years, and urged passage as a high priority for 1973.

In the matter of television reruns, the council urged limitation of prime time reruns both to increase original programming for the viewing public and to promote job opportunities for workers in the television industry.

The council said the policy of re-running old series has "escalated to epidemic proportions." It pointed out that besides "reducing job opportunities catastrophically, this policy is

(Continued on Page 5)



Williams Heads Council

SIU Vice President Lindsey J. Williams, right, accepts congratulations on his election as president of the Greater New Orleans AFL-CIO from outgoing president A. P. "Pat" Stoddard. Stoddard had been president of the New Orleans labor federation for 17 years and retired early this summer. Williams will preside over both the federation council in New Orleans and its Committee on Political Education. The Greater New Orleans federation represents 77,000 workers.



Company's 'Ship American' Policy Is Praised

Harry Jorgensen, President, MFU, (second from left) paid a call recently on Zado of California offices to thank Zado President Evan Goldenberg (right) for his consistent "Ship American" policy. Captain C. O. Otterberg, Market Development Representative, Office of Market Development,

Maritime Administration, (left) accompanied Jorgensen on his visit to extend MARAD's thanks. During the call, Ms. Liz McCormack came in to look at merchandise for her clothes shop. Jorgensen and Otterberg seem to agree with her choices.

Executive Council Addresses Problems

(Continued from Page 3)

grossly unfair to the 63 million American families who rely on television as a major source of entertainment."

Also on the national agenda, labor listed its 1973 legislative goals as the following:

- Tax justice to restore equity to the income tax system, close loopholes and bar new attempts to shift the tax burden onto the shoulders of workers.
- Increased public investment and manpower training programs and public service jobs to meet critical national needs and to put unemployed workers back on the job.
- Enactment of the national health security bill to provide quality medical care at a price Americans can afford.
- Welfare reform keyed to a system

of fairness for all those in need and including a system of day care centers.

- Consumer protection against unsafe products and deceptive practices and a renewed fight for a national no-fault auto insurance system.
- Protection of workers' pensions through a system of reinsurance.
- Uniform workmen's compensation and unemployment compensation laws.
- Increased funding and manpower for the job safety act and safety laws on the railroads.
- Opposition to compulsory arbitration and attacks on the NLRB and federal labor standards laws.
- Full recognition of the rights of public employes by repealing the Hatch Act and establishing systems of true collective bargaining.

- Full funding of all federal programs in the fields of education, poverty, environment, maritime.

- Increased citizen participation through a national voter registration law, direct popular election of the president and home rule for the District of Columbia.

In the realm of foreign affairs, the AFL-CIO voiced support of an amendment to the strategic arms limitation agreement between the U.S. and Russia that would assure future equality of offensive weapons between the two nations.

The council said the defensive weapons section of the treaty is based on U.S.-USSR equality but that the agreement on offensive weapons "departs from this principle and could give the Soviet Union a continuing advantage."

Wage Insurance Benefits Await Listed Seafarers

The SIU's unique Wage Insurance Benefit, administered by the union's Welfare Plan, protects eligible Seafarers from the economic hardship created when a Seafarer's employer fails in his obligation to pay the Seafarer the compensation he has earned by reason of his employment. The Welfare Plan pays every covered Seafarer a benefit equal to 90% of the net compensation due him—not payed by his employer.

Following is a list of Seafarers who are presently due such benefits as a result of voyages made aboard vessels owned by employers who failed to meet their obligations to the Seafarers.

These Seafarers should immediately contact SIU headquarters, 675 Fourth Ave., Brooklyn, N.Y. (212) 499-6600 to claim their benefits.

When making his claim, the Seafarer must substantiate it by supplying the original of his pay voucher for the period noted on the ship cited.

S.S. Richwood—Voyage 6/6-9/11/69

A. Trinka, SS# 064-38-1606
Stephen Lynch, SS# 427-98-5181
Joseph E. Trefry, SS# 536-54-6519
R. Stinson, SS# 009-34-4981
Harvey Worthington, SS# 465-68-5468

S.S. Richwood—Voyage 6/6-7/17/69

R. Dickerson, SS# 041-18-5361
Edward Adams, SS# 428-60-4659
Aubrey Haters, SS# 421-22-7159
Dyke Johnson, SS# 434-66-3607
George A. Jernigam, SS# 427-32-2074

S.S. Salisbury—Voyage 9/16/68-4/22/69

George Vickers, SS# 416-14-9987
Demasenes McDonel, SS# 422-48-9185
David Hamilton, SS# 587-30-1802

S.S. Raleigh—Voyage 2/16-2/25/72

Kostantinos Diakantonis, SS# 083-44-3723
Earl B. B. Smith, SS# 579-22-2508
Earthell Jackson, SS# 222-22-9773
David L. Hudgins, SS# 231-16-6286
Bobby L. Riddick, SS# 225-62-4322
William Harris, SS# 433-60-6929
Ausbun Johnson, SS# 424-30-1329
Brisco Maxwell, SS# 565-56-8492
Frederick Legg, SS# 232-72-3993
Billy Taylor, SS# 455-64-7780
Richard D. Reed, SS# 235-76-7501
Thomas Richardson, SS# 502-50-9569
Thomas Gowler, SS# 579-52-2633

Gas Group Favors LNG Legislation

American Gas Association President F. Donald Hart said the U.S. demand for liquefied (LNG) will require a fleet of "well over 100" specially-designed tankers by 1990.

Testifying before the House Merchant Marine and Fisheries Committee in support of a bill introduced by Rep. William R. Anderson (D-Tenn.), Hart predicted "unless steps are taken immediately to assure increased production of our domestic potential as well as insure our ability to narrow the supply-demand gap through importation of foreign source natural gas" the nation will face "a critical natural gas shortage."

He added that the legislation before the committee "would help assure the nation's energy consumers that a significant portion of this transportation need would be met by 1980." The bill would authorize government construction of 40 LNG tankers.

By reducing the temperature to minus 259 Fahrenheit, the natural gas is turned into a liquid state, explained Hart. Less space is thereby used in the transportation and storage of large quantities of the fuel. Gas in its liquid state occupies only 1/625 of its gaseous volume.

Projections from the Federal Power Commission for LNG imports show a growth from 300 billion cubic feet in 1975 to four trillion cubic feet by 1990. The latter figure is equal to nearly 20 percent of all gas consumed in the United States in 1971.

SIU, Other Maritime Unions Picket Foreign Vessels in U.S. Ports

The SIU joined with other maritime unions to prevent grain-loading operations of five foreign-flag ships in three American ports in September.

The picketing of the five foreign-flag ships was undertaken as part of a continuing effort to urge the American people to support use of U.S. flag ships.

The joint union picket lines tied up ships in Baltimore, Chicago and Houston. The unions involved in addition to the SIU, were the National Maritime Union, American Radio Association, Radio Officers Union and the Marine Engineers Beneficial Association.

COPE Rates Votes On Oil Imports Bill

The AFL-CIO News in its regular listing of congressional votes on important labor issues included the Senate vote on a bill that would have required at least 50 percent of U.S. oil imports to be carried on U.S.-flag ships.

The measure was defeated by a vote of 41-33. The AFL-CIO News said that the bill, had it passed, would have created 150,000 maritime jobs and thus, a vote for the measure was "right" and against the bill "wrong," according to the Federation's Committee on Political Education (COPE).

Neglect of Maritime Affects All American Workers: Black

Newton W. Black, president of the International Glass Bottle Blowers Assn., has declared that "too long the U.S. government has neglected the needs of the most vital segment of this country's commerce and defense—its merchant marine." As a result, all American workers have suffered, he said.

"Many of us have more at stake in the ports, docks and shipyards of the nation than we ever realized," he added. "Our self-interest in these areas has come home to us hard in recent years and it has hit us where it hurts most—in the job place. Many a worker in inland America who probably has never seen water any deeper than his favorite fishing hole is jobless today because of what is happening on our oceans."

Cheap Labor to Blame

"He is jobless because of our trade policies," Black continued. "Cheap labor imports have put him on the unemployment line. Not only cheap labor in production imports, but cheap labor on the foreign-flag ships which ferry the cheap labor products across the water."

Black spoke to a gathering of labor, business and government officials at a luncheon in Washington sponsored by the eight-million-member AFL-CIO Maritime Trades Department.

According to Black, in the years

between 1966 and 1971, over 900,000 American workers lost jobs because of what was going on across the oceans and on them.

"The world's greatest merchant fleet, without which World War II for us would have ended in humiliating defeat at least two years before it was finally won, was permitted to dwindle pathetically in the years since the war," he said.

"West Germany and Japan overtook leadership in shipbuilding, as the U.S. declined. Liberia and Panama became the leaders in merchant ship 'flags,' most of them flown over vessels operated by U.S. corporations in order to take advantage of cheap foreign labor and cheap safety standards."

Much to Be Done

Referring to the Merchant Marine Act of 1970, Black said he "was encouraged that some progress has been made to restore to the merchant marine a semblance of its one-time leadership and greatness." But, he added that there is much more to be done before the U.S. can once again be "the world's greatest seapower."

He concluded that progress must be made in these areas because "the debt this nation owes its merchant fleet is no less than the debt we owe our nation's future through insuring its defense with a strong fleet, subject to U.S. regulation and the immediate needs of the country."

Union Official Urges Support Of Lettuce, Farah Boycotts

A leading activist in the area of consumer services, speaking at a luncheon in Washington, D.C. during Union Label Week, urged all Americans to support the labor movement's boycotts of Iceberg lettuce and Farah slacks "because it is a challenge to all who want economic justice for all American working men and women."

Edward P. Murphy, secretary-treasurer of the AFL-CIO Union Label and Service Trades Dept., said the lettuce boycott, sponsored by Cesar Chavez' United Farm Workers, is "a challenge to those of us who feel that the farm workers, for far too long, have been denied the collective bargaining rights that trade and industrial workers have enjoyed."

He said the Farm Workers are asking the American public to forego Iceberg lettuce "only so that their members can climb yet another rung on the ladder of economic justice."

But, Murphy warned that the struggle poses complex problems for the Farm Workers.

Sweetheart Contracts

"Some of the growers have signed sweetheart contracts with other unions that permit them to say their fields are organized, while these contracts keep the workers enslaved and without real bargaining power," he said. "This is a challenge we must meet in the name of humanitarianism."

Murphy said the Farah slacks boycott, sponsored by the Amalgamated Clothing Workers, was prompted by management's exploitation of its employees down through the years.

"Here," he said, "we have 3,000 workers, who have sought year after

year to have union representation, pushed into the street by an unyielding management. And that despite election after election in which the workers chose the union over the sometimes violent objection of management."

According to Murphy, Farah has employed some of the oldest and most discredited of anti-union tactics—those of firing the leaders of the union movement and those of hiring armed guards and guard dogs.

He said "we must, and we will continue the boycott against Farah slacks until that company realizes that workers are human beings entitled to dignity, security and reasonable working standards."

Issue is People

The products being boycotted, he said, "represent people out of jobs, people denied their bargaining power, people suffering economic ills because of the injustice of their employers. And the quickest way to make the employers feel the penalty of that injustice is to stay away from their products."

Alluding to the successful nationwide boycott of table grapes a few years ago, he said "we know that it (boycott) works."

"If lettuce browns on the ground, if Farah can sell no more pants, then the workers will win. And the push that can take them across the goal line must come from all Americans," he concluded.

Murphy spoke at a luncheon sponsored by the eight-million-member AFL-CIO Maritime Trades Dept. and attended by representatives of labor, business and government.

LEGISLATIVE REPORT



By B. Rucker

Congress has returned from a two-week recess which permitted Republican members to attend the convention in Miami.

Although there is no floor action in the House or Senate during a recess, the work of staff personnel and committees goes on.

Thus the work of SIU representatives concerned with legislation continues throughout the recess.

There were a number of bills of interest to Seafarers on which action was taken before the recess. S. 3858, a bill to amend the Public Health Service Act, passed the Senate and was introduced in the House. It was referred to the House Interstate and Foreign Commerce Committee.

As Seafarers know, the SIU has been in the forefront of the continuing battle to maintain PHS hospitals so that seamen can receive the best possible medical care.

While we generally support the intent of the bill introduced by Sen. Edward Kennedy, the SIU has suggested several changes which we feel are essential for the future of the PHS hospitals and of the Seafarers medical care:

- It must be clear that PHS should be maintained as an integral part of a wide range of new health programs, including the Health Manpower Act.
- It is imperative that PHS employees and beneficiaries—including Seafarers—be consulted before any decision is made to close or transfer PHS facilities. It is for this reason that we recommend the formation of PHS Advisory Councils, composed of beneficiary and employee representatives.
- We recommend that the bill include a \$150 million authorization to be made for a period of five years, with provisions for modernizing and improving hospital facilities.

Authorization

The merchant marine authorization bill passed both houses and was signed by the President.

Rep. Edward Garmatz (D-Md.) introduced the authorization, which includes construction differential subsidies, operating differential subsidies, research and development funds, and funds for the operation of the federal and state-owned maritime schools. An amendment to the bill permits subsidized U.S.-flag ships to operate foreign-to-foreign, which gives the owner a broader market to serve and will provide more jobs for Seafarers.

Chairman Garmatz, incidentally, is retiring this year after 25 years in Congress.

Documentation

H.R. 759, a bill to revise and improve laws relating to documentation of seamen, is now in the House Merchant Marine and Fisheries Committee.

While the SIU favors modernization of the documentation laws, we insist that the traditional protections of seamen's rights must be preserved in any new law.

Vote Record

In a recent issue of AFL-CIO News, the voting record of Senators and Congressmen was tabulated on bills which are most important to the labor movement.

A major issue for Seafarers this year, shown in the tabulation, was the 50-50 oil import bill, to require that 50 percent of imported oil be carried on U.S.-flag ships.

Attached as an amendment to the maritime authorization, it was supported not only by the SIU, but by the entire AFL-CIO.

With this joint effort, we were able to win the backing of 33 Senators—only 8 votes short of a victory.

As has previously been announced the SIU is preparing for the second round of this important battle. The union will seek introduction of their bill in the next Congress.

Support SPAD



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.

LNG Era Coming

FPC rehears a case . . .

The Federal Power Commission, which last month approved the importation of liquid natural gas from Algeria, has agreed to re-examine its decision in the light of economic objections raised by the El Paso Natural Gas Co.

In the original decision, which followed a year of study by the FPC, El Paso was granted permission to import one billion cubic feet of Algerian gas per day over a 25-year period.

El Paso has said it will invest \$742 million in building the tankers needed to carry gas at the anticipated import levels.

But in its decision the FPC set up a complex of rules for the sale of imported gas that the El Paso company said would hamper their operation so severely that LNG importation would be too unprofitable.

Chiefly at issue is the FPC's stipulation that El Paso Algeria, a wholly-owned subsidiary of the American company, place itself under jurisdiction of the commission as an importer. That would mean El Paso Algeria

would have to apply separately for a license to sell the imported gas in America.

The FPC would then be able to regulate the price of the imported gas, instead of permitting the El Paso to establish the price.

The announcement of the rehearing came as the AFL-CIO filed a "friend of the court" brief asking that the original decision be modified.

The labor federation said that if the El Paso project is carried through more than a billion dollars in "plant facilities, ships and other goods and services would result, and a very large part of those expenditures would represent jobs which would be available to thousands of workers represented by unions affiliated with the AFL-CIO."

The brief called for the modification of the original order, "so that these expenditures will actually be made and the project will not be eliminated by conditions that makes this project uneconomical and other future projects unlikely."



. . . approves a terminal . . .

A proposed \$93 million terminal for LNG imports at Cove Point on the Chesapeake Bay has been approved by the Federal Power Commission.

The plan for the terminal includes a mile long pier to be built to handle giant LNG tankers as they arrive from Algeria.

The long-awaited decision on the Cove Point terminal completes government action on the status of LNG imports. Yet to come are court challenges to the terminal which are threatened by conservation groups.

John N. Nassikas, chairman of the four-member commission, said in his decision:

"The gas from this project is needed on the Eastern Seaboard to meet consumer demands and to assist in meeting reasonable ambient air quality standards.

"Thus, the environmental consequences of not admitting these shipments, or delaying matters so that the liquefied natural gas is sold elsewhere is far worse than any detriment to a circumscribed area on Chesapeake Bay or the proposed pipelines."



The pipelines would run from Cove Point to Loudon, Va. and Leidy, Pa. From there the Columbia Gas Co. and the Consolidated Gas Co. of Pennsylvania would use it to supply the energy needs of seven states and the District of Columbia.

The commission said it investigated several alternative sights for the terminal and was satisfied that any adverse environmental effects are more than offset by the need of people in the East to have LNG supplies available.

Spokesmen for the importing companies say that the plant can be in operation sometime in 1975.

An electric company official said that the FPC decision means that his firm will be able to keep electrical supplies at present levels for more years than if it had to rely on domestic sources for liquefied natural gas.

The FPC ruling came a week after the U.S. Interior Department dropped its opposition to the Cove Point Terminal which adjoins Calvert Cliffs State Park. The Interior Department will purchase land north of the park to give bathers access to a beach near the terminal.

. . . and the companies prepare



In the weeks following the Federal Power Commission decision to rehear the case of the El Paso Natural Gas Co., a number of other firms announced their intention to construct LNG ships.

The ships, 125,000 cubic meters in size—which is roughly the equivalent of a 150,000 ton conventional tanker—are expected to begin sailing the world's searoutes in 1975.

The LNG ship is a truly unique vessel. Plans for these ships under the U.S. flag utilize two methods of construction.

The first, depicted on this page, consists of a number of spherical "thermos bottles" welded to the deck of the

ship. In the bottles, supercooled liquefied natural gas can be transported in any latitude, in any weather without additional refrigeration equipment.

The second design type uses a hold built with a special "waffle membrane" to contain the liquefied cargo. Refrigeration units maintain the LNG at the required temperature of -259 degrees Fahrenheit.

Both designs give maximum protection against leakage. In the thermos bottle type of construction some of the escaping LNG vapors can be used to power the ship.

The Maritime Administration estimates that construction of the first American-flag natural gas carriers will begin early in 1973.

Congressmen Urge Legislation to Curb Crisis



Anderson Charges U.S. Oil Firms Subverting Law



Rep. Glenn M. Anderson (D-Calif.) has called on Congress to close existing loopholes in the Jones Act—a maritime law restricting domestic sea trade to ships of the U.S. flag—to prevent an undermining of the American merchant marine and to prohibit the exportation of needed oil resources in light of the impending energy crisis facing the nation.

He specifically charged Amerada Hess Oil Co. with "attempting to subvert the Jones Act in order to gain a competitive edge in marketing the oil resources from Alaska's North Slope."

Anderson pointed out that when the Jones Act was enacted in 1920 all U.S. states and territories came under its provisions except for the Virgin Islands, because at that time the Islands had virtually no commerce. He said that the Hess Co. is now trying to use this loophole to its own advantage.

The California Democrat explained that Hess has the exclusive right to build and operate oil refineries in the Virgin Islands and "intends, through these refineries, to circumvent the Jones Act."

In order to take advantage of the Act's loophole, Hess has asked the government of Costa Rica for permission to construct a pipeline from the Pacific to the Atlantic across that Central American nation, according to Anderson.

Circumventing the Law

"Obviously then, they will be able to send their foreign-flag fleet of tanker ships to Alaska to tap the North Slope resources not as domestic trade, although they are an American firm, but as import-export trade," he said.

"After the oil is pushed through the pipeline, the Hess fleet can stand by at its eastern end to ship the oil to the Virgin Islands for refining. And then use the Virgin Islands exemption to ship it to the contiguous U.S., again in foreign vessels."

"That is pretty shoddy business and it certainly

violates the spirit of the Jones Act, if not the letter of the law."

For these reasons, Anderson said "it is clear that we must close the Virgin Islands exemption in the Jones Act."

He added that in view of the "grave energy crisis we know looms over us, we must prevent the exportation of that oil, and indeed exportation of all our domestic oil and gas supplies, for as long a period as we are forced to import so much from so many nations around the world."

He concluded that not to close the loopholes in the Jones Act "is to invite chaos in our waterborne transportation. We will be faced with a chaotic situation in our waterborne traffic, traffic that moves thousands of tons of goods each year, and provides a meaningful and necessary communications link between our nation's seaports."



Rep. Glenn Anderson



Giaimo Supports U.S. Fleet Role In Oil Carriage



Rep. Robert N. Giaimo (D-Conn.) has said that unless Congress enacts a law requiring at least 50 percent of future American petroleum imports be carried on U.S.-flag ships, this country "will be in double jeopardy—confronted with an energy crisis as well as the possibility of a national security emergency."

Conceding that the U.S. would have to import the needed energy supplies, he said that there was no reason why it should also be dependent upon foreign-flag ships for its transportation.

Other industrial nations of the world "have been preparing tanker fleets capable of meeting their transportation requirements, but the U.S. continues to flounder in the face of a rapidly-closing danger. This is a hazardous position. The potential for coercion of the U.S. is ominous. The national security implications of being dependent on foreign-flag ships to deliver our petroleum is obvious," Giaimo said.

Alternative Listed

To counter these threats, he said Congress will again consider in its next session a measure that would require at least 50 percent of certain petroleum imports be carried by American-flag tankers. (The measure was defeated by the Senate earlier in this current session.)

"The intent of this legislation," he said, "is two-fold:

"First, we want to guarantee that the U.S. will have the ships required to transport sufficient petroleum to meet the coming energy crisis. We want to assure that the U.S. will have the capacity to protect itself, both economically and militarily, in the years ahead.

"Second, we want to break our nation's total dependency on foreign-flag ships to deliver the fuels we must have if we are to remain a modern, mobile society."

The Connecticut Democrat said the heaviest opposition to the bill has come from the American

oil companies "who reap huge profits from our dependence upon foreign oil."

It is these multinational corporations that "buy the oil, transport it on ships registered under foreign flags, and refine and sell the oil and its by-products at American prices," he charged.

"These are the companies," he said, "many of which have stripped industry from America and placed it in low-wage nations, while at the same time retaining their U.S. marketing apparatus."

"This," he concluded, "is why many of us in the Congress are determined to take it upon ourselves to protect the future of our U.S. We can still see danger beyond profits. We can still see the hazards of being doubly dependent upon foreign powers for the supply and transportation of our energy fuels."



Rep. Robert Giaimo

Foreign Flag Ships:



(Source: Maritime Administration. As of 1970 latest available figures.)

Percent of U.S. Oceanborne Foreign Trade Carried by National Flag Ships

Liberia	26.89
Norway	12.63
United Kingdom	7.77
Japan	5.66
United States	5.60
Greece	5.25
Panama	4.63
Germany	3.80
Italy	3.44
Other	24.43

Chart shows the percentage of U.S. foreign trade carried by vessels of other nations. Prominent in the carriage of U.S. trade are the ships of the Liberian fleet, the largest "flag of convenience" fleet in the world. Also the chart reflects the high percentage carried by Panamanian ships, a growing third flag fleet nation. The other nations represented on the chart have national fleets, but their percentage of carriage of U.S. trade is significantly higher than the level of U.S. trade with their nation. The U.S.-flag fleet carries only about 5 percent of the nation's trade.

One of the grave problems threatening the international maritime community, including the U.S.-flag fleet, is the growth of so called "third-flag" and "flag of convenience" fleets.

The ships, whether registered in Liberia or in tiny Somalia, sail the world's seaways carrying cargoes from nation to nation, and seldom, if ever, touching the shores of the nation of their registry.

These fleets in 1960 combined to place fourth in size in the world. And by the 1970s they constituted the largest fleet, more than 30 percent bigger than the nearest national fleet.

The problem these ships present to the true maritime nations of the world are, first, a problem of unfair economic competition and, second, a problem of safety.

The problem of economic advantage and, thus, the power to undercut prices of national fleets arises partly from the registration policies of nations which sponsor third-flag fleets.

2,011 Liberian Ships

For example, Liberia, whose registered fleet has 2,011 ships with a deadweight tonnage of more than 70 million, charges an initial fee of \$1.20 per net registered ton, and an annual 10 cents per ton after that.

Registration fees are similar in Panama, another rapidly growing third-flag fleet nation. However, the annual fee can be less expensive with ships of 5,000 tons and larger assessed a maximum of \$1,800 per year.

These fees, meager in comparison with the taxes on ships of national fleets throughout the free world, allow shipowners in the third-flag fleets to offer rock-bottom prices for the transportation of cargo, since their overhead charges are far less.

However, the greatest economic advantage for third-flag ships lies in the field of crew costs. American-owned ships, operating under flags of convenience enjoy an enormous advantage over U.S.-flag ships which pay salaries two-and-a-half to seven times those of many fleets of the world.

Little Regulation, Little Safety

Furthermore, third-flag ships are allowed to operate with little or no regulation on crew size and crew qualifications.

But along with that goes a threat to the safety of the ship, according to a report published by the Organization for Economic Cooperation and Development. The OECD report states:

"The manning practices of flag of convenience operators have led in several instances during the last few years to circumstances which threatened the safety of the personnel on board and even of the ship herself."

And a final economic advantage for the operation of ships under flags of convenience is that lending institutions are often more willing to loan money for construction to third-flag operators because they can retain a higher percentage of profit because they pay few,

Threatening America's Maritime Future

if any, taxes and need not return profits for investment in the nation of registry.

Cargo Leverage

The combination of those advantages gives the third-flag fleets leverage in the cargo market. In the United States maritime trade, vessels of nations with which American companies have little or no actual trade, such as Liberia, Honduras and Pakistan, carry astonishing amounts of U.S. imports and exports.

The giant Liberian fleet alone carries on more than a quarter of the multi-billion dollar U.S. foreign trade, and carries almost half of all U.S. oil imports.

The U.S.-flag fleet on the other hand carries only approximately five percent of its nation's foreign trade and only about three percent of its oil imports.

In the oil trade, fleets of five nations carry more American imports than the U.S. flag fleet and, interestingly, none of them produce the oil which the U.S. imports.

Price Cutting Felt

All of the world's national fleets are feeling the impact of the price-cutting policies of the third-flag ships.

At a recent conference of the United Nations Trade and Development Commission (UNCTAD), a draft policy was approved that says that national fleets have the right to carry at least 40 percent of their nation's foreign trade. The UNCTAD resolution also says that if third-flag carriers are involved in trade on a specific trade route, they should have access to 20 percent of the cargo pool, while fleets of the two nations directly involved have access to 80 percent of the pool. (See editorial Page 10.)

As reported in the *Seafarers Log* in August, the SIU of Canada has begun a fight against convenience flag ships, which they say rob Canadian seamen of employment opportunities.

A similar action has recently been started by maritime unions in Australia, which have forced many third-flag ships to take on Australian crews in Australian territorial waters.

Phenomenal Growth

Developments like that, along with the strengthening of cargo preference laws in many nations of the world, may in the future serve as a buffer against the continued widespread growth of the third-flag fleets. For example, the Liberian fleet grew by 243 percent in the years between 1963 and 1971 compared to a growth of 45 percent for European national fleets. The growth of the Liberian fleet, experts believe, also outstrips the phenomenal growth rate of the fleet of the USSR.

And another aspect of third-flag fleets—their high loss and break-up rate—may also work against them as time goes on.

With little or no government regulation of safety requirements aboard ship, third-flag fleets suffer more loss or break-up. The flag of convenience fleets lost ships at yearly rates that ranged from a low of .3 percent of the total fleet in 1957 to a high of 1.3 percent of the total fleet recorded in 1967. The world average was under .3 percent.

The difference is even more pronounced in break-up figures. The

break-up rate for the flags of convenience fleet reached 4 percent in 1969 while the world average remained under 2 percent.

The OECD report for flags of convenience fleets cites, along with insufficient manning scales, a lack of adherence by third-flag fleets to officer standards and the failure of third-flag shipping companies to check thoroughly the qualifications of their crew members.

"It remains true in every case," OECD said, "that compliance with the safety conventions is far better as-

sured under the control and responsibility of governmental administration, than left to the conscience and self-interest of owners."

Individual Retaliation

The nations of the world have seemingly come to the realization that their merchant fleets are seriously threatened by third-flag shipping practices and are beginning to take individual action to gain some kind of control over them.

The United States, with its official "free trade" policy, has not yet taken

action against third-flag ships, although recently a bill that would have required at least 50 percent of U.S. petroleum imports to be carried in U.S. ships was nearly adopted by the U.S. senate.

The awareness of the problems presented to the traditional maritime nations of the world by flags of convenience fleets, thus, has grown in recent years.

However the problem is solved, that awareness will probably be the first step in a long process of change in the world's maritime picture.

OIL IMPORTS INTO U.S. AND PUERTO RICO BY FLAG % OF TOTAL

(Source: American Petroleum Institute. Figures during peak periods.)	4th Qtr. 1970	1st half 1971
Liberian	45	44
Panamanian	11	11
Norwegian	8	11
British	8	8
Greek	8	8
American	5	3
Dutch	4	3
Italian	3	3
German	2	3
Danish	1	2
Unallocated	5	4
TOTAL	100	100

The chart shows the percentage of U.S. oil imports carried by ships of various nations. In first place is the huge Liberian tanker fleet, many vessels of which are American-owned "runaways" from the U.S.-flag fleet, and U.S. shipyards. The same holds true for the second largest carrier,

the Panamanian fleet. Significantly, none of the nations listed produces the oil which the U.S. imports. Also of significance is the declining participation of the U.S. tanker fleet in its own nation's importing of oil.



Knowing the Opposition

It has been apparent to the entire maritime industry that one of the most difficult roadblocks to recovery for the U.S. Merchant Marine is the indifference and, at times, active opposition of some agencies of the U.S. government.

In the past, we've pointed out that:

- The U.S. Department of Agriculture does not, and seemingly will not, comply with the Cargo Preference Laws concerning government-generated cargo.
- The Agency for International Development ignores Cargo Preference Laws in finding ships for their mercy cargoes.

And add to this list—the U.S. Department of State.

At a recent conference of the United Nations Committee on Trade and Development (UNCTD) the State Department opposed a resolution entitled "Draft Code of Conduct for Liner Conferences."

The meat of the resolution, which our representatives said violated principles of "free trade," consists in two clauses:

"Where no third flag carrier participates in a trade, the share in the pool of the shipping lines of the two countries whose trade is served by the Conference shall be equal.

"When one or more carriers of a third flag participates in a trade, their aggregate

share shall be no more than 20 percent of the total pool, the balance being divided among flags of the lines of the countries whose trade is serviced by the Conference."

What that boils down to is a statement of the United Nations that trading nations have the absolute right to have 40 percent of their trade carried in ships of their own flag.

Compare that with the approximately five percent of U.S. trade carried by her own ships, and you can see the immense potential there for the U.S.-flag merchant marine.

But our State Department opposed the resolution.

This is a strong case in point. Whenever the opportunity arises for the State Department to declare itself for or against the American-flag merchant marine, it prefers to take a position against our own flag ships. By so doing, we feel that the State Department also takes a position against the best interests of our nation.

It is almost mandatory that our government agencies—particularly our State Department—must support the intent and the program of the Merchant Marine Act of 1970 if that legislation is to succeed.

It's unfortunate that we have to fight our own State Department to achieve what is in our own national interest.

SIU Scholarship Program

Applications for SIU scholarships, valued at \$10,000 for use at any accredited college in any course of study, are currently being accepted from eligible members of the union and their dependents.

Now in its 20th year the SIU Scholarship program has helped close to 100 deserving Seafarers and their dependents better themselves through higher education.

The Scholarship Program is but one facet of the total education program offered by the SIU. The union has long adhered to the principle that education is for the total man and that a deserving individual should not

be deprived of this opportunity because of circumstances beyond his control.

The SIU believes that as a man learns, he grows bigger and better. There is never an end to the learning process. There is always room for improvement.

With this in mind the SIU continues to explore the paths of education for the members and their families. And the Scholarship Program is one of those paths. It offers a chance and its offers a future.

For complete details on the SIU Scholarship Program see the related story on Page 32.

Letters to the Editor



Senate Vote Appraised

After reading the August issue of the *Log* I felt buoyed by the results of the Senate vote on the bill requiring at least 50 percent of future U.S. oil imports be carried on American-flag ships.

Naturally, losing the vote was not gratifying, but its very closeness was. I think that this result indicates that some of our legislators are beginning to become aware of the increasing problems facing this country's merchant marine. And, I dare say, the SIU had a big hand in making them aware. And I'm sure we had plenty of help in our endeavor, which all Seafarers appreciate.

Now that the initial inroad has been made, I am sure the union and its friends will continue to push for an eventual victory. And the closeness of the Senate vote should be just the encouragement we need to press the fight still further once the next session of Congress gets underway.

Chris Mazon
Philadelphia

Here's hoping that come the next session of the U.S. Congress this country's merchant marine—and the men and women serving in it—finally get to enjoy some fruits from their struggles. The Senate vote on the oil import bill makes this hope seem much closer to reality.

Congratulations on a fine effort so far. Keep up the good work.

Jack Squire
New York

Upgrading Offers Chance

The expansion of the union's upgrading programs as told about in the August issue of the *Log* is very good news.

The opportunities that the upgrading programs offer to Seafarers cannot be understated. As long as a man sees a chance to better himself he will continue to be conscientious in his job. It is only when a man thinks he has gone as far as possible in an organization or occupation that he becomes bored and discontented.

The expansion of the upgrading training really gives all SIU members something to shoot for.

Tom Homan
New York

September 1972 Volume XXXIV, No. 9

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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Published monthly at 810 Rhode Island Avenue N.E., Washington, D.C. 20018 by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Washington, D.C.



17 OCT 1972

NLRB Files Complaint Against Farah Clothes

The National Labor Relations Board has handed down a complaint charging the Farah Manufacturing Co. with unfair labor practices, including unlawful firings and intimidation of peaceful strikers.

One of the major points in the complaint issued by the board is that the Jarvis Security Co., a private guard service employed by Farah, "threatened and intimidated, by the use of guard dogs, striking employees who were then engaged in peaceful picketing at the plant."

The NLRB complaint, based on charges by the Clothing Workers, which represents the 3,000 strikers, also accuses Farah of discharging employees known to be union supporters and refusing to rehire them to their former or equivalent jobs. A hearing on the charges has been set for Oct. 2 in El Paso, Tex.

In a catalogue of unfair labor practices, the NLRB complaint lists charges that Farah:

- "Maintained a close watch over and surveillance of the working time activities" of various groups of workers employed in different plants and departments "for the purpose of intimidating these employees."
- "Curtailed all talking among employees during working time."
- "Warned employees that those who became active for the union

could expect harsh 'treatment' from the company."

- "Transferred from its Gateway plant to the Gateway machine shop employees who were known to be sympathetic for, or prominently identified with, the union for the purpose of isolating them from contact with other employees."

- "On the public streets of downtown El Paso, recorded the names of employees engaging in an organizational demonstration."

- "Advised employees that things would go better for them at work if they removed union organizing badges and ceased their organizing activities."

- "Caused a company guard to take pictures of employees who were then engaged in conversation outside the plant during non-work time."

- "Advised employees that things would go bad for them because they had union authorization cards in the plant and were soliciting for the union on non-work time."

- "Questioned employees regarding their union sympathies and support."

- "Took still camera and motion picture camera photographs of striking employees."

- "Assigned less agreeable and more arduous work tasks" to certain employees who were known to be union adherents.

Inch, Meter? Quart, Liter? Time to Learn Difference?

The Senate has passed and sent to the House a bill that would convert the U.S. system of measurement to metrics while gradually phasing out the existing use of inches, quarts and pounds.

The legislation, adopted overwhelmingly, provides for the changeover to meters, liters and grams during the 10-year span—"at the end of which the nation would be predominantly, although not exclusively, metric."

Under the terms of the bill, a na-

tional plan for the changeover would be developed by an 11-member Metric Conversion Board made up of representatives of business, labor, education, consumers, scientists and engineers, plus one member each from the House and Senate.

The board's prime function would be to formulate the national plan, which would include recommendations for legislation and proposed regulations.

Who Foots Bill?

Absent from the legislation are provisions for funds to cover the costs of metrification. Both organized labor and industry have expressed concern over the costs for the switchover, which has been estimated at about \$11 billion.

The economic impact on U.S. workers will be especially severe if they must bear the brunt of the costs for the conversion. For many, tools would become obsolete and retraining and education would be necessary in many fields.

In testimony earlier this year before the Senate Commerce Committee, the AFL-CIO said that further study was needed to fully explore the economic impact of the conversion to metrics.

The metric changeover legislation was thought to be dead for this session of Congress. But the Senate Commerce Committee resurrected the bill last week and the full Senate quickly approved it.

The Senate action caught the House by surprise. The House Science Committee has held no hearings on the legislation and there are currently no plans to air the measure when Congress reconvenes after Labor Day.

Business Profits Reach All-Time High in Quarter

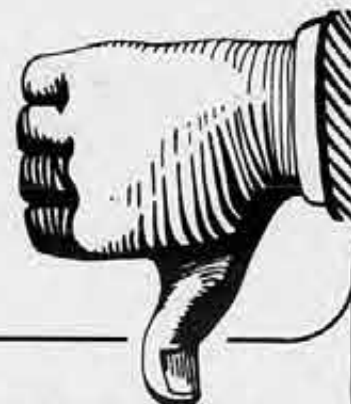
The Commerce Department has released figures showing corporate after-tax profits surged to \$2.9 billion during the April-June period, an all-time high. The second quarter figures bring the seasonally-adjusted annual profit rate to \$52.4 billion.

The pace in the second quarter was 14.4 percent above ten-year-ago levels when after-profit tax profits were running at an annual rate of \$45.8 billion.

The Commerce Dept. noted that the record figures for the April-June quarter would have been even higher if tropical storm Agnes had not taken a \$450 million toll in damages to plants, equipment and inventories in the eastern U.S.

The increase—even though it reflected losses due to the storm—also set a record of \$93.1 billion in pre-tax profits.

Unfair to Labor



DO NOT BUY!!

BARBER EQUIPMENT—Wahl Clipper Corp., producers of home barber sets. (Int'l. Assoc. of Machinists and Aerospace Workers)

CIGARETTES—R. J. Reynolds Tobacco Co.—Camels, Winston, Salem, Tempo, Brandon, Doral, and Cavalier. (Tobacco Workers Union)

CLOTHING—Reidbord Bros., Co., Siegal (H. I. S. brand) suits and sports jackets, Kay-nee boyswear, Richman Brothers men's clothing, Sewell suits, Wing shirts, Metro Pants Co., and Diplomat Pajamas by Fortex Mfg. Co.; Judy Bond Blouses (Amalgamated Clothing). (International Ladies Garment Workers Union)

CONTACT LENSES AND OPTICAL FRAMES—Dal-Tex Optical Co. Dal-Tex owns a firm known as Terminal-Hudson. They operate stores or dispense to consumers through Missouri State Optical Co.; Goldblatt Optical Services; King Optical; Douglas Optical, and Mesa Optical; Lee Optical Co.; and Capitol Optical Co.

COSMETICS—Shulton, Inc. (Old Spice, Nina Ricci, Desert Flower, Friendship Garden, Escapade, Vive le Bain, Man-Power, Burley, Corn Silk and Jacqueline Cochran). (Glass Bottle Blowers Association)

DINNERWARE—Metalox Manufacturing Co. (Int'l. Brotherhood of Pottery and Allied Workers)

FILTERS, HUMIDIFIERS—Research Products Corp. (Int'l. Assoc. of Machinists and Aerospace Workers)

FURNITURE—James Sterling Corp., White Furniture Co., Brown Furniture Co., (United Furniture Workers)

LIQUORS—Stitzel-Weller Distilleries products—Old Fitzgerald, Cabin Still, Old Elk, W. L. Weller. (Distillery Workers)

MEAT PRODUCTS—Poultry Packers, Inc. (Blue Star label products). (Amalgamated Meat Cutters and Butcher Workmen)

Holly Farms Poultry Industries, Inc.; Blue Star Label products (Amalgamated Meat Cutters and Butcher Workmen)

PRINTING—Kingsport Press "World Book," "Childcraft." (Printing Pressmen, Typographers, Bookbinders, Machinists, Stereotypers, and Electrotypers)

NEWSPAPERS—Los Angeles Herald-Examiner. (10 unions involved covering 2,000 workers) Britannica Junior Encyclopedia (Int'l. Allied Printing Trades Assn.)

RANGES—Magic Chef, Pan Pacific Division. (Stove, Furnace and Allied Appliance Workers)

SHOES—Genesco Shoe Mfg. Co.—work shoes; Sentry, Cedar Chest and Statler; men's shoes; Jarman, Johnson & Murphy, Crestworth (Boot and Shoe Workers)

SPECIAL—All West Virginia camping and vacation spots, (Laborers)

TOYS—Fisher-Price toys (Doll & Toy Workers Union)

Glass Bottle Blowers, Other Crafts Honored in Bicentennial Stamps

The Glass Bottle Blowers believe that members of their craft from Poland, who landed at Jamestown in 1609, "staged what surely was the New World's first strike—in 1619."

"They struck for the right to vote—and they won," an article in the August issue of *GBBA Horizons*, the union's magazine, points out.

The article traces glass blowers back to among the first settlers in the Jamestown colony. They set up furnaces soon after the settlement was established at the mouth of the James River in what is now Virginia. Their main products were glass beads, popular barter for trade with the Indians.

The union recalls the early history by way of pointing out that glass blowers are one of four crafts that are being commemorated in stamps dealing with the colonial era as part of a series being issued to mark the nation's forthcoming Bicentennial Year in 1976.

S.S. Newark On Coast Run

The ultra-modern containership *Newark* (Sea-Land) has been making the coast-wise run. She recently pulled into Port Elizabeth, N.J. on a turn-around. During her brief stop-over, a *Log* photographer got some shots of the SIU crewmembers serving aboard the *Newark*.



SIU Representative Bill Hall brings *Newark* crewmembers up-to-date on union affairs and activities during a meeting in the ship's dining room.



Electrician Alvaro Vega tends to some business in the engine room. Vega is looking forward to his retirement in nine months.



Ken Esannason, a member of the steward department aboard the vessel, scans a copy of the tanker agreement between the union and its contracted companies.



Lifeboat drills are a common occurrence aboard all SIU-manned ships, even when in port. Seafarers in the picture at left are readied to be lowered into the water during such a drill. Teamwork is the key element in such maneuvers as the lifeboat eases down to the water in photo at right.

Money Due SIU Members

The following Seafarers have checks due them for wages earned aboard the *SS Jian* in 1964. Each of these Seafarers should immediately contact the offices of Berenholtz, Kaplan & Heyman at 1845 Maryland National Bank Bldg., 10 Light St., Baltimore, Md., in person, by mail or by calling 301-539-6967, in order to obtain the amount due them.

Richard S. Asmont
Carmelo Attard
Henry J. Broaders
Claude A. Brown
Edmond L. Cain, Jr.
Douglas A. Clark
Elmer C. Danner
George Dakis
James M. Davis
Rudolph G. Dean
Juan M. DeVela
George Fossett
Eugene C. Hoffman
Charles J. Hooper
Joseph Horahan
Marshall V. Howton
Francis X. Keelan
George Kontos
Allan E. Lewis
James Lewis
Peter Losado
Benedicto Luna

Armando Lupari
Hazel L. McCleary
Edward McGowan
Gerald R. McLean
Terral McRaney
Peter J. Mistretta
Murphy, Theodore
Joseph J. Naurocki
David Nelson
Reginald Newbury
George Papamongolis
Jeremiah E. Roberts
Arthur Rudnicki
Leonard Russi
George Schmidt
Ray F. Schrum
James D. Smith
Ray Smith
Bella Szupp
Ilus S. Veach, Jr.
Joseph Wagner
Robert F. Wurzler
Ted Murphy

The following Seafarers have checks due them for unclaimed wages earned aboard vessels operated by Texas City Refining, Inc. They should immediately contact L. W. Westfall, chief accountant, Texas City Refining, Inc., Marine Division, P.O. Box 1271, Texas City, Texas 77590.

NAME	RATING	NUMBER
William R. Corry	AB	449-42-3299
Frederick Estes	OS	464-80-0867
Lamar Gribbon	Bosun	157-22-6074
Thomas Hopkins	Pumpman	576-16-6392

New Dues Payment Service Begun by SIU for Members

In an effort to assist SIU members in budgeting payment of their initiation fee and regular calendar quarterly dues, the Seafarers International Union is now providing its members with the option of having these obligations automatically deducted from any vacation benefits due them.

A new method of meeting these obligations is now available whereby Seafarers may voluntarily sign an authorization card which permits application of vacation benefits toward partial or full payment of dues and initiation fees.

Great Lakes Area

For Seafarers in the Great Lakes area, both initiation fees and quarterly dues may be paid through this method of assigning earned vacation benefits. Seafarers in the deep-sea ports may only assign vacation benefits towards payment of initiation fees.

The assignment cards, clearly spelling out the method and provisions for assignment of vacation benefits for these purposes, are now available from all port agents upon request.

Use of this new system can help a Seafarer protect both his good standing in the SIU and his other benefits by preventing him from falling in arrears in payment of his quarterly dues.

The Union's Constitution provides that a Seafarer can lose his shipping, voting and other rights when he is

more than two calendar quarters in arrears in dues payment.

On January 1, 1970, the Union's membership, in accordance with provisions of law and by secret ballot, increased the initiation fee for membership in the SIU to \$500.00, payable on the first day of each consecutive calendar quarter, allowing for a grace period of thirty days.

Union Provisions

The SIU's collective bargaining agreements provide, where applicable, for a union shop. All new employees who are not members of the Union, are thus required, after logging thirty days of employment, to pay at least \$125.00 towards their initiation fee and \$43.00 quarterly dues for each quarter.

Under these union shop provisions, failure to pay the amounts due on a quarterly basis can mean discharge from employment aboard ship and can deny the right to register for shipping through the Union's hiring halls.

New members, who join the union as replacements for those unlicensed seamen who retire or leave the union by attrition, often have limited financial resources and may have difficulty in meeting their union obligations. These Seafarers can now have the amounts they owe automatically withheld on their behalf from their earned vacation pay by signing an assignment card.

SIU Ships' Committees



STEEL MAKER (Isthmian)—In foreground topside aboard the *Steel Maker* at Brooklyn, New York dockside are, from left: W. Linker, engine delegate; D. Papageorge, educational director; J. Nolasco, deck delegate, and J. Gomez, ship's chairman. Pair in background consists of D. Keith (left), steward delegate, and J. Rayes, secretary-reporter.



STEEL APPRENTICE (Isthmian)—Members of the ship's committee aboard the *Steel Apprentice* are, from left to right: F. Charneco, D. Rakestraw, R. Minix, G. Hoover, G. Beloy and P. Lopez.



STEEL EXECUTIVE (Isthmian)—Gathered together in the crew's lounge aboard the *Steel Executive* are members of the ship's committee. Bottom, left to right, Calvin Sivek and John Klubr. Top, John Reed and Marcelo Eimar.

The Noonday On a Mercy Mission

Outbound from New Orleans on a mission of mercy, the freightship *Noonday* (Waterman) carried more than a cargo of crates and bales recently—she carried hope and life to countless refugees in the war-ravaged country of Bangladesh.

When she dropped anchor in what was the India-Pakistani war zone, she unloaded 3000 tons of relief goods valued at \$1,125,000.

But when her voyage is expressed in human terms, what she really brought with her from the U.S. was enough food to save thousands from starving, and building materials to further protect them from death due to exposure to winter.

Her cargo, collected by the Catholic Relief Service, included such basic foodstuffs as corn-soya mix, vegetable oil and wheat. In addition, tons of corrugated iron was unloaded to construct shelters for the homeless in the Himalayan foothills.

Even before last year's India-Pakistani War created 10 million refugees, the *Noonday* had already earned the title "mercy ship" for her many earlier voyages to India with relief aid.



Archbishop Phillip M. Hannan, left, watches the *Noonday* take on cargo of relief aid for Bangladesh refugees at dockside in New Orleans.



The *Noonday* brought tons of CARE packages for relief aid to strife-torn Bangladesh.

USPHS Announces Signing of Contracts for Health Care

The United States Public Health Service in New Orleans has announced that it has signed contracts with the following medical facilities to provide health care for Seafarers in their area.

Disability pensioners in particular are advised that they may call upon these facilities for both regular and emergency medical care. Here is the list of facilities:

Getting Ready to Sail



Vaccinations are a necessary precaution for Seafarers sailing the world's oceans. AB R. J. Kelly, who sails aboard the *Robert E. Lee*, doesn't seem too thrilled by the entire procedure.

ALABAMA

Mobile General Hospital
2451 Fillingim St.
Mobile, Alabama 36611
Mobile Infirmary
Post Office Box 4097
Mobile, Alabama 36604

FLORIDA

Cape Canaveral Hospital
P.O. Box 69
Cocoa Beach, Florida 32931
Halifax District Hospital
P.O. Box 1990
(Clyde Morris Blvd.)
Daytona Beach, Florida 32015
Broward General Hospital
1600 South Andrews Avenue
Fort Lauderdale, Florida 33316
Lee Memorial Hospital
P.O. Box 2218
Fort Myers, Florida 33902
St. Luke's Hospital
1900 Boulevard
Jacksonville, Florida

De Poo Hospital
918 Southard Street
Key West, Florida 33040
Monroe General Hospital
P.O. Box 932
Key West, Florida 33040
Baptist Hospital
8900 N. Kendall Drive
Miami, Florida
Okaloosa County Hospital System
Niceville, Florida 32578
Jackson Memorial Hospital
1700 N.W. 10th Avenue
Miami, Florida 33136

Mercy Hospital
3663 South Miami Avenue
Miami, Florida 33138
Municipal Hospital
P.O. Drawer No. 9
Port St. Joe, Florida 32456
West Palm Beach Good Samaritan Hospital
1300 North Dixie
West Palm Beach, Florida 33402

LOUISIANA

South Cameron Memorial Hospital
Route 1, Box 277
Cameron, Louisiana 70631

MISSISSIPPI

Singing River Hospital
Pascagoula, Mississippi 39567
Vicksburg Hospital Inc.
1600 Monroe Street
Vicksburg, Mississippi
(Two contracts—one for General Medical Surgical Hospital Care and one for Quarantinable Diseases)

MISSOURI

Lutheran Hospital of St. Louis
2639 Miami Street
St. Louis, Missouri 63118

MEMPHIS (Processed by)

Methodist Hospital
1265 Union Avenue
Memphis, Tennessee 38104
City of Memphis Hospital
860 Madison Avenue
Memphis, Tennessee 38103
Baptist Hospital
1899 Madison Avenue
Memphis, Tennessee 38103

A Look at Russia's Maritime Programs:

One of America's leading maritime experts has declared that the Soviet Union, through a concentrated program of development and expansion, is now "able to snap its fingers at all other world maritime nations, except the U.S."

Norman Polmar, U.S. editor of *Jane's Fighting Ships*—the "bible of the world's navies"—warned that Russia has already surpassed the U.S. in some maritime areas, especially its merchant marine and fishing fleets. He said the Soviet Union "has the momentum" to overtake this country as the world's leading sea power.

Polmar said Russia's rise to a position as a world sea power did not come about by chance, but by "the successful application of integration of its four separate fleets—navy, merchant marine, research and intelligence, and fishing."

"Today, the Russians are investing more resources in (naval) research and development, and their efforts obviously have more momentum than similar Western activities. In this situation, the nation that is behind has the potential of surpassing the leaders with sufficient momentum to remain ahead until the followers can redirect their efforts," he said.

"It can be argued that the Soviet navy today is a supernavy in every sense of the term: quantity, quality of forces and operation," he added.

With respect to the Soviet merchant, fishing and research fleets and its shipbuilding industry, "there can be no question of Soviet ascendancy and the concurrent decline of the U.S. and other Western countries over the past decade," according to Polmar.

He said that recent U.S. moves, such as the Merchant Marine Act of 1970, which calls for the construction of 300 new ships by 1980, is "laudable." But he added that these new ships "probably will only replace a large number of older ships, while the Soviet merchant fleet is adding about one million new deadweight tons per year."

He said that the final factor elevating the Soviet Union as a leading sea power through integration concerns centralized direction and coordination of the four fleets.

"This the U.S.S.R. has to a high degree beginning with naval officers who regularly serve with the non-naval fleets; merchant tankers employed as a matter of course to refuel warships; the Ministry of Shipbuilding Production, which is responsible for

building all Russian ships; the Ministry of Fishing Economy, which maintains a central information center with the location of all Soviet fishing flotilla and their catches," he declared.

He said that the Soviet Union, by recognizing the value of integration, now "has a fleet-in-being that can be employed directly in support of political and economic goals without having to fire a shot."

And, the significance of these aspects of sea power in Soviet political-economic strategy is probably increasing because of the declining prestige of the U.S. among maritime nations, he said.

But even in view of these advances, Polmar concluded that "there is still time to observe, analyze and debate the true meaning of Soviet sea power today, and to decide what, if any, counteractions should be undertaken by the U.S. before Russia surpasses her as the world's leading maritime nation."

Polmar made his remarks to a gathering of labor, business and government officials at a luncheon in Washington, sponsored by the eight-million-member AFL-CIO Maritime Trades Department. Excerpts from his address appear on the following pages.



Large, modern cargo ships such as the Russian Communist pose a real economic and political threat to the U.S. and especially to her merchant marine.

Achieving Economic and Political Goals

If we look at some of the ships the Soviets have been putting to sea during the past few years, we see the probably most interesting one is their helicopter carrier. They built two of this type, the *Mosfa* and the *Lenin-grad*. Very unusual ships, up forward they are essentially missile cruisers, back aft they are helicopter carriers. The first time this type of ship ever put to sea was under the Soviet flag. It's since been copied by a couple of navies, and the U.S. Navy is going to get into this business with the so-called Sea Control Ship. Most significant is that when this ship went to sea, not only was it a new design, but, for the first time, the missile systems—anti-aircraft and anti-submarine missiles—went to sea on this ship.

Brand new radar equipment and fire control equipment was on board. And for the first time on an ocean-going ship of the Soviet Navy a large solar dome or acoustic listening device they could lower over the back of the ship into the water so that when the Soviet Admirals who were pushing for an aviation ship finally got the rubles after they pounded on the table for a couple of years, they didn't get whatever was available. They got a major design effort for what turned out to be one of the most advanced warships afloat today.

Naval Warfare

But if we are talking about navies, we are talking primarily about one ship killing another ship. This, their first missile cruiser, in the opinion of some analysts, revolutionized naval warfare because no longer was the airplane and the gun the major weapon of a ship but now the anti-ship missile, the missile designed to seek out and kill another ship. These cruisers have anti-aircraft missiles for shooting down airplanes, anti-submarine weapons, but most significant, eight launchers

for the Shadik anti-ship missile. That missile, if you can get an airplane or another ship halfway there to give it more guidance, can travel more than four hundred miles. Using only the launching ship's electronic equipment and the missile's own homing radar or heat seeker the range is about two hundred miles.

As I say, beginning in 1962, they turned out four of this type cruiser then went to a totally new class of missile cruisers, the *Cresta*. In going to the *Cresta*, instead of one anti-aircraft missile launcher they went up to two (they don't like our airplanes) at the cost of which they cut in half their Shadik, the long range missile launcher, from four front and back to two on each side, from a total of eight to a total of four. They also added a hangar so they could operate a helicopter at night and in rough weather to give them a better anti-submarine capability.

Ships More Modern

By the way, when anyone tells you the Russians are a bunch of dummies, look at the electronic equipment on their ships. It's there. It works. Some is better than ours; some is inferior, but in several areas they are ahead of us. Again, in several they are inferior, but they are turning this stuff out at an interesting rate of new development compared to ours.

Of course, the Soviets have a large number of all-gun (that is, no missile cruisers) and these are older ships built in the mid-50's, the *Sverdlov* class. These are still very useful for showing the flag, for Admirals to command task forces from, and to use the guns for fire support in amphibious operations.

The U.S. has nine old cruisers built in World War II. The Soviet's dozen old cruisers, the *Sverdlov* class, were built in the 50's.

Getting slightly smaller in ships also late in 1962 the Soviets started turning out the frigate. This is a category between cruiser and destroyer. This is the *Kashan* class, with a high speed of 37-38 knots for about one hour. That's faster than any other destroyer in the world.

An interesting aspect of them is that they are powered by gas turbine engines. A gas turbine is nothing more than jet engine like we use in a 747 or a 707. Just put it in. Gas turbine propulsion gives your ship very high speeds. You can go from a cold start. That is, although your ship has been sitting next to the dock for a week without its engines going, it can be under way in fifteen minutes. You don't have to wait to get up steam. The Soviets have been building this class since 1962 and now have about sixteen. The U.S. Navy will get its first gas turbine destroyer about 1974 or 1975.

The Soviets have a large number of conventionally or steam-powered destroyers which were built in the 1950's. The U.S. Navy today operates about 70 destroyers built during World War II.

Today, on the shipways at Lenin-grad and down to the Black Sea, the replacements for these ships are being turned out. This is the *Crivac* class—a small ship about 3,500 tons, a little larger than the destroyer escort of World War II. This ship is considered a full-fledged destroyer and pound for pound, is probably the most effective fighting ship in any navy today.

Nuclear Subs

For the past few years they've been turning out what NATO calls the *Yankee* class subs. It looks just like one of our Polaris subs and carries 16 nuclear missiles with a range of about 1,500 miles. Today, these type subs

are on station on both coasts of the United States. For the first time probably since the War of 1812, another nation has a naval weapon which can kill people in this country. In 1812 the British were able to do it by landing troops from ships.

Russia's second fleet is their oceanographic intelligence reconnaissance fleet. In the area of straight oceanography, today they have more ships and people in the business of studying the sea for military and economic reason than does the U.S. They have fewer institutions but their institutions are larger than ours. They have a fleet of large, modern, relatively sophisticated, legitimate oceanographic research ships which support various scientific academies and organizations.

They also have a large fleet of the passive intelligence type wearing the navy flag manned by the navy. This is the intelligence trawler—well publicized in Americans newspapers. They keep these wherever we or the British or our allies are operating: one off Charleston, one off Holy Loch, one off Rhoda, one generally now in the Indonesian straits, and a few other critical places in the world.

Superior Merchant Fleet

The third fleet is their merchant marine. The Soviets today operate between 1,500 and 1,700 merchant ships compared to about 600 for the United States. Our ships are larger but fewer. Our ships are also more sophisticated. But with the ships they have they have been able to support the war in Vietnam with a train of ships, in addition to carrying out other economic requirements and political requirements of the country.

Again, their ships are generally of modern construction. The average Soviet ship is younger than ours and they do have a high degree of automation



At least 10 Russian fishing vessels can be seen in this photo taken only 60 miles off the coast of Nantucket Island, Mass. The well-coordinated, sys-

temized Russian fishing fleets have been taking an enormous toll in American coast waters and crippling the U.S. fishing industry.

peaceably....

within the ships. But again their ships are basically simple, and they're small and, not being profit motivated as we are, their small ships can go into underdeveloped ports and, using native labor and the ship's own booms and cranes, can handle cargo. In contrast, we in the West are going toward larger, economically more efficient ships which also require more sophisticated port facilities.

A final area is the passenger ship business. Today the United States has no passenger liners in the Atlantic and a few in the Pacific, which will probably be phased out in the next few years. The Soviet's passengershhip business seems to be in some respects expanding. In this regard, I find an interesting quote from the Soviet minister of the merchant fleet who a few years ago said that 'maritime transport has carried out a number of responsible assignments of the Communist party, bearing not only an economic but also a political character.' They use their merchant ships to support the navy directly and to support their politics.

Fishing Fleet

Their final fleet, if you will, is their fishing fleet. In terms of catch from the sea the Soviets get about 8½ million tons per year. We pull in about 2½ million tons. Only Japan and Peru catch more seafood than the Soviets. In terms of ocean-going fishing ships, the Soviets have the world's largest fleet. They have a system and the capability of projecting large numbers of fishing craft virtually anywhere in the world and supporting them until the area is literally fished out.

The trawlers catch the fish and give them to a 'mother' ship. The big ship gives the trawlers medical services, food, supplies, fuel oil, communications, hot showers. The factory ship then takes the fish, cleans it, fillets it, cans it, puts the cans in cartons. A freighter comes alongside and takes the fish off the factory ship and takes it to market.

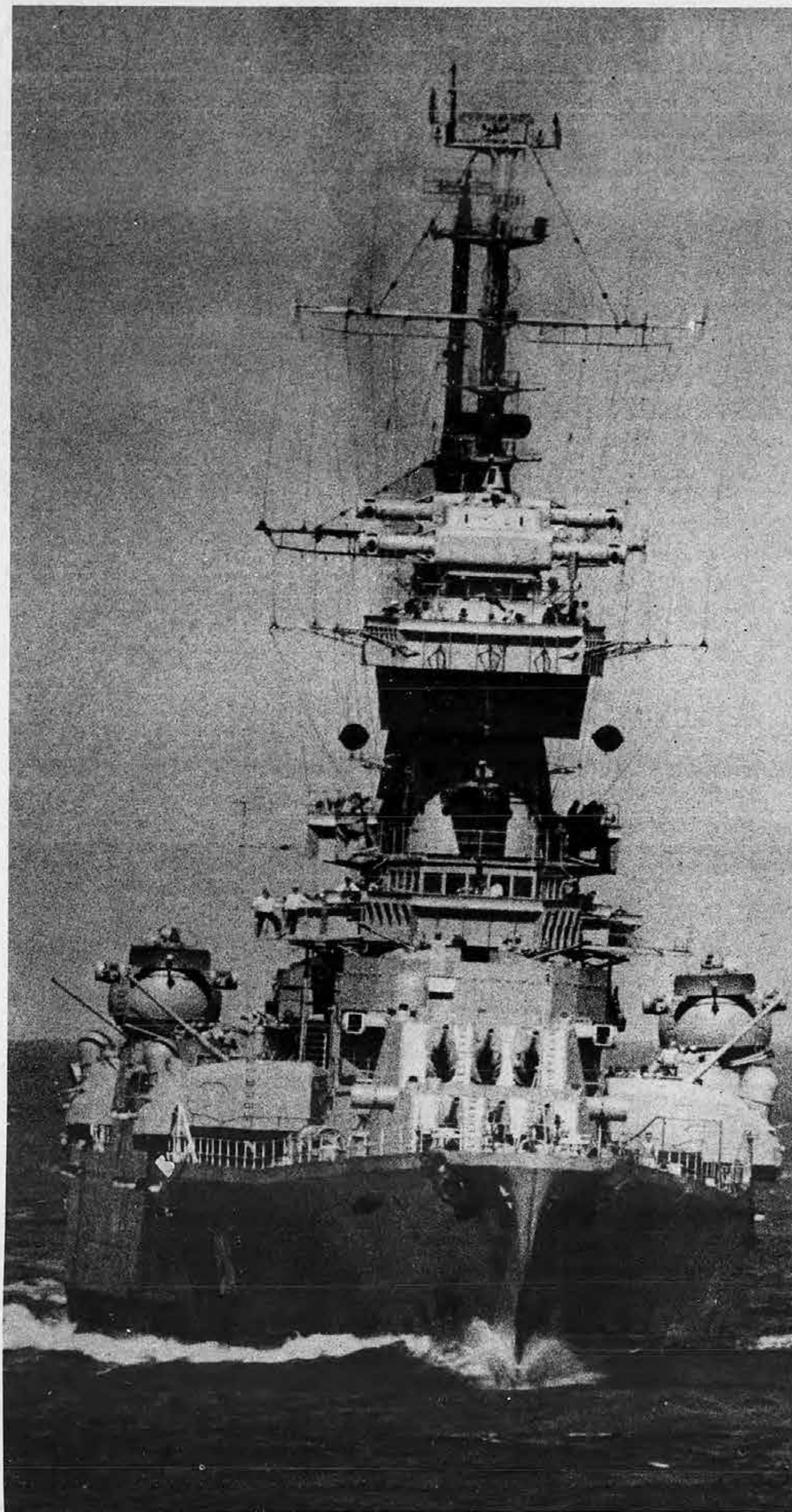
How do the Russians support four fleets of this size? They have a very large and sophisticated ship building capability. They build about half of their own commercial ships and buy the other half, mostly from Poland and East Germany. But ironically, they also sell merchant ships to other countries and fishing craft to other countries, in addition to giving away warships.

Today, if we count numbers of ships, the Soviet Union is the third largest shipbuilder. If we count tonnage, they are much smaller because of the super tankers being built in Japan and a couple of other countries. But they are by all criteria a major shipbuilder.

On the military side, today the Soviets are building about 15 nuclear submarines per year. They are not working at full capacity. They are working at less than half their existing capacity by turning out about 15 nuclear subs a year. Compared to that 15, the U.S. today is building 4½ submarines per year.

Shipyards Expand

Most of their yards make use of the techniques known as modular construction whereby pieces of ships are assembled on blocks. A large moving platform, a transverser, comes along,



A Soviet Sverdlov class "all-gun" cruiser is shown off the coast of Guam during a 1970 Soviet naval exercise. This class is among the older in the Russian navy, most of them having been built in the 1950's and early 1960's.

...Through Integration of Four Fleets

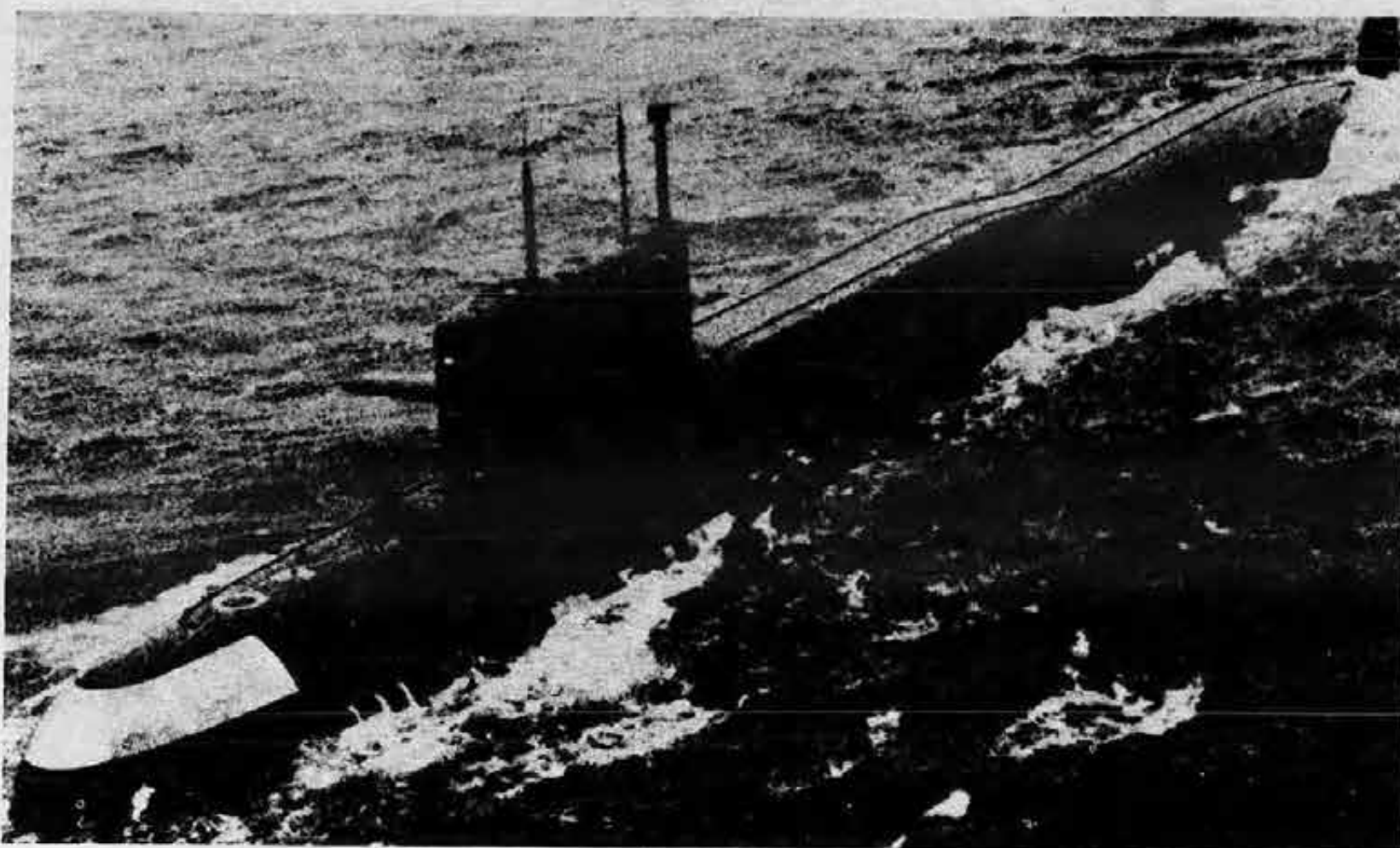
the ships are rolled or, in some cases floated, onto the transverser, which then carries them down and drops them into the water.

One final point on the submarine business. Seven years ago the Soviets had two yards building nuclear submarines. Today they have five. In that same period, the U.S. went from seven yards down to three. One Soviet yard alone, the one up on the White Sea at Sverdlovsk, can today on a one-shift basis build more submarines—nuclear and non-nuclear—than the rest of the world combined. The Soviets have taken these ships and, in the same way that there have been trends of sophistication in their ships and some areas numbers, they've put them to sea in increasing numbers and for increasing days at sea.

In 1967, the entire Soviet Mediterranean fleet consisted of two sub-tenders, a cruiser, a few submarines, a couple of destroyers, and a small tanker. Today, the Soviets maintain 35 to 45 ships regularly in the Caribbean, in the mid-Atlantic, in the Indian Ocean, and in the Pacific Ocean.

A year ago a Soviet task force of a couple of cruisers, destroyers, and several submarines operated within sight of Diamond Head in Hawaii. With these increased operations are coming increased port visits. The Soviet navy claims that last year it visited more ports in the world outside its own country than did the U.S. Navy. To get these ships out there and support them, the Soviets have built up the tenders, the service force, if you will, of their fleet.

On a day to day basis around the world the Soviets use their merchant tankers and in some cases their dry cargo merchant ships to replenish their warships and submarines. In contrast,



A Yankee class submarine on the surface. This is the Soviet "Polaris" type submarine, nuclear propelled and armed with 16 missiles carrying nuclear warheads with

a range of some 1,500 miles. The Russians today boast the world's largest submarine fleet, including more nuclear subs than the U.S. Navy.

earlier this year the U.S. Navy and U.S. Maritime Administration held the first exercise (I believe since World War II) of a merchant tanker refueling a series of naval task forces.

An Economic Threat

My own feeling is that the Soviets at sea, be it naval or merchant fleets or fishing, are primarily an economic and political threat to us, not a naval threat, not a military threat. With the Yankee sub, it is a different matter. This is their first deterrent weapon or, in the view of some analysts, their first strike weapon. First strike means

they would try to destroy our nuclear weapons so that they could go and not suffer any damage in turn. The existence of these submarines with a newer design now being completed with a longer range missile has already caused our strategic air command to break up its B-52 bomber squadrons and scatter them on bases throughout the Midwest—three and four plane detachments with the related logistics security and training problems simply because these submarines could fire their missiles, explode them over the bomber bases in the middle of the

United States before the bombers could get off the ground.

It has been recently put into the Congressional Record that the submarines also pose a threat to our Minuteman missiles, our missiles in silos in the Midwest. Although they don't have the accuracy to kill a Minuteman when it's underground, by exploding the submarine missiles over the Minuteman fields, it could force us to delay firing them because if we opened the doors to fire the missiles the x-rays from the explosions would hurt the guidance and the warheads of our missiles. Conceivably, they could fire these in what is known as the pin down technique to force us to hold back our missiles until they could start trying to kill ours with their long range ICBMs, which do have the accuracy.

New Quality Sailor

With these new ships and submarines we see a new type of Soviet sailor emerging: A relatively young, a relatively dedicated sailor, highly motivated in part because of the positive public attitude toward the military in the Soviet Union and especially toward the navy.

This then is a brief look at the manifestation at sea of a nation which is primarily a land power. There are very few cases in history where one nation has simultaneously been able to be both. I think today we're seeing the Soviet Union trying very hard, and in the opinion of some authorities achieving both being a land power and a sea power.

But, despite what appears to such foreboding circumstances, there is still time for the U.S. to observe, analyze and debate the true meaning of Soviet sea power today, and to decide what, if any, counteractions should be undertaken by the U.S. before Russia surpasses her as the world's leading maritime nation.



Three Russian fishing vessels are shown anchored off Moriches Inlet on Long Island. The vessels are allowed to work this close to the shore because of an agreement

signed between the Americans and the Soviets concerning this particular fishing area.



NATIONAL DEFENDER (National Transport), June 4—Chairman Henry C. Roberts; Secretary Lawrence J. Crane; Deck Delegate John W. Allman; Steward Delegate C. Carlson. No beefs. Everything is running smoothly. Repair list will be made up. Vote of thanks to the steward department for a job well done.

OGDEN WABASH (Ogden Marine), June 11—Chairman Alfonso Armada; Secretary F. Mitchell; Deck Delegate E. D. Scroggins; Engine Delegate R. Kwiatkowski; Steward Delegate H. G. Cracknell. \$32 in ship's fund. No disputed OT.

BOSTON (Sea-Land), June 25—Chairman Juan C. Vega; Secretary S. F. Schuyler; Deck Delegate John Japperl; Engine Delegate Chester J. Lohr. \$5 in ship's fund. Some disputed OT in deck and steward departments. Vote of thanks to the steward department for a job well done.

ROBERT E. LEE (Waterman), June 25—Chairman G. Torche; Secretary J. Sumpter. \$8 in ship's fund. Few hours disputed OT in deck and steward departments.

SEATRAN CAROLINA (Hudson Waterways), June 20—Chairman B. Edelman; Secretary W. Sink; Deck Delegate Eugene O. Conrad; Steward Delegate F. H. Smith. \$93 in ship's fund. Some disputed OT in deck and steward department. Motion was made to have patrolman board ship in Pensacola.

ROSE CITY (Sea-Land), June 18—Chairman J. W. Pulliam; Secretary F. R. Kaziukewicz; Deck Delegate J. Williamson; Engine Delegate H. L. Miller; Steward Delegate J. Clarke. \$115 in movie fund. Everything fine with no beefs. Vote of thanks to steward department for job well done. Vote of thanks was also extended to men on watch for keeping messroom and pantry clean.

SEATRAN LOUISIANA (Seatrains), May 29—Chairman A. Vilanova; Secretary G. Wright; Deck Delegate W. L. Stewart; Steward Delegate James Jones. \$40 in ship's fund. Some disputed OT in deck department.

MARYMAR (Calmar), June 18—Chairman John C. Green. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

NEWARK (Sea-Land), June 25—Chairman C. Danmayer; Secretary J. Utz. \$16 in ship's fund. Some disputed OT in engine and steward departments.

STEEL KING (Isthmian), May 28—Chairman P. Stoneridge; Secretary L. Franklin. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

COMMANDER (Marine Carriers), June 24—Chairman Arne Hande; Secretary James Winters; Deck Delegate F. X. Wherrity; Engine Delegate Peter P. Marcinowski; Steward Delegate Herman L. White. Disputed OT in deck and steward departments. Vote of thanks to steward department for job well done.

BEAUREGARD (Sea-Land), June 19—Chairman T. Trehern; Secretary E. Harris; Deck Delegate B. Hager; Steward Delegate John F. Silva. \$57.28 in ship's fund. Disputed OT in engine department.

TRANSIDAHO (Hudson Waterways), June 25—Chairman Jake Levin; Secretary Aussie Shrimpton; Deck Delegate William Duffy; Engine Delegate E. R. Sierra; Steward Delegate Frank Rahas. \$165 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

TOPA TOPA (Waterman), Apr. 16—Chairman A. Hanna; Secretary L. Nicholas; Deck Delegate Ray Willis;

Engine Delegate Thomas R. Hall; Steward Delegate M. P. Cox. Minor disputed OT in steward department to be taken up with patrolman. Steward thanks crew for cooperation in keeping the messhall and pantry clean. Everything is running smoothly. Everyone is happy.

WACOSTA (Sea-Land), July 2—Chairman R. Burton; Secretary Ken Hayes. Some disputed OT in deck and engine departments.

JACKSONVILLE (Sea-Land), June 25—Chairman J. T. Nielsen; Secretary I. Buckley; Steward Delegate F. LaRosa. \$11 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

ANCHORAGE (Sea-Land), July 9—Chairman John Urantz; Secretary C. Gibson. Some disputed OT in deck and engine departments. Ship sailed short two men from San Juan. Vote of thanks to steward department for a job well done.

OVERSEAS ALASKA (Maritime Overseas), June 25—Chairman H. B. Butts; Secretary D. G. Chafin; Deck Delegate Arthur Finnell; Engine Delegate Patrick Cleary; Steward Delegate Joan W. White. \$23 in ship's fund. Some disputed OT in deck department, otherwise everything is running smoothly.

LONG LINES (Isthmian), July 1—Chairman Ralph Murray; Secretary Ira C. Brown. Some disputed OT in engine department to be brought to the attention of boarding patrolman.

STEEL VOYAGER (Isthmian), June 18—Chairman Melvin Keefer; Secretary J. W. Sanders. \$33 in ship's fund. No beefs. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

STEEL EXECUTIVE (Isthmian), June 18—Chairman Robert A. Sipsey; Secretary J. Reed. \$28 in movie fund. No beefs were reported.

SEATRAN DELAWARE (Hudson Waterways), June 18—Chairman Walter Nash; Secretary Herbert E. Atkinson. Everything is running smoothly with no beefs. Crew would like to know if they could get launch service in Charleston, S.C. when the ship anchors out on Saturday and Sunday.

FALCON PRINCESS (Falcon Tankers), June 25—Chairman Gerald Corelli; Secretary Harold P. DuCloux; Deck Delegate Stephen Fulford; Engine Delegate Homer Starling; Steward Delegate Moses E. Coleman. \$50 in movie fund. Disputed OT in deck and steward department. A number of beefs to be taken up with patrolman. Vote of thanks to the steward department for a job well done.

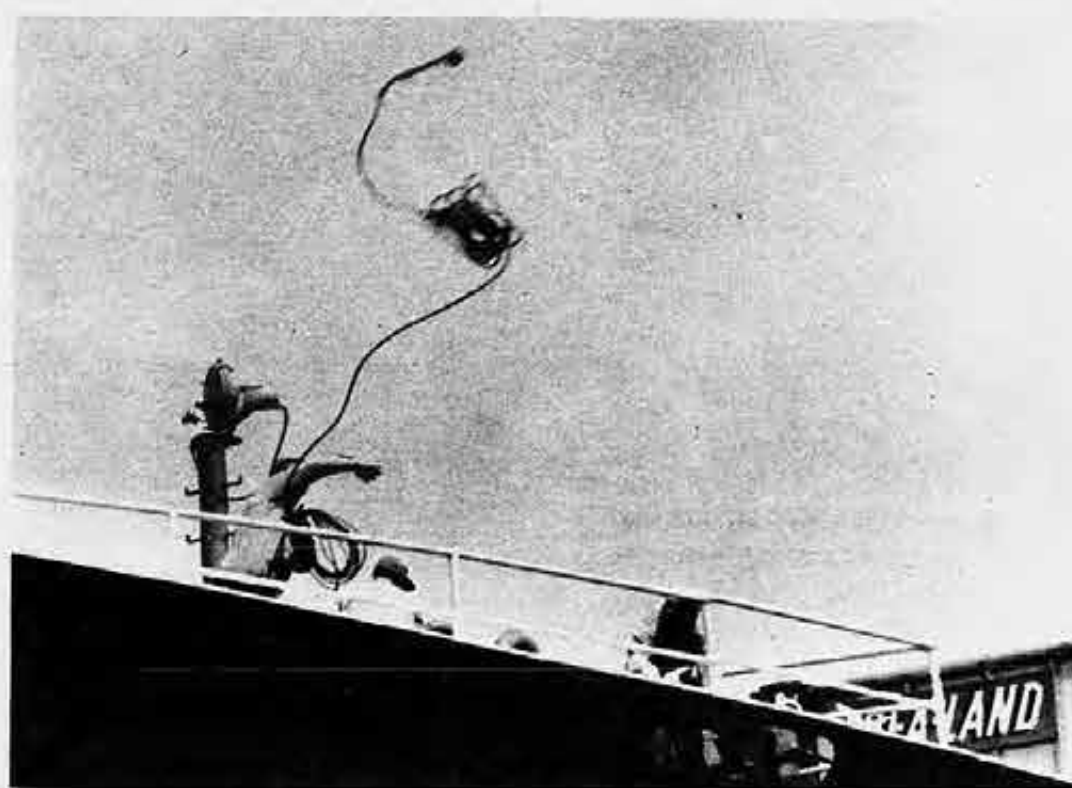
OVERSEAS ALASKA (Maritime Overseas), May 29—Chairman H. B. Butts; Secretary Darrell G. Chafin; Deck Delegate Arthur P. Finnell; Engine Delegate Patrick J. Cleary; Steward Delegate John W. White. \$15 in ship's fund. No beefs reported.

STEEL VOYAGER (Isthmian), May 14—Chairman Melvin Dutch Keefer; Secretary J. W. Sanders. \$23 in ship's fund. No beefs. Everything running smoothly. Vote of thanks to steward department for a job well done.



Peelin' Away

Getting down to business is the Western Clipper's third cook, Sylvester Zygaowski who knows that peeling potatoes is an unavoidable part of the great meal that will follow.



The New York Who?

Exercising a mean right arm, Able Seaman Carl Goff, sends a monkey fist line sailing through the air as the Fairland docks in the Port of New York. The New York Mets may be overlooking something good here.



SIU Deck Hands Gather Topside Aboard the SS Robert E. Lee

The deck department aboard the Robert E. Lee (Waterman) takes a break during payoff in Bayonne, New Jersey. From left are: John Stakes, ordinary seaman; Perry Bullock, able

seaman; Pat Hawker, ordinary seaman; Frank Wolverton, ordinary seaman, and Arvo Antilla, able seaman.

SIU Vacation Center

No matter what your recreational pleasures are, you will find them at the SIU Vacation Center located in Piney Point, Md. Whether it be sailing, swimming, horseback riding, or just getting together with old shipmates and friends, it is all there at Piney Point.

The Vacation Center offers the best in everything and, perhaps best of all, the rates are much more attractive than those at commercial resorts.

It is the ideal place for a Seafarer and his family "to get away" from it all for a few days of relaxation.

Because of the proven popularity of the Center, accommodations must be reserved in advance. To do so, simply fill out the coupon on this page and mail it to the address listed.



A visit to St. Mary's City is a must for SIU vacationers at Piney Point. Here, Seafarer John McLaughlin and his family examine the cross that marks the site of the first Catholic Church in the New World. There's much to do and much to see at the SIU Vacation Center.

Seafarers Vacation Center
Harry Lundeberg School of Seamanship
St. Mary's County
Piney Point, Maryland 20674

I am interested in availing myself of the opportunity of using the facilities of the Seafarers Vacation Center.

First choice: From to

Second choice: From to

My party will consist of adults and children.

Please send confirmation.

Signature

Print Name

Book Number

Street Address

City State ZIP



There are many places to sit for a quiet talk with old friends at the SIU Vacation Center in Piney Point and one of them is the spacious area around the three-acre duck pond. Seafarer Gorham Bowdre, left, who retired as Chief Electrician three years ago after more than 30 years at sea, spent a quiet few hours with R. B. Fulton, a friend from Annapolis, talking about old times.



Upgraders and vacationers get together in the evening in the Anchor Lounge at the Harry Lundeberg School to relax and renew old acquaintances. Eugenius Sieradzki, who was attending the special upgrading course for crewmembers of the new SL-7's, entertains at the piano for retired Seafarer Fred Clopton and his wife Ann, and daughter Mrs. Mary Sheldon. Seafarer Clopton retired in 1970 after more than 20 years at sea.

SIU Upgraders 'Hit the Books' at HLS



The SIU Upgrading Program offers every Seafarer an opportunity to better himself, but to do so requires a lot of hard work. Upgraders taking courses at the Harry Lundeberg School at Piney Point are shown above poring over study materials. In the photo on the right, this study will pay off as the Upgraders undergo one of many "quizzes" they will be given to test their grasp and retention of the instruction provided in the classroom.



Upgrading Class Schedule at Lundeberg School

Upgrading classes are now being conducted at Harry Lundeberg School. Classes for the following ratings are available: Lifeboat, Able Body Seaman, Quartermaster, Fireman, Watertender, Oiler, Refer, Electrician, Junior Engineer, Pumpman, Deck Engineer, Machinists, Tankerman.

Classes begin every two weeks on the following dates:

October 19; November 9, 23; December 7, 21.

Under a new U.S.C.G. ruling, graduates of the HLS will be able to qualify for upgrading with reduced seetime. Those wishing to upgrade

to AB need only 8 months seetime as ordinary seaman. Those wishing to upgrade to FWT, and Oiler need only 3 month seetime as a wiper.

Consult the following chart to see if you qualify.

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

- 4 passport photographs (full face).
- Merchant Marine personnel physical examinations using USCG form CG-719K given by either U.S.P.H.S. or S.I.U. Clinic. Those applicants already holding a rating

Ratings

AB
FWT, Oiler
All other QMED

HLC Graduate

8 mos. O.S.
3 mos. wiper
6 mos. wiper

All others

12 mos. O.S.
6 mos. wiper
6 mos. wiper

other than wiper in the engine department or AB do not require a physical.

• Sub-chapter B of the United States Coast Guard regulations state that the officer wishing certification as a Tankerman "shall furnish satisfactory documentary evidence to the Coast Guard that he is trained in, and capable of performing efficiently, the necessary operation on tank

vessels which relate to the handling of cargo." This written certification must be on company stationery and signed by a responsible company official.

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

Name Age

Home Address S.S. #

Mailing Address Book #

Phone

Ratings Now Held

What Rating Interested In

Dates Available to Start

HLS Graduates: Yes..... No..... Lifeboat Endorsement Yes..... No.....

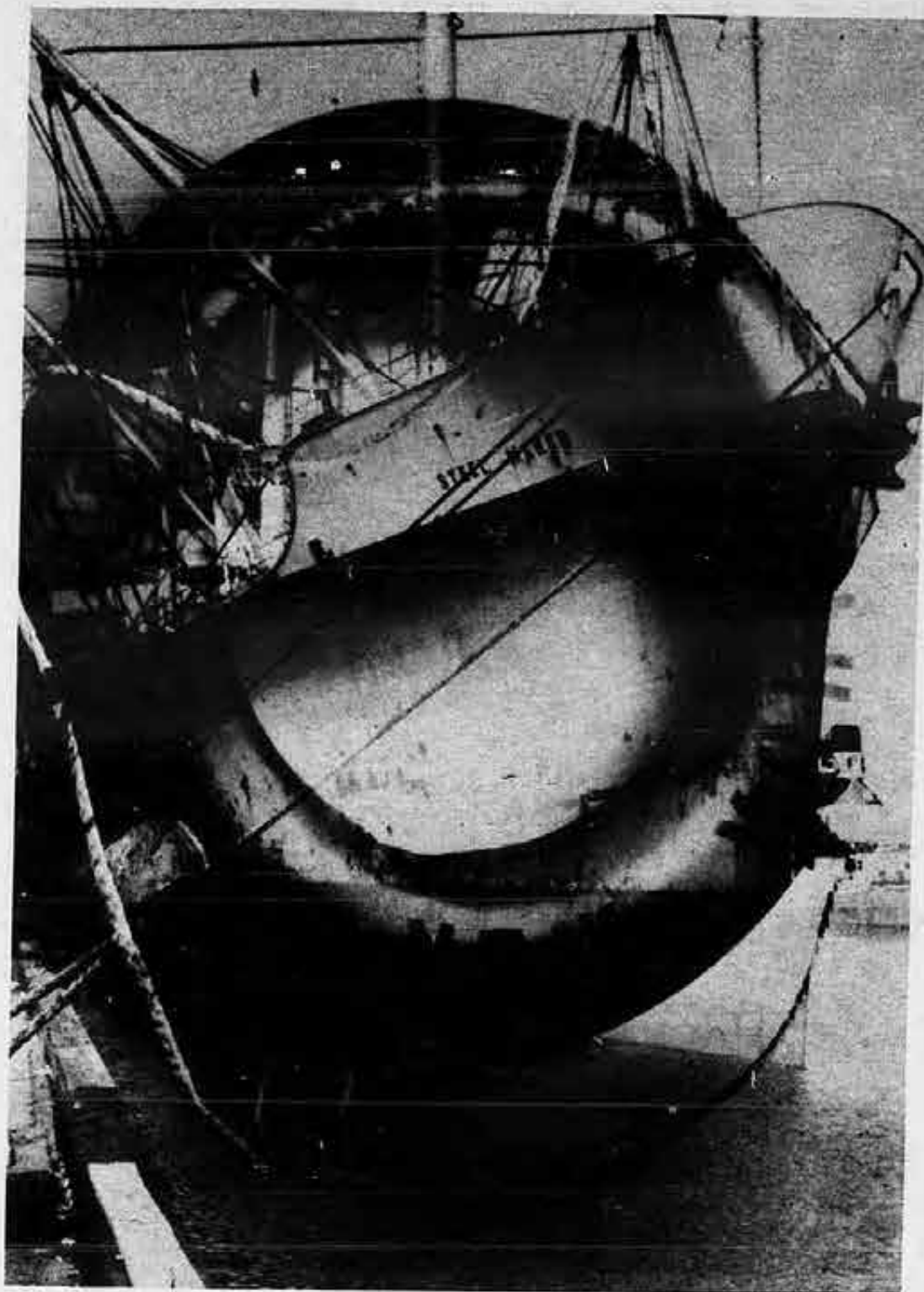
Record of Seetime:

Ship Rating Held Date of Shipment Date of Discharge

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Return completed application to the attention of:

Mr. Robert Kalmus
Director of Vocational Education
Harry Lundeberg School
Piney Pt., Md. 20674



Isthmian's *Steel Maker* Is . . .

Twice in the past few months the *Steel Maker* (Isthmian) has pulled into the Erie Basin in Brooklyn to load and unload cargo. The fast turnarounds for the ship make for a busy time for SIU men manning her. Built in 1945, the former C-3 type vessel carries general cargo. The accompanying photos on these pages were selected from pictures taken both times the ship was in port.



SIU members serving in the steward department aboard the ship take time out of their work routine to have a picture taken. Left to right are John Green, James Campfield, and Chief Cook Pete Blanchard.



Robert Anicama, carpenter aboard the *Steel Maker*, lends a hand with cargo.



SIU Representative "Red" Campbell discusses union matters with member Craig Conklin.

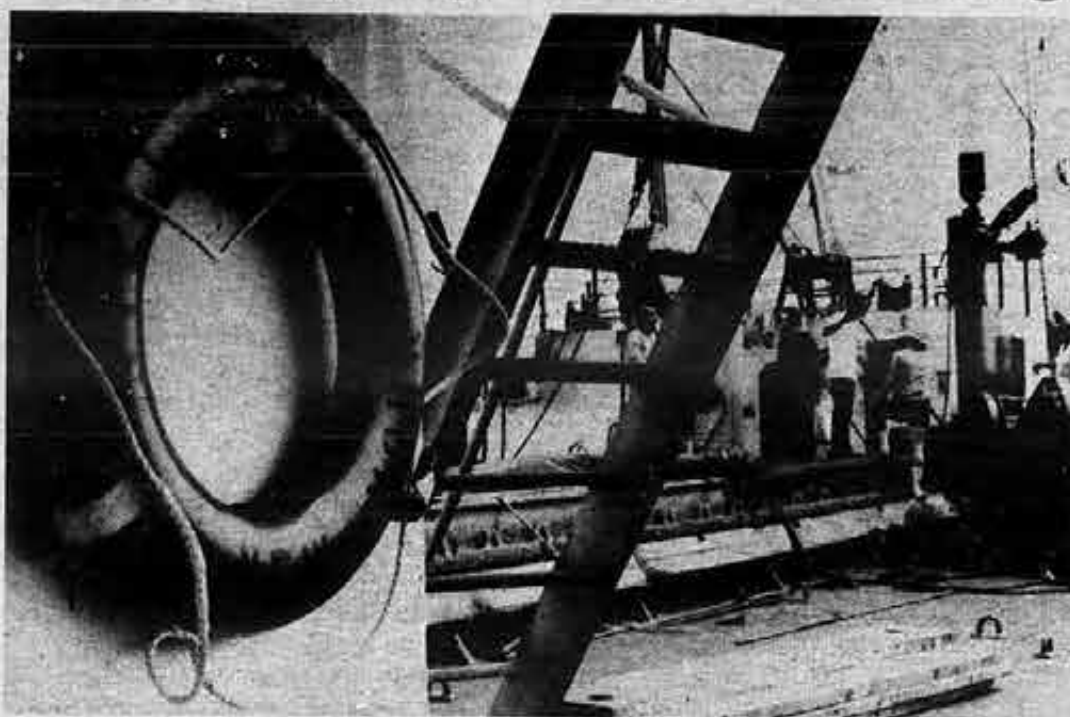


Chief Cook E. Barrito samples some of his own preparation before serving crew.

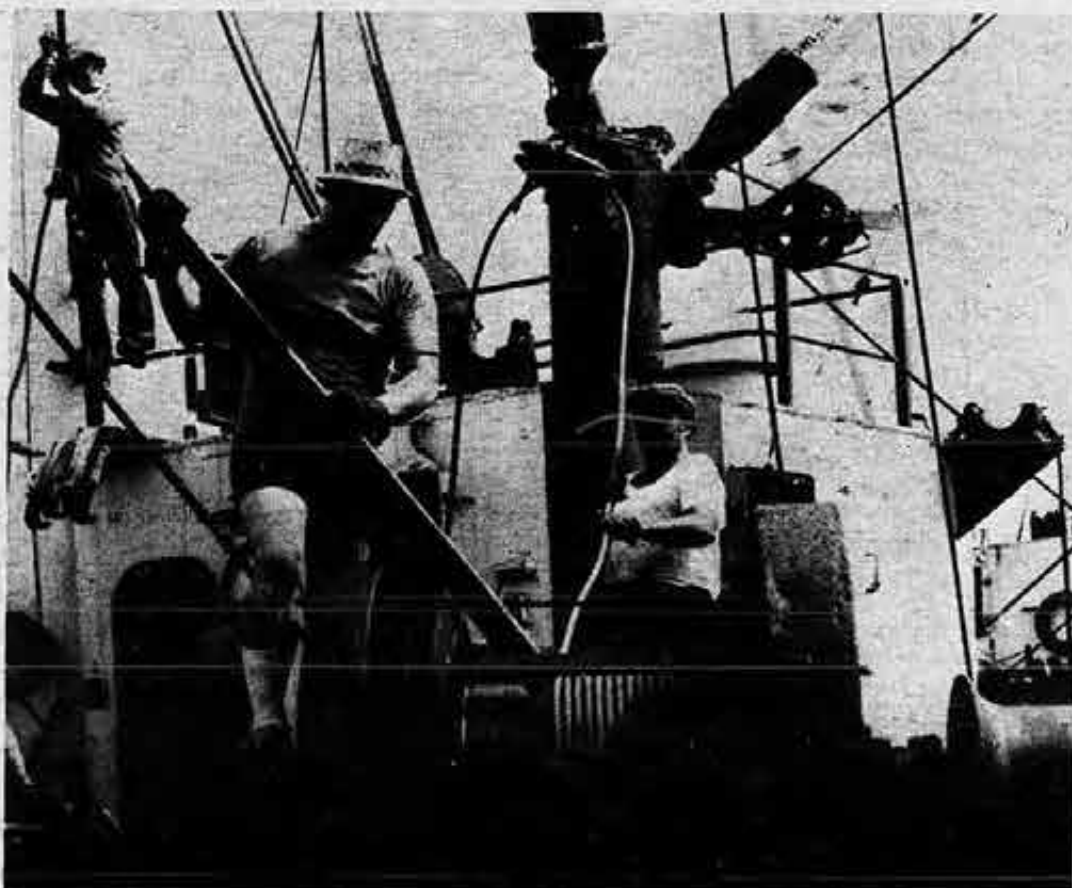


SIU Representatives "Red" Campbell and Bill Hall, far right, bring SIU crewmembers up-to-date on union business during a meeting aboard the *Steel Maker*.

... Keeping Cargo Moving



Crewmembers are busy topside while the ship is in port loading cargo.



ABs Tom Anderson, left, and A. Delgado are busy straightening out ship's cable while in port.



Able-bodied Seaman Art Sequeira finds himself high above the deck in this spot. Photo taken at Erie Basin.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

August 31, 1972		Number		Amount	
SEAFARERS WELFARE PLAN		MONTH	YEAR TO DATE	MONTH	YEAR TO DATE
ELIGIBLES					
Death	30	227	56,209.00	414,302.00	
In Hospital Daily	65	7,623	964.00	13,647.43	
Hospital & Hospital Extras	21	131	672.70	17,988.85	
Surgical	6	50	879.00	3,641.00	
Sickness & Accident	7,722	68,260	61,774.00	541,180.92	
Special Equipment	2	17	354.00	3,214.11	
Optical	418	2,343	6,732.35	45,224.52	
Supplemental Medicare Premiums	85	1,399	1,715.60	9,337.10	
Seaman Specialists-Medical Reimb.	4	39	189.00	22,709.76	
DEPENDENTS OF ELIGIBLES					
Hospital & Hospital Extras	545	3,064	82,359.40	674,670.45	
Doctors' Visits in Hospital	—	7,097	—	28,387.92	
Surgical	149	1,109	17,956.80	131,824.55	
Maternity	18	226	4,800.00	62,191.80	
Blood Transfusions	3	38	102.00	1,882.20	
Optical	285	1,768	3,984.52	33,647.31	
Special Equipment	—	1	—	28.50	
Seamen Specialists-Dept. Medical Reimb.	—	10	—	1,398.09	
Special Disability	—	—	—	—	
PENSIONERS & DEPENDENTS					
Death	15	106	45,000.00	243,000.00	
Hospital & Hospital Extras	127	1,031	27,733.84	160,284.36	
Doctors' Visits & Other Medical Exp.	138	8,438	4,226.98	37,425.02	
Surgical	16	91	2,673.00	13,942.00	
Optical	80	538	1,416.79	10,582.71	
Blood Transfusions	—	15	—	557.00	
Special Equipment	8	52	1,397.41	6,253.94	
Meal Books	963	8,151	9,630.00	81,510.00	
Dental	2	9	132.00	1,605.00	
Supplemental Medicare Premiums	1,378	12,554	28,165.76	92,987.46	
Scholarship Program	—	—	—	217,528.13	
TOTALS					
Total Seafarers Welfare Plan	12,080	124,387	359,068.15	2,870,962.13	
Total Seafarers Pension Plan	1,961	17,206	473,325.00	4,161,009.46	
Total Seafarers Vacation Plan	1,323	10,167	589,177.14	5,206,795.37	



By Joseph B. Logue, M.D.
SIU Medical Director

Down through the years, the *Log* has published many true stories telling how Seafarers have saved the lives of shipmates during unexpected shipboard emergencies. In looking back over these stories, I have found that many of these life saving incidents involved the use of basic first aid techniques—correctly used by one or more knowledgeable Seafarers to assist their injured or ill shipmates.

Unlike his shoreside union brothers in other industries, the working Seafarer usually finds himself far from a doctor or hospital and must rely on his own basic knowledge of first aid—or that of his shipmates if he is the injured party—during times of emergency at sea.

Due in part to the unique nature of the Seafarer's job, the odds are great that at one time or another in his sailing career, an SIU member will be called upon to assist a shipmate who has fallen ill or been injured on the job at sea—perhaps he may even be called upon to save a shipmate's life.

It is important, therefore, that every Seafarer have at least a basic knowledge of first aid techniques to meet the unexpected challenge that can present itself at any time.

First Minutes Important

The ability of many of our contracted vessels to quickly make port in time of emergency does indeed sometimes lessen what would otherwise be a terrible problem. In addition, worldwide communications through ship to shore radio provides Seafarers with almost immediate professional medical information to assist in shipboard medical emergencies.

As Seafarers know, the United States Public Health Service maintains a 24-hour a day communications link with ships at sea through which symptoms of illness or injuries can be radioed to doctors ashore who can quickly offer professional guidance to those aboard ship.

However, the first few minutes after any shipboard injury or illness is a critical period, and in the absence of on-the-spot-professional medical help,

correctly administered first aid can save a Seafarer's life.

Every SIU-manned ship carries a well-stocked ship's medicine chest containing basic first aid materials. However, even the best equipped ship's medicine chest is of little use to an injured or ill Seafarer if none of his shipmates can back up the medicine chest with basic first aid techniques.

There are, in general, with some sub-divisions, six common types of shipboard medical emergencies.

Bleeding—Severe bleeding can be fatal and every effort must be made to control it immediately. Cover the wound with the cleanest cloth available or in a severe emergency, use your bare hand and apply uniform direct pressure on the wound. Most bleeding can be controlled in this manner until further steps can be taken.

Bleeding from arms and legs can be controlled by applying direct pressure at specific points.

To help control bleeding in an arm, press the blood vessel against the upper arm bone, with your fingers on the inside of the arm halfway between the injured man's shoulder and elbow.

Bleeding from a leg may be controlled by pressing the blood vessel against the pelvic bone with the heel of your hand applied at the midway point of the crease between thigh and body.

A tourniquet should be used only when you are unable to control bleeding from the extremity by using direct pressure. If you use a tourniquet, leave it in place until a doctor removes it. However, loosen it occasionally to prevent a total lack of circulation.

If the injured Seafarer is to be transferred from the vessel to shore, attach a note to his person stating where you applied the tourniquet and at what time.

Interrupted breathing. Seconds count when a person is not breathing, so move quickly. Start artificial respiration at once, and do not move the victim unless the area is unsafe.

Artificial respiration can be used in cases of unconsciousness caused by near drowning, heart attack, poison-

ing, electric shock and suffocation.

There are several methods of applying artificial respiration:

- **Mouth-to-mouth.** Remove any foreign matter from the person's mouth and then tilt his head backwards so that his chin points upwards. Place your mouth tightly over his and close his nostrils with your fingers. Blow into his mouth until his chest rises. Remove your mouth and let the air escape. Repeat these steps every five seconds until you are absolutely sure that he can breathe in his own. If you are unable to force air into his mouth at first try, roll the man over on his side, slap him on the back, wipe out his mouth, and roll him back again to try the first four steps once more.

- **Chest pressure method.** Place victim face up. Clear or clean mouth. Put something under shoulders to raise them so head will drop backward.

Kneel at his head. Grasp his wrists, cross them, and press over lower chest to force air out.

Release pressure by pulling arms outward and upward and backward over head as far as possible to cause air to rush in.

Repeat about 12 times per minute (every 5 seconds). Keep checking to see if mouth is clean and airways open.

- **Back pressure method.** Place victim face down. Clear or clean mouth. Bend his elbows and place his hands one upon the other. Turn his head slightly to one side, making sure chin juts out. Place hands of victim's back so palms lie just below an imaginary line between armpits. Rock forward till arms are about vertical and weight of your body exerts steady pressure on your hands.

Then, draw his arms up toward you until you feel resistance of his shoulders. Then lower his arms to ground. Repeat about 12 times per minute (every 5 seconds). Keep checking to see if mouth is clean and airways open.

If second rescuer is available, have him hold victim's jaw out and watch to keep mouth as clean as possible at all times.

Poisoning. Again, you must act fast. If the victim is conscious, give him large amounts of milk or water to dilute the poison. Induce vomiting, then give him more fluids. Keep up this procedure until only clear fluid comes up.

There are exceptions to this general procedure and you should not induce vomiting if the following substances have been swallowed:

- **Strong acids:** Give glass of water, then milk of magnesia in solution. Follow with milk, olive oil or egg white.

- **Strong Alkalis.** Give a glass of water, then diluted lemon juice or vinegar. Follow with milk, olive oil or egg white.

- **Strychnine.** If only a few minutes have elapsed give fluids and induce

vomiting, but don't persist for long. Get medical attention quickly.

- **Kerosene.** Dilute. Do not induce vomiting.

Burns. First degree burns are denoted by reddened skin. If you are certain it is a first degree burn, immerse the area quickly in cold water for several minutes to stop pain. Cover area with a thick, dry, sterile bandage.

Second degree burns are denoted by blisters and reddened skin. Immerse the area in cold water for 2 hours or apply clean cloths dampened in ice water. Blot dry. Apply a sterile dressing. Treat victim for shock.

Third degree burns are denoted by destroyed skin and severely damaged tissues. Cover burned area with a dressing thick enough to keep air out. Treat for shock.

Do not break blisters or use ointments in the case of second or third degree burns.

In the case of chemical burns. Use large quantities of water to wash away chemicals. Apply sterile dressings.

Broken bones (fractures). Simple fractures involve a break in the bone without any open wound in the skin. A compound fracture occurs when the broken bone is accompanied by an open wound.

Don't move a person with a fracture unless he is in the path of further immediate danger. Place the injured limb in as normal a position as possible without causing the victim excessive pain. Apply an emergency splint to support the injured part of the body in one position and to reduce pain and prevent further injury.

An emergency splint may be anything that gives rigid support and holds the fractured part in one position. A flat board, oar, or pole are among some of the things aboard ship that can be used as a suitable splint.

The utmost care should be used in certain fractures.

In the event of a fractured spine, keep the injured person flat and do not move him to any other position.

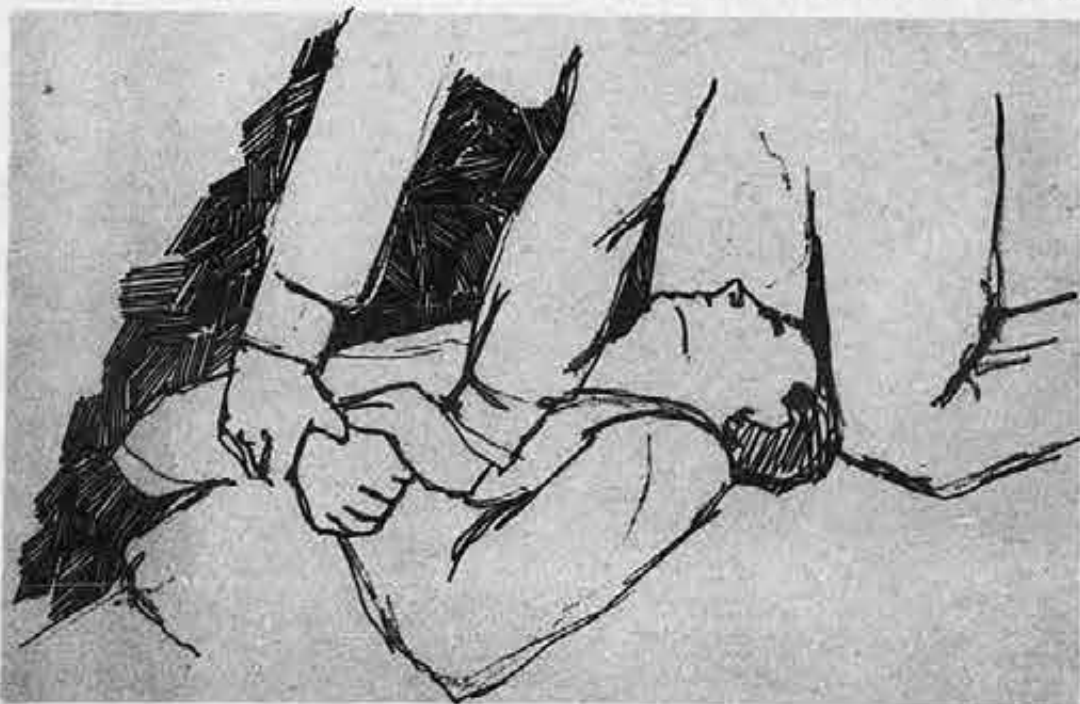
In the event of a fractured neck, keep the person on his back with his head in a well supported, straight position. Don't lift his head at any time.

In the event of a fractured skull, keep the person completely quiet. Remove any foreign matter from his mouth. Turn his head to one side so that fluids may drain from the mouth and prevent gagging.

Shock. In every one of the emergencies already mentioned above, there is some shock to victim's body. Severe shock can cause death. Shock occurs when the victim's body systems fail to function because of lack of proper blood circulation.

The symptoms of shock include paleness of the skin, moist skin and nausea.

A Seafarer in shock should be placed so that his head will be lower than his feet. Keep him warm with a blanket to maintain his normal body temperature. If he is conscious give him water (or salt, soda and water).



Waterman's *Robert E. Lee* in Bayonne, N.J.



The *Robert E. Lee* (Waterman) had a stopover in Bayonne, N.J. recently. The former C-4 vessel is currently under contract to the Military Sealift Command (MSC). The *Lee* was constructed in 1945. During her stopover in Bayonne, a *Log* photographer managed to get a few shots of the SIU members manning the ship.



Even in port shipboard work must go on. In the top photo, Chief Cook Stanley Freeman (left) and Baker Oli Esquiel are busy preparing a noonday meal. In the bottom photo, Fireman Jackie Jacobs checks gauges in the engine room to make sure everything is functioning properly.



In-port time also affords some crewmembers a chance to relax and reflect on a voyage just finished or to conjure up things to do ashore. Wiper Gary Spell takes a few minutes topside to look over the Bayonne port's facilities and activities.



REGISTER AND VOTE

Wandering the Seas

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

God's Grace

What good is it to seek and find a place in life that is full of nothingness . . .
When there is a flower . . . the moon . . . God's wonderful grace
And all life's light of wonderfulness.
How radiant! How sweet! How glorious!

If the whole world's goal was love
Then would man see what was meant to be;
That in the beginning it was us God thought of

In each of us God sees the same face.
His love for us shall last.

If we just have faith and pray
The world would be a wonderful place.
Because of God's grace we have a past,
Without God we could never have been.
Let us trust in God and praise his name and forever let it last.
Let us pray night and day and one day sin will end.

Milton Armstead, Jr.

Whatever May Be

The stars above, like flitting dancers in my eyes,
Light the way through the dark, turbulent, troublesome sea.
A long way from home am I, a sailor searching . . .
Following the stars' brilliant light to whatever may be.
It was not always so.
There was once a woman who lovingly comforted me.
There was a home and kids and even the inevitable puppy dog.
There was the good days—tender love, good night kisses and all.
There was the bad days, too, but they were few and far between.
But, now I'm back at sea.
I'm following those stars to whatever may be.
But, I can't help thinking to the days that used to be.
Perhaps I was rash. Perhaps it was me who was wrong.
I guess it doesn't matter now, but one thing is sure:
Now I know where those stars are leading me.

Patrick Pierce

SIU Arrivals

Jennifer Kent, born June 1, 1972, to Seafarer and Mrs. Elkin Kent, New Orleans, La.

August Jackson III, born May 22, 1972, to Seafarer and Mrs. August C. Jackson, Jr., New Orleans, La.

Todd Van Brocklin, born May 19, 1972, to Seafarer and Mrs. Henry C. Van Brocklin, Elberta, Mich.

John Davis, born Mar. 29, 1972, to Seafarer and Mrs. Linwood A. Davis, Fernandina Beach, Fla.

Jose DeLosSantos, born June 14, 1972, to Seafarer and Mrs. Jose A. DeLosSantos, Baltimore, Md.

Lawrence Taylor, born May 1, 1972, to Seafarer and Mrs. Lawrence R. Taylor, Hammond, La.

Veraliz Morales, born Mar. 10, 1972, to Seafarer and Mrs. Andrew Morales, Barceloneta, Puerto Rico.

Daniel Wentworth, born May 27, 1972, to Seafarer and Mrs. Arthur A. Wentworth, Jr., Rhinelander, Wis.

LeRoy Vito, born May 13, 1972, to Seafarer and Mrs. Andrew Morales, Barceloneta, Puerto Rico.

Juanita Carter, born May 4, 1972, to Seafarer and Mrs. William F. Carter, Newark, Del.

Julissa Hernandez, born Mar. 1, 1972, to Seafarer and Mrs. Rafael Hernandez, San Francisco, Cal.

Rose Jaworski, born Apr. 7, 1971, to Seafarer and Mrs. John F. Jaworski, Toledo, Ohio.

Eric Robbins, born Apr. 13, 1972, to Seafarer and Mrs. John E. Robbins, Mobile, Ala.

Anthony Werner, born May 19, 1972, to Seafarer and Mrs. Emil G. Werner, Baltimore, Md.

Isabel Salazar, born May 24, 1972, to Seafarer and Mrs. Jorge R. Salazar, Brooklyn, N.Y.

Edmund Conklin, born June 10, 1972, to Seafarer and Mrs. Edmund W. Conklin, St. Charles, Mo.

Shawn Mueller, born Apr. 3, 1972, to Seafarer and Mrs. Frank Mueller, Jr., Keokuk, Iowa.

Stacey Elliott, born June 16, 1972, to Seafarer and Mrs. Arthur Elliott, Rockaway Point, N.Y.

Matey Mastrokalos, born May 26, 1972, to Seafarer and Mrs. Odisseas Mastrokalos, Houston, Tex.

Crystal Sabatier, born June 1, 1972, to Seafarer and Mrs. Charles J. Sabatier, Alta Loma, Tex.

Michele Bonfont, born July 4, 1972, to Seafarer and Mrs. David Bonfont, Brooklyn, N.Y.

Raymund Reyes, born May 30, 1972, to Seafarer and Mrs. Candido V. Reyes, San Francisco, Cal.

James Tamlyn, born July 4, 1972, to Seafarer and Mrs. James E. Tamlyn, Mackinaw City, Mich.

Bruce Mushet, born July 3, 1972, to Seafarer and Mrs. Richard M. Mushet, Pasadena, Md.

Vimarie Vargas, born July 15, 1972, to Seafarer and Mrs. Giovanni Vargas, Salinas, P.R.

Marco Carbajal, born June 15, 1972, to Seafarer and Mrs. Abraham Carbajal, New Orleans, La.

Maria Loulourgas, born July 12, 1972, to Seafarer and Mrs. Emilius D. Loulourgas, Allston, Mass.

Thurman Young, III, born June 21, 1972, to Seafarer and Mrs. Thurman T. Young, Jr., Phila., Pa.

Carmen Ortiz, born July 19, 1972, to Seafarer and Mrs. Gregorio Ortiz, Levittown, Catano, P.R.

Heraldo Ortiz, born June 20, 1972, to Seafarer and Mrs. Vincente Ortiz, Sr., Bay St. Louis, Miss.

Terrence Pickett, born July 3, 1972, to Seafarer and Mrs. Eugene Pickett, Jacksonville, Fla.

Adam Glastetter, born April 18, 1972, to Seafarer and Mrs. Daniel J. Glastetter, Imperial, Miss.

Shantel Collins, born Apr. 1, 1972, to Seafarer and Mrs. Edward M. Collins, Portsmouth, Va.

Teddy Nielsen, born July 7, 1972, to Seafarer and Mrs. Vagn T. Nielsen, Brooklyn, N.Y.



Charleston Crewmember, Outlined Against Evening Sky, Makes Mooring Lines Ready

These are not the nets of a fisherman being hung out to dry. They are the mooring lines of the container ship Charleston, but for easy access to the vessel's deck in port, Charleston, Va.

Regular or Deluxe? Advice on Appliances

by Sidney Margolius
Consumer Expert

One of the most serious problems afflicting consumers today is the proliferation of models that has occurred in the past ten years. The thousands of barely-differentiated models of household appliances on the market make them costlier to buy and help increase repair costs.

Moreover, selecting an appliance suitable for your specific needs has become increasingly difficult. A mail-order house that used to offer three different models of washing machines now has eight. Or if you go to buy a TV set, the wide choice can completely confuse you. About a year ago we figured out that there were some 900 to 1,000 different brands, models, sizes and types (black and white or color) on the market.

Buying Policies

Two general buying policies may help. One, recommended here before, is to stick to the middle price lines. These usually have the same capacity and basic features as the most expensive or deluxe models. For example, manufacturers produce a basic cooking range to retail for, say, \$200, and then add various features until it becomes a deluxe model with all possible cooking aids, at a price of \$400. But ranges in the \$300-\$325 bracket will have all the basically useful features, such as a clock-controlled oven, time-controlled appliance outlet, oven window and light, and even a self-cleaning oven.

The other is to buy the simplest model you really need, not only to save on the purchase price but to hold down repair expenses. The more complicated models require more frequent and costlier repairs. Most women want a timer when they buy a new range

but many do not really use it often, and some, not at all, dealers report.

Here are specific suggestions of several of the more confusing appliance purchases.

Ranges. If you want a range with a window, it should be at least two panes and preferably three for best insulation.

Since ovens have been enlarged in the 30-inch ranges, this size has become increasingly popular in comparison to the formerly much-wanted 40-inch ranges. Oven size is the important factor to check. Of two 30-inch ranges made by different manufacturers, one may have an oven larger by one to two inches on all sides.

Sewing machines. These have become one of the most complicated items to buy because of the many straight stitch, zig zag, semi-zig zag and ultra deluxe machines on the market, with each manufacturer now offering a wide range of models. You can pay anywhere from \$60 to \$500 for a sewing machine, and the \$500 machine may be less suitable for some sewers than the \$60 one.

Many portables have the same head and sometimes even the same motor as cabinet machines. Only in the larger consoles will you usually find a stronger motor. Some sellers charge disproportionately more for the same machine in a cabinet. In other instances, the cabinet may cost only nominally more than the carrying case. A cabinet may be more desirable if you do a great deal of sewing and have the space for one. Be careful about light portables, which may sacrifice mechanical efficiency or tend to vibrate excessively or "creep," and be sure the portable has a full-size work surface.

Some users and servicemen say they

Personals

Samuel Garcia
David Kendrick

Brother Lorenzo Q. Alvarado asks that you contact him at P.O. Box 1000, Lewisburg, Penn. 17837, as soon as possible.

Charles Monkman

Please contact American President Lines, 601 California St., San Francisco, Calif. 94108, in connection with gear they are holding for you.

Howard L. "Mickey" Milstead

The mother of the above, Mrs. Audrey Reeves, asks that anyone knowing the whereabouts of her son, contact her at 1417 Azalea Rd., Lot 34, Mobile Ala. 36609.

Ronald Foster

Please get in touch with your brother-in-law, Ronald Fairchild.

Ephraim Muse

Your mother, Mrs. Olive Muse, asks that you contact her as soon as possible at Route 1, Box 23, Grantsboro, N.C. 28529.

Julio Reyes

Your wife, Epifania, asks that you contact her immediately at Calle 90, Bldg. 92 #74, Villa Carolina, Carolina P.R. 00630.

Joseph Billotto

Anyone knowing the whereabouts of Joe Billotto, please have him contact his wife. Urgent.

Edmond Pacheco

Your sister, Jeanette Bermudez asks that you get in touch with your mother as soon as possible c/o Box 335, Bayamon, P.R. 00619.

actually prefer a cast iron machine to a featherweight as more stable and dependable, even if not as easy to handle and store.

The first task in choosing a machine is to know your own sewing needs. An expensive machine may attract you with the many decorative stitches and patterns it can make. In that case you would now own a complicated, delicate machine really more suitable for a very experienced seamstress, and that also requires a specialist in that model to repair.

One long-time sewing machine expert advises that a zig zag machine with built-in buttonholer and built-in blind hem stitch is the most suitable for the average sewer. When you try out a machine, also make sure it will work on heavy materials such as denim as well as nylons and knits. This expert also points out that belt-driven motors cost less to repair, although gear-driven machines are faster.

Especially check ease of use, including ease of removing and replacing the bobbin. Some machines have the bobbin on the side reached by a

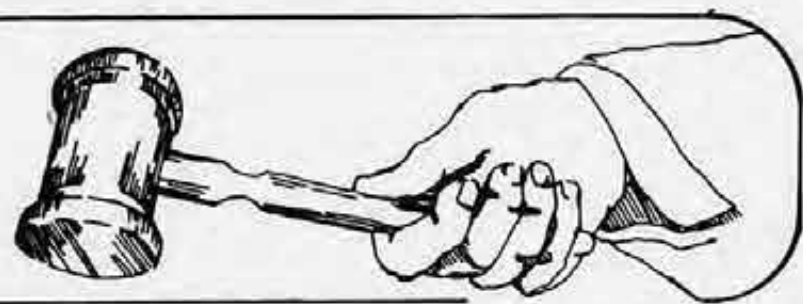
sliding back plate. Other bobbins are in front. All machines we have seen now have a built-in light. But some have an additional safety feature. If the light is off, the machine is off. Thus the machine won't accidentally operate if a small child steps on a foot control.

Washing machines. These especially illustrate the practicality of sticking to the middle price line. Two-speed models do not cost much more than the cheapest one-speed machines. But they do provide sufficient flexibility in laundering without being as complicated or costly as some of the top-price deluxe models.

You need to judge special features for your needs. Thus, a bleach dispenser may be more useful if your machine is in a remote location like the basement than nearby as in the kitchen or an upstairs laundry room.

In general, the basically-useful features are hot, warm and cold settings; gentle and regular speeds for agitation and spin cycles; and a permanent-press setting. Even many of the medium-price washers now do have permanent-press settings.

Know Your Rights



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

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

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

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

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

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

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

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

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

is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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



SIU Pensioners



Carroll E. Harper, 68, joined the union in 1948 in the Port of New York and sailed in the engine department. A native of Maryland, Brother Harper now lives in San Francisco, Calif. Seafarer Harper served in the Navy from 1919 to 1921.



William F. Randall, 58, joined the union in the Port of New Orleans in 1945. He sailed in the steward department. Brother Randall, a native of Texas, is an Army veteran of World War II and now makes his home in Gulfport, Miss.



Browning S. Wilamoski, 61, is a native of Maryland and makes his home in Baltimore. He joined the SIU in 1956 and sailed in the engine department. He is a veteran of the U.S. Army.



Medford G. Littleton, 69, joined the union in the Port of Philadelphia and sailed in the engine department. A native of Frankford, Del., Brother Littleton now makes his home in Maple Shade, N.J.



Jack D. Peralta, 45, is a native of Mississippi and joined the SIU in the Port of New York in 1948. He has sailed in both the steward and deck departments during his seafaring career and now makes his home in Christian, Miss.



Jean L. Monnier, 65, is a native of Louisiana and makes his home in New Orleans. He joined the union in the Port of New Orleans in 1947 and sailed in both the deck and engine departments. Brother Monnier is an Army veteran of World War II, having served from 1942 to 1945.



Clyde C. Rayford, 61, joined the union in 1941 in the Port of Mobile and sailed in the deck department. A native of Alabama, Brother Rayford now makes his home in Mobile, Ala.



William M. Starke, 62, is a native of Pennsylvania and joined the union in the Port of New York in 1949. He sailed in the steward department. He now makes his home in Compton, Calif.



Modesto J. Duron, 61, is a native of the Philippines and makes his home in Manila. He joined the SIU in the Port of New York in 1957 and sailed in the engine department.



Louis D. Bernier, 65, is a native of Iowa and now makes his home in Baltimore, Md. He joined the SIU in the Port of Baltimore and sailed in the steward department. Brother Bernier is an Army veteran, having served from 1925 to 1928.



Carl E. Gibbs, 62, is one of the union's first members having joined in the Port of Baltimore in 1938. A native of Virginia, Brother Gibbs now resides in Baltimore, Md. He is an Army veteran, having served from 1928 to 1932. He sailed in the deck department.



Ethan M. Mercer, 62, is a native of Oklahoma and makes his home in Mobile, Ala. He joined the union in the Port of Mobile in 1945 and sailed in the engine department.



Elmer W. Carter, 53, joined the union in the Port of Baltimore in 1939 and sailed in the deck department. Brother Carter, who is closing out a sailing career of more than 30 years, makes his home in Baltimore, Md.



Fred U. Buckner, 57, is a native of Georgia and now resides in Savannah, Ga. He joined the SIU in the Port of Savannah in 1952 and sailed in the engine department until his retirement.



Gerald B. Smith, 65, is a native of West Virginia and makes his home in Millersville, Md. Brother Smith joined the SIU in the Port of Baltimore in 1939 and was one of the union's first members in that port. He sailed in the deck department and is now closing out a sailing career of more than 30 years.



SIU Toledo Port Agent Donald Bensman (left) presents Seafarer Edward H. Smith with his first monthly SIU pension check. Brother Smith received best wishes for smooth sailing from all hands.



William F. Coggins, 65, is a native of South Carolina and joined the union in the Port of Mobile in 1939. He has sailed with the SIU for more than 30 years, most recently as a bosun. Brother Coggins now resides in Mobile, Ala., and is a Navy veteran who served from 1923 to 1927.



Ahmed S. Kassim, 57, is a native of Arabia and joined the SIU in the Port of Norfolk in 1951. He sailed in the engine department, most recently as a chief electrician. He served picket duty in 1961 and now resides in Brooklyn, N.Y.



Seafarer John Johnson (right) is congratulated by Frankfort Port Agent Harold Rathbun on receiving his first pension check. Brother Johnson, who worked as a wheelman on the Ann Arbor Railroad carferrys, began his sailing career in 1929.

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

August 1-31, 1972

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.....	5	2	0	1	0	25	13
New York.....	122	55	75	34	4	221	94
Philadelphia.....	19	8	12	7	0	15	13
Baltimore.....	46	11	17	9	1	97	31
Norfolk.....	20	10	5	4	0	51	21
Jacksonville.....	26	14	15	3	0	47	22
Tampa.....	14	7	4	5	0	10	14
Mobile.....	59	9	4	5	0	91	19
New Orleans.....	71	38	54	33	1	135	56
Houston.....	75	43	46	17	1	98	94
Wilmington.....	14	11	8	4	3	21	21
San Francisco.....	95	68	96	45	0	141	74
Seattle.....	33	25	21	16	0	55	19
Totals.....	599	301	357	183	10	1,007	491

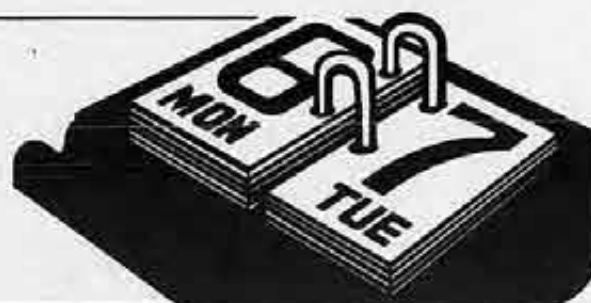
ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston.....	3	5	1	1	0	8	7
New York.....	79	46	57	27	3	141	95
Philadelphia.....	11	9	2	6	0	14	14
Baltimore.....	38	14	17	9	0	80	47
Norfolk.....	10	11	2	3	0	25	23
Jacksonville.....	8	16	7	8	1	19	27
Tampa.....	9	13	4	5	0	4	9
Mobile.....	23	10	9	17	0	46	32
New Orleans.....	67	43	33	40	0	145	86
Houston.....	58	65	29	18	0	98	92
Wilmington.....	5	17	5	12	2	9	26
San Francisco.....	99	89	58	63	1	136	87
Seattle.....	16	28	7	10	1	23	23
Totals.....	426	366	231	219	8	748	568

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston.....	3	3	0	1	1	6	4
New York.....	45	39	40	19	5	158	105
Philadelphia.....	11	2	11	6	0	14	6
Baltimore.....	20	11	10	8	0	61	27
Norfolk.....	9	18	1	1	0	28	22
Jacksonville.....	11	10	7	5	0	15	16
Tampa.....	19	15	2	1	0	19	14
Mobile.....	25	4	3	6	0	58	26
New Orleans.....	44	32	27	42	0	99	46
Houston.....	51	32	15	14	0	104	92
Wilmington.....	3	8	0	0	0	9	14
San Francisco.....	85	73	60	40	6	113	64
Seattle.....	19	7	12	3	0	20	7
Totals.....	345	254	188	146	12	704	443

MEMBERSHIP MEETINGS' SCHEDULE



SIU-AGLIWD Meetings

New Orleans.....	Oct. 10—2:30 p.m.
Mobile.....	Oct. 11—2:30 p.m.
Wilmington.....	Oct. 16—2:30 p.m.
San Francisco.....	Oct. 12—2:30 p.m.
Seattle.....	Oct. 20—2:30 p.m.
New York.....	Oct. 2—2:30 p.m.
Philadelphia.....	Oct. 3—2:30 p.m.
Baltimore.....	Oct. 4—2:30 p.m.
Detroit.....	Oct. 6—2:30 p.m.
†Houston.....	Oct. 9—2:30 p.m.

United Industrial Workers

New Orleans.....	Oct. 10—7:00 p.m.
Mobile.....	Oct. 10—7:00 p.m.
New York.....	Oct. 2—7:00 p.m.
Philadelphia.....	Oct. 3—7:00 p.m.
Baltimore.....	Oct. 4—7:00 p.m.
Houston.....	Oct. 9—7:00 p.m.

Great Lakes Tug and Dredge Section

†Sault Ste. Marie.....	Oct. 12—7:30 p.m.
Chicago.....	Oct. 9—7:30 p.m.
Buffalo.....	Oct. 11—7:30 p.m.
Duluth.....	Oct. 13—7:30 p.m.
Cleveland.....	Oct. 13—7:30 p.m.

Toledo.....	Oct. 13—7:30 p.m.
Detroit.....	Oct. 9—7:30 p.m.
Milwaukee.....	Oct. 9—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans.....	Oct. 10—5:00 p.m.
Mobile.....	Oct. 11—5:00 p.m.
Philadelphia.....	Oct. 3—5:00 p.m.
Baltimore (licensed and unlicensed).....	Oct. 4—5:00 p.m.
Norfolk.....	Oct. 5—5:00 p.m.
Houston.....	Oct. 9—5:00 p.m.

Railway Marine Region

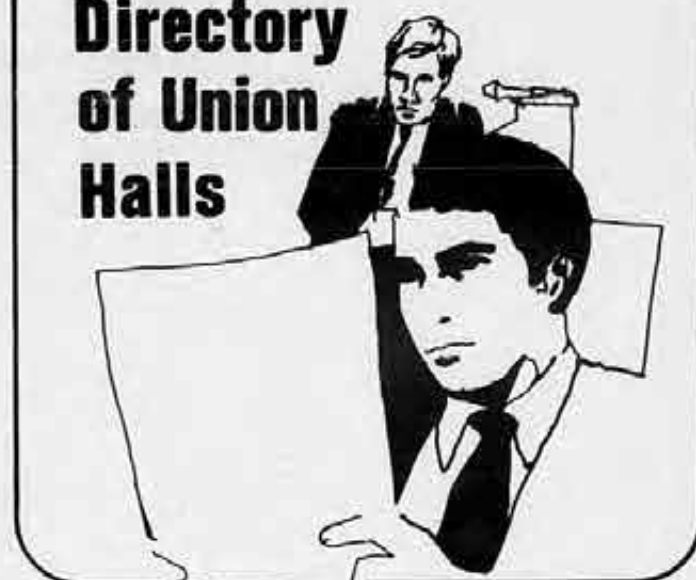
Philadelphia.....	Oct. 10—10 a.m. & 8 p.m.
Baltimore.....	Oct. 11—10 a.m. & 8 p.m.
*Norfolk.....	Oct. 5—10 a.m. & 8 p.m.
Jersey City.....	Oct. 9—10 a.m. & 8 p.m.

†Meeting held at Galveston wharves.

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

*Meeting held in Labor Temple, Newport News.

Directory of Union Halls



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

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

HEADQUARTERS675 4th Ave., Blyn. 11232
(212) HY 9-6600

ALPENA, Mich.800 N. Second Ave. 49707
(517) EL 4-3616

BALTIMORE, Md.1216 E. Baltimore St. 21202
(301) EA 7-4900

BOSTON, Mass.215 Essex St. 02111
(617) 482-4716

BUFFALO, N.Y.290 Franklin St. 14202
SIU (716) TL 3-9259
IBU (716) TL 3-9259

CHICAGO, Ill.9383 Ewing Ave. 60617
SIU (312) SA 1-0733
IBU (312) ES 5-9570

CLEVELAND, Ohio1420 W. 25th St. 44113
(216) MA 1-5450

DETROIT, Mich.10225 W. Jefferson Ave. 48218
(313) VI 3-4741

DULUTH, Minn.2014 W. 3d St. 55806
(218) RA 2-4110

FRANKFORT, Mich.P.O. Box 287,
415 Main St. 49635
(616) EL 7-2441

HOUSTON, Tex.5804 Canal St. 77011
(713) WA 8-3207

JACKSONVILLE, Fla.2608 Pearl St. 32233
(904) EL 3-0987

JERSEY CITY, N.J.99 Montgomery St. 07302
(201) HE 5-9424

MOBILE, Ala.1 South Lawrence St. 36602
(205) HE 2-1754

NEW ORLEANS, La.630 Jackson Ave. 70130
(504) 529-7546

NORFOLK, Va.115 3d St. 23510
(703) 622-1892

PHILADELPHIA, Pa.2604 S. 4th St. 19148
(215) DE 6-3818

PORT ARTHUR, Tex.534 Ninth Ave. 77640
(713) 983-1679

SAN FRANCISCO, Calif.1321 Mission St. 94103
(415) 626-6793

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

SEATTLE, Wash.2505 First Ave. 98121
(206) MA 3-4334

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

TAMPA, Fla.312 Harrison St. 33602
(813) 229-2788

TOLEDO, Ohio935 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.450 Seaside Ave.
Terminal Island, Calif. 90731
(213) 832-7285

YOKOHAMA, JapanIseya Bldg., Room 810
1-2 Kaigan-Dori-Nakaku
2014971 Ext. 281



Final Departures



George A. Weddel, 68 passed away July 31, 1972. A native of Vermont, Brother Weddel was a resident of Seaport, Maine, at the time of his death. Seafarer Weddel joined the SIU in the Port of Lake Charles, La., in 1958 and sailed in the engine department. Among Brother Weddel's survivors is his wife, Hilda. Seafarer Weddel was buried in Bowditch Cemetery in Seaport.



Elmer R. Myntti, 46, passed away at Swedish Hospital in Seattle in August. A native of the state of Washington, Myntti was a resident of Seattle at the time of his death. Seafarer Myntti joined the SIU in the Port of Seattle in 1968, and sailed in the engine department. He was a Navy veteran of World War II. Among his survivors is his wife, Bertha. Brother Myntti's body was cremated.



Emile A. Gerber, 18, was lost at sea April 11, 1972, while sailing aboard the *Steel Traveler*. A native of Matarie, La., he joined the SIU in the Port of New Orleans in 1970, and sailed in the engine department. Brother Gerber was a graduate of the Harry Lundberg School. Among his survivors is his mother, Tommy Scott Gerber of Picayune, Miss.



SIU pensioner **Albert Freund**, 78, passed away in Deltona, Fla., January 26, 1972. A native of Yonkers, N.Y., Brother Freund was a resident of Deltona, Fla., at the time of his death. Freund joined the union in the Port of New York in 1955 and sailed in the engine department. He was a World War I veteran of the U.S. Marine Corps. Among his survivors is his wife Lillian. Freund was buried at Fern Cliff Cemetery, Hartsdale, N.Y.



Joseph H. Crannell, 57, passed away July 28, 1972. A native of Illinois, Crannell was a resident of Indiana at the time of his death. Brother Crannell joined the SIU in the Port of San Francisco and sailed in the engine department as a fireman-water-tender. Among his survivors is his son, J. D. Murphy, of Veederburg, Ind. Burial was in Progressive Friends Cemetery, Convington, Ind.



Alfredo Perez, 54, passed away July 30, 1972. A native of Cayey, P.R., Perez joined the union in the Port of Baltimore in 1947, and sailed in the engine department. He was a resident of Houston, Tex., at the time of his death. Among his survivors is his mother, Mrs. Alfredo Perez Otero, of Bayamon, P.R. Burial was in Buxeda Cemetery, Houston.



Joseph B. Pendleton, 50, passed away July 16, 1972. A native of Rhode Island, Pendleton was a resident there at the time of his death. Seafarer Pendleton joined the union in the Port of Providence in 1941 and sailed in the deck department. He was a World War II veteran of the U.S. Marine Corps. Among his survivors is his mother, Mrs. Annie M. Pendleton of Ashaway, R.I. Burial was in First Hopkinton Cemetery, Rhode Island.



Lyle E. Doering, 54, passed away August 3, 1972. A native of Kansas, Doering was a resident of Fresno, Calif., at the time of his death. Seafarer Doering joined the union in the Port of Seattle and sailed in the engine department. He was a Navy veteran of World War II. Among his survivors is his wife, Dorothy. Burial was in Belmont Memorial Park, Fresno, Calif.



Peter Morreale, 60, passed away November 26, 1971, at the USPHS hospital in New Orleans. A native of New Orleans, Morreale joined the SIU in the Port of New Orleans in 1951, and sailed in the steward department. Burial was in St. Vincent's Cemetery, New Orleans.



Robert A. Sanchez, 51, passed away in Mobile General Hospital, Mobile, Ala., July 30, 1972. A native of Alabama, Sanchez was a resident of Theodore, Ala., at the time of his death. Seafarer Sanchez joined the SIU in the Port of Mobile in 1942 and sailed in the steward department. Among his survivors is his wife, Mae. Burial was in Catholic Cemetery, Mobile, Ala.



Henry C. Moffett, 37, was lost at sea April 17, 1972, while sailing aboard the *Citrus Packer*. A native of Dodson, La., Brother Moffett joined the SIU in the Port of New York in 1963, and sailed in the deck department. Seafarer Moffett was a graduate of the Andrew Furuseth Training School. He was a veteran of the Navy. Among his survivors is his wife, Georgie Anne, of Jean, La.



Waitus E. Lockerman 67, passed away June 25, while sailing aboard the *S.S. Rebecca* en route through the Gulf of Oman. He joined the SIU in the Port of Houston in 1960 and sailed as an oiler in the Engine Department. Among his survivors is his wife, Dixie Arrell. Burial was at sea. Seafarer Lockerman was a veteran of the Army having served from 1924 to 1945.



Oscar A. Gunderson, 72, passed away August 8, 1972. A native of Chicago, Ill., Gunderson was a resident of Manitowac, Wis., at the time of his death. Brother Gunderson joined the union in the Port of Frankfort in 1959, and sailed in the steward department aboard Great Lakes vessels. He last sailed as steward aboard the *Bennepin*. Among his survivors is his daughter, Mrs. Louis Christopher. Burial was in Evergreen Cemetery, Manitowac, Wis.



Arthur E. Christensen, passed away August 14, 1972. A native of Bear Lake, Mich., Christensen was a resident of Benson, Mich., at the time of his death. Seafarer Christensen joined the union in the Port of Frankfort and sailed in the engine department aboard Great Lakes vessels. He was an Army veteran of World War II. Among his survivors is his sister Mrs. Elenor Niemitalo, of Kaleva, Mich. Burial was in Bertelson Cemetery, Manistee, Mich.



Theophilus R. Stevenson, 60, passed away August 20, 1972. A native of the British West Indies, Stevenson was a resident of Brooklyn, N.Y., at the time of his death. Brother Stevenson joined the union in the Port of New York in 1950, and sailed in the steward department. Among his survivors is his son, Harold, of Tucson, Ariz. Burial was in Mount Holiness Cemetery, Butler, N.J.

Legal Aid

Following is a list of attorneys to whom Seafarers with legal problems may turn in various port cities. The Seafarer need not choose the recommended attorneys, and this listing is intended for information purposes only.

The initial list of recommended counsel throughout the United States is as follows:

New York—Schulman, Abarbanel, McEvoy & Schlesinger
1250 Broadway, New York, N.Y.
10001
(212) 279-9200

Boston, Mass.—Patrick H. Harrington
56 N. Main Stret, Bennett Bldg.
Fall River, Mass.
(617) 676-8206

Baltimore, Md.—Berenholdtz, Kaplan, Heyman, Engelman & Resnick
1845 Maryland National Bldg.
Baltimore, Md. 21204
(301) Lex. 9-6967

Tampa, Fla.—Hardee, Hamilton, Douglas & Sierra
101 East Kennedy Blvd.
Tampa, Florida
(813) 223-3991

Mobile, Ala.—Simon & Wood
1010 Van Antwerp Bldg.
Mobile, Alabama
(205) 4334904

New Orleans, La.—Dodd, Hirsch, Barker & Meunier
711 Carondelet Bldg.
New Orleans, La.
(504) Ja. 2-7265

Houston, Texas—Combs & Archer
Suite 1220, 811 Dallas St.
Houston, Texas
(713) 228-4455

Los Angeles, Cal.—Bodle, Fogle, Julber, Reinhardt & Rothschild
5900 Wilshire Blvd.,
Suite 2600
Los Angeles, Cal.
(213) 937-6250

San Francisco, Cal.—Jennings, Gartland & Tilly
World Trade Center
San Francisco, California
(415) Su. 1-1854

Seattle, Wash.—Vance, Davies, Roberts & Bettis
Rm. 425, North Towers
100 W. Harrison Plaza
Seattle, Wash.
285-3610

Chicago, Ill.—Katz & Friedman
7 South Dearborn Street
Chicago, Ill.
(312) An. 3-6330

Detroit, Mich.—Victor G. Hanson
15929 West Seven Mile Road
Detroit, Mich.
(313) Ver. 7-4742

St. Louis, Mo.—Gruenberg & Souders
721 Olive St.
St. Louis, Missouri
(314) Central 1-7440

DRUGS



one trip could mean a lifetime

Will it be a few hours or a lifetime?

That's the question facing a Seafarer who reaches for a reefer, or a needle to take him temporarily away from this world.

Nobody takes dope intent on making a lifetime out of it. They take it to get away from reality for a few hours, to "turn on." They argue it is just a diversion, just a harmless once-in-a-while thing.

But for a Seafarer it could be forever.

A Seafarer found with any kind of drug—an upper, a downer, horse, pot, speed or any of the others—is through.

Through with the sea, through with his career. Beached and washed up forever.

That's a tough price to pay but there are reasons for it, good reasons. A ship needs a full crew with each man pulling his own weight at all times. A Seafarer on a "trip" can't pull his own weight. And, in an emergency, that might mean death for someone else.

Aside from that, a Seafarer caught with drugs taints his ship and his shipmates in whatever port they land. That ship and those men are marked by customs officials and police all over the world. So one man's use of dope hurts a lot of others. It is not just "his own thing."

And, finally, you don't have to have medical degrees to see the wreckage of lives that have come to depend on drugs. It's all around you in hollow-eyed men who have "shot" whatever chance they had to know the good life into their veins. Hopes for their recovery in this world are very slim.

So when it comes to dope, the real question is: Is it going to be for just a few hours, or will it stick for a lifetime?

America's Labor History Portrayed In New Book

The following is a review of the newly-published *American Labor, A Pictorial Social History* by M. B. Schnapper. Press Associates, Inc., a labor news wire service, distributed the review and it is reprinted here as a matter of interest to Seafarers and all trade unionists.

Since the 1930's M. B. Schnapper, now president of the Public Affairs Press in Washington, has been a labor history buff.

About 1945 he started collecting historical labor pictures as a hobby. Ten years ago this hobby was transformed to a goal. Just as a writer will dream of writing the Great American Novel, Schnapper's dream was publishing the definitive pictorial history of labor.

Over the last ten years he has collected some 35,000 pieces of labor history art from every source imaginable and examined hundreds of thousands more.

On Labor Day, this dream became a reality of vast significance to historians and to organized labor itself, with the release of Schnapper's *American Labor, A Pictorial Social History*.

If a picture is worth a thousand words then the Schnapper book is worth close to a million—it carries 1,250 pieces of art. The 575 pages of labor graphics, many preciously rare, provide the same breath-taking dimensions as a million words but none of the discouragement to a reader.

Each page of art and copy is exciting. Nowhere else has labor history been presented with such excitement but also with understanding and balance.

Labor A Social Force

"This is not a labor history in the sense of all the other labor histories," Schnapper said. This is an effort to show the relationship of the labor movement and workers to what is going on in this country, not a history of labor isolated."

Schnapper carries a whole page of acknowledgments but the book is dedicated to Henry C. Fleisher, one-time publications director of the AFL-CIO and Washington-based labor publicist.

The author said that he constantly relied on Fleisher's "devotion to and knowledge about the American labor movement and it was his guidance which made the book a possibility."

In an introduction to the book, Senator Harrison A. Williams, Chairman of the Senate Committee on Labor and Public Welfare, writes:

"This timely book reminds us of a much neglected aspect of American history—the role of working people who for 200 years have toiled anonymously in factories and fields, who have furnished the skills and strength that created a thriving nation out of an untamed wilderness and who have been the backbone of our democratic society."

Schnapper roamed across the country seeking lost art and, at times, was rewarded. One of his greatest treasures was right in Washington in a cellar at Catholic University where he found the voluminous records of the Knights of Labor.

"I don't believe that Clarence Powderly (Knights' Grand Master) ever threw a single piece of paper

away," said Schnapper, "and most of the papers he kept were there."

- ✓ A 1768 appeal for community support of work relief for the needy.
- ✓ A copy of a 1790 agreement, the first known, protecting seamen and mariners from unfair treatment.
- ✓ A "help wanted" ad run by President Washington for servants.
- ✓ Pictures depicting labor political campaigns in the 1820's.
- ✓ The offer of a \$10 reward for the return of a runaway apprentice who later became President Andrew Johnson.

- ✓ Rare, haunting photographs of children working in unsafe mines and canneries.

The listing of unique documents and pictures is, of course, endless. Through them it is possible to see far deeper meaning in many of its pages.

If there are those today, for example, who want to understand more clearly organized labor's deep aversion to invasions of privacy in current American society they need only look at a candid photograph of AFL President Samuel Gompers taken by a company detective assigned to follow him, or to surveillance reports about the private lives of workers made by company undercover men in the 1920's.

Not often does a book in the labor field come to light that so beautifully and thrillingly reveals the soul of the American labor movement and the essential contributions of unions and American workers, generally, in the making of America. Here it is—all in one book.

American Labor, A Pictorial Social History, by M. B. Schnapper. Public Affairs Press, 419 New Jersey Avenue, S.E., Washington, D.C. 20003. 575 pp., \$15.00 regular bind.



Eligible Seafarers and their dependents may now apply for the five SIU College Scholarships to be awarded in May. The scholarships, amounting to \$10,000 over four years may be used at any accredited college or university.

Eligibility rules make the contest open to:

- Seafarers who have three years seetime aboard SIU-Contracted ships.
- Dependents of Seafarers who meet the seetime requirement.
- Dependents of deceased Seafarers who had sufficient seetime before death. Dependents of deceased Seafarers must be less than 19 years old at the time they apply.

The scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Board tests or the American College Tests.

Both sets of examinations are given throughout the country on various dates.

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

A total of 26 Seafarers and 72 dependents of Seafarers have received scholarships in the programs 19 years. The winners of this year's scholarships will be free to pursue any field of study offered at the college of their choice.

For complete information on College Board test dates and locations, write for a copy of the Board's Student Bulletin at the following addresses:

College Board

Box 592
Princeton, N.J. 08540

Box 1025
Berkeley, Calif. 94701