

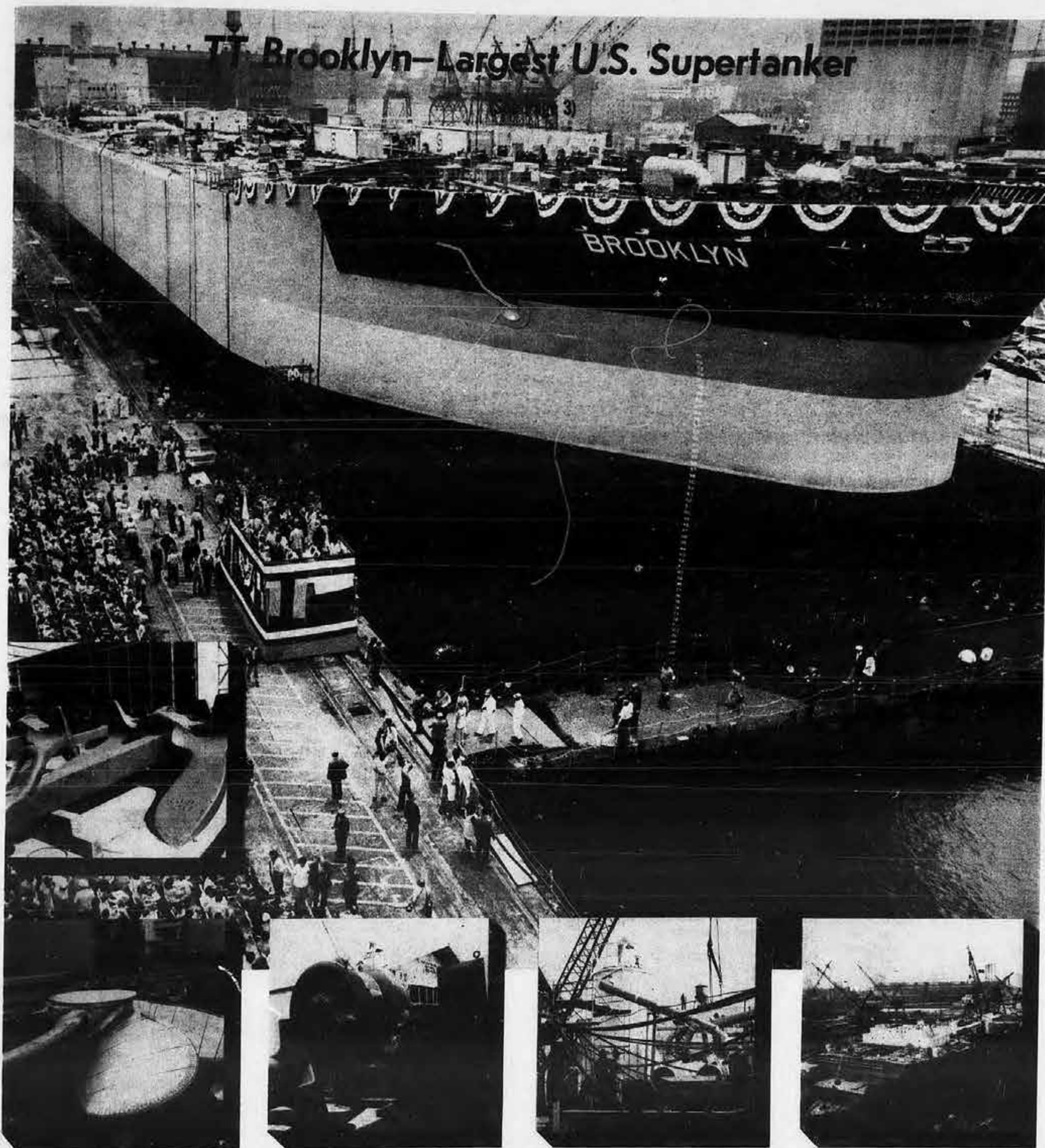
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SEAFARERS LOG

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TT Brooklyn—Largest U.S. Supertanker

Special Supplement
IBU Training For America's Inland Waterways
(See Center Fold)

Magnuson, Beall Introduce Oil Import Bill in Senate

Senators Warren G. Magnuson (D-Wash.) and J. Glenn Beall, Jr. (R-Md.) have introduced in the U.S. Senate legislation to require that a portion of the nation's oil imports be carried on American ships.

Similar legislation, sponsored by more than 108 Congressmen, is now pending in the House of Representatives.

The bills call for 20 percent of imported oil and oil products to be carried on U.S.-flag tankers. The required percentage would increase to 25 percent on June 30, 1975, and go to 30 percent on June 30, 1977.

In introducing the measure, Senator Beall declared that "the only sure way to safeguard the delivery of foreign oil is through an American-flag tanker fleet."

He pointed out that "there is no question that our nation is becoming increasingly dependent on foreign

sources for the oil which we must have and I think it is equally apparent that we must have a dependable system for receiving those vital shipments."

He added that "just because we are dependent on foreign nations for oil does not mean that we should double the risk of being blackmailed or shut off from our supply of foreign oil."

Senator Magnuson, chairman of the Senate Commerce Committee, declared last year in floor debate on a somewhat different proposal:

"I just heard (some expression) of fear of retaliation. Retaliation from what? All these countries have almost 90 percent of their quotas, their shipments and their cargoes, in their own bottoms. When we ask for something for ourselves that we do not have now, what are they going to retaliate with?"

"The oil companies do not want this amendment and they have done a

pretty good job lobbying since we put it in the bill. Perhaps it does not belong in the bill, but unless we start to do something, we are going to find ourselves in a dangerous position. We are now 16th in the world in shipbuilding. I expect to pick up a paper someday to see that the Belgian Congo is ahead of us."

In that same debate, Magnuson said: "If we make these American oil companies pay and tell them to bring their own ships back under the American flag and employ American people, it will not hurt the consumer, I will tell you that, and we will get the taxes from them that they are now evading all over the world, every place."

As previously reported, the legislation is being supported by the AFL-CIO Executive Council which declared recently that the measure would "guarantee the development of an American

tanker capability that would be in the best interests of national security, the economy and a more favorable balance of payments position."



Sen. Warren Magnuson

Administration Moves on Energy Crisis

Calling for voluntary conservation of energy supplies, President Nixon has announced new plans to meet the nation's growing energy problems.

He named Gov. John A. Love of Colorado to head a new White House office responsible for forming and coordinating energy policies throughout the executive branch.

This marks the first time that national energy policies, in which some 44 different agencies now have some involvement, have been centralized in one office.

In announcing his energy plans, President Nixon said that "America faces a serious energy problem. While we have only 6 percent of the world's population, we consume one-third of

the world's energy output. The supply of domestic energy resources available to us is not keeping pace with our ever-growing demand, and unless we act swiftly and effectively, we could face a genuine energy crisis in the foreseeable future."

The President had some definite proposals, including the following:

- Federal agencies are being ordered to report on measures to reduce their consumption of fuel by 7 percent.

- State governors are being asked to lower speed limits on highways. Government estimates indicate this could lead to major savings on gasoline.

- Legislation will be sent to Congress to create a Cabinet-level Depart-

ment of Energy and Natural Resources to consolidate energy programs.

- Congress will be asked further to set up an Energy Research and Development Administration to consolidate government efforts in this area. President Nixon also proposed a \$10 billion, five-year program to develop new sources of energy.

The President called on private citizens to help by driving more slowly, using car pools and public transportation, using less air conditioning in the summer and less heat in the winter.

He also called on the nation's airlines to reduce flight speeds. A 3 percent cut in flight speeds could save 200 million gallons of jet fuel a year, officials estimated.



Sen. J. Glenn Beall, Jr.

the PRESIDENT'S REPORT:



Paul Hall

There is growing evidence of a new and promising attitude toward the U. S. Merchant Marine—a recognition that the maritime industry is an important part of the nation's economy and well being. As a result, the industry may be finally turning around and starting to move ahead.

Just this month, for example, three new American-flag ships hit the water, the first time in the peacetime history of the U. S. Merchant Marine that three commercial vessels were launched on the same day.

As Robert Blackwell, Assistant Secretary of Commerce for Maritime Affairs, put it: "It is hard to image a better symbol of the emerging strength of the American shipping industry."

Further evidence of this "emerging strength" is found in the fact that during the last fiscal year the nation's maritime program resulted in contracts for 17 new ships with a value of more than \$1 billion.

These new ships will help to give the merchant fleet new vigor for the job ahead, placing the United States in a better com-

petitive position with the other maritime fleets of the world.

But, it must be remembered that if the U. S. Merchant Marine is moving ahead, so are the merchant fleets of our world-wide competition.

For example, it was reported recently that Britain—with one of the oldest maritime traditions in the world—today possesses the "youngest" merchant fleet in its history. The average age of its 1,600 ships is under seven years and half of this tonnage is less than five years old.

Compare that with the average age of the U. S. merchant fleet—approximately 14 years old.

This means that the younger British fleet, and the younger fleets of other maritime nations, puts them in a better competitive position in the world markets. Their ships are more modern, faster, and more efficient than most of the ships of the U. S. Merchant Marine.

The U. S. maritime industry is moving ahead, perhaps even catching up with the more modern foreign fleets. But if the fleet is to be in real competition with the foreign

fleets, then we must accelerate the forward progress.

To achieve the ability to compete is going to take even greater effort than we have seen so far—a concerted effort by all segments of the industry.

Labor, management, shippers and the government must work together in an innovative and aggressive manner to give the U. S. maritime industry the ability to compete around the world.

Certainly, our current national maritime policy—based on the Merchant Marine Act of 1970—is helping. Government subsidies for shipbuilding and new ships sliding off the ways are progressive signs.

However, more is needed. We must have stronger U. S.-flag participation in the carriage of cargoes, particularly in the carriage of liquid bulk cargo. And we must move to develop an adequate tanker fleet to carry that cargo.

Such cargo preference is absolutely necessary if the American Merchant Marine is to continue its forward progress and make its contribution to the nation's economy.

225,000 Tons

TT Brooklyn—Largest Merchant Ship Ever Built in U.S.

The 225,000-ton supertanker *TT Brooklyn*, the largest merchant ship ever built in the United States, was launched at the old Brooklyn Navy Yard on Saturday morning, June 30.

Construction of the vessel was skillfully handled by the SIUNA-affiliated United Industrial Workers of North America.

The \$80 million oil carrier is the first of four identical supertankers already under contract to the builder, Seatrain Shipbuilding Corporation, a subsidiary of Seatrain Lines. The second ship, the *TT Williamsburg*, is one quarter completed and is slated for delivery in early 1974. The *TT Stuyvesant* will be ready for launching in late 1974, and the fourth ship, yet unnamed, will be off the ways sometime in 1975.

These vessels are another strong indication of the forward movement of both the U. S. merchant marine and shipbuilding industries.

Among the 5,000 shipyard workers and officials that turned out for the launching ceremony at the Navy Yard in Brooklyn, N. Y., were Howard F. Casey, deputy assistant secretary of commerce for maritime affairs, and New York City's Mayor John V. Lindsay. The mayor's wife, Mrs. Mary Lindsay was on hand to christen the ship.

The *TT Brooklyn* is the first ship launched in nearly ten years at the 193-year-old Brooklyn Navy Yard which was closed down in the early 60's. Yet, she carries with her a proud tradition of the nation's oldest shipyard—and now joins an impressive list of other historic vessels also built at the yard, such as the *Monitor*, the world's first ironclad warship, and the battleship *Maine* which was blown up in Havana Harbor, Cuba, in 1898, touching off the Spanish-American War. The *Arizona*, sunk at Pearl Harbor, and the *Missouri*, upon which the Japanese surrender was signed, were also built at the Navy Yard.



The New York City Fireboat *John McKean* honors the newly christened supertanker *TT Brooklyn* with huge streams of water. Five-thousand turned out for the ceremonies.

The 1,094-foot *TT Brooklyn* is an all-welded single screw geared turbine tanker with a cylindrical bow and transom stern. The bridge, all living accommodations for the crew, and the propulsion machinery are located aft. The tanks are compartmented by two continuous oil-tight bulkheads which separate the cargo space into 15 compartments. The supertanker is capable of transporting 1.5 million barrels of oil.

The ship is also fitted with a deck maintenance shop, wire and nylon hawser storage room, and a bosun's storeroom located in the forepart of the vessel above the forward deep tank, and all have access to the open deck.

The *TT Brooklyn* has a breadth of

143 feet, 6 inches and is powered by a 55,000-hp DeLaval propulsion turbine.

She possesses the largest spade rudder in the world—and is the first American ship built with a Turnbull stern gear which permits the outboard seal of the propeller shaft to be changed without dry docking the ship.

The design of the *TT Brooklyn* also incorporates many unique engineering features which contribute to the ease of maintenance, and to the safe, efficient, pollution-free operation of the ship.

She uses the load-on-top method of deballasting and loading, which includes the use of high capacity oil-water separators. All dirty ballast and bilge water pass through these separators. The oil is separated and returned to the cargo tanks and only clean seawater is pumped overboard. An ultraviolet ray detector automatically stops the discharge of water if it contains

more than 100 parts of oil per 1 million parts of water.

In empty tank spaces, a blower replaces air with inert nitrogen and carbon dioxide to minimize the chance of explosion—and remote monitoring systems will give engine department members instantaneous information on the fuel oil, water and draft levels.

Other environmental advances incorporated in the *TT Brooklyn* include a complete sewage treatment and disposal system and a pollution-free incinerator for burnable trash. All incinerator residue is held for shore disposal.

The supertanker is now undergoing complete outfitting. Thorough tests will be conducted to insure precision alignment of both the reduction gear and the shafting. She will also receive salt water service and generator cooling water service.

Dock trials will begin in August, and actual sea trials are slated for Sept. 1.

SIU Financial Committee Meets



The SIU's membership-elected Quarterly Financial Committee met at headquarters recently to conduct business. From left to right around table are: J. DeJessa, W. Gustavson, J. Campfield, W. Lovett, J. McHale, W. Koflowitch and W. Cassidy.

AFL-CIO Urges Immediate Start on Alaska Pipeline

The 13.5-million strong AFL-CIO has urged an immediate start on construction of the Trans-Alaska oil pipeline.

With today's oil shortage, AFL-CIO Legislative Director Andrew J. Biemiller wrote to all senators, "there is a compelling need for the pipeline."

America must develop its own petroleum resources to lessen dependence on uncertain foreign sources, ease the nation's balance of trade deficits, clean the environment, and in the process, generate thousands of jobs, Biemiller said in his letter.

"Construction of the Alaska pipeline will necessarily stimulate employment in construction, maintenance and shipping," he added.

The legislative director said he supported passage of legislation before the Senate which would remove a right-of-

way obstacle to construction of the pipeline.

The legislation is needed because of a court decision which held that existing law doesn't allow the government to grant rights-of-way over federal lands wide enough for construction of large pipeline.

The Senate Interior Committee has reported the legislation is needed, "to resolve major legal uncertainties" caused by the court decision. "as to the status of hundreds of existing oil and gas pipelines, electric transmission lines and rights-of-way for other purposes across federal lands."

The projected, privately-financed pipeline would bring the oil resources of Alaska's North Slope overland to the year-round port of Valdez on the Gulf of Alaska. The oil would then be shipped in American-built tankers.

Joe "Tiger" Harrison:

At 74, Still The Most Aggressive Man

They call him "Tiger" because he is the "most aggressive man on the ship." He's Seafarer Joseph Jay Harrison, 74-years old and a member of the deck department—which he has no intention of leaving in the near future.

When he reached his 74th birthday last Mar. 23, the crew of the *Walter Rice* (Reynolds Metals) gave Harrison a surprise birthday party that included a sumptuous cake and large jug of punch.

Brother Harrison was "caught off guard" by the surprise party, but otherwise he's fit enough to work four hours overtime every day.

Sailing as ordinary seaman, Harrison proudly told the LOG, "everyone says I can do as much work as any of them." And because he likes working on deck so much, Brother Harrison didn't try to move into any easier job on ship as he got older.

Even though he could have retired years ago, Seafarer Harrison staunchly contends, "I'm in good health and see no reason for quitting."

He's been a member of the SIU since its inception in 1938, when he signed up in the Port of Baltimore.

Previous to that time, Harrison had been sailing with the International Seamen's Union which he joined in 1937 in the Port of Tampa.

Employed on public work projects in Florida in the 1930's, Harrison decided to give seafaring a try after "talking to a bunch of guys sailing on the Lakes."

His first ship was the old *Azalea City* which he caught in Tampa. On his first few ships Harrison sailed as messman before finding out that the deck department was where he belonged.

Seafarer Harrison sailed all during World War II and made trips to Russia, England and Italy. In January of 1943, he went to Murmansk on the *Yorkmar*.

Harrison also sailed on the old Bull Line's *Benjamin Williams* and on a number of Waterman vessels. Luckily, Brother Harrison can say he "never lost a ship."

A hard-working union man, Harrison walked many a picket line in many cities—New York, Houston, Baltimore, just to name three.

Brother Harrison has now been on the *Walter Rice* for a year-and-a-half and he plans to stay with her for awhile. The ship recently came back from Hawaii, and Seafarer Harrison jokingly emphasizes that when he does retire, he'll go live on that sunny island "because of the beautiful girls there."

Born in Midland City, Ala., Brother Harrison now makes his home in Arton, Ala.

Though Harrison never married, for

a man like him, the old adage, "It's never too late", is more than appropriate.



Joe 'Tiger' Harrison

Change in Shipping Rules

On Dec. 5, 1972 an important change was made in the SIU's Shipping Rules relative to the Shipping Procedures. The change is outlined in section B-2 of the Shipping Rules.

It reads:

All seamen possessing U.S. Coast Guard endorsements verifying certified deck or engine ratings, shall be registered in Group I or Group II of their respective departments.

In the steward department, seamen shall be registered in Group I-S, I or II upon presentation of their seniority identification card, and providing proof of qualification for such registration.

All other seamen shall be registered as "Entry Ratings"—as defined in Rule 3 of the Shipping Rules—and may bid for any job in the "Entry Ratings" department.

A seaman, upon attaining U.S. Coast Guard endorsements of certified ratings in the Group I or II category in either the deck or engine departments—or having sailed in the steward department for a minimum of six months, may make application to the Seafarers Appeals Board for consideration for permanent registration in the deck, engine or steward departments.

Nixon Gives Incentive To Use U.S. Tankers

By proclamation, President Nixon has opened the way for the first time to increased use of American-flag ships in the carriage of some of the nation's oil imports by providing financial incentives to importers.

Under terms of the proclamation, importers who use American-flag tank-

ers to bring in motor gasoline or finished products or unfinished oil manufactured in the Virgin Islands, American Samoa or Guam get a special break on import fees.

Under the import fee system, crude oil is subject to a charge of 10.5 cents per barrel—a fee which will go up to

21 cents by Nov. 1, 1975. Gasoline carries a charge of 52 cents a barrel now and goes to 63 cents by Nov. 1, 1975. Other finished products and unfinished oil are at 15 cents now and will go to 63 cents in 2½ years.

The Presidential Proclamation gives some incentive to importers to use American-flag tankers by lowering the fees. For example, importers bringing in motor gasoline or finished products would pay only the fee charged for crude oil imports.

If an importer makes a good faith attempt to arrange shipment by U.S. vessel and no American-flag vessel is available, then the same exemption would apply if a foreign-flag ship is used.

The SIU is pointing out to the appropriate government agencies the need for implementation of these rules in order to protect American-flag participation.

Whittling Ship Models

Whittling ship models has been a craft since man first set sail. Today, the craft has been uplifted into an art. Modern day techniques and yesterday's skills result in traditional ship models shining under a 1973 finish. Exotic woods are used for the models, but the finish has jumped from the age-old process of layer after layer of varnish to polyester resin finishes, which create a clear finish that will not yellow, and which will accentuate the grain of the wood.

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Security
In
Unity



SIU Vice President Frank Drozak (center) administers union oath to twelve Seafarers who received their full books at union headquarters this month after completing the SIU's "A" Seniority Upgrading Course, as SIU President Paul Hall and SIU Representative John Yarmola look on. From left around table are: L. Burke, W. Ripley, D. Spencer, G. Spell, R. Lentsch, J. Kelley, C. Sabb, Yarmola, Hall, Drozak, K. Conklin, T. Thomas, P. Hawker, W. Daniel, and W. Moore.

IBU Urges New Facility To Alleviate Bottleneck

Immediate construction of a replacement for Lock and Dam 26 at Alton, Ill. has been urged by the SIU-affiliated Inland Boatmen's Union in order to alleviate the now critical traffic bottleneck on the upper Mississippi and Illinois Rivers caused by the present obsolete facility.

Speaking for IBU members who must utilize the present out-dated waterways facility daily, SIU Vice President Paul Drozak, national director of the IBU, pointed out in a letter to Sen. Alan Bible (D-Nev.), chairman of the Senate Public Works Subcommittee that:

"The present facility was designed to handle a maximum capacity of 41 million tons. This amount was surpassed five years ago. Consequently, Lock #26 has become a critical bottleneck. Delays in the movement of traffic range from three to eighteen hours, costing the shippers and consumers millions of dollars a year.

"By 1980, an estimated 69 million tons of traffic will be going through Lock #26, which is 28 million tons

more than the structure was designed to service.

"We feel that a delay of even one year could have severe consequences for the upper Mississippi and Illinois Rivers regions, and the country in general. The coal reserves of southern Illinois are funneled through Lock #26 to the power plants along these rivers. The refineries south of the Lock service Chicago and other cities upstream by sending fuel oil by barge through Lock #26.

"In view of the current energy crisis and the almost certainty of increasing fuel shortages in the future, it is essential that fuel move rapidly and unhampered.

"Failure to move fuel supplies rapidly will result in brown-outs and black-outs in homes, schools and hospitals in this populous mid-western region," Drozak emphasized.

The IBU Director also noted that the Army's Corps of Engineers has already prepared tentative plans for new locks to replace the present, inadequate lock and estimate that the entire project will take approximately 9½ years, although the locks will be usable within 6½ years.

Seven hundred forty-six thousand dollars has been requested for fiscal year 1974 to continue the preconstruction planning phase of this project, with the start of construction only tentatively scheduled for fiscal year 1975.

"Therefore, unless the funds necessary, over and above the \$746,000 already requested, to begin construction in fiscal year 1974 are appropriated, we can anticipate costly delays and interruption of vitally needed services," said Drozak.

"The delay of this construction will place a double burden on the nation's consumers and taxpayers. The people will pay higher prices for the goods transported as the cost of the Lock #26 bottleneck is passed on to the consumer and rising construction costs will make it more expensive for the taxpayer in fiscal year 1975 than in fiscal year 1974, unless immediate action is taken to replace this facility," concluded Drozak.

Leaflet Explains How to Estimate Retirement Pay

A leaflet explaining how to estimate social security retirement benefits is available at all social security offices.

The leaflet, "Estimating Your Social Security Retirement Check," is designed to help people in their retirement planning, and includes a chart showing the number of quarters required to qualify for benefits and a worksheet to help in estimating the amount of benefits.

The leaflet can be used to compute a rough estimate of your retirement benefits, a social security spokesman said, but an exact figure cannot be determined until you apply for benefits. The exact amount of a worker's social security benefits is based on his average earnings under the program over a period of years that may include his most recent work.

Single copies of the leaflet are free on request at any social security office.

A Common Interest



SIU Vice President Frank Drozak, left, discusses some common labor interests with representatives from the United Maritime Workers Union located in Buenos Aires, Argentina. Visiting SIU headquarters were Juan F. Arce, second from right, secretary general of the South American union and Luis G. Masmuh, right, member of its executive council. In center is U.S. State Department representative, Benjamin Sowell, who acted as interpreter.

LEGISLATIVE REPORT



By B. Rocker

Trans-Alaska Pipeline

S.1081, the right-of-way bill, has been reported out of the Senate Interior and Insular Affairs Committee, and should reach the Senate floor during the month. SIU supports S.1081, because it would remove one obstacle to construction of the pipeline from the North Shore to Valdez, by granting a 25-foot right-of-way on each side of the 48-inch line. This would be an important step toward the goal of delivering much-needed oil to the United States quickly, easily and economically.

The Alaska pipeline could be in operation six or seven years sooner than a Canadian line, because of legal and political complications with the Trans-Canada line.

SIU representatives have met with members of the House of Representatives and urged introduction of a companion bill.

Cargo Preference—Oil

At this time, 17 bills, with more than 115 sponsors, have been introduced in the House that would guarantee 20% of oil import cargo to U.S.-flag ships.

There is a growing, bi-partisan interest in the need for such a guarantee at this time, because of our increasing energy needs and our dependency on foreign supply of oil.

Senators Beall (R-Md.) and Magnuson (D-Wash.) have recently introduced a companion bill in the Senate.

Title XI

Title XI, to guarantee loans for shipbuilding, is now administered by the Maritime Administration, but an amendment to the Federal Financing Bank Bill, S.952, would give the Secretary of the Treasury that authority.

The SIU opposes such action. We support the House version of the bill, recently reported out of the Ways & Means Committee, which would continue Title XI under the Maritime Administration.

The Senate bill has passed that House; there has been no floor action on H.R. 5874.

U.S. Public Health Service Hospitals

With the eight PHS hospitals scheduled to be closed by the Department of Health, Education and Welfare, both houses of Congress have passed amendments to prevent closure.

A joint committee is considering the bills and resolving differences in the two versions. When the committee work is completed, and both Houses have approved the new version, the bill will go to the President for signature or veto.

SIU representatives have testified on the legislation and have stressed the importance of the services performed by the hospitals and the great need to continue those services.

There is some indication that the President will support the HEW effort to close the hospitals and will veto the Emergency Health Services bill with the PHS amendment—but the SIU is continuing the all-out fight to keep the hospitals going.

Surface Transportation Act

S. 1566, the Hawaii and Pacific Islands Surface Transportation Act, now being considered in the Senate Commerce Committee, is opposed by SIU.

The intent of the bill is to curb maritime strikes which affect the state of Hawaii and other Pacific non-contiguous areas by providing a 240-day cooling-off period.

Although we understand the problem of these areas which are so dependent on ocean transportation of goods, we do not think extension of the cooling-off period from 80 days to 240 days is a good solution.

A strike delay does nothing to insure settlement. It simply forces labor to continue to work under the old, unsatisfactory wages and working conditions. Therefore, it discriminates against the union while guaranteeing management "business as usual."



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.

Most ships and the men who sail them, have searched for adventure at some time in their sailing careers. But for one particular ship, every voyage was a calculated challenge to Lady Luck.

The Norwegian Polar Vessel *Fram* which means "forward" was deliberately built to contest Mother Nature. Her first dangerous adventure was on the Nansen Expedition to the North Arctic in 1893-6.

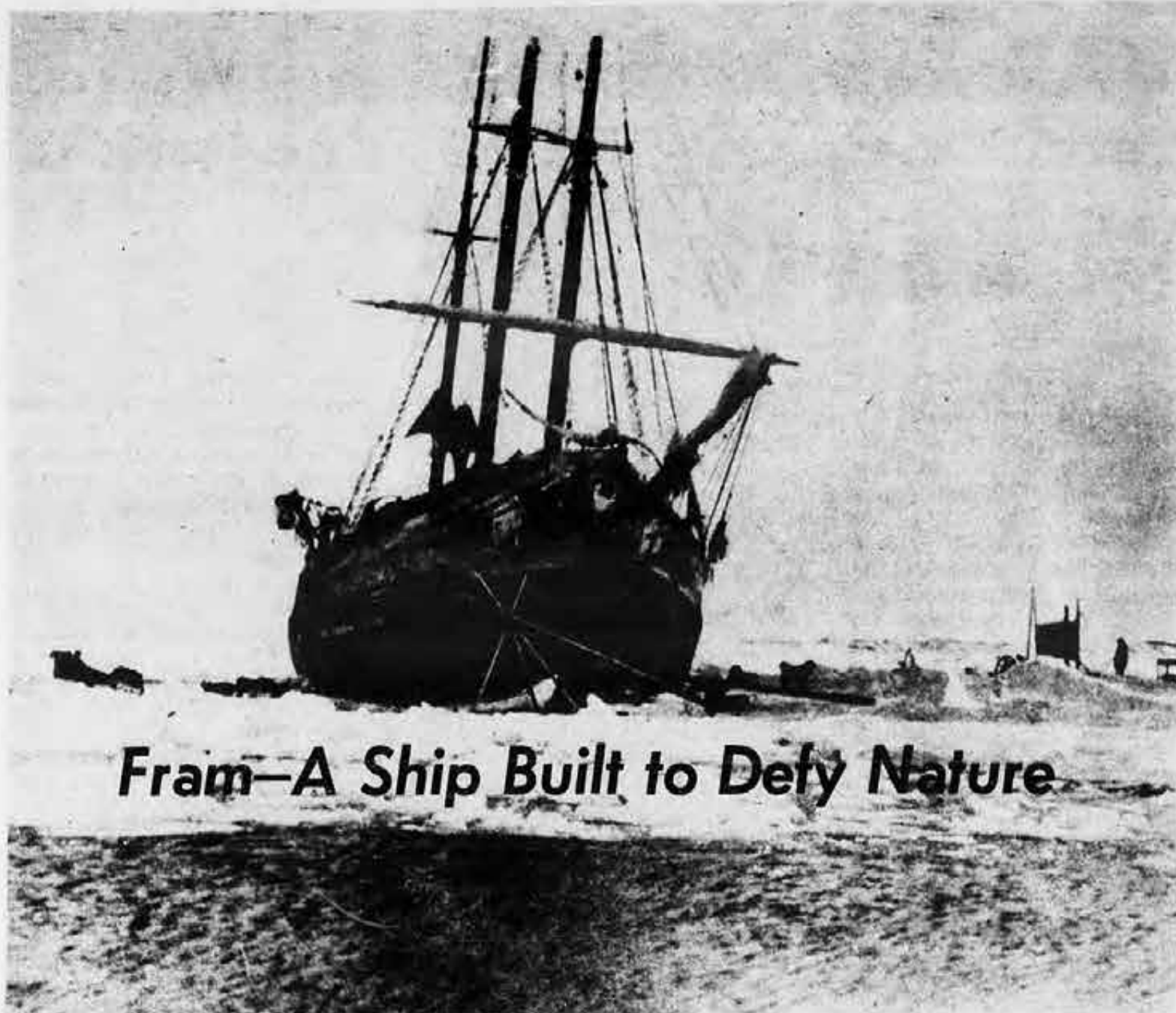
When the sailing ship *Jeanette* was crushed in a Siberian ice pack, her wooden remains drifted up on the shores of Greenland five years later. Nansen, an expert on ocean currents, realized the wreck had travelled through the unknown polar sea beneath the ice.

To get to the Far North, Nansen had the *Fram* designed to withstand tremendous ice pressure. Shaped like a half walnut, with 3-foot wooden sides, the 800-ton vessel would theoretically ride above the ice floe.

To combat killing cold, the roof of the fore-cabin was made 15-inches thick to keep sailors' mattresses from freezing solid. Electric lights gave out some warmth.

However, the *Fram* stuck in the ice with her crew and drifted westward for 18 months. By 1895 she had gone farther north than any other ship. But Nansen soon found they couldn't make the North Pole, so the crew amazingly made it on foot back to Norway.

And the *Fram*? She wrestled free from the ice and slowly drifted back to Norway where she's now on display in the Bygdo Museum in Oslo.



Fram—A Ship Built to Defy Nature

Upgrader, 19, Is a Graduate of First Tankerman Class

Much like Mark Twain's Tom Sawyer, Ken Kunz, 19, one of the first graduates of the new towboat-tankerman upgrading course offered at the SIU's Harry Lundeberg School of Seamanship at Piney Point, Md., comes from an old family of Mississippi River boatmen.

When interviewed by the *LOG* late last month, the slightly-built deckhand was completing the two week course for his tankerman license—learning to load and discharge oil onto a barge as a pumpman.

The IBU man from St. Louis joined the SIUNA-affiliated union in Houston last January.

Ken's uncle is a retired towboatman. A brother, Clyde Reid, is a shore tankerman up river at Alton-Hartford, Ill.

Another relative, Otis Reid, is with IBU-contracted National Marine Service where the youngster began his river career with the Alton Towing Co.

Papa Norntan Kunz, 49, has left river work and is now a businessman in St. Louis.

Kunz has sailed three voyages on the

towboat *National Voyager*, onetime up the Mississippi as far as St. Paul, Minn.

"We were comin' down the Arkansas River at 10 m.p.h. with the flood startin'. When all of a sudden two of our barges backed up hitting one another. The cables broke," he said. "One man rode one of the barges down until it hit a lock near a dam. No one was hurt, but it was my closest shave so far."

Asked how he came to Piney Point,

Kunz said St. Louis port agent Leroy Jones told him about the course.

Jones thinks Ken has the stuff to go on to become a mate and master, fulfilling the tradition of his family's river heritage.

One of the other three tankerman upgraders in the initial class was deckhand Phil Brock, 25, who has been sailing with IBU-contracted Allied Towing Co. of Norfolk, Va., since 1968. He

signed on with the IBU in September.

The remaining two tankerman upgraders, Joe Richburg, sailing out of the port of Mobile and Don Cossette also out of Norfolk, were unanimous in their praise for the course.

The second tankerman upgrading course began June 28.

Why a Ship Is Female

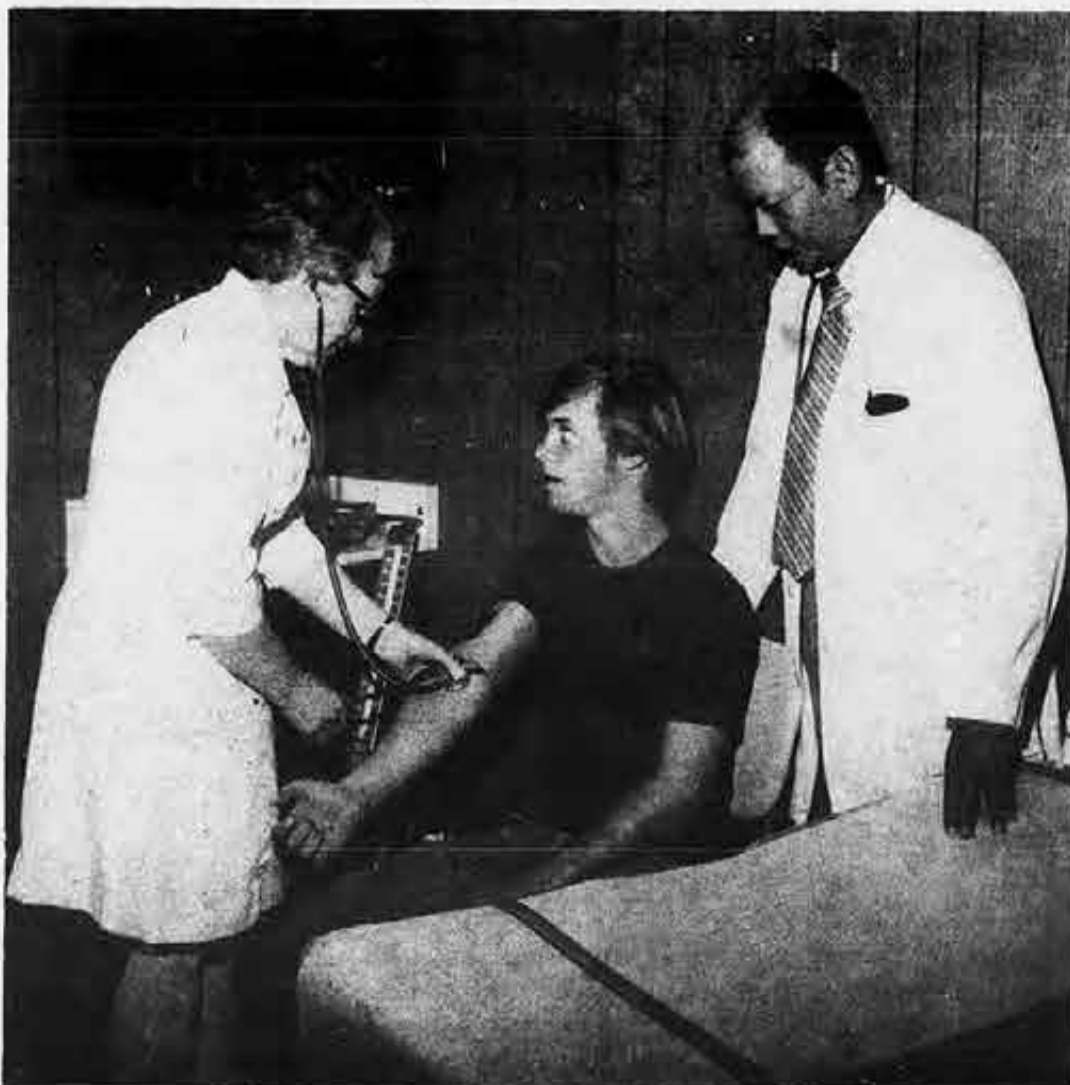
Rudyard Kipling wrote, "The liner she's a lady by the paint upon her face." However, that's not all a ship has to offer in feminine grace.

Calling a ship "she" stems from unknown origins, but giving a gender to ships is natural for Seafarers because they think of them as living things with personalities of their own and spend much of their lives with them.

A ship's construction is also human-like. She has a keel or spine, a rib-like frame, and sheet plating like flesh, with knees connecting her ribs to deck supporting beams.

A ship also has graceful lines and curved "fashion plates" and a waist like a woman. Her port and starboard hawse pipes in her foremost part are her "eyes". Who will deny, that the overall lines of a fine ship will turn the head of any sailor.

Finally, her quirks are truly feminine. Ask any harbor pilot. She's often shy and obedient, then awkwardly stubborn, refusing to maneuver and needing a skilled hand. No wonder she needs a man to see her safely through a storm.



Former deckhand Kenneth Kunz undergoes a blood pressure test during his annual medical examination at the IBU clinic in St. Louis. Brother Kunz later passed the exam and completed upgrading to tankerman at Piney Point the end of last month.

Stanley Wares, 63, Cleveland SIU Agent

Stanley Wares, 63, who had been an SIU Great Lakes District agent for 30 years in the port of Cleveland died last month at his home at 372 Elmwood Dr., Bay Village.

Brother Wares was a native of Cleveland. He joined the SIU in Detroit in 1940.

He is survived by his widow, Ann and a son, Stanley.

Funeral services and burial followed on June 18.



Wandering the seas

The Man in the Glass

When you get what you want in your struggle for self,
And the world makes you King for a day,
Just go to the mirror and look at yourself and see what that man has to say.
For it isn't your father, mother or wife whose judgment upon you must pass,
the fellow whose verdict counts most in your life, is the one staring back from the glass.
You may be like Jack Horner and chisel a plum, and think you're a wonderful guy,
But the man in the glass says you are only a bum, if you can't look him straight in the eye.
He is the fellow to please, never mind all the rest, for he is with you clear up to the end.
And you've passed your most dangerous difficult test, if the man in the glass is your friend.
You may fool the whole world, down this pathway of yours, and get pats on the back as you pass, but your final reward will be heartache and tears if you've cheated the man in the glass.

W. T. Langford

Never, Never Land

I
I am sure that when I die
And everyone must go
There will be a special place for me
A spot I'd like you to know

II
This place is very far away
And my time is near at hand
Come reminisce along with me
To my never, never land

III
The way is very dark, and damp
And the travel very slow
You don't need a special permit
When it is your time to go

IV
There's no use to pack a suitcase
Or bid farewell to friends
This journey is a one way trip
And comes when your life ends

V
The only fare that you must pay
Is to Charon, the boatman old
He will take you there almost free of charge
For he craves neither silver or gold

VI
All of the fires will be burning bright
And you won't ever hear a band
When I cross over the River Styx
To my never, never, land.

James C. Mitchell

Fifty-One Years at Sea:

First Worked Fishing Trawler; Last Sailed on Containerships

In Portugal, a nation so heavily dependent on all phases of its maritime industry, it is not unusual for a young man to choose deep sea fishing as a career—but to be performing this back-breaking work at the age of 14 is very unusual anywhere in the world.

Yet, that's exactly what recently-retired SIU member Francisco Gaspar was doing at that youthful age.

The 65-year old Seafarer was born in the small seaport town of Figueira da Foz, located approximately 102 nautical miles north of Portugal's capital city of Lisbon.

Figueira da Foz was then, and is still today, a popular resort area—and as a young lad, Brother Gaspar picked up a good working knowledge of Spanish from the many vacationers. He was later to learn two additional languages—and now, with relatively no formal education, the veteran Seafarer is able to read and write Portuguese, Spanish, Dutch and English.

Frank, who says he was "born with the sea in my blood", came from a long line of tough seafaring men, including his father, grandfather and uncles.

He was raised by his grandfather, though, because at the age of only three, his father was tragically lost at sea from one of the very same fishing boats Frank would some day be sailing.

Brother Gaspar began making his living by the sea in 1922. "My grandfather was the bosun of that ship," he recalls, "but I had to work even harder than the other men because he wanted to prove to the rest of the crew that he held no favoritism for me."

Each morning for three fishing seasons, between the summer months of May and September, the youngster was up at 4 a.m. fishing for bait. The remainder of the daylight hours was spent on the tough task of casting out heavy nets and then hauling them back aboard—and sorting out the catch.

At sundown, the men broke for dinner, but the only cleaning agents aboard were harsh brown soap and salt water. After dinner, it was back topside to clean their catch—and sometimes, depending on the size of the haul, the work was not completed until 1 a.m.

Regardless of finishing time, the men were up again before the sun rose.

"I really didn't mind the long hours," said Brother Gaspar, "because sleeping on those boats was harder than working. We were piled up one on top of



Francisco Gaspar

each other in uncomfortable wooden bunks, that reminded me of coffins waiting to be buried."

At 17, Frank left the fishing fleets and began sailing the larger freightships up and down the coastlines of Europe.

On one of these trips in 1932, he met his wife of 41 years, Bernarda, in the Netherlands.

"I learned to speak Dutch from my wife," he said—"I had no choice."

Brother Gaspar made dozens of trips to the United States—and in 1942 he decided to relocate here permanently. He sailed on many Liberty ships as bosun during World War II—and on one of these, the *Blackout*, the youthful crew called him "Pop" even though he was only 35 at the time.

The rugged Seafarer was always a staunch union man, walking many picket lines—and he took part in the General Strike of 1946.

"Everything was a struggle then," he said, "even trying to acquire such basic items as fresh milk, fruit and tablecloths—but our union has changed all that."

Brother Gaspar also has strong feelings about the forward movement of the SIU.

"The Harry Lundeberg School at Piney Point is the future of the American merchant marine," he said. "The men graduating from the school are well-trained, well-mannered young men—and they know their jobs well."

"What will we do in another national emergency? We have to provide for ourselves—we can't continue to depend on foreign-flags to do our job."

Brother Gaspar now resides in Brooklyn, N.Y.—and spends much of his time visiting his son, Adrian, 40, and his two grandchildren at their Massapequa, N.Y. home.

New Pensioners

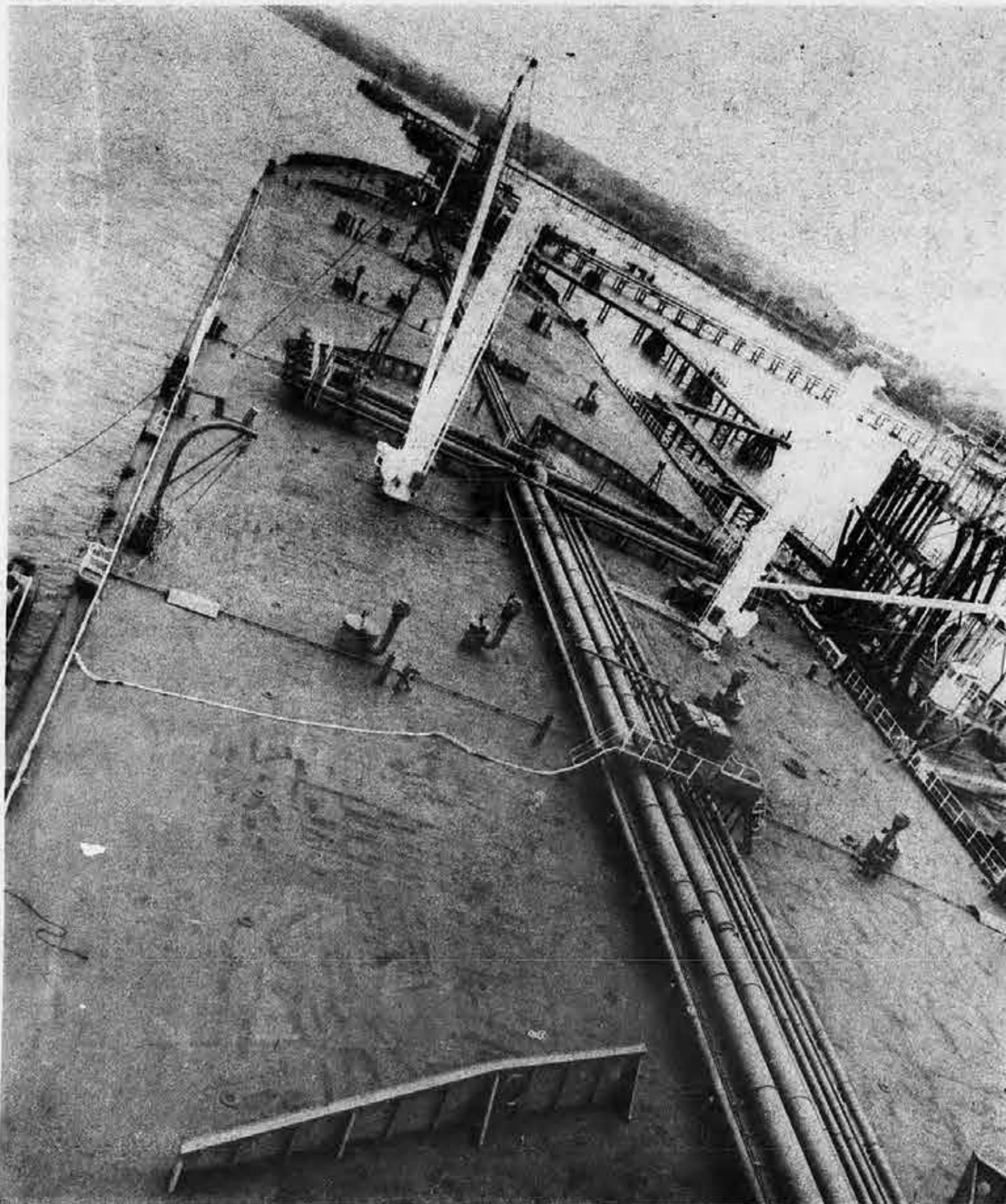


SIU Representative Red Campbell (left) extends his hand to congratulate new pensioner Simeon M. Simos at the June membership meeting at Headquarters. Also receiving his first pension check was Seafarer Delmer G. Flynn

Notre Dame Victory— Ship of the Future, Here Today



The 811-foot long *Notre Dame Victory* at her berth in Eagle Point, N.J. Below, photo taken from her bridge displays her sleek deck.



She may be a ship of the future—but she's here today and already manned by SIU members.

Built with the protection of America's environment in mind, the *Notre Dame Victory* (Ecological Shipping Corp.) completed her maiden voyage in June.

When the smart-looking, 80,906 DWT tanker pulled into Eagle Point, N.J. last month on the return leg of her 28-day maiden voyage, Bosun Bob Lord reported proudly: "She rides and handles well."

He and the other crewmembers agreed her first trip was smooth and the food prepared by the steward department from her self-service galley was "tremendous."

The *Notre Dame Victory* took on oil about 14 miles off Nigeria's coast via undersea pipes in approximately 30 hours.

Every crewmember has his own individual, air conditioned quarters and there is a game room and library aboard for all to enjoy.

As well as containing ecologically protective features, the 811-foot long ship is also a highly efficient vessel. The loading and unloading of oil is completely regulated by her modern console room—eliminating the need for many of the on-deck valves. Via a variety of gauges, controls, switches, and dials, the flow of oil is totally controlled throughout the ship.

A loud alarm sounds if there is any problem and a light indicates exactly where the trouble lies.

Her engine room is also completely automated with only one large boiler.

The ship's ecologically protective feature of separate ballast tanks fore and aft of the ship means that only clean ballast enters the ocean.

Accidental oil spillages are better

Continued on Page 9



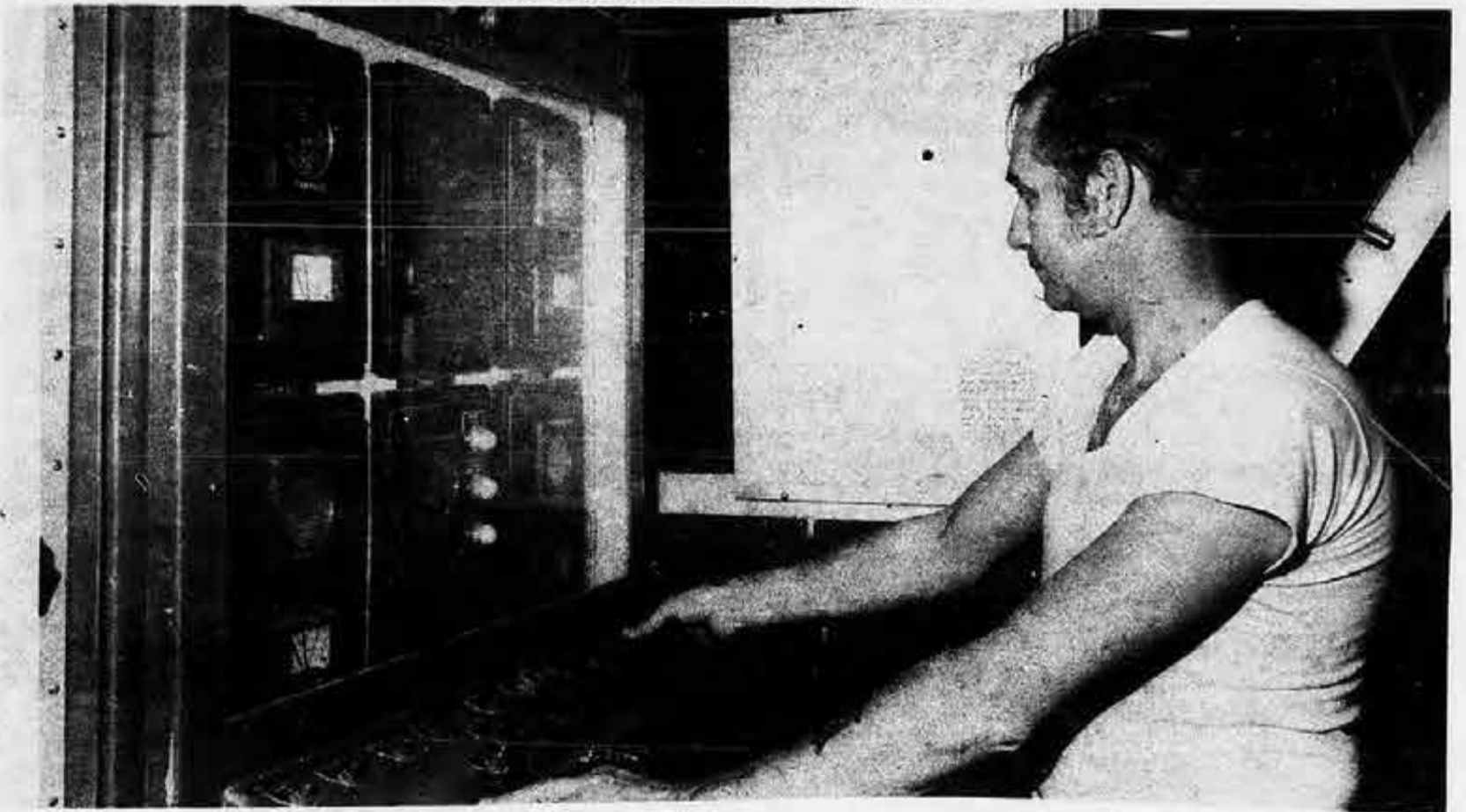
QMED Rocco Tomeo, above, repacks cargo manifold valve on deck while below he handles a control on the up-to-date console board.



Pulling aboard the Jacob's ladder on the *Notre Dame Victory* are three members of her deck department. From left are: Able-seaman Bill Perridge, Bosun Bob Lord and Able-seaman Curt Decker.



Preparing piping hot food is Chief Steward Clyde Gibson. Crew had nothing but praise for the delicious meals served during their 28-day voyage.



In highly automated engine room, QMED Bill Parish lights burner by the push of a button. As in the console room, if any problem arises, an alarm will sound and a light will show where the trouble is located.



Continued from Page 8

controlled through her double bottom separating her tanks from her hull.

Thus, if an accident occurred, her outside hull could be ruptured without damaging the tanks.

Another ecological feature is the sewage holding tank which ends sewage disposal into the ocean. This tank receives all of the ship's wastes, chemically treats them and transfers the waste to her boiler where it is burned.

The maiden vessel is referred to by her Chief Steward, Clyde Gibson, as a "beautiful ship."

In her engine room, Bill Parish, QMED, said he liked his ship a lot.

"She's a watchstanders paradise," he noted.



Bosun Bob Lord, right, makes a point during payoff last month. Listening to him is SIU Philadelphia Port Agent John Fay, second from right, while Ordinary Seaman John Bove talks with Patrolman Ted Babkowski, (back to the camera).

AT SEA



SS San Francisco

The SIU-manned containership *San Francisco* (Sea-Land) recently paid off in Port Elizabeth, N.J.—her first East Coast port of call in over five years. The 628-foot merchant ship had been shuttling supplies to American forces stationed in Vietnam—but will now be permanently switched to the European run.

Three other Sea-Land ships will soon be joining the *San Francisco* on this run. They are the *Los Angeles*, the *San Juan*, and the *Elizabethport*.

On her last Far Eastern voyage, the *San Francisco* was out 54 days and visited such ports as Yokohama, Okinawa, Manila and Hong Kong.

SS Steel Voyager

Seafarer "Dutch" Keefer has been sailing on the *Steel Voyager* (Isthmian) for nearly three years. By now her round-trip voyages to the exotic Far East are "just routine", according to the 29 year veteran of the SIU. AB Keefer has been sailing with the SIU since he was 16 years old and has held just about every job in the deck department.

SIU Patrolman Ted Babkowski greeted "Dutch" at the New York payoff, remembering Brother Keefer from many a picket line.

Babkowski noted:

"This man has stood picket duty on every beef we've been involved in since he joined the union."

When asked why he chose seafaring as a career, Keefer—who has been called "Dutch" for so many years he can hardly remember his real name—replied: "Why does anybody go to sea?"

Seafarer Keefer is staying on board the *Steel Voyager* for yet another upcoming run to the Far East.

SS Pittsburgh

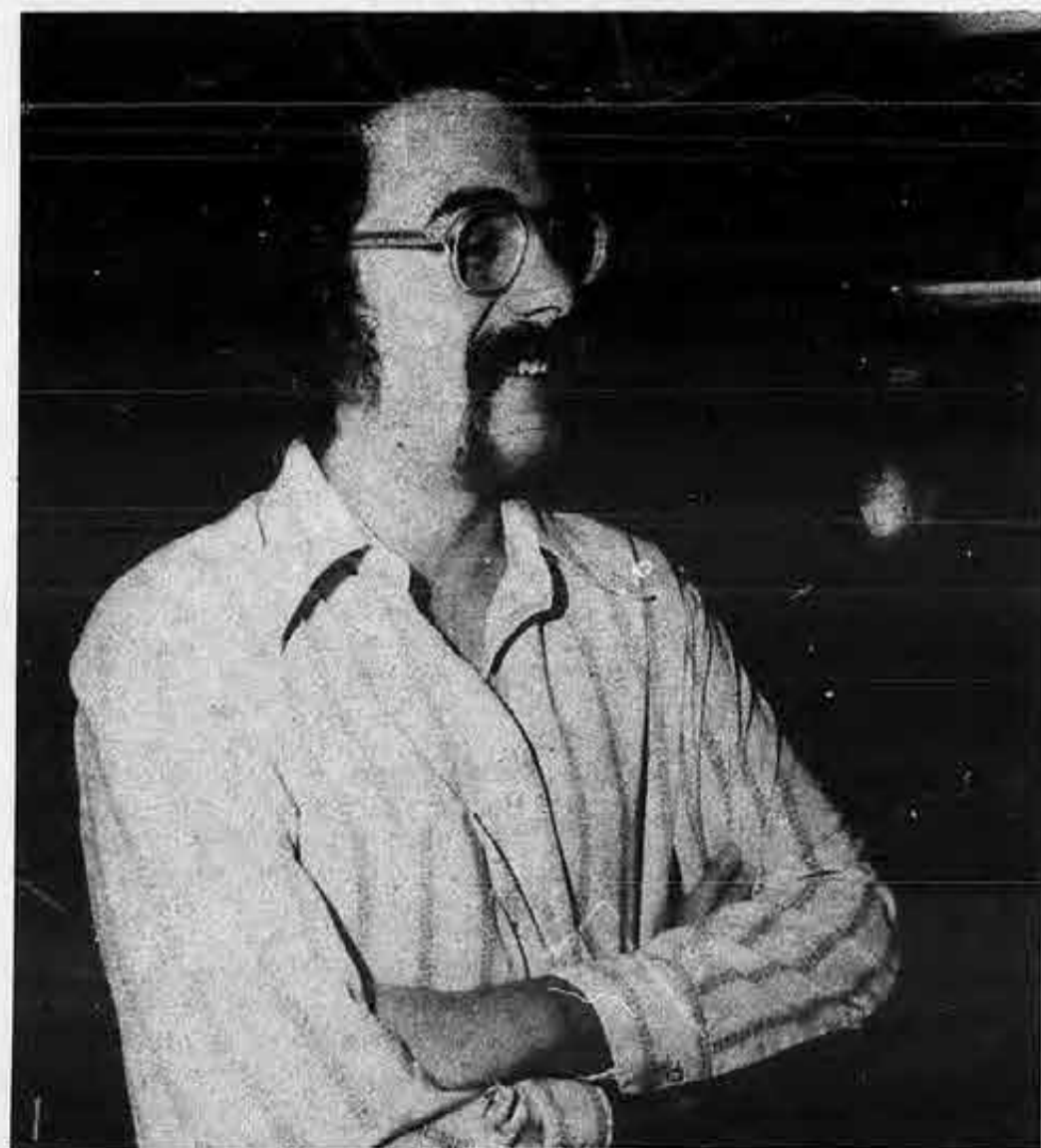
Seafarer Raymond J. Bowman was seriously hurt aboard the *Pittsburgh* (Sea-Land) while in port on the island of Okinawa, but the quick work of the crew, especially the chief steward, helped save his leg.

Bowman injured his left leg and back while working on the ship's crane around 8 p.m. on May 18. After Brother Bowman was lowered to the dock from the ship's crane, Chief Steward Rudy De Boissiere rendered first aid, elevating Bowman's left foot.

A Navy ambulance was immediately called and Bowman was sent to Camp Kue Naval Hospital. Bowman's foot had swelled to twice its normal size. He had also suffered injuries in other parts of his body and was having trouble breathing.

The doctor taking care of Bowman thanked De Boissiere for his quick work and first aid and Bowman later said that he owed his life to the chief steward and would always be in his debt. Brother Bowman sails as chief electrician.

Notre Dame Victory



Ordinary Seaman John Bove got off the *Notre Dame Victory* (Ecological Shipping Corp.) last month and plans to study this summer at the University of Massachusetts. The 1969 Piney Point graduate is going for his B.A. degree in Japanese studies.



Brother Kendrick displays his latest work, *Interlude*, aboard the *Steel Voyager*.

Seafarer Kendrick Provides Splash of Shipboard Color

A sea of gray and blue swirls, bright dabs of green and yellow, a stylish signature—what is it? The captain's map? A sloppy menu? No, it's an abstract oil painting by Seafarer-artist David Kendrick.

Kendrick, who sails as oiler, began dabbling in painter's oils about a year ago and has since created 16 original compositions. He sends his completed works to friends and shipmates, with appropriate messages on the back.

Brother Kendrick's latest painting, "Interlude," was on display on board the *Steel Voyager* (Isthmian) during a recent payoff in the port of New York. Seafarer Kendrick, a 14-year veteran of the SIU, plans to forward this painting to his former shipmate, Paul Barrial of New Orleans.

Shipmates of the seafaring artist appreciate his paintings, even though Kendrick refuses to explain his works.

"You see what you want to see in them," he says, "They're as far away from everyday reality as you can get." Although he works mainly in abstract style—he is an admirer of recently-deceased Pablo Picasso—he also paints representations of the various signs of the zodiac.

His first oil painting was a mural created while on board the *SS Galveston*, showing San Francisco's Golden Gate Bridge.

Kendrick, who now ships out of Houston, has had no formal art training, and plans to enroll in art classes shortly. He has, however, studied the works of the great Masters displayed in art galleries throughout the world.

Brother Kendrick said that he once turned the bulkheads of the *SS Trenton* into a floating art gallery by exhibiting his paintings throughout the passageways. The 35-year old member of the engine department plans to stock up on art supplies during his ship's stay in the port of New York.

Explaining his use of the various hues in his palette, Brother Kendrick emphasized:

"Red is an aggressive color, while blue is a restful color which actually slows down the heartbeat of the viewer."

Stressing that "Art is older than anything, except the sea", the shipboard artist summed up his personal motivation in these words: "I want to leave something good behind by creating beauty."

24-Hour Notice Required Before Leaving Vessel

Under the terms of the contract between the SIU and its freightship and tanker companies, a Seafarer planning to get off his ship must give the Master a 24-hour notice prior to the ship's scheduled sailing time.

Transportation and Paying Off Procedure:

The agreements stipulate in Section 57, Part 3:

"Any member of the Unlicensed Personnel will be allowed to pay off the vessel in any port in continental United States or Puerto Rico upon 24 hours notice to the Master, prior to the scheduled sailing of the vessel. However, where a vessel is expected to arrive and depart on a weekend, such notice shall be given not later than 1 p.m. Friday . . ."

It is important that requirement be adhered to because of the possibility of vessels sailing undermanned and shorthanded.

In addition to supplying the required 24-hour notice, a Seafarer should also see to it that he is being properly relieved before leaving his ship.

Jeff Davis Ship's Committee



Happy after their recent 25-day trip along the U.S. East Coast is the ship's committee on board the *Jeff Davis* (Waterman). From left are: R. Johnson, educational-director; C. Davis, steward delegate; J. Latapie, chairman; C. Dandridge, deck delegate; A. W. Moreles, secretary-reporter, and L. Crawford, engine delegate. The ship is now headed to the Mideast for four-and-a-half months.

Rep. Blatnik Vows to Fight Inland Waterways Tolls

Congressman John Blatnik (D-Minn.), chairman of the House Committee on Public Works, said during a recent speech in Chicago that he would fight any attempts in the House of Representatives to impose tolls, or other user charges for traffic on America's inland waterways.

Rep. Blatnik said that he would oppose such charges "with every weapon at my command," and emphasized that "These waters historically have been toll free, and it is my conviction they must remain free."

Members of the SIU-affiliated Inland Boatmen's Union are opposed to the proposed imposition of a system of tolls on the waterways since such charges would not only eliminate jobs but also destroy the health and growth of the inland waterways industry.

Speaking for workers on the nation's waterways, SIU Vice President Paul Drozak, national director of the IBU, recently told a National Water Commission meeting in New Orleans that of all of the factors that can influence the waterways, tolls are the most harmful.

The proposal to initiate the tolls system was contained in a National Water

Commission Draft Report on the future of the waterways.

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

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

Drozak also leveled sharp criticism at a proposal to allow the Interstate Commerce Commission to regulate the user tax system, an idea he termed a "shopworn panacea."

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

Steel Voyager Committee



After carrying lumber from Oregon, the *Steel Voyager* (Isthmian) tied up in the Port of New York before heading to the Far East. Her ship's committee from left includes: W. Ingeberg, educational-director; J. Woods, steward delegate; J. Werselovich, deck delegate; D. Kendrick, engine delegate; A. Hovde, chairman, and F. O. Airey, secretary-reporter.

ASHORE



Norfolk, Va.

Seven SIU brothers are resting comfortably in the USPHS hospital in Norfolk, Va. and would like to hear from their fellow union members. They are: G. W. Alexander, Tracy Anderson, N. C. Mann, Robert Modlin, F. J. O'Malley, Russell Tosto, and David Weaver.

Galveston, Tex.

The following Seafarers are in the USPHS hospital in Galveston, Tex. and would appreciate hearing from their shipmates. They are: E. Hartless, M. Dickerson, R. McNay, R. A. Savoy, K. Lewis, H. Overton, M. Curry, T. L. Laningham, F. E. Hughes, E. F. Rodriguez, W. Herrin, and E. Duxbury.

Houston

The Texas AFL-CIO convention started July 11 in Austin. Major item on the agenda was the election of a president for the state group.

Buffalo

Port agent Roy Boudreau on medical leave since March after open heart surgery is on the road to recovery at home. He expects to be back on the job in September.

Duluth

Not to be outdone by the Russians, the first Japanese ship entered the twin ports of Duluth-Superior early this month to take on grain.

Cleveland

More jobs for Seafarers sailing on the Great Lakes were seen after the christening of the new self-unloader ore boat, the SIU contracted *William Roesch* (Kinsman) here late last month.

New Orleans

Patients here at the Public Health Service hospital are Seafarers W. Houston, R. Croto, H. Cable, W. Hudson, H. Keenum, H. Newsome, R. Johnston, J. Gomez and C. Owens. Both the deep seamen and towboatmen are recuperating and would like to hear from their shipmates.

Alpena, Mich.

The Huron Cement Co. strike ended late in June and cement barges are now moving again and all SIU hands are working.

Paducah, Ky.

Great interest is being expressed here in a possible port authority. At present, the idea is still in the discussion stage. Legislation is needed from Washington, D.C. A committee is being formed to promote the project and IBU acting port agent Frank (Scotty) Aubusson has volunteered help in the drive.

The Ohio River floodstage is now back to its normal level. Operations here and at Cairo, Ill., are also back to normal. Thus, IBU barges are sailing once more.

Paducah's annual festival is on until July 29. The festival features a waterfront exhibit, tugboats festooned with bunting and fireworks.

Odessa, Russia

The Soviet Union is now planning to build a series of supertankers which would be used in worldwide trade, but not necessarily only to or from Russia.

The oil carriers will have a displacement of 350,000 tons each which is twice the capacity of any Russian tanker now afloat.

The number of supertankers planned has not yet been determined, but it is clear that the Russians desire to keep up their active role in international shipping with the help of such shipbuilding projects.

New Orleans

The SIU-contracted LASH/containership *Delta Mar* (Delta) successfully completed her sea trials last month. The ship is scheduled to enter service shortly. She will be joined by her combination LASH/container sister ships the *Delta Norte* and the *Delta Sud* on the U.S., Caribbean and South American trade routes.

Another Delta vessel, the *Del Oro*, homeward bound for Houston, recently picked up 11 men and a woman who had been stranded at sea in a small fishing boat for two days without food or water. The early morning rescue took place some 70 miles north of Cabo Engano on the eastern tip of the Dominican Republic.

The rescue was accomplished when the *Del Oro* lookout heard a cry for help. The vessel reversed her course, training her searchlight on the area. In a few minutes the fishing smack was spotted and brought aboard along with her passengers. Later, the ship diverted to the port of Puerto Plata in the Dominican Republic to disembark the passengers.

A New Maritime Museum

THE sailor's life at sea and U.S. seafaring history will soon be told in the budding marine section of the Hall of American Maritime Enterprise in the Smithsonian Institution National Museum of History and Technology, Washington, D.C.

There, the old Yankee tradition of the art of living by the sea will come back to life in a spacious and magnificent display. The sights and sounds, the feel and the smell of America's ships, ports and seacoasts will be recreated in exhibits now being fashioned.

Also, the story of our nation's expansion through her use of the Great Lakes, rivers and canals will be shown.

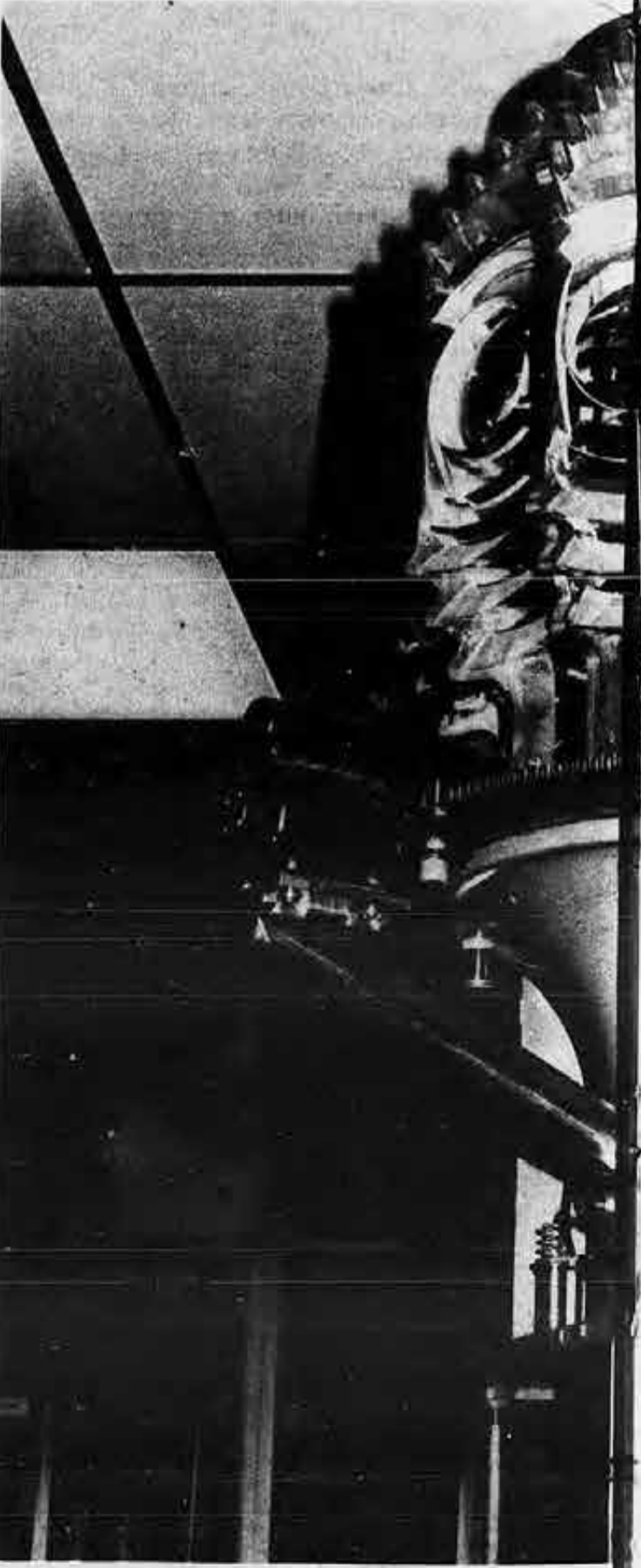
Curator of the museum's marine transportation division, Dr. Melvin Jackson, a longtime seaman himself, calls the Hall of American Maritime Enterprise his "dream hall." He says a third or more of the doubled hall will be devoted to the merchant marine of today with a peek at what tomorrow may hold.

The ex-seaman adds the hall is scheduled to be ready for the U.S. Bicentennial Anniversary in 1976.

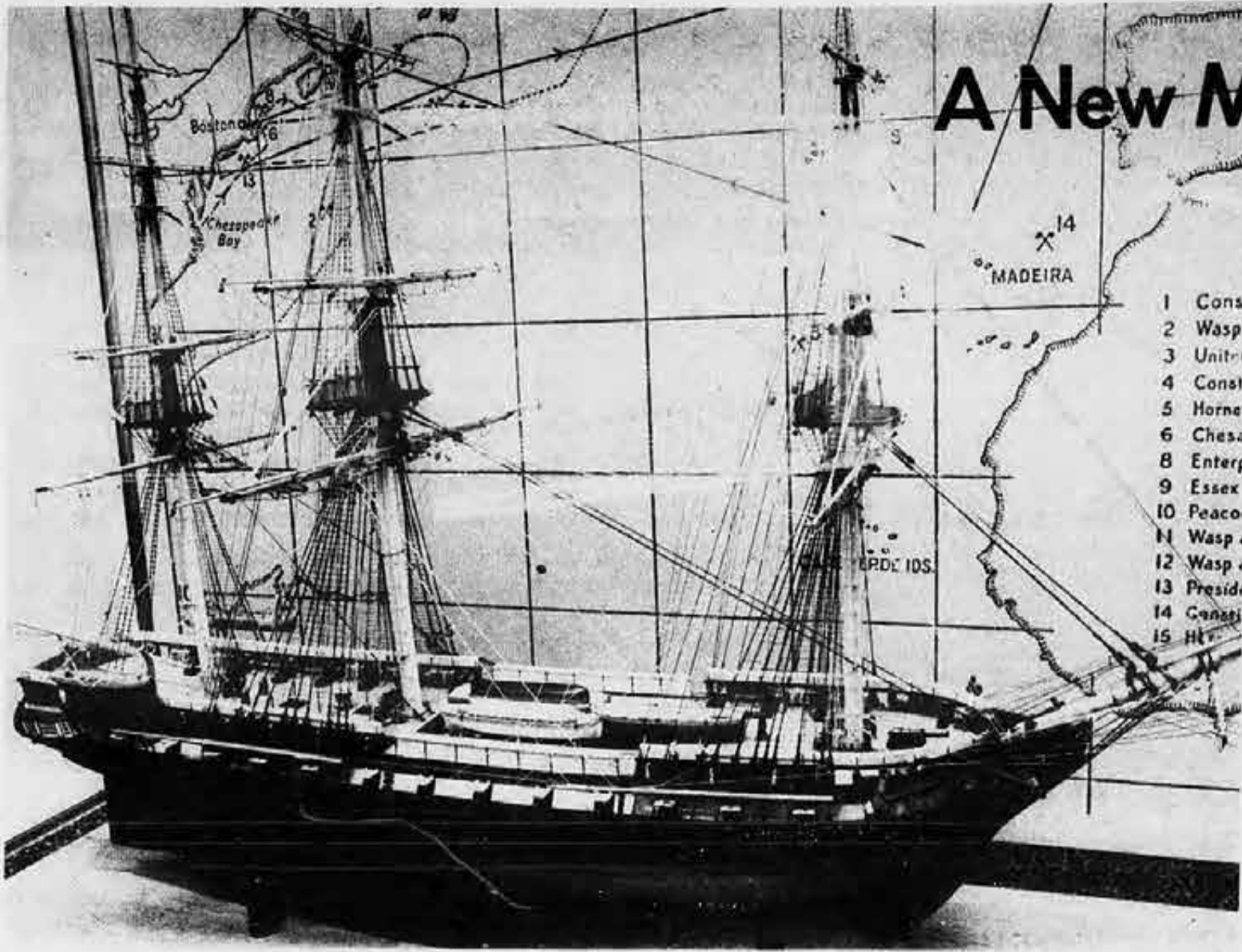
Dr. Jackson pointed out that more than six million persons are expected to visit the Maritime Museum at the Smithsonian Institution each year to see the saga of America's connection with the sea, her rivers and lakes. The story being told is the saga of yankee seafaring ingenuity and daring.

Throughout the permanent exhibit there will be posters and other mementoes of the U.S. Maritime labor movement and its struggle.

Beside the story of trade routes and ships and the role of the river systems, the story of the breed of men who manned those ships and river boats and how they lived, their joys, sufferings and deeds will be told in



Lighthouse lantern from the year 1884 was used on near the SIU's Harry Lundeborg School of Seamanship.



Seen here is a model of 'Old Ironsides', the USS Constitution with position map in the background.



The sea gives up its secrets in the form of a 1740 anchor from the merchantship *Nymph* and a 1700 3-pound merchantman cannon and cannon balls.



Shown is the logbook of the brigantine *Spark* (1819-20) a fine specimen of the merchant trade.



U.S. ship woodworking tools of the 18th and 19th Centuries are also on display.



Wooden rail holds belaying pins from the *Hartford*.

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



IBU Training For America's Inland Waters

Commerce on our inland waterways and along our East Coast and Gulf Coast, is an important and expanding part of our nation's transportation industry and stricter Coast Guard regulations as well as the needs of the industry demand better-trained men on board towboats and barges.

The SIU-IBU Lundeberg School is meeting this challenge through a continuing training program beginning with training for entry-rated deckhands through licensed mates and masters.

The program began earlier this year when management leaders representing the leading towing and barge line companies met with the officers and staff of the Inland Boatmen's Union and the Harry Lundeberg School to review the overall training program developed by the school.

The first program was designed to license qualified towboat operators under Coast Guard regulations which require licenses for all operators of uninspected towing vessels by Sept. 1. This was followed by the development of a training program to qualify experienced deckhands for original licenses.

Since then, other training programs have been developed and implemented. They include the entry-rating deckhand class for young men between 18-21 years; a training program for Tankerman; courses for Masters and Mates of uninspected vessels not over 300 tons; Radar Observer; Able Seaman; Lifeboatman; and an academic program leading to a high school diploma. (For a complete description of all courses available at the Lundeberg School, see page four of this Special Supplement.)

All of these training programs are the result of a joint labor-management effort and are reviewed by an advisory committee of IBU and company management officials.

No federal, state or local funds are involved in the training programs which are constantly being updated and expanded to meet the needs of the industry.



Paul Ogle, Houston Mate & Master

"From my experiences at the Lundeberg School, I have found that inspiration is the greatest product of the school. The school inspires its students to want to acquire knowledge. Unlike most commercial maritime schools which are located in the heart of large, impersonal cities, the Lundeberg School provides seamen and rivermen with an atmosphere conducive to study and an environment with which he can identify."





Rep. Hugh Carey (D-N.Y.), a ranking member of the House Ways and Means Committee, addressed first graduating class of towboat trainees last month. Also speaking at the commencement ceremonies were, from right, Hazel Brown, HLS president; Paul Drozak, national director of the Inland Boatmen's Union and an SIU vice president; and Gerry Brown, Piney Point agent.

THE first two classes of deckhand trainees—from the Atlantic Coast, the Gulf and the western rivers—have graduated after an intensive training program at the Lundeberg School in Piney Point and are now working on board the tugs, towboats and barges of our coastal and inland waterways.

This program was developed by the SIU and IBU to provide opportunities for good jobs for young men, and to answer the industry's need for more qualified men on board their boats and barges.

Under the supervision of experienced instructors, the deckhand trainees receive both classroom and on-the-job training which includes the proper use of ratchets, wire, heaving lines and hawsers in making up a tow; various splices for both manila and nylon rope; basic knots; rules of the road; repair and maintenance of carbon arc lights; first aid, and firefighting. Safety is stressed throughout the entire training program.

All graduates of the deckhand training program are provided with jobs, and have the opportunity to advance to Operator, Pilot, Mate and Master through various upgrading programs at the Lundeberg School.

All members are urged to refer young men from 18-21 who are interested in a career on board our towboats and barges to contact the nearest Union Hall, or write to:

**The Harry Lundeberg School
Piney Point, Maryland 20674.**

Starting dates for the next three classes are August 13, Sept. 10 and Oct. 8.



Heaving the eye of a heavy hawser to catch a timberbead is necessary skill towboat trainees master before they go aboard their first boats and barges.

**Dwaine Gee, 18
Houston**

"I am really thankful for this entire program at the Lundeberg School in Piney Point. It has helped me build many new goals in my life, and it will continue to help me to advance even further. The training program here will help me and all of the students here to gain a good job and a rewarding life."

**Jim LaForge, 18
St. Louis**

"A new life, a good job, a high school diploma. These are things that all young men want and need. The Harry Lundeberg School offers all these things and more. All angles of the job that the students are learning are presented thoroughly. Much of the student's time is spent in practical application of his new-found knowledge — learning-by-doing."

When the student is shipped to his guaranteed job, he has everything he needs but the experience to upgrade, and he will be in a position to get that for himself in time."



On-the-job training aboard the Lundeberg School's tugboat "C.L.2" is an important part of overall training for towboat trainees. Instructor Bill Dean watches as trainees practice tying up boat. Pictured are Gene Garcia, Keith Roan, Tom Petersen, Dwaine Gee, Mike Samarco, Kirk Fronner, Brian Lewis, Tim Allwine, and Stephen Frey.

**Tom Petersen, 22
Houston**

"I have learned much about the operation of the Seafarers International Union, a tight fellowship of men bonded together to achieve the goals they share together. In our country today shipping is a billion dollar industry in need of many skilled workers to get cargo from one part of the world to another safely."

"As a tugboat deckhand, I feel I will be contributing just as much to this goal as the captain of a large freighter or tanker. We both need each other to get the job done, we both need training, and we both share a common interest which is bound together by the "Brotherhood of the Sea."

**David Owens, 23
St. Louis**

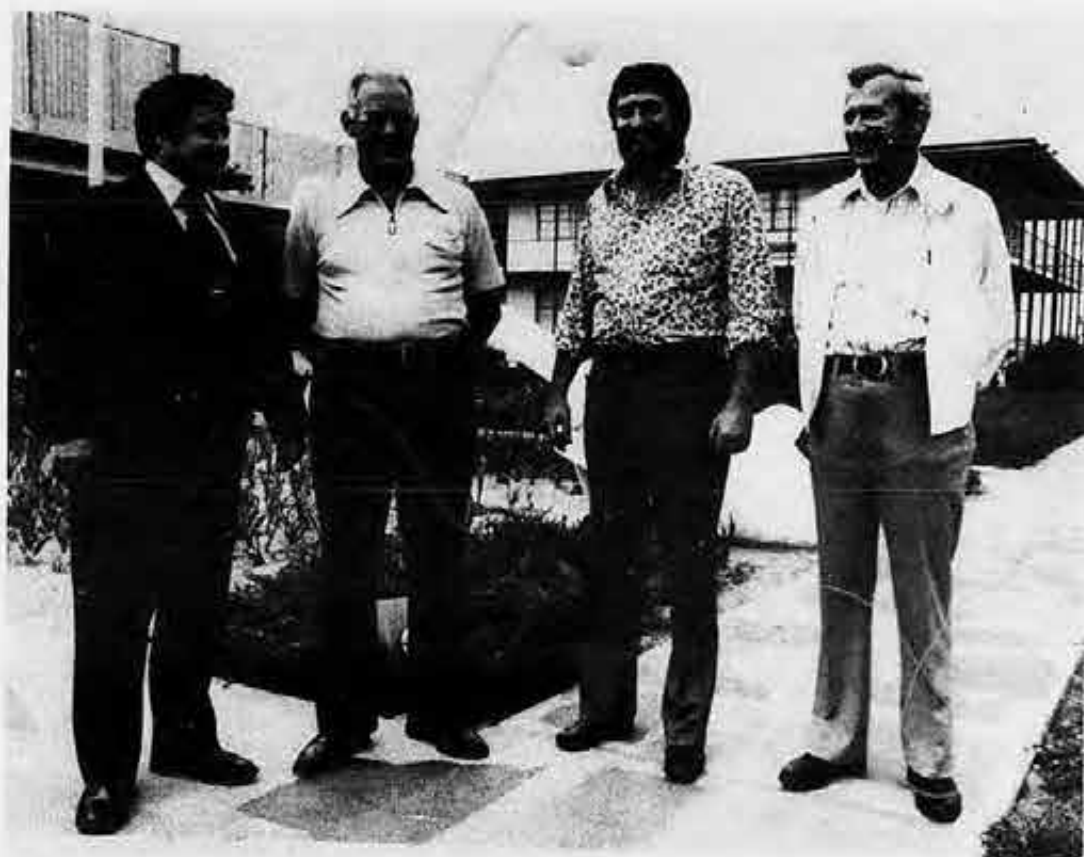
"I wish to express my deepest appreciation to the SIU, the IBU and all its members for making this program possible for me to attend. I not only learned how to do my job safely and well, but I also have a better understanding of the industry and the union."



On-the-job training as well as classroom work contributes to the success of the upgrading programs at the Lundeberg School's IBU Upgrading Center. Here, Lee DeMasters instructs Don Cossette from Norfolk; Joe Richburg, Mobile, Kenneth Kunz, St. Louis, and Phillip Brock, Winston-Salem, on proper procedures for discharging fuel aboard the school's tanker barge. All four passed their exams for Tankerman.



Celestial navigation for masters, mates and ocean operators is available at the SIU-IBU Upgrading Center. Taking a noon sight are, left to right, R. F. Rogers, D. E. Polk, Sam Murphy and Elbert Davis.



Three recent graduates of the towboat operators program were all smiles as they posed with their instructor after passing the Coast Guard examination. From left are Instructor Jim Tallant, Robert Giles, John Long, and Gordon Ramey.



Five Licensed Towboat Operators pose for a picture after passing their examinations. Left to right are Jim Todd, Marvin Cates, Sam Evans, Instructor Chris Krusa, Dan Haase, and Bill Bailey.

**Bill Bailey, Norfolk
Operator—Inland and Oceans
(under 200 miles)**

"I don't know where to begin to describe my surprise at the educational facilities we have here at this school for our kind of people. You can bet your last dollar that I will tell everyone I meet both socially and at work what a wonderful job this school is doing and the many ways they can benefit by joining the Inland Boatmen's Union.

Our Union, in addition to bringing up the pay scales, has other benefits such as the medical and hospital plan for members and their families; also retirement which will allow me to live in comfort, and death benefits which would help my family. And further, I have the opportunity to advance myself in my field by returning to the school.

It's a wonderful opportunity!"

**Donald Cossette, Norfolk
Tankerman**

"The Harry Lundeberg School is another of the masterful pieces of work the Union has done, not only for people like myself, but for the younger men who are just starting out. I was very much impressed with the school's facilities and the splendid training programs.

Anyone who has had the privilege of attending this school could write on and on about the fine work it is doing in helping not only us, but the industry as well."

**James Todd, New Orleans
Operator—Inland and Oceans
(under 200 miles)**

"One of the greatest achievements our Union has made for its members is the Harry Lundeberg School. This school provides members with the chance to better themselves in their jobs through upgrading programs at the school. I have never met a finer group of people. The teachers, the people who maintain the school and the administration are doing a beautiful job. I am sure this is only the beginning stage for the school.

I want to say to one and all that I am proud to be a member of this Union, and I am very thankful for it."

Starting Dates for Classes

Tankerman: Aug. 9, 23; Sept. 6, 20; Oct. 11, 25.
Master: Aug. 13.
Mate: Aug. 13.
Able Seaman: Aug. 9; Sept. 6; Oct. 11.
Tugboat & Towboat Operator: Aug. 23.
Deckhand Training: Aug. 13; Sept. 10; Oct. 8.
Lifeboatman: Aug. 9, 23; Sept. 6, 20; Oct. 11, 25.
Radar Observer: Sept. 20.

Tankerman

The course of instruction leading to certification as Tankerman consists of all aspects of loading, transferring and unloading of various cargoes carried to tank barges. The course also stresses diesel engine operation and repair with particular emphasis being placed on all safety aspects occurring in conjunction with handling fuels.

All candidates wishing certification as Tankerman must have a letter from the company for whom they have worked certifying their ability to handle the various types of fuels that they wish certification for.

Length of the course is two weeks.

SAMPLE TANKERMAN LETTER

(WRITTEN ON COMPANY LETTERHEAD)

United States Coast Guard
Officer in Charge
U.S. Custom House
Baltimore, Maryland 21202

Gentlemen:

We wish Mr. to become a licensed tankerman, handling
(types of oils; i.e., #6 oil, #2 oil, gasolines, jet fuels and asphalts)

Mr. has been assisting in the handling of these fuels and has worked on the
(name of boat) (official number)

He has been instructed in the general arrangement of cargo tanks, suction and discharge piping and valving and, also, the cargo pumps. He has been instructed in fire extinguishing equipment and shutdown systems.

Very truly yours,

Master

(Uninspected Vessels Not Over 300 Gross Tons)

The course of instruction leading to licensing as Master consists of the following areas: Celestial Navigation, Rules of the Road, Chart Navigation, Handling of Tugboats, Seamanship, Aids to Navigation and Safety.

All candidates wishing to qualify for a license as Master of Uninspected Vessels must have 4 years at sea on deck, of which 1 year must have been as a licensed Mate (when the applicant presents a letter of service or experience which does not meet the specific requirements of the Coast Guard regulations but is a reasonable equivalent of the required service, he may be eligible at the discretion of the Officer in Charge for a license as Master or Mate). He must also pass a physical examination.

Length of the course is six weeks.

Mate

(Uninspected Vessels Not Over 300 Gross Tons)

The course of instruction leading to licensing as Mate consists of the following areas: Celestial Navigation, Rules of the Road, Chart Navigation, Handling of Tugboats, Seamanship, Aids to Navigation and Safety.

All candidates must have served 3 years at sea on deck, and be able to pass a physical examination.

Length of the course is six weeks.

Able Seaman

The course of instruction leading to endorsement as Able Seaman 12 Months Any Waters or Able Seaman Unlimited Any Waters consists of classroom work and practical training to include: Basic Seamanship, Rules of the Road, Wheel Commands, Use of the Magnetic Compass, Cargo Handling, Knots and Splices, Blocks and Booms, Fire Fighting and Emergency Procedures, Basic First Aid.

All candidates wishing to qualify for Able Seaman endorsements must either have or first complete the separate lifeboat course offered at the school.

All candidates for endorsement as Able Seaman 12 Months Any Waters must show discharges totalling a minimum of 12 months seetime as Ordinary Seaman.

All candidates for Able Seaman Unlimited Any Waters must show discharges totalling 36 months as Ordinary Seaman or Acting Able Seaman.

All HLS graduates from the Harry Lundeberg School at Piney Point can qualify for the 12 months Able Seaman endorsement after eight months as Ordinary Seaman, but are required to stay at HLS 30 days.

The course of instruction for Able Seaman normally runs for two weeks. However, students may repeat the course if necessary.

Tugboat and Towboat Operator

The course of instruction leading to licensing as Tugboat or Towboat Operators covers Rules of the Road, Engine Room Operation, Economics and History of the Industry.

All candidates wishing to qualify for a Tugboat or Towboat License must be at least 21 years of age.

All candidates for licensing as a Tugboat or Towboat Operator must have at least one year of experience as operator of towing vessels within the last 36 months.

All candidates for licensing as a Tugboat or Towboat Operator must be able to pass an eye examination of at least 20/100 in both eyes correctible to at least 20/20 in one eye, and 20/40 in the other eye.

All candidates for licensing as a Tugboat or Towboat Operator must have normal color vision.

Length of the course is twelve days.

Deckhand

The course of instruction leading to certification as Deckhand consists of classroom work and practical training to include Knots, Splicing, Towing on

a Hawser, Coupling Barges, Safety Fire Fighting, First Aid, Basic Engine Room Instruction, Tugboat Maintenance and Repair.

This course is open to all young men between the ages of 18 to 21 who are interested in a career in the Tugboat field.

Length of the course is four weeks.

Lifeboatman

The course of instruction leading to a Lifeboatman endorsement consists of classroom work and practical training to include Construction of Lifeboat, Lifeboat Equipment, Lifeboat Commands, Types of Davits and Their Use, Emergency Launching Operations.

Also included in this course is actual practical experience to include launching, letting go, rowing and maneuvering lifeboat in seas, recovery of man overboard, Fire Fighting and Emergency Procedures.

All Seafarers in all departments who have a minimum of 90 days seetime are eligible for the course. (This lifeboat course is approved by U.S. Coast Guard and supersedes the normal requirements of a minimum of one year seetime in the Deck Department or two years in the Steward and Engine Departments to qualify for endorsement as Lifeboatman.)

This course of instruction consists of the normal course of instruction for Lifeboat endorsement and is a minimum of two weeks. Deckhands who have the required seetime and wish to continue and upgrade as Able Seaman may elect to continue after the Lifeboat course.

Radar Observer

The course of instruction leads to the preparation for the Coast Guard Radar Observer examination. It includes Radar Theory, Practical Plotting, Instruction on the Operation and Maintenance of the Marine Radar and Rapid Radar Plotting Techniques.

All candidates must hold a valid deck license.

Length of the course is two weeks.

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

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

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

A&G—DEEP SEA

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

IBU—INLAND WATERWAYS

TOWBOAT

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

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

SHIP OR TUG	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE

PORT _____ DATE _____

SIGNATURE _____

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

At Smithsonian Institution

the exhibition. Nor will the perils of the sea, the shoals, the reefs, the pirates and the wreckers be ignored.

One of the exhibits in the hall will be a model showing seamen's quarters fashioned from a foc'sle to be cut out of an old Great Lakes' steamer.

The engine room has been stripped from the old U.S. Coast Guard lighthouse tender the *SS Oak*. Her twenty-nine ton coal burning engine will occupy two levels of the museum's hall.

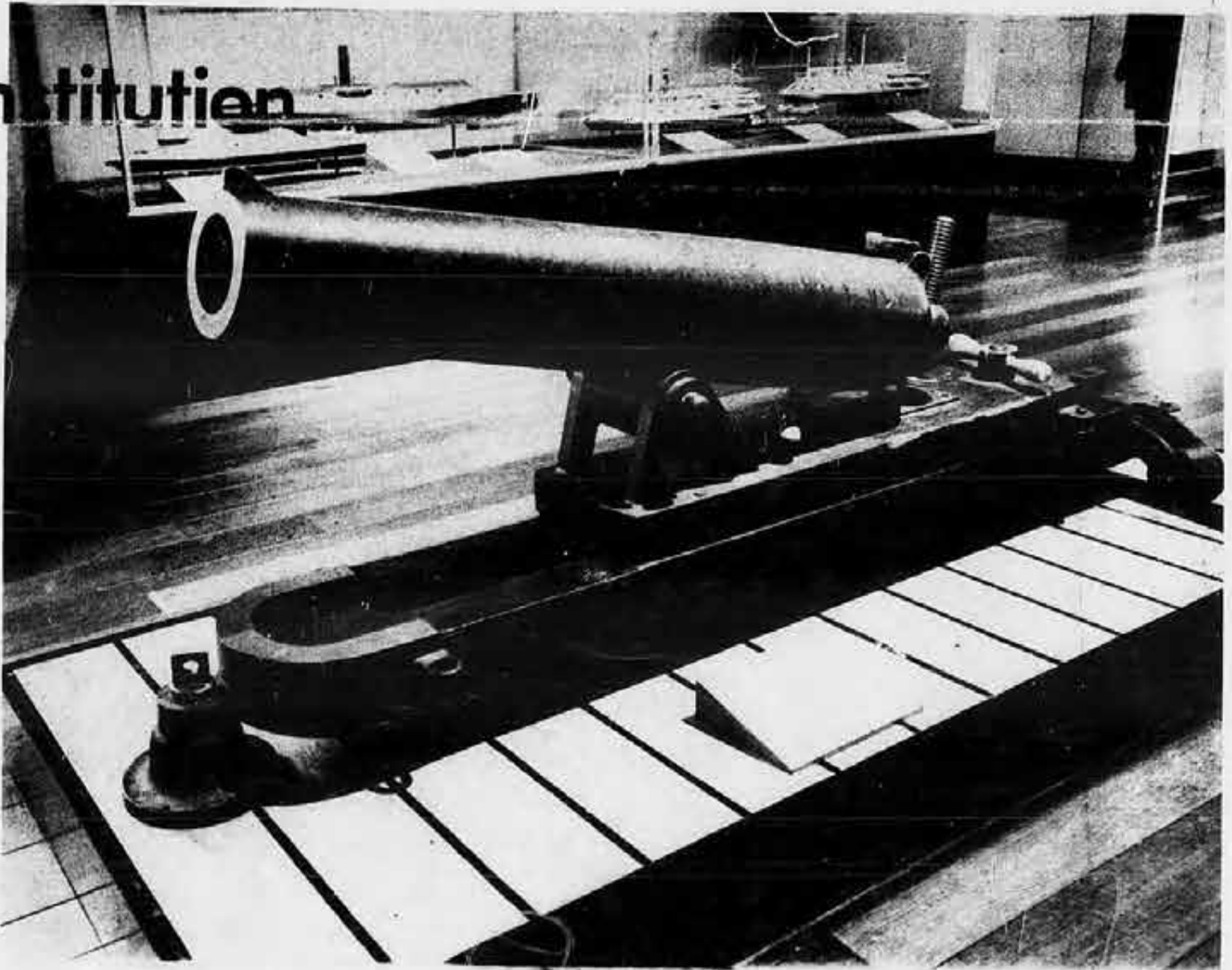
The pilot house taken from an American towboat will be the keystone of another exhibit, complete with sound and motion effects simulating river transportation.

Dr. Jackson has hunted all over the world for artifacts relating to America's seafaring past, and has discovered many 18th and 19th century items including a tattoo kit.

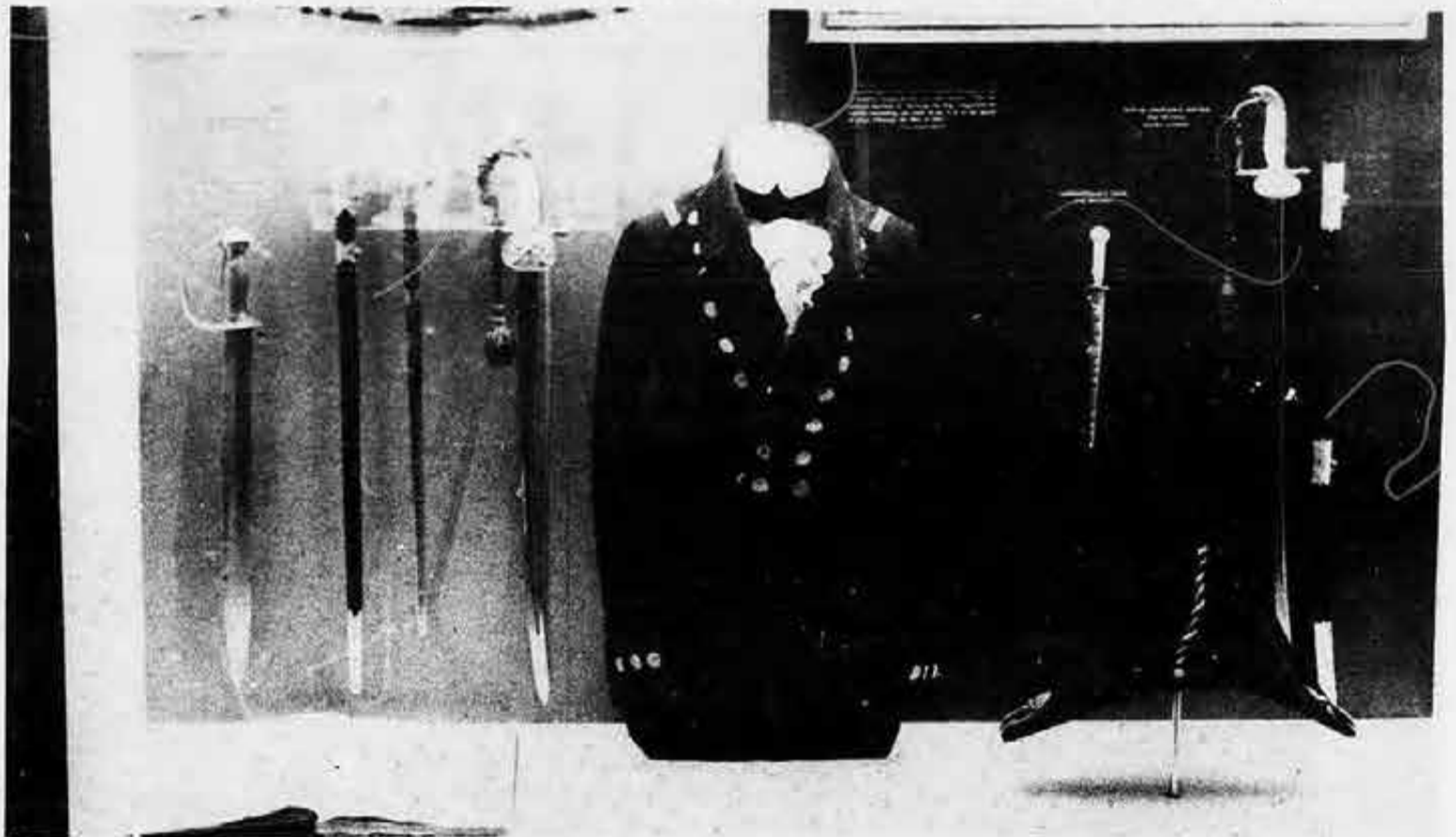
The curator said the glorious tattoo outfit is "absolutely complete." It includes the most wonderful tattoos. Such as "Death Before Dishonor," "Mother" and other tattoos which have gone out of style nowadays.

A replica of a Colonial warehouse along with goods Americans imported and exported in those days will be on view. Nearby will be a diorama of an early shipyard on a river where two shipbuilders will be raising a schooner and turning out an iron ship. Also on view will be whaling tools.

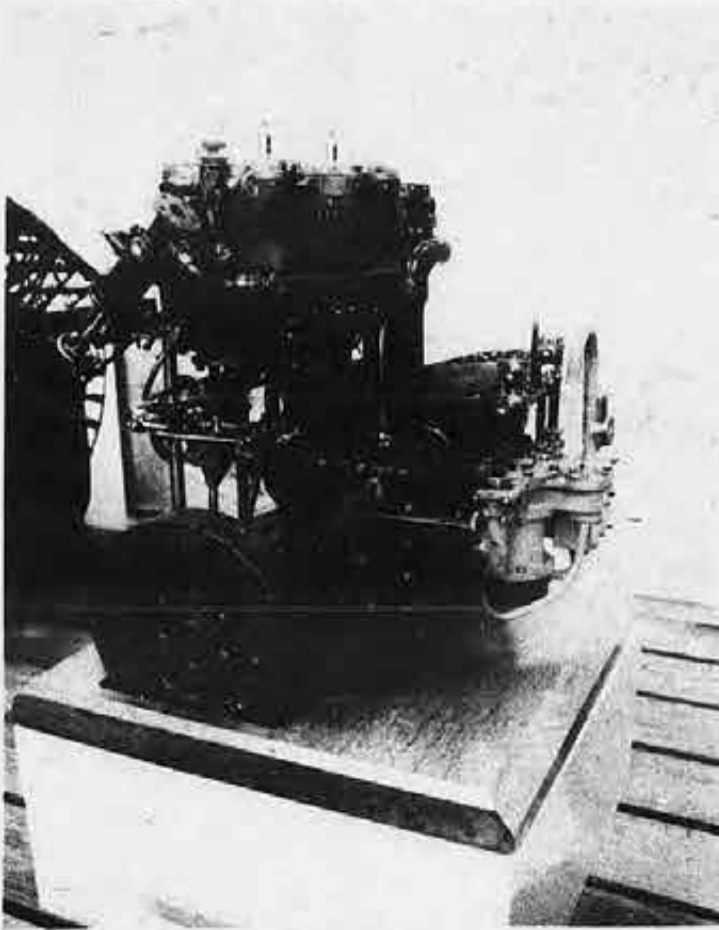
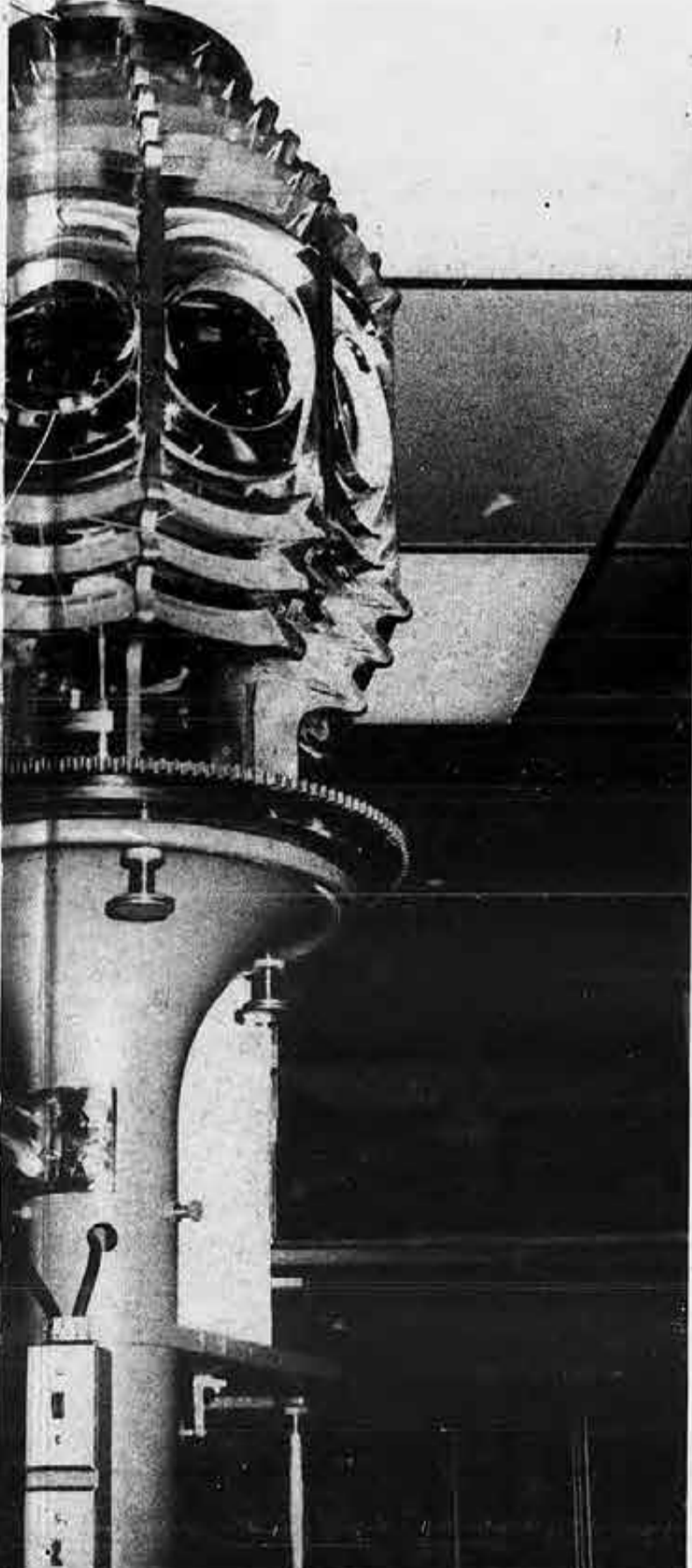
A waterfront exhibit is planned with a slop shop, crimp shop, shipping office and a professor tattooing a mariner.



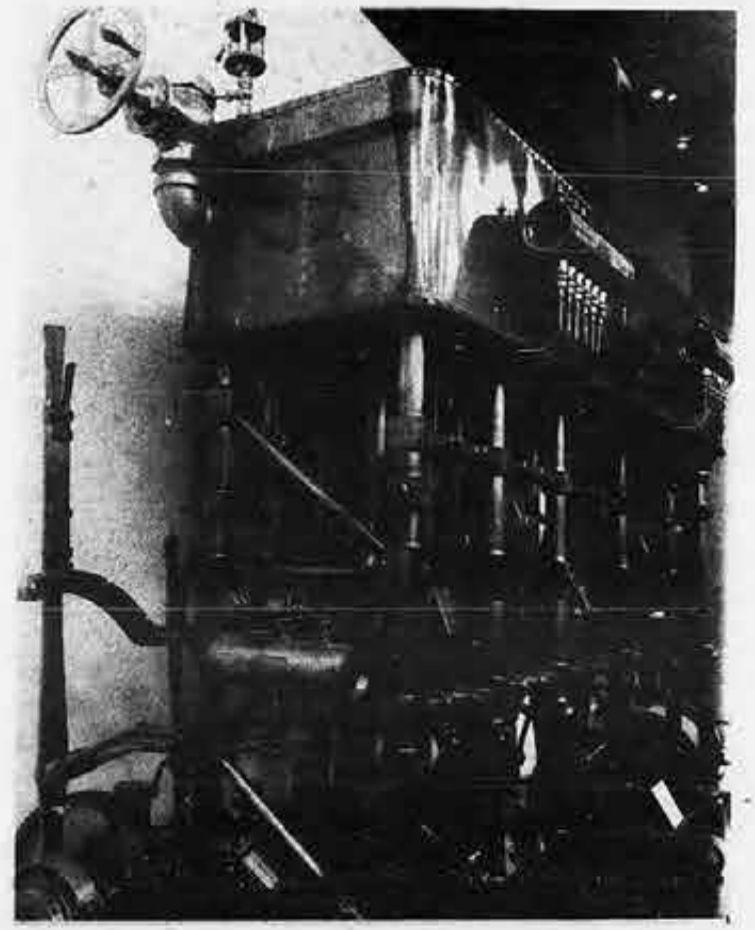
A 24-pounder, the Dahlgren howitzer cannon was used in the 1850s on merchant ships.



On exhibit is the dress uniform worn by Capt. Samuel Woodhouse of the U.S. Navy in 1830. Note the dress swords, dagger and Napoleonic headgear.



Pictured is a 1,000 h.p. marine steam engine of 1906 which burned oil at 487 rpm.



Here's a compound marine steam engine on exhibit that once powered a merchant ship.

on-St. Mary's River which flows into Chesapeake Bay
ship at Piney Point, Md.

Profitable Arrangement



First Step in Right Direction

For the first time, the federal government has established some incentives for using American-flag ships in the carriage of some of the nation's oil imports.

The break came in a Presidential Proclamation which offers importers a financial incentive to use U.S. tankers to bring certain petroleum supplies from the Virgin Islands, Guam and American Samoa. Details appear elsewhere in this issue.

The action represents an important break with a tradition—a tradition which holds that this kind of cargo preference is a disruption of "free trade."

Yet, all of us are aware of the cargo preference laws of virtually every other maritime nation which reserves varying cargo for their own ships.

So, for Seafarers and all of the U.S. maritime industry, the Administration's action is the first step in the right direction—

a step toward the kind of cargo preference laws the nation needs.

In the case of oil and oil products, the need becomes more acute each day. We are importing more than six million barrels of petroleum and petroleum products every day and virtually every drop comes to our shores on foreign-flag vessels.

What would happen to those shipments in time of crisis or national emergency? That is the security question which we must face.

Seafarers can salute the action which, for the first time, gives a preference to American tankers in the carriage of some oil imports. But there is more to be done.

We will continue to press for legislation to require that a portion of all of our oil imports be carried on American-flag ships. We believe it is a matter of our security—both personal and national.

Inland Waters Must Be Free

America's vast system of inland waterways provides many vital services to millions of Americans daily.

Food, fuel oil, gasoline and many other products are transported quickly and at low costs over thousands of miles of these navigable inland waterways, via barges, towboats, and tugs, to hundreds of ports in 38 of our 50 states.

This industry has grown over the years—but now because of the ever increasing needs of the American consumer, growth for the industry in the future could be even greater.

To successfully explore all the future possibilities of the U.S. maritime industry's last domestic frontier, there must be cooperation between government, labor and management.

Several progressive steps in the right direction have already been taken.

The Merchant Marine Act of 1970 made available to the towboat owners a mortgage guarantee program which had been previously available only to deep sea vessel operators.

Also doing its share, the SIU-affiliated Inland Boatmen's Union, with the cooperation of management, has initiated important

training and upgrading programs for its members at the Harry Lundeberg School in Piney Point. These farsighted programs are preparing qualified men for the industry's increasing manpower needs.

Recently though, several members of Congress have been trying to muster support for a proposal that would impose a system of tolls or other user charges for traffic on America's inland waterways.

The SIU, and its affiliated Inland Boatmen's Union are strongly opposed to this legislation, and urges all those who are interested in the future growth of this vital transportation system to oppose this shortsighted proposal.

Such a law would not only bring to an abrupt halt all of the progress the industry has made in the past few years, but would have serious effects on the very future existence of the industry.

Shippers would find alternate means of transportation, such as railroads, for their goods—and this would result in the loss of cargoes for the carrier. This necessarily means the loss of thousands of jobs.

We must keep our inland waterways free—as they have always traditionally been,

Letters to the Editor



HISTORIC PRESERVATION

Appreciates Opportunity

I sincerely want to take the time to thank the union for the opportunity it gave my son, Charles McLanen, to apply for an SIU scholarship. Being an SIU baby, I never dreamed that he would have the opportunity. In fact, he never would have if it hadn't been for the union which made it possible.

It gives my family and I great pleasure to thank the SIU again for the great opportunities which the union has given all of us.

Fraternally,
Joseph M. McLanen, M1209
Hunt, Tex.

Remembered

I am writing in regard to SIU engine department member David Douglas who passed away on Feb. 19. David was a fine man, a hard worker, a good shipmate, and a tribute to the vessel. He is a real loss to the merchant shipping industry.

T. B. Castle, Master
SS Transcolorado

Rep. Dent - 'Well Done'

I appreciate the recent issue of the Seafarers Log containing the letter from U. S. Congressman John H. Dent responding to the letter he received from the "Foreign Flag Outfit".

No flag waving—just good American logic and spirit—Congressman Dent is evidently one U. S. Representative you could address as "Honorable" and really feel pretty sincere about it.

Art Lomas
L 242
Bronxville, New York

Scholarship Winner

I've just completed two full academic quarters at Bowling Green State University. I was busy—the load was heavy—but I've enjoyed my course work more than I have since I started two years ago.

At this point, I've completed all the group requirements that I need at BGSU, allowing me to concentrate on my specific interests. In the last two years, I've earned enough credit hours so that if I really wanted to I could graduate in a year (four quarters). But I've elected not to do that. Instead I've decided to complete a double or possibly a triple major.

Richard A. Shultz

P.S. I'll be sending copies of my grades just as soon as I receive them.

July 1973

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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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SIU's Bosuns' Recertification Program



**Dennis Manning
Seattle**

Over a period of years I have heard pro and con about the Harry Lundeberg School of Seamanship but now that I have had the chance to see for myself, I am very impressed with what I see.

I highly recommend that anyone who has the chance come to the school and see for himself. It certainly is a far cry from the days when most of us started going to sea, and it gives these men the basic training they need before actually going aboard ship.



The second class of Bosuns—selected by the Bosuns Recertification Committee—has begun at the Lundeberg School in Piney Point. Attending the class are Seafarers Walter Nash and James Gorman from the Port of New York; Veiko Pollanen and Jean Latapie, New Orleans; Dennis Manning, Seattle, and Malcolm Woods, San Francisco.

During the four-week program, specialized instruction is provided on the operation of the new ships including the Sea-Land SL-7's, Falcon Tankers, LNG tankers, Roll-On-Roll-Off ships, and barge-carrying LASH-type ships.

Instruction is also provided on new types of paints, new kinds of lines and splicing procedures, and instruction on freightships with emphasis on jumbo booms.



**Malcolm B. Woods
San Francisco**

To say that I am amazed would be the understatement of the year. It took a trip here to Piney Point to erase the doubts I had built up over the years. The format laid out is excellent and the instructors are constantly trying to improve on it. Discussions are open, varied and lively, and no topic is taboo. The school is run by people who want to see everyone advance.

I also learned a lot about our Union and I know that others can benefit also if they are willing to take the time and effort.

With everyone working together, we can achieve many goals.



**James Gorman
New York**

Piney Point is the best; and the education programs here are the finest available anywhere for anyone who wants to upgrade. You also can't beat the groceries and recreation. The only way to really know what this school is all about is to come down and see it yourself. The training and the union education courses can help everyone of us, whether we have been going to sea for years or are just starting out.



**Walter Nash
New York**

I am back at Piney Point for the Bosuns Recertification Program and I can truly say that it's the place to be. The staff are all very much involved in the program. The classes are very interesting and educational. We are learning much about the new ships, including the LNG's, LASH, and the Roll-On-Roll-Off types. There is also a lot to do for recreation to keep us occupied. The training programs are good for all of us, and I think every member of the SIU should take the time out to come down here.



**Jean Latapie
New Orleans**

I have been going to sea for 25 years, but I have learned more about our Union since I have been in Piney Point than I did in all those years. This program is good for all who want to upgrade themselves. The instructors are fine and try to help in every way. They teach as much as they can about the new ships that are being built today, and you don't have to worry about going hungry while you are here because they have some of the best meals you can find anywhere.

I am proud to be here, and I am learning a good deal.



**Veikko Pollanen
New Orleans**

Piney Point is a beautiful place and is something all our members should see. The upgrading and training programs that are going on here are what we need to keep our ships sailing with a full crew. The training is good for the older members as well as the young men just starting out.

As soon as you walk in, everyone here makes you feel at home. This is something that every one of our members should take the time to see. I have already learned much about some of the new ships and also about our Union.

This is great for any SIU member.

SHIPS

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

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

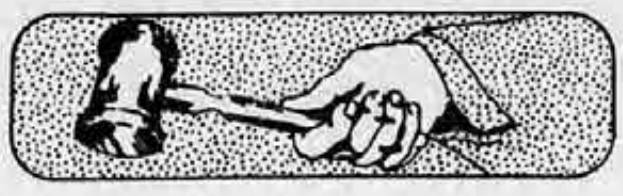
JUNE 1-30, 1973

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	8	1	8	4	2	17	1
New York	80	17	75	15	6	148	28
Philadelphia	7	7	7	5	0	19	20
Baltimore	37	4	20	1	1	88	11
Norfolk	6	7	10	9	1	7	0
Jacksonville	23	13	19	8	0	45	12
Tampa	6	7	3	6	3	7	4
Mobile	33	6	22	4	0	53	9
New Orleans	70	7	34	7	1	141	17
Houston	89	21	112	41	8	58	40
Wilmington	18	21	9	14	0	29	17
San Francisco	11	3	10	1	0	121	36
Seattle	36	23	26	13	0	47	25
Totals	424	137	355	128	22	780	220

Port	ENGINE DEPARTMENT		STEWARD DEPARTMENT			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	4	2	2	0	1	4	3
New York	57	38	62	35	5	97	54
Philadelphia	8	5	4	3	0	11	11
Baltimore	26	9	17	13	0	50	12
Norfolk	6	4	8	9	1	7	0
Jacksonville	23	19	20	13	2	15	15
Tampa	6	7	3	1	5	11	3
Mobile	15	12	16	15	0	42	21
New Orleans	62	24	36	15	5	111	44
Houston	63	44	70	47	21	52	38
Wilmington	9	7	38	15	0	11	9
San Francisco	18	14	14	7	0	95	57
Seattle	22	21	14	17	3	21	21
Totals	319	206	304	190	43	527	288

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	0	0	1	0	0	1	0
New York	62	80	78	76	40	127	145
Philadelphia	6	5	4	2	1	15	10
Baltimore	13	3	9	11	0	30	11
Norfolk	8	1	7	4	2	1	0
Jacksonville	14	6	10	1	0	12	10
Tampa	6	5	3	3	4	9	6
Mobile	19	7	13	5	0	44	5
New Orleans	34	5	14	2	0	73	10
Houston	37	9	52	7	4	28	39
Wilmington	12	7	4	3	2	17	12
San Francisco	5	4	4	0	0	59	28
Seattle	27	7	10	6	6	24	5
Totals	243	139	209	120	59	440	281
Totals All Depts.	986	482	868	438	124	1,747	789

The above totals clearly illustrate the strong job security enjoyed by Seafarers. During the period of June 1-30, 1973, of the 1,430 jobs shipped, 868 were filled by full book members. Therefore, there were 562 permanent jobs available to full book members not taken by full book men.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

Personals

Chester Coumas
Please contact your sister, Dorothy DeBauw, as soon as possible in New York City.

James M. MacCrea
Please contact R.L.W., c/o General Delivery, Main Post Office, New Orleans, La.

Herbert W. Davis
Please contact your sister, Mary Wilson, as soon as possible at 929 S. Lane Ave., Jacksonville, Fla. 32205.

Donald F. Ollery
Please contact M. C. Abrio at No. 31 Fontaine St., East Bajac-bajai, D Longapo City, Philippines.

John Spak
Please contact Ann L. Lee at Metropolitan Life, One Madison Ave., New York, N. Y. 10010.

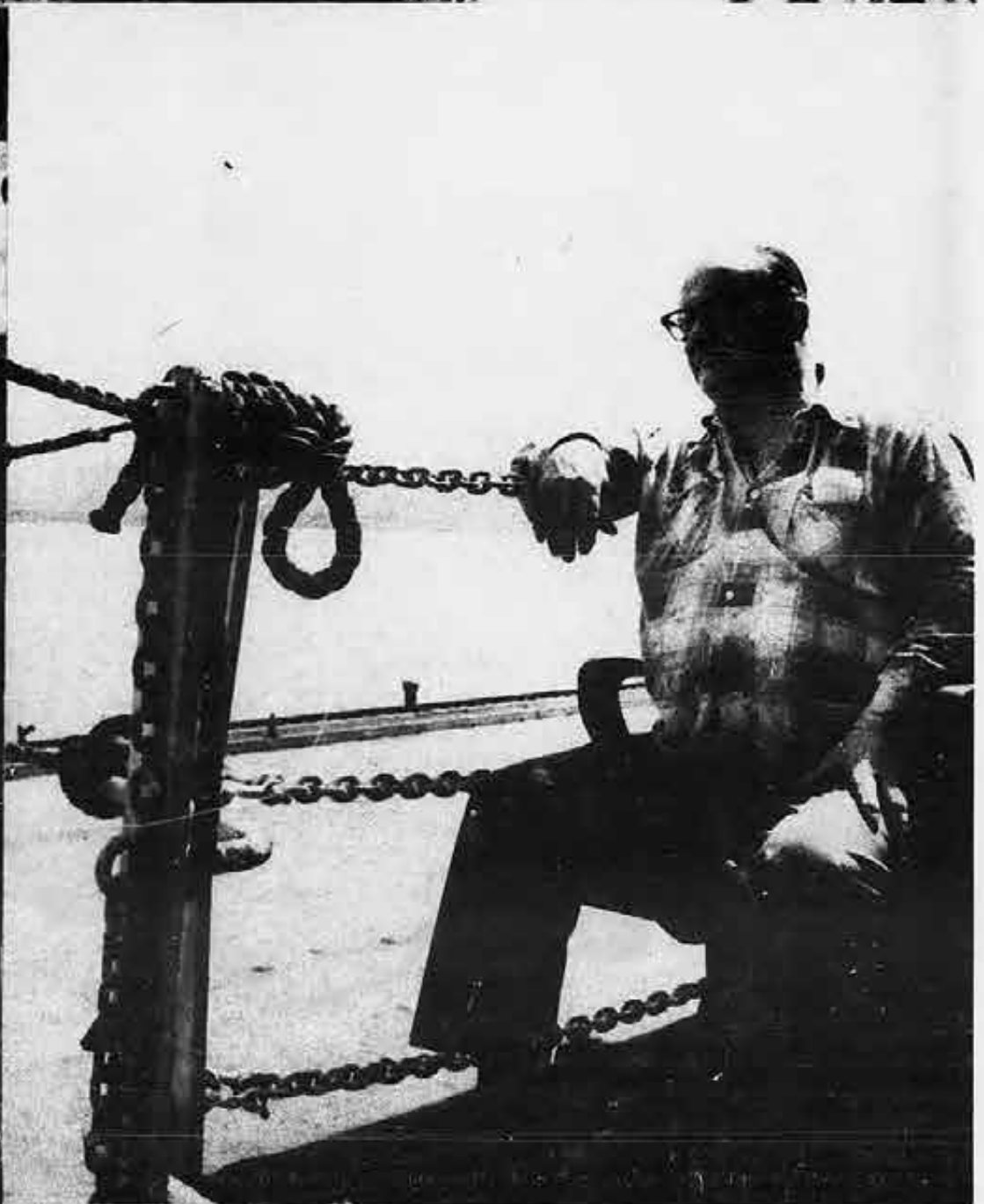
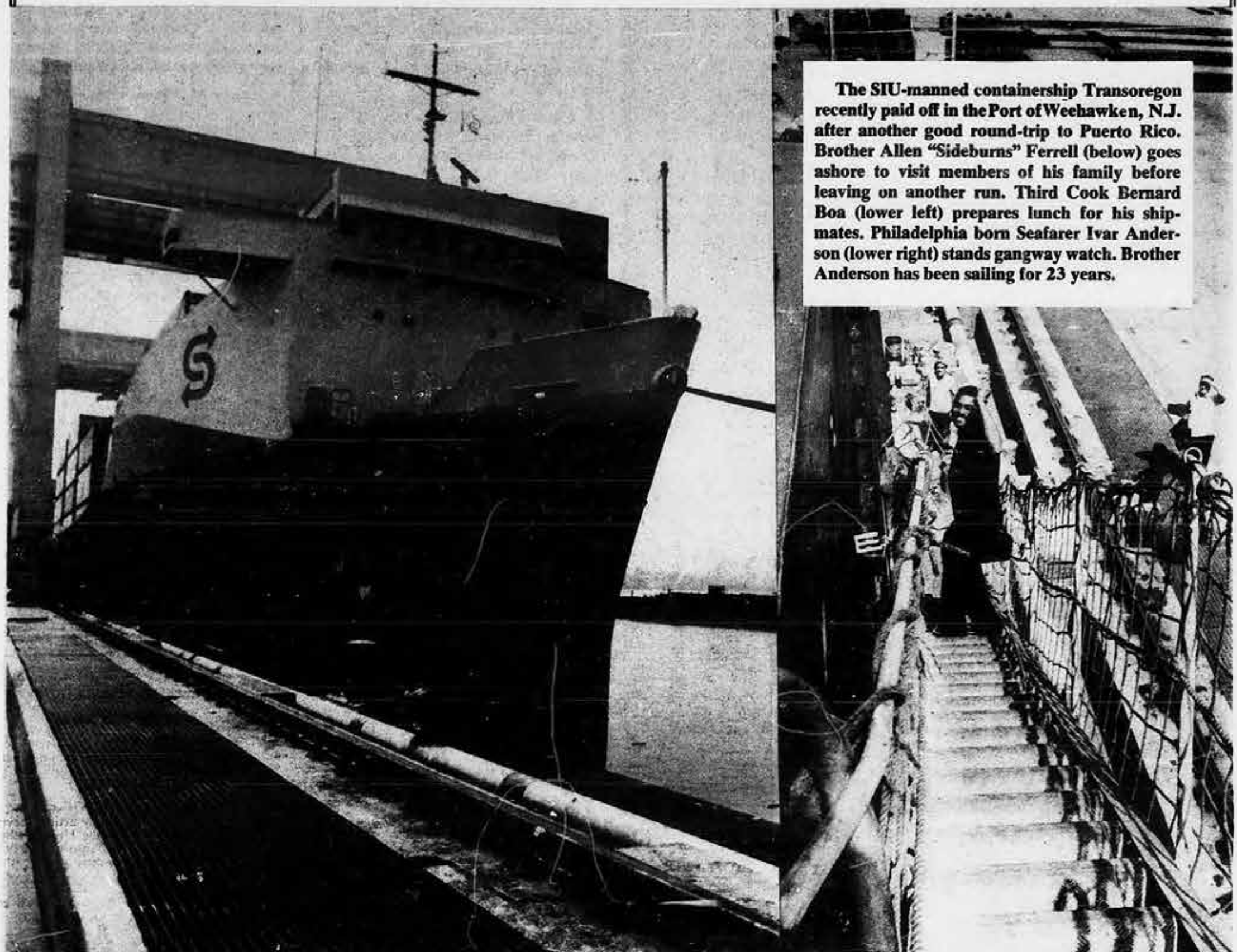
Jose Taibo Arevalo
Please contact Juan Taibo Novoa as soon as possible.

Oscar M. Raynor
Your daughter, Linda Raynor, asks that you contact her as soon as possible at Route 2, Box 28, Butler, Ala. 36904.

Woodrow Drake
Please call Jim Robinson collect at Boccardo Law Firm, San Francisco, Calif., telephone 415-391-3700.

Transoregon—A Round-Trip Every 10 Days

The SIU-manned containership Transoregon recently paid off in the Port of Weehawken, N.J. after another good round-trip to Puerto Rico. Brother Allen "Sideburns" Ferrell (below) goes ashore to visit members of his family before leaving on another run. Third Cook Bernard Boa (lower left) prepares lunch for his shipmates. Philadelphia born Seafarer Ivar Anderson (lower right) stands gangway watch. Brother Anderson has been sailing for 23 years.



Medicare Change

Seafarers are advised that effective on July 1, 1973, a new Social Security ruling went into effect providing that all persons who have been disabled for 24 consecutive months are now entitled to benefits under the Medicare program, regardless of their age.

Pensioners who become eligible through Medicare must enroll in Part A or Part B of the Medicare Program by signing the Health Insurance Card the Social Security Administration will forward to you, and which they will retain in your personal file.

As a pensioner properly covered under Medicare, all your bills listing the hospital or doctor's Federal Taxpayer Identification Number pertaining to the medical treatment rendered, must first be submitted to Medicare for payment, with subsequent submission to the SIU Welfare Plan office, with statements from Medicare indicating exactly what expenses Medicare paid, and any outstanding balance due.

If your Special Disability Benefit or Disability Pension became effective prior to December 1, 1971, you will be entitled to receive payment of all of the excess charges not paid by Medicare for the treatment rendered to you.

However, Special Disability Benefit and Disability Pensioners whose pension became effective on or after December 1, 1971, and who are entitled to receive free care at the USPHS Hospital at the time they went on pension, must continue to maintain their eligibility to receive treatment at the USPHS Hospital.

The SIU Welfare Plan has undertaken the responsibility of paying the Medicare Premium of \$6.30 starting July 1, 1973 for all those eligible covered under the Medicare Program, providing you enroll in Part B of the Medicare Program.

Upon submission of your Health Insurance Card indicating the effective date of your coverage under both Part A and Part B of the Medicare Program, reimbursement of the Medicare Premium will automatically be included in your monthly pension checks commencing with the month you become eligible for benefits under Part B of the Medicare Program.



New SIU Pensioners

Charles L. Hippard, 67, joined the SIU in 1952 in the Port of Philadelphia. A native of Eldorado, Ill., he now makes his home in Galveston, Tex. Brother Hippard sailed as chief steward.

Adam Miller, 64, is a life-long resident of Baltimore, Md. He joined the Inland Boatmen's Union there in 1957 and sailed as mate.

Luther J. Patin, 59, is a native of St. Landry, La. and now makes his home in Metairie, La. He joined the SIU in 1951 in the Port of New Orleans and sailed in the deck department. Brother Patin is a Navy veteran of World War II.

Oliver S. Ange, 62, is a native of North Carolina and now makes his home in Norfolk, Va. Brother Ange joined the Inland Boatmen's Union there in 1960 and sailed in the engine department for McAllister Bros.

Guy W. Walter, 65, is a native of Maryland and now makes his home in Bloomfield, N.J. He joined the union in 1939 in the Port of Baltimore and sailed in the steward department. He is an Army veteran of World War II.

John A. Schultz, 64, is a life-long resident of New Orleans, La. He joined the union there in 1955 and sailed in the steward department. Brother Schultz served in the Army for 14 years from 1941 to 1955.

Stanley A. Holden, 65, joined the SIU in 1944 in the Port of New York and sailed in the steward department. He served in the Army for seven years from 1927 to 1934. Brother Holden is a resident of Punta Gorda, Fla.

Hoyt L. Hackney, 56, is a native of Arkansas. He joined the SIU in 1951 in the Port of Galveston and sailed in the engine department. Brother Hackney now makes his home in Coal Hill, Ark.

Simeon M. Simos, 45, joined the SIU in 1951 in the Port of New York. Born in Rumania, he now resides in Brooklyn, N.Y. Brother Simos sailed in the steward department.

Ulpiano A. Enriquez, 77, is a native of the Philippine Islands and now makes his home in Philadelphia, Pa. He joined the SIU in 1947 in the Port of New York and sailed as chief steward. Brother Enriquez is a Navy Veteran of World War I.

Delmer Flynn, 65, joined the SIU in 1953 in the Port of New York. A native of Tampa, Fla., he now makes his home in Ridgewood, N.Y. Brother Flynn sailed in the engine department.

William A. Ford, 65, joined the SIU in 1946 in the Port of Baltimore. He is a life-long resident of that city. Brother Ford sailed in the steward department.

Anton Sandberg, 64, joined the SIU in 1960 in the Port of Detroit. A native of Minnesota, he now makes his home in Frankfort, Mich. The Great Lakes Seafarer sailed in the engine department.

Nathan Goldfinger, 60, is a native of New York City. He joined the SIU there in 1951 and sailed in the engine department. Brother Goldfinger now makes his home in New Orleans, La.

Wesley Workman, 62, is a native of New Jersey and now makes his home in Port Arthur, Tex. He joined the SIU-affiliated Inland Boatmen's Union in 1963 and sailed as cook for Sabine Towing Co.

William Tank, 54, is a life-long resident of New Orleans, La. He joined the union in 1953 in the Port of New York and sailed in the engine department. Brother Tank is a Navy veteran of World War II.

Ernest Coludrovich, 61, was born in Boothville, La. and now makes his home in New Orleans, La. He joined the IBU there in 1956 and sailed in the steward department. Brother Coludrovich is an Army veteran of World War II.

Alister W. Forsyth, 65, is a native of Glasgow, Scotland and now makes his home in Norfolk, Va. He joined the Inland Boatmen's Union there in 1960 and sailed as cook. Brother Forsyth is an Army veteran of World War II.

Ramon Gonzalez, 63, joined the SIU in 1944 in the Port of New York. He is a resident of Playa Ponce, P.R. Brother Gonzalez sailed in the engine department.

Joseph W. Gibowicz, 65, is a life-long resident of Baltimore, Md. He joined the SIU there in 1960 and sailed in the engine department. Brother Gibowicz is an Army veteran of World War II.

Allen M. Sherrill, 64, joined the Inland Boatmen's Union in 1964 in Port Arthur. He is a life-long resident of Orange, Tex. Brother Sherrill sailed in the engine department.

Frank Pieczykolo, 50, is a native of Pennsylvania and now makes his home in Columbia, Miss. He joined the SIU in 1951 in the Port of New Orleans and sailed in the steward department. Brother Pieczykolo is an Air Force veteran of World War II.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

May 24—June 21, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	18	116	\$ 50,401.62	\$ 301,802.12
In Hospital Daily @ \$1.00	1,550	3,832	1,550.00	3,832.00
In Hospital Daily @ \$3.00	256	2,467	768.00	7,401.00
Hospital & Hospital Extras	8	126	734.75	26,956.10
Surgical	8	32	481.50	1,798.50
Sickness & Accident @ \$8.00	6,451	52,733	51,664.00	421,920.00
Special Equipment	2	12	741.76	2,982.91
Optical	244	1,648	4,846.09	35,135.94
Supplemental Medicare Premiums	11	212	659.20	6,597.70
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	516	3,089	97,166.13	582,667.59
Doctors' Visits In Hospital	69	452	2,053.90	12,689.29
Surgical	139	936	17,615.50	115,462.13
Maternity	32	166	7,484.70	41,234.14
Blood Transfusions	9	39	357.75	2,229.25
Optical	138	1,336	3,474.36	26,531.34
Special Equipment	1	1	144.00	144.00
PENSIONERS & DEPENDENTS				
Death	7	54	21,000.00	162,000.00
Hospital & Hospital Extras	111	915	16,181.65	166,657.71
Doctors' Visits & Other Medical Exp.	138	932	4,199.30	30,420.76
Surgical	13	112	2,843.00	19,673.91
Optical	58	514	919.10	8,971.49
Blood Transfusions	4	10	240.00	639.00
Special Equipment	5	24	897.00	3,868.14
Meal Books	—	2,259	—	22,590.00
Dental	—	2	—	600.00
Supplemental Medicare Premiums	1,447	9,896	8,882.10	60,966.50
SCHOLARSHIP PROGRAM				
	—	70	—	23,974.17
TOTALS				
Total Seafarers Welfare Plan	11,235	81,985	295,305.41	2,089,745.69
Total Seafarers Pension Plan	2,089	14,280	504,080.00	3,430,109.51
Total Seafarers Vacation Plan	1,186	8,927	573,218.64	4,665,622.17
Total Welfare, Pension & Vacation	14,510	105,192	\$1,372,604.05	\$10,185,477.37

CHESSMATE



OF THE SEA

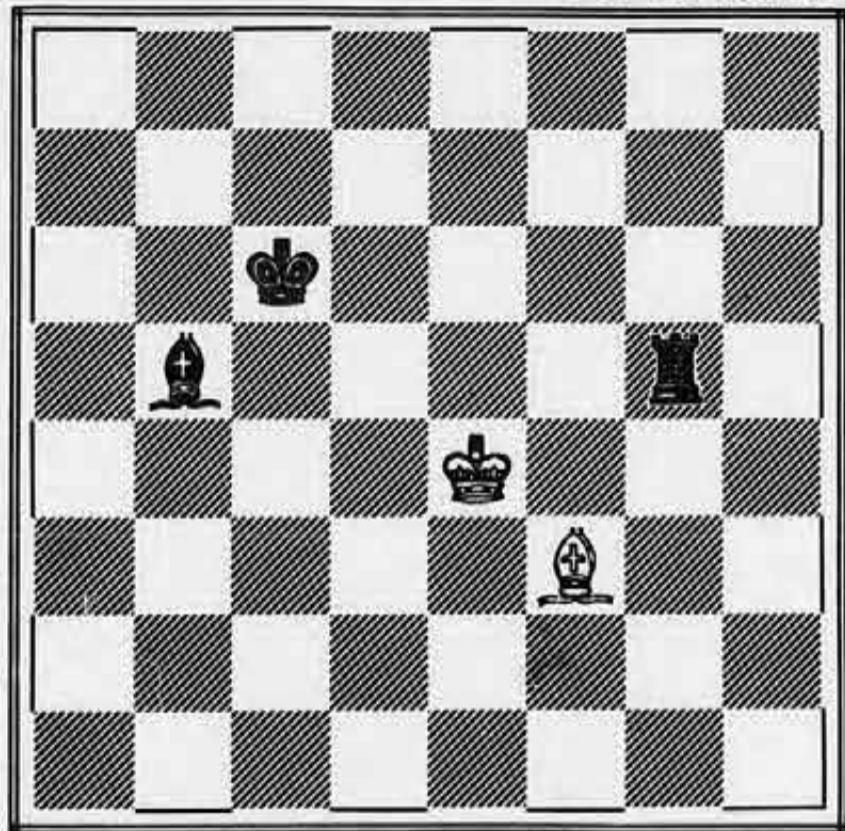


BY GEORGE J. VANA

FOR THE NOVICE

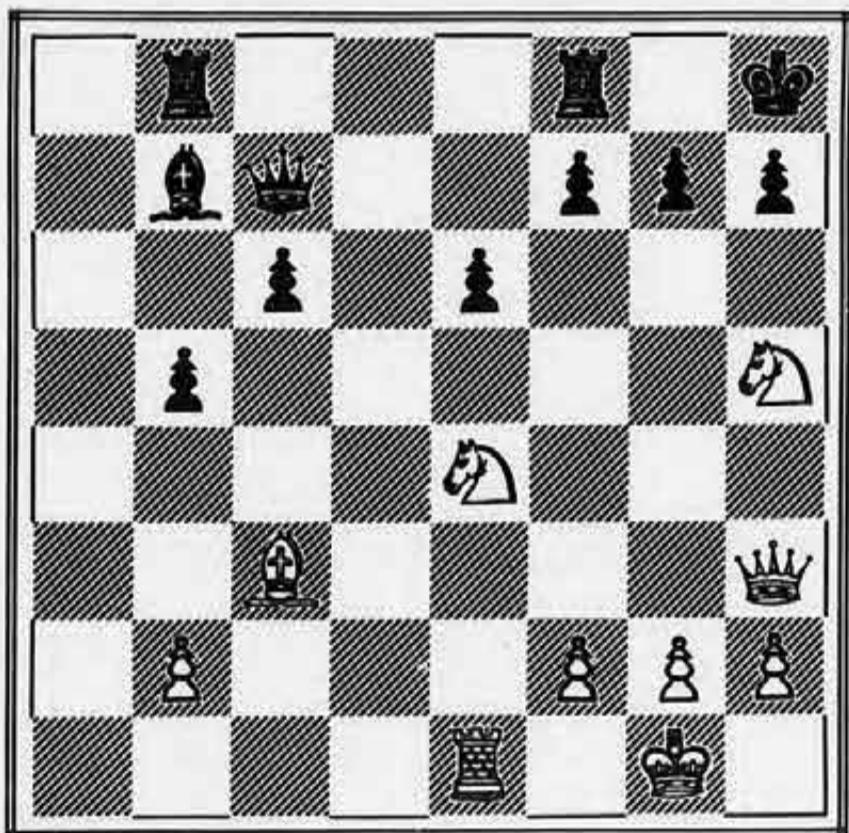
WHITE DRAWS IN TWO

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FOR THE EXPERT

WHITE MATES IN THREE



WHITE

San Francisco Committee



Relaxing in the messroom during the payoff of the *San Francisco* (Sea-Land) in Port Elizabeth, N.J. is the ship's committee. From left are: A. Janacea, steward delegate; T. Kegney, educational director; W. Walton, engine delegate; B. Weinberg, chairman, and A. Trotter, deck delegate.

Overseas Aleutian Committee



The ship's committee aboard the *Overseas Aleutian* (Maritime Overseas) agree it was a smooth 60-day trip to Odessa, Russia. From left are: B. W. Harber, engine delegate; H. Morris, steward delegate; H. Dill, educational director; W. J. Burkeen, chairman; R. Brock, deck delegate, and M. Maldonado, secretary-reporter. She docked in Port Newark, N.J. last month after loading wheat in May. She brought oil from Tuapse, Russia.

Notre Dame Victory



In the new recreational room of the *Notre Dame Victory* (Ecological Shipping Corp.) the ship's committee takes a minute for this picture. From left are: Tim Fleming, steward delegate; Clyde Gibson, secretary-reporter; Rocco Tomeo, educational director; Bob Lord, ship's chairman, and Bill Perridge, deck delegate. It was the maiden voyage for the ship which paid off in the port of Philadelphia after bringing oil from Nigeria.

Security
In
Unity



Puzzle Solution

Amateur

1. R-B4 Check ANY
2. K or BxR Draw

Expert

1. BxP Check R-N
2. Kx-B6 Check RxB
3. QxP Mate



PITTSBURGH (Sea-Land), May 6—Chairman Stanley Sokol; Secretary R. De Boissiere; Educational Director Andrew C. Lutey; Deck Delegate John O'Dea; Engine Delegate Wilfred P. Roux; Steward Delegate Roberto Principe. No disputed OT. A vote of thanks to Captain Davis, the mates, engineers and crew for a smooth crossing. Next port Yokohama.

OVERSEAS ALICE (Maritime Overseas), May 13—Chairman Robert McCutcheon; Secretary Joe Powers. \$20 in ship's fund. No disputed OT. Everything running smoothly.

JOHN TYLER (Waterman), May 13—Chairman Lee Harvey; Secretary T. Ballard; Educational Director T. Zielinski. \$170 in ship's fund. No disputed OT. Everything running smoothly. Next port Saigon.

DELTA MEXICO (Delta Steamship), May 8—Chairman Tony Radick; Secretary B. Guarino; Educational Director J. G. Duke; Engine Delegate F. O. Catchot; Steward Delegate Carl Treittler. Crew received and read copies of SIU fact sheet and found it interesting; would like to receive more in the future. Request crew to give donations to SPAD. Vote of thanks to the steward department for a job well done. Next port Houston.

KEVA IDEAL (Ideal Cement Co.), May 13—Chairman L. Gribbon; Secretary S. Cutierez; Educational Director Newson; Deck Delegate E. Nelson King; Steward Delegate Walter H. Harris. \$9.47 in ship's fund. Discussed SIU fact sheet and advised men that anyone wishing to receive fact sheet at home may do so by filling out card and mailing it to headquarters. Next port W. Palm Beach, Fla.

TRANSHAWAII (Hudson Waterways), May 20—Chairman M. Kerngood; Secretary J. Gross; Educational Director N. Paloumbis. No disputed OT. Everything running smoothly.

WARRIOR (Sea-Land), May 20—Chairman Jose Gomez; Secretary E. B. Tart; Educational Director Jaime Pantoja. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

WILLIAM T. STEELE (Texas City Tankers), May 13—Chairman James Thomas Mann; Secretary J. G. Lakwyk; Engine Delegate Travis H. Brewer Jr.; Deck Delegate John Little Jr.; Steward Delegate Emmons A. Kirchar. \$13.25 in ship's fund. No disputed OT. One minute of silence observed in memory of our departed brothers. Next port Puerto Rico.

STEEL ARTISAN (Isthmian Lines), May 19—Chairman W. R. Kleimola; Secretary J. W. Sanders; Educational Director D. Able; Deck Delegate E. J. Rokicki; Engine Delegate J. Reyes; Steward Delegate P. Laboy. No disputed OT. Posted SIU fact sheet No. 4. Vote of thanks to the steward department for a job well done.

TRANSONEIDA (Hudson Waterways), May 13—Chairman W. Tillmann; Secretary T. Ullisse; Educational Director J. Coyle; Deck Delegate H. Alberson; Engine Delegate C. Mehl; Steward Delegate J. Johnson. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done and thanks to the crew for cooperation with steward department. Next port Oakland.

SAN JUAN (Sea-Land), May 6—Chairman C. Mozel; Secretary L. Bennett. \$30 in ship's fund. \$30 in movie fund. All communications posted. Everything running smoothly. Next port Kobe.

ERNA ELIZABETH (Hudson Waterways), May 6—Chairman Leonard J. Oldbrantz; Secretary C. E. Turner. Some disputed OT in deck and engine departments. Letter from Frank Drozak about repairs was posted. All crewmembers to take care of the laundry room and keep the messroom and pantry clean. Next port Donges, France.

ARGENTINA (Delta Line), May 27—Chairman Ewing A. Rihn; Secretary Dario P. Martinez. \$5.95 in ship's fund. No disputed OT. Discussion on SIU fact sheet No. 4 which was received from headquarters outlining the importance of SPAD donations. Importance of the Alaskan pipeline and how we will benefit in the future by creating more jobs for members was also mentioned. Everything running smoothly.

POTOMAC (Empire Transport), May 27—Chairman C. D. Merrill; Secretary R. F. Devins; Educational Director Hartley; Engine Delegate D. B. Busby; Steward Delegate M. F. Coleman. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

EAGLE VOYAGER (Sea Transport), May 6—Chairman Farsbetter; Secretary Longfellow; Educational Director O'Neil. No disputed OT. Vote of thanks to crew for taking care of messhall and vote of thanks to the steward department for a job well done. Next port Gibraltar.

WESTERN HUNTER (Colonial Tankers), May 5—Chairman John Pience; Secretary Creste Vola; Educational Director James Brock. No disputed OT. Everything running smoothly.

SEATTLE (Sea-Land), May 6—Chairman J. Gianniotis; Secretary William Hand; Educational Director A. Tselentis. Some disputed OT in deck department. Vote of thanks to cooks for doing a fine job.

OAKLAND (Sea-Land), May 8—Chairman Fred Dorney; Secretary N. Johnson; Educational Director M. Qe-zuice. \$35.30 in ship's fund. \$192 in movie fund. No disputed OT. Everything running smoothly.

NATIONAL DEFENDER (National Transport), May 20—Chairman M. Beeching; Secretary W. G. Hamilton. Some disputed OT in engine department. Everything running smoothly. Next port Houston, Tex.

GEORGIA (Seatrains Lines), May 13—Chairman D. Backrak; Secretary G. M. Wright; Educational Director R. Gerrecht. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Guam.

YELLOWSTONE (Ogden Marine), May 27—Chairman J. C. Baudain; Secretary B. Rucker. No disputed OT. Vote of thanks to the steward department for a job well done.

SAUGATUCK (Hudson Waterways), May 6—Chairman Leo Paradise; Secretary R. Cobb; Educational Director A. Rattkovitch; Steward Delegate Melvin E. Jones. No disputed OT. Vote of thanks to the steward department for an outstanding job. Next port Newington, N. H.

SEALAND McLEAN (Sea-Land), May 1—Chairman John Hunter; Secretary G. Walter. No disputed OT. Vote of thanks to the steward department for a job well done. Discussed what time movies would be shown so steward department would not miss the opening showing.

SL COMMERCE (Sea-Land), May 6—Chairman Gene Dakin; Secretary W. J. Moore; Educational Director William Heater; Deck Delegate Don Rood; Engine Delegate Thomas Mega; Steward Delegate Stonewall Jackson. \$12 in ship's fund. Educational film aboard concerning instructions on inflatable life rafts. Picked two men from each department to form a safety committee to report at every meeting.

OVERSEAS ULLA (Maritime Overseas), May 6—Chairman H. L. Perkinson; Secretary J. A. Hollen; Educational Director Gary J. Bryant; Engine Delegate Franklin R. Wright. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

CHICAGO (Sea-Land), May 6—Chairman B. Maxwell; Secretary A. Reasko; Educational Director Dale Susbilla. \$12.20 in ship's fund. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

MORNING LIGHT (Waterman), May 6—Chairman Danny Cerminer; Secretary J. Pursell. \$17 in ship's fund. New drinking fountain to be placed in passageway. Vote of thanks to the steward department.

CHARLESTON (Sea-Land), May 20—Chairman Antonio Kotsis; Secretary Roque Ramos; Educational Director Joe N. Atchison. No disputed OT. A vote of thanks to the steward department for a job well done.

HURRICANE (Waterman), May 13—Chairman Jimmie Garner; Secretary J. F. Castronover. Some disputed OT in deck department. Seafarers Log was received and distributed. Everything running smoothly. Next port Naha.

FALCON PRINCESS (Falcon Tankers), May 6—Chairman R. Marreso; Secretary C. L. White. \$80 in movie fund. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

DEL ORO (Delta Steamship), May 6—Chairman A. Burch; Secretary C. Shirah; Educational Director O. P. Bailey; Deck Delegate Julius P. Thrasher; Engine Delegate Hollis Bishop; Steward Delegate Michle Dunn. Special vote of thanks to the electrician for a job well done. Some disputed OT in deck department. Observed one minute of silence in memory of our departed brothers. Next port Mobile.

SCHUYLKILL (Hudson Waterways), May 13—Chairman Charles V. Majette; Secretary W. Reid; Educational Director B. E. Stockmon. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Rota, Spain.

WALTER RICE (Reynolds Metals), May 6—Chairman D. Calegros; Secretary J. Lamb; Steward Delegate Richard Sherman. \$17.89 in ship's fund. A vote of thanks to the steward department for a job well done. Next port Longview, Washington.

LA SALLE (Waterman), May 6—Chairman Edwin Cradock; Secretary L. Behm; Educational Director B. Hubbard; Deck Delegate George Allen; Engine Delegate Milton Havens. \$93 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done. Next port Okinawa.

AMERICAN VICTORY (Victory Carriers), May 6—Chairman R. Schwarz; Secretary F. Mitchell; Educational Director R. Moore; Deck Delegate J. W. Flemming; Engine Delegate W. H. McNeil; Steward Delegate H. Hollings. Some disputed OT in engine department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Long Beach.

Ogden Wabash Committee



Following a trip to Russia with wheat, the ship's committee on board the *Ogden Wabash* (Ogden Marine) awaits payoff in Bayonne, N.J. From left are: L. Dowling, engine delegate; S. Krawczynski, educational director; M. Brown, deck delegate; T. J. Thomas, acting reporter-secretary who took over when the steward got off in Russia because of illness; Tiny Wallace, chairman, and C. Jones, steward delegate. The ship returned with oil after a smooth 65-day voyage.

Tampa Ship's Committee



The ship's committee gathers together on board the Tampa (Sea-Land) after a successful coastwise run. From left are: William Seltzer, secretary-reporter; Thomas Self, chairman; Victor Carbone, deck delegate; William Bland, educational director; James Barklay, steward delegate, and Marcus Dennis, engine delegate.

TRANSINDIANA (Seatrains), May 13—Chairman A. Hanstvedt; Secretary D. Nunn. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Oakland.

ACHILLES (Newport Tankers), May 6—Chairman A. L. Waters; Secretary Goff. \$31 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

MILLICOMA (Hudson Waterway), May 27—Chairman P. Burnette; Secretary V. L. Swanson; Educational Director G. Bryn. \$18.17 in ship's fund. No disputed OT. Everything running smoothly.

DELTA BRASIL (Delta Lines), May 27—Chairman Paul R. Turner; Secretary Thomas Liles Jr.; Educational Director John D. Burchinal; Deck Delegate William A. Pittman; Engine Delegate Lorie Christmas Jr.; Steward Delegate Walter Dunn. Crew to buy radio for crew lounge out of ship's recreation fund. Movie machine needs checking. Stood for one minute of silence in memory of our departed brothers. Next port Burnside, La.

ELIZABETHPORT (Sea-Land), May 20—Chairman James P. Lomax. Some disputed OT in engine department. Everything running smoothly.

OAKLAND (Sea-Land), May 20—Chairman Fred Derney; Secretary C. N. Johnson; Educational Director M. Qezuice. \$35.30 in ship's fund. \$193 in movie fund. SIU fact sheet was posted on board in messhall with two letters from New York. Some disputed OT in engine and steward departments.

SAN PEDRO (Sea-Land), May 12—Chairman G. King; Secretary O. Frezza; Educational Director H. Lancaster. \$211 in the movie fund. Some disputed OT in deck and engine department. New washing machine needed for crew. Everything running smoothly.

ROSE CITY (Sea-Land), May 13—Chairman Stanley Bojko; Secretary F. Sullivan. Some disputed OT in deck department. Letter posted on bulletin board from Frank Drozak. A vote of thanks to the steward department for a job well done.

CAROLINA (Hudson Waterways), May 20—Chairman Enos E. Allen; Secretary O. Payne; Educational Director Paul D. Bradshaw. \$55.01 in ship's fund. Next trip buy one dryer for engine department. Stood for one minute of silence in memory of our departed brothers.

GEORGIA (Seatrains), May 1—Chairman D. Backrak; Secretary G. M. Wright; Educational Director R. Garrecht; Steward Delegate M. Martin. No disputed OT. Everything running smoothly.

TRANSONTARIO (Seatrains), May 13—Chairman F. A. Pehler; Secretary Roy R. Thomas. Some disputed OT in deck department. Vote of thanks to the steward department for good food and service. Next port Oakland.

STEEL ADMIRAL (Isthmian Lines), May 6—Chairman Billy E. Harris; Secretary James Temple; Educational Director Pase. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

FAIRLAND (Sea-Land), May 15—Chairman George Burke; Secretary Frank Adkins; Educational Director George M. Alipine. No disputed OT. SIU fact sheet No. 4 was read and will be posted in the recreation room. Vote of thanks to the steward department. Next port New York.

SL ECONOMY (Sea-Land), May 6—Chairman J. Davies; Secretary R. Marion; Educational Director H. Messick; Deck Delegate L. Bugajewski; Engine Delegate C. Grab; Steward Delegate D. Velandra. Captain to try and get new movie projector. Vote of thanks to sanitary men for doing an outstanding job. Next port Houston.

TRANSCHAMPLAIN (Seatrains Lines), May 7—Chairman Louis Cartwright; Secretary James Myers; Educational Director John Cantrell; Steward Delegate M. Smith. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

THETIS (Rye Marine), May 5—Chairman Hendrey J. Rucki; Secretary M. Deloatch; Educational Director D. Kosicki. \$9.25 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

CARRIER DOVE (Waterman Steamship), May 13—Chairman Robert Broadus; Secretary Gilbert Trosclair; Educational Director Charles Burns; Deck Delegate R. D. Smith; Engine Delegate W. L. Smith. Some disputed OT in steward department. Vote of thanks to the baker, from the deck department, for hot coffee. Observed one minute of silence in memory of our departed brothers. Next port Aqaba, Jordan.

Money Due Seafarers

The following Seafarers have money due them for wages earned aboard Delta Steamship Lines vessels, and should immediately contact:

Leo English
Port Purser
Bienville Street Wharf Office
New Orleans, La. 70150
Telephone (504) JA 2-3492

NAME	AMOUNT	NAME	AMOUNT
Hawley, Stewart D.	23.00	Pfrommer, Erich	29.38
Heizer, Christopher J.	11.85	Pfrommer, Erich	51.81
Hernandez, Alcadio T.	13.00	Phurrough, William E.	5.00
Hoffman, George C.	5.00	Pino, Beltran B.	7.00
Hoffman, Lester C.	5.00	Pino, Beltran B.	34.49
Hofman, Douglas C.	9.95	Polisher, Edward N.	9.41
Hood, Harvey H.	38.00	Polishner, Edward	10.81
Hood, Harvey H.	56.03	Pretious, Leonard S.	23.12
Hood, Harvey H.	23.05	Pulatti, Dan W.	30.38
Hosford, Ronald M.	68.00		
Jackson, Alvin J.	8.06	Rakestraw, William D.	15.08
Jackson, Eddie L.	23.00	Rames, Florentine	3.00
Johnson, Neville	8.06	Ramirez, Antonio	32.18
Johnson, Neville, Jr.	27.00	Ramirez, R.	6.00
Johnson, Rodney R.	5.55	Ramirez, Rodolfo	9.95
Jordan, Dewey B.	4.00	Reams, John P.	2.00
Juneau, Numa L., Jr.	26.54	Reyna, Ruben	1.35
Kirchner, James E.	7.82	Reynolds, Derrell G.	1.00
Kirchner, James E.	14.48	Robinson, Levon	16.00
Kirchner, James E.	12.50	Rocha, Alberto C.	53.00
Klondyke, Joseph	22.00	Rocha, Alberto C.	8.62
Kosecki, Edward J.	13.00	Rocha, Alberto C.	59.24
Kosecki, Edward J.	25.15	Roche, William T.	7.00
Kosecki, Edward J.	12.30	Rodrigues, Carlos	3.04
Kowalczyk, R. J.	9.00	Rodriguez, Gilberto	145.32
Kraemer, Frank T.	65.70	Roy, Alfred J.	64.63
Kyser, Leon M.	1.00	Rudden, Michael E.	13.42
Lacroix, Mayo M.	35.29	Salyard, A. T.	5.00
Lacroix, Mayo M.	40.00	Savoie, Nola J.	10.00
Lacroix, Mayo M.	46.00	Schenk, Lloyd	15.00
Laitinen, Daniel, Jr.	11.00	Schenk, Lloyd E.	8.06
Lambert, Reidus	13.29	Scruggs, Thomas G.	8.00
Latapie, Jean	44.00	Sears, Lyn O.	4.13
Lee, Archie Ben	9.95	Seefeldt, Francis M.	45.00
Lemoine, Sam J.	4.66	Seefeldt, Francis M.	25.23
Lemoine, Sam J.	287.45	Self, Edward H.	9.95
Lemoine, Sam J.	10.50	Sharp, Raymond E.	12.94
Lewis, Andrew H.	5.00	Sidney, Donald E.	12.30
Lotz, William J.	11.00	Siegel, Morris	3.00
Lusk, George E.	11.00	Siegel, Morris D.	3.00
Maas, Robbie J.	15.43	Simonds, Theodore L.	9.95
Madden, Michael D.	12.00	Smalls, Gus W.	41.00
Maddox, R. C.	17.00	Smith, Lee A.	53.98
Magash, Nicholas, Jr.	3.00	Smith, Lee A.	58.96
Magdic, Matthew	49.00	Smith, Robert M.	28.02
Mahaffey, Lester J.	8.05	Smith, Robert M.	24.49
Mallory, Dennis L.	94.00	Smith, William J.	7.00
Mannette, James S.	2.00	Soto, Angel L.	23.00
Mannette, James S., Jr.	14.00	Sporich, Michael M.	43.00
Marcogliese, Nick	20.10	Steele, William C.	5.00
Marcogliese, Nick	17.23	Stout, John E. M.	15.00
Marion, Robert P.	8.06	Stout, John E. M.	29.00
Martin, Samuel L., Jr.	19.91	Suarez, Joseph, Jr.	23.00
Martinez, Santos E.	8.00	Suarez, Joseph, Jr.	162.49
McChristian, Calvin R.	8.00	Suarez, Joseph, Jr.	16.09
McCaskey, Earl P.	56.00	Tank, William, III	1.00
McDuffie, Elmer T.	2.15	Tanner, Hoyt L.	12.30
McKenna, John J.	28.78	Tarrant, William J.	5.43
McKinney, Henry	10.29	Taylor, Conrad B.	6.00
McKinney, Henry C.	12.50	Thomas, James J.	6.15
McKinney, Henry C.	1.00	Thomas, Samuel	10.00
McNeely, Dell	3.00	Thompson, Carl E.	3.12
Messer, Carl	4.31	Umholtz, Fred E.	23.05
Messer, Carl	11.16	Umholtz, Fred E.	34.97
Missimer, Delmar B.	8.06	Vasquez, Telesfare	10.00
Mitchel, J. C.	9.95	Vaughn, Raymond C.	39.32
Mixon, Iley T., Jr.	24.22	Vigo, Michael F.	9.95
Mladonich, Earnest P.	25.00	Voss, Ronald E.	38.64
Mohrmann, Terry L.	1.45	Voss, Ronald E.	40.00
Moody, Richard A.	5.00	Walker, Larry G.	1.00
Moore, Mark F.	32.07	Watson, Raymond	11.68
Moore, Mark F.	46.00	Weems, Charles	8.17
Moss, Richard D.	30.26	Weems, Charles P.	14.95
Moss, Richard D.	28.98	Welch, Macon	49.45
Mueller, Herbert E.	29.05	Welch, Macon	33.82
Murphy, Carmelo, Jr.	33.00	Wetzel, Lloyd J.	9.95
Nelli, Harold H.	4.00	Wheeler, Orien	56.01
Newley, Robert R.	4.00	Wheeler, Orien	8.62
Newman, Gregory J.	9.95	Whisenant, Edward L.	15.76
Newman, Gregory J.	52.00	Williams, Dwight	2.00
Nichols, Willie W.	9.95	Wilson, J. D.	36.00
O'Mary, Vellie W.	15.00	Winton, Walter	26.00
O'Mary, Vellie W.	26.74	Witte, Eric P.	7.00
Oahke, Bryden J.	8.06	Wolff, Justin T.	4.00
Oneal, Ronald	34.00	Wolverton, Frank D.	12.00
Orezco, Gregerie	3.00	Wright, Stanley B.	2.00
Orozco, Gregorio	10.29	Wright, Thomas	10.00
Parker, Kim A.	9.95	Yaco, Alberto	30.73
Payne, Perry S.	24.30	Yaco, Gerald A.	9.95
Payne, Perry S.	42.49		
Peninno, Anthony	3.00		
Pennino, Anthony	33.37		
Pfrommer, Erich	22.00		
Pfrommer, Erich	5.00		

NO UNCLAIMED WAGES WILL BE PAID UNLESS SOCIAL SECURITY NUMBER IS FURNISHED WITH THE REQUEST.

Delayed Benefits

The following active members and pensioners have had their benefit payments held up because they failed to supply complete information when filing their claims. Please contact Tom Cranford at (212) 768-6005.

SEAFARERS WELFARE PLAN

Name	S.S. No.	Name	S.S. No.
Garcia, A.	439-09-4201	Solis, F.	088-10-8814
Johnson, A.	417-38-8464	Ricciar, J.	454-20-4397
Stark, S.	547-54-3889	Hilde, B.	468-30-4802
Mansan, S.	169-12-1702	Johnson, R.	416-26-3622
Brown, M.	381-44-2049	Peppett, L.	018-07-6041
Eldredge, W.	509-20-6459	Rainier, E.	226-05-6116
Pierce, H.	463-28-1702	Gaus, O.	469-50-5822
Burthardt, C. J.	267-94-4745	Ward, J.	183-26-7114
Farrell, E. F.	152-18-9317	Richardson, J.	373-09-1308
Howard, V.	464-18-5595	Thomas, G.	246-20-1646
McDonald, A. F.	369-28-9396	Saxon, J.	367-42-4835
Hill, H. C.	487-16-9638	Williams, J.	410-92-4890
Malone, S.	439-74-2805	Floyd, K.	454-92-4493
McCalmon, M.	384-34-7259	Smith, C.	422-28-8683
Goodwin, E.	012-18-8777	Zarecki, E.	292-03-7988
Anderson, R.	043-14-2272	Posey, H.	278-01-7529
Buchanan, G.	243-38-4109	Kowalski, M.	372-14-0243
Hooper, R.	395-40-4329	Watson, E.	083-14-2173
Reyes, R.	051-30-7467	Floyd, K.	454-92-4493
Jones, H.	416-20-3985	Bonniwell, C. H.	226-64-1880
Cain, P.	383-62-6867		

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE PLAN

Wilkerson, A. W.	056-32-5803	Arizmendi, J.	118-30-0963
Garnett, C.	059-38-7550	Melendez, C.	084-40-6251
Clasablanca, A.	071-32-0316	Henson, C.	285-36-8376
Medina, F.	584-05-6202	Hines, I.	231-10-6600
Randolph, A.	212-58-1488	Donatien, J.	109-44-1975
Prophette, P.	093-46-7052		

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Aug. 6	2:30 p.m.	—	7:00 p.m.
Philadelphia	Aug. 7	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Aug. 8	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	Aug. 10	2:30 p.m.	7:30 p.m.	—
Houston	Aug. 13	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Aug. 14	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	Aug. 15	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	Aug. 16	2:30 p.m.	—	—

Great Lakes Tug and Dredge Section

† Sault Ste. Marie	Aug. 16	7:30 p.m.
Chicago	Aug. 14	7:30 p.m.
Buffalo	Aug. 15	7:30 p.m.
Duluth	Aug. 17	7:30 p.m.
Cleveland	Aug. 17	7:30 p.m.
Toledo	Aug. 17	7:30 p.m.
Detroit	Aug. 13	7:30 p.m.
Milwaukee	Aug. 13	7:30 p.m.

Railway Marine Region

Philadelphia	Aug. 14	10 a.m. & 8 p.m.
Baltimore	Aug. 15	10 a.m. & 8 p.m.
* Norfolk	Aug. 16	10 a.m. & 8 p.m.
Jersey City	Aug. 13	10 a.m. & 8 p.m.

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

* Meeting held in Labor Temple, Newport News.

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Brooklyn, N. Y. 11232

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Final Departures

SIU Pensioner Charles W. Cunningham, 70, passed away on May 21. He was a resident of Amite, La. at the time of his death. Brother Cunningham joined the SIU in 1941 in the Port of New Orleans and sailed in the engine department. Among his survivors is his wife, Susie.

Aubrey Lee Duncan, 56, died on April 2 at the USPHS hospital in New Orleans. He was a life-long resident of that city. He joined the SIU there in 1967 and sailed in the steward department. Brother Duncan was buried at Holt Cemetery in New Orleans. Among his survivors is his wife, Saddle.

Claudius G. Archer, 59, passed away on May 15 at the USPHS hospital in San Francisco. He was a resident of that city at the time of his death. He joined the SIU in 1946 in the Port of New York and sailed in the steward department. He was buried at Olivet Memorial Park in Colma, Calif. Among his survivors is his wife, Rosebell.

SIU Pensioner Hilarion A. Aquio, 77, passed away on May 11. He was a life-long resident of the Philippine Islands. Brother Aquio joined the union in 1953 in the Port of New York and sailed in the steward department. He was a Navy veteran of World War I. Among his survivors is his son, Clemente.

SIU Pensioner Lawrence Anderson, 71, died suddenly on May 5. A native of Norway, he was a resident of Mobile, Ala. at the time of his death. He joined the SIU there in 1938 and sailed in the deck department. Brother Anderson was buried at Whistler Cemetery in Mobile County, Ala.

Jason C. Holtrey, 56, died suddenly on April 24. He was a resident of Frankfort, Mich. at the time of his death. The Great Lakes Seafarer joined the SIU in 1953 in the Port of Elberta and sailed in the steward department. He was an Army veteran of World War II. He was buried at Crystal Lake Cemetery in Benzie County, Mich. Among his survivors is his wife, Helen.

Roland Hebert, 56, passed away on May 30. A native of Jeanrette, La., he was a resident of New Orleans, La. at the time of his death. He joined the union there in 1939 and sailed in the steward department. Brother Hebert was buried at St. Peter Cemetery in New Iberia, La. Among his survivors is his sister, Lowney.

Harold L. Beebe, 58, died of heart disease on April 15. He was a life-long resident of Chincoteague, Va. He joined the SIU-affiliated Inland Boatmen's Union in 1969 in the Port of Norfolk and sailed as tug captain. He was a Navy veteran of World War II. Brother Beebe was buried at John Taylor Cemetery in Temperanceville, Va. Among his survivors is his wife, Lou Della.

Jimmie E. Griffin, 46, died of lung cancer on May 3. Born in Oklahoma, he was a resident of San Diego, Calif. at the time of his death. He joined the SIU in 1969 in the Port of Wilmington and sailed as able-seaman. He served in the Navy for 23 years from 1944 to 1967. Cremation took place at Cypress View Crematory in San Diego. Among his survivors is his wife, Mutsuko.

SIU Pensioner Matthew E. Boczar, 69, died of heart failure on April 21 at the USPHS hospital in Baltimore. He was a resident of that city at the time of his death. He joined the Inland Boatmen's Union there in 1956 and sailed in the engine department. Brother Boczar was buried at Holy Rosary Cemetery in Baltimore. Among his survivors is his wife, Ida.

SIU Pensioner Virgle O. Guest, 47, passed away on May 4. He was a life-long resident of Mobile, Ala. He joined the SIU there in 1949 and sailed in the deck department. He was a Navy veteran of World War II. Seafarer Guest was buried at Serenity Memorial Gardens in Mobile. Among his survivors is his brother, Travis.

John F. Beach, 46, was lost at sea on June 11 while serving aboard the *Stonewall Jackson*. A native of Buffalo, N.Y., he was a resident of New Orleans, La. at the time of his death. He joined the SIU in 1969 in the Port of Mobile and sailed in the deck department. He was an Army veteran of World War II. Brother Beach is survived by his wife, Mary, and his daughters, Betsy, Susan, and Sayne.

Junior F. Austin, 61, passed away on June 5. One of the original members of the union, he joined in 1938 in the Port of Mobile and sailed in the steward department. He was a life-long resident of that city. Among his survivors is his sister, Pearl.

James C. Gentry, 50, passed away after a short illness on Dec. 25. A native of Kentucky, he resided in Seattle, Wash. at the time of his death. Brother Gentry joined the SIU there in 1962 and sailed in the engine department. Cremation took place at Fairmont Memorial Park in Fairfield, Calif. Among his survivors is his wife, Helen.

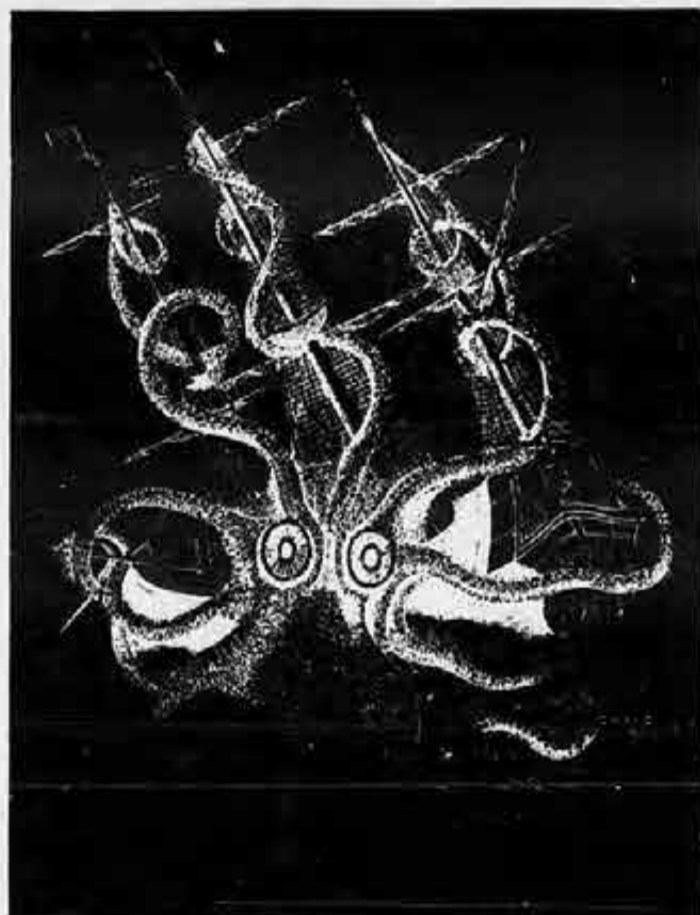
Harry R. Williams, 49, died of heart failure on Jan. 25. He was a life-long resident of Norfolk, Va. He has been sailing with the Inland Boatmen's Union since 1961. Brother Williams was an Army veteran of World War II. He was buried at Forest Lawn Cemetery in Norfolk. Among his survivors is his wife, Kathryn, his son, Roger, and his daughters, Marion and Janet.

William I. Pennell, 46, died of heart disease on Feb. 1. He was a resident of Delaware, Pa. at the time of his death. Brother Pennell joined the Inland Boatmen's Union in 1968 in the Port of Philadelphia and sailed for the Chester Ferry Corp. He was a Navy veteran of World War II. He is survived by his wife, Dorothy, his daughter, Sharon, and his sons, Terrence, and William, Jr.

Vivian E. Campbell, 46, passed away on May 14. He was a resident of River Falls, Ala. at the time of his death. Seafarer Campbell joined the SIU in 1969 in the Port of Houston and sailed in the steward department. Among his survivors is his brother, Virgil.

Harvey H. Pike, 53, passed away on May 10. He was a life-long resident of Newberry, Mich. Brother Pike joined the SIU in 1955 in the Port of New Orleans and sailed in the engine department. He is survived by his son, Stephan, and his daughter, Kaye.

The Elusive Sea Monsters—Do They Really Exist?



"The beast's black neck towered fearsomely some 30 feet above the waves—its head peering cautiously from side to side," relates a retired mariner to his astonished, wide-eyed grandson.

"We took after that strange serpent under full sail, but the beast, upon spying our ship, submerged to the depths of the sea, dragging its camel-humped body swiftly behind.

"We searched the waters for many hours afterwards, but the elusive beast must have hidden in some ancient cave at the bottom of the ocean, for we never caught sight of it again."

Ever since man's first primitive sail filled with gusts of wind taking the earliest seafarers out upon the oceans, stories like the one above have been brought back by seafarers from long voyages to both frighten and entertain many a landlubber.

However, since the advent of modern science and technology, landlubbers have become very skeptical about the reliability of these salty seafaring stories of sea serpents and monsters—and now believe they are nothing but fantasies experienced by tired seamen on overtime watches.

Are they?

There is legitimate reason for this skepticism, because in all recorded history not a single corpse or skeleton of a sea monster has ever been washed ashore or dredged up out of the ocean's depths to confirm their existence.

Still, a fact that intrigues and baffles scientists is that they know immense marine animals, strikingly similar to those described in sea monster stories, once existed in the earth's prehistoric seas—and fossilized skeletons of these beasts have been found, nearly 200 million years later.

Even more intriguing is that several of the smaller marine species from this same ancient era, such as the longnecked river tortoise, horseshoe crab, and the iguana are very much alive today.

Could the larger beasts of this age have also survived through the aeons in some forgotten section of the ocean? The possibility is remote, but does still exist—and the continuous sightings of these elusive creatures keeps interest in this possibility very much alive.

Sea monsters were first noted in the literary works of the ancient scholars. Homer, in his famous 800 B.C. epic poem the "Odyssey" tells of a terrible beast, called Scylla, that plucked unfortunate seamen from the decks of their ships with its long tentacles—devouring them in seconds.

Four centuries later, Aristotle, the great Greek philosopher, wrote of sea serpents large enough to swallow oxen and to capsize a trireme off Libya—and in the first century A.D., the Roman historian Livy describes a huge marine monster that was killed by Roman sailors after a long, tough battle. These authors are usually considered very reliable sources,

but their accounts have neither been proved nor disproved.

Later, for hundreds of years, popular folklore and songs were filled with legends and stories of horrible man-eating monsters, but it was not until 1555 that these incredible creatures again appeared in historical writings.

During that year, the Swedish scholar Olaus Magnus published a history of the Scandinavian nations in which he wrote of a marine monster, referred to as the kraken, which terrorized sailors of the Middle Ages.

Magnus described the kraken as having two large and sinister eyes with a sharp beaklike mouth and tentacles, pockmarked with sucker discs, long enough to snatch a seaman from the crossbeams high in the rigging, and strong enough to drag smaller craft to the bottom of the ocean. He also reported fierce battles between these creatures and huge sperm whales.

The existence of the kraken was long doubted—but in 1877 it looked as if one of the beasts had washed ashore off the coast of Newfoundland and its carcass shipped to the New York Aquarium. However, the feared kraken turned out to be no more than a 40-foot long giant squid—but this incident did confirm many of the age-old stories of sea monsters for heretofore non-believing landlubbers.

Shortly afterwards, a six-foot long, two-foot wide section of squid tentacle was found in the stomach of a harpooned whale—and scientists determined the unfortunate owner of the tentacle to be 80 feet in length, probably capable of many of the atrocities attributed to the kraken of the Middle Ages.

The most baffling of all marine monster tales are those concerning the black, snakelike sea serpent, which has been sighted in virtually every ocean over the past few centuries.

Everything about these loathsome monsters is frightening, even their name. Webster's Dictionary defines a serpent as, "a noxious creature that creeps, hisses, or stings."

Descriptions of the 100-foot long creatures are always strangely basically the same, even though the serpents are sighted thousands of miles, and years apart.

Some modern zoologists hesitantly agree the animals could be descendants of the 200 million year old plesiosaur—but often the only evidence of their actual existence is the signed affidavit of such responsible people as ship's captains, priests and bishops, swearing to what they saw.

One affidavit, signed by Captain Solomon Allen of Gloucester, Mass. in 1817, read:

"I have seen a strange marine animal, that I believe to be a sea serpent, in the harbor of Gloucester. I should judge him to be between 80 and 90 feet in length, and about the width of a half-barrel. I was about 150 yards from him at the time.

"His head was formed something like the head of a rattlesnake but it was nearly as large as the head of a horse. When he moved on the surface of the water, his motion was slow, at times playing in circles, and sometimes moving nearly straight forward. When he disappeared, he sunk directly down, and would next appear at 200 yards from where he disappeared in about two minutes."

After the sighting at Gloucester, it was another 31 years before the next responsible report of a sea monster was documented.

This report was signed by Naval Captain Peter M'Quhae, who was at the time commanding the English warship *H.M.S. Daedalus* off the Cape of Good Hope.

It read:

"At 5 o'clock on the 6th day of August, 1848, I and several members of the crew sighted a large beast swiftly approaching the ship from before the beam.

"It was discovered to be an enormous serpent with head and shoulders kept about four feet constantly above the surface of the sea, and as

nearly as we could approximate by comparing it with the length of what our main topsail yard would show in the water, there was at the very least 60 feet of the animal showing above the water.

"It passed rapidly, but so close under our lee quarter that had it been a man of my acquaintance I should have easily recognized his features with the naked eye, and it did not, either in approaching the ship or after it had passed our wake, deviate in the slightest degree from its course to the South West which it held on at the pace of from 12 to 15 miles per hour, apparently on some determined purpose."

Like so many other documented sightings of sea monsters, this report was doubted and ridiculed by the public—but then in 1893, in these very same waters off the African Coast, the captain and crew of the steamship *Umfuli* sighted another—or maybe the same sea monster. Captain C. A. W. Cringle's signed affidavit read:

"On Dec. 4, 1893, I and the crew sighted a monster fish of the serpent shape, about 80-feet long with slimy skin and short fins on the back. I distinctly saw the fish's mouth open and shut with my glasses. The jaw appeared to me about 7 feet long with very large teeth. In shape it was like a conger eel. It was rushing through the water at great speed, and was throwing water from its breast as a vessel throws water from her bows. I saw full 15 feet of its head and neck on three separate occasions.

"Had it been breezy enough to ruffle the water, or hazy, I should have had some doubt about the creature, but the sea being so perfectly smooth—I had not the slightest doubt in my mind as to its being a sea monster."

Another possible explanation for the origin of these slender beasts was stumbled upon in 1930, when the fishing boat *Diane*, trawling at 1,000 feet, brought up a huge conger eel larva, six-and-a-half feet long. At the usual rate of growth for the conger eel, this offspring could have grown to 70 feet in length—but no adult eel this size has ever been found—so the search for the sea serpent and his(her?) origin goes on.

The most famous of all aquatic serpents is Northern Scotland's monster of Loch Ness Lake. It is theorized that after the last ice age, when the seas rose and flooded the earth, this beast's ancestors swam into the lake—and were trapped there forever when the waters receded.

The Loch Ness Monster, very similar in description to the ocean serpents, was first sighted 1400 years ago—and in 1961 an actual photograph (reproduced on this page) of the creature was taken—but this photo is not considered conclusive proof.

Do sea monsters still swim in the oceans today?

No one has ever been able to disprove their existence—can you?



Loch Ness Monster photographed in 1961.



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



\$180,591,613.97

Since the inception of the Seafarers Welfare, Pension and Vacation Plan, more than \$180 million has been paid to thousands of seafarers and their families. This impressive figure is the result of many years of struggle and an important example of SIU security in action.

The greatest part of this amount has been paid to SIU members in vacation benefits, totaling \$100 million.

In addition, the Seafarers Pension Plan, during the past 11 years, has paid nearly \$35 million in retirement benefits to 15,000 members now enjoying the glow of old age.

Providing for many other needs of seafarers and their families, \$4,000,000 has been paid in Welfare benefits.

Of this amount, over \$17 million was paid in hospital, sickness, accident and funeral benefits, and \$2 million in numerous benefits to members' dependents and \$1 million in death benefits.

These exceptional scholarship grants have been paid to 10,000 dependents of Seafarers.

SIU's valuable, multi-million dollar programs are provided for seafarers and their families for over 20 years, and will continue to do this for the foreseeable future.

\$180,591,613.97