

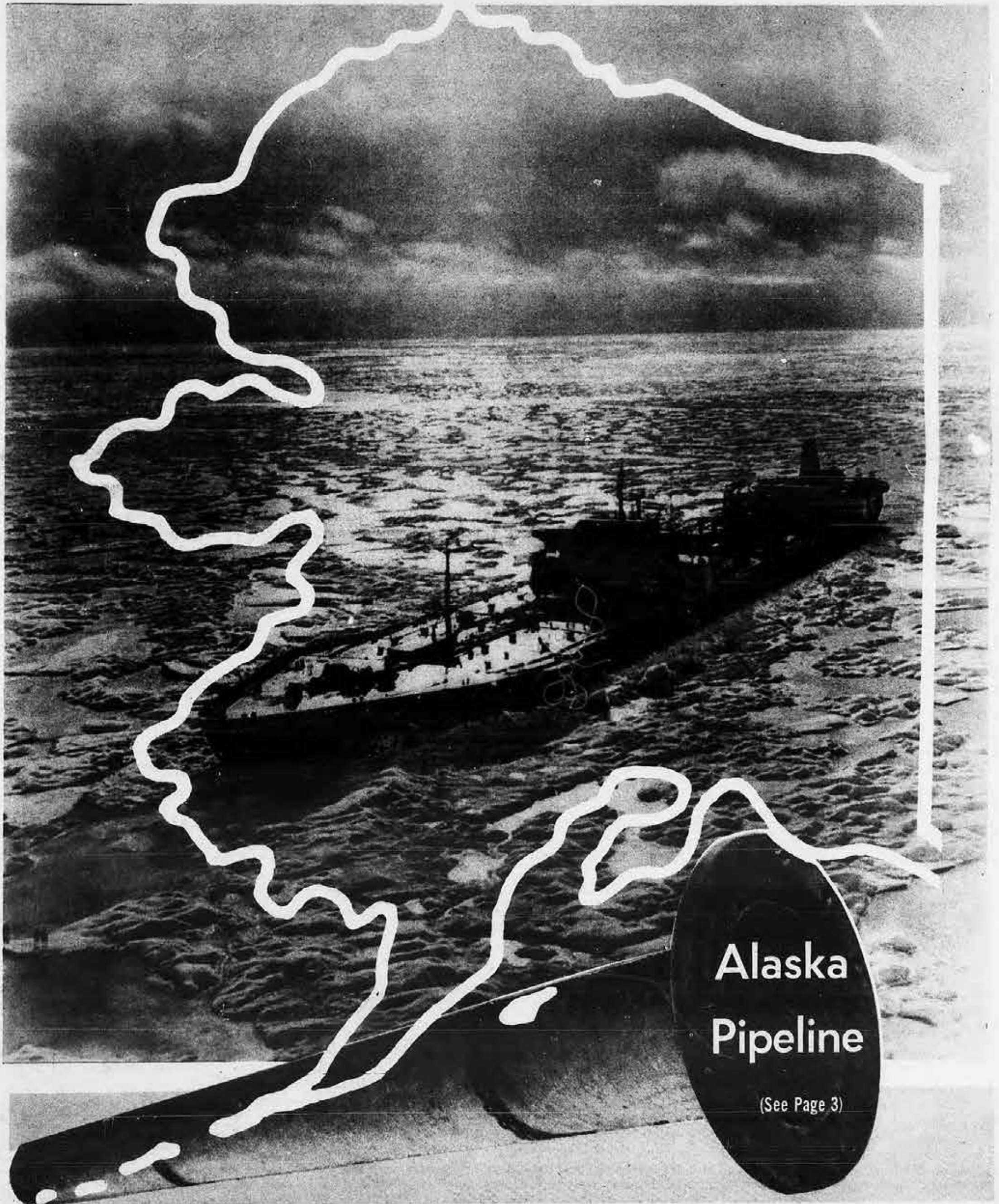
Official organ of the SEAFARERS INTERNATIONAL UNION · Atlantic, Gulf, Lakes and Inland Waters District · AFL-CIO



SEAFARERS LOG

Vol. XXXV, No. 8

August 1973



**Alaska
Pipeline**

(See Page 3)

Resolution Submitted By The Quarterly Financial Committee

At the regular August SIU membership meeting at headquarters, the Quarterly Financial Committee elected by the membership to audit the Union's records for the first quarter of 1973 recommended in its report that the present dues and initiation fee for members of the Atlantic, Gulf, Lakes and Inland Waters District be increased in accordance with the provisions of the SIU Constitution.

SIU Secretary-treasurer Joseph Di Giorgio, in behalf of the Financial Committee, presented the resolution to the headquarters' membership for a vote.

The Committee's resolution was adopted at the meeting.

The following is the full text of that resolution.

WHEREAS, the expenses of operating and administering the Union in order to adequately and better serve our membership, have significantly increased over the past years; and

WHEREAS, the Quarterly Financial Committee recommended in its report dated July 10, 1973 that the calendar quarterly dues for all members shall be Fifty (\$50.00) Dollars and that the initiation fee for all new full book members be Six Hundred (\$600.00) Dollars, both effective January 1, 1974; and

WHEREAS, the Quarterly Financial Committee further recommended that the said increase of initiation fee be made applicable to all new book men and to all persons who have not completed full payment of the present initiation fee as of January 1, 1974; and

WHEREAS, under our Constitution proposed Constitutional amendment and action to be taken upon such amendments must first be authorized by the membership, after which a Constitutional Committee is elected with the duty and authority to act on the amendments and make changes, corrections, substitutions and/or make recommendations. The recommendations made may include other proposed Constitutional changes and after which the Committee's action is submitted to the membership for acceptance, modification or rejection. If

accepted by the membership, a referendum vote is then conducted on the same; therefore it is

RESOLVED: that our Constitution be amended to increase the calendar quarterly dues for all members to Fifty (\$50.00) Dollars per quarter and the initiation fee for all new book members to Six Hundred (\$600.00) Dollars, both to become effective January 1, 1974. The voting shall be by mail ballot.

RESOLVED: that the procedure or details of such mail balloting be contained in the recommendations of a Constitutional Committee to be elected in the event this proposed resolution is accepted by the membership as Constitutionally required that such Constitutional Committee make such other recommendations on mail balloting procedure along with recommendation for any proposed constitutional amendments as the Committee may feel needed or appropriate;

RESOLVED: as Constitutionally provided the resolution be voted upon by the membership at the Constitutional ports of New York, Philadelphia, Baltimore, Detroit, Houston, New Orleans, Mobile and San Francisco; if concurred in the Constitutional Committee of six (6) book members to be elected at the Port of New York-Headquarters at a special meeting to be held at 2:00 P.M. on August 28, 1973; and finally

RESOLVED: in the event that such Constitutional Committee's report and recommendations are thereafter accepted by the membership for voting as Constitutionally required, such referendum vote be over a thirty (30) day period by secret ballot. That the voting shall commence no earlier than thirty (30) days, but no later than ninety (90) days after the membership approves the report and recommendations for a membership referendum vote.

Fraternally submitted by Joe DiGiorgio
in behalf of Quarterly Financial Committee:
Raymond J. Sadowaki, S-176
Melvin W. Bass, B-128
Jose Aguilar, A-67
William C. Reid, R-584
Mikolaj Strawinski, S-1038
Raymond C. Perez, P-513
Walter Gustavson, G-36

Dated: August 6, 1973

the PRESIDENT'S REPORT:



Paul Hall

Two pieces of vital legislation have been moving through the U.S. Congress in recent months, legislation of great importance to every Seafarer.

First, there has been the bill to enable the immediate construction of the Trans-Alaska pipeline. Construction of the pipeline has been delayed by court actions over environmental considerations.

Secondly, Congress has been holding hearings on the possibility of constructing deepwater ports—facilities needed to accommodate the modern supertankers now under construction here in the United States and around the world.

In both cases, the SIU has been active in promoting these legislative proposals. The union has argued that the Alaskan oil reserves could provide the United States with substantial supplies of petroleum which, if available during our current energy crisis, could help the nation's needs.

This project has been stalled from the very beginning by delays stemming from suits filed by those who wish to protect and preserve the environment. These are proper concerns but this nation certainly has the technological know-how to both protect the environment and build the pipeline.

The bill passed by Congress this month

Legislative Wheels Turning

opens the way for immediate construction. The nation is assured that construction will entail strong environmental safeguards.

Of equal importance is pending legislation concerned with the construction of deepwater ports. The SIU joined the AFL-CIO Maritime Trades Department, with which the union is affiliated, in expressing support of such a bill in hearings before a unique joint session of the Senate Commerce, Interior and Insular Affairs, and Public Works Committees.

Right now, there are no East or Gulf coast ports which can handle a tanker larger than 80,000 deadweight tons. Yet the experts tell us that by 1980 there will be more than 1,000 ships in operation with a capacity of more than 100,000 DWT. In fact, even larger supertankers will be in operation by then.

The fact that the United States has no ports to service these gigantic ships is not going to stop their construction. The ships will be built and the nation must be prepared to accommodate them.

The union told Congress that the ports, if constructed, would have definite benefits for the nation. For example, consumers would benefit from the economy of the very size of the supertankers and the ports

would encourage the development of an American-flag supertanker fleet to benefit the entire economy.

These two pieces of legislation are important to Seafarers and to the maritime industry. They spell jobs. But they have an over-riding importance for the entire nation.

North Slope oil carried by pipeline to Valdez and then loaded on U.S. tankers for shipment to the U.S. would produce thousands of jobs in the construction of the pipeline, in refineries, in the oil fields.

That would certainly benefit the nation's economy. And the fact that we would be importing that much less oil would be beneficial to the nation's balance-of-payments.

The construction of superports would also help the economy and the balance-of-payments picture. The ports would provide American refiners with a steady flow of oil. They would stimulate the growth of an American supertanker fleet. By catering to larger ships, they would help reduce the cost of petroleum and petroleum products to the consumer.

These are among the important reasons why the union has worked for and been concerned with these particular bills. They are good for SIU members, and they are good for the nation.



The twelve July "A" Seniority upgraders join the first six graduates of the Bosun Recertification Program for a group shot outside headquarters. Standing from left the upgraders are: Kvetoslav Svoboda; John Day; Ray Hart; Richard Blacklock; Leggett Jones; Carrol Heick; Spurgeon Simpson; Bob

Salley; Ron Shaw; Mott Arnold; Alfred Sanger, and Bob Trainor. The twelve received their full books at the August membership meeting. From left in front, the six bosuns are: Burt Hanback; Jan Beye; Bill Clegg; Robert Mackert; Bob Lasso, and Alfonso Armada.

Recertified Bosuns and Latest Upgraders Graduate

Graduation ceremonies were held for the first class of Bosuns to successfully complete the SIU's newly-launched Bosuns' Recertification Program and for the second class of Seafarers to finish the "A" Seniority Upgrading Program, at the August membership meeting at headquarters.

The initial class of six bosuns—selected by a duly-elected Bosuns' Recertification Committee—was roundly applauded by their shipmates at the meeting after receiving their credentials.

These credentials will become a permanent part of the bosuns' sea records, and will certify their graduation from the Program.

In addition to the training, bosuns who complete the Program receive certain additional benefits. Graduates of the Bosuns' Recertification Program have shipping preference over all uncertified bosuns, and they are entitled to increased vacation benefits as a result of their participation in the program.

The six bosuns who launched the Bosuns Recertification Program were: Alfonso Armada, Jan Beye, Bill Clegg,

Burt Hanback, Bob Lasso, and Robert Mackert.

Each bosun addressed the membership meeting and each, in his turn, praised the program—and the SIU membership which instituted it—for providing him with a golden opportunity to increase his knowledge of the maritime industry and of SIU activities.

Bosun Bob Lasso summed it up for

all the bosuns by noting:

"This opportunity to gain insight into the latest developments in shipboard technology and union affairs was greatly appreciated and we can only hope to repay the membership's confidence in us by our performance aboard ship."

Besides the keynote addresses by the bosuns which highlighted the important

membership meeting, the twelve "A" Seniority upgraders in the July class were introduced to the membership as they received their full books.

The graduating upgraders were: Mott Arnold, Richard Blacklock, John Day, Ray Hart, Carrol Heick, Leggett Jones, Bob Salley, Alfred Sanger, Ron Shaw, Spurgeon Simpson, Kvetoslav Svoboda, and Bob Trainor.

Alaska Pipeline—Congress Clears Way

Congress has cleared the way for the construction of the trans-Alaska pipeline from the North Slope oil deposits to the port of Valdez.

The legislation, sponsored in the Senate by Henry M. Jackson (D-Wash.) and in the House by Rep. John Melcher (D-Mont.), authorizes the licensing of a \$3.5 billion, 789-mile pipeline across the mountains and tundra from the North Slope to the ice-free port of Valdez on the southern shore of Alaska.

From there the oil would move by tankers to refineries on the West Coast.

In the Senate, the vote for the final bill was 77 to 20 following two roll-

calls on a special amendment sponsored by Senators Mike Gravel and Ted Stevens of Alaska.

That amendment allows for work on the pipeline to begin immediately without delays which would result from court actions. Environmentalists, concerned with the safety of Alaska's ecology, have until now blocked pipeline construction with a series of lawsuits.

Vote on the amendment resulted in a 49-49 tie in the Senate. The tie was broken by Vice President Agnew acting in his capacity as President of the U.S. Senate.

The measure then went to the House

of Representatives where the vote on the final bill was 356 to 60. The measure now goes to a conference to work out minor differences in the Senate-House versions. The conference committee will meet following the August recess.

Construction of the pipeline could start this fall or after the winter thaw. Tapping of the North Slope oil reserves is expected to help relieve the nation's growing energy crisis while construction of the pipeline should create thousands of jobs in Alaska, in the oil fields, aboard ships and at West Coast refineries.

Dues, Initiation Fee Resolution Accepted at Meeting

A resolution by the SIU's Quarterly Financial Committee recommending that a referendum be held to increase the union's dues and initiation fee was passed at the regular August membership meeting in Headquarters.

SIU Secretary-Treasurer Joe Di-Giorgio submitted the resolution on behalf of the membership-elected Quarterly Financial Committee which noted in its recommendation that "the expenses of operating and administering the Union in order to adequately and better serve our membership, have significantly increased over the past years."

The Committee recommended that the calendar quarterly dues for all

members be increased to \$50 and that the initiation fee for all new full book members be raised to \$600. If passed by a referendum vote of the membership the increases will become effective on Jan. 1, 1974.

The Quarterly Financial Committee was elected at Headquarters' July membership meeting to audit the Union's records for the first quarter of 1973. Their recommendation on the increases in dues and initiation fee was made in their final report of July 10, 1973.

The Committee's resolution must be passed in all SIU constitutional ports. Besides the Port of New York, it was known—as of the LOG's press time—

that the resolution has also passed in the Ports of Philadelphia and Baltimore. The other constitutional ports were in the process of voting on the Committee's resolution.

The Committee also recommended that if their resolution passed, a Constitutional Committee of six book members should be elected at headquarters at a special meeting to be held at 2 p.m. on Aug. 28, 1973.

Following the rules and regulations of the SIU Constitution, this six-man committee will recommend the best way to present the increases to the membership for a referendum vote.

If the Constitutional Committee's

report and recommendations are then accepted by the membership, the referendum vote on the increases will be spread over a 30-day period which shall commence no earlier than 30 days and no later than 90 days after the membership approves their report. The voting will be conducted by secret ballot.

The full text of the Quarterly Financial Committee's Resolution can be found on Page 2 of this issue of the LOG.

Members of the committee were: Seafarers Raymond J. Sadowski, Melvin W. Bass, Jose Aguiar, William C. Reid, Mikoloi Strawinski, Raymond C. Perez and Walter Gustavson.

Bosun Recertification Program— Full Speed Ahead

The SIU's Bosuns' Recertification Program, which began on June 1 of this year, is moving full speed ahead.

The program has already graduated its first class of six bosuns, while two other classes are presently in progress. A new class will begin on the 1st of each month.

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

Graduating bosuns will be qualified to handle jobs on all types of ships, such as the SL-7's, Falcon-type tankers, LNG's, roll-on-roll-off vessels, and LASH containership-barge carriers.

The Bosuns' Recertification program is a sixty day course, providing for thirty days training at Piney Point and thirty days training at SIU Headquarters in New York.

Bosuns graduate from the pro-

gram at the first membership meeting following their completion of the sixty day course.

While in Piney Point, the curriculum includes courses covering the SIU constitution; the contract; trade

union history, and political action and legislation and its effect on the maritime industry. The course also includes in depth training in all phases of the deck department with special emphasis on new advanced equipment found on the SL-7's and other new high technology vessels.

Before coming to New York, the bosuns will receive a one-day fire-fighting course at the Army base in Bayonne, N.J.

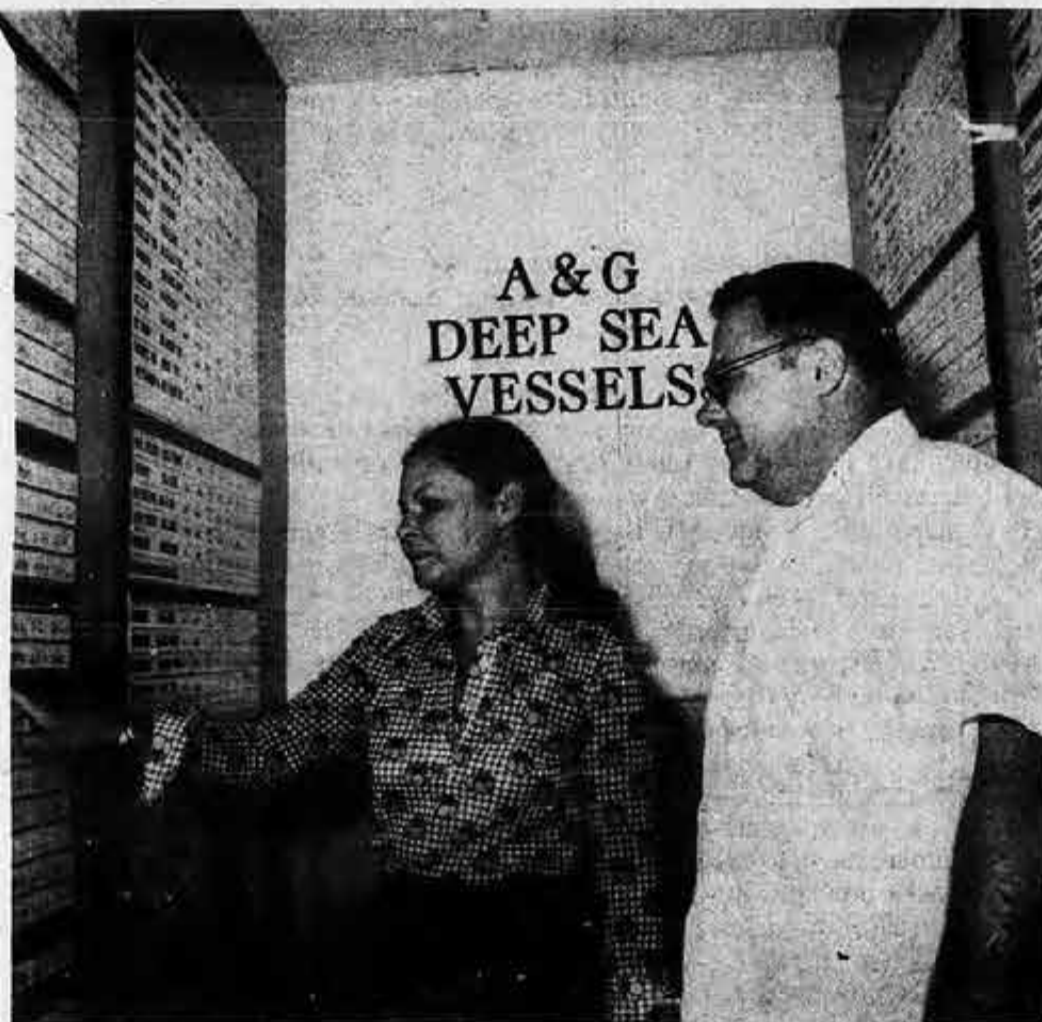
In New York the bosuns will observe all phases of headquarters' operations, especially the Welfare, Pension and Vacation Plans. They will also assist SIU Representatives at payoffs as well as servicing SIU members at the USPHS hospital on Staten Island.

All graduates of the Recertification Program will have preference for all bosun jobs over those bosuns who are not certified.

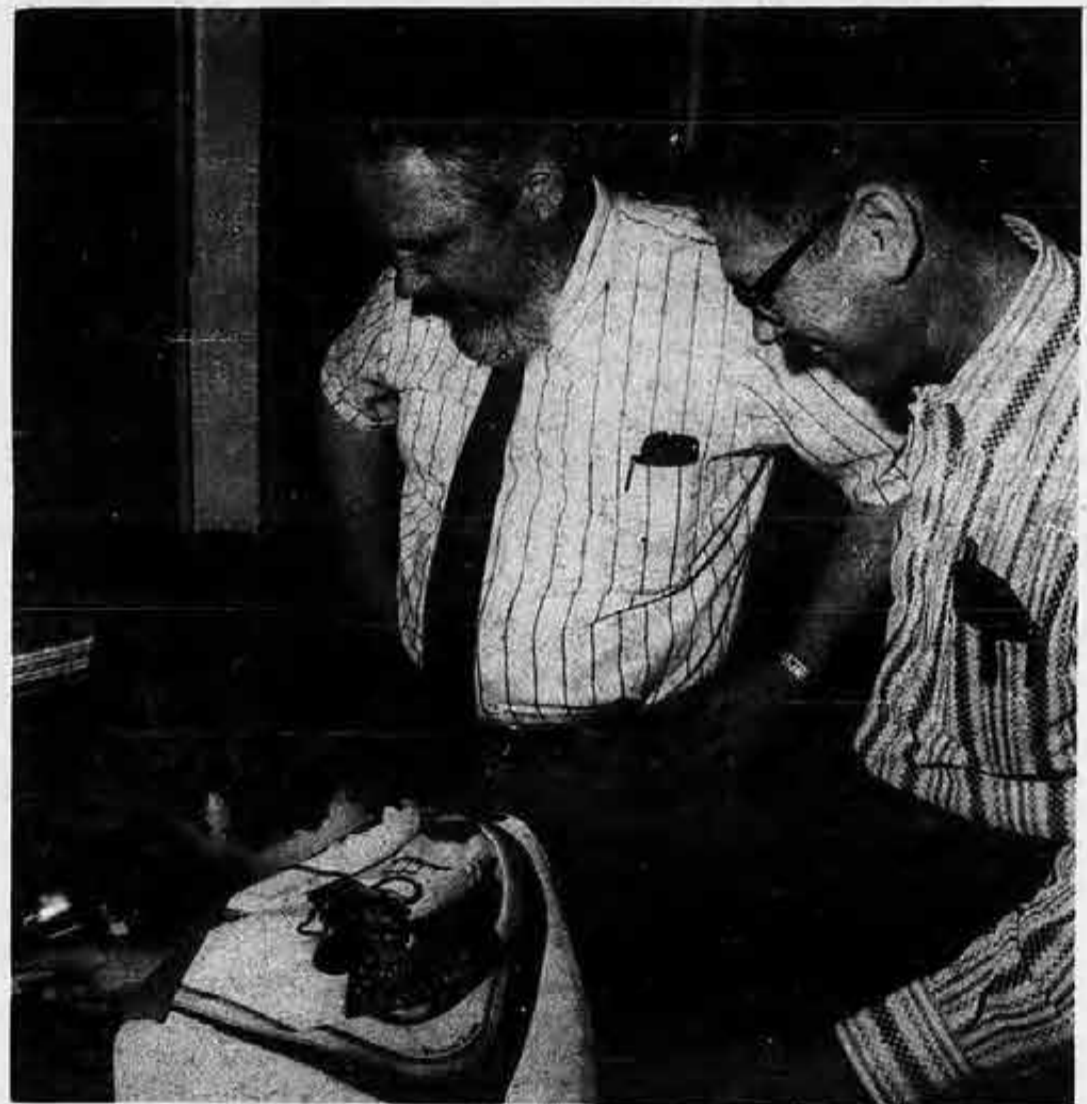
As Seafarer Malcolm Woods of the second class of bosuns puts it, "this program is invaluable."



Selecting the six Bosuns who will participate in the September Bosun Recertification Program are, from left: Ed Anderson, E. Kamm, and J. Urzan. The three, all of whom are bosuns themselves, were elected following the August membership meeting at headquarters.



In the control room at headquarters, Marie Fundora shows Bosun Denis Manning how headquarters' control board contains a record of all the SIU's contracted ships and their latest positions.



SIU Director of Data Processing, Peter McDonald, (center) explains to Bosun Malcolm B. Woods the way in which the SIU Data Center's Inforex Key to Disc Data Entry Device works.



Bosuns attending the SIU Bosuns Recertification Class at Piney Point are instructed in the art of splicing the new eight-strand nylon line which is being used aboard SL-7's and other new ships. From left are: Walter Nash; Jean Latapie; Denis Manning; instructors Joe Wall and Frank Haas; Malcolm Woods, Veikko Pollanen, and James Gorman.



Bosun Jean Latapie (far left) listens to a discussion aboard the *Lyman Hall* during ship's payoff in Port Newark, N.J. Brother Latapie is in the second phase of the Bosun Recertification Program.

Senate Committee Told, 'Superports First Priority'

Testifying for the SIU, O. William Moody, Jr., administrator of the AFL-CIO Maritime Trades Department, told a recent Senate hearing that the creation of superports off the nation's coasts is of "first priority if the present and ever increasing petroleum shortage facing the United States is to be overcome."

Moody's remarks came in testimony prepared for delivery to a unique joint session of the Senate Commerce, Interior and Insular Affairs, and Public Works Committees. The joint session is holding public hearings on S. 1751, a bill to authorize construction of deepwater port facilities.

He pointed out that by the end of this decade, tankers with a capacity of 200,000 to 300,000 dead weight tons will become the standard vessel in large-scale world trade movements.

However, he declared, "there are no East or Gulf coast ports that can handle" such supertankers.

"Although the United States is the largest trading nation in the world" he said, "the size of American ports will not deter the construction of supertankers. These tankers are going to continue to be built, and they will need facilities where they can discharge cargo."

The best solution to this situation, Moody said, is to build a number of deepwater terminals off the coasts of the United States. He cited these benefits, among others, which would accrue to the nation:

- "They would enable American consumers to benefit from the eco-

nomical advantages that supertankers provide.

- "Deepwater ports could be built without the severe ecological destruction associated with port dredging and deepening.

- "They would provide American refiners with a steady flow of competitively priced oil, thus stemming the flight of American refining capacity to the Bahamas, Virgin Islands and other Caribbean areas.

- "The development of an American-flag supertanker fleet would be encouraged, and would stimulate the entire economy."

In expressing the support of the Maritime Trades Department and the SIU for the measure, Moody voiced a reservation concerning jurisdiction over the construction and operation of the deepwater port facilities which, under S. 1751, is given to the Department of the Interior. Moody declared that this authority should be placed in the Commerce Department.

In this regard, he said, "two equally important areas must be considered: domestic and international shipping, and the maritime environment. These fields are part of the expertise of the Commerce Department" through the Department's Maritime Administration and its National Oceanic and Atmospheric Administration.

The MTD Administrator urged that the measure be amended "so as to give the Department of Commerce the authority to put its expertise in maritime matters and the marine environment into effect."

SIU Granted Injunction Prohibiting PHS Closings

The SIU has been granted a preliminary injunction which prohibits the proposed closing of the remaining U.S. Public Health Service hospitals.

The injunction was issued on July 27 by Judge John H. Pratt, U.S. District Court, Washington, D.C. A temporary restraining order was issued at the union's request 10 days previously.

The injunction specifically prevents the Department of Health, Education and Welfare from "taking any action or actions which would directly or indirectly limit, inhibit, impair or in any manner deny medical care and treatment or hospitalization as presently afforded at the United States Public Health Service hospitals. . . ."

HEW has been trying for several years to close down the PHS hospital system. In its latest effort, the department proposed closing down the hospitals on July 21, 1973.

However, on July 17, the SIU won a temporary restraining order in the same court barring that hospital closing.

Earlier, the National Maritime Union sought an injunction to prevent the closing of the Staten Island facility and the court recommended that that action be transferred to U.S. District Court in Washington. The NMU did so and also was granted an identical injunction.

Congress recently passed legislation—the Emergency Medical Services Act—which specifically forbids the closing of the PHS hospitals.

However, President Nixon vetoed that measure. He said that the PHS hospital facilities "have now outlived their usefulness to the Federal government."

The U.S. Senate already has moved to override the Presidential veto of the measure. The vote was 77 to 16 in favor of overriding, and this was 15 more than the two-thirds required.

The House of Representatives is expected to take action on the question of overriding as soon as it reconvenes after the August recess.

In any event, at this time, the court injunction prevents the closing of the hospitals pending a decision as to whether the injunction will become permanent.

Reagan Signs Bill

Strong support by the SIU and the SIU's West Coast affiliates helped push Senate Bill SB 478, which puts an end to the deduction of a portion of state disability payments when maintenance and cure is paid, through the California legislature. Governor Reagan signed the bill making it law.

Prior to the passage of this bill, a Seafarer residing in California and receiving maintenance and cure payments had part of his regular state disability payments cut. Now a California Seafarer can receive his \$8 daily maintenance and cure payments for the 282-day limit, and still receive full disability benefits from the state.

LEGISLATIVE REPORT

By B. Rocker



Deepwater Ports

In testimony before a joint session of the Senate Committees on Commerce, Interior, and Public Works, the SIU urged passage of S.1751 to create deepwater ports.

Existing East and Gulf Coast ports can handle tankers no larger than 80,000 DWT, and no deep draft ports are under construction.

Our need for imported oil is increasing rapidly—about 6 million barrels per day at present, and probably twice that amount by 1980. To transport this oil most economically will require 280,000 to 350,000 DWT ships. Smaller tankers will increase oil cost up to 50 percent.

Congestion and spills would also result from use of the large number of small tankers needed to carry the additional oil. Most of the tankers now carrying oil are foreign-flag ships, built to lower standards than U.S.-flag and operated by crews not as well qualified as U.S. crews.

The SIU strongly recommended that authority for construction and operation be given to the Commerce Department, since the Maritime Administration, an agency of the Commerce Department, has knowledge of the merchant marine, its needs and its development.

Cargo Preference—Oil

Additional members of the House of Representatives have joined the list of co-sponsors of the legislation to require that a portion of oil imports be carried on U.S.-flag ships, bringing the total number to 133.

The Senate bill, S.2089, is sponsored by Senators Magnuson (D-Wash.), Jackson (D-Wash.), Beall (R-Md.) and Mathias (R-Md.). All bills are still in committee.

USPHS Hospitals

The SIU won a preliminary injunction in Federal court in Washington on July 27 barring the Department of Health, Education and Welfare from closing the eight remaining Public Health Service hospitals before Congress could act.

The Emergency Health Service bill with the PHS amendment was vetoed by the President August 1 and returned to Congress with his message that it "would have forced the Administration to keep operating eight Public Health Service Hospitals that it wants to close."

In anticipation of a veto, SIU has made every effort to gather support for a vote to override. Two-thirds vote in each house is required.

The Senate has taken a vote, and the result was 77 to 16. The vote in the House will not be taken until after the August recess. The original vote to pass the bill exceeded the required two-thirds.

If the House does not override, we will seek to prove in court that HEW has not met the provisions of PL92-585 to provide substitute care.

Trans-Alaskan Pipeline

S.1081, to provide right-of-way, passed the Senate by a vote of 77 to 20, with an amendment to clear the way for immediate start of work on the Trans-Alaska pipeline without further delay in the courts.

The House followed suit and passed a similar bill in the final days before the recess.

Both bills provide that oil will be piped from Prudhoe Bay 789 miles south to Valdez, then shipped by tanker to the West Coast.

Environmentalists have argued that a route through Canada would be preferable and that the Trans-Alaska line would risk pipeline rupture and tanker spill.

In a statement issued by the Interior Department after a two-year study, the Alaskan route is reported to be more feasible. Completion of this line would be two to six years earlier than a trans-Canadian line.

To allay the fears of some critics that the oil may go to Japan, the House voted to require a resolution by Congress before such shipments may be made.

A House-Senate conference committee will meet to resolve the differences when Congress reconvenes.



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.



THE SIU-manned *Delta Mar* (Delta Lines), the first U.S. built LASH-containership, sailed from New Orleans on her maiden voyage early in July carrying to South America 83 barges and 86 containers totaling nearly 33 thousand tons of cargo.

The 893-foot long *Delta Mar* is the largest general cargo ship in the world and was the first vessel contracted for under the Merchant Marine Act of 1970.

She can carry as many as 73 barges and 288 containers at once, or a mixture of both. Depending on the individual demands of a particular voyage, she could sail as a full containership, with 1,740 containers, or a barge carrier, with 89 barges.

She was launched late in January, underwent her sea trials without a hitch and is a sister ship of the *Delta Norte* and *Delta Sud*, both of which

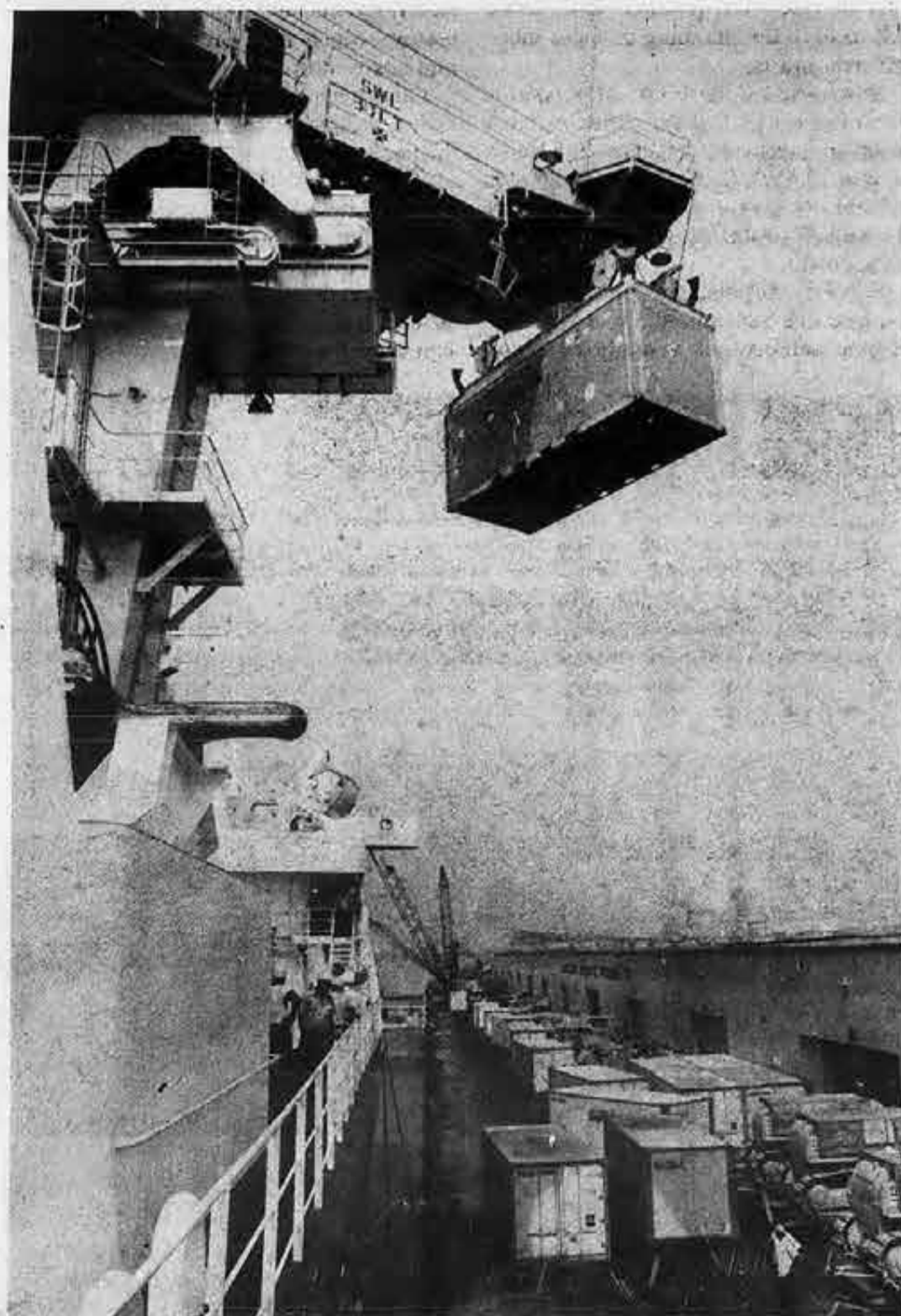
will soon join her on the high seas.

The Lash-containership concept utilizes the latest technology in cargo carriage and improves the American-flag fleet's competitive position in worldwide trade.

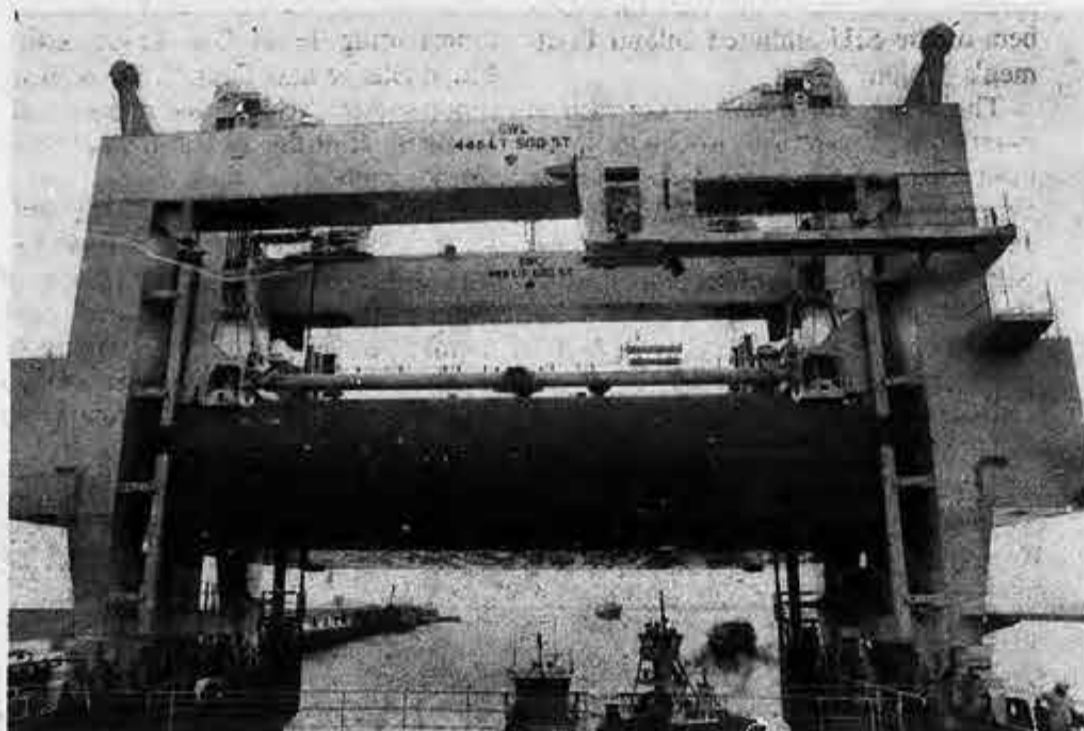
Scheduled ports of call for the *Delta Mar's* maiden voyage include Rio de Janeiro, Buenos Aires and Montevideo.

Commenting on the Maiden voyage of the *Delta Mar*, Captain J. W. Clark, president of Delta Lines said:

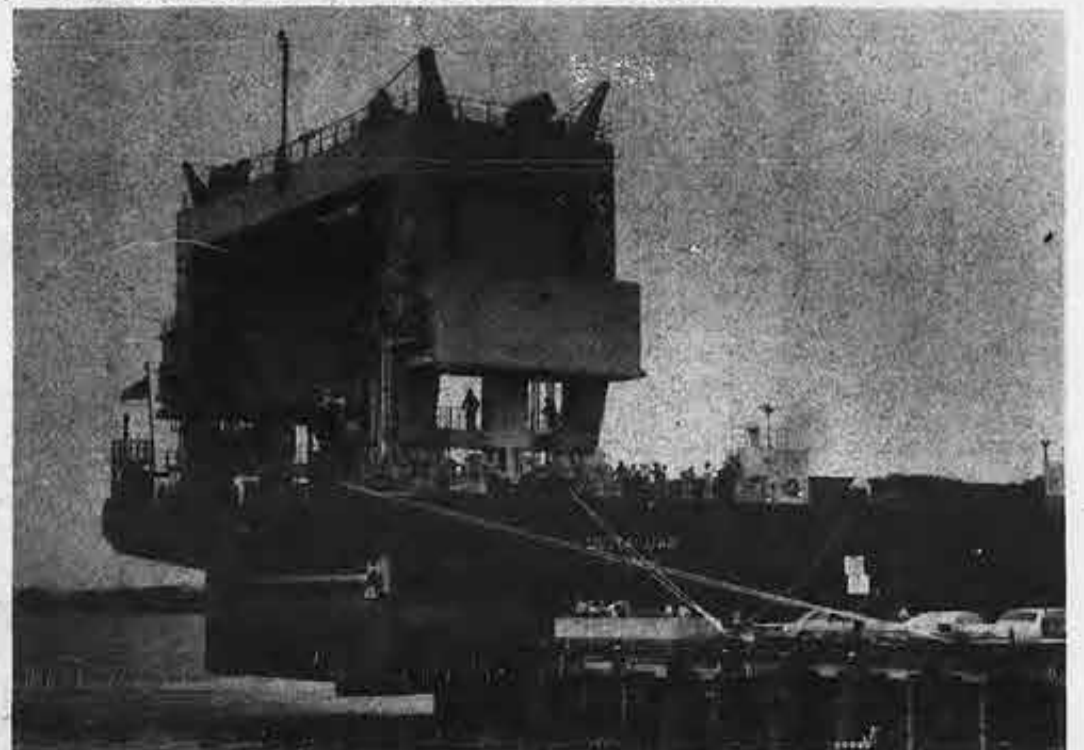
"The Delta LASH vessels, all to be in service by the end of the year, will also play a vital peacetime role in helping the nation carry forward its diplomatic, economic and political policies directed toward bringing about a closer relationship between the United States and South America."



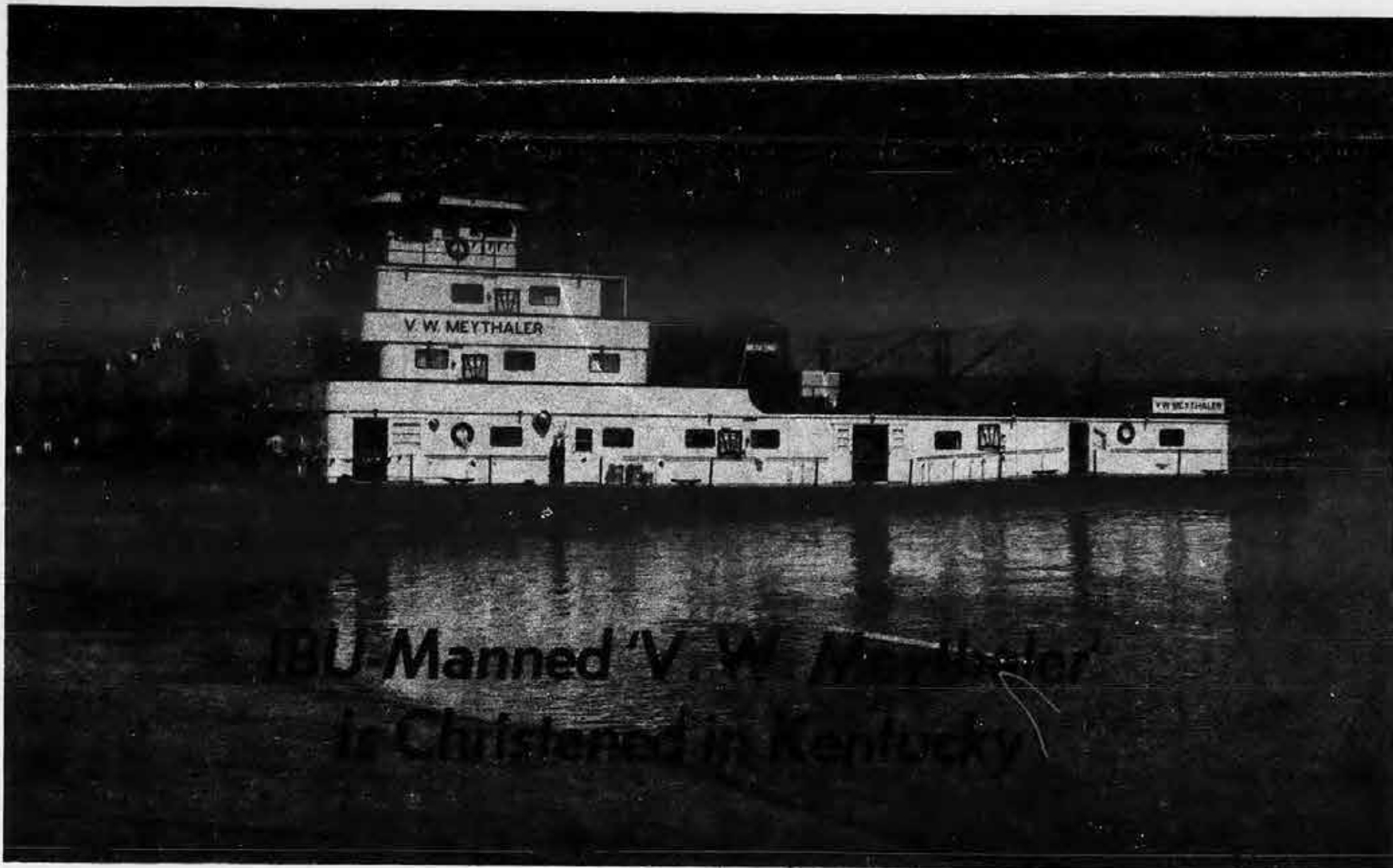
A 40-foot container is swung aboard the *Delta Mar* in New Orleans as she prepares for her maiden voyage to South America.



A LASH barge weighing nearly a million pounds is brought aboard. The *Delta Mar* is capable of carrying 89 such barges.



The *Delta Mar's* 500-ton capacity crane, which moves on railroad type tracks, loads LASH barges from stern of the ship.



IBU-Manned 'V. W. Meythaler' Is Christened in Kentucky

The highly sophisticated Motor Vessel *V. W. Meythaler* (American Commercial Barge Lines) was christened on June 23 in Owensboro, Ky. This vessel—and the other towboats in the new series—represents more jobs for members of the SIU-affiliated Inland Boatmen's Union.

The *V. W. Meythaler* is the fifth in a series of seven new towboats being built for the IBU-contracted American Commercial Barge Lines (ACBL) by Jeffboat, Inc. The vessel will be making trips on the upper Mississippi during the summer months, and on the Ohio River in the winter, according to ACBL president Floyd H. Blaske.

The ultra-modern craft was spon-

sored and christened by Mrs. V. W. Meythaler, wife of the senior vice president of Texas Gas Transmission Corp. Also on hand were: SIU-IBU representative Frank "Scottie" Aubusson; Mr. V. W. Meythaler and W. M. Elmer, representing Texas Gas Transmission; Floyd Blaske and Capt. J. D. Wofford, representing ACBL; and Commander R. Barry Eldridge of the United States Coast Guard.

The initial IBU crew of the M/V *V. W. Meythaler* was also on hand for the christening. They are: Capt. F. Phipps; pilot C. Wright; lead deckhands J. McGhee and W. Harris; deckhands P. Jones, R. Haddon, R. Jackson and J. Kelly; engineer R. Dehon, and

cook E. McKnight.

The christening of this vessel—and the others in the series—represents the growing strength of the inland waterways industry, and the increasingly important role that qualified IBU crews will have in the manning of these modern river crafts.

Bow to stern, the *V. W. Meythaler* is a compact 145 feet in length and her beam measures 48 feet. Her hull depth is over 11 feet. She is powered by twin 2,800-horsepower engines, which give the vessel a total propulsion of 5,600-horsepower.

Several sophisticated engineering features are built into the new towboat. Engine activity can actually be moni-

tored from shore by teleprinter, thus providing instantaneous spot checks on all vital functions of the power system. The engine room can be monitored from the pilothouse by the use of closed-circuit television—an important feature which may prevent dangerous and costly fires.

Other technological features include: radar, radio-telephone, fathometer, and swingmeter devices.

The Motor Vessel *V. W. Meythaler* is the latest in towboat technology, combining the most modern and efficient equipment with the latest in safety gear. Vessels like this need highly competent men to man them, and the IBU can certainly provide them.



SIU-IBU representative Frank "Scottie" Aubusson, fourth from left, congratulates V. W. Meythaler at christening of his namesake vessel. Looking on are Mrs. Meythaler, company officials, and the towboat crew.

DISPATCHERS REPORT

SHIPS

Atlantic, Gulf & Inland Waters District

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

JULY 1-31, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	3	4	1	0	17	3
New York	122	20	84	21	3	169	29
Philadelphia	15	7	8	6	0	25	15
Baltimore	37	11	22	5	0	94	33
Norfolk	20	6	9	6	0	34	10
Jacksonville	28	3	30	8	0	33	5
Tampa	3	0	1	1	0	5	0
Mobile	27	7	32	9	0	46	7
New Orleans	49	9	53	45	1	127	18
Houston	72	24	76	49	20	85	78
Wilmington	18	16	13	11	0	30	15
San Francisco	83	27	42	14	1	134	34
Seattle	24	33	28	19	0	35	28
Totals	506	166	402	195	25	834	275

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	5	0	2	0	8	7
New York	80	37	60	28	9	120	48
Philadelphia	12	8	3	6	0	18	13
Baltimore	30	6	23	6	0	55	15
Norfolk	13	6	5	7	0	16	0
Jacksonville	15	10	12	12	1	18	14
Tampa	4	3	1	1	1	9	3
Mobile	36	12	18	17	0	45	19
New Orleans	47	27	43	14	0	106	49
Houston	74	25	63	52	24	69	61
Wilmington	12	10	4	6	0	15	13
San Francisco	64	35	76	39	1	84	53
Seattle	21	18	16	17	2	23	19
Totals	412	202	324	207	38	586	314

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	1	1	0	0	3	1
New York	54	14	68	76	16	67	20
Philadelphia	10	2	4	4	1	19	8
Baltimore	20	1	8	1	0	45	9
Norfolk	15	19	8	4	2	20	2
Jacksonville	12	3	6	6	0	16	7
Tampa	2	1	1	2	0	7	0
Mobile	24	2	12	2	0	48	4
New Orleans	30	5	39	3	0	74	8
Houston	21	10	50	39	14	53	38
Wilmington	6	4	11	3	0	12	12
San Francisco	32	19	29	12	0	52	26
Seattle	15	9	20	6	3	17	4
Totals	243	90	257	157	36	433	139
Totals All Depts.	1,161	458	983	559	99	1,853	728

The above totals clearly illustrate the strong job security enjoyed by Seafarers. During the period of July 1-31, 1973, of the 1,641 jobs shipped, 983 were filled by full book members. Therefore, there were 658 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 to 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

Jose Delos Santos

Please contact Spiegels at #4 Logan Shopping Center, 3407 Dundalk Ave., Baltimore, Md.

David Gilmore

Please contact Dora Gilmore as soon as possible at Rt. #4, Box 604, Dunn, N.C. 28334.

Robert E. Graham

Ms. Stephanie Bienen asks that you contact her as soon as possible at 212 E. 7 St., New York, N.Y. 10009.

John M. Taliaferro

Please contact Mrs. Whack at 157 Valley Rd., Montclair, N. J. or call 201-744-7021.

John Claverman

Please contact your sister, Beatrice, at 4156 Regency Dr., London, England, SW 1.

J. Rivera

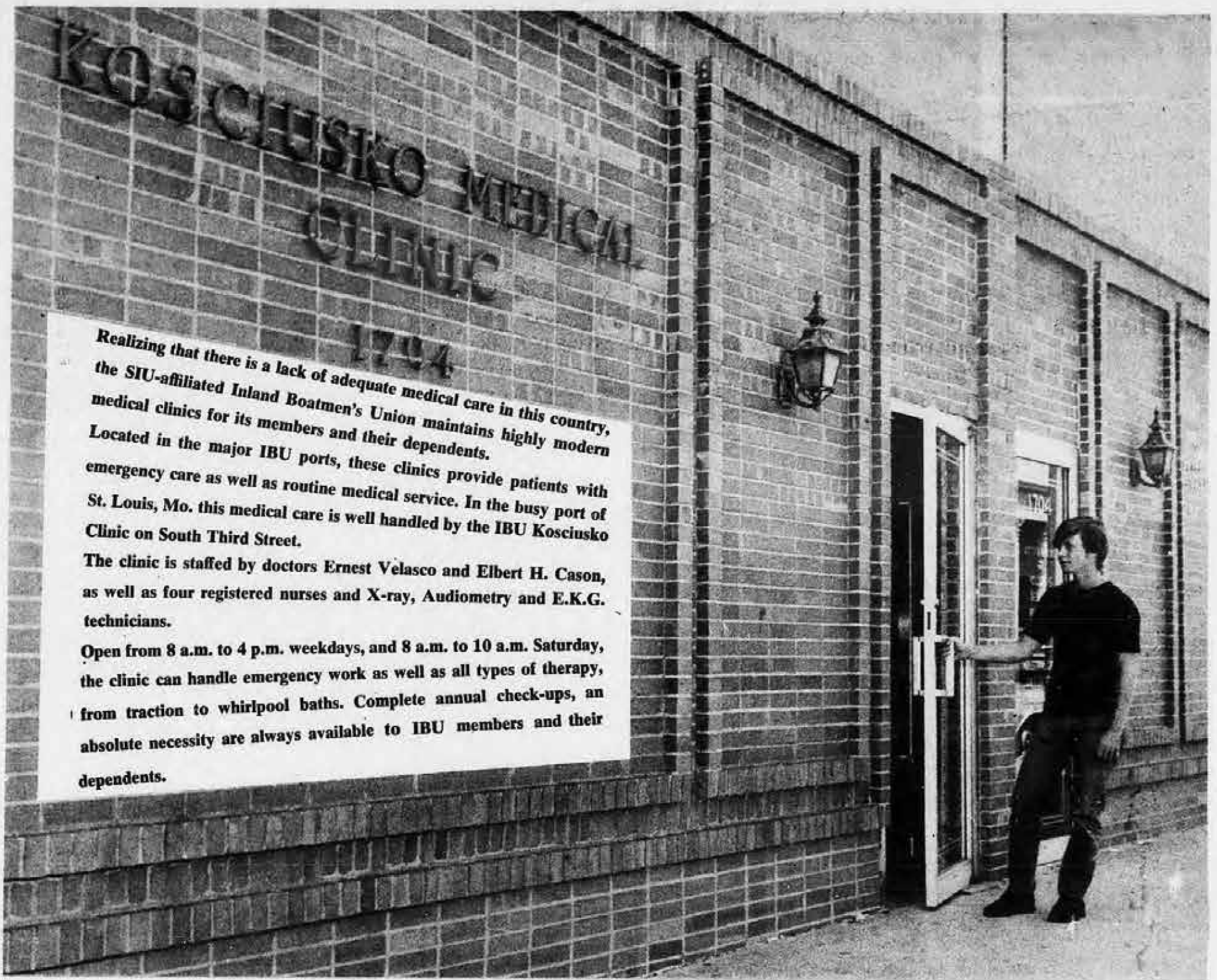
Your brother asks that you get in touch with him as soon as possible at 1011 Ferros Ave., Omaha, Neb.

Joseph Martin

A. Gonaros asks that you contact him at 213 Sacramento Dr., Ottawa, Canada.

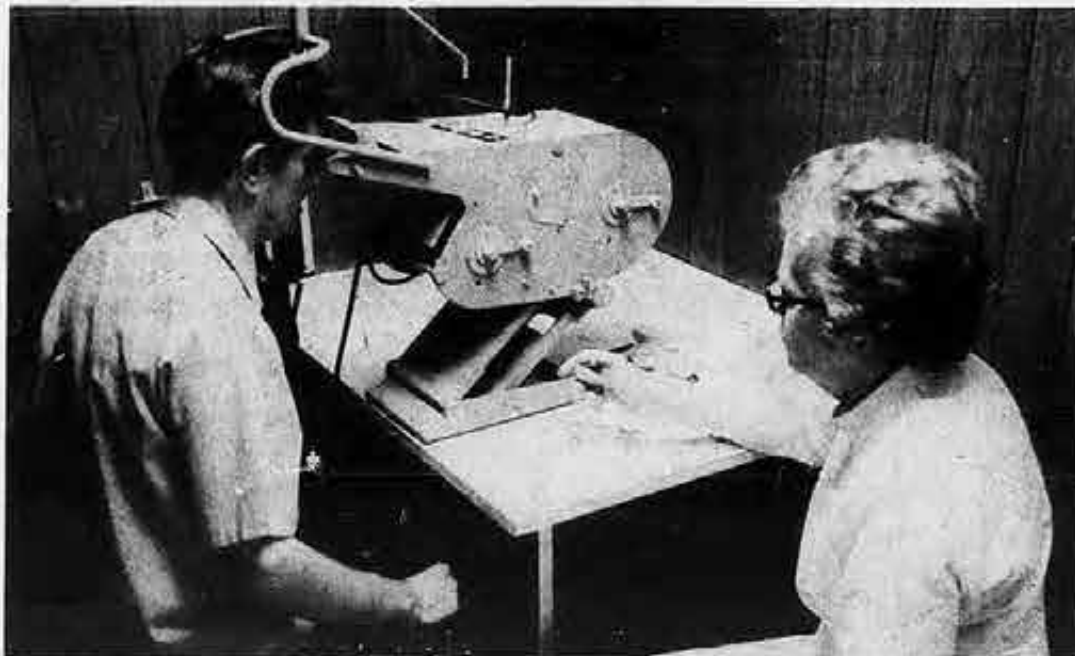
Demetrios Galanopolis

Please contact Local Draft Board No. 1 at 350 Broadway, New York, N.Y.



KOSCIUSKO MEDICAL CLINIC
1794

Realizing that there is a lack of adequate medical care in this country, the SIU-affiliated Inland Boatmen's Union maintains highly modern medical clinics for its members and their dependents. Located in the major IBU ports, these clinics provide patients with emergency care as well as routine medical service. In the busy port of St. Louis, Mo. this medical care is well handled by the IBU Kosciusko Clinic on South Third Street. The clinic is staffed by doctors Ernest Velasco and Elbert H. Cason, as well as four registered nurses and X-ray, Audiometry and E.K.G. technicians. Open from 8 a.m. to 4 p.m. weekdays, and 8 a.m. to 10 a.m. Saturday, the clinic can handle emergency work as well as all types of therapy, from traction to whirlpool baths. Complete annual check-ups, an absolute necessity are always available to IBU members and their dependents.



An IBU member's yearly checkup is complete and professionally handled. Here Cook Paul Griffith is administered eye exam by Nurse Esther Hesser.



Dr. Ernest Velasco, a Board Certified Surgeon, listens closely to Paul Harbey's heart. Registered Nurse Betty Redel assists the doctor.



Tankerman Delbert Romaine is readied for chest X-rays by Technician Mary Zieger as part of the annual physical for IBU members.



Deckhand Dennis Powers is wired and ready for his hearing test. The clinic's Audiometry Technician Catherine Pugh monitors the results.

SIU Ships Played Major Role

THE long struggle in Vietnam made headlines of many types. Offensives and counter offensives, ground lost and regained, cities destroyed and jungles defoliated—all were the subject of public attention. But scant attention has been given to a tremendous achievement during the years from 1965 through 1972: the maintenance of a sea and air supply line over which flowed the tremendous volume of materials used by the troops who fought in Vietnam.

Better than 96 percent of total tonnage moved by sea, in ships, many of them manned by SIU crews. Between 1967 and 1972, according to the Military Sealift Command which had responsibility for delivery of Department of Defense cargo, more than 85.7 million measured tons of cargo were delivered by sea.

Another 16 million long tons of petroleum products were sealifted to those Asian countries and used to power aircraft, ships, tanks, trucks, jeeps and generating plants.

Over the years, about 1½ tons a month were needed to support each U.S. soldier, sailor or airman in Southeast Asia—with many additional tons of equipment and supplies required to aid development of South Vietnam.

The problems presented by logistical support of forces thousands of miles away were enormous; yet the U.S. merchant ships and their crews met the challenge.

Merchant ships moved an amazing variety of cargo. In May of 1972, 4,000 refugees were evacuated from a battle zone. During that year more than 2.1 million short tons of rock were delivered by sea for urban and rural construction, to house war refugees or to rebuild roads.

In February of 1972, the Department of Defense began its Empty Ship Program. Its purpose was to withdraw surplus military cargo from the Republic of Vietnam as the war was phased down.

Many SIU ships that had often been in Southeast Asia ports in the late 1960s again began to appear in these ports.

Ogden Marine's *Mohawk*, *Rappahanock*, *Albany* and *James*. Waterman's *Madaket*, *John B. Waterman*, *Hurricane*, *Thomas Jefferson*, *La Salle*, *Morning Light*, *Hastings*, *Topa Topa*, *Noonday*, *Yaka*, *City of Alma* and *Fairport*.

Seatrains ships continued to keep busy. The *Transcolorado* and *Transcolumbia* moved tugs, tanks, LCUs and barges.

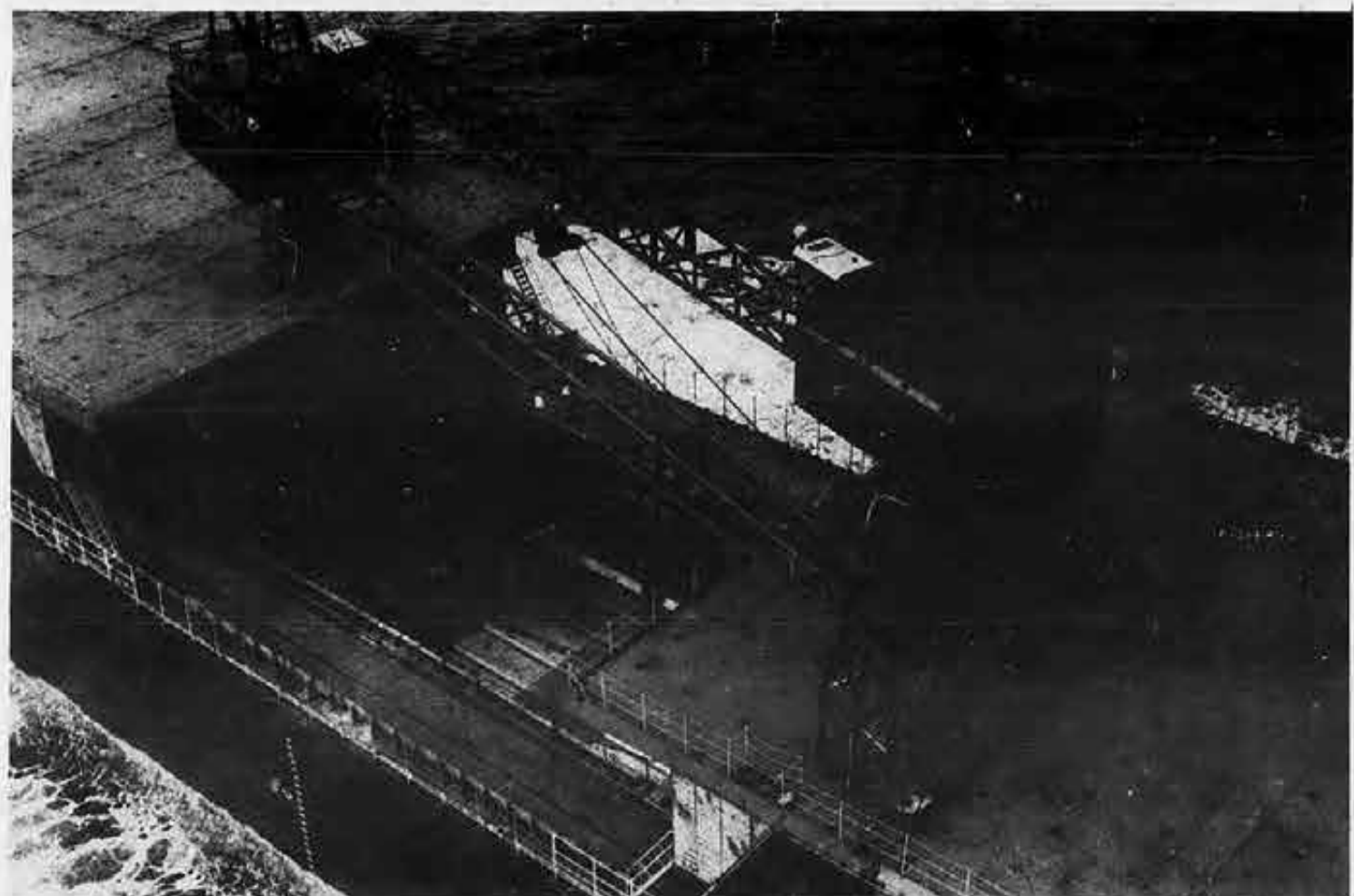
At the end of the program, Admiral John S. McCain, Jr., then the Commander-in-Chief, Pacific said:

"For the first time, an American fighting force is returning home with its equipment, without

Continued on Page 11



An armada of cargo ships surrounded by lighters and barges was a common sight up and down the Saigon River during the early days of the Vietnam build-up.



Aerial photo shows the SIU-manned *Seatrain Puerto Rico* with her cranes tied down as she heads for Vietnam during a voyage in 1966. On this particular voyage, she carried retrograde cargo as part of Operation Roll-up.



The much needed heavy lift capabilities of the *Transcolorado*, especially her two 120-ton Stulcken booms, were vital in Vietnam.

Throughout Vietnam War

Continued from Page 10

leaving the battlefields and depots filled with military supplies."

A prime reason was the response of merchant ships and crews to urgent Defense Department needs.

Petroleum was another vital cargo. Without fuel, jets don't fly and armies are immobilized. Since the MSC tanker *USNS Petaluma* first sailed into Qui Nhon Harbor in March of 1965, MSC tankers—chartered and government owned—discharged over 97 million barrels of fuel.

Millions of barrels were delivered by SIU manned tankers.

Admiral McCain commented on the movement saying:

"Supply of these products was uninterrupted during the eight years. The dedicated MSC organization and skilled ships' crews were instrumental in achieving this outstanding record."

Near the end of the Vietnam war, Project Enhance was instituted. This was a Department of Defense program designed to improve the quality of equipment used by the military forces of the Republic of Vietnam as part of the President's Vietnamization program.

Project Enhance involved the movement of a large quantity of outsized cargo to Vietnam in a short period of time. Enhance Plus was an accelerated phase of that program to bring into that country the maximum amount of cargo before the ceasefire.

SIU crewed ships again answered the call. Seatrain Lines' *Washington, Maryland, Maine,* and *Ohio* carried aircraft and Army supplies to the Republic of Vietnam forces. Originally high priority cargo was to be delivered by air. In actuality, more than 70 percent of 150 thousand tons of material were moved by ships—in a short period of time.

Then came Roll-up, essentially the Enhance program in reverse. Following the cease-fire in Vietnam, the Defense Department had an urgent requirement to move 194 thousand measured tons of U.S. and Korean unit equipment out of Vietnam within 60 days. The requirement was met because Waterman's *Andrew Jackson* was there. So was Ogden Marine's *SS James*, and Seatrain's *Florida, Puerto Rico, Maryland, Carolina, Ohio, Maine* and *Washington*.

Names like Seatrain, Waterman, Ogden Marine and Hudson Waterways always appear when mention is made of one of the lengthiest, yet finest supply efforts in the history of logistics.

The chapter in American history dealing with the Vietnam war is full of further proof that in times of national emergency, our nation turns to its merchant marine as its fourth arm of defense—and Seafarers and their vessels have never let her down.



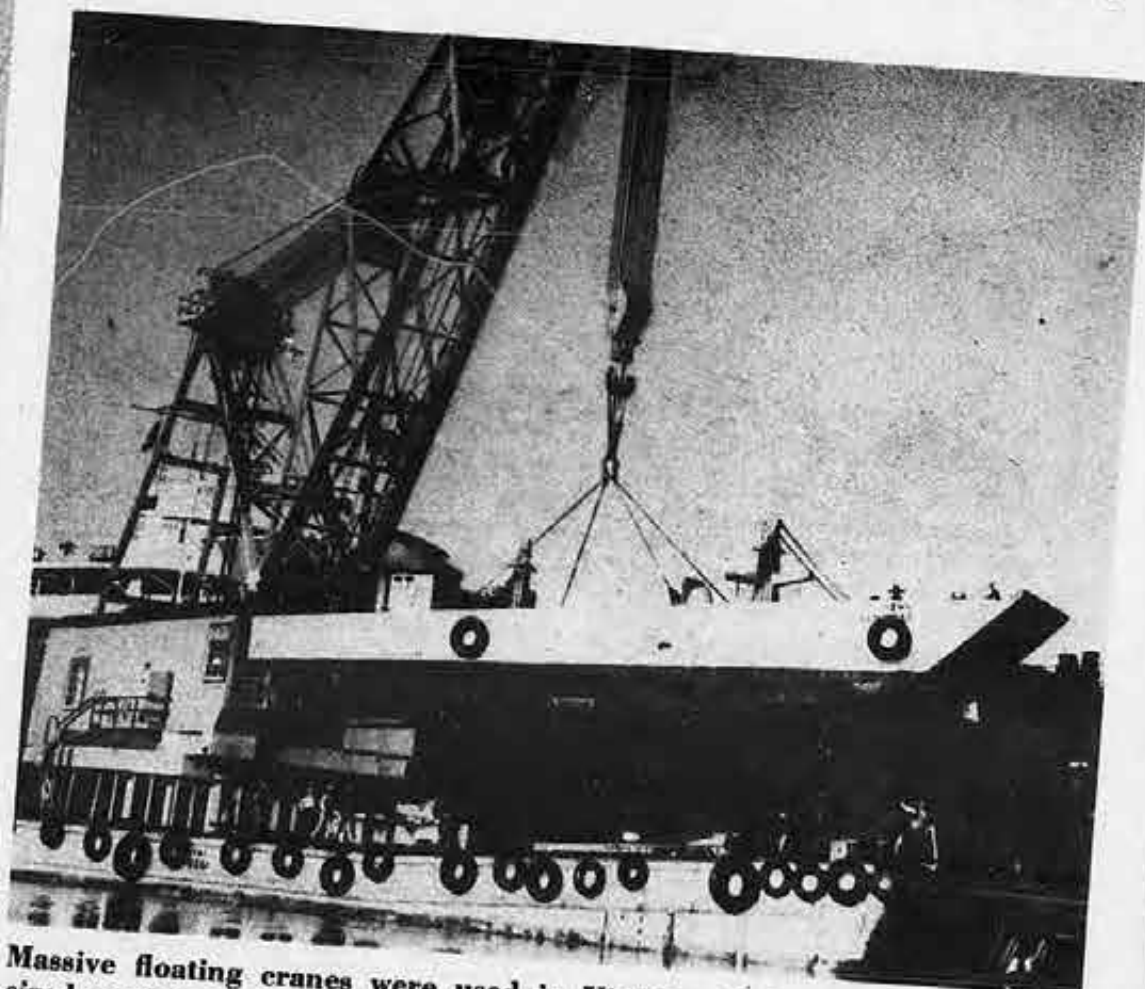
The SIU-manned *Seatrain Ohio*, a heavy lift vessel, was involved in many vital operations during the Vietnam conflict, including Operation Roll-up during which she helped move 194 thousand tons of cargo in only 60 days.



During February, 1972 the *Transcolumbia* was involved in delivery of tons of out-sized cargo as part of numerous military support missions.



Navy support equipment, like this 60-ton LCM-8 could only be moved to Vietnam by ship. Many were transported aboard ships belonging to such SIU-contracted companies as Seatrain, Waterman, Ogden Marine and Hudson Waterways.



Massive floating cranes were used in Vietnam to load and unload out-sized cargoes such as U.S. Army landing craft transported on SIU vessels.

ASHORE



Jerusalem, Israel

Seafarer Max Katzoff swallowed the anchor nearly four years ago and since then has been living here.

Brother Katzoff, who began in the maritime industry as a shipyard worker in 1932, still has fond memories of his old shipmates and sailing days with the SIU.

One of his most memorable experiences as a Seafarer happened in 1965 aboard the tanker *Longview Victory* (Victory Carriers) when he and a fellow shipmate chased a river pirate over the side.

"I thought I was pretty tough then," said Max prophetically, "but on my next trip on the *Longview Victory*, an overheated brussel sprout lodged in my throat and nearly did me in."

During his retirement, Max has found much enjoyment in writing poems, and has sent some of his work to the LOG. Several of these well-written pieces can be found in back issues of the LOG.

Piney Point, Md.

Nine more Seafarers received their QMED ratings late last month after successfully completing their course of study here. They are: Chester Lohr and Bayard Heimer of New York; Raleigh Minix, William Reese and Kenneth Kendall, San Francisco; John Bonifas, Detroit; Charles Corley, Norfolk; Darwin Coy, Wilmington, and Arthur Milne of Mobile.

Baltimore

SIU official W. Paul Gonsorchik retired July 27 after 33 years as a dispatcher, patrolman, etc. Brother Gonsorchik spent 20 years as a union representative in the ports of New York, Norfolk, San Francisco and Baltimore.

Houston

Reports from here show that the loading of cereal grains for the Soviet Union and other wheat and corn-short countries on U.S. flag ships is now moving along at a brisk pace. A shortage of rail freight cars and grain loading facilities here had slowed loading operations to a snail's pace during the past few months.

Norfolk

The SIU-contracted U.S. Navy tanker *Tallulah* (Hudson Waterways) was in port for a one-day visit. At the U.S. Public Health Service hospital here, Seafarer Walter Pulliam is resting comfortably. He'd like to hear from his shipmates.

Houma, La.

Two new IBU-crewed vessels of the latest design were launched in Houma, La. recently. The towboats *Dan J. Hogan* and *W. O. Watson* each have 2,800 horsepower and are 100 feet in length. Fully air conditioned and with the latest innovations in equipment and design, these two highly efficient vessels will play a major role in local industry.

St. Louis, Mo.

In the important midwest port of St. Louis, Mo., the IBU recently crewed the new towboat, *National Enterprise* which is owned by National Maritime Chemical Trade. Working in the chemical trade, the vessel will travel back and forth from St. Louis to the Gulf of Mexico via the intercoastal Mississippi river route.

Norfolk

The IBU-manned tugboat *Sugar Daddy* (Allied Towing) came back to her home port of Norfolk, Va. recently after four years of shuttling from Charleston, S. C. to West Palm Beach, Fla.

In a letter to the LOG the crew wrote, "We are proud of our boat, and have received compliments from several newspapers for its neatness and its homelike atmosphere." They note that the boat is air conditioned, has a large fishtank, a television and a carpeted galley.

The crew had high praise for the union representatives who "are always around" when needed. They ended their letter by stating, "We appreciate the help of all of those people without whom life on board would not be nearly so comfortable and pleasant as it is. Once again, we would like to thank the union representatives for making the effort they do to keep things running smoothly."

New Orleans, La.

At the recent launching of Delta Steamship Company's latest LASH/container vessel, the SIU-contracted *Delta Norte*, Secretary of Commerce Frederick B. Dent praised the National Maritime Council, calling the joint labor-management effort to promote greater use of American-flag shipping "a truly remarkable development in labor-management relations."

Delta Steamship, Inc. also plans to build an 11,000 dwt mini-LASH ship to serve as a feeder unit for its larger LASH vessels.



Two pairs of Seafaring brothers are a happy foursome aboard the SIU-manned MSC tanker *Tallulah*. From left are: Leggett Jones, Rickie Johnson, Isaac Johnson and Raymond Jones.

Seafarers Really Practice Brotherhood on Tallulah

On a recent five-month voyage of the SIU-contracted Navy tanker *Tallulah*, 'Brotherhood of the Sea' took on an interesting, additional meaning.

On board the T-5 tanker were two pairs of brothers—Rickie and Isaac Johnson, and Raymond and Leggett Jones—all of Jacksonville, Fla.

Rickie Johnson, 23, sailing as fireman aboard the *Tallulah*, graduated from the Harry Lundeberg School of Seamanship in 1968. Since then he has passed the required examinations, and accumulated sufficient seetime to enroll in the Lundeberg School's QMED-upgrading program. Seafarer Johnson plans to participate in this course as soon as time allows.

Isaac Johnson, 20, attended the Lundeberg School from February through April of this year, encouraged by his older brother Rick. According to the educational staff at the school, Isaac is a "quiet, sincere person and a very hard worker." The staff also predicted he "would make a very fine seaman."

Isaac sailed as messman on his initial voyage as a Seafarer aboard the

Tallulah. He plans to return to Piney Point for upgrading as soon as he accumulates the required seetime.

Leggett Jones, 21, also attended the Lundeberg School. He entered the school at the age of only 16 in 1968, graduating in July of that year.

This past February he returned to Piney Point and achieved his lifeboat ticket and able-seaman endorsement. Leggett also attended the July class of the SIU's continuing A-Seniority upgrading program—and received his A-Book at headquarters' August membership meeting.

Raymond Jones, 25, is the only one of the four that did not attend HLSS. He served a four-year hitch with the U.S. Navy and joined the SIU in 1969. He sailed as messman aboard the *Tallulah*. Raymond and Leggett also sailed together aboard the *Hattsburg Victory* in 1969.

When each was asked why he sailed with his brother, all gave the same answer:

"I have to take care of my brother."

Houston Ship's Committee



The committee aboard the *Houston* (Sea-Land) are ready to go ashore after a 37-day intercoastal voyage. From the left are: R. Quinonez, engine delegate; M. Sanchez, deck delegate; D. Papageorge, educational director; J. Carrol, ship's chairman; W. Kong, steward delegate, and T. Williams, secretary-reporter.



Brother Loutensock displays his musical talents aboard the *Elizabethport*.

Seafarer's Musical Lyrics Reflect His Life At Sea

*"The rude sea grew civil at his song,
And certain stars shot madly from their spheres
To hear the seaman's music"*

—William Shakespeare.

Seafarers aboard the SIU-manned containership *Elizabethport* (Sea-Land) on her recent Mediterranean run were often treated to music as they walked through the passageways adjoining the quarters of wiper Willie Loutensock. However, few crewmembers were able to distinguish between melodies emanating from Brother Loutensock's radio and songs which the Seafarer was actually playing and singing himself.

A recent graduate of the Harry Lundeberg School of Seamanship, Brother Loutensock has modestly concealed his singing and guitar-playing talents from his shipmates, preferring to improve his skills for a few more months before announcing his first full-scale shipboard concert.

A newcomer to the guitar, the 22-year old engine department Seafarer has studied the piano, organ, and harpsichord for over ten years in his home town of Sacramento, Calif., where he was a church organist.

In addition to these musical pursuits, Brother Loutensock reads music, writes his own songs and lyrics, and has performed with various groups on shore.

The impossibility of bringing a piano aboard ship did not prevent the HLSS graduate from keeping up his musical

studies. He purchased a guitar on his first voyage to Japan and began practicing at least two hours daily in his spare time. On the *Elizabethport's* recent stop in the port of Valencia, Spain, Seafarer Loutensock bought a specially-designed, hand-carved flamenco guitar.

Loutensock's travels allow him to familiarize himself first-hand with the musical cultures of other nations. Seafaring also permits him to purchase rare recordings of his favorite classical, rock, and jazz compositions in other countries.

Seafarer Loutensock has a shipboard collection of tapes that reflect his varied taste in music. Recordings of Beethoven symphonies compete with selections by folk-rock artist "Cat" Stephens. Loutensock's radio is also able to pick up stations from as far away as 1500 miles offshore.

At the recent payoff of the *Elizabethport* in Port Elizabeth, N.J., the mellow-voiced wiper treated listeners to an impromptu concert as he played and sang an original ballad.

Brother Loutensock feels that, sooner or later, his songs will start to reflect his newly-chosen career at sea. Travels to foreign ports, shipboard life, and adventures both at sea and ashore will probably inspire him to treat the sea in his music.

Elizabethport Committee



In the recreation room aboard the *Elizabethport* (Sea-Land), the ship's committee relaxes after their return from the Mediterranean. From left are: Robert Bunch, engine delegate; Franklin Snow, steward delegate; Emilio Sierra, deck delegate; K. Lynch, secretary-reporter, and Dan Butts, chairman.



SS Bradford Island

The SIU-manned tanker *Bradford Island* recently paid off in Linden, N.J. after a 70-day voyage to the Soviet Union. She carried grain to Odessa and picked up fuel in Tuapse for the return voyage.

At the payoff, Ordinary Seaman Ernest Green read the LOG from cover to cover to catch up on the news. He likes to keep informed about developments in the SIU and in the maritime industry and feels that the LOG is the best source for such information. Brother Green is an avid reader of history and also pursues this interest during his leisure hours on board.

SS Chicago

The containership *Chicago* (Sea-Land) recently paid off in Port Elizabeth, N.J. after completing a smooth intercoastal voyage. The *Chicago*, which had been in service on the Far Eastern run, was then laid up for 10 days for minor repairs. Before leaving the vessel, the SIU crew, at a meeting chaired by Bosun Burris Maxwell, decided to donate the ship's fund, totaling \$70, to the American Merchant Marine Library located at 1 Bowling Green in New York City. The *Chicago* will now continue on the intercoastal run.

SS Newark

The SIU-manned containership *Newark* (Sea-Land) carried more than her usual share of "horse sense" during a recent voyage from Seattle, Wash. to Anchorage, Alaska.

Six horses shared a single livestock container for the three-and-a-half day voyage—but each animal had its own separate, rubber-padded stall. An automatic watering apparatus provided thirst-quenching refreshment for the beasts—and each was fitted with special protective headgear.

There was no report of any horse scents picked up by the crewmembers aboard the *Newark*, but SIU members traditionally transport all sorts of cargo—safely, speedily, and effectively—with nary a neigh or a whinny.

SS Elizabethport

The SIU-manned containership *Elizabethport* (Sea-Land) recently paid off in Port Elizabeth, N.J.—her namesake port—for the first time in several years. She had been on the West Coast-Far East run, but now has been transferred to the Mediterranean run.

Bosun Dan Butts, a charter member of the SIU, praised the crew of veteran Seafarers as "one of the finest gangs I've ever sailed with—in all three departments".

Although Brother Butts welcomes the change that the Mediterranean run offers, he will miss the opportunities to stock up on inexpensive photographic equipment which the Far East run provided. Seafarer Butts is an amateur photographer who has compiled a slide collection of his favorite ports o' call.

SS Delta Uruguay

With her destination New Orleans, La., the *Delta Uruguay* (Delta Lines) recently loaded a trial shipment of two refrigerated containers in Buenos Aires, Argentina containing 2,100 cartons (weighing a total of 48 tons) of frozen cooked beef.

SS Ogden Wabash

On a regular wheat run to Russia, the *Ogden Wabash* (Ogden Marine) recently returned from a 65-day voyage with a cargo of oil for Hess Oil Refinery in Bayonne, N. J. She then returned to the Gulf of Mexico where she loaded more wheat for the U.S.S.R. There are several aboard her who will be making their second or third trips to Russia but the ship is also expected to take on a few first trippers for the wheat run.

Sea-Land Commerce, Galloway

The three SIU-contracted SL-7's presently on the Far East run now hold every speed record previously set by a cargo vessel sailing from Japan to the three major U.S. West Coast ports.

The latest record was set by the *Sea-Land Galloway* when she came into Oakland, Calif. on July 10 after a five-day, 20-hour and 34-minute voyage from Yokohama, Japan. The old record, seven days, 15 hours and six minutes, had stood since 1967.

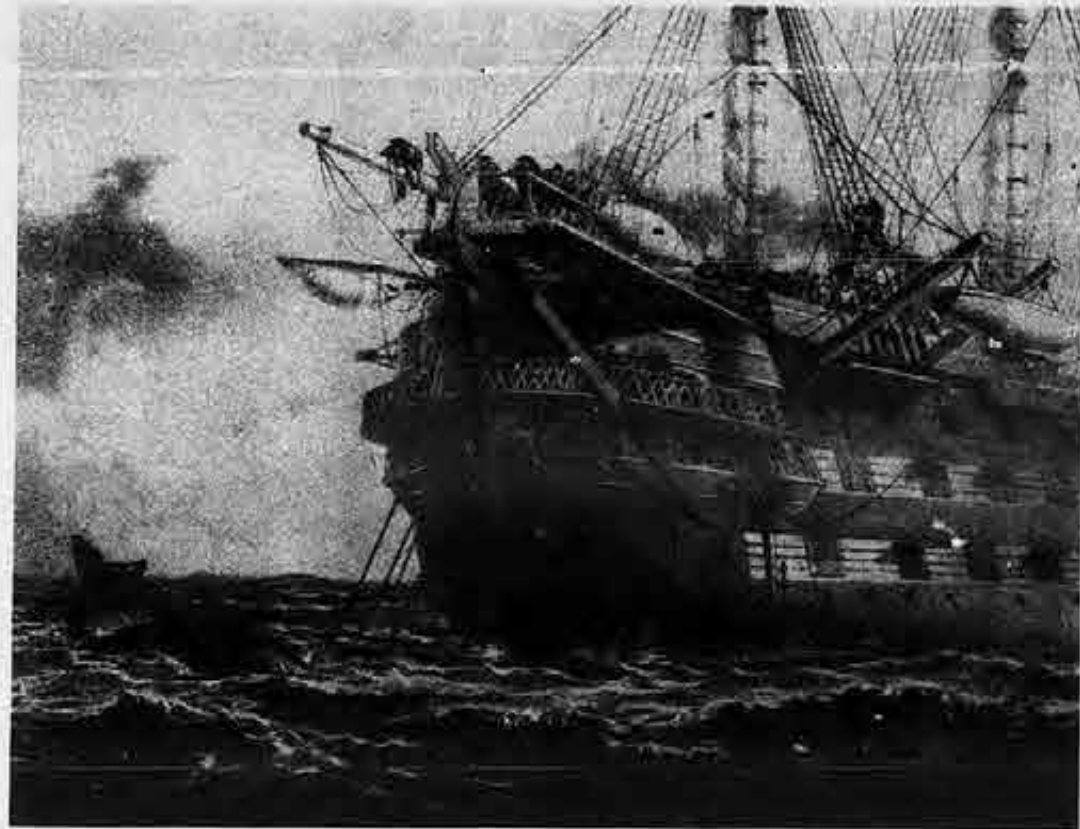
The *Sea-Land Commerce* holds both the records for the Yokohama to Long Beach run at six days, one hour and 30 minutes, and the Yokohama to Seattle run at five days and nine hours.

Seafarers manning these vessels can take pride in this accomplishment.

SS Delta Brasil

The *Delta Brasil* (Delta Lines) received a top safety competence award from the Marine Section of the National Safety Council and the American Institute of Merchant Shipping. Called the Jones Devlin Safety Award, it was presented to the ship and her crew for outstanding achievement in operating 1,515 consecutive days (over four years) without a lost-time accident to any member of her crew.

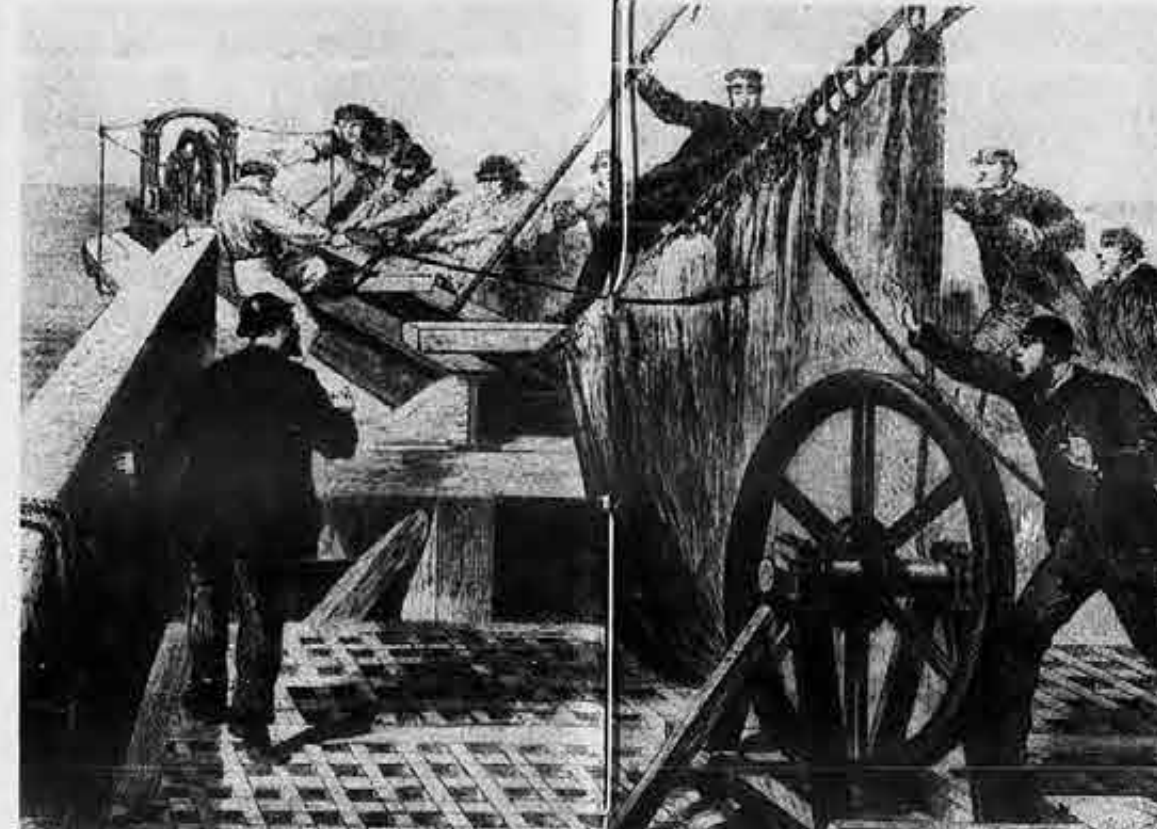
SECURITY IN UNITY



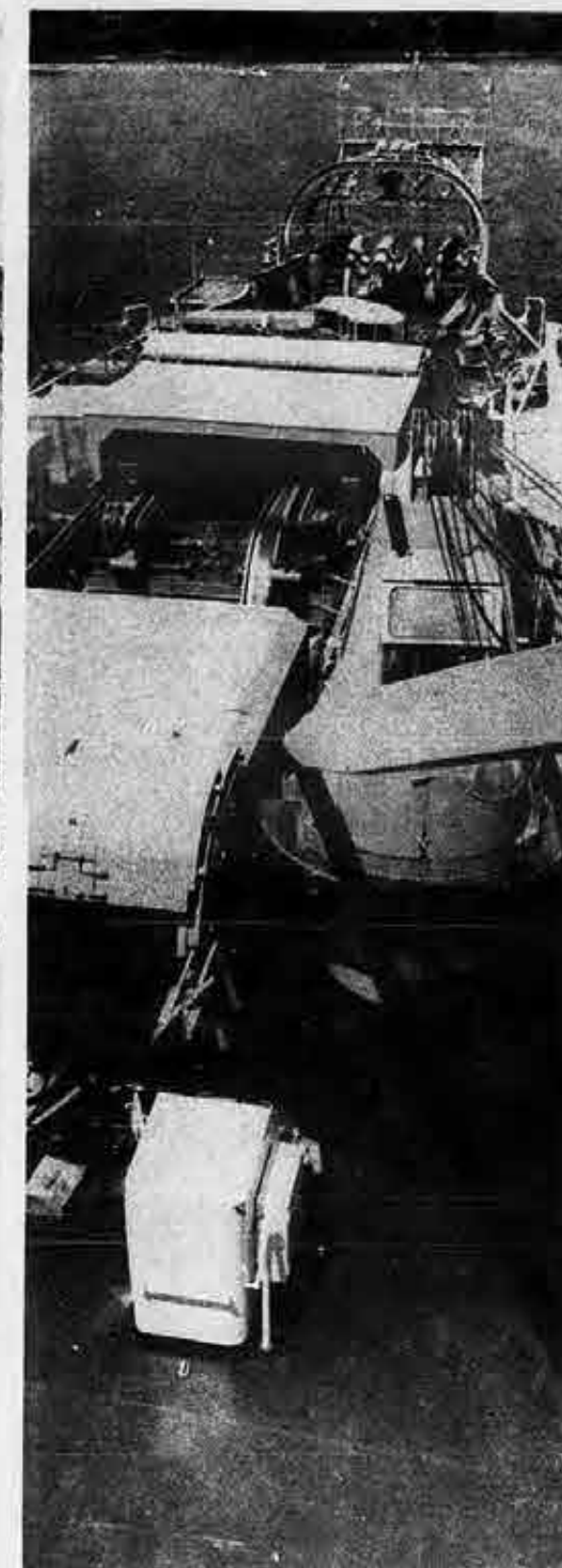
As the British ship *Agamemnon* lays cable in 1858, a whale crosses over it and crew watches fearfully, hoping the line will not be damaged. It wasn't. But even though the ship linked Europe and North America, the cable went dead in less than a month.
Courtesy AT&T Long Lines Dept.



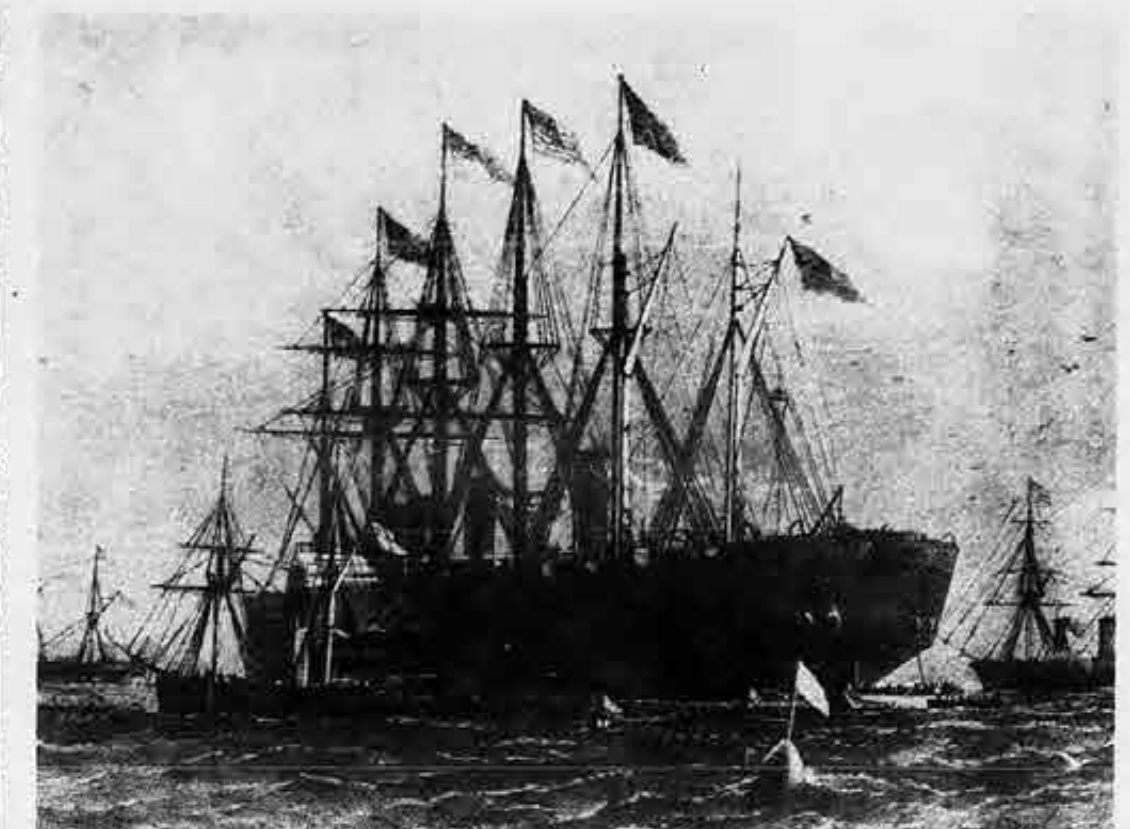
From the huge tank on the vessel some of her 1,000 nautical miles of cable go above deck to be laid in the ocean.



The cable breaks aboard the *Great Eastern* during the 1865 attempt to lay a working Trans-atlantic cable. The cable was nearly three quarters laid when the break occurred. Many hours were spent trying to repair the cable, but without success.
Courtesy AT&T Long Lines Dept.



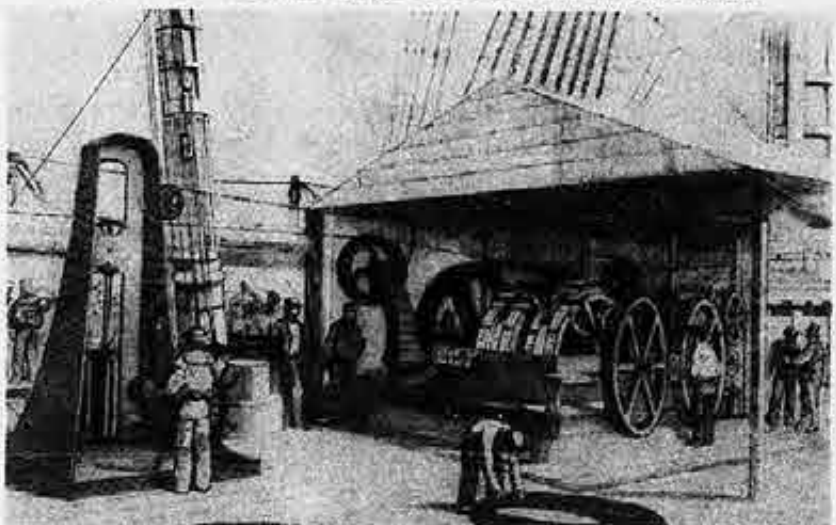
The foredeck of the ship shows her cable feeder mechanism, marker buoys and crane.



At the end of her history making voyage, the ship *Great Eastern* lays the shore end of her cable in Heart's Content Bay, Newfoundland. The huge ship had five funnels and six masts.
Courtesy AT&T Long Lines Dept.



Fireman Donstancino Ruggiero changes the burner rod in the engine room on the largest cable ship in the world.



Aboard the historic *Great Eastern*, the first ship to lay a successful ocean cable in 1866, seamen get ready to drop a cable into the Atlantic.
Courtesy AT&T Long Lines Dept.



During their time off aboard ship, two young Seafarers enjoy a game of chess in the recreation room. They are wipers Rick Vieana (left) and Kevin Brooke. By the way, the game ended in a stalemate.



The 511-foot long cable ship *Long Lines* at her berth in Newington, N. H. She has a cruising speed of 15 knots and lays cable at seven to eight knots. Her steam-turbo electric system has twin screws and twin rudders.



Crewmen aboard ship discuss union business with SIU Boston Port Agent Ed Riley (seated, second from left.) Standing is Ira Brown, steward, while seated around the table from left are: Steve Sloneski, deck delegate; Riley; Leo W. Gallagher, able seaman, and Herbert Libby, bosun.

"Their line is gone out through all the earth, and their words to the end of the world."
—The Bible

When the Psalmist spoke these words more than 2,000 years ago, he only meant it allegorically. But in the 19th and 20th centuries, man has actually accomplished the unbelievable task of quick—sometimes instant—worldwide communication.

Truly, he has put a line around the world. Seafarers can take pride in the fact that they are helping to strengthen and maintain this important link between the nations in the world—SIU men man the largest cable ship in the world—the *C.S. Long Lines*.

In helping to keep the line of communication between the United States and Europe in good order, Seafarers aboard the 511-foot long vessel are performing an important and unique job, a job that requires their utmost skill and alertness.

Unlike the freighters and tankers with which most Seafarers are familiar, the *Long Lines* has three cable tanks with a capacity to hold more than 1,000 nautical miles of ocean cable and four auxiliary tanks which can store up to 100 miles of repair cable.

She carries 90 officers and crew, and during cable laying operations many technicians come aboard. She carried 158 men this past May when she had to reroute and lay a new 15 nautical mile section of transatlantic cable off Block Island, R. I.

It was shortly after the successful completion of that operation that the LOG photographer visited the \$99 million ship at her Newington, N. H. berth.

Seafarers aboard the *Long Lines* are carrying on a tradition that dates back to the 1850's and 60's—to the seamen who sailed such ships as the *Agamemnon*, *Niagara* and *Great Eastern*.

Unlike the cables that the *Long Lines* lays, the first transoceanic cables were for telegraph messages rather than telephone conversations.

The main promoter for the first ocean cable was the

young American millionaire, Cyrus Field. For four years he worked to get the money, the backers, the technicians and the workers ready for his fantastic project. Finally in July of 1857, two ships left Valentia Bay, Ireland with 1,250 tons of cable and the objective of laying that cable all the way to Trinity Bay, Newfoundland.

Unfortunately, after 335 miles, the cable snapped and the venture had to be postponed.

However, Field and his colleagues realized that the feat was feasible, and in the spring of 1858—using the same cable laying ships—the project got underway again. Even though there were some tense and distressing hours, the cables were spliced midway between Europe and North America on July 29, 1858, and on Aug. 5 when the *Agamemnon* reached Newfoundland, behind her lay 2,350 miles of cable.

Sadly, however, the joy and glee over the historic event was only to last until Sept. 1, the day the cable went unexpectedly dead.

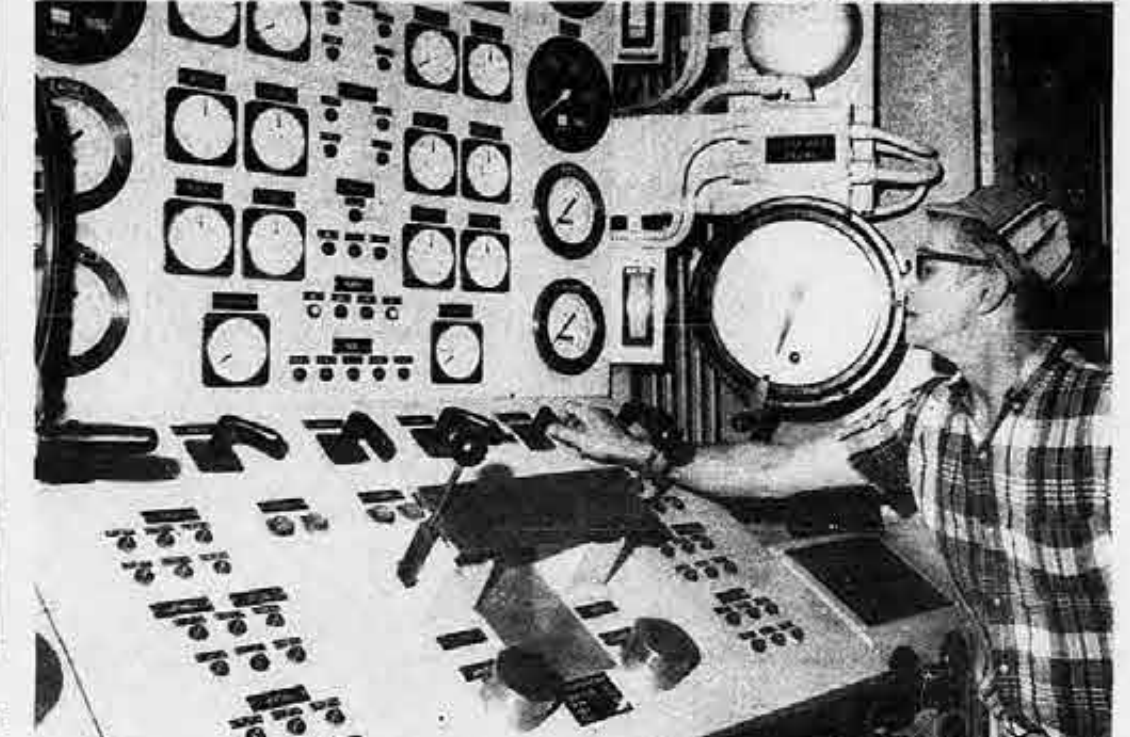
Over the next eight years, Field, the technicians, the scientists and the British government investigated what had gone wrong and what could be done to make the cable work again.

Then, in 1865, 2,600 miles of new and better cable was ready to go. This time there was no need for two ships, for the colossal *Great Eastern* could easily handle all the cable.

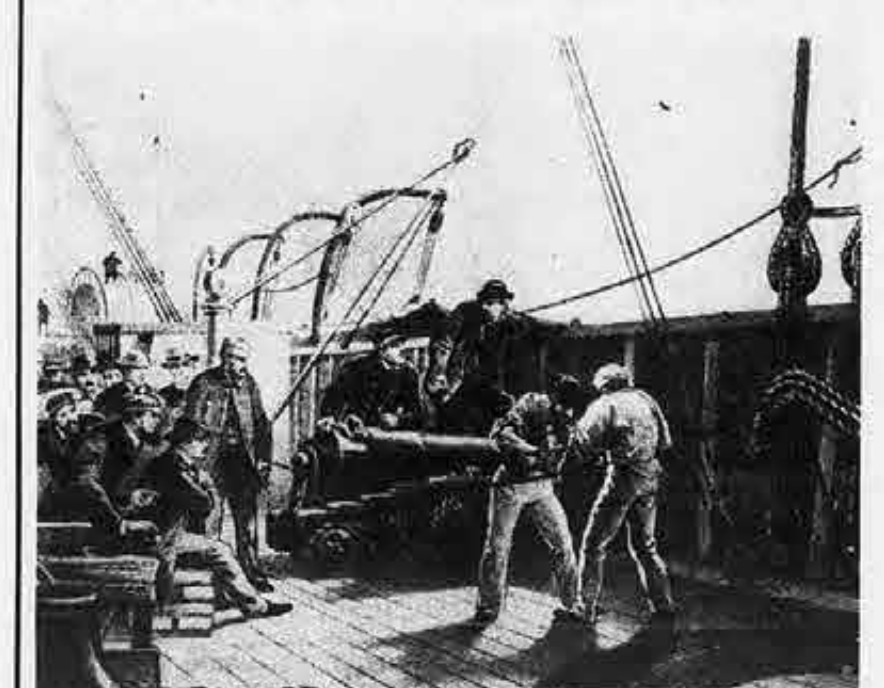
She sailed in the summer of 1865 but had to stop after almost three-quarters of her job was completed. The cable had parted and could not be rejoined.

Undaunted, she sailed the next year on Friday, the 13th of July. The hard work of many dedicated people eventually proved fruitful. On Friday morning, the 27th of July, the *Great Eastern* arrived—appropriately enough—at Heart's Content, Newfoundland.

In an article about Cyrus Field written by Arthur C. Clarke, he writes, "America and Europe have never been out of touch for more than a few hours at a time."



Working the master control board on the unique cable ship is Oiler John Kolas. The ship has a beam of 69 feet.



Two crewmen check some cable aboard the 19th century *Great Eastern*. The ship laid cable from Valentia Bay, Ireland to Heart's Content, Newfoundland.



Deck department members take on supplies for the ship's 90 officers and crew. From left are: Harry Kaufman, bosun; Ralph Moore, able seaman, and Jim Jerscherb, able seaman.

A Fair Share



Confronting Our Competition

Support continues to grow in Congress for legislation to require that a portion of the nation's oil imports be carried on American-flag ships.

Additional members of the House of Representatives have joined in co-sponsoring the legislation. There are now 172 sponsors of the measure in the House.

On the Senate side, Senators Charles McC. Mathias, Jr., of Maryland and Henry M. Jackson of Washington have joined Senators Warren G. Magnuson of Washington and J. Glenn Beall, Jr., of Maryland, as co-sponsors of the bill.

In taking this action, Senator Mathias made the following remarks. We think they bear repeating.

"Today we are confronted with competition from foreign-flag vessels which are directly or indirectly subsidized by the governments.

"We have only to look to the Baltimore Harbor where some of our greatest passenger liners lie idle and rusting to con-

template what fate befalls those ships that no longer have a competitive role on the high seas.

"It would indeed be tragic if our merchant fleet, too, was put out of business by foreign competition. Yet, if we cannot find a way to put our tankers to work, they, too, will soon go to the wreckers or to foreign flags.

"At a period in history when exports and imports throughout the world have been expanding, our merchant fleet has suffered the humiliation of carrying less and less of our Nation's trade and commerce.

"Presently, virtually none of the oil imported into this country is carried in U.S.-flag vessels. While I am not suggesting that the U.S. move all of its imported oil on its own ships, I believe that 20 percent is an equitable figure.

"I am convinced that this legislation will go far toward assuring that the American shipping industry remains vital, competitive and healthy."

They're Your Programs

SIU and IBU members should take full advantage of the many and varied upgrading programs available through the Lundeberg Upgrading Center at Piney Point.

A look at pages 18 and 19 of this issue of the LOG will show the many opportunities now being offered.

In the deep sea curriculum alone, a Seafarer can upgrade to the highest unlicensed position in each department aboard ship.

A few of the many endorsements available include able seaman, quartermaster, bosun, FOWT, QMED, welder, assistant cook, chief cook and chief steward.

IBU members who sail on America's

vitaly important inland waterways system can avail themselves of programs that lead to endorsements such as tankerman, mate, able seaman, master, tugboat and towboat operator, and pilot.

Other courses available include the celestial navigation course; "A" seniority upgrading program; Bosun Recertification Program, and the General Educational Development (GED) Program.

All of these programs were initiated for you, the Seafarer and the IBU man. They can help you keep up with our changing industry.

You owe it to yourself, our industry and your sailing career to take advantage of these SIU-IBU upgrading and educational programs.

Letters to the Editor



HISTORIC PRESERVATION

QMED Thanks SIU School

I want to thank the SIU for its Harry Lundeberg School of Seamanship. Because of this school, I and many others like me are able to upgrade in many ways. We can upgrade to better paying jobs and also obtain a high school education.

I attended the Lundeberg School from March to April 1973 for upgrading to QMED and am now very proud to hold that rating.

Since sailing as a QMED, I've learned that you must perform well as an electrician, refrigeration engineer etc., and with the training and experience I received at the Lundeberg School, I will be able to do any job covered by my QMED rating.

John H. Chivars
C-1196
Richmond, Calif.

Fine Sailing Career

I would like to take this opportunity to thank the Union for making it possible for me to retire at 65 years of age. Little did I think my sea career would end this way when I started sailing in 1925. I hated to leave the home-like conditions that exist on the new ships that are being built these days.

I also wish to thank the officers and crew of the *Sea Land McLean* for the surprise send-off they gave me on my last voyage upon my retirement.

Another round of thanks is due the Seafarer's Vacation Center in Piney Point, Maryland where I spent a week with my family and had so much for so little outlay.

Guy Walter
Bloomfield, N.J.
Book #W55

Medical Expenses Paid

I want to thank the union for the check in the amount of \$495.75 which I received today to cover my medical expenses.

I would like to take this opportunity to tell you how very much we appreciate the SIU paying all of these medical bills for us.

My wife was in the hospital in January, and the SIU paid her bills, and now it has paid mine.

The Seafarer's Union has been a great blessing to us.

Luther A. Bredell
Seminole, Fla.
Book #B-20048

August 1973 Volume XXXV, No. 9

SEAFARERS LOG

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Tugs and Towboats for Different Jobs

The IBU-contracted lineboat *Jack D. Wofford* is on one of her trips from New Orleans, La. to Chicago, Ill. and St. Paul, Minn.

On America's thousands of miles of inland waterways, a variety of tugs, towboats and barges of all sizes and capabilities are needed for different types of jobs.

Towboats like the 850-horsepower *Reeda Ann* (Gateway Harbor Service) are a common sight on our inland waters. This versatile craft performs fleet work, runs harbor services, and tows all kinds of commodities. She is efficiently crewed by only three men, a captain and two deckhands.

The more powerful 5,000 horsepower lineboats, like the *Jack D. Wofford* and *Floyd Blaske* (Inland Tugs Co.) are used for the heavier towing jobs. These 170-foot boats take a crew of 10 men.

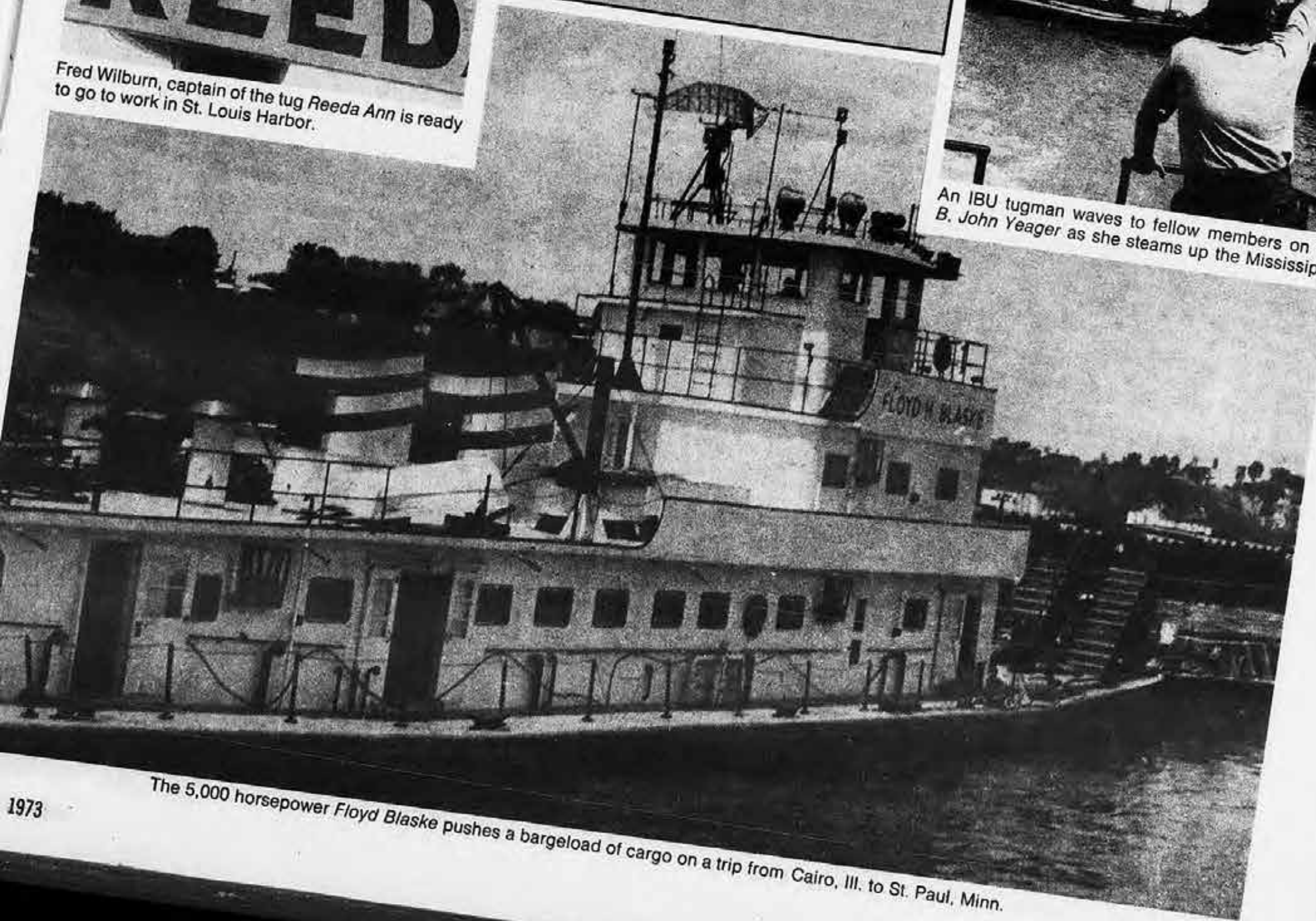
One of the most powerful inland boats is the 6,600 horsepower *B. John Yeager* (Orgulf Towing Co.). The newly built craft is capable of pushing 30 jumbo barges.



Fred Wilburn, captain of the tug *Reeda Ann* is ready to go to work in St. Louis Harbor.



An IBU tugman waves to fellow members on the *B. John Yeager* as she steams up the Mississippi.



The 5,000 horsepower *Floyd Blaske* pushes a bargeload of cargo on a trip from Cairo, Ill. to St. Paul, Minn.



Lundeborg Upgrading Center



Upgrading—Deck

Able-Seaman—12 months—any waters

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

Able-Seaman—Unlimited—any waters

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

Quartermaster

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

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING APPLICATION

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

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

Address _____
(Street)

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

Book Number _____ Seniority _____

Port and Date Issued _____

Social Security # _____ Ratings Now Held _____

HLS Graduate: Yes No Lifeboat Endorsement: Yes No

Dates Available For Training _____

I Am Interested In:

A&G—DEEP SEA

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

IBU—INLAND WATERWAYS

TOWBOAT

- | | |
|--|---|
| <input type="checkbox"/> River-Operator | <input type="checkbox"/> Radar Observer |
| <input type="checkbox"/> Inland Waterway-Operator | <input type="checkbox"/> Mate |
| <input type="checkbox"/> Ocean-Operator | <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

Engine

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Lifeboatman

1. Must have 90 days seetime in any department.

WELDER

The course of instruction in basic welding consists of classroom and practical on-the-job training. This includes, practical training in electric arc welding and cutting, and oxy-acetylene brazing, welding and cutting. Upon completion of the course an HLS Certificate of Graduation will be issued.

1. All applicants for this course must hold a QMED-Any Rating endorsement. Length of course is two weeks. Seafarers wishing to continue in advanced training may continue in the advanced course. Starting dates are Sept. 6; Oct. 4; Nov. 1 and Nov. 21.

Steward

Assistant Cook

1. 12 months seetime, in any Steward Department Entry Rating.
2. Entry Ratings who have been accepted into the Harry Lundeborg School and show a desire to advance in the Steward Department must have a minimum of 3 months seetime.

Cook and Baker

1. 12 months seetime as Third Cook or;
2. 24 months seetime in Steward Department, 6 months of which must have been as Third Cook or Assistant Cook or;
3. 6 months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

Chief Cook

1. 12 months seetime as Cook and Baker or;
2. Three years seetime in Steward Department, 6 months of which must be as Third Cook or Assistant Cook and 6 months as Cook and Baker or;
3. 6 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of satisfactory completion from the Assistant Cook and Second Cook and Baker's Training Course or;
4. 12 months seetime as Third Cook or Assistant Cook and 6 months seetime as Cook and Baker and are holders of a "Certificate" of completion from the Cook and Baker Training Program.

Chief Steward

1. 3 years seetime in ratings above that of Third Cook or;
2. 6 months seetime as Third Cook or Assistant Cook, 6 months as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second Cook and Baker and Chief Cook Training Courses at the Lundeborg School or;
3. 12 months seetime as Third Cook or Assistant Cook, 6 months seetime as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training Programs.
4. 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker and 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

See upgrading class schedule on next page.



Lundeberg Upgrading Center



Tankerman

Next class begins Sept. 6

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.

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.

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.

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.

Master License



Paul Ogle, center, became the first towboat operator to achieve his Master's license at the SIU-IBU Upgrading Center in Piney Point. Congratulating him are from left John Luykx, celestial navigation instructor, HLS President Hazel Brown, Vocational Director Bob Kalmus and Chris Krusa, instructor.

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 correctable 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.

Original Pilot License

(Norfolk—Hampton Roads Area)

Next class begins Sept. 6

The course of instruction leading to an Original Pilot License covers the following subjects: Rules of the road; inland rules applicable to route; local knowledge of winds, weather, tides, current, etc.; chart navigations; aids to navigation; ship handling as well as chart sketching of the route and waters applied for showing distances, shoals, depths of water and other important features of the route.

All candidates must have three year's service in the deck department of ocean, coastwise, Great Lakes or bays and sounds of which 18 months shall have been as able seaman or equivalent capacity.

All candidates must have had at least one year of the required 18 months on vessels operating on waters for which pilotage is desired. This one year service will be equivalent to regular watches in the pilot house or at the wheel as part of his routine duties. The required service shall include a minimum number of round trips over the route for which the applicant seeks license as pilot, determined by the OIC, Marine Inspection USCG. One of these trips will have been in the past six months.

All candidates must be able to pass physical examinations.

Length of course is six weeks. The next class begins Sept. 6.

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 supercedes 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 Seamen 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.

UPGRADING CLASS SCHEDULE

The following is a listing of upgrading courses provided for Seafarers and IBU members at the SIU-IBU Upgrading Center at Piney Point, Maryland.

In the following ratings, classes are scheduled on a two-week basis with the next class set for Sept. 6, 1973.

Lifeboat	Deck Mechanic	Cook & Baker
Boilermaker	Deck Engineer	Chief Cook
Machinist	QMED	Steward
	Assistant Cook	

Classes in the following ratings are scheduled on a four-week basis. The next *Able Seaman* class begins Sept. 6. The next *Quartermaster* class begins Oct. 4. The next classes for *Fireman*, *Watertender* and *Oiler* begin on Sept. 20.

Classes for the following ratings are scheduled to begin on the dates indicated: *Refrigeration Engineer*—Sept. 20, Nov. 1; *Electrician*—Sept. 6, Oct. 18, Nov. 29; *Deck Engine Mechanic*—Oct. 4, Nov. 15.

USNS Tallulah—1 of 13 Navy Tankers on the Job



THE SIU-manned T-5 Navy tanker Tallulah paid off recently in Cartaret, N. J.

On her five-month voyage the Tallulah carried jet fuel and motor gasoline to Air Force and Navy bases in the Azores, Panama, Aruba and Guantanamo Bay, Cuba.

The Tallulah is just one of 13 Military Sealift Command tankers transferred to civilian operation and manned by SIU crews. Rear Admiral John D. Chase praised the takeover as a "milestone."

SIU crews have efficiently handled the job of refueling Naval vessels at sea, and of supplying, on schedule, Navy, Army and Air Force bases all over the world with various types of fuel.

Admiral Chase remarked that "the civilian personnel displayed dedication and professionalism in planning and accomplishing the job in the most expeditious and efficient manner."

Because of the strong performance of SIU crews, there is a possibility that additional new Navy tankers will also be transferred to civilian operation.

The Seafarers shown here performing their duties are: Bosun P. G. Wingfield (upper left); Messman Raymond Jones (center), and Messman Isaac Johnson (below).

Sailing Tradition Makes Seafaring 'All in the Family'

SIU members enjoy being referred to as "brothers" in their union—but the phrase "Brotherhood of the Sea" has a particularly significant meaning for the five-man seafaring Spell family of Covington, La.

The most recent milestone in the Spell family's seafaring tradition was the graduation of 18-year-old Gary Spell from the SIU's "A" Seniority Upgrading Program. Brother Spell earned full "A" book status at the June 2 membership meeting at headquarters, after completing the four week program at the SIU's Lundeberg Upgrading Center in Piney Point, and New York.

Gary Spell's accomplishment was shared by his family, especially by his father and three brothers—who have all sailed with the SIU.

Actually, it was Gary's brother James

who was the first to join the union, after graduating from the Harry Lundeberg School of Seamanship. James may have been inspired to go to sea by his father's service in the U.S. Navy.

James spoke well of the merchant marine and the SIU in his letters home, and another brother, Joel, soon got "sea fever" and shipped out—after completing his HLSS training.

A year later, a third Spell brother, Allen, also finished his entry rating courses at the Harry Lundeberg School and went to sea.

Finally, just two weeks after the youngest Spell brother, Gary, graduated from the Piney Point, Md. school, the head of the family, Joseph W. Spell, joined the SIU.

Although papa Joe Spell sails in the deck department as an AB, his three

sons who remain active SIU members all sail in the engine department.

Gary Spell sails as FOWT, while his brothers, James and Allen, both sail as QMEDs.

The "generation gap" does not seem to be a problem for the Spell family. Seafaring keeps them a tightly-knit crew. In fact, Gary Spell and his father have even shipped out together—on the *Del Rio* (Delta Steamship)—for a three month voyage to West Africa.

The younger Spell did not encounter the slight uneasiness which often accompanies a Seafarer's first steps on

board a new vessel, until he meets the crew and gets his "sea legs". Gary knew many of the men on board the *Del Rio* and the *Ogden Yukon* (Ogden Marine) because they were shipboard and shore-side friends of his father. Stepping on board these ships was like walking into his own living room.

Brother Gary Spell felt that sailing with his father was a great experience, which he would repeat if the opportunity again presented itself.

Papa Joe Spell is very proud of his seafaring sons, and his sons are proud of him. They are also proud of their accomplishments in the SIU.

SIU High School Program Available to Seafarers



SIU Bosons get a first-hand look at the classrooms used in the Academic Program in Piney Point, and learn of the availability of this program to all Seafarers as they talk with teacher Marilyn Grotzky, SIU instructor George McCartney and some of the students in the program. Bosons are, from left, Veikko Pollanen, Walter Nash, Jean Latapie, Dennis Manning, Malcolm Woods and James Gorman.

The Lundeberg High School Program in Piney Point offers all Seafarers—regardless of age—the opportunity to achieve a full high school diploma. The study period ranges from 6-8 weeks. Classes are small, permitting the teachers to concentrate on the individual student's progress.

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

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

- Or, write directly to the Harry Lundeberg School. A test booklet and an answer sheet will be mailed to your home or to your ship. Complete the tests and mail both the test booklet and the answer sheet to the Lundeberg School.

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

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

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

Name _____ Book No. _____

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

Last grade completed _____ Last year attended _____

Complete this form, and mail to:

Margaret Nalen
Director of Academic Education
Harry Lundeberg School
Piney Point, Maryland 20674

Ohio River Swiftly Moving Towards Increased Traffic

The latest innovations in water transportation are turning the Ohio River into one of our nation's most widely-used inland waterways.

Leaders of the shipping industry on both banks of the busy river point to the new barge-carrier capability in domestic and international trade as the reason for this upturn.

Last year a 150 million ton cargo record was set, and it's now predicted that tonnage on the river will amount to almost 400 million tons around the year 2000.

In Louisville, a U.S. Army Corps of Engineers official termed plans for new port facilities on the Ohio as the most impressive ever undertaken.

The development of the water route to the sea by way of the Ohio River has also spurred interest in constructing new warehouses and distribution centers along the river's shoreline. Several companies in the area expect the green light soon for several new terminals, one of which is a multimillion dollar coal-handling facility at Newport, Ky., across the Ohio River from Cincinnati on the Licking River.

Officials say that when the facility is completed, it will process more than 8-million tons of low sulphur coal a year to fuel plants all along the inland waterway.

In the meantime, federal port proj-

ects have been established in Louisville, Mount Vernon-Evansville, Ind., and Owensboro, Ky.

Port Paducah has also asked the federal government for the same assistance.

A new terminal is also in the planning stage in Jeffersonville, Ky., where the need for more barges and specialized carriers has built up the biggest building backlog since World War II. Present orders run to 1975.

A port building project at Mount Vernon-Evansville, with a projected cost of \$9.6 million, has been started.

Its first phase, a freight terminal, is set for topping off in December of this year.

The Kentucky Legislature has appropriated over \$400,000 for land for the Louisville port and industrial complex. Port authority officials say Louisville has agreed to match a \$1 million federal loan with a similar bond issue to move the first part of the port project forward.

Officials of the states involved say the future prospects for door-to-door delivery by barge, now a possibility through the introduction of the seaborne concept, has brought on an increased number of inquiries for further plant locations along the Ohio.

Seafarer Guy Walter Retires



Seafarer Guy Walter (left), who sailed in the steward department, receives his first pension check at last month's headquarters' membership meeting. Presenting the check is SIU Representative Red Campbell.

Maritime Overseas Money Due Seafarers

The following Seafarers have money due them for voyages aboard vessels owned by Maritime Overseas Corp. They should immediately contact:

Paymaster
Maritime Overseas Corp.
511 Fifth Ave.
New York, New York 10017
(212) 867-3500

When requesting the amount due, Seafarers should supply their social security number.

M. Darwich	L. Stevens	G. Cyress	W. Dupree
W. M. Hudson	R. H. Taylor	B. Cuenca	Wm. H. Gray
H. Smith	H. G. Weeks	C. Chatelain	O. Gonzalez
E. L. Whisenhart	E. L. Whisenhart	J. E. Davis	R. Hazenlash
M. Aguirre	M. Buffa	E. Gallop	M. E. Hughes
J. Brady	R. Cashmon	F. J. Manchor	N. Kiser
F. P. Corcoran	R. Danielak	A. L. Midgett	E. Ladly
Wm. S. Dickey	M. Duckworth	R. W. Mateo	G. Mcfford
A. E. Foster	B. Loane	L. W. Poper	J. McInain
L. S. Faunce	J. D. Parrish	W. F. Pulliam	E. S. Molten, Jr.
T. E. Goodwin	L. B. Turner	C. Pierce	J. S. Schaller
O. A. Hess	L. O. Bumatay	K. Rankoven	L. N. Scott
K. L. Key	A. Brunet	B. D. Saxon	T. A. Stubbs
R. J. Koch	S. Dent	E. L. Silver	W. R. Vanduyne
H. L. Moore	C. Duncan	W. H. Simmons	T. A. Birch
L. Nixon	B. Duplantis	M. Stefanick	H. L. Brass
J. F. Nold	F. Ferron	T. O. Taylor	D. R. Buffa
R. E. Ohler	K. W. Ford	D. Turner	H. B. Cooper
T. Pennebaker	N. Gray	J. Viera	I. Diaz
R. A. Peveto	G. James	S. L. Warren	C. L. Gard
O. M. Raynor	T. Mcraney	C. C. Williams	G. J. Gonzalez
J. Reyes, Jr.	R. O'Neil	W. L. Walker	D. L. Handley
L. W. Rhew	S. Orkwiszewski	L. C. Winfield	G. E. Johnson
J. J. Schaeffer	M. Pell	E. Winslow	J. L. McBride
M. R. Sebring	J. Rybas, Jr.	B. B. Bailey	R. H. Newcomb
J. Shell, Jr.	S. Tablas	V. Egel	J. W. Parson
J. W. Smith, Jr.	I. Bailey	P. J. Feeley	L. M. Richardson
R. D. Welch	N. L. Bergeron	C. S. Galbraith	K. J. Swille
C. L. Williams	J. Chapman	J. L. Hart	W. E. Snoville
G. Williams	C. Crowder	J. R. Nelson	S. K. Yoichi
Edgar S. Bagley	R. Cunningham	T. R. Reading	J. Ferro
M. W. Hawler	R. Cuthrell	R. W. Smith	R. E. Keffe
F. O. Harris	S. D. Erlich	V. L. Williamson	S. McNeill
M. Nash, Jr.	J. D. Leech	N. R. Rakos	M. Omura
N. Perron	S. Lewis	W. N. Conley	W. K. Stone
O. B. Powell	A. Lindsey	D. P. Davis	O. R. Vasquez
M. G. Smutek	J. J. Maroway	E. R. Gil	B. P. Bennett III
J. A. Tims	M. Rodriguez	R. F. McLan	B. Elfstrom
W. P. Beckwith	L. S. Rushing	R. Powers	P. W. Foley
N. W. Cooper	C. P. Sawyer	K. J. Sabot	R. F. Flournoy
H. Warham	F. P. Speer	J. R. Shaffer	H. Meredith
J. Williams	K. Thompson	H. Downes	G. O. Mohamed
J. C. Burnett	W. G. Trile	J. Henderson	J. Parrish
J. Collins	W. T. Tucker	K. Treimlann	E. L. Stark
D. H. Dowd	T. Walker, Jr.	J. A. Kelly	C. Veazie
L. Dueitt, Jr.	G. Wheelington	J. W. Barnett	J. Smith
H. J. Gable	C. H. Kouchyema	H. G. Bradshaw	L. Reincheck
W. Hinton	R. E. Oliver	G. M. Bryant	J. C. Brazzel
H. Hollings	P. O. Keyton	S. E. Burwell	A. Cruzada
W. M. Lee	S. Calvacante	W. D. Crawford	R. A. Thomas
C. D. Polk	C. H. Pears	C. L. Cross	
W. H. Schug	J. Chapman	C. Davis	
H. L. Scyres			



New SIU Pensioners

Louis E. Barch, 62, was born in Illinois and now makes his home in Dade City, Fla. Brother Barch joined the union in 1940 in the port of Philadelphia. He sailed in the deck department.

Ulpiano A. Enriquez, 77, is a native of the Philippine Islands and now makes his home in Philadelphia. Brother Enriquez joined the union in 1947 in the port of New Orleans. He last sailed as chief steward aboard the *Steel Architect* (Isthmian). He is a Navy veteran of World War I.

Ramon Gonzalez, 64, is a life-long resident of Puerto Rico. He joined the SIU in 1944 in the port of New York. Brother Gonzalez sailed in the engine department.

Yao F. King, 68, is a native of China and now lives in San Francisco. He joined the SIU in that port in 1948. He sailed in the deck department.

Felix LeBarde, 63, was born in Louisiana and at present resides in Port Arthur, Tex. He joined the union in 1955 in the port of Lake Charles, La. Brother LeBarde last sailed as oiler aboard the *Ogden Wabash* (Ogden Marine).

Louis T. Marshall, 65, is a native of Louisiana and now resides in New Orleans. Brother Marshall joined the SIU there in 1951. He last sailed as bosun.

Robert T. McCarthy, 64, is a native of Syracuse, N. Y., and now makes his home in San Francisco, Calif. He joined the union in 1946 in the port of Baltimore. Brother McCarthy last sailed in the engine department.

John McKarek, 56, was born in Brooklyn, N. Y., and now makes his home in Yokohama, Japan. Seafarer McKarek joined the SIU in 1943 in the port of Baltimore. He last sailed as AB on the *Monticello Victory* (Victory Carriers).

Roberto Natal, 65, is a life-long resident of Puerto Rico. He joined the union in the port of New York in 1947. Brother Natal sailed in the engine department.

Alvin A. Selico, 55, was born in Louisiana and now makes his home in Gretna, La. He joined the SIU in the port of New Orleans in 1942. Brother Selico sailed in the steward department.

Samona Suliman, 68, is a native of Indonesia and now resides in Brooklyn, N. Y. He joined the SIU in 1943 in the port of New York and sailed as able-seaman.

Willard V. Burns, 65, is a life-long resident of Mathews, Va. He joined the SIU-affiliated Railway Marine Region in the port of Norfolk in 1959. Brother Burns has sailed as a deckhand for the C & O Railroad since 1941.

Thomas K. Holland, 65, is a lifelong resident of Rahway, N. J. He joined the SIU affiliated Railway Marine Region in the port of New York in 1960. Brother Holland is a Navy veteran of World War II. He has been sailing as a deckhand since 1929 for the Penn Central Railroad.

Louis C. Campbell, 68, was born in Macon, Mo., and now makes his home in Chester, Pa. Brother Campbell joined the Inland Boatmen's Union in the port of Philadelphia in 1959. He sailed as tankerman for the Interstate Oil Transportation Co.

Lucien J. Verhellen, 61, joined the SIU-affiliated Railway Marine Region in the port of New York in 1960 and sailed as mate. Brother Verhellen is a resident of the Bronx, N. Y.

George P. Fitzgerald, 66, is a life-long resident of the Lake Erie port of Ashtabula, Ohio. He joined the SIU-affiliated Great Lakes Tug and Dredge Region in 1961. He started as a linesman for the Great Lakes Towing Co. in 1942, and later sailed as boilermaker for the Geary Boiler Works.

Joseph L. Kete, 63, joined the SIU-affiliated Great Lakes Tug and Dredge Region in the port of Chicago in 1961. He is a resident of that Great Lakes port. Brother Kete started with the South Chicago Coal and Dock Co. in 1937 as a deckhand and has sailed with the Fitzsimmons & Connell Dredge and Dock Co.

Charles M. Addison, 62, is a native of Surry, Va., and now resides in Powells Point, N. C. Brother Addison joined the SIU-affiliated Inland Boatmen's Union in the port of Norfolk in 1960. He sailed as captain for the McAllister Bros. Towing Co.

Floyd Kennedy, 62, is a native of Georgia and now makes his home in Brooklyn, N. Y. Brother Kennedy joined the Inland Boatmen's Union in the port of Norfolk in 1962. He sailed as a cook for the Sheridan Transportation Co. from 1951 to 1972. One of his tugs was the *Chris Sheridan*.

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION PLAN 275 20th Street Brooklyn, New York 11215

July 31, 1973

TO: All Participants of the United Industrial Workers of North America Pension Plan

Gentlemen:

This letter is to notify you that, pursuant to the provisions of Section 8 of the Welfare and Pension Plans Disclosure Act, as amended, you are entitled to examine a copy of the plan description and latest annual report of the Plan between the hours of 10:00 A.M. and 4:00 P.M., Monday through Friday, at:

United Industrial Workers of
North America Pension Plan
275 20th Street
Brooklyn, New York 11215

Further, a copy of the plan description and a summary of the latest annual report will be mailed to you within thirty (30) days of receipt of a written request. Your requests should be addressed to:

Board of Trustees
United Industrial Workers of
North America Pension Plan
275 20th Street
Brooklyn, New York 11215

Very truly yours,

UNITED INDUSTRIAL
WORKERS OF NORTH
AMERICA PENSION
PLAN

C. Fadem
Deputy Administrator

MEMBERSHIP MEETINGS SCHEDULE



Port	Date	Deep Sea	IBU	UTW
New York	Sept. 4	2:30 p.m.	—	7:00 p.m.
Philadelphia	Sept. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Sept. 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	Sept. 7	2:30 p.m.	7:30 p.m.	—
Houston	Sept. 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Sept. 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	Sept. 12	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	Sept. 13	2:30 p.m.	—	—

Great Lakes Tug and Dredge Section

† Sault Ste. Marie	Sept. 13—7:30 p.m.
Chicago	Sept. 11—7:30 p.m.
Buffalo	Sept. 12—7:30 p.m.
Duluth	Sept. 14—7:30 p.m.
Cleveland	Sept. 14—7:30 p.m.
Toledo	Sept. 14—7:30 p.m.
Detroit	Sept. 10—7:30 p.m.
Milwaukee	Sept. 10—7:30 p.m.

Railway Marine Region

Philadelphia	Sept. 11—10 a.m. & 8 p.m.
Baltimore	Sept. 12—10 a.m. & 8 p.m.
* Norfolk	Sept. 13—10 a.m. & 8 p.m.
Jersey City	Sept. 10—10 a.m. & 8 p.m.

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

* Meeting held in Labor Temple, Newport News.



The life of a pilot hung in the balance at sea for days until the SIU-manned *Carrier Dove* (Waterman) took him from the waters of the Persian Gulf.

SIU Crew Rescues Downed U.S. Pilot in Persian Gulf

After spending nearly 48 hours helplessly adrift in the waters of the Persian Gulf, passed up by ship after ship, a downed American pilot was finally rescued by the crew of the SIU-manned freightship *Carrier Dove* (Waterman) on Thursday morning, June 7.

The pilot, N. L. Faucett of Columbus, Ohio, later told the Seafarers that during the time he was adrift in the much travelled shipping lane, a total of 17 ships passed him by—nine of them

came closer than the *Carrier Dove* before she spotted him.

A check of the radio log for a two day time period showed that no other American-flag ship had been in the area.

He also related the tragic story of how his four companions on the commercially-chartered Iranian government flight had escaped the plane wreck safely but later dropped off and drowned one by one due to exhaustion

—and despair that they would never be rescued.

The *Carrier Dove* was enroute from Assab, Ethiopia to Bandar Shapur, Iran when the rescue occurred. The skies were clear and had been that way for many days. Slow, steady northwest winds over the Gulf caused only a slight swell in the sea. Everything on board was running smoothly and on schedule.

At 5 a.m., the *Carrier Dove's* 4 to 8 watch heard a faint, desperate cry for

help coming from somewhere off the port side.

He strained his eyes in the direction of the voice but could see no one. He immediately notified the ship's Master of the circumstances. The captain sounded a general alarm and put the ship into a Williamson turn.

Crewmembers rushed to their stations on the bridge, in the engine room, near the lifeboats, and the word was passed to keep a sharp eye.

After several tense minutes of waiting, the helpless pilot, surrounded by floating debris, was spotted off the starboard bow.

The SIU crew sprang into action.

Engine department members quickly and expertly carried out maneuver orders from the bridge—and within minutes, the *Carrier Dove* was brought to nearly a dead stop in the water alongside the airman.

Both the pilot ladder and gangway were lowered and several life preservers were thrown over the side. Faucett weakly reached out for one and grabbed hold, but was unable to hoist himself up.

One of the crew entered the water and aided the pilot toward the gangway where three more crewmembers pulled him out of the sea and carried him aboard.

He was rushed, nearly unconscious, to the ship's hospital, stripped of his wet clothes and wrapped in blankets. His pulse and blood pressure were strong.

He was fed plenty of hot tea and honey for a stimulant and after several hours was put in a fresh water shower to wash off the abrasive sea salt, and given a clean set of clothes.

After hearing his story, the crew wrote a letter to the LOG outlining what had happened. Their letter also contained the following statement.

"We, the crew of the *Carrier Dove*, will always believe that the four dead men could have been, and should have been saved. The main reason why they were not is the ineffective manning scales and watch requirements employed on foreign-flag ships.

"No one of us wishes to be singled out as a hero—we were just doing our job as seamen."

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

June 22—July 26, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	19	135	\$ 55,523.20	\$ 357,325.32
In Hospital Daily @ \$1.00	439	4,271	439.00	4,271.00
In Hospital Daily @ \$3.00	241	2,708	723.00	8,124.00
Hospital & Hospital Extras	20	146	1,705.80	28,661.90
Surgical	7	39	487.50	2,286.00
Sickness & Accident @ \$8.00	7,819	60,552	62,552.00	484,472.00
Special Equipment	3	15	382.25	3,365.16
Optical	220	1,868	4,722.00	39,857.94
Supplemental Medicare Premiums	135	347	1,951.00	8,548.70
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	507	3,596	98,330.38	680,997.97
Doctors' Visits In Hospital	55	507	1,238.43	13,927.72
Surgical	132	1,068	15,065.50	130,527.63
Maternity	22	188	5,700.00	46,934.14
Blood Transfusions	1	40	7.00	2,236.25
Optical	163	1,499	3,644.88	30,176.22
Special Equipment	—	1	—	144.00
PENSIONERS & DEPENDENTS				
Death	7	61	21,000.00	183,000.00
Hospital & Hospital Extras	192	1,107	34,553.15	201,210.86
Doctors' Visits & Other Medical Exp.	148	1,080	5,038.79	35,459.55
Surgical	11	123	560.00	20,233.91
Optical	62	576	1,092.95	10,064.44
Blood Transfusions	—	10	—	639.00
Special Equipment	4	28	449.57	4,317.71
Meal Books	—	2,259	—	22,590.00
Dental	—	2	—	600.00
Supplemental Medicare Premiums	1,757	11,653	10,953.40	71,919.90
SCHOLARSHIP PROGRAM				
	1	71	750.00	24,724.17
TOTALS				
Total Seafarers Welfare Plan	11,965	93,950	326,869.80	2,416,615.49
Total Seafarers Pension Plan	2,094	16,374	499,020.00	3,929,129.51
Total Seafarers Vacation Plan	1,119	10,126	621,100.66	5,286,722.83
Total Welfare, Pension & Vacation	15,178	120,450	\$1,446,990.46	\$11,632,467.83



DEL SOL (Delta Lines), June 3—Chairman R. Chiasson; Secretary A. Rudnicki; Educational Director U. H. Sanders; Engine Delegate Selbata Serio. \$20 in movie fund, \$9.50 in ship's fund. No disputed OT. Everything running smoothly.

WACOSTA (Sea-Land), June 17—Chairman Ronald Burton; Secretary V. M. Perez; Educational Director Manafe. Some disputed OT in engine and steward departments. Vote of thanks to the crew for their cooperation, especially the deck department.

BALTIMORE (Sea-Land), June 13—Chairman L. Mc Glohe; Secretary F. T. Di Carlo; Educational Director S. Green. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

NOONDAY (Waterman), June 3—Chairman Joe Blanchard; Secretary Walter Lescovich; Deck Delegate Dewey Jordan; Steward Delegate Neville Johnson; Engine Delegate Charles Smith. \$58 in ship's fund. No disputed OT. Had a full discussion on SPAD and the reason for it, what it does, and why everyone should donate to it.

IBERVILLE (Waterman), June 10—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director H. H. Johnson. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

AMERICAN VICTORY (Victory Carriers), June 3—Chairman Billy R. Scott; Secretary F. Mitchell, Jr.; Educational Director J. Peterson; Deck Delegate J. T. Carnes; Engine Delegate Joseph T. Ryan; Steward Delegate Joseph E. Richard. Some disputed OT in engine department. General discussion held on the SIU pension and welfare plans. Next port Sattahip.

SEA-LAND EXCHANGE (Sea-Land), June 21—Chairman Frank Teti; Secretary T. R. Goodman; Educational Director W. J. Dunnigan. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Elizabeth, N.J.

TRANSINDIANA (Seatrains), June 10—Chairman A. Hanstvedt; Secretary D. Dunn. No disputed OT. Vote of thanks to the deck department for keeping messroom and pantry clean at night.

SAN FRANCISCO (Sea-Land), June 17—Chairman B. Weinberg; Secretary H. Galicki; Educational Director B. Waddell; Engine Delegate W. H. Walton. \$5 in ship's fund and \$98 in movie fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Elizabeth, N.J.

GEORGIA (Seatrains), June 10—Chairman D. Backrak; Secretary G. M. Wright; Educational Director D. T. Dale. Some disputed OT in deck department. Everything running smoothly. Next port Kwajalein.

OVERSEAS ULLA (Maritime Overseas), June 17—Chairman H. L. Perkinson; Secretary James A. Hollen; Educational Director Gary J. Bryant. \$22.40 in ship's fund. Some disputed OT in engine and steward departments. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

NEWARK (Sea-Land), June 27—Chairman L. E. Joseph; Secretary Jack Utz; Educational Director P. Shaughnessy. \$23 in ship's fund. Some disputed OT in deck department. Everything running smoothly.

HOUSTON (Sea-Land), June 25—Chairman Joe Carroll; Secretary T. William. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Everything running smoothly.

SCHUYLKILL (Hudson Waterways), June 24—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 Aruba.

EAGLE TRAVELER (United Maritime), June 27—Chairman Frank Cottongin; Secretary J. Harris. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

CHICAGO (Sea-Land), June 24—Chairman Maxwell; Secretary Reasko. \$66 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port New York.

MILLICOMA (Hudson Waterways), June 10—Chairman P. Burntte; Secretary V. L. Swanson; Educational Director G. Bryn. \$13.17 in ship's fund. No disputed OT. Vote of thanks to the cook and baker and all of steward department for a job well done. Stood for one minute of silence in memory of our departed brothers.

GALVESTON (Sea-Land), June 12—Chairman James J. O'Mara; Secretary Gus Skendelas. No disputed OT. Everything running smoothly. Next port Seattle.

PECOS (Hudson Waterways), June 10—Chairman G. P. Libby. No disputed OT. Everything running smoothly. Vote of thanks to the steward department for a job well done.

BOSTON (Sea-Land), June 17—Chairman J. J. McHale; Secretary S. Piotak. Some disputed OT in deck department. Communication concerning latest raises read and discussed. Everything running smoothly.

PORTMAR (Calmar Steamship), June 17—Chairman Edward C. Riley; Secretary John R. Marshall; Educational Director Emil Nordstrom; Deck Delegate Chester Allen; Engine Delegate Clifton W. Askers Jr.; Steward Delegate George Manning. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Long Beach, Calif.

WALTER RICE (Reynolds Metals), June 9—Chairman D. Calogen; Secretary J. Lamb; Steward Delegate R. J. Sherman. \$9.32 in ship's fund. No disputed OT. Everything running smoothly.

PUERTO RICO (Hudson Waterways), June 3—Chairman Leo Koza; Secretary Frank Allen; Educational Director Victor A. Cover; Steward Delegate Jacob Gnagy Jr. No disputed OT. Everything running smoothly. Next port Anchorage.

SHENANDOAH (Hudson Waterways), June 3—Chairman W. H. Butts; Secretary R. Fagan; Educational Director Venable; Deck Delegate Hughart; Engine Delegate Prange; Steward Delegate Anderson. \$5 in ship's fund. Would like to buy a movie projector for the crew. Everything running smoothly. Next port Searsport, Me.

OGDEN YUKON (Ogden Marine), June 17—Chairman H. L. Weaver; Secretary F. Kustura; Educational Director H. S. Butler. \$24.50 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. All hands to cooperate in keeping messhall and pantry clean at night.

BROOKLYN (Sea-Land), June 17—Chairman D. B. Atkinson; Secretary J. Mojica; Educational Director L. Cepede. No disputed OT. Ordered new washing machine. Vote of thanks to the steward department for a job well done. The food was excellent.

OVERSEAS ULLA (Maritime Overseas), June 24—Chairman Henry L. Parkinson; Secretary James A. Hollen; Educational Director Cary J. Bryant; Steward Delegate Richard G. Smith. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

THETIS (Rye Marine), June 3—Chairman Hendrey J. Rucki; Secretary M. Deloatch; Educational Director W. Kosicki; Steward Delegate John A. Waith. \$9.25 in ship's funds. No disputed OT. Everything running smoothly. Next port Subic Bay.

CHARLESTON (Sea-Land), June 17—Chairman J. F. McCallon; Secretary Ramos P. Roque. No disputed OT. A motion was made by all union members on the SS *Charleston* to donate some money to help out the family of A. Larsen whose father passed away on June 13, 1973.

BROOKLYN (Sea-Land), June 24—Chairman D. Atkinson; Secretary J. Mojica; Educational Director L. Cepe. No disputed OT. Everything running smoothly.

TRANSPACIFIC (Hudson Waterways), June 24—Chairman C. B. Pickle; Secretary R. Buie; Educational Director J. Meo; Engine Delegate Robert C. Miller. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans, La.

SEAMAR (Calmar Steamship), June 10—Chairman I. S. Moen; Secretary J. Cruz. No disputed OT. A vote of appreciation to the crew for their cooperation and a vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

MILLICOMA (Hudson Waterways), June 24—Chairman P. Burntte; Secretary Virgil Swanson; Educational Director G. Bryn. \$13.17 in ship's fund. No disputed OT. All communications posted. Vote of thanks to cook, baker and all of steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Boston, Mass.

LAFAYETTE (Waterman), June 24—Chairman Ray Hodges; Secretary W. G. Williams; Educational Director T. Humal; Deck Delegate P. Berthiaume; Engine Delegate E. Cox; Steward Delegate J. Calhoun. Some disputed OT in deck department. Everything running smoothly. Next port Honolulu.

TRANSOREGON (Seatrains), June 28—Chairman L. Larsen; Secretary Jose Ross; Educational Director Welsh. \$20 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done.

TRANSPANAMA (Hudson Waterways), June 24—Chairman E. K. Bryan; Secretary W. L. Rackley. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done.

WILLIAM T. STEELE (Texas City Tanker), June 24—Chairman James Thomas Mann; Secretary J. G. Laskwyk; Educational Director Walter L. Pritchett. \$11 in ship's fund. Some disputed OT in deck department. All communications were posted. Deck Delegate George Treddin; Engine Delegate Joseph Ronald Hales; Steward Delegate Emmons A. Kirchharr.

SCHUYLKILL (Hudson Waterways), June 24—Chairman Charles V. Majette; Secretary W. Reid; Educational Director B. E. Stockmon; Deck Delegate C. W. Marimer. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Aruba.

John B. Waterman



Just back from a smooth three-month trip to the Far East is the ship's committee aboard the *John B. Waterman* (Waterman). From left around are: F. W. Neil, engine delegate; M. J. Singletary, deck delegate; C. A. Guerra, steward delegate; F. DiGiovanni, secretary-reporter; G. Dickens, educational director, and C. Stennetti, chairman. The ship paid off in Port Newark, N.J. last month and was headed out on the same run.

SEA-LAND TRADE (Sea-Land), June 10—Chairman Pete Drewes; Secretary I. Buckley. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

SACRAMENTO (Ogden Marine), June 17—Chairman Roy M. Carver; Secretary A. W. Hutcherson; Deck Delegate Jack Rodriguez; Steward Delegate David Bronstein. \$12.89 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Gibraltar.

LONG LINES (Isthmian Lines), June 27—Chairman H. Libby; Secretary I. Brown. No disputed OT. All crewmembers pleased with new wage scale. Next port Honolulu.

DEL RIO (Delta Steamship), June 17—Chairman Arthur Campbell; Secretary A. R. Booth; Educational Director Jack Brock. Some disputed OT in engine and steward departments. A vote of thanks to the steward department for a job well done.

MOBILIAN (Waterman), June 10—Chairman W. Schug; Steward Delegate H. C. Frazier. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Bombay.

CANTIGNY (Cities Service), June 17—Chairman John Wilson. No disputed OT. Received radiogram from headquarters concerning pay raise. Vote of thanks to the steward department for a job well done.

ROSE CITY (Sea-Land), June 3—Chairman Stanley Bojko; Secretary F. Sullins. \$75 in ship's fund. Some disputed OT in engine department. Everything running smoothly.

LOUISIANA (Seatrains), June 10—Chairman Coker; Secretary F. Fletcher. \$37 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

PUERTO RICO (Hudson Waterways), June 25—Chairman Leo Koza; Secretary Frank Allen; Educational Director Victor A. Cover. No disputed OT. Ordering new washing machine for steward department. Everything running smoothly.

WARRIOR (Sea-Land), June 17—Chairman J. Gomez; Secretary E. B. Tart; Educational Director J. Pantoja. Some disputed OT in engine and steward department. Everything running smoothly.

YUKON (Hudson Waterways), June 24—Chairman J. Dixon; Secretary E. Lambe; Educational Director Rizzo; Deck Delegate Nicholas R. Tatar; Steward Delegate Victor Alecia. \$16 in ship's fund. Some disputed OT in deck and engine department. Explained about SPAD and what it means to the members. Next port Curaco.

TAMARA GULDEN (Transport Comm.), June 24—Chairman J. W. Parker; Secretary S. Hawkins; Educational Director Poulakis. \$22 in ship's fund. Some disputed OT in deck department. Communication from headquarters about raise posted. Thanks given to all crewmembers who helped to keep pantry and recreation room clean. Vote of thanks to the steward department for fine food and a job well done.

NOONDAY (Waterman Steamship), June 21—Chairman Elmer Barnhill; Secretary Walter Lescovich. \$58 in ship's fund. No disputed OT. Everything running smoothly. Next port Beaumont, Tex.

SAN JUAN (Sea-Land), June 17—Chairman Cyril Mize, Jr.; Secretary Lorenzo Bennett; Educational Director Bobby E. Stearman. \$64.34 in ship's fund. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Kobe.

Ogden Yukon Committee



After a trip to warm and sunny Trinidad, the *Ogden Yukon* (Ogden Marine) returned to Carteret, N. J. for payoff. Her committee includes, from left: T. Chilinski, deck delegate; F. Kustura, secretary-reporter; H. Weaver, ship's chairman; M. Degallado, steward delegate, and C. Coello, engine delegate.

Long Lines Ship's Committee



The unique cable-laying vessel *CS Long Lines* (Isthmian) stopped off in Boston on her way to other cable repair jobs in the waters of the North Atlantic recently after repairing underwater cables off Rhode Island in June. From left are: T. Flemming, steward delegate; I. Brown, secretary-reporter; S. Sloneski, deck delegate, and H. Libby, ship's chairman.

Ogden Willamette



The *Ogden Willamette* (Ogden Marine) has logged still another voyage to Russia after becoming the first U.S.-flag ship to Russia with grain earlier this year. From left are: H. Milstead, educational director; B. Butts, ship's chairman; E. Kelly, secretary-reporter, and C. Jones, steward delegate.

STEEL TRAVELER (Isthmian Lines), June 3—Chairman Anthony Barnes; Secretary I. R. Llenos; Educational Director J. Mitchell; Deck Delegate Thomas D. Reynolds; Steward Delegate Howard Whitelip; Engine Delegate Stephen E. Smith. \$1.50 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Keelong.

TALLULAH (Hudson Waterways), June 16—Chairman P. G. Wingfield; Secretary E. M. Bryant; Educational Director C. G. Hall. Some disputed OT in deck and engine departments. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

ELIZABETHPORT (Sea-Land), June 17—Chairman Dan Butts; Secretary K. Lynch; Educational Director Helge Holmstrom; Deck Delegate Emilio Sierra. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth, N.J.

STONEWALL JACKSON (Waterman), June 8—Chairman B. Firmovics; Secretary H. Donnelly; Educational Director J. Lamb. No disputed OT. Everything running smoothly. Discussion about new LASH ships.

LOS ANGELES (Sea-Land), June 17—Chairman Earl N. Brannon; Secretary Johnny W. Givens; Deck Delegate David Noll; Engine Delegate Oscar Vasquez; Steward Delegate John E. Bromlio. The SIU fact sheet was read and discussed. Some disputed OT in deck, engine and steward departments. A vote of thanks to the steward department and for job well done by Earl N. Brannon.

FAIRLAND (Sea-Land), June 17—Chairman G. A. Burke; Secretary R. Hutchins; Deck Delegate R. Steward; Engine Delegate Stanton Jones; Steward Delegate F. Motus. No disputed OT. Vote of thanks to the steward department for a job well done.

SEAFARERS PENSION PLAN

275 20th Street
Brooklyn, New York 11215

July 31, 1973

TO: All Participants of the
Seafarers Pension Plan

Gentlemen:

This letter is to notify you that, pursuant to the provisions of Section 8 of the Welfare and Pension Plans Disclosure Act, as amended, you are entitled to examine a copy of the plan description and latest annual report of the Plan between the hours of 10:00 A.M. and 4:00 P.M., Monday through Friday, at:

Seafarers Pension Plan
275 20th Street
Brooklyn, New York 11215

Further, a copy of the plan description and a summary of the latest annual report will be mailed to you within thirty (30) days of receipt of a written request. Your requests should be addressed to:

Board of Trustees
Seafarers Pension Plan
275 20th Street
Brooklyn, New York 11215

Very truly yours,
SEAFARERS PENSION PLAN

C. Fadem
Deputy Administrator

Social Security Checks Will Be Unusually Early

by A. A. Bernstein
SIU Welfare Director

Social security checks for August will be delivered on September 1 this year, which is unusually early.

"Checks for a given month are usually delivered on the 3rd of the following month," a social security spokesman said. "When the 3rd falls on a day mail isn't delivered—a Sunday or a national holiday—the checks are usually delivered a day ahead, the 2nd of the month."

"This year September 2nd is a Sunday and September 3rd is Labor Day; so social security checks will be delivered on Saturday the 1st. It doesn't happen very often," he said.

Social security pays over \$4 billion a month in retirement, disability, and survivors benefits to almost 29 million people.

A leaflet that explains how to apply for medical insurance payments from Medicare is available at social security offices.

Called "What Your Medical Insurance Pays," the leaflet explains how to submit claims, when and where to send bills for doctors' services, and how much Medicare pays.

The medical insurance part of Medicare helps pay the doctor bills and many other medical expenses of people 65 and over and severely disabled people under 65 who have been eligible for monthly social security disability payments for 2 years or more.

Single copies of "What Your Medical Insurance Pays" are free on request at any social security office.

Ninety three percent of the people reaching 65 last year were eligible for monthly social security benefits and full Medicare protection.

More than 95 percent of the population over 65 have medical insurance protection under Medicare.

If you're getting social security retirement payments, you can earn as much as \$2,100 a year and still get your full social security benefits. If your earnings are more than \$2,100, \$1 in benefits will be deducted for every \$2 earned.

Retired workers can get their full

social security benefits at 65 or reduced retirement benefits as early as 62.

Over 28 million people get social security payments amounting to almost \$4 billion a month.

GREAT LAKES TUG AND DREDGE PENSION PLAN 275 20th Street Brooklyn, New York 11215

July 31, 1973

TO: All Participants of the Great Lakes Tug and Dredge Pension Plan

Gentlemen:

This letter is to notify you that, pursuant to the provisions of Section 8 of the Welfare and Pension Plans Disclosure Act, as amended, you are entitled to examine a copy of the plan description and latest annual report of the Plan between the hours of 10:00 A.M. and 4:00 P.M., Monday through Friday, at:

Great Lakes Tug and Dredge Pension Plan
275 20th Street
Brooklyn, New York 11215

Further, a copy of the plan description and a summary of the latest annual report will be mailed to you within thirty (30) days of receipt of a written request. Your requests should be addressed to:

Board of Trustees
Great Lakes Tug and Dredge Pension Plan
275 20th Street
Brooklyn, New York 11215

Very truly yours,

GREAT LAKES TUG AND DREDGE PENSION PLAN

C. Fadem
Deputy Administrator



Final Departures

SIU Pensioner **Michael A. Liuzza**, 66, passed away on April 16 at the USPHS hospital in New Orleans, La. He was a life-long resident of that city. He joined the union there in 1941 and sailed in the steward department. Brother Liuzza was buried at Hope Mausoleum in New Orleans. Among his survivors is his sister, Anna.

SIU Pensioner **Jose Morales**, 63, died of heart disease on March 29. He was a life-long resident of Ponce, P.R. Brother Morales joined the SIU in 1943 in the port of New York and sailed in the engine department. He is survived by his son, Jose Carlo, and his daughter Sofia.

Joseph Smith, 66, passed away on June 1 at the USPHS hospital on Staten Island. Born in Kingston, N.Y., he resided in Passaic, N.J. at the time of his death. Brother Smith joined the SIU-affiliated Railway Marine Region in 1960 and sailed as a deckhand for the Penn Central Railroad. He was buried at Rest Haven Cemetery in Clifton, N.J. Among his survivors is his wife, Yolanda.

Clarence C. Birkholz, 62, passed away on April 9. He was a life-long resident of Fennville, Mich. He joined the SIU in 1962 in the port of Chicago and sailed in the engine department. The Great Lakes Seafarer was buried at Fennville Cemetery in Fennville. He is survived by his wife, Dorothy, his sons, Carl and Dean, and his daughters, Sally and Irene.

SIU Pensioner **Alfred Thielke**, 82, passed away on May 8. He was a resident of Lorain, Ohio at the time of his death. Brother Thielke joined the SIU-affiliated Great Lakes Tug and Dredge Region in 1961. He sailed as a linesman for the Great Lakes Towing Co. Among his survivors is his wife, Mildred.

Arnold Zlatnik, 55, died of heart disease on Feb. 19. A native of Algoma, Wisc., he resided in Green Bay, Wisc. when he died. The Great Lakes Seafarer joined the SIU in 1961 in the port of Detroit and sailed as wheelsman. He was buried at Evergreen Cemetery in Algoma. Among his survivors is his sister, Eleanor.

SIU Pensioner **Samuel T. Bennett**, 59, passed away on May 6. He was a resident of Supply, N.C. at the time of his death. Brother Bennett joined the SIU-affiliated Inland Boatmen's Union in 1962 in the port of Norfolk and sailed as engineer. Among his survivors is his wife, Maybelle.

Albert D. Brown, 65, passed away on July 5. A native of North Carolina, he was a resident of Norfolk, Va. at the time of his death. He joined the Inland Boatmen's Union in 1970 in the port of Baltimore and sailed as cook. Among his survivors is his sister, Carrie.

Nelson S. Cash, 50, died in an auto accident on May 17. He was a resident of Orange, Tex. at the time of his death. Brother Cash joined the Inland Boatmen's Union in 1971 in Port Arthur, Tex. and sailed as tankerman. He was an Air Force veteran of World War II. He was buried at Magnolia Cemetery in Beaumont, Tex. Among his survivors is his wife, Clara.

Alvin L. Cashman, 60, passed away on April 4. Born in Harvey, La., he resided in Chalmette, La. at the time of his death. He joined the IBU in 1960 in the port of Houston and sailed as tankerman. He was buried at St. Louis Cemetery in New Orleans, La. He is survived by his wife, Anna, his son, Alvin, Jr., and his daughters Rosemary and Linda.

Joseph Duplechain, 64, passed away on June 30. He was a resident of Port Arthur, Tex. at the time of his death. He joined the Inland Boatmen's Union in 1963 and sailed as captain for the Sabine Towing Co. He was buried at Greenlawn Memorial Cemetery in Groves, Tex. Among his survivors is his wife, Jane.

Forrest G. Harper, 51, was lost at sea on Nov. 9 while on duty aboard the *Calmar*. He was a resident of Franklin, W. Va. at the time of his death. Brother Harper joined the SIU in 1944 in the port of Baltimore and sailed in the deck department. He was an Army veteran of World War II. Among his survivors is his wife, Nola.

Leroy Jiles, 62, passed away on April 22. He was a native of Missouri and resided in Brooklyn, N.Y. at the time of his death. Brother Jiles joined the SIU in 1968 in the port of New York and sailed in the engine department. He was buried at Woodlawn Cemetery in Poplar Bluff, Mo. Among his survivors is his brother, Everett.

SIU Pensioner **Joseph P. Merkel**, 63, passed away on June 6. Born in Scranton, Pa., he was a resident of Philadelphia, Pa. at the time of his death. He joined the SIU there in 1944 and sailed in the engine department. Among his survivors is his wife, Viola.

Warren E. Messenger, 49, passed away on May 28. A native of Ohio, he was a resident of Baltimore, Md. at the time of his death. He joined the union in 1944 in the port of Boston and sailed in the steward department. Among his survivors is his sister, Mildred.

Edward Modestowicz, 62, passed away on May 5. He was a resident of Glenolden, Pa. at the time of his death. Brother Modestowicz joined the SIU in 1966 in the port of Philadelphia and sailed in the deck department. He was buried at Sts. Peter & Paul Cemetery in Del County, Pa. Among his survivors is his wife, Marie.

John J. Morrison, 42, passed away on April 16. Born in New York City, he resided in San Francisco, Calif. when he died. He joined the SIU in 1951 in the port of New York and sailed in the engine department. He was an Army veteran of the Korean War. Cremation took place at Cypress Lawn Memorial Park in Colma, Calif. Among his survivors is his wife, Michiko.

Moises G. Asinos, 68, accidentally lost his life on June 1 while serving aboard the *Steel Navigator*. A native of the Philippine Islands, he was a resident of Philadelphia, Pa. at the time of his death. Brother Asinos joined the SIU in the port of New York and sailed in the steward department. He was buried at Holy Cross Cemetery in Philadelphia. Among his survivors is his wife, Margaret.

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Editor,
SEAFARERS LOG,
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Brooklyn, N. Y. 11232

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CITY STATE ZIP

In the days when America's ships were under sail, their arrivals and departures in the ports of the world were always moments of excitement and great interest. Perhaps no other American-flag vessel of the last century created as much interest as did the proud American clipper ship Great Republic. In her day she was the largest ship in the world, and when she arrived in London, England in March, 1855 she made front page news.

THE LARGEST SHIP IN THE WORLD —MARCH, 1855—

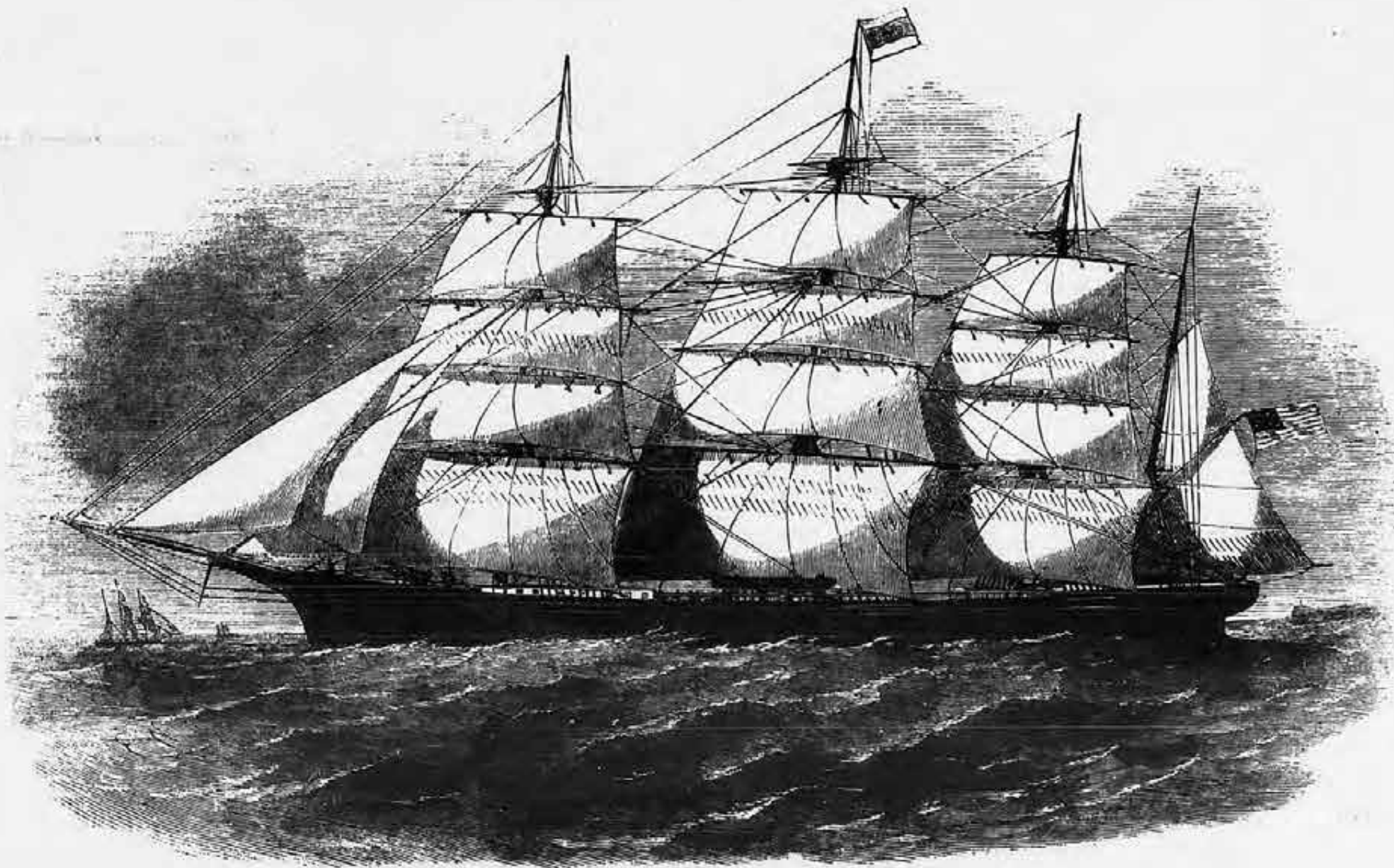
THE ILLUSTRATED LONDON NEWS



No. 734.—VOL. XXVI.]

SATURDAY, MARCH 31, 1855.

[WITH A SUPPLEMENT, SIXPENCE.]



THE AMERICAN CLIPPER, "GREAT REPUBLIC."

This gigantic vessel—partly destroyed by fire soon after she was built, during a great conflagration in New York, having had her damages made good—arrived in the Thames on her first voyage last week; having made the run from New York to Scilly in thirteen days, and beat up Channel to the Downs in three days against the heavy east winds which have been prevailing. She is at present exciting much interest, from her immense proportions and peculiar rig, as she lies at her moorings off Purfleet.

There is nothing particularly different in her hull, as seen from the shore, from the ordinary American clippers, except her length and the great sheer forward from the fore chains to the figure-head; but, on boarding her, one is struck with her enormous width of beam, which equals that of the largest line-of-battle ships afloat; and one of the great peculiarities of the vessel is her singular rig—she having four masts, and partaking of the qualities of both ship and barque. The topsails, instead of being on the

ordinary plan, are housed, or divided into two; the upper one of which can be reefed to half its depth, or sent down altogether. The yards of the lower topsails are secured to the caps of the lower masts by iron slings, and have no further lift from that position. She has large hurricane-houses on her upper decks; and just abaft the mainmast is a roundhouse, containing an engine of 8-horse power. This engine does nearly all the heavy work of the ship—lifts yards, hauls on the braces, walks up the anchor, and assists in receiving and discharging the cargo.

In consequence of her immense beam she cannot enter either of the docks here; and, drawing with her cargo nearly twenty-five feet, she is compelled, from insufficient depth of water higher up, to discharge her cargo in the Long Reach; but it is intended when that is accomplished to bring her up to moorings at Blackwall. She is 3400 tons burthen; 305 feet long; 53 feet beam; hold, 30 feet; and has come here ballasted with 3000 tons of guano. She is the largest sailing ship in the world.

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

Don't Gamble With Your Benefits

SEAFARING takes a man all around the world—thousands of miles from home.

During these periods of a Seafarer's absence from home, it is comforting to know that one's dependents and beneficiaries are well-protected by all of the comprehensive SIU welfare programs.

To secure this protection and to facilitate prompt processing and payment of claims, Seafarers are urgently reminded of the necessity of keeping up-to-date enrollment-beneficiary cards on file in the SIU Welfare Plan office at headquarters.

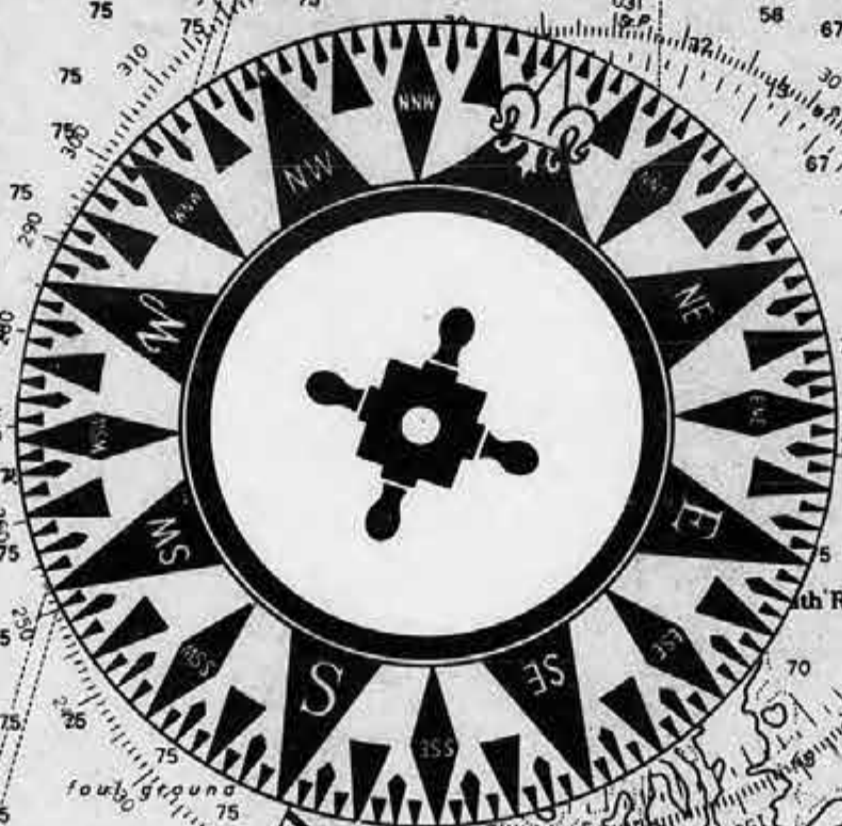
Seafarers who have never filled out one of these cards should do so immediately.

A reproduction of both sides of the card appears on this page for convenient clipping and mailing. It is essential that both sides be filled out carefully, legibly and completely.

Should any change have occurred since a card was filed—another dependent, a change in beneficiary, a change in address—a new card must be submitted as soon as possible.

The beneficiary's name and address must be entered clearly. The Seafarer's signature must be witnessed, but a notary is not required. The correct date of signing is also important since the latest card on file is the one referred to in the event of a claim.

Additional cards are available on all SIU-contracted vessels and in SIU halls. They require no postage if mailed from any part of the Continental United States.



Seafarers Welfare and Pension Plans 275-20th Street, Brooklyn, N.Y. 11215
ENROLLMENT-BENEFICIARY CARD

Name
 PRINT: LAST NAME FIRST NAME MIDDLE INITIAL

Address
 PRINT: NUMBER AND STREET CITY ZONE NO. COUNTY STATE

Social Security No. Z No.

Date of Birth

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary Relationship to You
 PRINT:

Address of Beneficiary
 PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

Date Employee's Signature

Witness
 SIGNATURE

Address
 PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

IMPORTANT—Dependents must be listed on Reverse Side

LIST BELOW NAMES OF YOUR WIFE AND UNMARRIED CHILDREN UNDER 19 YEARS OF AGE

LIST NAMES IN ORDER OF AGE—ELDEST FIRST	CHECK (✓) RELATIONSHIP				DATE OF BIRTH		
	Wife	Husband	Son	Daughter	MONTH	DAY	YEAR

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and the birth certificates of all unmarried children on this card to the Seafarers Welfare Plan, 275 - 20th Street, Brooklyn, N. Y. 11215.

Failure to do so could delay the payment of welfare benefits.

