



SEAFARERS LOG

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April 1973



The SL-7's

an, Galloway, Commerce, Trade, Exchange,
With More to Come!

SHIP CARVING

A LOST ART



(See Center Fold)

Confer on IBU Upgrading Programs at Piney Point

Management leaders representing the leading towing and barge line companies on the inland waterways, the Gulf Coast and the East Coast met with the officers and staff of the Inland Boatmen's Union and the Harry Lundeberg School earlier this month to review a new educational program developed to upgrade the skills of tugboat and towboat crewmembers, and to provide broader opportunities for IBU members to advance to higher ratings.

A Joint Towing Industry Committee on Training was set up following the two-day meeting to assist the school in continuing and up-dating the overall training program which was discussed and approved at the conference.

Representing the Inland Boatmen's Union on the advisory committee are Paul Drozak, national director of the IBU and vice president of the SIU; Gordon Spencer, representing the IBU on the East Coast; James Martin on the Gulf Coast, and Charles Mollard on the inland waterways.

Representing management are Richard R. Miller, National Marine Services, St. Louis, Mo.; Donald D. Wilson, G&H Towing Co., Galveston, Tex.; William Davis, Dixie Carriers, Harvey, La.; James Harrell, Allied Towing, Norfolk, Va.; Jack R. Bullard, Inland Tugs, Inc., Jeffersonville, Ind., and Hugh Howard, Interstate Oil, Philadelphia, Pa.

During the meeting, Hazel Brown, president of the Lundeberg School, and other staff members detailed the various training programs which have been developed and were assured of the full cooperation of management representatives in supporting the program.

One segment of the new program—designed to license qualified towboat operators under regulations recently promulgated by the Coast Guard—has

already begun, and the first class successfully completed their examinations April 3 and received their licenses. The second class is now preparing for their examinations at the SIU-IBU Upgrading Center.

Designed as a career program, the school's training facilities will recruit young men from the ports and cities along the inland waterways and the Gulf and Atlantic Coasts for intensive four-week deckhand programs. The young men will also be offered the opportunity of classroom and on-the-job training as cooks. This program is scheduled to begin May 7 at the Lundeberg School.

Upgrading programs to offer the experienced deckhand the opportunity to upgrade to licensed operators and tankermen will also begin next month.

Other programs for master, pilot and engineer licenses are being formulated and will begin in the next few months.

IBU National Director Paul Drozak emphasized the manpower needs of the towing and tugboat industry as well as the need to bring stability to the industry. He said:

"The effectiveness of the towing industry requires the joint effort of both management and labor on those problems which affect the stability and future of the industry. The committee which has been established to deal with one important part of this necessary joint effort—training and upgrading—can serve as a basis for a whole range of cooperative effort which will benefit our members and the industry as a whole."

Two-week training programs for river operator, inland waterway operator, oceans (not more than 200 miles offshore) operators, and ocean operators have been prepared by the staff of the Lundeberg School and will begin May 3. (See page six for eligibility requirements and application form.)

The following companies were represented at the meeting:

G & H Towing Co., Curtis Bay Towing Co., Federal Barge Lines, National Marine Service, Interstate Oil, Great Lakes Towing, Norfolk Towing and Lighterage, Inc., Dixie Carriers, Inc., Puget Sound Towing Co., Allied Towing, Inland Tugs, Inc., Steuart Transportation, C. G. Willis, Inc. and Express Marine, Inc.



Representatives of the Inland Boatmen's Union and the staff of the Harry Lundeberg School outlined the new programs developed to train and upgrade the skills of tug and towboatmen to the leaders of the major towing and barge line companies. From left are James Tallant, HLS instructor; Robert Kalmus, director of vocational education; Mike Sacco, HLS vice president; Hazel Brown, president; Paul Drozak, IBU director and SIU vice president; Charles Mollard, IBU coordinator from Transportation Institute in Washington; Margaret Stevenson, director of academic education; and Gerry Brown, Piney Point Port Agent.

the PRESIDENT'S REPORT:

National Maritime Council-Working Together



Paul Hall

Seafarers have been hearing a good deal lately about an organization called the National Maritime Council.

This is a coalition of maritime labor, maritime management and the government working jointly to help promote the U.S. Merchant Marine and to secure more cargo for American-flag ships. The Council was set up under the auspices of the Maritime Administration.

In this industry, the National Maritime Council is a unique development and indicative of a new willingness on the part of all elements of the industry to work in concert in the common interest.

The Council is becoming an important vehicle in helping to consolidate the objectives of the industry—to build a merchant marine better able to participate in the carriage of our nation's foreign commerce.

To this end, the Council has been talking to shippers all over the country about the advantages of using American-flag ships. It has held seminars and dinners in scores of cities across the land—Memphis, New Orleans, Atlanta, San Francisco, Seattle, Min-

neapolis, Buffalo, to name a few—at which maritime spokesmen from both labor and management appeal to shippers to use the American merchant marine.

The Council also sends teams to the headquarters of leading export companies to explain the need to ship American.

What the Council is doing at these meetings is telling the shippers what benefits accrue to them and the nation if they use the U.S. Merchant Marine.

One thing that is pointed out, for example, is that 71 cents of every dollar spent in shipping on American-flag ships remains in this country, making an important contribution to the national balance of payments and to the national economy.

The Council also tells shippers about the advantages of the nation's stringent ship safety laws which serve to protect their cargoes in transit.

In addition, the operating efficiency of American ships and their crews, and how the American merchant marine serves as a vital link in our national defense system, are also stressed.

In short, this is a working coalition operating effectively with the support of the Maritime Administration. The Council is an excellent medium for the exchange of views, for the discussion of common problems and their possible solutions.

Above all, the Council seeks cargoes for our ships and the more cargo we have, the more ships will be in operation and the more jobs will be available to Seafarers and workers in all phases of the maritime industry.

Because of this, the work of the National Maritime Council is vitally important to every Seafarer. This mutual effort to secure more cargo for American-flag ships is necessary if Seafarers are to have the decency and dignity that go hand-in-hand with job security.

The effort must continue, too, if the U.S. Merchant Marine is to grow and function as an integral part of our nation's transport network.

The National Maritime Council rates the support of everyone concerned with the well being of this industry and the people who work in it.

Rotterdam to New York:

Sea-Land Commerce Completes Maiden Voyage

Another long, sleek SL-7 ship was added to the SIU's fleet of contracted vessels on Apr. 6 when the *Sea-Land Commerce* smartly completed her maiden voyage from northern Europe to her American berth at Port Elizabeth, N. J.

Christened Mar. 8 in Bremen, West Germany, the 946-foot long container-ship traveled up to Bremerhaven, West Germany and then sailed to Rotterdam, the Netherlands, from where she departed for the U. S. on Apr. 1.

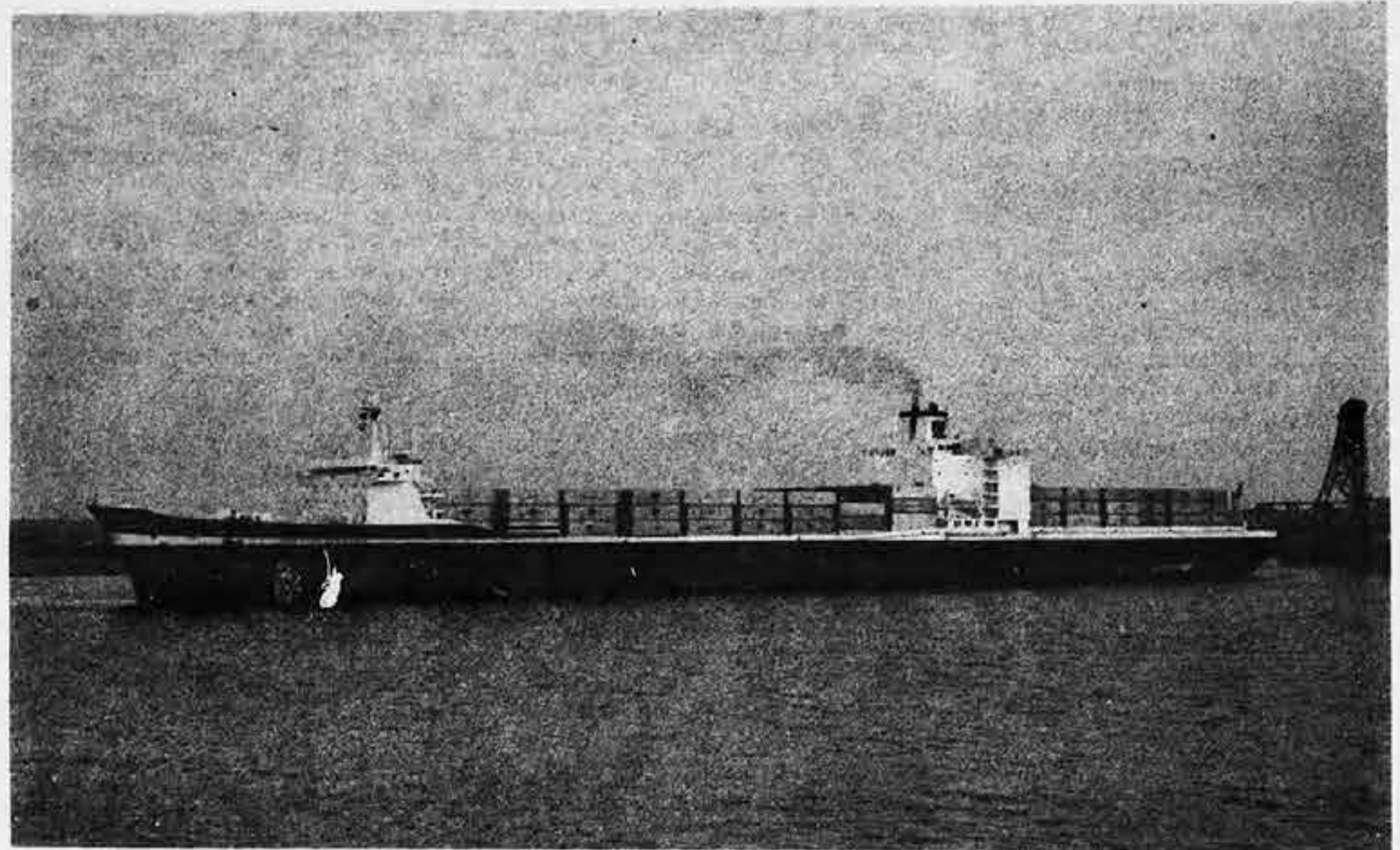
Capable of carrying 1,096 35-foot and 40-foot containers, the *Sea-Land Commerce* can reach a top speed of 33 knots. Her sistership, the *Sea-Land Galloway* established a transatlantic speed record on her maiden voyage in October of 1972.

The *Sea-Land Commerce* will service the North Atlantic trade while the *Sea-Land Galloway* will be transferred from her present run to the transpacific trade. Another SL-7 sistership, the *Sea-Land McLean*, which was christened in September 1972, will remain in North Atlantic service.

Two more SL-7's were christened this month in northern Europe, the *Sea-Land Trade* and the *Sea-Land Exchange*. Both ships will join the *Sea-Land Galloway* on the Far East run.

These five ultra-modern vessels will be joined by three more SL-7's by the end of this year. All are SIU-contracted and all mean more jobs for Seafarers.

Because these ships are so up-to-date they require sharp skills on the part of all crewmembers. The SIU has initiated special programs at its Lundeberg School of Seamanship in Piney Point, Md. to provide Seafarers with the latest



The new container-ship *Sea-Land Commerce*, on her maiden voyage from Rotterdam, glides gracefully into Port Elizabeth, N.J., earlier this month to join the company's big SL-7 fleet before returning to Europe.

training needed to handle their jobs on board the SL-7's and the other highly modern ships coming off the ways today.

The *Sea-Land Exchange* was christened Mar. 6 in Rotterdam, while the *Sea-Land Trade* was christened Mar. 23 in Emden, West Germany.

The *Sea-Land McLean* and the *Sea-Land Commerce* will operate in the

North Atlantic trade on a 14-day round trip basis. One ship will leave Bremerhaven and Rotterdam each week, while the other leaves New York the same week—each returning to their respective ports the following week. Smaller ports will be served by relay vessels on schedules timed closely with the arrivals and departures of the express vessels.

Among these other ports in and near

the U. S. are: Boston; Philadelphia; Baltimore; Portsmouth; Charleston; Jacksonville; Miami; San Juan, as well as Long Beach, Oakland, and Seattle.

On the other side of the Atlantic there will be relay service with Le Havre, France; Felixstowe and Preston, England; Grangemouth, Scotland; Gothenburg, Sweden, and Aarhus, Denmark.

SIU's Scholarship Committee Meets

A committee of six scholars met at Piney Point, Md. on Apr. 8 to select this year's SIU scholarship winners.

Announcement of the winners will be made shortly and will be announced in an upcoming issue of the LOG. Each winner will receive a \$10,000 scholarship.

The committee—consisting of scholars from different parts of the country—will make their selections after a care-

ful review of the academic and personal records of the 24 applicants.

The Scholarship Awards Committee members are: Dr. Charles O'Connell, director of admissions, University of Chicago; Dr. Elwood C. Kastner, dean of registration, New York University; Richard M. Keefe, director of admissions, St. Louis University; Charles Lyons, president of Fayetteville State University; Miss Edna Newby, assistant

dean of Douglass College, Rutgers University; and Charles Logan, American Arbitration Association.

Each of the winners will be able to use their scholarship in any accredited U.S. college to pursue any course of study. The SIU Scholarship Program is recognized as one of the best, "no strings attached" plans in the country.

Since the inception of the program in 1953, 98 men and women have received SIU scholarships. Of them, 26 were Seafarers and 72 were the children or dependents of Seafarers.

To be eligible for a scholarship, a Seafarer must have at least three years seetime aboard SIU-contracted ships and must be under 35 years of age. Any dependent of a union member who has this seetime is also eligible if he or she is unmarried and under 19 years of age.

High School grades and scores achieved on either the College Entrance Examination board tests or the American College Tests, are among the criteria used by the committee in selecting the winners.

Realizing the ever increasing costs of a college education, the union raised its scholarship award from \$6,000 to \$10,000 in 1971. The money is payable over a four year period at \$2,500 annually.

The first maritime union to offer scholarships, the SIU has consistently shown its interest and concern with education. For instance, at present there is also available to all members the General Educational Development program conducted by the SIU's Lundeberg school at Piney Point, which enables Seafarers to get a high school diploma.



The SIU Scholarship Awards Committee met at the Lundeberg School in Piney Point earlier this month to make their selections for the 1973 four-year college scholarships. From left: Dr. Charles O'Connell, director of admissions, University of Chicago; Dr. Elwood C. Kastner, dean of registration, New York University; Richard M. Keefe, director of admissions, St. Louis University; Charles Lyons, president of Fayetteville State University; Edna Newby, assistant dean of Douglass College, Rutgers University; and Charles Logan, American Arbitration Association. At right is Charles Fadern, deputy administrator of SIU Plans.



Seafarer Earns Gallon Club Pin

SIU Medical Director Dr. Joseph Logue, left, congratulates Brother Bernard Krogman upon his entry to SIU's Gallon Club, as Nurse Cheryl Edel looks on. The Great Lakes Seafarer joins 13 other SIU members.

Change of Address

Seafarers are advised that the new address of the SIU's Wilmington hall is:

510 N. Broad St.
Wilmington, Calif. 90744
Telephone: 213-549-4000

Carried 20.6 Million Tons

Adm. Chase: U. S. Merchant Marine Needs Larger Share of World Cargo

Military Sealift commander Rear Adm. John D. Chase in a recent speech to Tulane University's Institute on Foreign Transportation and Port Operations in New Orleans declared that last year MSC carried more than 20.6 million tons of cargo and delivered 19.2 million tons of petroleum products.

He emphasized that if the merchant marine is to survive, it must secure a larger share of world cargo.

Adm. Chase also said MSC spent \$863 million in 1972—82 percent of that being paid to the commercial sea transportation industry.

The Military Sealift Command, manned by Seafarers on SIU-contracted ships, maintained a high level of performance last year with the tankers *Erna Elizabeth* and *Taluga* gaining high praise for refueling support of both U.S. and NATO Navy units, Adm. Chase said.

Further, he said, that he'll be looking forward to improvement in the merchant marine in 1973.

"During the long years of war in Vietnam," the admiral added, "MSC ships were the lifeline linking factory and field in the United States with troops in the field. Among commodities delivered were tanks, trucks, helicopters, generators and fuel to power them. We supplied the ammunition our infantrymen and Air Force-Navy strike forces consumed in great amounts. We delivered cement, road building gear, and rock for reconstruction of Vietnamese roads. And drugs and medicines, food and clothing, supplies and recreation gear also came by sea. So did steel landing mats for airfields carved out of jungles, and electronic gear to handle the important communications mission.

"Before the ceasefire, when the South Vietnamese forces were given equipment they badly needed, MSC ships moved 75 percent of the cargo rushed there. At the same time we were returning heavy lift items such as river boats, LCMs and LCUs for the Navy. Damaged vehicles and equipment were moved by sea to repair depots at Okinawa and other locations. In short, that which we had delivered to Southeast Asia over the years, which could not be used, was returned to the States or other U.S. controlled locations. It was done in the interests of efficiency and economy."

Chase continued by saying that MSC tankers—sailing from Arctic to Antarctic—and in most of the seas of the world—pump petroleum products into tanks ashore. They unload by use of offshore buoys, or into barges which enter ports they cannot. And they refuel carriers, destroyers, and all of the other

Back Wages Due

The Seafarers listed below are due unclaimed back wages as of April 1, 1973 from Texas City Tankers Corp., P.O. Box 1271, Texas City, Tex. 77590.

To receive the wages due write to Frank Greathouse, chief marine accountant of the company, at the above address or telephone 713-945-4451 for information.

Estes, F. W.	464-80-0867
Graham, K.	449-60-9083
Lester, C. L.	439-52-6648
Scherhans, C.	079-05-2501
Spurgeon, L. A.	293-36-5459
Stegall, H.	457-42-2912
Williams, J.	563-10-8472



Heading home to her base in Subic Bay, the SIU-contracted tanker *Taluga* completes a day's work for the MSC, refueling U. S. Navy ships off South Vietnam.

fighting ships of the 7th Fleet in Vietnamese waters.

The MSC commander said it is necessary to have ships which can operate in the austere environments which exist in wartime—while providing economical and efficient sealift in peacetime. That means MSC must have ships which can operate over the beach, in shallow waters and over inland waterways. They must be working elements of the existing intermodal distribution system so that MSC can use them when there are no hostilities. He said MSC cannot afford to maintain them on a stand-by basis.

At the end of World War II, the naval officer pointed out, the United States had some 3,500 merchant type ships. "We now have less than 600 active vessels. Another 575 are in the reserve fleets. However, only about 130 of this group have any realistic potential for emergency use."

More startling, he said, is the fact that U.S. flagships carry less than six percent of the nation's trade. "As you can see, we have a long way to go to attain our current goal of 17 percent."

On containerization Chase said in the past 15 years, United States interests have invested more than \$7.5 billion in containerization. "Results are evident," he said.

In 1968, only 28 percent of liner type cargo on the North Atlantic was carried in boxes. In 1971, the figure was 78 percent. In the Pacific-Far East trade, the percentage rose from 6 to 32 in the same period. For all trade routes, container cargo carried by liners totaled 10 million tons in 1971. It was only 1.7 million tons in 1968. "The trend is obvious," he said.

He noted that U.S. flagships carry 40 percent of the world's containerized trade. "Our innovation—and our investment—in this mode of sea transport are paying dividends."

Adm. Chase said the trend toward specialized, highly-productive, fast, king-sized ships is evident in other areas. Tankers now being built range from 80,000 to half-a-million dead-weight tons. Also planned are huge oil-bulk-ore carriers—OBOs—and equally

big Very Large Crude Carriers, VLCCs. Contracts have been let for a number of LNGs—liquefied natural gas carriers—which are needed to help provide the energy sources the country requires.

He added even barges now come in king sizes. Ship-sized ocean-going tug-barge systems now include barges with up to 30,000 tons capacity. Each is the equivalent of two World War II T-2 type tankers. Barges also are an integral part of the newest technological breakthrough in the maritime industry. Twenty three barge carriers—some LASH—now are under construction, or in operation. The LASH—which means lighter aboard ship—lifts huge barges from the water by use of a giant ship's crane. The crane also moves them forward and places them in ship cells.

These 23 ships could carry 1,322 barges at a time—which means a payload of a half million tons.

"To find out how we can take advantage of the potential of the LASH," he said, MSC is now involved in a program known as BARTAP. That's military shorthand for the Barge Transportation Appraisal Program. Working with the commanders in chief of the major overseas commands, and with Army, Navy, Marine and Air Force representatives, MSC is moving many types of cargo in barge carriers—across the oceans, up and down rivers, and in coastal waters. Cargo carried includes ammo, foodstuffs, helos, vehicles, and household goods. MSC is learning how to best load and unload these barges in many types of environment, the admiral pointed out.

Other new ships coming into the inventory include roll-on, roll-off ships in the regeneration of the merchant marine. The 80 new ships now being built, for instance, have a productivity equal to 250 or 350 of the older ships.

Finally, the MSC chief concluded, "we who represent the military transportation industry must do all that we can to stimulate the growth and viability of our merchant marine. It is indeed our fourth arm of defense."

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& Inland Waters
Inland Boatmen's Union
United Industrial Workers

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Stop 20 00908
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2014971 Ext. 281

Security
In
Unity



SIU's 10-Year Fight

Lakes Jobless-Pay Bill Passes Ohio House 82-13

The lower house of the Ohio Legislature voted 82-13 early this month to make Great Lakes seamen employed by Ohio-based shipping companies eligible for the same unemployment compensation coverage already available to other Ohio workers.

The bill must now go to the Ohio Senate for its vote and then to Governor Gilligan for signing. Ohio is the only state bordering the Great Lakes that still discriminates against seamen in the payment of unemployment benefits.

The SIU, facing opposition from opponents of extending coverage to seamen, has fought for passage of the current bill and previous bills introduced over the last ten years.

Under the current Ohio law, seamen can only qualify for benefits during the 40-week shipping season that begins the last week of March. No credit for eligibility is given for the 12-week "off-season" period and any benefits paid by the end of the 40-week season are suspended until the following season begins.

State Representative Casey Jones (D-Toledo), sponsor of the new bill, says that his legislation recognizes that Great Lakes shipping is becoming a "year-round business" and that Ohio should no longer deny year-round unemployment benefits to seamen.

About 3,200 maritime workers, including Seafarers, are employed on 80 ships operated by companies based in Ohio.

As an example of the manner in which the present law discriminates against seamen, Rep. Jones cited the

example of two Great Lakes seamen living in the same area in Toledo but employed by two different shipping companies, one based in Minnesota, the other based in Cleveland.

"The Toledoan working for the shipping company based in Minnesota can draw unemployment benefits from the State of Minnesota anytime he is laid off, but his neighbor cannot collect because his employer is based in Ohio," emphasized Rep. Jones.

State Senator Howard Cook (R-Toledo) has introduced a bill in the Ohio Senate which contains the same provisions contained in the House bill sponsored by Rep. Jones.

Ice Breaker Offers Year-Round Passage

A \$82,000 contract to develop a mechanical ice breaker device to clear rivers, lakes and bays has been won by Arctec Inc. of Columbia, Md., a cold regions research and engineer design firm, Coast Guard headquarters announced.

The Coast Guard thinks the ice breaker could keep the Great Lakes and northern rivers open to navigation the year-round.

The self-powered device is shaped like a barge with three ice cutters in front that carve slots in the floe that are cracked by the hull and forced down and under the channel edge.

Tests of the ice breaker in 4-6 inch ice is under way on Pennsylvania lakes. If a success, the Coast Guard will build a prototype craft for demonstration.

Last Coal Burner Tug Anchors At Museum

The last remaining coal-burning, steam-powered tug on the Pacific Coast, the 135-foot *Hercules* will be preserved at the San Francisco Maritime Museum State Historic Park.

The museum pier on Hyde and Polk Streets features a collection of old ships recalling the city's maritime past.

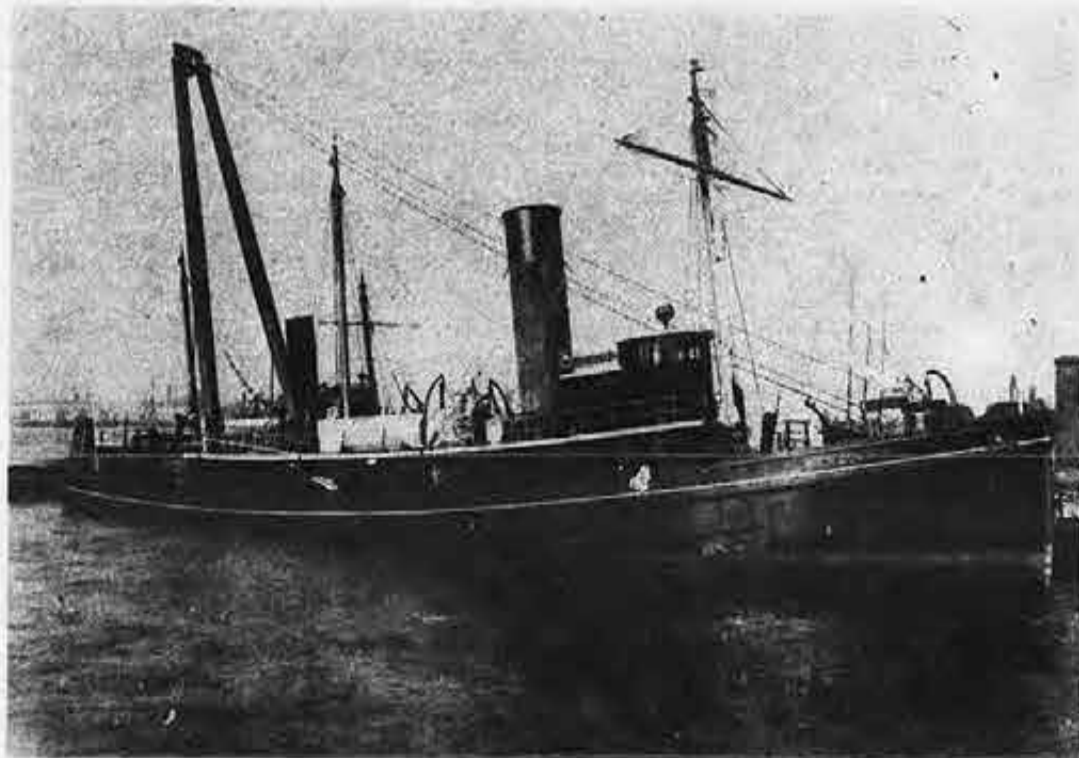
The *Hercules*, last of a type of tug that was once common on the West Coast, was built in Camden, N.J., in 1907 by John H. Dialogue & Sons.

The tug sailed to the Pacific soon

after being launched to tow big sailing ships in and out of San Francisco Bay. With her sister tug, the *Goliath*, she also towed log rafts from the Pacific Northwest to Los Angeles and San Diego.

At first a coal burner, the *Hercules* was converted to oil by the Western Pacific Railroad which operated the tug for many years. In 1962 she was bought by John Seaborn of San Francisco.

The tug has a 26-foot beam and draws 14 feet. She carried a crew of 15 as a coal burner.



The one-stack *Hercules* with her sister tug *Goliath* (background) on the Delaware River at the turn of the century prepares to steam out for California.

LEGISLATIVE REPORT



By B. Rocker

House Hearings on MarAd Activities

Rep. Leonor Sullivan (D-Mo.), Chairman of the House Merchant Marine and Fisheries Committee, recently held hearings on the activities of the Maritime Administration.

Chairman Sullivan had indicated earlier this year that she would study the problems of the maritime industry in an attempt to improve the general health of the U. S. merchant marine.

Robert Blackwell, Assistant Secretary for Maritime Affairs, testifying for MarAd, stated that more than \$1.7 billion in federally assisted contracts have been awarded since the 1970 Act was passed.

He also described MarAd's efforts in cargo promotion in order to attract more American shippers to the use of American-flag ships.

Through their research and development program, MarAd hopes to develop new technology to make U. S. ships more competitive, Blackwell said.

Maritime Authorization

SIU representatives testified before the House Merchant Marine and Fisheries Committee in favor of the 1974 budget authorization for the Maritime Administration, H.R. 5449.

Under the provisions of the Merchant Marine Act of 1970, the goal is to build 300 new ships in the next ten years. With funds authorized in H.R. 5449, new ships can be built to replace and supplement those in our shrinking U. S. fleet.

When a bill is introduced to authorize a program, it is referred to the appropriate committee, where the members may amend it on the basis of their expertise or testimony from interested parties. If it is passed by both houses and signed by the President, an appropriation bill is necessary to provide funds to carry out the authorization.

As many as 17 contracts are expected to be signed by MarAd in fiscal year 1974, among them, six LNGs and five or more large tankers.

These contracts will generate new jobs for workers in shipyards as well as jobs for seamen to man the ships and dockworkers to load and unload them.

If the agreement with the Soviet Union is continued, additional operating differential subsidy funds will be needed to cover grain shipment.

We also need large-scale oil tankers to transport oil from our foreign suppliers, mainly in the Middle East. As our demands grow, it is vital to U. S. security, economy and defense to have the shipping capability to carry our oil imports. It puts us in double jeopardy to rely on a foreign supply and foreign carriers.

Trans-Alaska Pipeline Right-of-Way

Hearings have been held in the Senate Interior and Insular Affairs Committee, chaired by Senator Henry M. Jackson (D-Wash.) on rights-of-way across public land. The hearings were prompted by a Circuit Court of Appeals decision that the Interior Secretary lacked authority to grant a right-of-way wider than 25 feet on either side of the proposed Trans-Alaska pipeline.

The purpose of the hearings is to grant a right-of-way for the 48-inch pipeline, but would also apply in the future to gas, water, electrical and communication lines across Federal lands.

The SIU strongly supports building of the Alaska pipeline with greatest possible speed.

The merits of routing the pipeline through Alaska will be considered in other bills at a later date.

If the right-of-way is not permitted, another bill will have to be passed to eliminate fixed limit right-of-way widths.

The pipeline project has been held up by environmentalists on the grounds that it will destroy wildlife.

Meanwhile, demands for energy continue to increase. If oil from Alaska's North Slope can be made available, it will help meet the demands and will decrease U. S. dependency on the supply from the Middle East.

Support SPAD



Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

Lundeberg 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.

Engine

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Lifeboatman

1. Must have 90 days seetime in any department.

Steward

1. ASSISTANT COOK TRAINING PROGRAM REQUIREMENTS:

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

2. COOK AND BAKER TRAINING PROGRAM REQUIREMENTS:

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

3. CHIEF COOK'S TRAINING PROGRAM REQUIREMENTS:

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

4. CHIEF STEWARD TRAINING PROGRAM REQUIREMENTS:

- A. 3 years seetime in ratings above that of Third Cook or;

- B. 6 months seetime as Third Cook or Assistant Cook, 6 months as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cook, Second Cook and Baker and Chief Cook Training Courses at the Lundeberg School or;
- C. 12 months seetime as Third Cook or Assistant Cook, 6 months seetime as Cook and Baker, 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Cook and Baker and Chief Cook Training Programs.
- D. 12 months seetime as Third Cook or Assistant Cook, 12 months seetime as Cook and Baker and 6 months seetime as Chief Cook and are holders of a "Certificate" of satisfactory completion from the Chief Cook Training Program.

Towboat

Operator

(Those currently employed as operators or pilots.)

1. Must have at least one year service as operator of towing vessel within the 36 months preceding date of application.
2. A letter from the company verifying the above plus indicating: The name of the vessel, it's official number, length and gross tonnage as well as the routes operated and geographical area.
3. Pass eye examination and have normal color vision.
4. Have merchant marine documents or have available an original birth certificate and a social security card.

Tankerman

1. Must pass physical examination.
 2. Must have a letter from the company or company letterhead stating your capability and performance while employed.
- * Do not mail your discharges to the Upgrading Center—bring them with you.
* Be sure physical is included if required.
* Rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

Return completed application to the attention of:

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

APPLICATION

Name _____ Age _____
Home Address _____ SS # _____
Mailing Address _____ Book # _____
Phone _____ Seniority _____
Ratings Now Held _____

I am interested in:

DECK

- AB 12 months
 AB Unlimited
 Quartermaster
 Lifeboatman

ENGINE

- FWT
 Oiler
 QMED
 Dk. Mech.
 Reefer
 Electrician
 Dk. Eng.
 Jr. Eng.
 Pumpman
 Machinist
 Boilermaker

STEWARD

- Assistant Cook
 Cook & Baker
 Chief Cook
 Steward

TOWBOAT

- River—Operator
 Inland Waterway—Operator
 Ocean—Operator (Not more than 200 miles)
 Ocean—Operator
 Tankerman
 Radar Observer

Dates available to start class _____

HLS Graduate: Yes No Lifeboat endorsement: Yes No

Record of Seetime (Show only amount needed to upgrade in rating checked above or attach letter of service, whichever is applicable.)

SHIP	RATING HELD	DATE OF SHIPMENT	DATE OF DISCHARGE



Representatives of the towing and barge line companies attending the two-day conference at Piney Point had a first-hand opportunity to inspect the various training programs which have been developed by the school.

UPGRADING CLASS SCHEDULE

	May 3	May 17	May 31	June 14	June 28
LIFEBOAT	X	X	X	X	X
ABLE-SEAMAN				X	
QUARTERMASTER				X	
FWT	X		X		X
OILER	X		X		X
REEFER		X			X
ELECTRICIAN	X			X	
JR. ENGINEER			X		
PUMPMAN			X		
DECK ENGINEER			X		
MACHINIST	X	X	X	X	X
BOILERMAKER	X	X	X	X	X
TANKERMAN	X	X	X	X	X
DECK MECH.	X	X	X	X	X
QMED	X	X	X	X	X
ASSISTANT COOK	X	X	X	X	X
COOK & BAKER	X	X	X	X	X
CHIEF COOK	X	X	X	X	X
STEWARD	X	X	X	X	X

TOWBOAT

RIVER OPERATOR	X	X	X	X	X
INLAND WATERWAY OPERATOR	X	X	X	X	X
OCEANS (Not more than 200 miles) OPERATOR	X	X	X	X	X
OCEANS OPERATOR	X	X	X	X	X
RADAR OBSERVER		X			



"You're never too old to learn," repeats Brother Allen Batchelor, left, who this month achieved his QMED—Any Rating endorsement after passing the machinist and electrician examinations with the help of Lundeberg School mathematics teacher Terry Carter. At right is Seafarer Luciano Alfeo, who passed his boilermaker's exam and is continuing his studies for a QMED rating.

April 1973

What They're Saying



James Thomas

Since the early days of our settlers, labor has had a rough time to go—

especially Seafarers. In those early days, the seaman was little more than a slave. His life aboard ship was intolerable, and his standing in the community ashore was little better.

But, the Seafarers never gave up. They organized and they united. And the school here at Piney Point is a prime example of the gains we have made in the SIU. Here, a seaman can go right to the top no matter what department he is in. And, he can send his children to college and have a good home and be a part of the community.

We've come a long way, and unity and education have been the keys to our success and will be the keys to our future.

High School Program Available to Seafarers

Ten Seafarers have already successfully completed studies at the SIU-IBU Academic Study Center, and have achieved high school diplomas. Three more Seafarers are presently preparing for their examinations.

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 Liter-

ature; 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.

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

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

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



Three more Seafarers are presently studying for their high school diplomas at the Harry Lundeberg School in Piney Point after achieving upgrading endorsements at the school's Upgrading Center. Seen here in the study hall with teachers Claudia Gondolf and Stephanie Bush are, from left, Trawn Gooch, who sails as AB out of Baltimore; Caldwell Sabb, QMED from New York; and Lee Burke, QMED from New Orleans.

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

Name _____ Book No. _____

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

Last grade completed _____ Last year attended _____

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

Seafarer-Cartoonist Captures Lighter Moments of Life at Sea

In the course of his sailing career, each Seafarer develops his own personal way of remembering the voyages he's enjoyed most—some use a camera, others collect countless souvenirs, still others simply recall pleasant memories—but all Seafarer James Mates needs is a sketch pad and bottle of India ink.

Brother Mates, who sails as able-seaman out of the port of Seattle, is an accomplished cartoonist whose talents transform the every day happenings aboard his ships into unique

cartoons that cheer his shipmates and provide light-hearted impressions of their voyages.

Explaining how he first began cartooning, Brother Mates recalled:

"Sometime around the age of six, I began writing on the wall paper at home. Although my parents were understanding and eager to encourage my creativity, they often applauded my work with only one hand—to keep the other hand free to use on my backside."

While at sea, especially on the

longer voyages, Brother Mates provides his shipmates with a daily cartoon posted in the crew's mess which depicts an experience their ship or a crewmember had the day before.

"I look over each sailing day for an idea, then put something down on paper overnight. It's not always something comical, but it is always something that we all shared in common."

The inspiration for a cartoon may

strike Brother Mates at any moment. Anything may serve as a subject, but people and the funny things they say or do are usually the theme of his cartoons.

"Cartoons are a way of forever capturing a moment of time that can be relived and enjoyed again," emphasizes Mates.

Before joining the SIU, Brother Mates worked as an aircraft design illustrator for a company in Seattle.

"I left to go to sea because the aircraft industry began to slow down out here, but because I also did not want to work surrounded by four walls each day.

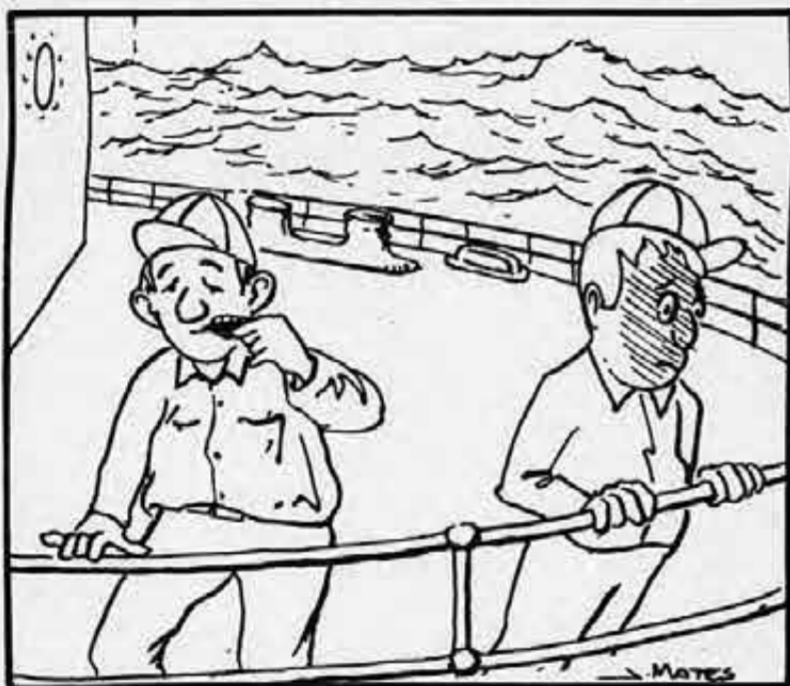
"Besides—the sea, sailors, and the things that happen at sea make better subjects for my cartoons."



"Pass the ketchup, please."



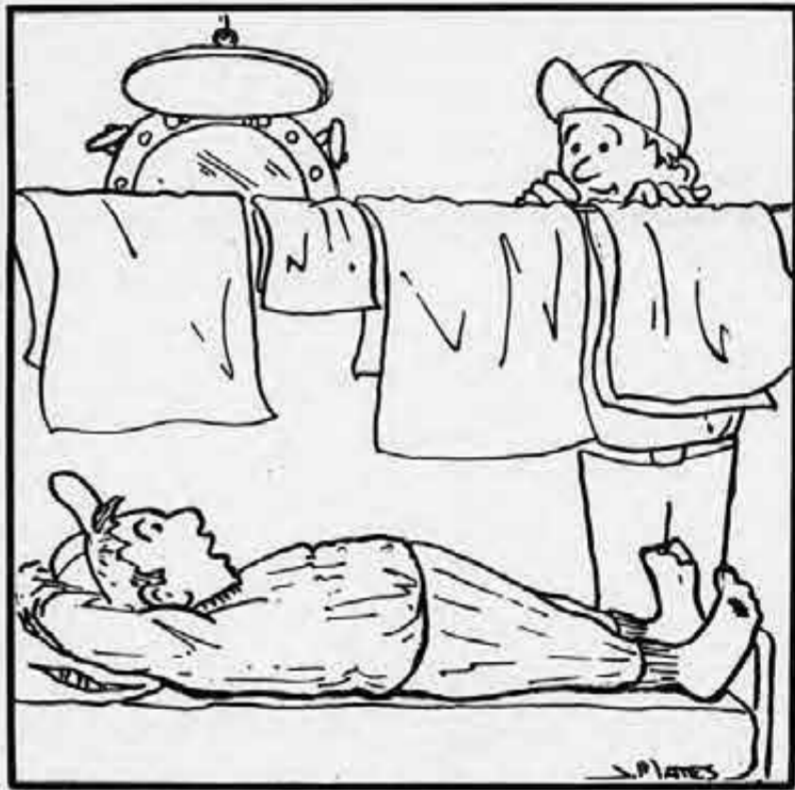
"Ya, Smidly... You better figure your next trip on some voyage scrap run."



"Boy! That was sure good chow tonight... Those pork chops, potatoes and that banana cream pie."



Seafarer and artist Jim Mates gets set to draw some of his funny cartoons for the LOG.



"With your white sails hanging there like that takes me back to my days before the mast."



"You got the proper reading light now, Bruno?"



"So I says to her... You'll never find a man of my caliber doing a job like washing the dishes."



"The only trouble is by the time the voyage is over with... I'll be out of style."

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

MARCH 1-31, 1973

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	11	4	7	3	0	10	2
New York	77	21	59	5	0	197	33
Philadelphia	16	3	7	1	0	28	11
Baltimore	38	13	37	6	1	73	26
Norfolk	16	2	6	1	0	34	8
Jacksonville	25	33	14	19	0	41	28
Tampa	9	6	7	1	0	13	11
Mobile	49	4	23	7	0	83	7
New Orleans	79	13	50	6	0	133	34
Houston	100	27	102	34	0	87	62
Wilmington	26	16	6	10	0	45	35
San Francisco	69	29	60	14	0	130	47
Seattle	25	29	15	15	0	34	33
Totals	540	200	393	122	1	908	337

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	3	2	1	0	4	3
New York	71	47	41	36	0	100	67
Philadelphia	11	4	7	1	0	14	10
Baltimore	29	10	20	7	0	57	57
Norfolk	8	5	6	2	0	19	13
Jacksonville	11	25	10	13	1	16	23
Tampa	3	4	0	0	0	8	2
Mobile	26	6	9	12	0	55	13
New Orleans	63	32	41	23	0	113	56
Houston	73	38	73	39	14	85	67
Wilmington	10	9	6	6	0	17	31
San Francisco	57	43	61	30	0	89	74
Seattle	21	20	14	15	0	17	23
Totals	387	246	290	185	15	594	439

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	0	2	0	0	0	0	2
New York	73	82	50	66	19	141	115
Philadelphia	6	9	2	6	0	15	10
Baltimore	15	13	20	8	0	19	15
Norfolk	14	3	3	0	0	27	6
Jacksonville	17	15	8	7	1	21	15
Tampa	5	2	2	4	0	7	2
Mobile	20	2	12	12	0	38	5
New Orleans	26	17	19	1	0	6	10
Houston	44	15	44	17	2	75	74
Wilmington	6	14	3	5	0	15	21
San Francisco	38	15	27	4	0	81	41
Seattle	23	5	7	6	1	27	6
Totals	287	194	197	136	23	472	322

SIU



Arrivals

Shaveta Collins, born May 6, 1972, to Seafarer and Mrs. Richmond C. Collins, Compton, Calif.

Allan Jay Estrada, born Jan. 9, 1973, to Seafarer and Mrs. Albert Estrada, New Orleans, La.

Jurina Goldys, born Sept. 22, 1972, to Seafarer and Mrs. Carl M. Goldys, Baltimore, Md.

Albert Bartholf, Jr., III, born Dec. 31, 1972, to Seafarer and Mrs. Albert V. Bartholf, Jr., Brookhaven, Pa.

Johanna Tellez, born Oct. 22, 1972, to Seafarer and Mrs. William Tellez, Ponce, P. R.

Ellen MacLeod, born Dec. 1, 1972, to Seafarer and Mrs. Chester D. MacLeod, Alpena, Mich.

Kevin Thompson, born Jan. 2, 1973, to Seafarer and Mrs. George P. Thompson, Virginia Beach, Va.

Anthony Keelen, born Jan. 23, 1973, to Seafarer and Mrs. Anthony E. Keelen, New Orleans, La.

James Kristensen, born Nov. 17, 1972, to Seafarer and Mrs. Neil R. Kristensen, Portland, Ore.

Nabeal Saif, born Jan. 21, 1973, to Seafarer and Mrs. Mohamed A. Saif, Lackawanna, N. Y.

Kevin Lupton, born Jan. 21, 1973, to Seafarer and Mrs. Christopher S. Lupton, Jr., New Bern, N. C.

Raymond Knotts, born Nov. 28, 1972, to Seafarer and Mrs. Barney C. Knotts, Jr., Mobile, Ala.

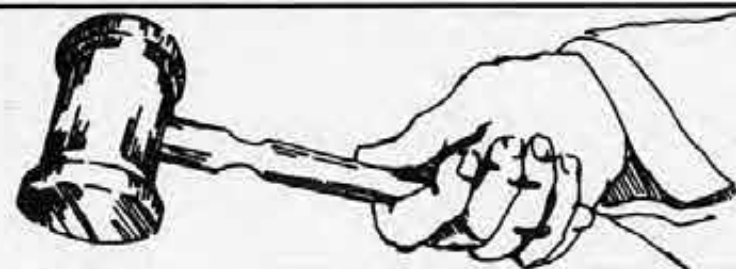
Nathan Smith, born June 1, 1972, to Seafarer and Mrs. Harry G. Smith, Rising Sun, Md.

Marilyn Denise Worley, born May 18, 1971, to Seafarer and Mrs. Mike Worley, Maraga, Calif.

Jill Forgrave, born Feb. 12, 1973, to Seafarer and Mrs. John E. Forgrave, Goetzville, Mich.

Samantha Rayburn, born Oct. 5, 1972, to Seafarer and Mrs. Chester Rayburn, South Portsmouth, Ky.

Know Your Rights



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

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

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

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

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

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

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

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

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

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

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

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

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

AT SEA



SS Tampa

The SIU-contracted *Tampa* (Sea-Land) recently became the largest containership ever to dock in the Port of Miami.

She can carry 332 containers including car-carrying containers; 35-foot standard containers, as well as insulated/ventilated, refrigerated, open-top, flatbed, and liquid bulk and dry bulk containers.

SS New Orleans

For the second consecutive year, the *New Orleans* (Sea-Land) has received a certificate of approval from the U. S. Public Health Service for her shipshape sanitary conditions. Chief Steward D. Sacher and other members of the steward department have spearheaded the drive that gave the ship a 100 percent rating when inspected. Sea-Land commended Sacher and his department "for the fine manner in which you have maintained your ship. It's a pleasure having men of your caliber in our employ who take pride in doing a good job. Thank you for your continued interest in running a clean, efficient ship."

SS Robert E. Lee

Brother Robert DeFranza, 65, was buried at sea on Mar. 6 from the *Robert E. Lee* (Waterman). Seafarer DeFranza, who was a native of Austria, died on Jan. 31 in Aryan Hospital, Bandar Mahshahr, Iran as a result of injuries he had sustained in a fall on board the *Stonewall Jackson*. Brother DeFranza, who was a resident of New Orleans, La. at the time of his death, leaves behind his wife, May. Crewmembers of the *Robert E. Lee* collected money for flowers for the funeral and Captain J. R. Anderson read the services.

SS Columbia

The ashes of Brother Daniel Piccerelli were buried at sea from the *Columbia* (United States Steel) on Mar. 2. The ceremony was held four miles west of El Salvador and all crewmembers were in attendance. Brother Piccerelli was 59 years old when he died on Feb. 12.



How Well

Do You Know Money?

World-traveling Seafarers must be well acquainted with their own currency as well as foreign monies so as not to be "taken" by unscrupulous vendors in ports of other countries.

Test your knowledge with the following questions and see how well schooled you are in world currencies.

Here are some guidelines by which to score your test.

8 to 10 correct—banker 5 to 7 correct—broker below 5 correct—broke

1. The basic monetary unit in America is the dollar. What is the basic unit in Pakistan?
2. When exchanged into American currency, which is more valuable, the Libyan, Maltese or the English pound?
3. If a Persian rug salesman charged you 375 tumans for a hand-made rug in Iran, how many U. S. dollars would you be paying?
4. What is the basic monetary unit of Panama?
5. Another Persian salesman offers you a great deal on a used brass lamp for only 75 rials. How much is this in U. S. currency?
6. What is the monetary unit of Thailand?
7. At an International Money Exchange in Taiwan how many Taiwanese dollars would you be given for an American dollar?
8. You offer a sidewalk salesman in Jakarta, Indonesia \$5 for a hand-carved wooden ship, but he wants to be paid in Indonesian rupiahs! How many rupiahs do you owe him?
9. What is the monetary unit of South Africa?
10. Which country's money commands the highest rate of exchange at International Money Exchanges?

Answers

1. The basic monetary unit of Pakistan is the rupee.
2. The Libyan pound is slightly more valuable.
3. \$50
4. The balboa is the monetary unit of Panama.
5. \$1.00
6. Approximately 20 bahts equal \$1.00.
7. Approximately 40 Taiwanese dollars equal \$1.00.
8. 2000 rupiahs
9. The rand is the monetary unit of South Africa.
10. Japan

Never Too Old To Learn!

62-Year Old Seafarer Achieves Education Goal

Allen Batchelor is a 62-year old professional Seafarer with a second grade education who this month achieved his QMED—"Any Rating endorsement" at the Lundeberg School's Upgrading Center—and his is a story that should provide encouragement to all Seafarers who have the desire to upgrade but who have felt handicapped by a lack of education.

Seafarer Batchelor came to the Upgrading Center in Piney Point last year as a FOWT and pumpman, and managed through hard work and study to pass his examinations for reefer engineer, deck engineer and junior engineer.

"I did all right on these tests," he said, "but when it came to machinist and electrician, I fell flat on my face. I just didn't have the background in mathematics."

But, he didn't want to give up. "I wanted to learn so bad, it wasn't funny," he said, "and when I found out that the school had a special teacher to help us with math, I couldn't wait to get back."

Probably because of his own lack of formal education, Seafarer Batchelor has always had a respect for education, and he has managed in the nearly 40 years he has been going to sea to send his three children through college. He said, simply, "I wanted to give them something I never had."

Born on a poor farm in Georgia, Seafarer Batchelor had to go to work early to help support the family, but he never lost the desire to learn and achieve. He said:

"It's always been my greatest desire to go to school and to advance myself, and now, through the programs here at the Lundeberg Upgrading Center, I have had that chance. I went all these years and couldn't advance any higher than pumpman, and all because I never had anywhere to go to learn the math and other things I had to know. Now I have it all."

The Lundeberg School's SIU-IBU Upgrading Center works closely with the school's academic faculty in providing help in reading problems, study skills and practical mathematics. Terry

Carter, and other teachers on the academic staff hold regular classes and provide individual help to upgraders based on their specific needs and problems.

Seafarer Batchelor hit it on the nose, and had some sound advice for other SIU and IBU members, when he said: "Most guys try to cover up for their lack of knowledge, but it's not right. We all have a chance to learn, and right here at Piney Point is where it is all at. It's here for anyone who wants to learn."

What They're Saying



Hans Schlueter

Looking back to my time as a new member of the SIU, I remember most the unity, brotherhood and militant spirit within the Union. Coming to Piney Point to upgrade, I see a new thing, the importance of education and the strong feelings our Union has about education, not only for me but for all of our members—young and old alike.

This has been a great opportunity for me, and I am proud of our Union for understanding that seamen like myself want to learn and make a better life for ourselves and our families.

Cable Splicing



The fast disappearing art of cable splicing aboard ship is still expertly practiced by able-seaman Carl Hargroves on the deck of the *Steel Seafarer* (Isthmian).

Born Into River Family

IBU Retiree Rauch Recalls Ol' Miss



Boatman Joe Rauch, second from left, chats with some of his old towboat buddies on one of his daily visits to the riverfront. The others are, from the left, Floyd "Monk" Hughes, Willie Judd, Sr. and Mike Jackson.

At the age of 15, a time when most kids are conjuring up mischievous pranks to play on the school principal, recently retired IBU member Joseph Rauch was working hard on tugs and towboats on the muddy Mississippi River.

Born in 1907 in the Navy town of Algiers, La., just opposite New Orleans on the west bank of the Mississippi, Brother Rauch came from a rugged family of river boatmen, including his father, uncles and two brothers.

Even as a boy of 8, the river was in his blood. Instead of knocking around a baseball on the rocky Louisiana sandlots, Joe would venture down to the Mississippi with his brothers.

"We used to grab a hold of the crossbeams on the old ferries" he said, "and after they pulled us halfway across the river we would let go and swim back."

In 1922 his father suddenly passed away and Brother Rauch sadly quit school and went to work permanently on the river in an effort to help his family make ends meet.

He began by making trips to St. Louis in the engine room of a wooden hull tug, and before retiring a half century later, Joe had become well acquainted with every major port on both the Mississippi and the Gulf of Mexico.

Joe recalls that the hardest part of his job was working on oil rigs in the Gulf.

"Lots of times rough seas made it very difficult to get those rigs in tow" he said, "you always had to be worried about falling overboard."

Boatman Rauch, whose two brothers both drowned in separate accidents

in rough weather on the Mississippi, nearly suffered the same fate in 1965 during Hurricane Betsy while on a mercy mission to Pointe a la Hache, La. to rescue 65 stranded persons. The then 58-year old Boatman was knocked unconscious by a heavy swell and was luckily saved by a gallant shipmate who grabbed on to Rauch's belt and refused to let go until he had regained consciousness.

Joe's wife, Juanita, to whom he has been married for 25 years, recalls that "Joe never seemed to be home when a hurricane hit."

In 1951 Brother Rauch began sailing for the Crescent Towing and Salvage Co. and was offered a job as tug captain. However, he decided to decline the lucrative offer and help organize and grow with the much needed Inland Boatmen's Union which was then in its infancy.

"The union is a great thing for the river tugmen" he said, "When I first started sailing I was making only \$42.50 a month, regardless of how much overtime I put in, sometimes 24 hours a day seven days a week. Now, thanks to the benefits brought on by the IBU, a deckhand can make upwards of \$800 a month, and he gets paid for every minute of overtime he works—and don't forget retirement, hospitalization and many other benefits—the job has a real future in it today."

Many things have changed in the last 50 years but Brother Rauch's love for tugs and the river has remained the same. Each day since his retirement he walks the two blocks from his home in New Orleans to the banks of the Mississippi and happily recalls the accumulated memories of a half century.

ASHORE



Tokyo, Japan

Sources in Tokyo say that since July many Japanese shipowners are registering their nearly 190 dry cargo and tanker ships under foreign flags and selling them to foreign firms.

They are registered in Liberia, Panama and other countries. Officials of the All-Japan Seamen's Union charge the transfers are being made to avoid paying the benefits won in the 91-day strike from April to July of 1972.

Houston, Tex.

The nation's third largest port in terms of cargo tonnage, Houston, Tex. is now able to handle even more containerized cargo than she has in the past. This comes about as the result of a second container crane being erected at the port by Sea-Land Service, Inc., an SIU-contracted company. The crane first went into operation on Mar. 11 when it serviced the *Sea-Land Economy* which has a 733 container capacity. When Sea-Land initiated its Gulf Coast-North Europe run and placed the *Sea-Land Economy* and her sister ship the *Sea-Land Venture* on the service, it was realized that the second crane would be a great asset. For full service these huge SL-18 ships need the 55,000-pound capacity crane with its 113-foot boom which can reach all container cells on the vessels.

The partially dismantled 500-ton, 150-foot tall crane, was floated more than 2,000 miles via inland waterways from Port Elizabeth, N.J. to Houston, Tex.

Washington, D.C.

A ship's model of an SIU-contracted vessel stands in the Smithsonian Institute in Washington, D.C. for thousands of people to see each year. The vessel is the containership *Newark* (Sea-Land) which was chosen for the exhibit because she is a good example of a type of ship whose method of moving cargo has become very popular in the 17 years since containerization began.

Shown in the Smithsonian's permanent maritime exhibit, the model is a replica—complete with tiny containers—of the actual 497 foot-long *Newark*. The *Newark*, which was built in 1945 by Kaiser Co., Inc., Richmond, Calif. was converted into a containership in 1968 at Todd Shipyards Corp. in Galveston, Tex. She can carry 360 containers including 63 temperature controlled units. Her gross tonnage is 11,522 and she can travel at 16 knots. The *Newark* was formerly known as the *General Freeman*.

New York, N.Y.

A movie about the *Moshulu*, the last of the windjammers (see LOG, Mar. 1973 issue, page 19), is being planned by the South Street Seaport Museum which maintains the vessel in New York, N.Y. as one of its permanent exhibits.

The Museum is looking for any crewmember who sailed aboard the *Moshulu*, which was formerly known as the *Dreadnought* and the *Kurt*, or on other similar square-rigged nitrate or grain clippers. Anyone who served on these ships is asked to contact the Museum at 16 Fulton St., New York, N. Y. 10038, at 212-349-4310.

Detroit, Mich.

The SIU-affiliated IBU-manned U.S. Mailboat *J. W. Westcott II* (See March LOG story on Page 23: "Detroit's Floating Post Office Faces Beaching") which makes midstream deliveries to Seafarers sailing Great Lakes ships on the Detroit River, got a reprieve April 7 to continue service through the 1973 shipping season.

Myrl C. Stiegemeier, director of logistics for the Chicago region of the U.S. Postal Service, said the *Westcott's* contract would be in effect to Dec. 1. Other ways of delivering the mail or of financing the *Westcott* are being sought.

Besides delivering mail, the mailboat has coffee, laundry, emergency ambulance, supplies and passenger services. On the coffee run, the mailboat firm has a big blackboard chart listing the kind, brand and grind of coffee used on each ship that plys the Detroit River. If a seaman gets drafted, he gets a free ride ashore. The company has a branch office in Port Huron where delivery orders are taken to be picked up as ships pass Detroit. The mailboat was named for Capt. John Ward Westcott who sailed on the Great Lakes 90 years ago. He delivered mail at 25 cents a letter by rowboat to passing towed cargo barges.



SHIP CARVINGS A LOSS

Throughout history, many reasons. Sometimes to escape an oppressor at adventure—to discover blood thirsty motives. Often, men sailed off to

The movement of car main reason motivating

Whatever the reason men just as Seafarers to living. But in doing their other skills that they p Among them are ship ca sailor's art of knot and two are now all but lost.

In future issues, the L of these sailor's arts, b ship carvings.

The art of ship carving itself. Sailors of ancient to a favorite god or go image on their ship to i journey. As time went bow, the stern, near parts of the vessel, we purposes than to appe with the crew itself d times—as in the case of the commercial spher missioned to do the w

American shipcarv construction of the th the Mouth of the Ke. cording to M. V. Bre carvers of North Amer

The early American much under the influe their advertisements at

"Henry Crouch, now living in Ann of carved work for stone, carver from done as Cheap as in

In the early 18th ce heads used were lions w style and contour of th

But Brewington tells the 1760's animals of passed out of style as fig figures symbolizing the pear in some numbers."

After the American this country broke aw ushered in what was cer American marine decor

Influenced by the Fre a freer, airier appearan like. The carvings includ as George Washington; such as Alexander the C of the shipowners, as w an open, lifelike appear

With the need for corresponding reductio and many ship carvings lined.

Shipbuilding decreas pression of 1857 and d was little ship carving d

The virtual end of sh decline of wooden ship ing, flowery carvings of window-like designs on intricate and often n pointed the way at the s

Though the day of still have some of this maritime institutions ar page are some of the re once flourishing art; a men of the sea.



Marcia



There are some questions surrounding this stately figurehead of a man. Is it a representation of Commodore Perry off the 1854 packet of the same name? It is not known, but the figurehead is still a good example of the art of the period and is on exhibit at the Mariners Museum in Newport News, Va.



Figurehead carving of a woman from the packet ship Lancashire is also at the City of New York Museum. The carving was thought of as a guardian spirit.



Western Belle



Though she never graced the bow of a ship, this delightful carving of a mermaid still pleases the eye of many a Seafarer. She extends from the end of the bar at the Port o' Call lounge in SIU headquarters.



Awashonks

SHIP CARVING ART

Man has sailed ships for as long as he has lived out of necessity — to find food, to trade, to explore new lands. He's had his share of adventures, too, as with the pirates who fought a war.

Seafaring, however, has been the main reason for men to go to sea.

Although, the ancient seafarers went to sea to earn a living, they also developed a unique art. Ship carvings, scrimshaw and the art of knot tying. Sadly, the first

of these will provide examples beginning this month with

is almost as old as sailing. Seafarers would dedicate a ship to a goddess and then carve its hull to ensure a safe and profitable voyage. Ship carvings on the hull, the gangway, and on other parts of the ship were more for decorative purposes than for the gods. The craft began with the carving and some of the figureheads—moved into the hands of shipcarvers when artisans were com-

mon. It began in 1607 "with the carving of the pinnace *Virginia* at the mouth of the York River" in Maine, according to his book "Shipcarving."

Shipcarvers were still very common in the 19th century of England. Some of the time read:

Carver from London, England makes any sort of ships. "Philip Wither-Bristol, Ship Carving England".

In the early days, the shape of the figurehead changed as the vessels changed.

By the middle of the 19th century, many kinds seem to have been used. The figurehead motifs and human vessel's name began to appear.

With the Industrial Revolution, shipcarvers in England moved from English style "and certainly the grand period of shipcarving", says Brewington. In the 19th century, the carvings took on a more realistic and became more life-like figures of the day, such as ancient historical figures, great warriors, daughters and wives as well as animal scenes giving a sense of life.

On swifter ships there was a limit on the excess weight carried and the heavier ones were eliminated or stream-

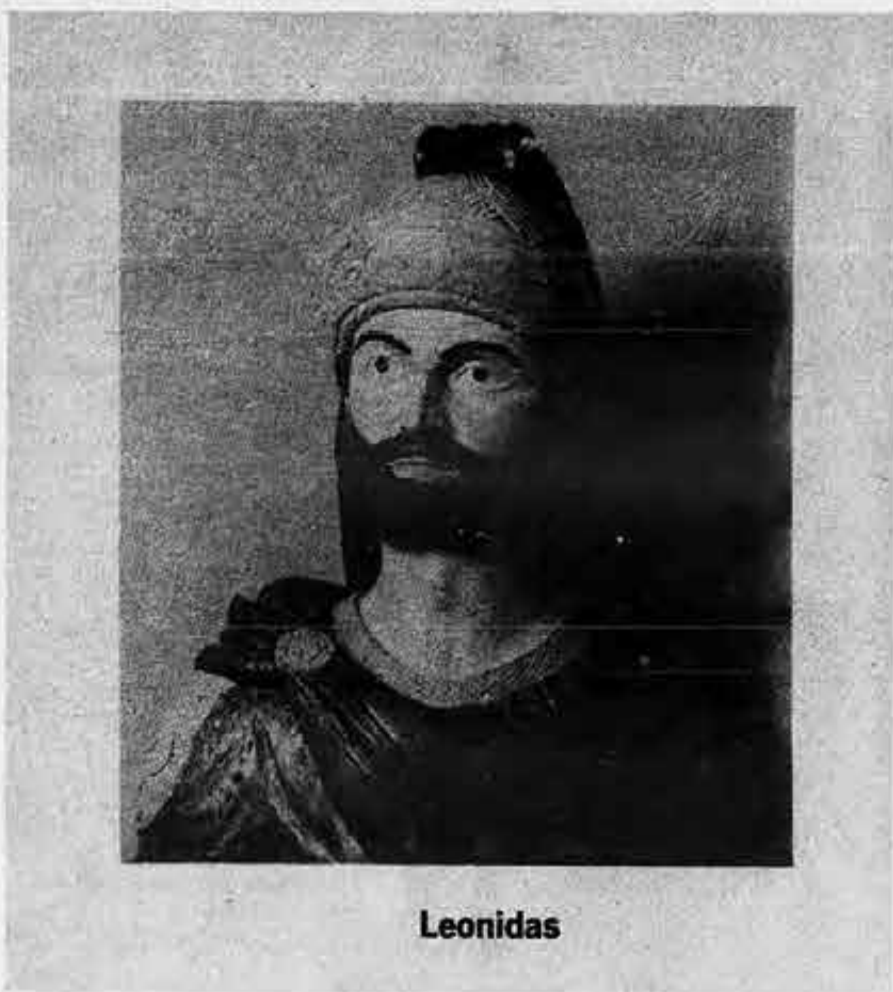
lined. With the economic depression during the Civil War there was a decline.

Ship carvings came with the ships. No more were the curved railboards, or the cutout, the stern, nor the colorful, majestic figureheads that decorated the ship's bow.

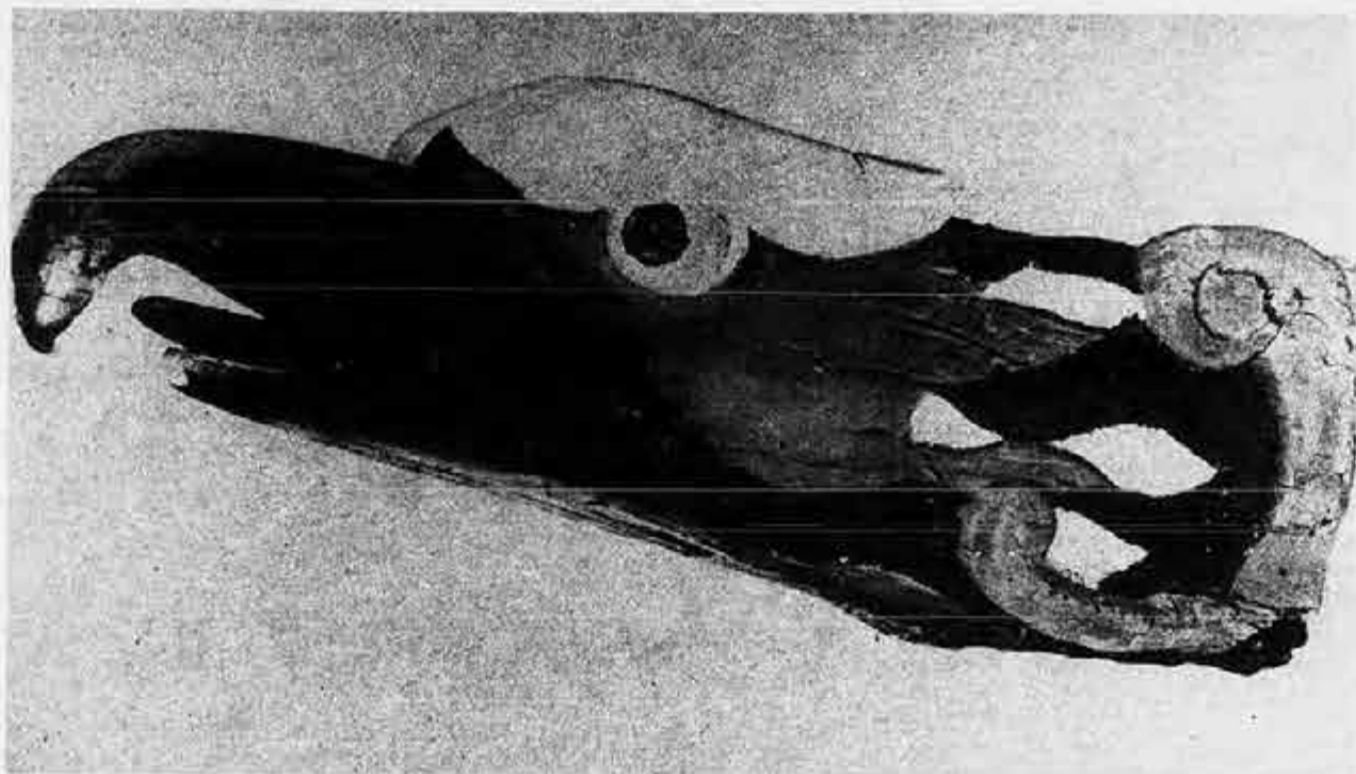
Ship carvings is gone, we find them in museums and other places around the country. On this page are some of the remaining examples of that art that originated with



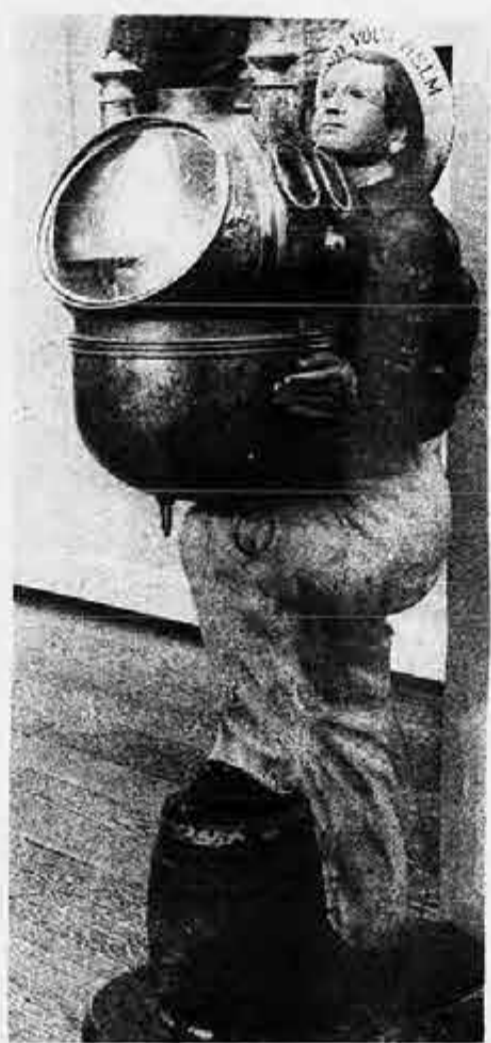
This figurehead from an 1840 barque represents a lady more majestic and colorful than seamen usually preferred to see. But she was a majestic and colorful carving—6 foot, 6 inches tall; a white skirt with silver edge; blue bodice with gold edge; gold necklace, bracelets and hair ornaments; black hair, and blue eyes. Photos Courtesy Seaman's Bank of N.Y.



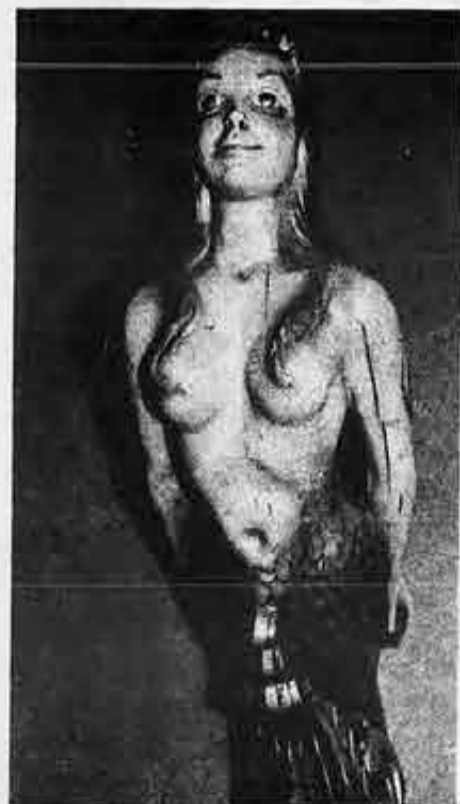
Leonidas



This 19th century carving of an eagle for a ship's binnacle is 33½ inches long. Painted red, white, green and black this eagle can be seen at the Whaling Museum on Nantucket Island, Mass.

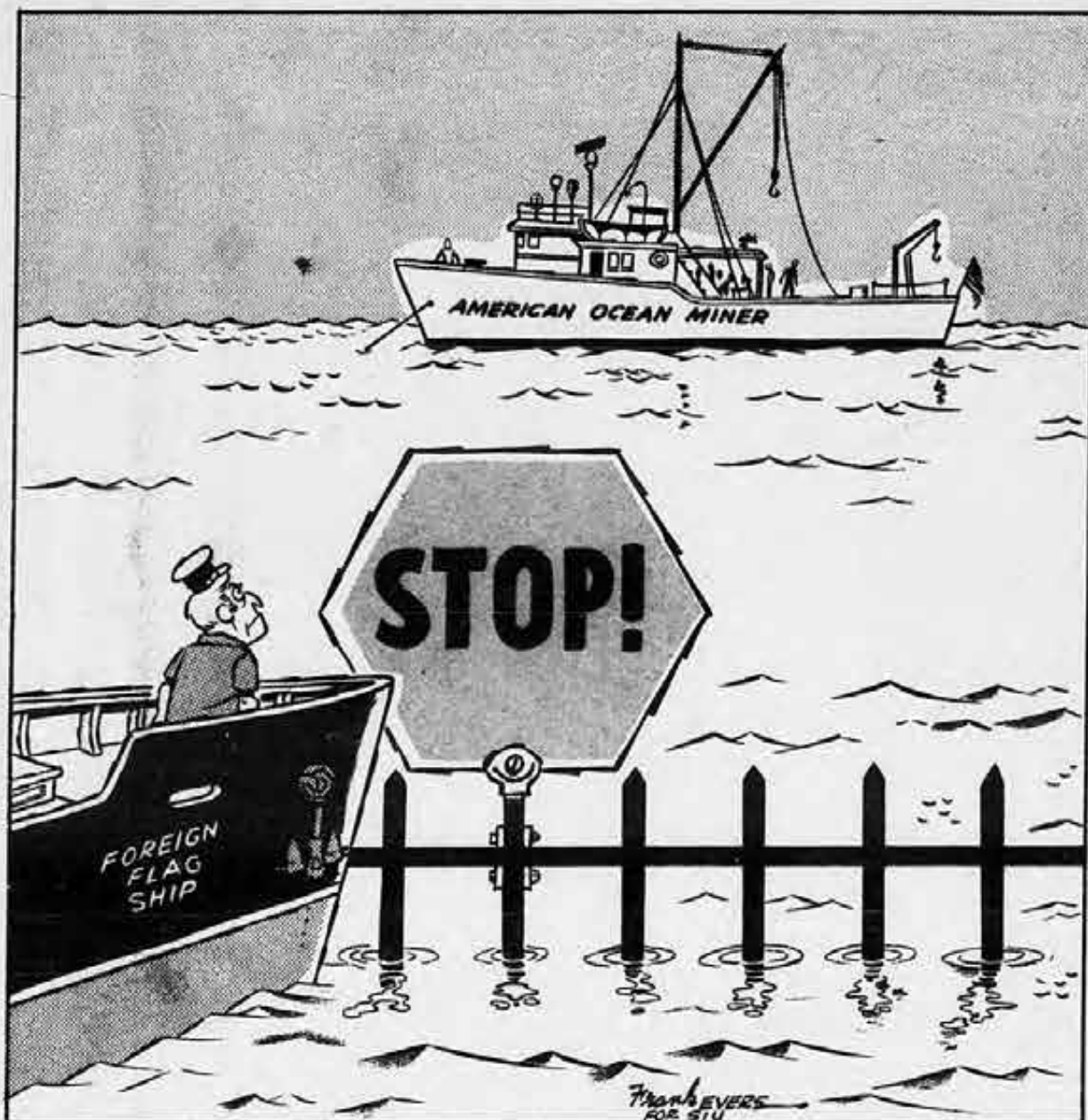


On view at the City of New York Museum is the "Mind Your Helm" carving of a 5-foot sailor boy holding a compass binnacle. Seamen felt its eyes followed them.



Bartholomew Gosnold

The sexy mermaid at right is a pleasant sight for Seafarers to see when they visit the Anchor Room at the SIU's Lundeberg School of Seamanship in Piney Point, Md. Her more conservative neighbor on the left may not be as popular but he still draws a good deal of attention, as do the other ship's carvings at the school.



An Ounce of Prevention

Within the next five years, it is likely that Seafarers sailing in the South Pacific will have as neighbors huge new U.S. ocean mining projects located hundreds of miles from land.

These deep seabed mining projects, in water more than 200 meters deep, will involve expensive new technology and huge investments in ships, mining equipment and shore-side ore refineries. And, right now, the United States has the lead in this booming new ocean industry.

During the past several months, the House Merchant Marine Committee has been holding hearings on U.S. ocean mining projects. These hearings have highlighted the immense potential for U.S. companies in deep seabed mining.

Some facts uncovered: Each U.S. ocean mining project will involve more than five vessels, including three ore vessels, a mining vessel and a crew workboat. More than 700 men will be involved in each project. At least three such projects are now being planned.

A deep seabed mining project involves a huge investment in ships and trained workers. But it may well be worth the investment and could spell thousands of jobs for American workers and a new source of mineral imports.

However, as in the days of the old West, U.S. deep seabed miners face the danger of claim jumpers—not their fellow miners greedy for a bit of gold, but foreign nation claim jumpers.

Because U.S. ocean miners operate far from U.S. waters, and because there is no international law governing ocean mining, U.S. ocean miners must face this problem. To counter the danger, miners have ap-

pealed to the Congress for guarantees against foreign interference or seizure of their equipment. A bill has been introduced that would accomplish this purpose and hearings now are underway in Congress.

The AFL-CIO Maritime Trades Department, speaking on behalf of the SIU and other maritime unions, presented its views on this bill recently. The department supports the idea that U.S. ocean miners must have protection from foreign interference or expropriation.

The MTD also expressed concern that many of the U.S. projects could involve runaway-flag mining vessels and foreign workers. Right now, nothing prevents U.S. ocean miners from building mining vessels abroad and hiring low-paid foreign labor to man them.

The SIU and other maritime unions feel the best way to prevent this problem before it occurs is to put ocean mining projects under the protection of the Jones Act. This would prevent the use of foreign-flag vessels at these projects. And U.S. workers thus would be assured of thousands of new jobs in ocean mining, shipping, shipbuilding and related maritime fields.

According to the Maritime Trades Department, "only if the ocean mining projects are manned by Americans, and use U.S. ships and equipment, can the economic benefits of these projects be preserved for U.S. workers and industry."

Like all American workers, Seafarers must be constantly on guard against erosion of their jobs in favor of foreign workers. In this case, we have the opportunity to preserve jobs and create new ones.

As the old saying goes, an ounce of prevention can save a lot of jobs.

Postal Rates

The U.S. Postal Service has proposed a rate increase for trade union publications (and other periodicals issued by non-profit organizations) of 750 percent.

Even though spread over 10 years, this increase would bring about the disappearance of substantial numbers of labor publications and would force virtually all that use the mails to curtail their publication schedules.

We believe the contemplated increase

would have disastrous effects. Labor unions are, after all, non-profit organizations and shouldn't be asked to pay such an increase even if they could.

The International Labor Press Association has expressed complete acceptance of a postal rate increase which is equal to the increase in mail rates overall. We support that view and believe that it is necessary that Congress instruct the Postal Service of its responsibilities.

Letters to the Editor



Thanks Overseas Alaska

My wife joins me in thanking each and everyone of the crewmembers who was on board the *S.T. Overseas Alaska* during the month of February 1973 for the sympathy shown me when my mother passed away. Also a sincere thanks for the amount of money collected for flower arrangement for her funeral.

L. von Tungen
Master, S.T. Overseas Alaska

Keep PHS Facility Open

In regard to our PHS Hospital, be sure all of the people in the tidewater area will agree with myself about keeping the PHS Hospital open. You know as soon as they get the inpatients out it won't be long before the out patients will be out on their cars. Just as well, it's a shame to do our city a trick like that. We need that hospital. My heavens, the other hospitals don't have enough beds for the civilians, alone. Now if the PHS hospital were to be closed down and all our folks were taken sick and put in the other hospitals, don't you think they would be really packed. That would be an other song and dance. If the marine hospital wasn't closed down we would have enough room for all the civilians. There's not enough hospitals as it is in Norfolk, Va. The nearest PHS Hospital is in Maryland. Why should we have to travel for medical services that we have right here in our own city. What in the world has happened?

Everything and everybody has changed with the times. Why build on the other hospitals when the money can be put to use for our marine hospital? What a shame to maybe turn our hospital into a motel. We need a motel like a hole in the head. That is one beautiful building. Why take it away from all government men and their wives? As for myself, I can't go there but my husband can. We the people have got to fight for our rights. That hospital should stay open.

By golly, they say it needs plumbing, so let's fix it. We can start a save the PHS Hospital fund. I wish someone would start this fund so we can get on the ball before it's too late. Mr. Whitehurst is trying his best as well as others. We have to help them. So what do you say folks. Let's get together and do something. Just think of all the people that will be out of a job. That's a terrible thing to even think of. Well that's it. I spoke my piece. Now let's hear yours.

Thank you, I remain,
Mrs. Catherine R. Ange
Norfolk, Va.

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Transsuperior on Grain Run

The newly contracted Russian grain route is quickly being assimilated into the usual pattern of the many other important SIU runs—evidenced by the return from Russia of another SIU-manned tanker, the *Transsuperior*, which recently docked at the Chelsea section of the Port of Boston. Many more SIU-contracted vessels are either enroute to the USSR or on their way home.

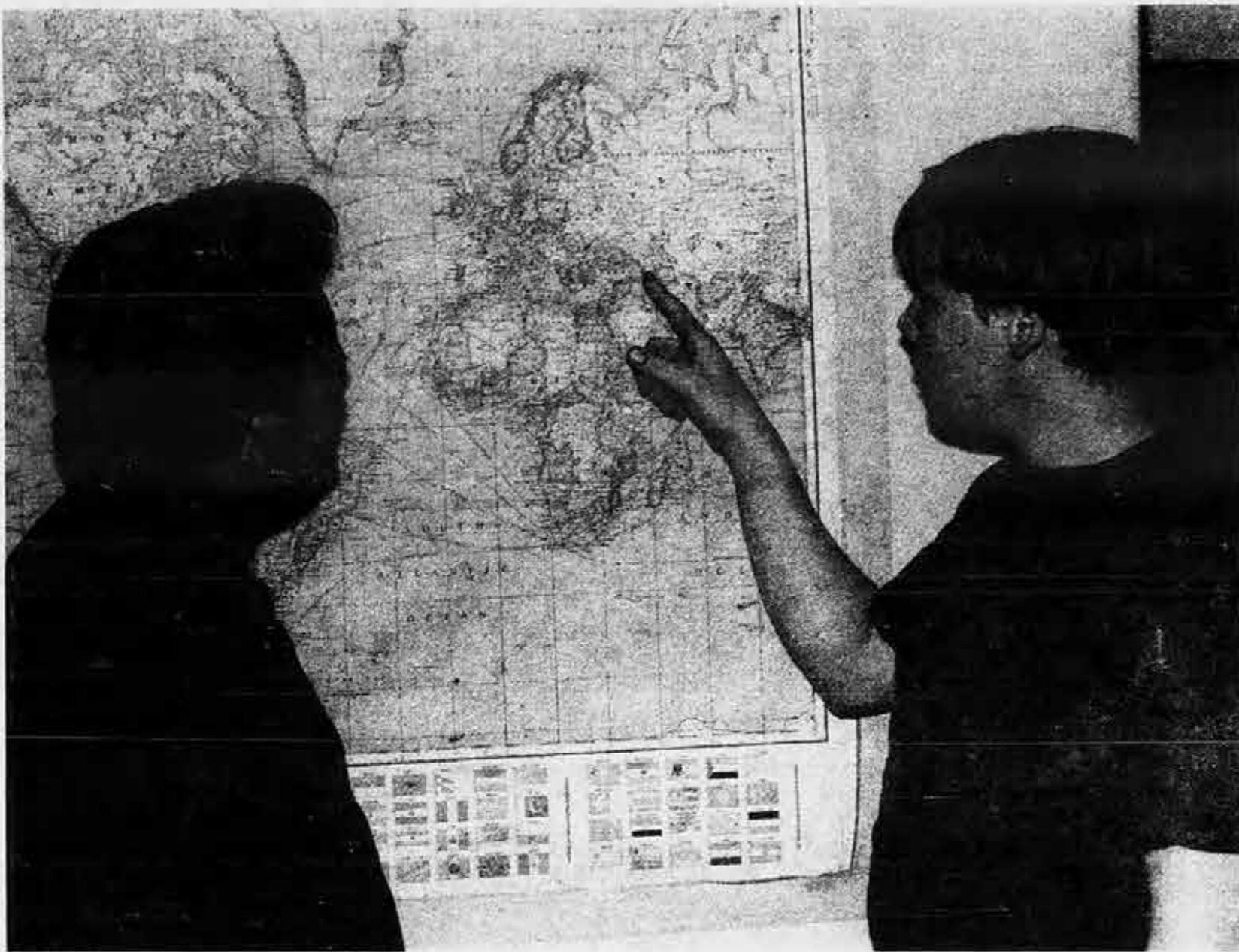
On the first leg of her 62-day voyage which began in the Port of Corpus Christi, Tex., the *Transsuperior* carried 20,000 tons of grain to the Black Sea Port of Novorossiysk, Russia.

On her return trip, the jumbolized T-2 tanker transported 22,000 tons of vital fuel oil for the frigid Port of Boston. The delivery will greatly ease that city's fuel shortage, caused by several severe cold waves this past winter.

The people of Novorossiysk, a rebuilt city of 100,000 which was burnt to the ground in World War II by the Nazis, received our Seafarers very kindly. The SIU crew was taken on two guided tours of the Russian industrial center, which is also a popular resort area during the summer months. There was also nightly entertainment provided at the port's Seamen's Club, with curfew set at 12 midnight.

During their nine day stopover the Seafarers purchased many souvenirs for family and friends—the most popular items being the world famous Russian fur hats. Price? 16 Rubles, or \$19.

Next stop for the *Transsuperior* is the Port of Houston, where she will take on another full load of grain and head back to Russia.



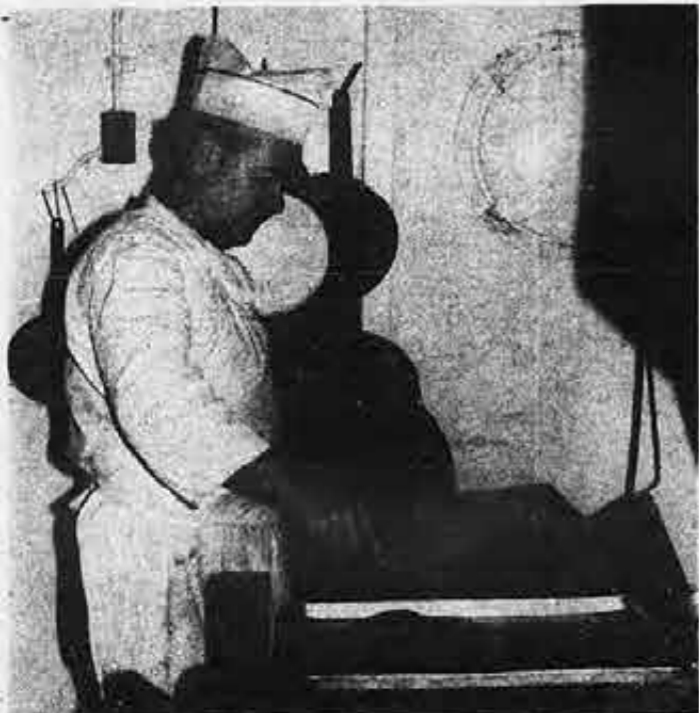
HLSS grad Arthur Hummel (right) retraces the route of his first voyage as a Seafarer, which took him half-way around the world, with steward department member Domingo Herrera. The 16-year old youth is determined to work his way up through the engine department to Chief Engineer with the aid of SIU training programs.



Able-seaman Louis Perez skillfully guides line from ship's winch while tying up the *Transsuperior* at her Boston berth. Brother Perez is looking forward to another trip to Russia.



Ordinary seaman David Hume, thinks Russia is "a nice place to visit, but . . ."



Chief cook Wesley Ray Herrin whips up a tasty meal for his shipmates prior to the *Transsuperior's* payoff. The 48-year old Texan was impressed with the Russian friendly attitude toward Americans.



Crewmembers of the *Transsuperior* are brought up-to-date on various union matters after their 62-day voyage to the USSR.



Crewmembers of the tug *Little Curtis* (Steuart Transportation) hold a meeting aboard the boat. From left are Piney Point Port Agent Gerry Brown, Dick

Van Landingham, engineer; Captain Roland Mason, and Allen Thomas, mate. Captain Mason is now studying for his Towboat Operator's License.

Port of Piney Point

Piney Point is an important part of the inland waterways system, and the towboats and barges of Steuart Transportation are constantly on the move between Connecticut on the East Coast and Washington, D.C., on the Potomac River.

Steuart's IBU-contracted towboats and barges supply heating oil for the Maryland, Virginia and D.C. area, and also supply all of the jet aircraft fuel for Patuxent Naval Air Station and Andrews Air Force Base, including the fuel used aboard Air Force One, the official Presidential jet.

Five of Steuart Transportation's towboat operators were among the first graduating class at the IBU Upgrading Center for their Coast Guard licenses, and six more operators are presently studying at the school for their licenses.



Engineer Earl Sampson reads the latest issue of the LOG as Cook Chester Tillet pours coffee. The two towboatmen are relaxing after an IBU meeting aboard the tug *Little Curtis* in Piney Point.



Joe Wallace, mate; and Frank Arthur, engineer, discuss union business with SIU-IBU representative Gerry Brown aboard the tug *Papa Guy* (Steuart Transportation) in Piney Point.



Tankerman James Johnston of Barge #102 (Steuart Transportation) signs patrolman's report after a meeting aboard the tug *Little Curtis* with Piney Point Port Agent Gerry Brown.

Operation Charger Log II

Erna Elizabeth, Taluga Win MSC-Navy Praise

Like the *Erna Elizabeth* (Albatross Tanker) which last year successfully completed a first-ever experiment called Charger Log I, designed to test the ability of U. S. merchant ships to play an active role in support of the Navy's operational fleets, the USNS tanker *Taluga* with her SIU crew has received top marks in the follow-up Charger Log II.

The *Taluga* has won well earned praise from the 7th Fleet for refueling destroyers, battleships and aircraft carriers now off Vietnam. Before the experiment began some commanders had even doubted that it would ever work.

The *Taluga* took up where the *Erna Elizabeth* left off in May 1972 when her Seafarers underwent rigorous testing and a two month training period. The *Taluga* sailed for a nine-month deployment in the Western Pacific in early October and is expected to return to the U. S. in late June 1973. Last year the *Taluga* refueled more than 61 ships.

Last year the *Erna Elizabeth* spent two months refueling U. S. 2d and 6th Fleet oilers, made fuel lifts and supplied British, Dutch, German, Norwegian, Brazilian, Venezuelan, Colombian and Dominican Republic ships with oil. The simulated NATO *Operation Springboard* combat exercise in the Caribbean and Mediterranean used a new astern method of refueling pioneered by the U. S. Navy.

At that time, every Navy rating asked what he thought of the professionalism of the merchant marine had high praise for their performance. They said the Seafarers were an efficient team throughout each of the refuelings and had earned a fine reputation as a competent support unit.

In the astern method of refueling, the tanker's 600 feet of hose is floated back along the port side of the receiving ship to connect with her forward fueling station. Once the hook-up is made at 10 to 12 knots, the ships execute two 180-degree turns to complete the smooth refueling.

Projects Charger Log I and II are a breakthrough for the merchant marine as these tankers without previous experience or training with the fleet have

proven that they could effectively refuel warships at sea in mock warfare conditions.

This new concept of using civilian crews instead of military personnel aboard Navy tankers which gives more jobs to Seafarers was, after study, adopted from the Royal British Navy which makes extensive use of civilian-manned vessels in its fleet auxiliary.

The new concept is part of the total seapower theory put forth by Adm.

Elmo Zumwalt, Jr., chief of naval operations. He has helped build closer ties between the Navy, merchant marine, shipbuilders, shipping industry and the Maritime Administration.

Zumwalt has launched long-range studies to see if it is possible to switch more Navy vessels to Merchant Marine crews in the future. He has urged that more thought be given to the manning of selected special purpose ships by civilian crews.



Under full way at sea, the SIU-manned tanker *Erna Elizabeth*, assigned to the Military Sealift Command fleet, works on mission with the Navy's aircraft carrier *USS Franklin D. Roosevelt*.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Feb. 23-Mar. 22, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	26	67	\$ 72,957.57	\$ 180,882.50
In Hospital Daily @ \$1.00	310	1,575	310.00	1,575.00
In Hospital Daily @ \$3.00	291	1,554	873.00	4,662.00
Hospital & Hospital Extras	11	72	1,526.40	7,568.12
Surgical	3	13	227.00	822.50
Sickness & Accident @ \$8.00	8,401	31,431	67,208.00	251,448.00
Special Equipment	2	4	307.20	723.95
Optical	289	945	6,156.27	20,527.45
Supplemental Medicare Premiums	5	97	120.80	2,673.30
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	543	1,647	99,011.28	314,426.67
Doctors' Visits In Hospital	63	260	1,781.93	7,348.84
Surgical	148	509	18,075.50	61,956.00
Maternity	23	98	6,193.04	24,177.89
Blood Transfusions	7	21	408.50	1,455.50
Optical	234	723	4,695.39	15,305.51
Special Equipment	—	—	—	—
PENSIONERS & DEPENDENTS				
Death	8	30	24,000.00	90,000.00
Hospital & Hospital Extras	143	494	26,976.44	89,116.02
Doctors' Visits & Other Medical Exp.	126	522	3,793.60	16,867.97
Surgical	16	59	3,565.00	10,507.00
Optical	84	304	1,335.61	5,284.86
Blood Transfusions	—	4	—	322.50
Special Equipment	2	12	163.45	1,838.39
Meal Books	—	2,259	—	22,590.00
Dental	—	1	—	350.00
Supplemental Medicare Premiums	1,402	5,578	8,685.10	34,312.30
SCHOLARSHIP PROGRAM				
	13	43	4,744.30	16,548.89
TOTALS				
Total Seafarers Welfare Plan	12,150	48,322	353,115.38	1,183,291.16
Total Seafarers Pension Plan	2,024	8,068	500,744.40	1,933,504.40
Total Seafarers Vacation Plan	927	5,437	454,756.57	2,857,732.22
Total Welfare, Pension & Vacation	15,101	61,827	\$1,308,616.35	\$5,974,527.78



Back from her first two-month Russian grain run, the *Overseas Aleutian* (Maritime Overseas) recently paid off in the Port of Linden, N. J., carrying 31,000 tons of fuel oil from the Black Sea Ports of Taupse and Batumi on her return voyage.

After a short layover in Port Linden, the 676-foot tanker then took off for Houston, Tex., where she will take on another full load of grain destined for the U.S.S.R.



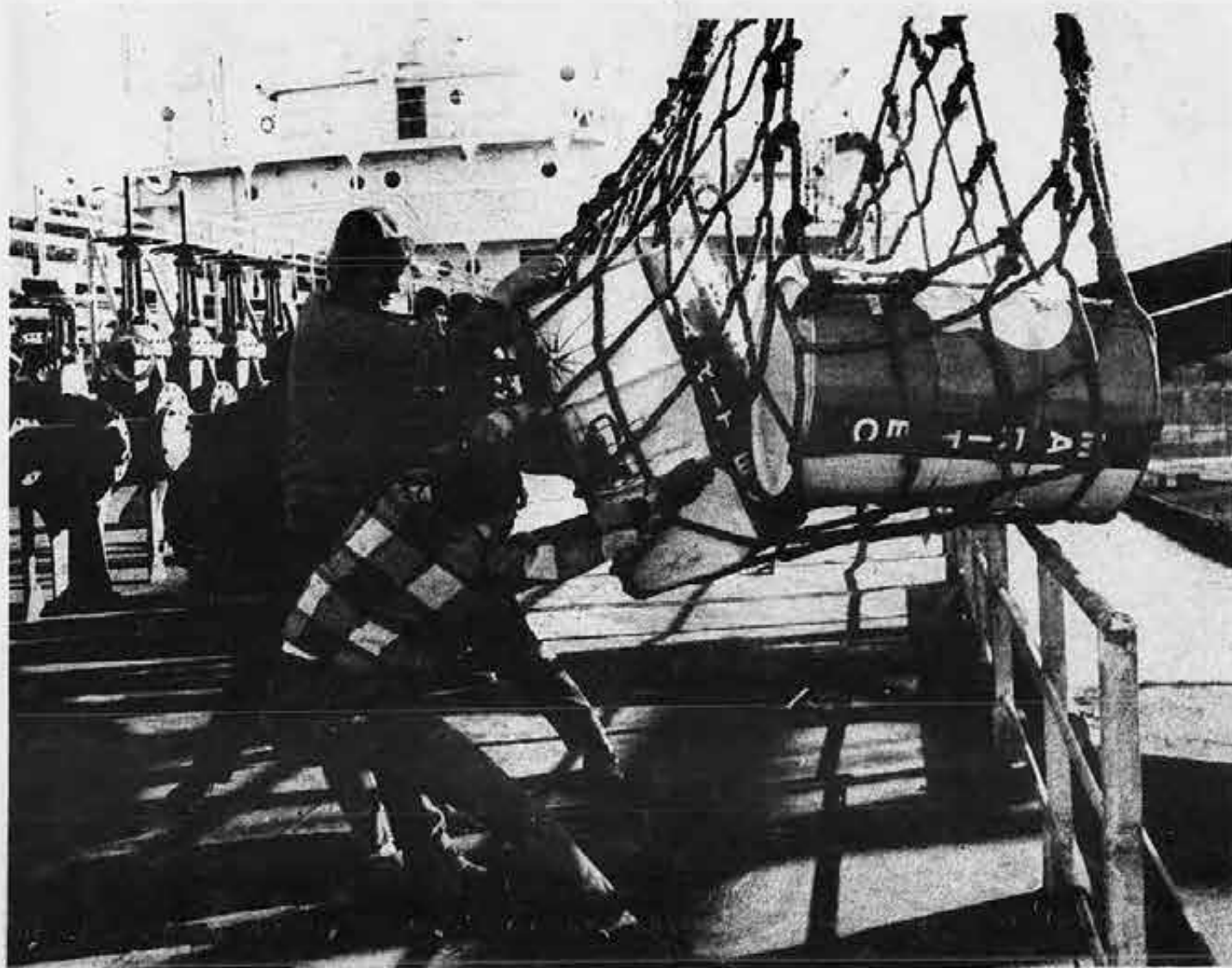
Baker George Voris (left) and Chief Cook Henry Christian combine their galley skills in preparing a meal for their shipmates.



Seafarers Paul Harper, Joseph Colangelo and Steven Mosakowski take on a supply of gas cylinders for routine repairs.



Able-seamen Richard Hunt and Walter Kruszewski keep a trained eye on the loading procedures as they operate the ship's deck winch.



Deck department members of the *Overseas Aleutian* put their backs into their work as a cargo net full of 55-gallon drums of tank cleaner is hoisted aboard.



New SIU Pensioners



John Abraham, 59, is a native of the Philippine Islands. He joined the SIU in 1943 in the Port of Norfolk and sailed in the deck department. Brother Abraham is now a resident of New York City.



Eddie A. Parr, 62, is a native of Louisiana. One of the first members of the union, he joined in 1939 in the Port of New Orleans and sailed as able-seaman. Brother Parr now makes his home in Brooklyn, N.Y.



Fred M. Morris, 51, joined the SIU in 1955 in the Port of Baltimore. He is a life-long resident of New Orleans, La. Seafarer Morris sailed in the steward department.



John Blizzard, 58, joined the union in 1948 in the Port of Norfolk. Born in North Carolina, Brother Blizzard now makes his home in Columbia, S.C. The 25-year SIU veteran sailed in the engine department.



Herman Pasha, 65, is a life-long resident of Philadelphia, Pa. He joined the SIU-affiliated Inland Boatman's Union in that port in 1961 and sailed as a deckhand for the Independent Pier Co.



Arnie Ray Glasscock, 65, was born in Prichard, Ala. He joined the SIU in 1949 in the Port of New Orleans and sailed in the steward department. He is now a resident of Foley, Ala.



Fulbert A. Bodden, 65, is a native of the British West Indies. He joined the SIU in 1947 in the Port of Mobile and sailed as able-seaman. Brother Bodden has been a resident of that port city for many years.



Joseph S. Rauch, 65, was born in Algiers, La. He joined the SIU-affiliated Inland Boatman's Union in 1956 and sailed as mate. He is a Navy veteran of World War II. Brother Rauch now makes his home in New Orleans, La.



Edmund W. Buesing, 70, was born in Westgate, Iowa and now makes his home in Minneapolis, Minn. He joined the SIU in 1938 in the Port of Chicago and sailed in the engine department. The Great Lakes Seafarer had been sailing for over 40 years when he retired.



Sol M. Brian, 60, was born in St. Maurice, La. He joined the SIU in 1951 in the Port of New Orleans and sailed in the engine department. Brother Brian now makes his home in Chalmette, La.



Charles C. Bloom, 61, was born in Maple City, Mich. He joined the SIU in 1953 in the Great Lakes port of Frankfort and sailed in the steward department. He has been a resident of that Great Lakes port for many years.



William P. Folse, 49, is a native of Louisiana. He joined the union in 1944 in the Port of New Orleans and sailed in the deck department. He is now a resident of Chalmette, La.



Guy P. Burk, 65, joined the SIU in 1960 in the Port of Detroit. Born in Attika, Iowa, he now resides in Moose Lake, Minn. The Great Lakes Seafarer sailed in the engine department.



Charles A. Krause, 58, was born in Boston, Mass. One of the original members of the union, he joined in 1938 in the Port of Boston and sailed in the steward department. He now makes his home in Brockton, Mass.



Frederick J. Grant, 62, joined the SIU in 1961 in the Port of Detroit. He is a life-long resident of St. Ignace, Mich. The Great Lakes Seafarer sailed as able-seaman.



Maurice P. McCoskey, 65, joined the SIU in 1941 in the Port of Norfolk. Born in Albany, N.Y., Brother McCoskey now makes his home in Philadelphia, Pa. He sailed in the engine department.



Ralph H. Taylor, 67, joined the SIU in 1938 in the Port of Mobile. He is a life-long resident of that city. Brother Taylor sailed as chief steward.



Andres Molina, 64, is a native of Puerto Rico. He joined the SIU in 1944 in the Port of Ponce, P.R. and sailed in the steward department. Brother Molina now makes his home in Santurce, P.R.



Zenon R. Rivera, 65, is a native of Puerto Real, P.R. He joined the SIU at the union's inception in 1938 in the Port of New York and sailed in the deck department. He now makes his home in Fajardo, P.R.



Julio Ortiz, 61, is a native of Puerto Rico. He joined the union in 1945 in the Port of New York and sailed in the steward department. He now makes his home in New York City.



Clyde D. Parker, 56, is a native of Chickasaw, Ala. He joined the SIU in 1940 in the Port of Savannah and sailed as bosun. Brother Parker is now a resident of Mobile, Ala.

SIU Arrivals



Maria Mercado, born Jan. 9, 1973, to Seafarer and Mrs. Damian G. Mercado, Fajardo, P. R.

Karl Perkins, born Dec. 18, 1972, to Seafarer and Mrs. William M. Perkins, New Orleans, La.

Abimael Aragon, born Nov. 6, 1972, to Seafarer and Mrs. Abraham Aragon, Puerta de Tierra, P. R.

Jason Eagleson, born Dec. 16, 1972, to Seafarer and Mrs. Charles B. Eagleson, Houston, Tex.

First Checks



SIU Vice President Earl Shepard (right) presents Seafarers Fred Lambert, Julio Ortiz and John Abraham with their first monthly SIU pension checks during membership meeting in the Port of New York.



SIU Ship's Committee



TRANSHAWAII (Hudson Waterways)—Making the Puerto Rico run is the ship's committee on the *Transhawaii*. From left are: N. Paloumvis, educational director; M. J. Kerngood, chairman; F. Lee, engine delegate; C. McLellan, deck delegate, and F. Muniz, steward delegate.

COLUMBIA (United States Steel), February 11—Chairman E. W. Nicholson; Secretary M. S. Sospina; Educational Director J. R. Miller; Deck Delegate James S. Roger. Some disputed OT in deck department. Vote of thanks to the steward department.

MARYLAND (Seatrains), February 14—Chairman R. O. King; Secretary K. Lynch. \$88.90 in ship's fund. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

SAN JUAN (Sea-Land), February 18—Chairman C. Mize; Secretary Higgins; Educational Director Crispala. \$33.00 in ship's fund. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

SHENANDOAH (Hudson Waterways), February 24—Chairman W. H. Butts; Secretary R. Fagan; Educational Director Burden; Deck Delegate S. Coker; Engine Delegate E. Burnett; Steward Delegate B. Weir. \$6.00 in ship's fund. Everything running smoothly.

ST. LOUIS (Sea-Land), February 16—Chairman R. Christenberry; Secretary W. L. Kilgore; Educational Director F. D. Carruthers; Engine Delegate R. Pelaso; Steward Delegate S. Petranes. Vote of thanks to the ship's chairman.

COLUMBIA (United States Steel), February 19—Chairman E. W. Nicholson; Secretary M. S. Sospina; Educational Director J. R. Miller. Some disputed OT in deck department. Vote of thanks to the steward department.

OVERSEAS BULKER (Maritime Overseas), February 21—Chairman Ballard Browning; Secretary T. Ballard; Educational Director J. Sherpinski. \$4.00 in ship's fund. Everything running smoothly. Vote of thanks to the steward department.

STEEL APPRENTICE (Isthmian), February 11—Chairman Jack Ryan; Secretary Paul P. Lopez; Educational Director W. D. Rakestraw; Deck Delegate Robert Burns; Engine Delegate William Jordan; Steward Delegate Biliran Sierra. \$24.00 in ship's fund. Some disputed OT in deck department. Next port Pearl Harbor.

OVERSEAS ALASKA (Maritime Overseas), February 4—Chairman Edward Adams; Secretary Edward Dale; Educational Director Allen Batchelor. \$27.00 in ship's fund. No disputed OT. Everything running smoothly.

DELTA MEXICO (Delta), February 11—Chairman Tony Radick; Secretary B. Guarino; Educational Director J. Ashley; Deck Delegate Angel Viti; Engine Delegate Douglas Domingue. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

TRANSOREGON (Hudson Waterways), February 21—Chairman W. LeClair; Secretary A. Aragones; Educational Director C. Welsh. \$20.00 in ship's fund. Vote of thanks to the steward department for a job well done.

FALCON LADY (Falcon Carriers), February 17—Chairman E. B. Flowers; Secretary A. Arellano; Deck Delegate W. Kuchta; Engine Delegate J. Lyons; Steward Delegate R. E. Averill. \$42.00 in ship's fund. Everything running smoothly.

SAN JUAN (Hudson Waterways), February 25—Chairman D. Mendoza; Secretary J. Davis. Everything running smoothly. No disputed OT. Vote of thanks to the steward department.

OVERSEAS ALICE (Maritime Overseas), February 25—Chairman C. W. Truenski; Secretary Frank Costango; Educational Director J. Boyce; Deck Delegate C. P. Wilson; Engine Delegate F. E. Perkins; Steward Delegate J. Topasna. No disputed OT. Vote of thanks to the steward department.

GATEWAY CITY (Sea-Land), February 4—Chairman Lancelot B. Rodrigues; Secretary F. Fraone. \$14.00 in ship's fund. Some disputed OT in deck department. Vote of thanks to deck department for keeping messhall and pantry clean at night.

OVERSEAS CARRIER (Maritime Overseas), February 5—Chairman L. R. Smith; Secretary J. E. Long; Educational Director N. Trahan. No disputed OT. Vote of thanks to the steward department for a job well done.

SEATRAN GEORGIA (Seatrains), February 4—Chairman S. Brunetti; Secretary R. Taylor; Educational Director P. Pinkston. Vote of thanks to the steward department. Everything running smoothly.

SEAMAR (Calmar), February 4—Chairman I. S. Moen; Secretary R. A. Clarke; Educational Director G. Kontos; Deck Delegate Wm. J. Emerson; Engine Delegate R. B. Fernandez; Steward Delegate M. Kaminski. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

SEATRAN CAROLINA (Hudson Waterways), February 4—Chairman Albert J. Doty; Secretary O. Payne; Educational Director Harry A. Duhadaway. \$96.00 in ship's fund. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

SEATRAN LOUISIANA (Hudson Waterways), February 10—Chairman R. Hufford. Some disputed OT in deck, engine and steward departments. A vote of thanks to the steward, deck and engine departments.

FAIRLAND (Sea-Land), February 10—Chairman George Burke; Secretary R. Aguiar; Educational Director George W. McAllpine. Some disputed OT in deck and engine departments. A vote of thanks to the steward department for a job well done.

TRANSINDIANA (Seatrains), February 6—Chairman A. Hanstvad; Secretary D. Nunn; Educational Director J. Darby. \$30.00 in ship's fund. Everything running smoothly. Next port Oakland, Calif.

PONCE (Sea-Land), February 25—Chairman H. Cain; Secretary W. J. Anderson; Educational Director P. C. Kamaros; Deck Delegate W. E. Reeves. No disputed OT. Vote of thanks to the steward department for a job well done.

TRANSCHAMPLAIN (Seatrains), February 25—Chairman Louis W. Cartwright; Secretary C. I. Fishel; Educational Director J. D. Cantrell Jr.; Steward Delegate Gregory R. Smith. No disputed OT. A vote of thanks to A. Perkins for a job well done in the steward department.

OAKLAND (Sea-Land), February 12—Chairman R. Palmer; Secretary C. Johnson; Educational Director C. Powell. No disputed OT. Everything running smoothly. Vote of thanks given to cooks for well prepared food.

TRANSONTARIO (Hudson Waterways), February 25—Chairman F. A. Pehler; Secretary Caudill; Educational Director Waddell; Engine Delegate F. L. David; Steward Delegate Joseph Smith. Some disputed OT in engine department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

DELTA PARAGUAY (Delta), February 4—Chairman Peter D. Shelldrake; Secretary Charles J. Mitchell; Educational Director Frank W. Chavers; Deck Delegate David L. Dickinson; Engine Delegate Frank T. Kreamer; Steward Delegate William J. Meehan. \$13.20 in ship's fund. Some disputed OT in deck and steward departments. Observed one minute of silence in memory of our departed brothers. Next port Houston, Tex.

TRANSONEIDA (Hudson Waterways), February 12—Chairman L. Fitton; Secretary S. Rothschild. No disputed OT. Vote of thanks to the steward department for a job well done.

EAGLE TRAVELER (United Maritime), February 18—Chairman Charles D'Amico; Secretary W. B. Yarbrough; Educational Director Donald Gilbo. \$4.40 in ship's fund. No disputed OT. Everything running smoothly.

RAMBAM (American Bulk), February 6—Chairman L. Guadamund; Secretary J. Craft; Deck Delegate Peter Christopher; Engine Delegate James Dana Revette; Steward Delegate Jesse Gage Jr. No disputed OT. Everything running smoothly.

HASTINGS (Waterman), February 4—Chairman John G. Spuron; Secretary D. Hall; Educational Director William Bilger; Deck Delegate Robert E. Wagner. No disputed OT. Stood for one minute of silence in memory of our departed brothers.

SL 181 (Sea-Land), February 11—Chairman J. Davies; Secretary R. P. Marion; Educational Director H. Messick. \$10.00 in ship's fund. Steward commended crew for cooperation in keeping messhall and pantry shipshape.

STONEWALL JACKSON (Waterman), February 12—Chairman T. J. Hilburn; Secretary John E. Adams; Educational Director Willie Jones. No disputed OT. Vote of thanks to the steward department.

TRANSIDAHO (Hudson Waterways), February 25—Chairman W. Worurski; Secretary Aussie Shrimpton; Steward Delegate Frank Rahas. \$142.00 in ship's fund. No disputed OT. Everything running smoothly.

CHICAGO (Sea-Land), February 11—Chairman Burris Maxwell; Secretary Joe L. Johnson; Educational Director Dale Susbilla. Some disputed OT in deck department. Everything running smoothly.

SPITFIRE (American Bulk), February 4—Chairman Walter Butterton; Secretary M. Deloatch; Educational Director E. Gibson; Deck Delegate William E. King. \$10.50 in ship's fund. Vote of thanks to the steward department for a job well done.

MIAMI (Cities Service), February 18—Chairman Frank J. Schandl; Secretary U. E. LaBarrere; Deck Delegate Lonnie Cole; Engine Delegate Rodney Borloso; Steward Delegate Herbert Archer. Vote of thanks to the steward department.

LOUISIANA (Hudson Waterways), February 4—Chairman Richard Hufford. No disputed OT. Vote of thanks to the steward, deck and engine departments.

OVERSEAS ALICE (Maritime Overseas), February 18—Chairman C. W. Truenski; Secretary Frank Costango; Educational Director J. Boyce; Deck Delegate C. P. Wilson; Engine Delegate F. E. Perkins; Steward Delegate J. Topasna. No disputed OT. Everything running smoothly. Vote of thanks to the steward department.

COMMANDER (Marine Carriers), February 10—Chairman H. Jones; Engine Delegate A. Benzuh; Steward Delegate Walker Wilson. Some disputed OT in deck and steward departments. Everything running smoothly.

White Cap Worn Proudly Throughout SIU's Battles

The familiar floppy white cap traditionally worn by Seafarers to signify their brotherhood and solidarity, is one of Brother Dewey Emory's favorite keepsakes.

Many times throughout his 27 years with the union, the Georgia born Seafarer actively participated in both SIU and SIU-supported strikes, and today remains a firm believer in labor's slogan that "an injury to one is an injury to all."

Born in Savannah, Ga. in 1926, Brother Emory's family moved to Tampa, Fla. when he was only a few years old. As he grew up he witnessed the swift growth of Tampa from a small city to a large booming port of call. This had a good deal to do with his great interest for ships and the sea, which he acquired during early boyhood.

He originally shipped out as a 20-year-old saloon messman in early 1946 after serving in the Army during World War II. Later on that year, after sailing for only a few months, Brother Emory

hit the bricks for seamen's rights with his union Brothers during the General Strike of '46, which immobilized every ship in every port of the U. S.

After eight tense days of picketing



Seafarer Dewey Emory fought hard for seamen's rights during the early days of the union.

for improved contracts, the strike was over and the SIU had won the first and only general strike in U. S. maritime history.

One year later, Brother Emory was again walking the picket lines—this time for the underpaid financial workers of the Wall Street brokerage firms. He banded together with more than 200 fellow Seafarers in a stirring demonstration of inter-union support and greatly aided the downtown New York United Financial Employees in winning their just cause.

In April, 1953 Dewey was again ready with his picket sign for the proposed strike against Cities Service—but the threatened walkout and the determination of the membership forced the tanker company to yield to the SIU's demands.

Among the many other strikes he has served in so well were the Bull Line Wage Beef in 1957, in which he and his Brother members manned a 24-hour picket line outside the company's Brooklyn terminal—and in 1962 the

Robin Line Beef against that company's violation of its contract with the SIU.

As it might seem, all his memories of his 27 years with the SIU do not center on strikes and picket lines. He fondly recalls the Waterman vessel *John B* on which he made his first trip as a Seafarer on her maiden voyage—and years later was also a member of the crew on the *John B's* last voyage before she was taken out of service.

Brother Emory, who has visited virtually every country in the world on voyages with the SIU, rather modestly underplays his militant activities on the picket lines; "all the guys did it" he said, "I was just doing my part." But it was men like Brother Emory that made the SIU strong, and you can be sure that if the need arose he would break out his mothballed white cap and hit the bricks once more.

The 47-year old Seafarer is now enroute to India, East Africa and Jordan aboard the *Mobilian*, carrying jeeps, trucks and other heavy equipment.

EAGLE TRAVELER (United Maritime), February 11—Chairman Charles D'Amico; Secretary Wilson Yarbrough; Educational Director Donald Gilbo; Deck Delegate E. B. Merritt. \$3.40 in ship's fund. Some disputed OT in deck department. A vote of thanks to the deck department for cleaning ship up.

SUMMIT (Sea-Land), February 2—Chairman Tom Martineau; Secretary E. Miller; Educational Director John Risbeck; Steward Delegate E. L. Johnson. \$154.75 in ship's fund and movie fund. Some disputed OT in deck and engine departments. Everything running smoothly.

ST. LOUIS (Sea-Land), February 11—Chairman R. Christenberry; Secretary W. L. Kilgore; Educational Director F. D. Carruthers; Deck Delegate R. W. Johnson; Engine Delegate R. Pelaso; Steward Delegate S. Petrantis. No disputed OT. Everything running smoothly.

PORTMAR (Calm.), February 25—Chairman Edward C. Ruley; Secretary L. Gadson; Educational Director Emil Nordstrom; Engine Delegate William B. Addison. No disputed OT. Everything running smoothly.

MAUMEE (Hudson Waterways), February 25—Chairman C. Magoulas; Secretary H. Hastings; Educational Director D. Orsini; Deck Delegate J. C. Sorel; Engine Delegate Jerry Farmer; Steward Delegate Charles Bedell. Some disputed OT in deck and engine departments. \$30.00 in ship's fund. Vote of thanks to the steward department.

MISSOURI (Ogden Marine), February 4—Chairman Angelos Antoniou; Secretary W. J. Miles; Educational Director Victor Brunell. \$16.00 in ship's fund. No disputed OT. Everything running smoothly. Stood for one minute of silence in memory of our departed brothers.

NOONDAY (Waterman), February 11—Chairman Joe Blanchard; Secretary Walter Lescovich; Educational Director Victor Palombo. \$65.00 in ship's fund. Some disputed OT in deck, engine and steward departments. Everything running smoothly.

LOUISIANA (Hudson Waterways), February 11—Secretary Richard Hufford. No disputed OT. A vote of thanks to the steward, deck and engine departments.

PITTSBURGH (Sea-Land), February 19—Chairman Frank Smith; Secretary S. McDonald; Educational Director S. Senteny; Deck Delegate George R. Black; Engine Delegate Robert H. Newell; Steward Delegate Harry C. Downey. \$50.00 in ship's fund. Vote of thanks to the steward department and a vote of thanks to the electrician for fixing the crew's washing machine.

SUMMIT (Sea-Land), February 2—Chairman Tom A. Martineau; Secretary E. Miller; Educational Director John Risbeck; Steward Delegate E. L. Johnson. \$154.75 in ship's fund and movie fund. Some disputed OT in deck and engine departments. Everything running smoothly.

HOUSTON (Sea-Land), February 4—Chairman Karl Hellman; Secretary Frank Hall; Deck Delegate Wallace Perry; Engine Delegate Glenn Watson; Steward Delegate Carlos Garcia. Vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

OVERSEAS ALICE (Maritime Overseas), February 4—Chairman D. Robbins; Secretary Frank Costango; Educational Director J. Boyce; Deck Delegate C. Wilson; Engine Delegate F. E. Perkins; Steward Delegate J. Topasna. Some disputed OT in engine department. Vote of thanks to the steward department.

SAUGATUCK (Hudson Waterways), February 4—Chairman Leo Paradise; Secretary R. A. Cobb; Educational Director R. Ratkovich. No disputed OT. Vote of thanks to the steward department for a job well done.

DELTA BRASIL (Delta), February 7—Chairman Paul Turner; Deck Delegate William A. Pitman; Engine Delegate Lorie Christmas, Jr.; Steward Delegate Walter Dunn. Some disputed OT in deck department. Received Seafarers Log in Buenos Aires, Argentina and crew really enjoyed it. Observed one minute of silence in memory of our departed brothers.

ARIZPA (Sea-Land), February 11—Chairman R. Hodges; Secretary J. Prats; Steward Delegate George M. William. \$16.00 in ship's fund. Some disputed OT in steward department. Everything running smoothly.

PORTLAND (Sea-Land), February 18—Chairman Jose L. Gonzales; Secretary J. Kundrat; Educational Director Dimitrios Poulakis. No disputed OT. Everything running smoothly.

YELLOWSTONE (Ogden Marine), February 4—Chairman W. R. Colley; Secretary E. Vieira; Educational Director S. Wilson. Some disputed OT in deck and engine departments. Vote of thanks to the steward department.

TRENT (Verity), February 4—Chairman James C. Mullis; Secretary L. Pepper; Educational Director Malcolm E. Taggart. No disputed OT. Everything running smoothly.

COMMANDER (Marine Carriers), February 3—Chairman H. Jones; Steward Delegate Walker Wilson. Some disputed OT in deck and steward departments. Everything running smoothly.

SAN PEDRO (Sea-Land), February 4—Chairman George King; Secretary Weldon O. Wallace; Deck Delegate B. Schwartz; Engine Delegate E. Steward; Steward Delegate J. Tilley. \$2.00 in ship's fund. Everything running smoothly.

SEA-LAND McLEAN (Sea-Land), February 27—Chairman John Hunter; Secretary C. Walter. No disputed OT. Vote of thanks to the steward department.

MIAMI (Cities Service), February 11—Chairman Frank J. Schandl; Secretary U. E. LaBarrere; Deck Delegate Lonnie Cole; Steward Delegate Herbert Archer. No disputed OT. Vote of thanks to the steward department.

TRANSIDAH (Hudson Waterways), February 25—Chairman W. Worurski; Secretary Aussie Shrimpton. \$142.00 in ship's fund. No disputed OT. Everything running smoothly.

SEATTLE (Sea-Land), February 25—Chairman J. Giannaotis; Secretary W. Hand; Educational Director A. Tselentis. Some disputed OT in engine and steward departments. Everything running smoothly.

STEEL KING (Isthmian), February 4—Chairman G. Glennon; Secretary D. Collins; Educational Director R. Bernades; Deck Delegate H. Willingham; Engine Delegate A. Loo; Steward Delegate J. Brown. Everything running smoothly. Next port Karachi.

SIU Ship's Committee



OGDEN WABASH (Ogden Marine)—Back from bringing grain to Russia is the ship's committee on the *Ogdan Wabash*. From left are: C. Hopkins, educational director; "Tiny" Wallace, chairman; K. Hatgimiosious, steward delegate; W. McCay, deck delegate; J. Monerief, secretary-reporter, and W. Parks, engine delegate.



Final Departures



Alvin L. Blain, 45, passed away while serving aboard the *Keva Ideal* on Nov. 7. A native of Indiana, he resided in Houston, Tex. at the time of his death. Brother Blain joined the SIU in 1946 in the Port of New York and sailed in the engine department. He was an Army veteran of the Korean War. He is survived by his wife, Dorothy, his daughters, Cheryl, Debbie, Mary and Laura, and his son, Paul.



SIU Pensioner **Gregory Morejon, 74**, passed away on Nov. 30 after a long illness. A native of Cuba, he resided in St. Petersburg, Fla., at the time of his death. A charter member of the union, Brother Morejon joined in 1939 in the Port of Miami and sailed in the steward department. He was an Army veteran of World War I. He was buried at Calvary Cemetery in St. Petersburg. Among his survivors is his wife, Helena.



Michael J. Dembrowski, 57, passed away on March 5 after a long illness. Born in Boston, Mass., he was a resident of San Francisco, Calif. at the time of his death. He joined the union in 1943 in the Port of Boston and sailed in the deck department. Brother Dembrowski was buried at St. Vincent's Cemetery in Vallejo, Calif. Among his survivors is his sister, Mary.



Herman C. Mora, 64, passed away on Feb. 11 after a short illness. A native of the Philippine Islands, he was a resident of San Jose, Calif. at the time of his death. He joined the SIU in 1955 in the Port of San Francisco and sailed in the steward department. Brother Mora was buried at Santa Clara Catholic Cemetery in Santa Clara, Calif. Among his survivors are his daughters, Edna and Constance.



Roberto Defranza, 64, accidentally lost his life while on duty aboard the *Stonewall Jackson* on Jan. 31. A native of Austria, he resided in New Orleans, La. at the time of his death. Brother Defranza joined the SIU in 1952 in the Port of New York and sailed in the deck department. He was an Army veteran of World War II. He was buried at sea on March 4. Among his survivors is his wife, May.



David Douglas, 54, died of heart disease on Feb. 19 at the USPHS hospital in San Francisco, Calif. Born in Greensboro, N.C., he was a resident of Randolph, Mass. at the time of his death. Brother Douglas joined the SIU in 1959 in the Port of New York and sailed in the steward department. He is survived by his wife, Mary, and his daughter, Marion.



Joel Bremer, 55, passed away after a short illness on Feb. 11. A native of Charleston, S.C., he was a resident of Savannah, Ga. at the time of his death. He was a Navy Veteran of World War II. Brother Bremer joined the SIU in 1951 in the Port of Savannah and sailed in the deck department. He was buried at Laurel Grove Cemetery in Savannah.



SIU Pensioner **Adolf G. Iverson, 83**, died after a long illness on March 13. One of the original members of the union, Brother Iverson joined in 1938 in the Port of New York and sailed in the deck department. The Norwegian born Seafarer was a resident of Hoboken, N.J. for many years prior to his death. He was buried at Heavenly Rest Cemetery in Hanover, N.J.



Clifford W. Mendell, 35, passed away on Feb. 3. He was a life-long resident of Queens, N.Y. He joined the SIU in 1964 in the Port of New York and sailed in the deck department. Brother Mendell was an Army veteran of the Korean War. Among his survivors is his wife, Elaine.



Frederick W. Edgett, 62, died of heart failure at the USPHS hospital in New Orleans, La. on Jan. 24. He was a resident of that city at the time of his death. Brother Edgett joined the SIU in 1948 in the Port of New York and sailed in the steward department. He was buried at St. Bernard Memorial Gardens in Chalmette, La. Among his survivors is his brother, Elmer.



James Urgo, 58, passed away on March 6. He was a life-long resident of Passaic, N.J. Brother Urgo joined the SIU-affiliated Railway Marine Region in 1964 and sailed as a deckhand for the Erie-Lackawanna Railroad. He was an Army veteran of World War II. He was buried at Calvary Cemetery in Paterson, N.J. Among his survivors are his sister, Eleanor, and his brother, Michael.



Michael W. O'Rourke, 58, died of cancer on Feb. 4. He was a life-long resident of Arcadia, Mich. Brother O'Rourke joined the SIU in 1953 in the Port of Frankfort, Mich. and sailed in the deck department. The Great Lakes Seafarer was buried at Conway Cemetery in Manistee, Mich. Among his survivors is his wife, Mary Lee.



Edward J. Kuhar, 62, died of a heart attack on Dec. 2 while on duty aboard the *Overseas Progress*. Born in Pennsylvania, he was a resident of New Orleans, La. at the time of his death. He joined the union in that port in 1940 and sailed in the steward department. Among his survivors is his wife, Ethel.



Philip J. Brazil, 51, accidentally lost his life aboard the *Yorkmar* on Feb. 2. He was a life-long resident of Seattle, Wash. He joined the union there in 1970 and sailed in the deck department. Brother Brazil was buried at Holyrood Cemetery in Seattle. Among his survivors is his wife, Jackie.



SIU Pensioner **Harry C. Peeler, 74**, died of lung cancer on Dec. 10 at the USPHS hospital in New Orleans, La. He was a resident of that city at the time of his death. Brother Peeler joined the SIU in 1943 in the Port of New York and sailed in the steward department. He was buried at Olonee Hill Cemetery in Athens, Ga. Among his survivors is his brother, Clarence.

MEMBERSHIP MEETINGS' SCHEDULE



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

Great Lakes Tug and Dredge Section

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

Railway Marine Region

Philadelphia	May 15—10 a.m. & 8 p.m.
Baltimore	May 16—10 a.m. & 8 p.m.
*Norfolk	May 17—10 a.m. & 8 p.m.
Jersey City	May 14—10 a.m. & 8 p.m.
† Meeting held at Galveston wharves.	
† Meeting held in Labor Temple, Sault Ste. Marie, Mich.	
* Meeting held in Labor Temple, Newport News.	



SIU Pensioner **John G. Newman, 56**, passed away after a short illness on Jan. 31. He was a life-long resident of Flushing, N.Y. He joined the union in 1947 and sailed as bosun. Brother Newman was buried at Good Ground Cemetery in Hampton Bays, N.Y. Among his survivors is his sister, Mary.



Curtis C. Lambert, 53, passed away on Sept. 6. Born in Perdue Hill, Ala., he was a resident of New Orleans, La. at the time of his death. Brother Lambert joined the SIU in 1956 in the Port of Mobile, Ala. and sailed in the deck department. He was an Army veteran of World War II and was once wounded in action. He was buried at Forest Lawn Memorial Gardens in Saraland, Ala. Among his survivors is his sister, Mary.



BENEFIT

SICKNESS & ACCIDENT BENEFIT:
ELIGIBILITY - Basic seetime requirement, (see page 1). For in-patient or out-patient benefits, Seafarers must file U.S.P.H.S. medical abstract. Seafarers who are out-patient and not fit for duty for the fifth day. If the eligible Seafarer cannot or unemployment benefits, then he cannot

VACATION BENEFIT:
ELIGIBILITY - Must have a minimum of 90 days. The earliest discharge date of such time must be less than application must be accompanied by a photostatic copy of Unearned Wages and Travel Time is not payable.

DEATH
BASIC SEETIME
EARLY NORMAL PENSION
NORMAL PENSION
SICKNESS & ACCIDENT

To assist Seafarers, the following is a check list of documentation that is required by the SIU Welfare Department in order to process various types of claims. Seafarers can also speed claim processing by forwarding completed claim forms directly to their nearest union hall or port agent.

Book? Yes () No ()

DATE OF BIRTH _____ ADDRESS _____
 DEPARTMENT _____ H.L.S.S. GRADUATE? YES _____
 DATE BOOK ISSUED _____ PLACE OF _____ SS # _____ DATE _____

Accurate Forms Mean Quicker SIU Benefits

Disability Pension Claims

- (1) Application indicating employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Discharges or Certificates of Seaman's Service verifying employment periods.
- (3) Permanently Not Fit For Duty medical report listing complete diagnosis preferably from USPHS, since disability pensioners are required to maintain eligibility to USPHS after going on pension.
- (4) Certificate of Social Insurance Award verifying that member was granted disability benefits under Social Security Administration.

Sickness and Accident Benefits

- (1) Application indicating employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Medical Abstract indicating that all return appointments were kept.
- (3) S&A Assignment, if applicable.
- (4) Letter from attorney recognizing our Assignment.
- (5) Denial of Maintenance and Cure on company letterhead, if applicable.

Death

- (1) Application indicating employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of death.
- (2) Certified Death Certificate or certified copy of Ship's Log in cases where employees are lost at sea.
- (3) Proof of relationship of beneficiary to the deceased.
- (4) Itemized funeral bill indicating whether paid or not and name and address of payee, if applicable.

Normal Pension Claims

- (1) Application indicating employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Discharges or Certificates of Seaman's Service verifying employment periods.
- (3) Proof to substantiate attainment of age 65.

Early Normal Pension Claims

- (1) Application indicating employment time for eligibility purposes showing employment periods of 90 days in the previous calendar year and one day in the past six months, prior to date of claim.
- (2) Discharges or Certificates of Seaman's Service verifying employment periods.
- (3) Proof to substantiate attainment of age 55.

Hospital Claims

- (1) Application indicating employment time for eligibility purposes by Company showing employment periods of 90 days in the previous calendar year and one day in the past six months.
- (2) Itemized hospital bill including ID Number of hospital.
- (3) Surgical Bill including ID Number or Social Security Number of Surgeon.
- (4) Doctors Bill including ID Number or Social Security Number of Doctor.
- (5) Medicare Statement, where applicable to correspond with bill(s) submitted.
- (6) Marriage Certificate, if one had not previously been forwarded.
- (7) Birth Certificate of dependent if one had not been previously forwarded.
- (8) Income Tax return if dependent is adopted, or is a foster or step child.

Member's Required Documentation

The documentation listed below must be submitted by new members in order to insure that when a claim is received from a new member for himself and or a dependent that the claim can be processed without delay.

- a. Marriage Certificate
- b. Birth Certificate of dependents or in the absence of a Baptismal Certificate a Census Report
- c. Beneficiary Card
- d. Income Tax Return, if dependent is adopted or is a foster or step child





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

SIU-IBU Vacation Center Opens New Season



The SIU-IBU Vacation Center will open May 18 at the Lundeberg School and the vacation period will extend through September 9.

SIU and IBU members and their families will have reservation priorities up to a maximum of 14 days, and reservations will be confirmed on a first-come, first-served basis.

A variety of activities will again be available including boating, swimming, fishing, bike-riding, moonlight cruises and nightly movies. Entertainment will be provided nightly in the Anchor Lounge, and a cardroom and TV room will also be available.

All requests for reservations must be in writing. Each application should contain a first choice of dates and a second choice. Confirmation of all reservations will be by letter from the Vacation Center.

Because of the expanded educational and vocational programs at the Lundeberg School, half of the housing facilities will be utilized by SIU-IBU members attending various upgrading and academic programs. This makes it necessary to limit the vacation periods to two weeks.

Following are the room prices for SIU and IBU members and their families:

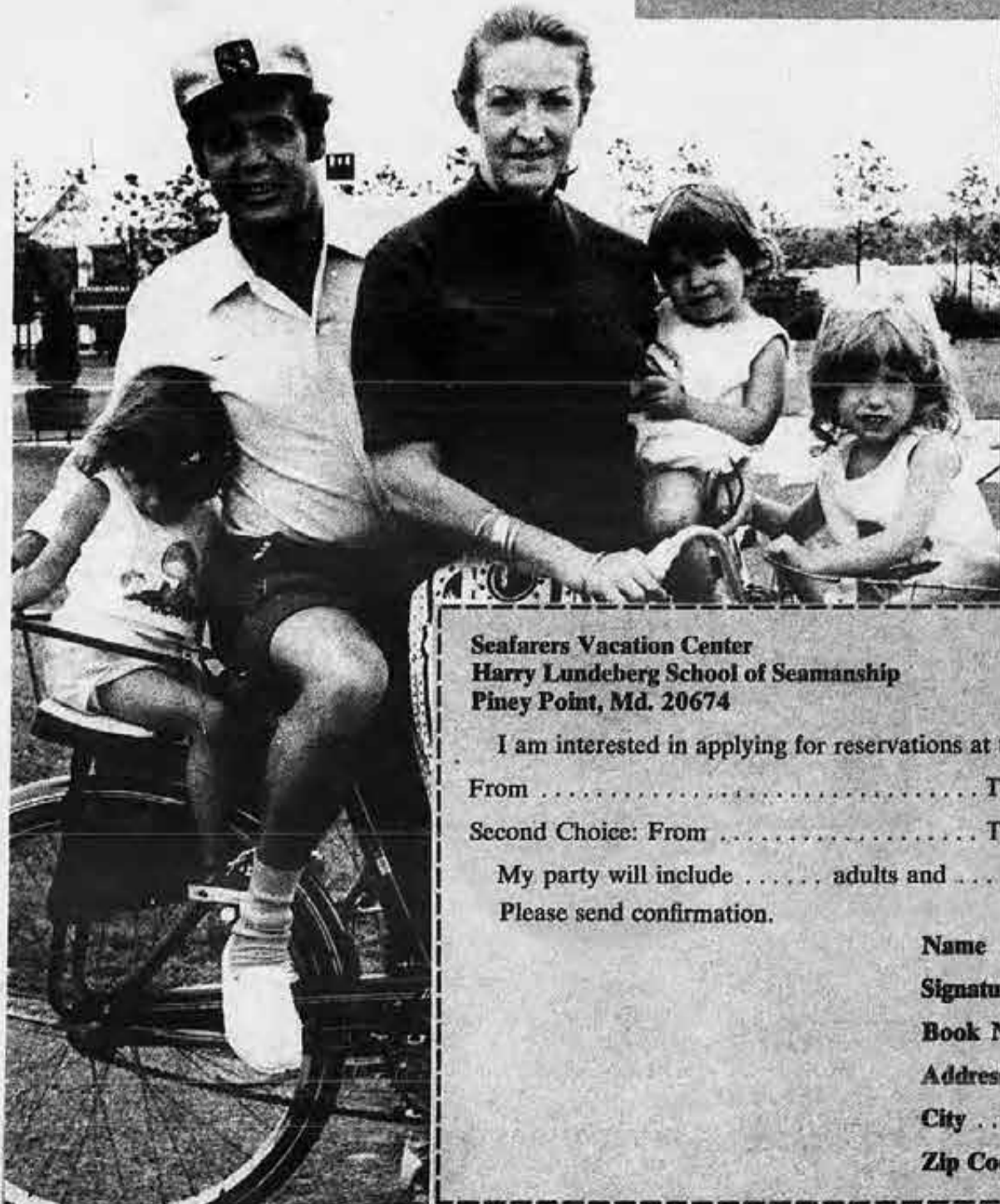
- Single Room: \$8.00 per day.
- Double Room: \$10.50 per day.

All meals will be served cafeteria-style in the Anchor Dining Room. Prices for meals will be:

- Breakfast: \$1.50 for full meal.
- Lunch: \$2.50 for full meal.
- Dinner: \$3.50 for full meal.

Partial meal and a la carte menus will also be available.

Reservations are now being accepted, and if you plan to visit the Vacation Center, send in the coupon on this page as early as possible to insure your reservation dates.



Seafarers Vacation Center
Harry Lundeberg School of Seamanship
Piney Point, Md. 20674

I am interested in applying for reservations at the Seafarers Vacation Center.

From To (First Choice)

Second Choice: From To

My party will include adults and children.

Please send confirmation.

Name

Signature

Book No.

Address

City State

Zip Code