



SEAFARERS LOG

Vol. XXXV, No. 11

November 1973

LASH Ship Robert E. Lee Is Launched

See Page
11



Overseas Juneau
See Page
5



Paul Thayer
See Page
5

Special Supplement

Annual Reports of Seafarers Plans

(See Center Fold)

Voting on Dues, Initiation Fee Concluded

Voting on the proposal to increase the SIU dues and initiation fee was concluded last month with 3,349 ballots issued to members.

The 30-day voting period extended from Oct. 2 through Oct. 31. The voting was conducted via a mail referendum; no ballot received after noon on Nov. 6 is being counted.

All valid ballots are currently being counted by a membership-elected Tallying Committee of six full book members — two from each department — who were elected at a special meeting at headquarters on Nov. 1.

Full details of the voting along with the entire text of the Tallying Committee's report, will appear in the December issue of the LOG.

The Tallying Committee consists of Seafarers Joe Powers and Jasper Anderson, steward department; Ed Anderson and Nick Damante, deck department, and G. R. Salazar and Richard McDonald, engine department.

The proposal on which the membership voted consisted of two propositions: one asking that calendar quarterly dues be raised to \$50 and the other asking that the initiation fee for all new full book members be increased to \$600.

The dues and initiation fee proposal had been approved at the regular membership meeting in September. That proposal had been submitted by a Constitutional Committee which was elected at a special headquarters member-

ship meeting on Aug. 28.

In submitting the dues and initiation fee proposal, the Constitutional Committee's report noted:

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

The Committee consisted of six full book members, two from each department.

Addresses MTD Convention:

Calhoun Sees Firms Behind Oil Crisis

President Jesse M. Calhoun of the Marine Engineers Beneficial Association has charged that the American oil industry is violating the country's anti-monopoly laws and is "contributing heavily to the energy crisis."

Speaking at the AFL-CIO Maritime Trades Department Convention, Calhoun called for a three-point program to halt the corporate monopoly trend in energy and to liberate the United States from a developing energy squeeze.

He declared:

- "The government should initiate anti-trust proceedings leading to divestment, against oil companies which have acquired competing energy sources—such as coal, uranium, oil shale, and tar sands."

- "A crash research program is needed in the gasification and liquifac-

tion of coal and additional efforts should be directed to making high-sulphur coal less toxic to the environment. Its priority is at least as important as putting a man on the moon."

In addition, they also met with other SIU officers and members.

Eligible voters obtained their ballots at the designated SIU halls where voting was being conducted or upon request they were able to obtain absentee

ballots under certain circumstances as outlined in the Committee's report.

In addition to appearing in the September issue of the LOG, copies of the full text of the Constitutional Committee's report were mailed to all dues-paying SIU members at their last known home address. The report was also posted prominently at all Union halls and was sent to all SIU-contracted ships at sea in care of the ship's chairman.

Before submitting their report, the Constitutional Committee consulted with the Union's General Counsel regarding legal aspects of the proposal, and with the Secretary-Treasurer regarding statistical matters.

That report, soon to be published, charges that "the major oil companies account for approximately 84 percent of U.S. refining capacity; about 72 percent of the natural gas production and reserve ownerships; 40 percent of the domestic coal reserve and some 20 percent of the domestic coal production; and over 50 percent of the uranium reserves and 25 percent of the uranium milling capacity."

Such a concentration of corporate power, Calhoun concluded, "could result in a dwindling of available fuel supplies—because oil companies will schedule the production of their various energy sources to best suit their internal operations. By withholding one or the other sources for development, it could result in higher prices."

How the oil industry behaves, how it makes its decisions, and who makes them, is "of concern to all of us," he told the Convention.

The MEBA president revealed that his union had commissioned a thorough study of monopoly practices and trends in the oil industry.

the PRESIDENT'S REPORT:



Paul Hall

The SIU's Bosuns Recertification Program, the Seniority Upgrading Program, the SIU's training programs for all departments at the Upgrading Center in Piney Point—these are our building blocks for the future. These programs are the promise of the future for our Union and the maritime industry—and they are the guarantee of continued job security for our membership.

Our industry as we have known it is in a rapid state of transition and growth. New ships are being built and new concepts are being designed into them. These new concepts require new skills and re-training. And just as we have always had to fight for everything we have gained, the responsibility for keeping up with advances in sea-going technology rests squarely on our shoulders.

The SIU is strong today because many years ago we looked to the future. We knew that the ships we were sailing then would give way to more advanced ships. We foresaw the day of automation and of new concepts in design and cargo-handling. And, most important, we began then to prepare for that future.

Today, SIU-contracted companies are sailing radically-new ships—SL-7 super-containerships and LASH vessels—and they are manned by SIU crews who have been trained to operate them efficiently and safely.

And also today, there are 92 other ships under construction or on order and most of these are of revolutionary design requiring thoroughly-trained and highly-

Building for the Future

skilled crews to man them. Of the 92 new ships, nearly 40 are VLCC tankers, 11 are LASH-types, two are OBO carriers, three are roll-on-roll-off vessels and nine are the radically-new LNG tankers.

To continue the SIU's tradition of providing qualified crewmembers, particularly in this era of advancing technology, we must continue to put strong emphasis on education, training and upgrading.

At our Upgrading Center in Piney Point we have developed one of the finest training programs anywhere in the world. Through the use of audio-visual materials, training manuals and first-hand inspection of these new ships, our instructors have already helped Seafarers attain more than 2000 ratings.

Most important, we have equipped Seafarers to man our new ships competently and confidently.

We can take pride in our accomplishments in providing the industry with the best-trained crews anywhere, but we cannot rest on these accomplishments. We must encourage every Seafarer to take advantage of the upgrading opportunities available to him, and we must continually evaluate and upgrade our training programs to keep pace with advancing technology.

Four classes of bosuns have now completed the Bosuns Recertification Program, and beginning this month we have increased the class size to 12 to give more bosuns the opportunity to advance themselves both professionally and as more knowledgeable members of our Union.

In meeting the challenge of the manpower needs of the expanding maritime industry, the SIU's Bosuns Recertification Program is of particular importance to our Union. Because he is the leading seaman aboard ship, the bosun must be knowledgeable and qualified in all aspects of deck seamanship and he must be familiar with the new skills required on the new ships that are our future.

The bosun is also the Ship's Chairman and is the SIU's representative at sea. He must have a thorough knowledge of our Union and an understanding of our industry, and he must recognize his responsibility as Ship's Chairman and use this knowledge and understanding in protecting the rights of our members at sea.

The Bosuns Recertification Program—as well as all of our upgrading programs—is doing the job to qualify our membership to meet the challenge of providing our contracted companies with the best-trained seamen in the world.

It was Seafarers—united—who fought and won the battle for the Merchant Marine Act of 1970 which is providing us with the new ships of today and tomorrow.

Seafarers are now also leading the fight to provide these ships with cargo. And it is we—again united—who have developed the training programs which are making the SIU-contracted merchant fleet competitive in the world market and which will insure the job security of the membership of our Union.

More Bosuns and Upgraders Graduate at Meeting



Eight more Seafarers this month completed the SIU's "A" Seniority Upgrading Program. In front row, from left, are, Mark Wilhelm, Larry Ewing, Richard Wilson and John McCabe. Top row from left are Maximo Dising, Lawrence Kunc, James Robak and John Konetes.

Keynoting the theme that younger and older Seafarers must work together and all Seafarers must continue to upgrade their professional skills, SIU Vice President Frank Drozak told the Nov. 5 headquarters general membership meeting that "the new ships being built make it necessary that we continue to have adequately trained crews to fulfill our contractual obligations and maintain our job security."

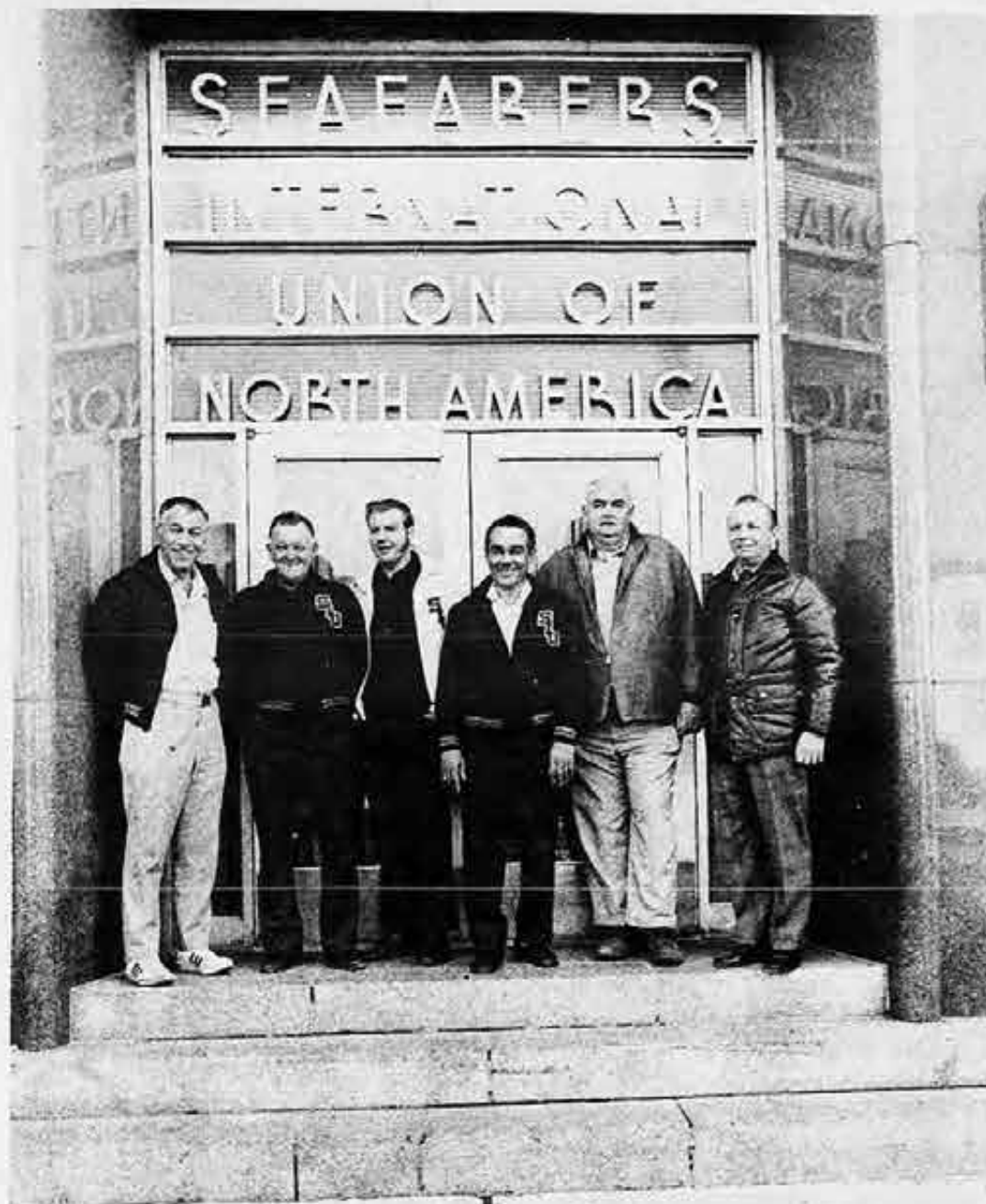
Drozak and SIU President Paul Hall congratulated the latest six bosuns who completed the Bosuns Recertification Program, and said that while the program was important to the bosuns themselves, it is equally important to the Union in providing the industry with the best trained seamen in the world and

the best informed Union members.

"There are 20 bosuns who have completed the program and are actively sailing today," Drozak said, "and these six will soon be joining them. They are better informed members and they will be better able to keep our members at sea informed and up-to-date on the programs of our Union."

The six bosuns who completed the program this month are Eugene Flowers, Elbert Hogge, David Atkinson, Alfonso Rivera, Richard Christenberry and William Kleimola.

Twelve more bosuns are now at Piney Point as the Union this month stepped-up the Bosuns Recertification Program to provide more bosuns with the opportunity to participate in the program by



The fourth class of bosuns to complete the Bosuns Recertification Program pose for a graduation photo on steps of Union headquarters. From left are Eugene Flowers, Elbert Hogge, David Atkinson, Alfonso Rivera, Richard Christenberry and William Kleimola.

increasing the class size to 12.

Also graduating at the meeting were eight Seafarers who completed the 30-day "A" Seniority Upgrading Program at Piney Point and Union headquarters and received their full books.

They are Lawrence Kunc, James Robak and John Konetes who sail in the deck department; Mark Wilhelm, John McCabe and Maximo Dising, engine department, and Larry Ewing and Richard Wilson who ship in the steward department.

In accepting his bosuns recertification certificate, Seafarer Flowers said: "There is a great opportunity at Piney Point for any Seafarer to upgrade himself and the dedication of the people down there who are willing and able to

help you is something you have to see to believe."

Both Seafarer Atkinson, who was the youngest bosun in this fourth class, and Seafarer Hogge, who was the "senior citizen" of the group, were impressed with the efforts of the Union to achieve job security through legislation and political action.

Seafarer Atkinson said: "After seeing our Union's operation in Washington and learning of our efforts in Congress, I can see with my own eyes how SPAD is so important to job security and our future."

Bosun Hogge said: "After you really understand how important it is to get new ships and cargo by getting laws passed, then you understand how important SPAD is."

Seafarers Kleimola and Christenberry both stressed the importance of the program in making them better able to carry out their duties as Ship's Chairmen.

Seafarer Kleimola said: "We learned a lot during these past two months about our Union and the many programs we have. We are going to be able to go back aboard the ships and pass knowledge on which will benefit all of us."

Bosun Christenberry said: "I wasn't brainwashed, but I learned. All of our questions were answered and we were not denied access to any information. I know that I will be a better Union man because of this program."

And Seafarer Rivera expressed the feelings of all of the graduating bosuns when he said: "I wish with all my heart that all of our members can have the same opportunity I have had."

After both the Seniority Upgraders and the bosuns spoke to the membership meeting, Vice President Drozak expressed the feelings of the applauding members when he said:

"The SIU is proud of all of you."

House OKs PHS Bill, Hospitals Remain Open

The House of Representatives has passed the Military Procurement Authorization Bill which includes an

amendment to keep open and continue the operations of the eight remaining Public Health Service hospitals.

Only routine Senate approval remains before the measure is sent to the White House.

Earlier this year, the Health, Education and Welfare Department announced plans to close the eight hospitals. However, Congressional supporters of the PHS hospital system added an amendment to the Emergency Medical Services Bill to keep the system operating.

President Nixon vetoed that measure and the effort to override the veto failed by five votes in the House.

That was not the end of the complicated battle, however. The latest effort to keep the hospitals open was sponsored by Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, who tacked the PHS rider to the Military Authorization

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

The bill, already passed by the House without the PHS rider, moved quickly through the Senate and was sent to a House-Senate Conference Committee to iron out differences in the separate versions of the measure.

It is the conference bill, containing the PHS rider, which passed the House and is expected to clear the Senate shortly.

Last July, the District Court of Washington, D.C. granted the SIU's request for a temporary injunction that prevented HEW from going ahead with plans to close the hospitals.

That injunction is still in effect.

Brooklyn Clinic to Move

The SIU Brooklyn clinic will soon move to 675 Fourth Ave., Brooklyn, N.Y., from nearby 685 Third Ave., according to Dr. Joseph B. Logue, medical director.

To be sure of your appointment call the clinic at 965-2440 before reporting.

Further notice of the exact moving date will appear in the LOG.

MTD Convention:

Action on Issues Affecting Seafarers

The AFL-CIO Maritime Trades Department concluded a two-day convention immediately prior to the AFL-CIO convention at Bal Harbour, Fla. last month, at which delegates took firm action on issues of concern to Seafarers and other maritime workers.

One of the important actions was the adoption of a new MTD study on the oil industry calling on Congress to consider regulation of the industry as a public utility.

SIU President Paul Hall, who also is president of the MTD, reported to the convention that a total of 44 unions are now affiliated with the department with a total membership of about eight million members.

Changes since the department's 1971 convention have brought 10 new members to the 44-member Executive Board, reflecting both new affiliates and changes in representation from various unions. Officers were elected to four-year terms in 1971.

Delegates also adopted the report of the MTD Executive Board which called on affiliates to "take the lead in pushing for new economic and social programs that will provide the American worker with the opportunity for a decent life and a fair and equitable wage."

Convention delegates accepted a report, "Man and his Environment: A Balanced Approach," which urges MTD affiliated unions to press for a

balanced approach to solving the nation's environmental problems while protecting and preserving the jobs of American workers.



AFL-CIO President George Meany was one of the principal speakers at the MTD Convention. Lane Kirkland, secretary-treasurer of the AFL-CIO, also addressed the delegates during their two day meeting.

AFL-CIO Backs Maritime Programs

The AFL-CIO is backing a wide-ranging program to strengthen the U.S. merchant marine and assure "a strong, balanced and competitive U.S. fleet."

Delegates to the recent AFL-CIO Convention in Bal Harbour, Fla., in a maritime resolution, called for operation and construction subsidy programs and other legislation needed to assure U.S.-flag ships a fair share of shipping tonnage, especially of oil and vital raw materials.

Tax laws that allow runaway flag vessels to benefit unfairly should be repealed, the resolution said, and construction should be started on adequate tankers to carry Alaskan oil. In view of the energy crisis, it also was urged that Alaskan oil be limited for U.S. consumption only.

In addition, the convention called for construction of deepwater ports on all U.S. coasts, trade agreements that provide for a fair share of cargo to be carried on U.S. bottoms, support for the National Maritime Council "which has demonstrated that labor, management and government can work together," and an end to the "bureaucratic encumbrances that have hindered the growth of the U.S. merchant marine."

The 900 convention delegates, representing nearly 13.5 million American workers, unanimously called for the establishment of a comprehensive national energy policy. A resolution stated that such a policy is needed for full employment, to protect the consumer and to preserve the environment.

The convention proposed establishment of a Council on National Energy Policy and consolidation of overlapping functions of various federal government agencies into a single federal energy agency.

The resolution called for measures to lessen the nation's dependence on foreign oil sources and asked that a fair share of oil imports be transported in American-flag tankers. It asked, also, for a swift go-ahead on the construction of the Alaska pipeline.

Delegates declared that in wielding

what amounts to monopoly power over U.S. energy sources, the major U.S. oil companies have abused the public trust, misused their tax advantages and eroded the U.S. position in the world. The convention adopted four resolutions on the oil industry and its conduct, including one which called on Congress to decide if the industry is a public utility and should be regulated accordingly.

Among other actions pertinent to the well-being of America's organized workers, the convention:

- Affirmed strong support for the Farm Workers Union in its struggle to win collective bargaining rights and urged a step up of a nationwide consumer boycott of products of the union-busting Farah Manufacturing Co.

- Voted a redoubled campaign for national health insurance and an adequate minimum wage law.

- Vowed a renewed drive for enactment of legislation to regulate imports and curb the harmful activities of American multinational companies.

- Adopted a blueprint for tax reform with the double goal of restoring justice to the loophole-ridden tax struc-

ture and raising revenue for the nation's unmet needs.

- Demanded full bargaining rights for federal, state and local government workers.

- Re-elected President George Meany, Secretary-Treasurer Lane Kirkland, and incumbent executive council members seeking re-election. Also, three new members were named to the council—Albert Shanker, vice president, Teachers Union; Sol Stetin, president, Textile Workers; and Joseph Tonelli, president United Paperworkers.

- Adopted a resolution calling for the resignation of President Nixon.

Delegates reaffirmed labor's commitment to organizing and forged some new tools to get the job done. Chief among these is the revamping of the federation's organizing arm. Tapped to head the new Department of Organizing and Field Services is W. J. Usery, Jr., head of the Federal Mediation and Conciliation Service and a former representative of the International Association of Machinists.

Maritime Trades Dept. Asks Oil Company Curbs

Because the oil companies have so abused the public, the AFL-CIO Maritime Trades Department at its Convention in Bal Harbour, Fla. last month called for the U.S. Government to regulate oil firms just like any other utility.

The MTD's statement said tax incentives to the oil companies over a long period of time have not stopped our need for imported oil.

"Fuel oil and gasoline shortages have brought the shortcomings of our present policies into full view. It is time to

recognize that the oil industry cannot be trusted to act in our best interests."

A study on the oil industry charged that taxpayers' dollars were used to subsidize the special interests of the industry at the expense of American jobs, security and balance-of-payments.

With these tax incentives, the MTD said, oil companies only paid a tax rate of 6.5 percent in 1971.

Homeowners, however, may not get through this winter without fuel rationing, an unheard of step in peacetime America.

"While we fight to preserve and protect our natural resources," the report states, "we must fight to maintain employment and industrial development and progress."

In other major actions, the convention called for:

- Strong measures, including both new legislation and administrative guidelines by such agencies as the Department of Defense, to "achieve and maintain an adequate U.S.-flag balanced merchant marine program."

- Reviving U.S. fisheries through support of legislation introduced by Sen. Edward M. Kennedy (D-Mass.) and Rep. Thomas O'Neill (D-Mass.) for the building and operating assistance the industry "so desperately needs."

- Rejection of all plans to close or transfer the Public Health Service hospitals in major port cities.

- Continued support by the MTD of all reasonable proposals to reduce strikes, but with absolute rejection of any plan to substitute compulsion for free collective bargaining.

- Immediate implementation of plans designed to eliminate the flight of refinery capacity from the United States.

- Support for Navy and Maritime Administration plans to work cooperatively toward the goal of a U.S. merchant marine as an auxiliary to the U.S. Navy.

- Every effort by MTD affiliates to establish an independent maritime agency.

Alter IBU Voting

The date on which members of the SIU-affiliated Inland Boatmen's Union may pick up their ballots to select delegates to their Nov. 29th Convention in Washington, D.C., as well as to vote on a Constitutional amendment, has been changed from Nov. 5, 6 and 7 to Nov. 12, 13 and 14 in line with action taken last month by the Union's Executive Board.

Voting on Nov. 12, 13 and 14 will begin at 9 a.m. and continue until 5 p.m. or until all the members present have had the opportunity to receive their ballot in the various locations where voting is being conducted.

Time for receipt of ballots was also extended to Nov. 19. This is also the date on which a special meeting will be held in New York to elect a Tallying Committee which will pick up the ballots at the bank depository and commence counting them on the same date.

In view of the number of intervening holidays, with resulting delays in the mail, the IBU Executive Board took action to authorize the Secretary-Treasurer to make the necessary changes in the nomination period and voting date to insure every reasonable opportunity for nomination and voting.

By authority of the Executive Board, the nomination period for delegates was extended from Oct. 23 to Nov. 1 and the date for the Regional Director's qualification of candidates was extended to Nov. 2.

Changes in the voting schedule as well as an extension of the nomination period were made known to the IBU membership through a mailing sent to every member's last known home address.

The four IBU regions have 12 delegate positions—five from the Gulf Coast Region, four from the Atlantic Coast Region, two from the Great Lakes Tug and Dredge Region and one from the Railway Marine Region.

Christen Overseas Juneau In Sparrows Point, Md.

The 120,000 deadweight ton tanker *Overseas Juneau*, built for an SIU-contracted subsidiary of Overseas Shipholding Group, was christened Nov. 1 at the Sparrows Point, Md. shipyard of the Bethlehem Steel Corp.

The tanker, one of the largest vessels ever built in this country, was named after the capital of Alaska. It is 883 feet long and features the latest in safety, navigational, communications and anti-pollution equipment available.

The vessel's anti-pollution equipment, for example, includes a 2,400 gallon-per-day, capacity on-board sewage treatment system and an oily water separating system with a capacity of 7,700 barrels to remove oil from tank washings.

The *Overseas Juneau* was christened by Mrs. Robert J. Blackwell, wife of the assistant secretary of Commerce for Maritime Affairs. Mr. Blackwell spoke at the christening ceremonies.

The tanker is scheduled for delivery later this month.

With 26,000 horsepower steam turbines, the *Overseas Juneau* has a range of 15,000 miles at a speed of 16 knots.

Among her other major features, this new vessel, which has a liquid cargo capacity of nearly 950,000 barrels, contains:

- Centralized engine control from the pilot house, enabling orders to the engine room to be transmitted in the quickest possible manner.

- Wide range boiler burners and automatic combustion control equipment which enable the boilers to be operated from standby to full speed without altering the number of burners in use.

- Cargo valves that are hydraulically operated with remote or local control to suit their location and service.

- Optimum navigational guidance that uses large screen radar systems with two separate frequencies for the advantage of maximum storm penetration, and clarity of resolution in harbor areas.

- A satellite navigation system that receives and decodes satellite signals and combines them with data from external velocity sensors to provide accurate worldwide, all weather position information.

SIU Ore Carrier Fleet Grows Thayer, H. Lee White Added

Two more additions to the growing SIU-manned bulk-ore carrier fleet, the just built *Paul Thayer* (Kinsman Marine) and the *H. Lee White* (American Steamship) are joining shipping on the Great Lakes.

The new 630-foot self-unloader, the *Paul Thayer* was christened Oct. 27 at the American Shipbuilding Co. yard in Lorain, Ohio, while the 704-foot *H. Lee White* will be launched next month at the Bay Shipbuilding yard in Sturgeon Bay, Wisc.

The 19,500 dwt *Paul Thayer* will join her sister ship, the *William R. Roesch*, which went into service last June, after dock trials and trial runs, with final delivery set for the middle of this month.

Three more ore carriers will be built

- Air conditioned officer and crew quarters.

- A mechanical foam firefighting system.

The *Overseas Juneau*, which has a draft of 51 feet nine inches and a molded depth of 68 feet, also has a cylindrical bow, a straight transom stern and horn type rudder.

UIW Voting Date Changed

The date on which members of the SIU-affiliated United Industrial Workers of North America may pick up their ballots to select delegates to their Nov. 28th Convention in Washington, D.C., as well as to vote on a Constitutional amendment, has been changed from Nov. 5 to Nov. 13, in line with action taken last month by the Union's Executive Board.

Voting on Nov. 13 will begin at 9 a.m. and continue until 9 p.m. or until all members present have had the opportunity to receive their ballot in the various locations where voting is being conducted.

Time for receipt of ballots was also extended to Nov. 19. This is also the date on which a special meeting will be held in New York to elect a Tallying Committee which will pick up the ballots at the bank depository and commence counting them on the same date.

In view of the number of intervening holidays, with resulting delays in the mail, the UIW Executive Board took action to authorize the Secretary-Treasurer to make the necessary changes in the nomination period and voting date to insure every reasonable opportunity for nomination and voting.

By authority of the Executive Board, the nomination period for delegates was extended from Oct. 23 to Nov. 1 and the date for the Regional Director's qualification of candidates was extended to Nov. 2.

Changes in the voting schedule as well as an extension of the nomination period were made known to the UIW membership through a mailing sent to every member's last known home address.

The two UIW regions have 16 delegate positions—14 from the Atlantic Coast Region and two from Gulf Coast Region.

for the company.

The 32,000 dwt *H. Lee White* will join her sister ship, the *Charles E. Wilson* which completed her maiden voyage in September. Two other ore carriers are being built for American Steamship Co., with deliveries scheduled for next year and in April 1976.

The American Steamship Co. of Buffalo now owns or operates a fleet of 20 self-unloading ore-bulk carriers.

Their fifth ore carrier soon to be built will be a 42,000 dwt, 770-foot, \$20-million self-unloader on the Lakes. The new vessel will also be the first ship on the Lakes with double-belted, twin conveyor machinery in her hold to unload coal.



Vice President's Report

by Frank Drozak

NEW CONSTRUCTION

American Steamship Co., which already has two Great Lakes carriers under construction or on order at Sturgeon Bay Shipbuilding, has awarded a contract for a third bulk carrier. She will be a 770-foot self-unloader and delivery is scheduled for April 1976. The *H. Lee White* is scheduled for launching this month and the keel for the second self-unloader will be laid when the *White* comes off the ways.

Also on the Great Lakes, Kinsman Marine Transit Co. crewed its second diesel-powered self-unloader, the *Paul Thayer*, last month. Two more carriers, which will both be straight deckers, are scheduled.

Delta Lines, Inc., which has launched all three of their new LASH vessels, is expected to take delivery of the *Delta Sud* Nov. 25. The vessel is now at Avondale Shipyard. The other two LASH-type ships are the *Delta Mar* and the *Delta Norte*.

Falcon Carriers, Inc. has announced that the cutting of steel for the first of four 35,000-ton diesel-powered tankers took place Oct. 29. Keel laying is scheduled for May 1974 and the expected delivery date is June 1975.

All four ships are being built under the Merchant Marine Act of 1970.

Maritime Overseas Corp. took delivery of the *Overseas Juneau* at christening ceremonies Nov. 1 at Sparrows Point, Md. The new 120,000 ton tanker is expected to crew-up Nov. 20.

Sea-Land Services, Inc. crewed the *Sea-Land Market* Oct. 23 and she arrived in New York on her maiden voyage Nov. 4. The *Sea-Land Resource* is expected to crew this month. Sea-Land also purchased two Pacific Far East ships from Bethlehem Steel. The first of these two new SL-18 class ships is ready for sea trials and will be crewing soon. The second ship will be delivered in March 1974.

Seatrains Lines, Inc. laid the keel for the third of its new supertankers Oct. 26. She will be the *TT Stuyvesant*.

T-5 NAVY TANKERS

The performance records of the five T-5 Navy tankers manned by SIU crews for the Military Sealift Command is still being closely evaluated by the MSC, the Navy and other federal agencies. These ships—the *American Explorer*, the *Maumee*, the *Shenandoah*, the *Shoshone* and the *Yukon*—will remain on organizational status.

While I am confident that our members aboard these and other Navy tankers will continue to maintain achievement records which reflect the high standard of training and performance of SIU crews, I very strongly urge all crewmembers to remain aboard these ships for a minimum of six months and to stay on board until you are properly relieved.

Let me remind you again that these 13 Navy tankers represent more than 500 jobs and our performance and record of achievement aboard these ships means additional job security for all of our membership. It is the responsibility of the men who crew these ships to see to it that this job security remains with the SIU.

BOSUNS RECERTIFICATION PROGRAM

The fourth class of bosuns in the Bosuns Recertification Program graduated at our headquarters membership meeting this month, bringing to 24 the total number of bosuns who have now completed the program.

Because this program is vital to our overall training and upgrading program, we have increased the class size to 12 to give more Seafarers an opportunity to participate. I have had the personal pleasure of meeting with all of these bosuns during their stay at headquarters and their comments on the program have been encouraging and gratifying.

Each and everyone of them understands the importance of upgrading their professional skills to keep pace with the new and highly-sophisticated ships that are the future of our industry.

They understand, too, the importance of being fully-informed on all of the various programs of our Union and the need to communicate with their shipmates on both the problems and the progress of our Union and our industry.

Nearly all of these bosuns are now back at sea.

"A" SENIORITY UPGRADING

Eight more Seafarers completed the "A" Seniority Upgrading Program and also graduated at our November meeting. This program, which is conducted both at Piney Point and at Union headquarters, is also strengthening our Union by providing the SIU with more knowledgeable full book members and better qualified Seafarers to man our SIU-contracted ships.

DISPATCHERS REPORT

SHIPS

Atlantic, Gulf & Inland Waters District

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

OCTOBER 1-31, 1973

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	1	6	1	0	11	2
New York	85	20	86	6	0	140	28
Philadelphia	13	5	7	10	0	21	12
Baltimore	36	14	35	9	1	55	26
Norfolk	17	3	9	7	0	24	7
Jacksonville	25	10	16	4	0	45	11
Tampa	11	1	2	0	1	10	1
Mobile	33	0	6	1	0	61	4
New Orleans	71	13	65	10	0	103	18
Houston	90	27	56	4	0	38	27
Wilmington	14	10	11	2	0	33	33
San Francisco	55	20	37	8	0	103	38
Seattle	28	26	23	10	0	40	22
Totals	484	150	359	72	2	684	229
ENGINE DEPARTMENT							
Boston	2	6	2	5	0	3	4
New York	78	37	61	44	3	108	47
Philadelphia	9	6	3	7	0	16	5
Baltimore	24	7	25	10	0	46	18
Norfolk	9	4	7	6	1	17	9
Jacksonville	18	14	14	9	1	19	12
Tampa	3	3	2	0	0	1	4
Mobile	23	11	6	1	2	43	22
New Orleans	58	20	72	8	0	84	40
Houston	71	19	41	16	1	48	57
Wilmington	8	11	5	8	0	12	21
San Francisco	55	32	45	8	0	81	50
Seattle	20	16	17	10	0	28	24
Totals	378	186	300	132	8	506	313
STEWARD DEPARTMENT							
Boston	1	3	2	1	0	0	3
New York	28	14	60	93	12	55	11
Philadelphia	3	5	5	4	0	8	5
Baltimore	24	9	16	8	1	38	14
Norfolk	7	3	9	4	2	12	5
Jacksonville	14	7	4	3	0	19	6
Tampa	6	1	4	1	0	7	1
Mobile	31	0	2	0	0	55	2
New Orleans	29	3	31	3	0	50	8
Houston	36	6	16	2	0	31	29
Wilmington	9	6	7	1	0	16	15
San Francisco	31	12	19	4	0	55	33
Seattle	8	10	7	5	0	12	6
Totals	227	79	182	129	15	358	138
Totals All Depts.	1,089	415	841	333	25	1,548	680

The number of shipping jobs available is the truest indication of Seafarers' job security. By looking at the above figures, SIU members can see how very strong their job security is. During the period of Oct. 1-31, 1973, of the 1,199 jobs shipped, 841 were filled by Class "A" Seniority full book members. Therefore, there were 358 permanent jobs available to Class "A" Seniority full book members not taken by them.

Matthew Guidera

W. T. Langford asks that you contact him on an important matter. Please write him at 506 So. Holly St., Hammond, La. 70401.

Benjamin Mignano

Please contact Mrs. Benjamin Mignano as soon as possible at 25 Magnolia St., Central Islip, L.I., N.Y. 11722 on an important matter.

Robert G. Hickox

Mrs. Sheila Hickox wishes you to contact her as soon as possible at 3307 W. Northwest Hwy. 208, Dallas, Tex.

Personals

Reginald R. Paschal

The daughter of Reginald R. Paschal, Mrs. H. R. Ward, asks that anyone knowing her father's whereabouts contact her at 129 W. Foch St., Prichard, Ala. or call collect at 205-456-9793.

Richard Sohl

Mrs. Florence J. Sohl asks that you get in touch with her as soon as possible at P.O. Box 31, West Park, N. Y. 12493.

Roger P. Coleman

Mr. James G. Coleman wishes you to contact him as soon as possible at 4824 Springbrook Dr., Annandale, Va. 22003.



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.

Hollings Supports Oil Bill, Deepwater Ports Legislation



Sen. Ernest Hollings addresses MTD Convention.

Sen. Ernest F. Hollings (D-S.C.) set the keynote for the 10th Constitutional Convention of the AFL-CIO Maritime Trades Department by calling for quick passage of two pending legislative proposals—the bill to require that a portion of all oil imports be carried on U.S. ships, and legislation to permit the construction of deepwater terminals.

Hollings, who is chairman of the Oceans and Atmosphere Subcommittee of the Senate Commerce Committee, tied his keynote address to the theme of the Convention—Environment, Jobs and People: A Balanced Approach.

He told delegates that “you union leaders have demonstrated real leadership on the question of economic growth and environmental quality.” He cited some specific examples:

“When suits were filed to block the construction of American tankers because of environmental impact statements and the fear of oil spills, the unions got together with the companies and the environmental groups and worked out an agreement. Construction continued. Jobs were preserved. New environmental safeguards were adopted. Everything worked out for the best.

“Another example is the present demand for deepwater ports to handle the supertankers. My own legislation on this would permit construction of these ports. At the same time, the environment would be protected. The Maritime Trades Department supports this kind of balanced approach. It is the

only sensible approach—especially when American working men are involved in crash programs to build our fleet of 30 to 40 supertankers to help us ease the energy crisis.”

Hollings declared that he is strongly in favor of legislation to require “that a share of oil imports be carried in American ships, manned by American seamen, and flying the flag of the United States.” The measure now has more than 200 sponsors in the House of Representatives and stands a “good chance of being passed,” he said.

However, he noted that “we have delayed too long. This bill will help our balance of payments. It will aid the consumer. And it will help protect the ocean environment because our ships will be the safest and the best in the world. This is the kind of good-sense legislation we should have had on the books a long time ago.”

Hollings cautioned that “if we refuse to consider the environmental impact of growth, our nation will grind to a halt. . . . On the other hand, any major industrial country which approaches environmental quality at the expense of economical growth will wither and die.”

He concluded by noting that “the people in this hall are trying to solve problems, not create them. You are trying to work out rational compromises in the best interests of everyone instead of insisting that there is only one right way and everyone had better follow that way or else.”

16th SIUNA Convention Set For Washington, D.C.

The 16th Biennial Convention of the Seafarers International Union of North America, AFL-CIO, will convene Nov. 26 in Washington, D.C. at the Statler-Hilton Hotel.

Several hundred delegates from 35 SIUNA-affiliated organizations in the U.S., Canada and the Caribbean, representing more than 80,000 members, will be on hand to take part in the convention's deliberations.

In addition to the deep-sea affiliates, delegates to the convention will be representing inland boatmen, fishermen, cannery and industrial workers, covering a wide range of industries.

The SIU-Atlantic, Gulf, Lakes and Inland Waters District will have a full delegation at the convention, including delegates from its affiliated Inland Boatmen's Union and the United Industrial Workers of North America.

International President Paul Hall, who is President of the SIU-AGLIWD, will preside over the convention sessions which are scheduled through Nov. 30.

The Convention will consider a number of important matters of special interest to the SIU and the labor movement as a whole. Prominent speakers from government, industry and labor will address the delegates.

Also included on the agenda are officers' reports, reports of affiliates and numerous resolutions dealing with the maritime industry.

LEGISLATIVE REPORT

By B. Rucker



Trans-Alaska Pipeline

The Senate and House Conference Committee is still working on the final, compromise language which would clear up differences in the two versions of the Trans-Alaska Pipeline Bill passed by both Houses just before Congress' August recess.

When these differences are finally resolved, the language will still have to be voted upon by both the Senate and the House before this bill can be presented to the President for his signature.

Differences within the Congress and within the Administration—in the Office of Management and Budget, and the Department of Interior—have also caused delays.

It has been repeatedly pointed out by SIU representatives that immediate approval of the Trans-Alaska Pipeline Bill will enable pipeline construction to begin in 1974, which would see the pipeline completed in 1977.

However, if these differences are not quickly resolved and the bill is not now approved, it would delay any start on the pipeline for at least one year.

The SIU will continue to work hard for this legislation, using all of the resources available to it.

USPHS Hospitals

The new Military Procurement Bill, which contains an amendment calling for continued and uninterrupted operation of the USPHS hospitals system, has already been favorably voted upon by both the House and Senate.

The issue of continuance of the USPHS system has been a long and hard fought battle which has not as yet been fully resolved, and which has been the subject of much vigorous effort by the SIU.

When the Administration first ordered these hospitals to close their doors and turn away patients, several months ago, we were successful in getting an amendment attached at that time to the Medical Services Bill which insured that the hospitals would remain open.

However, that bill was vetoed by the President.

The SIU, working through its representatives in Washington and with all those interested in preserving the USPHS system, then sought to convince Congress to move to override the President's veto.

The override attempt was highly successful in the Senate, but when the override vote went to the House, it fell short of the necessary two-thirds majority by only five votes.

Following this action, we supported the amendment to the present Military Procurement Bill, sponsored by Sen. Magnuson (D-Wash.).

This latest legislation carrying the USPHS amendment passed the Senate and went to a House-Senate Conference Committee. Early this month, the House voted 290-103 for the bill, and to keep the hospitals open.

This vitally important issue is now back on the President's desk again, awaiting his action.

Oil Bill

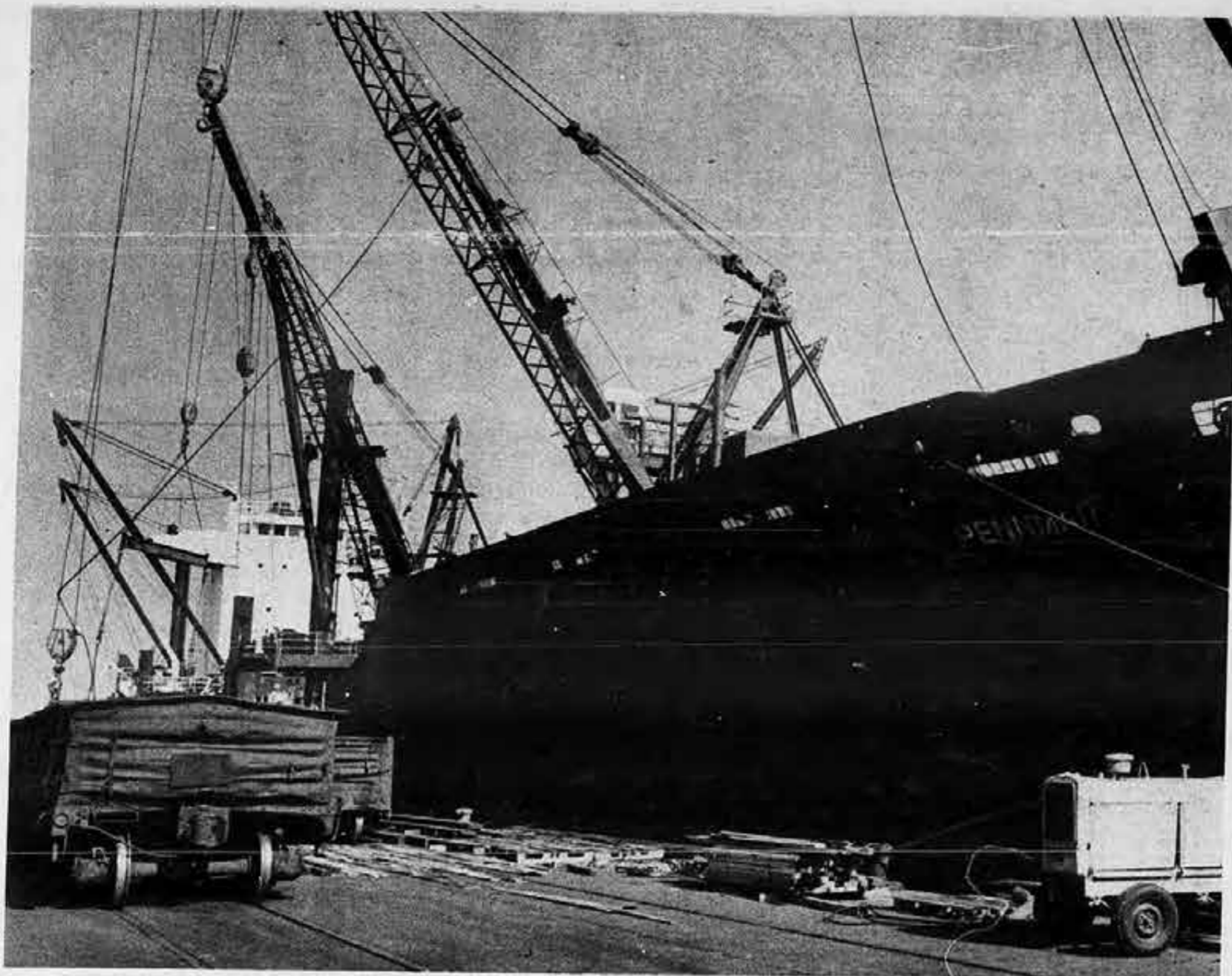
Action in the Congress continues to move steadily forward on the much needed cargo preference legislation which would insure that a portion of our Nation's oil cargoes be carried on American-flag vessels.

Early last month, various government agencies testified in opposition to this bill. Spokesmen for the major oil companies are now making their testimony available at the oil bill hearings.

The SIU and its Washington representatives are preparing for our turn at bat.

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.



The *Pennmar's* booms and cranes are hard at work as a cargo of steel is taken aboard.

Port o' Call

ONE of the busiest ports on the East Coast of the U.S. is the port of Baltimore and its surrounding areas. Frequent visitors to this industrial center are the SIU-contracted ships of the Bethlehem Steel Corp. and Calmar Lines.

Recently, the *Bethflor* (Bethlehem Steel) and the *Pennmar* (Calmar) paid off at Sparrows Point, Md. a day apart after good voyages.

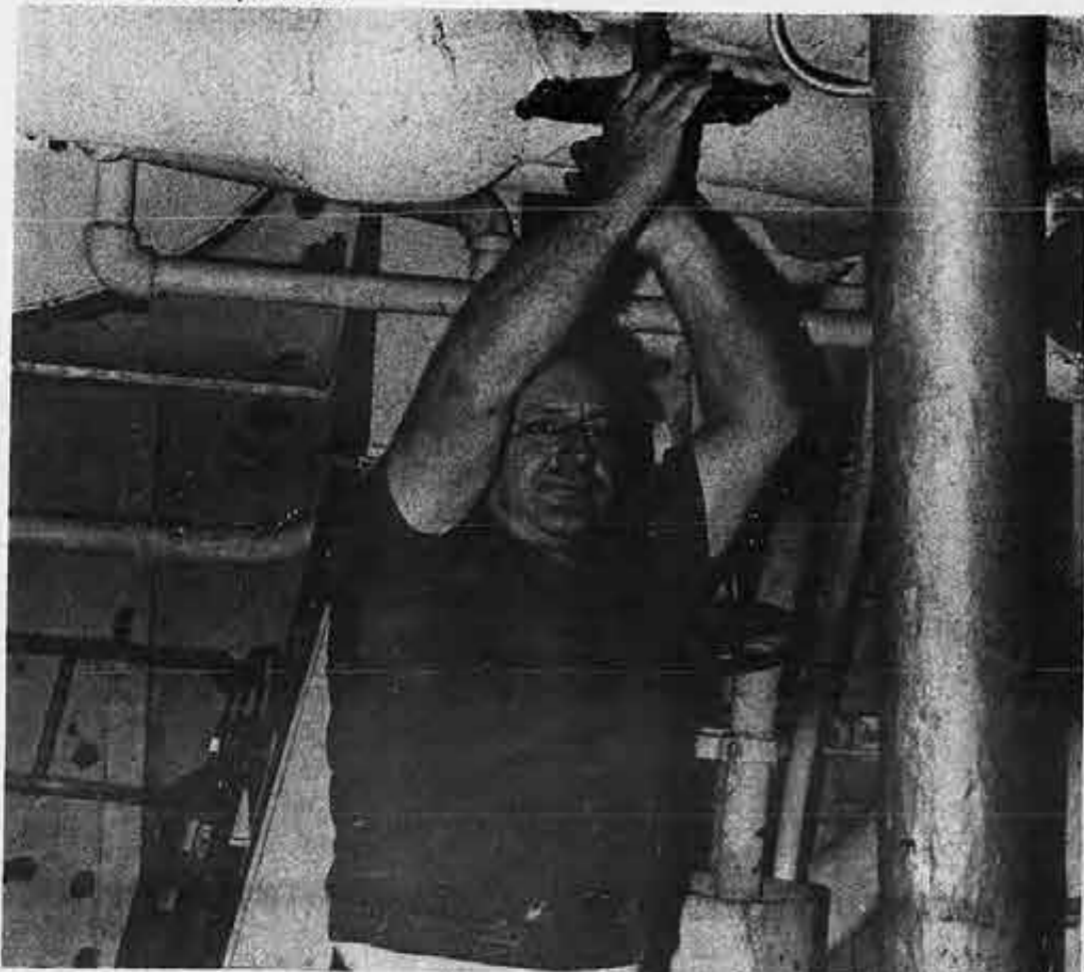
The *Bethflor*, which won the company's 1972 Safety Award, dropped anchor on Oct. 25 after a month-long trip.

Built in 1948, she was originally designed to carry both oil and bulk cargoes, but for the last 12 years has transported strictly bulk. She is equipped with three mobile deck cranes which move on railroad type tracks and can rapidly unload the ship's three holds simultaneously.

The *Bethflor's* usual run is Houston, Tex.—Palua, Venezuela



Steward department member James Merk makes ready to serve up hearty lunch for his shipmates.



Nick Tagliamurris, who sails as fireman-watertender, closes off a water valve in the *Pennmar's* engine room.



Able-seamen M. Jones (left) and G. Atchley secure protective tarpaulin on one of the *Pennmar's* lifeboats.

Baltimore

—Baltimore. She carries structural steel to both Houston and Palua, then loads iron ore at the Venezuelan port for delivery to the Bethlehem Steel plant in Sparrows Point.

After unloading her cargo of ore, she is shifted to another dock where she takes on structural steel, and the cycle begins again.

The *Pennmar*, off a 51-day intercoastal run, paid off on Oct. 26.

She was built in 1943 at Richmond Shipyards in Richmond, Calif., and in 1965 she was equipped with two deck cranes—one forward and one aft—to speed her unloading procedures.

Among her usual ports of call are Long Beach and Richmond, Calif.; Portland and Coos Bay, Ore.; Seattle, Wash.; Portsmouth, N.H., and Baltimore.

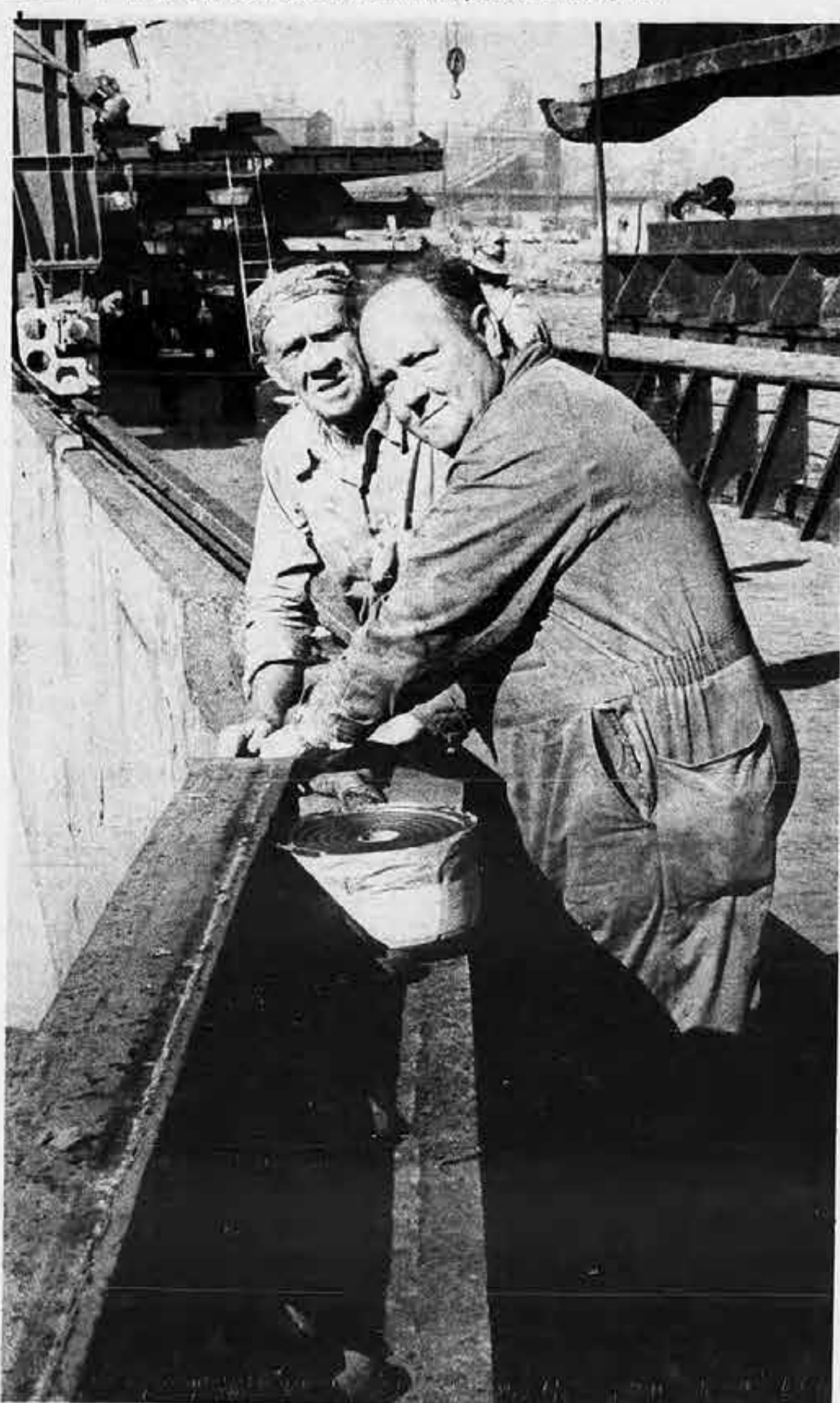
She carries both structural steel and pig iron in her four holds—as well as lumber picked up in Oregon and slated for delivery to Portsmouth.



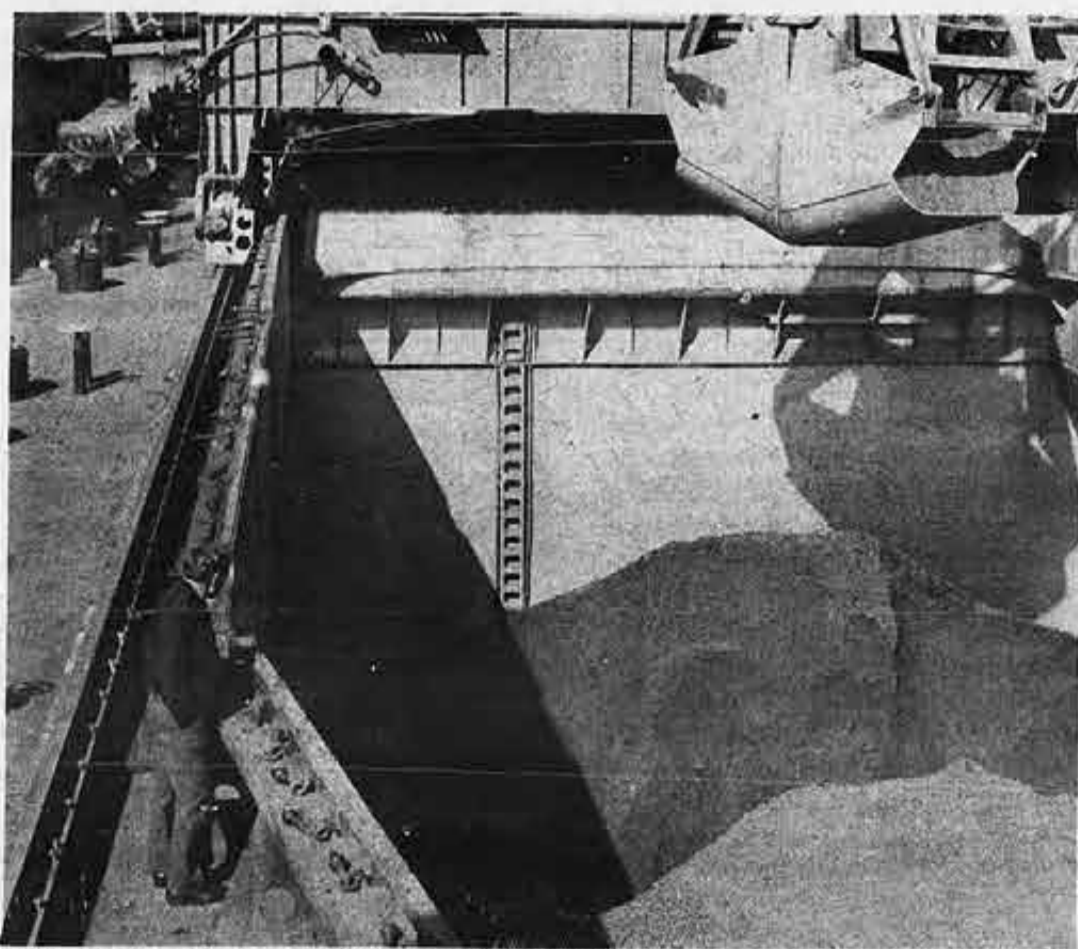
The SIU-contracted *Bethflor* awaits unloading at her berth in Sparrows Point, Md.



SIU veteran Charles Sharp, who sails as fireman, cleans off a burner rod in *Bethflor's* engine room.



Able-seamen H. C. Diac (left) and Woody Lawton complete some minor deck repairs on the ship's hold.



Able-seaman Roy J. Kelly (lower left) looks on as a crane-load of iron ore is lifted from the hold.

ASHORE



Jeffersonville, Ind.

Congresswoman Leonor K. Sullivan (D-Mo.), chairman of the House Merchant Marine and Fisheries Committee, and other government, management and union officials witnessed the dedication here of the hull of the successor to the river steamboat *Delta Queen* Nov. 11. The notables also inspected models of staterooms for the steamboat now under construction at the Jeffboat Shipyard.

St. Louis

A newer, more modern harbor fleet boat has been put into service by the IBU-contracted Mt. Pleasant Harbor Service to replace the company's *Louise Leyhe*. The new addition will be renamed the *Louise Leyhe*.

Buffalo

At the annual Maritime Trades Department Port Council's Christmas party set for Dec. 9 here, retiring Council President William Hoch will be honored. He's also Great Lakes representative of Local 25 of the International Operating Engineers.

Chicago

In Calumet Harbor here next to the SIU-IBU Union Hall at 93rd St. and Ewing Ave., the old EJ&E RR swing bridge over the Calumet River has been modified. Next year it will be able to pass larger ships through.

Columbus, Ohio

A NLRB election was won here last month by the SIU-affiliated United Industrial Workers of North America local, Drivers and Warehouse Division, AFL-CIO, at a subsidiary of the Hartz-Buckeye Department Store Big Bear Food Warehouse. Out of 171 workers, 90 voted for the union, 56 for the employer with 19 abstaining and six votes being challenged.

Houston

Featured speakers at the Western Gulf Port Council of the Maritime Trades Department's annual dinner dance who addressed 1,000 guests here on Oct. 20 were Texas Congressman Bob Eckhardt (D-Houston) of the House Committee on Interstate and Foreign Commerce, Price Daniels, Jr., Speaker of the House of the Texas Legislature and Fred Hoffinez, Jr., Houston mayoralty candidate supported by labor.

Alpena, Mich.

The SIU-manned USN tanker *Millicoma* discharged her cargo of high test aviation fuel 30 miles south of here at Harrisville, Mich., late last month for the U.S. Oscoda Air Force Base on Lake Huron. She was one of the first ocean-going tankers to sail from Searsport, Me. through the St. Lawrence Seaway to Alpena.

Boston

Shipping is picking up in this port. So much so that they're looking for ratings as far away as San Francisco to ship out from the East Coast. Also a building boom is turning this old city into a new city almost overnight.

New York

Thanks to the culinary artistry of Bosun Gene Flowers, some of the bosuns attending the Bosuns Recertification Program here have added a few pounds and a few inches to their waists. Seafarer Flowers' special recipes (which he keeps secret) are beef stew and chili.

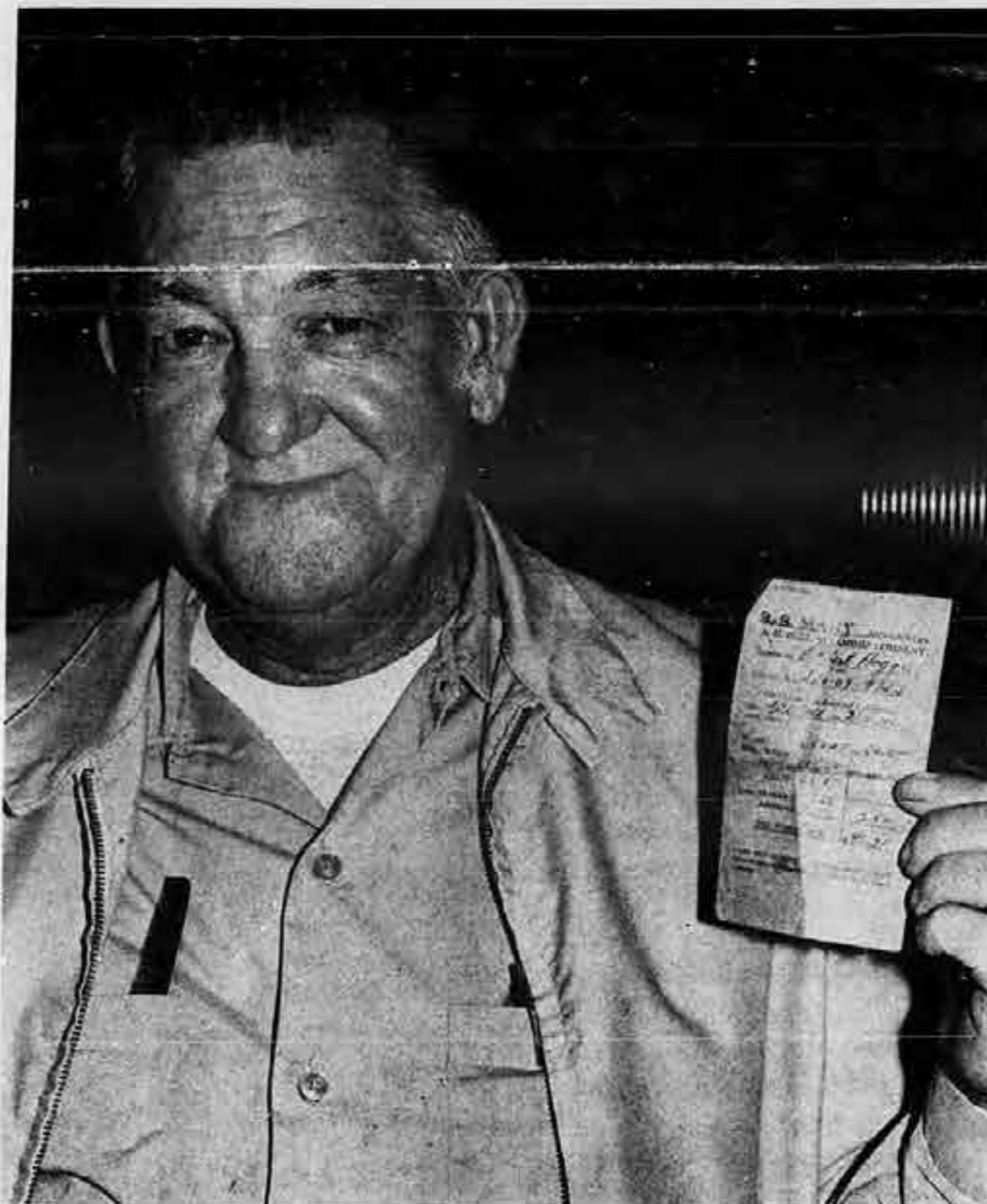
"Only complaint I had," said Bosun Dave Atkinson, "is that Gene has a heavy hand with the spices." That may be so, but "senior" Bosun Elbert Hogge, who was in charge of the steward department operations at the Bosuns' quarters noted that Dave ate everything Gene put before him, before making any comments.

Washington, D.C.

SIU Piney Point Port Agent Gerry Brown recently completed a course of study in labor law at the AFL-CIO Labor Studies Center here.

The exacting week-long course was taught by prominent union attorneys, AFL-CIO staff, and law professors. The sessions dealt with legal aspects of union organizing, bargaining, health and safety, the Landrum-Griffith Act, and recent changes in labor laws.

The AFL-CIO Labor Studies Center is the labor movement's first national full-time education institute, and conducts classes in many areas of trade unionism.



Seafarer Elbert Hogge holds pay receipt received in 1941 after sailing 13 days aboard the S.S. *Mary* (Bull Line) as able-seaman. His net pay was \$46.71 and as Seafarer Hogge put it: "We've come a long way since those days."

Keeps an Old Pay Voucher as Reminder

Veteran Seafarer Recalls The Early SIU Struggles

Seafarer Elbert Hogge carries a faded and tattered pay receipt with him dated Mar. 10, 1941 "to always remind me of just how far we have come." The voucher represents his 13 days as able seaman aboard the S.S. *Mary* (Bull Line) and shows a total pay of \$46.71.

Seafarer Hogge, who this month completed the Bosun Recertification Program, will soon be back aboard ship and will be earning more than \$1500 a month—not including the SIU welfare, medical, pension and vacation benefits unheard of when he went aboard his first ship in 1938.

Brother Hogge was just 20 when he boarded his first ship, the S.S. *Frances* (Bull Line) and he continued sailing on the Victory ships of that company for some ten years. He was a member of the old International Seamen's Union early in 1938 and joined the SIU when it was chartered later that year.

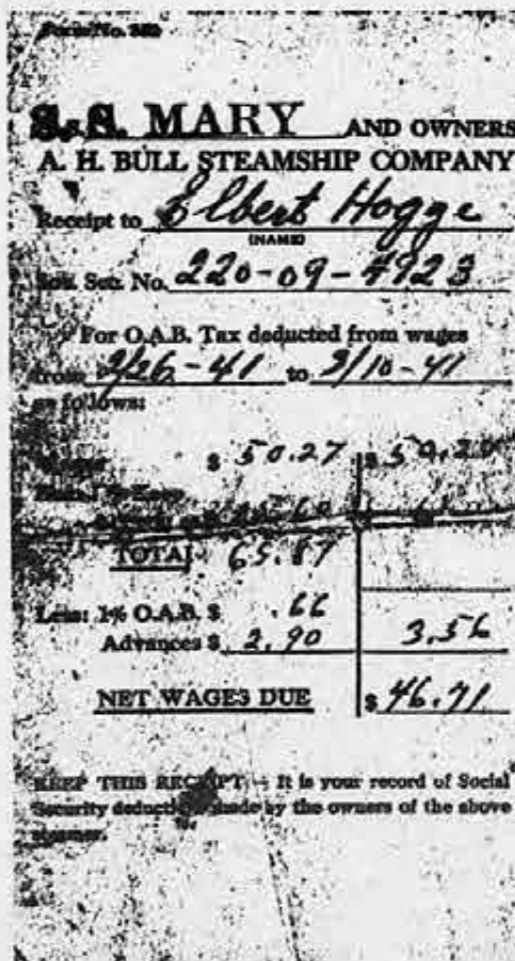
Seafarer Hogge makes his home in Wicomico, Va. with his wife Doris, and has actively participated in most of the major beefs that secured the rights of SIU members and made our Union a valued ally in the American Labor Movement, including the bitter struggle to secure the Union hiring hall, the famous "Battle of Wall Street" and the General Strike of 1946.

Brother Hogge started sailing as bosun in 1942 and, being the professional seaman he is, says he plans to continue going to sea as long as he is able.

Proud of his Union, he said: "After seeing what we have built at Piney Point for the training of the young fellows who will keep our Union going and for the further training for

those of us who want to upgrade ourselves—walking all of those picket lines was worth it."

Seafarer Hogge, who is now 55, has a son, William, and a grandson living in California who he hopes to visit after he makes his next trip. "I can do these things now," he said, "because the dreams we had years ago are now a reality."



Close-up of pay envelope, tattered and brown with age, shows wages received as able-seaman for 13 days work in 1941.





Robert E. Lee was launched Sept. 29.

First of Three New Vessels

Waterman LASH Ship Robert E. Lee Launched

When the S.S. *Robert E. Lee* slid into the waters of the Mississippi River at Avondale Shipyard Sept. 29, a new era was launched for the Waterman Steamship Corp.—and added strength given to the rebuilding of the American merchant fleet.

This SIU-contracted LASH (lighter aboard ship) vessel is expected to be ready for delivery and crewing in February 1974.

The *Robert E. Lee* is the first of three LASH ships being built for the 54-year old steamship company. The S.S. *Stonewall Jackson* is scheduled for launching Apr. 15, 1974 and the S.S. *Sam Houston* will come off the ways two months later.

The 893-foot ship which is capable of carrying 89 LASH barges at a service speed of 22 knots has the largest barge capability of any LASH vessel built to date. She has a cargo capacity of 25,600 tons, and her steam turbine plant will generate 32,000 horsepower.

The *Robert E. Lee* is the first ship to be built by Waterman under the Merchant Marine Act of 1970 and is the first ship launched by the company since 1946.

In a telephone interview with the **LOG**, Edward P. Walsh, president of Waterman, said:

"The Merchant Marine Act was the key to our re-building program. We couldn't have gone ahead without it."

G. Russell Moir, president of United States Freight Co., which is half-owner of Waterman, emphasized that the nation's maritime rebuilding program "may well be fruitless unless American exporters and importers support us with the cargo they control, and by 'us' I mean the entire American-flag cargo fleet."

SIU Vice President Frank Drozak attended the launching ceremonies and said that the Union was carrying out its responsibilities to the maritime industry by providing "thoroughly-trained and highly-qualified crews for these new types of ships."

The *Robert E. Lee* and her sister ships will permit rapid shuttling of high speed carriers with a minimum of port delay. The new vessels will run between U.S. ports on the Gulf and East Coasts and ports in the Red Sea, Persian Gulf, Arabian Sea and the Bay of Bengal.

When the ships arrive in port, the preloaded lighters are loaded and unloaded with on-board cranes reducing port time and the need for additional port handling gear.

McLaughlin Joins ILO in Geneva

Leonard "Red" McLaughlin has resigned as president of the Seafarers International Union of Canada to accept a position with the International Labor Organization in Geneva, Switzerland.

Under the provisions of the SIU of Canada Constitution, McLaughlin will be succeeded by Roman Gralweicz, executive vice president of the Union.

The ILO is an official body of the United Nations.

McLaughlin also served as an Executive Board member of the AFL-CIO Maritime Trades Department, and at the MTD's 10th Biennial Convention last month in Bal Harbour, Fla., the delegates approved a resolution commending McLaughlin for his many years of service to the Labor Movement.

The MTD's Resolution read in part:

"WHEREAS, Leonard J. McLaughlin devoted his entire career to serving his fellow Seafarers, providing dedicated and determined leadership to them, and

"WHEREAS, Leonard J. McLaughlin served the entire maritime labor movement through his active participation as a member of the MTD Executive Board, and

"WHEREAS, Leonard J. McLaughlin has earned the respect, regard and friendship of the affiliates and Executive Board members of the MTD, now

"THEREFORE, BE IT RESOLVED, that the Executive Board of the Maritime Trades Department accepts the resignation of Leonard J. McLaughlin with regret and sincere appreciation for his efforts and service, and with our warmest expression of regards."

AT SEA



SS Transidaho

Ed Armstrong, who sails as chief electrician on board the *Transidaho* (Seatrains), and who has been sailing with the SIU for 22 years, likes to take a drive down to Piney Point with his wife Christeen while he is home in Baltimore between trips. "We drive down on Sundays for a day at the pool and then a good dinner in the Anchor Dining Room," he said.

"The place is beautiful and it's a great way to relax with your own kind of people." Seafarer Armstrong plans to attend the SIU Upgrading Center there early next year to secure his QMED—Any Rating. The *Transidaho* is a converted C-4 running between New York, Baltimore, Charleston and San Juan.

SS National Defender

The crew aboard the *National Defender* (Vantage Shipping) had a "swimming" good time while the ship was in the Mediterranean enroute from Russia to Libya, thanks to their pool atop the afterhouse. The weather was great for swimming or just laying in the sun, and when the ship was rolling, a couple of the crew who are ardent surfers got some added action as the water in pool sloshed about.

* * *

Seafarer Edward Craig, making his first trip as wiper since his graduation from the Lundeborg School in July, received the unanimous praise of the crew of the *National Defender* at a shipboard meeting held during the payoff.

Chief Pumpman Hayward Green expressed the sentiments of the crew when he said: "This young man is a credit to the school. He is a willing worker and also shows an interest to learn. He is a good shipmate and is going to make a good Seafarer and Union man."

SS Transpanama

C. J. Clark, bosun aboard the *Transpanama* (Hudson Waterways), went to sea with the SIU in 1946 after serving with the Navy during World War II. Seafarer Clark, who saw action with the amphibious forces in the beachhead landing in North Africa, Sicily and Normandy, was encouraged to make the sea his career by his father who was sailing as engineer until his death several years ago. Brother Clark, who makes his home with his wife Muriel in Baltimore, had sailed with Bull Lines, Robin Lines and Calmar for many years.

The *Transpanama* paid-off this month in Linden, N.J. after a three-month trip carrying grain from Houston to Russia and returning with benzene from Constanza, Roumania.

SS Bradford Island

The S.S. *Bradford Island* (Steuart Transportation) encountered heavy weather on her return run from Rotterdam before arriving at Port Reading, N.J.

Woodrow Heslip, who was making his first trip since graduation from the SIU's Lundeborg School Oct. 5 said the captain told him it was the worst storm he had seen in 30 years.

Two other HLS graduates were aboard. Carroll "Tiny" Boudreaux, who was among the first trainees to achieve a high school diploma at the school in 1971 and who got his QMED endorsements at the SIU Upgrading Center in October, is sailing as pumpman.

Seafarer Byron Elliot, who graduated in August 1972, is sailing as wiper and plans to attend the Upgrading Center for his QMED rating after the next trip.

The *Bradford Island* is scheduled to head for St. Croix when she leaves Port Reading.

* * *

Chief Steward Johnnie Hodges, who has been sailing with the SIU since he received an honorable discharge from the Army in 1946, said he would encourage young Seafarers to "seriously consider" the steward department as a career.

"The opportunities for rapid advancement are better," he said, "and a young man who takes an interest can move up the ladder in no time at all."

Seafarer Hodges said that "most every SIU steward I've met has been willing to help any young man who shows an interest in learning more about shipboard cooking."

SS Falcon Lady

Bosun Edgar "Tiny" Anderson had to get off the *Falcon Lady* (Falcon Carriers) for a minor operation when the ship docked at Yokosuka, Japan, but the irrepressible "Tiny" was back in New York aboard his motor-home "Tiny's Snug Harbor" when the *Falcon Lady* arrived in Carteret, N.J. for payoff Oct. 30.

The 37,400-ton tanker carried 37,000 barrels of JP-4 jet aircraft fuel from Bahrain and stopped at Port Everglades and Piney Point, Md. before arriving at Carteret.



SECURITY IN UNITY



Citation awarded to the *William Moultrie*—one of many earned by SIU crews during World War II—is displayed along with ship's articles.



Australia is one of the maritime nations pictured in museum with photos of her ports, flag and money samples.



19th century ship's lantern illuminates majestically rolls with movement.

SIU Lundeborg Museum Pre

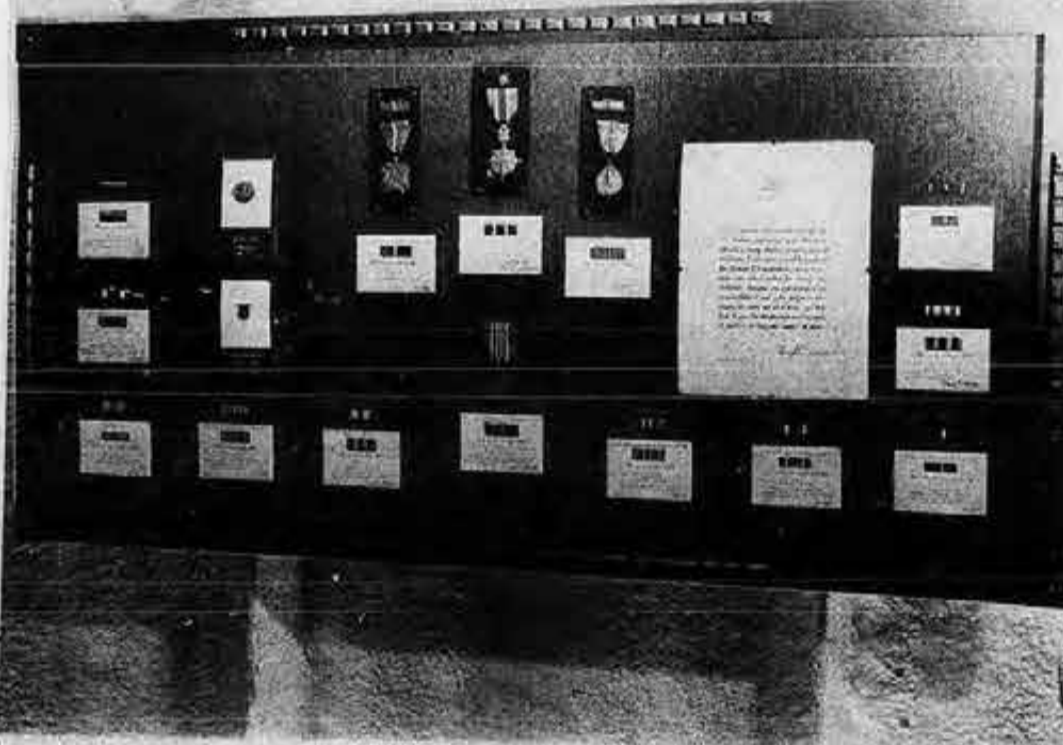
The Maritime Museum of the SIU's Harry Lundeborg School is a unique project which combines both historical artifacts of our nation's maritime heritage and a living museum of ships which have been fully restored to their original condition.

Displayed aboard the Lightship *WAL-109* are a wide variety of ship models tracing the development of shipbuilding and design from log canoes of the early 18th century to modern SL-7 super-containerships, LASH-type vessels, supertankers and Great Lakes ore carriers.

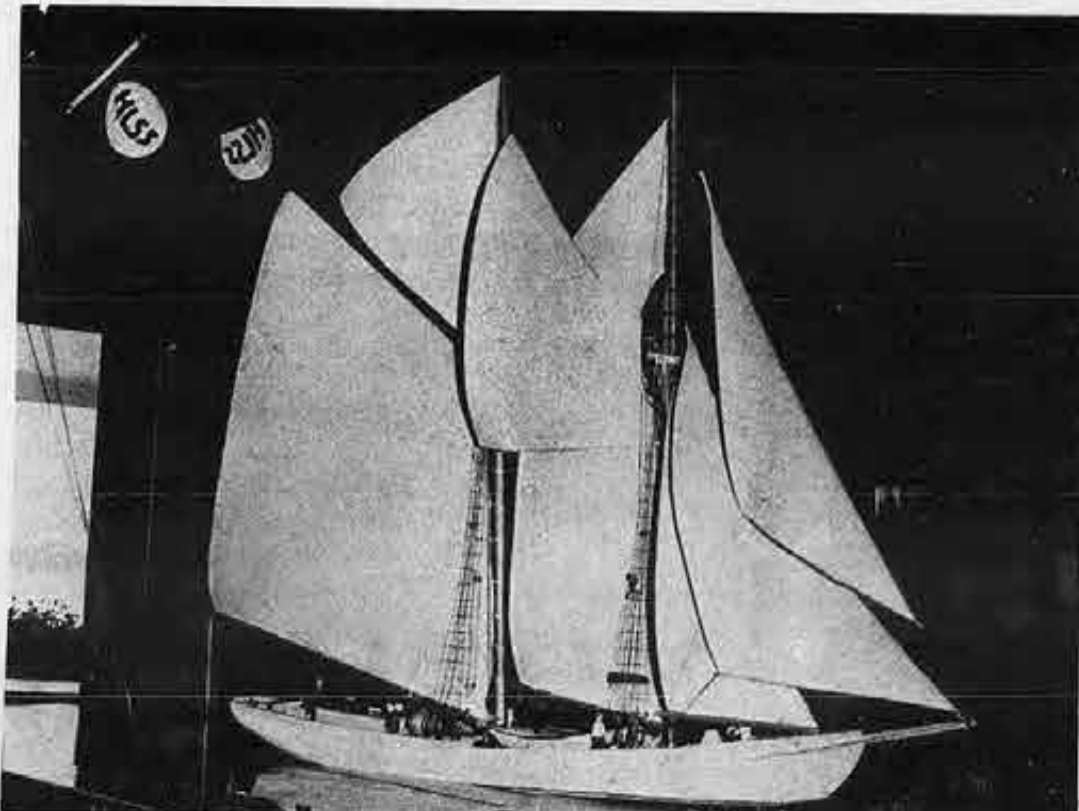
The lightship, itself, represents an important part of our maritime history. Built in 1905, she has stood on station as a relief ship along the East Coast at the entrance to New York harbor. The museum includes a number of ship models

donated by various SIU-companies, the U.S. Navy, the Mariners Museum at Newport. Models are some of the famous World War II, American-flag, our nation's great Atlantic C-3's and T-2 tankers which of our maritime fleet.

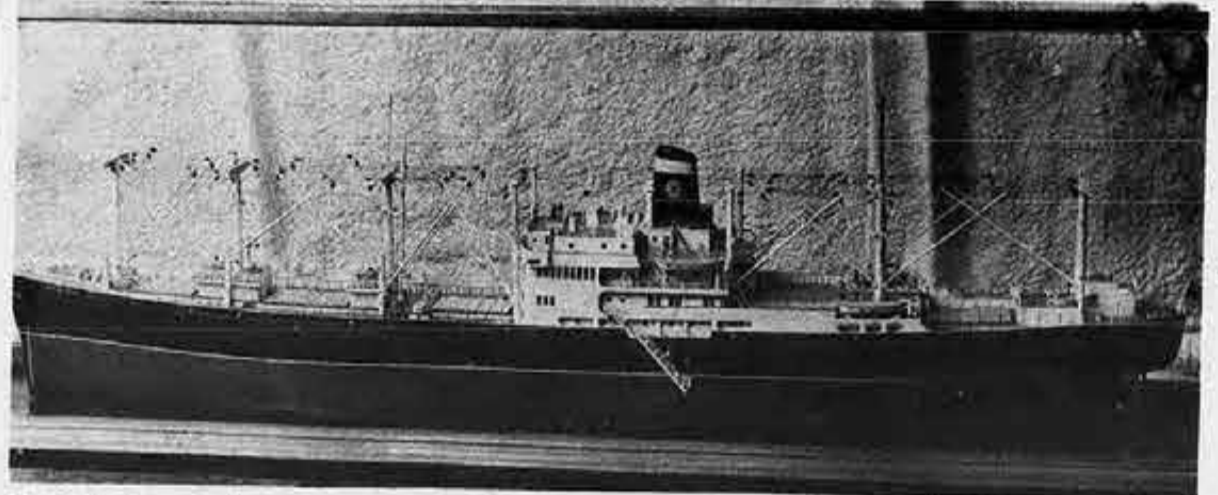
Among the ships of the museum is the Presidential yacht *Manitou*—fully ready on the waters of the Chesapeake Bay. It is also the 135-foot *Grand Bar* *Henry Dana* and her sister ship *Cook*. And then, there are the Potomac River Dory and the Paintings, ropework, scrim



Seafarers served gallantly in World Wars I and II, suffering greater losses man for man than all of the other services. Citations for bravery are on display.



The *Richard Henry Dana* was one of the last of the Grand Banks fishing schooners. Today she is one of many historic ships in the Lundeborg training fleet.



Model of a typical C-4 passenger-cargo ship in service during 1940s and 1950s. SS



Nathaniel Bowditch's book on navigation is the "bible" for navigators throughout the world.



Several working cutaway models of early engine room equipment are on display.



Equipment represents cutaway model once used on 19th century merchant



Annual Reports of Seafarers Plans



Annual Report of Seafarers Welfare Fund and Seafarers Pension Fund
Appears on Page 1

Annual Report of Harry Lundeborg School of Seamanship
Appears on Page 3

Annual Report of Seafarers Vacation Fund Appears on Page 4

Annual Report of Seafarers Welfare Fund Appears on Page 6

Annual Report of Seafarers Hiring Hall Trust Fund Appears on Page 8

ANNUAL REPORT

For the fiscal year ended November 30, 1972

SEAFARERS PENSION FUND
(Name of Welfare Fund)

275 20th Street, Brooklyn, New York 11215
(Address of Fund)

to the

SUPERINTENDENT OF BANKS

of the

STATE OF NEW YORK

- NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of the U.S. Department of Labor Form D-2 is required to be filed in lieu of pages 7 to 14 of the New York Annual Statement, the Statement of Assets and Liabilities (Part IV, Section A) and the Statement of Receipts and Disbursements (Part IV, Section B) of Form D-2 may be substituted for Pages 2 and 3 herein.
- (2) The Annual Report is required to be filed, in duplicate, within five months after the close of the fiscal year used in maintaining the records of the fund. Address replies to New York State Banking Department, Employee Welfare Fund Division, 100 Church Street, New York, New York 10007.
- (3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Banking Department, Employee Welfare Fund Division, 100 Church Street, New York, New York 10007.

Part IV data for trust or other separately maintained fund are to be completed for a plan involving a trust or other separately maintained fund. It also is to be completed for a plan which: (1) Has incurred expenses *other than*: (a) Payments for unfunded benefits or (b) Insurance or annuity premiums or subscription charges paid to an insurance carrier or service or other organization; or (2) Has assets *other than*: (a) Insurance or annuity contracts or (b) Contributions in the process of payment or collection.

Part IV—Section A STATEMENT OF ASSETS AND LIABILITIES

Item	ASSETS ¹	
	End of Prior Year	End of Reporting Year
1. Cash	\$ 491,700.18	\$ 755,397.76
2. Receivables:		
(a) Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify) Allocated but unpaid by other Funds	3,102,696.78	4,557,647.34
(b) Dividends or experience rating refunds		
(c) Other (Specify) Due from other Funds	- 0 -	23,587.56
3. Investments: (Other than real estate)		
(a) Bank deposits at interest and deposits or shares in savings and loan associations		
(b) Stocks:		
(1) Preferred	3,071,667.59	2,672,064.60
(2) Common	20,369,603.40	23,755,485.68
(c) Bonds and debentures:		
(1) Government obligations:		
(a) Federal	120,372.00	120,372.00
(b) State and municipal		
(2) Foreign Government Obligations ..		
(3) Non-Government Obligations	39,519,919.41	46,991,502.52
(d) Common Trusts:		
(1) (Identify) AFL-CIO Mortgage Investment Fund	999,732.43	999,732.43
(2) (Identify)		
(e) Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1) %		
(2) %		
4. Real estate loans and mortgages	208,397.93	194,736.16
5. Loans and Notes Receivable: (Other than real estate)		
(a) Secured		
(b) Unsecured		150,000.00
6. Real Estate:		
(a) Operated		
(b) Other real estate		
7. Other Assets:		
(a) Accrued income	769,018.92	952,132.71
(b) Prepaid expenses		
(c) Other (Specify)		
8. Total Assets	\$68,653,108.64	\$81,172,658.76

**ANNUAL REPORT OF THE
SEAFARERS PENSION FUND**

STATE OF _____ }
 COUNTY OF _____ } SS.
 _____ and _____

Trustees of the Fund and _____
 being duly sworn, each for himself deposes and says that this Annual Report is true
 to the best of his information, knowledge and belief.

Employer trustee: *J. Amico*

Employee trustee: *Frank W. Dwyer*

Others (Indicate titles):

Subscribed and sworn to before me this
 22nd day of August, 1973.

**SEAFARERS PENSION PLAN
 ATTACHMENT TO THE ANNUAL REPORT FORM D-2
 YEAR ENDED NOVEMBER 30, 1972**

	Prior Year	Current Year
Part IV—Section A—Item 13—Other Liabilities		
Unclaimed benefits	\$ 1,862.00	\$ -0-
Due to other Fund	75,084.51	7,692.79
	<u>\$ 76,946.51</u>	<u>\$ 7,692.79</u>

Part IV—Section B—Item 5b	
<u>Other Receipts</u>	
Repayment of Medicare benefits paid on behalf of Seafarers Welfare Plan	\$ 82,994.60
Repayments of real estate mortgage—principal	13,661.77
Receipt of accrued interest on bonds purchased	39,240.64
Benefits refunded	3,790.54
Taxes withheld from pensioners	540.00
Recovery of salary paid for disability	975.00
Repayment of loan	450,000.00
Miscellaneous	6.65
	<u>\$591,209.20</u>

Part IV—Section B—Item 14a	
<u>Other Disbursements</u>	
Medicare benefits paid on behalf of Seafarers Welfare Plan	\$ 91,426.10
Payables at December 1, 1971 paid	16,196.16
Accrued Interest paid on bonds purchased	42,836.57
Payment of taxes withheld from pensioners	540.00
Information booklets	67,993.19
	<u>\$218,992.00</u>

Part IV—Section B—Item 11h	
<u>Other Administrative Expenses</u>	
Stationery and printing	\$ 16,284.70
Postage	3,072.05
Telephone and telegraph	3,836.78
Tabulating service	21,468.43
Microfilming	410.06
Equipment rental	9,697.97
Employee benefits	55,902.84
Miscellaneous	1,685.06
Miscellaneous Trustees meetings expense	16.85
Repairs and maintenance	1,358.85
Dues and subscriptions	823.45
Outside office help	660.61
Office improvements	10.95
Personnel recruitment	2,912.95
Filing fee—New York State Banking Dept.	125.00
Educational conferences	16,725.37
Miscellaneous travel	176.53
	<u>135,168.45</u>
Less included in accouts payable	6,760.21
	<u>\$128,408.24</u>

LIABILITIES

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable	\$ 19,436.58	
12. Accrued expenses	\$ 9,654.12	
13. Other liabilities (Specify) See attachment	76,946.51	7,692.79
14. Reserve for future benefits	68,566,508.01	81,145,529.39
15. Total Liabilities and Reserves	<u>\$68,653,108.64</u>	<u>\$81,172,658.76</u>

1 The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

**Part IV—Section B
 Statement of Receipts and Disbursements**

CASH RECEIPTS

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$13,255,000.00	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$13,255,000.00
2. Dividends and Experience Rating Refunds From Insurance Companies		
3. Receipts From Investments:		
(a) Interest	\$ 2,879,204.01	
(b) Dividends	864,343.49	
(c) Rents		
(d) Other (Specify)		
(e) Total Receipts From Investments		3,743,547.50
4. Receipts From Sale of Assets:		
(a) Sales to parties-in-interest		
(b) Sales to others	\$14,992,172.55	
(c) Total Receipts From Sale of Assets (Schedule 2)		14,992,172.55
5. Other Receipts:		
(a) Loans (Money borrowed)		
(b) Other (Specify) See attachment	\$ 591,209.20	
(c) Total Other Receipts		591,209.20
6. Total Receipts		<u>\$32,581,929.25</u>

CASH DISBURSEMENTS

7. Insurance and Annuity Premiums Paid to Insurance Carriers and Payments to Service Organizations (Including Prepaid Medical Plans)		
8. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$ 5,564,699.46
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
10. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		
11. Administrative Expenses:		
(a) Salaries (Schedule 3)	\$ 172,686.67	
(b) Allowances, expenses, etc. (Schedule 3)	14,151.50	
(c) Taxes	11,411.70	
(d) Fees and commissions (Schedule 4)	125,926.28	
(e) Rent	30,669.26	
(f) Insurance premiums	3,090.67	
(g) Fidelity bond premiums	-0-	
(h) Other administrative expenses (Specify) See attachment	128,408.24	
(i) Total Administrative Expenses		486,344.32
12. Purchase of Assets:		
(a) Investments: (Other than real estate)		
(1) Purchased from parties-in-interest		
(2) Purchased from others	\$25,448,195.87	
(b) Real Estate:		
(1) Purchased from parties-in-interest		
(2) Purchased from others		
(c) Total Purchase of Assets		25,448,195.87
13. Loans (Money loaned)		600,000.00
14. Other Disbursements: (Specify)		
(a) See attachment	\$ 218,992.02	
(b)		
(c) Total Other Disbursements		218,992.02
15. Total Disbursements		<u>\$32,318,231.67</u>

Employee trustee:

J. Dulio

Others (Indicate titles):

ANNUAL REPORT

For the fiscal year ended December 31, 1972

SEAFARERS VACATION FUND
(Name of Welfare Fund)

275 20th Street, Brooklyn, New York 11215
(Address of Fund)

to the

SUPERINTENDENT OF INSURANCE

of the

STATE OF NEW YORK

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
ATTACHMENT TO NEW YORK STATE INSURANCE
DEPARTMENT ANNUAL STATEMENT
YEAR ENDED SEPTEMBER 30, 1972

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE

Item 6(a) Other Additions	
Interest on delinquent accounts	\$ 5,413.99
Miscellaneous income	1,306.19
Reduction in provision for contributions deemed doubtful of collection	225,242.54
Adjustment of prior years tabulating expense	97,654.53
Abatement of 1968 and 1969 Personal Property taxes	127,068.88
	<u>\$456,686.13</u>

DEDUCTIONS FROM FUND BALANCE

Item 15(a) Other Deductions	
Interest on loans and mortgages	\$ 94,904.13
Miscellaneous Trustee meetings expense	297.25
Information, Education and Public Relations	4,238.97
Collection expense	1,659.42
	<u>\$101,099.77</u>

Item 12(h) Other Administrative Expenses

Temporary personnel	\$ 124.43
Stationery and printing	4,792.39
Postage, express and freight	756.99
Telephone and telegraph	4,921.26
Equipment rental	2,127.52
Employee benefits	47,080.82
Miscellaneous expense	668.90
General supplies	350.40
Cleaning and maintenance	192.60
Tabulating expense	24,350.83
Dues	153.17
Depreciation on fixed assets	2,846.68
Travel	765.96
	<u>\$ 89,131.95</u>

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP
ATTACHMENT TO NEW YORK STATE INSURANCE
DEPARTMENT ANNUAL STATEMENT
YEAR ENDED SEPTEMBER 30, 1972

STATEMENT OF ASSETS AND LIABILITIES

Item 2(a) (1) Receivables	
Contributions receivable	\$2,115,491.49
Less reserve for contributions deemed doubtful of collection	170,783.82
	<u>\$1,944,707.67</u>

Item 7(c) Other Assets

Fixed Assets	
Furniture and equipment	\$ 200,933.70
Lodging and training facilities	76,912.82
Vehicles	17,915.00
	<u>295,761.52</u>
Less accumulated depreciation	231,843.58
	<u>63,917.94</u>
Security deposits	4,205.00
	<u>\$ 68,122.94</u>

Item 13 Other Liabilities

Notes payable	\$1,100,000.00
Mortgages payable	348,648.15
	<u>\$1,448,648.15</u>

- NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2 has been filed in lieu of pages 7 to 14 of the New York Annual Statement, Part IV-Section A of Form D-2 may be substituted for page 3 herein.
- (2) The Annual Report is required to be filed, in duplicate, not later than five months after end of fiscal year. Address replies to New York State Insurance Department, 55 John Street, New York, New York 10038.
- (3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE

Item	
1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1)	\$8,235,643.83
(b) Employee	
(c) Other (Specify)	
(d) Total Contributions	<u>\$8,235,643.83</u>
2. Dividends and Experience Rating Refunds from Insurance Companies	
3. Investment Income:	
(a) Interest	20,789.99
(b) Dividends	
(c) Rents	
(d) Other (Specify)	
(e) Total Income from Investments	<u>20,789.99</u>
4. Profit on disposal of investments	
5. Increase by adjustment in asset values of investments	
6. Other Additions: (Itemize)	
(a) See attachment	83,117.94
(b)	
(c) Total Other Additions	<u>83,117.94</u>
7. Total Additions	<u>\$8,339,551.76</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	<u>\$7,348,547.14</u>
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)	
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	
12. Administrative Expenses:	
(a) Salaries (Schedule 2)	136,849.36
(b) Allowances, Expenses, etc. (Schedule 2)	6,329.27
(c) Taxes	8,418.42
(d) Fees and Commissions (Schedule 3) ..	62,539.89
(e) Rent	34,676.09
(f) Insurance Premiums	(2,090.12)
(g) Fidelity Bond Premiums	
(h) Other Administrative Expenses (Specify) See attachment	582,331.78
(i) Total Administrative Expenses	<u>829,054.69</u>
13. Loss on disposal of investments	
14. Decrease by adjustment in asset values of investments	
15. Other Deductions: (Itemize)	
(a) See attachment	629,480.75
(b)	
(c) Total Other Deductions	<u>629,480.75</u>
16. Total Deductions	<u>\$8,807,082.58</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$1,434,839.32
18. Total Additions During Year (Item 7)	8,339,551.76
19. Total Deductions During Year (Item 16) ...	8,807,082.58
20. Total Net Increase (Decrease)	(467,530.82)
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	<u>\$ 967,308.50</u>

affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:
[Signature]

Employee trustee:
[Signature]

Other (Indicate titles):

STATEMENT OF ASSETS AND LIABILITIES

ASSETS

Item	End of Reporting Year
1. Cash	\$ 784,431.17
2. Receivables:	
(a) Contributions:	
(1) Employer See attachment	2,651,729.35
(2) Other (Specify)	
(b) Dividends or Experience Rating Refunds	
(c) Other (Specify) See attachment	558,610.39
3. Investments (Other than Real Estate):	
(a) Bank Deposits At Interest and Deposits or Shares in Savings and Loan Associations	699,172.28
(b) Stocks:	
(1) Preferred	
(2) Common	
(c) Bonds and Debentures:	
(1) Government Obligations	
(a) Federal	
(b) State and Municipal	
(2) Foreign Government Obligations	30,000.00
(3) Non-Government Obligations	
(d) Common Trusts:	
(1) (Identify)	
(2) (Identify)	
(e) Subsidiary Organizations (Identify and Indicate Percentage of Ownership by this plan in the subsidiary)	
(1) %	
(2) %	
4. Real Estate Loans and Mortgages	240,697.00
5. Loans and Notes Receivable: (Other than Real Estate)	
(a) Secured	
(b) Unsecured	
6. Real Estate:	
(a) Operated	
(b) Other Real Estate	
7. Other Assets:	
(a) Accrued Income	2,053.12
(b) Prepaid Expenses	4,512.94
(c) Other (Specify)	28,456.52
8. Total Assets	<u>\$4,999,662.77</u>

LIABILITIES

9. Insurance and Annuity Premiums Payable	
10. Unpaid Claims (Not Covered by Insurance)	\$2,811,641.01
11. Accounts Payable	1,123,957.61
12. Accrued Expenses	
13. Other Liabilities (Specify) See attachment	96,755.65
14. Reserve for Future Benefits (Fund Balance)	967,308.50
15. Total Liabilities and Reserves	<u>\$4,999,662.77</u>

1 The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

ANNUAL REPORT OF THE SEAFARERS VACATION FUND

STATE OF _____ }
 COUNTY OF _____ } SS.
 _____ and _____
 Trustees of the Fund and _____

**SEAFARERS VACATION FUND
 ATTACHMENT TO 1972 NEW YORK STATE INSURANCE
 DEPARTMENT ANNUAL STATEMENT
 YEAR ENDED DECEMBER 31, 1972**

Other Additions

Page 6—Item 6

Interest on delinquent contributions receivable	\$ 13,600.63
Educational conference	952.91
Reduction in provision for reserve for contributions doubtful of collection	8,719.61
Increase in uncollected contributions applicable to field administration	15,098.04
Adjustment to prior years reserve for payroll taxes payable on vacation benefits paid	8,320.00
Unclaimed vacation checks	2,286.27
Adjustment of prior years reserve for furniture, fixtures and equipment	34,140.48
	<u>\$ 83,117.94</u>

Other Deductions

Page 6—Item 15

Payroll taxes on vacation benefits	\$ 552,444.53
Interest	21,480.82
Contribution to pension plan for prior years	52,720.20
Collection expense	2,835.20
	<u>\$ 629,480.75</u>

Other Administrative Expenses

Page 6—Item 12h

Detroit office expense	\$ 12,100.58
Stationery, supplies and printing	20,554.20
Postage, express and freight	2,755.44
Telephone and telegraph	3,582.12
Tabulating services	474,617.97
Equipment rental	8,448.65
Employee benefits	10,654.99
Contribution to pension plan	29,160.61
Port activity reports	18,200.00
Repairs and maintenance	461.59
Dues and subscriptions	460.03
Miscellaneous	102.16
Microfilming	200.66
Temporary office help	334.51
Personnel recruiting	698.27
	<u>\$ 582,331.78</u>

Statement of Assets and Liabilities

Item 2—Receivables

(a) (1) Employer contributions	\$2,732,729.35
Less reserve for contributions doubtful of collection	81,000.00
	<u>\$2,651,729.35</u>
(c) Other Receivables	
Due from other plans	\$ 556,608.77
Miscellaneous	2,001.62
	<u>\$ 558,610.39</u>

Item 7 (c) Other Assets

Furniture, fixtures and equipment	\$ 65,377.92
Less accumulated depreciation	36,921.40
	<u>\$ 28,456.52</u>

Item 13—Other Liabilities

Contributions receivable—credit balances	\$ 96,755.65
--	--------------

affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:

J. J. Mues

Employee trustee:

Joseph L. Lejeune

**SEAFARERS WELFARE FUND
ATTACHMENT TO NEW YORK STATE INSURANCE
DEPARTMENT ANNUAL STATEMENT
YEAR ENDED NOVEMBER 30, 1972**

Page 6—Item 5—Increase by Adjustment in Asset Values of Investments

\$2,204,043.08—Adjustment for the cumulative effect on prior years of applying retroactively the change in method of valuing investments in wholly-owned corporations from a zero basis to an equity basis.

Page 6—Item 6a and 15a—Increases or (Decreases) in Fund Balances

Adjustments for the cumulative effect on prior years of applying retroactively the change in reporting from the cash basis to the accrual basis of accounting:

Increases in Fund Balance

Contributions Receivable at December 1, 1971	....	\$1,343,554.87
Wage Insurance Receivable at December 1, 1971	....	114,266.54
Due from Other Funds at December 1, 1971	....	69,686.11
Interest Receivable at December 1, 1971	....	2,886.41
Prepaid Expenses at December 1, 1971	....	13,844.07
Adjustment for the cumulative effect on prior years of applying retroactively the change in accounting for fixed assets from a zero basis to a depreciated basis.	....	410,018.37
		<u>\$1,954,256.37</u>

(Decreases) in Fund Balance

Accounts Payable at December 1, 1971	....	\$ 487,094.01
Reserve for Seamen's Loans Deemed Doubtful of Collection at December 1, 1971	....	197,548.44
Estimated liability for unpaid claims and claims incurred but not reported and for future payment of benefits based on participants' accumulated eligibility at December 1, 1971	....	872,857.00
		<u>\$1,557,499.45</u>

**SEAFARERS WELFARE FUND
ATTACHMENT TO NEW YORK STATE INSURANCE
DEPARTMENT ANNUAL STATEMENT
YEAR ENDED NOVEMBER 30, 1972**

Page 6—Item 12h—Other Administrative Expenses

Tabulating Service	....	\$ 500,761.25
Stationery	....	45,586.45
Postage	....	11,607.69
Equipment rental	....	46,478.06
Electricity	....	678.44
Linen service	....	246.16
Miscellaneous	....	382.32
Telephone and telegraph	....	19,228.84
Repairs and maintenance	....	6,065.91
Cleaning	....	2,196.00
Dues and subscriptions	....	1,881.51
Employees benefits	....	64,517.46
Port shipping activity report service	....	18,340.00
Microfilming	....	957.45
Licenses and permits	....	25.55
Trustees' meetings expense—miscellaneous	....	8.31
Maintenance of real estate—Brooklyn, N.Y.	....	3,187.28
Depreciation of fixed assets	....	25,670.25
Contribution to Pension Plan	....	217,315.19
Information booklets	....	25,084.99
Collection expense—miscellaneous	....	15.69
Personnel recruitment	....	4,783.00
Protection	....	440.00
Maintenance of real estate—Bayou Le Batre, Alabama	....	52.44
Educational conference—Piney Point, Md.	....	1,359.20
Temporary Office help	....	1,676.27
		<u>\$ 998,545.71</u>

Page 7—Item 14—Fund Balance

Reserve for welfare benefits for pensioners and their dependents	....	\$6,523,600.00
Fund balance (deficit)	....	(5,861,767.02)
		<u>\$ 661,832.98</u>

Page 6—Item 15b—Other Deductions

Provision for contributions receivable deemed doubtful of collection	\$ 74,716.23
--	------	--------------

Page 6—Item 6b—Other Additions

Other Income	
Restaurant sales	..... \$ 62,054.67
Recovery of salary paid for disability	..... 975.00
Equipment rentals	..... 33,959.19
Miscellaneous income	..... 745.80
Clinic services rendered to participating groups	..... 251,417.73
	<u>\$ 349,152.39</u>

() Indicates negative figure

**SEAFARERS WELFARE PLAN
ATTACHMENT TO NEW YORK STATE INSURANCE
DEPARTMENT ANNUAL STATEMENT
YEAR ENDED NOVEMBER 30, 1972**

Page 7—Item 3e—Subsidiary Organizations

Name	Percentage of Ownership	Amount of Investment
Welfare Mobile Building Corp.	100%	\$ 85,914.77
Welfare Philadelphia Building Corp.	100%	149,407.20
Welfare New Orleans Building Corp.	100%	596,165.15
Welfare Baltimore Building Corp.	100%	450,090.97
Welfare New York Restaurant Corp.	100%	49,699.12
Welfare Baltimore Restaurant Corp.	100%	28,115.23
Welfare New York Building Corp.	100%	884,344.17
		<u>\$2,243,736.61</u>

**SEAFARERS WELFARE FUND
ATTACHMENT TO 1972 NEW YORK STATE INSURANCE
DEPARTMENT ANNUAL STATEMENT
YEAR ENDED NOVEMBER 30, 1972**

	Reporting Year
Page 7—Item 2C—Other Receivables	
MAP Norfolk Building Corp.	\$ 419.48
Great Lakes Seamen's Appeals Board	2,004.21
Great Lakes Tug & Dredge Region Appeals Board	1,002.12
Seafarers Puerto Rico Division Welfare Fund	31,949.36
United Industrial Workers of North America Welfare Fund	9,618.41
	<u>\$ 44,993.58</u>

Page 7—Item 13—Other Liabilities

Union Dues Withheld	..... \$ 22.91
Unapplied contributions	..... 98,933.48
Payroll Deductions Withheld	..... 6,816.40
Mobile Sales Tax Payable	..... 63.87
New Orleans Sales Tax Payable	..... 121.64
Estimated liability for Unpaid Claims and Claims Incurred but not Reported	..... 736,989.00
Estimated liability for Future Payment of Benefits Based on Participants' Accumulated eligibility	..... 91,222.00
	<u>\$ 934,169.30</u>

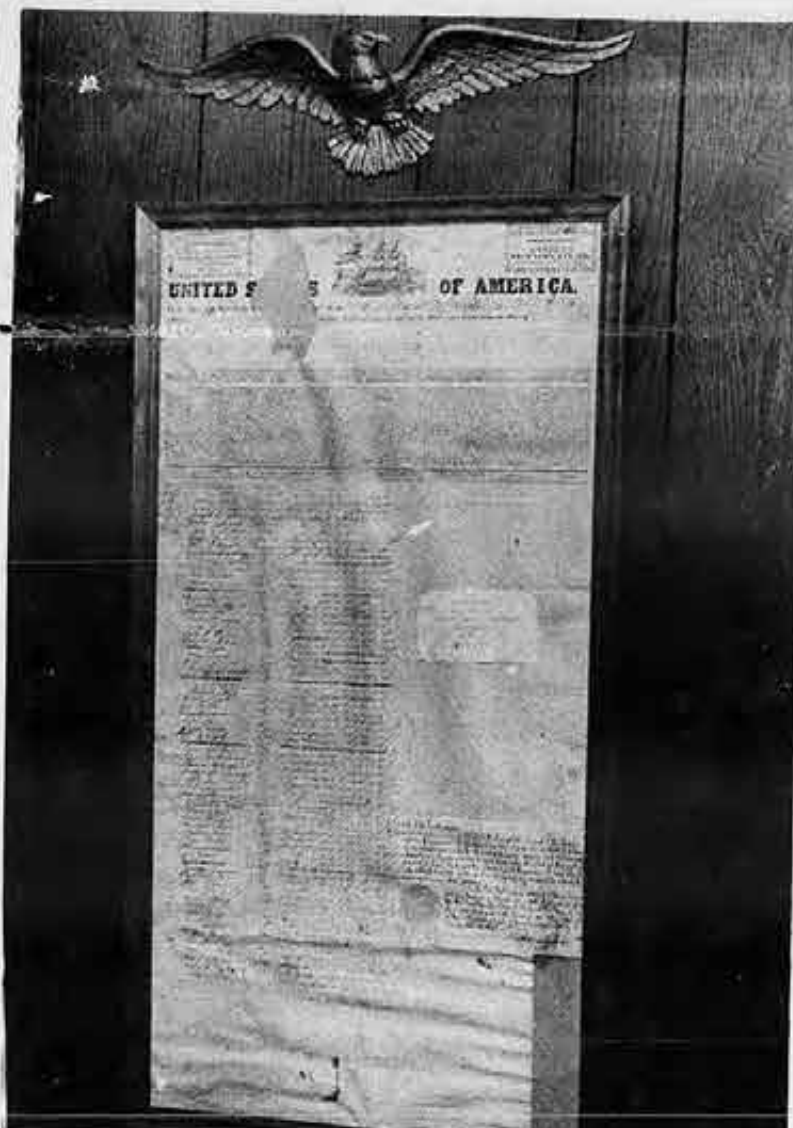
Page 7—Item 7c—Other Assets

Advances to Corporations	
Welfare Mobile Building Corp.	\$ 9,979.68
Welfare New Orleans Building Corp.	27,748.35
Welfare New York Building Corp.	59,337.32
Welfare New York Restaurant Corp.	115,504.57
Advance to Seafarers Welfare Plan Clinic, Chicago, Ill.	100,500.00
Insurance claims receivable	272.00
Security deposits	50.00
Fixed Assets	
Furniture and fixtures—Plan office	324,127.80
Furniture and fixtures—Detroit office	10,921.23
Training facilities—Bayou Le Batre, Ala.	31,185.47
Medical and Safety Program facilities—	
Brooklyn, N.Y.	114,774.40
Chicago, Illinois	325,823.06
New Orleans, Louisiana	47,545.04
Baltimore, Maryland	49,438.92
Furniture and fixtures—Blood Bank Program	1,251.02
Equipment—Outports	12,264.85
Cemetery Plots	2,465.21
Restaurant facilities—	
New Orleans	102,842.82
Philadelphia	22,976.38
Mobile	20,016.17
Recreational facilities—	
New Orleans	462.00
Houston	21,963.53
Puerto Rico	612.80
Loans receivable—Seamen's Loan Program	117,409.77
—Seniority Upgrading Program	162,663.09
Food inventories	2,968.91
Miscellaneous	652.23
	<u>1,685,756.62</u>
Less Accumulated Depreciation on fixed assets	(769,629.13)
Less Reserve for loans receivable doubtful of collection	(197,548.44)
Total other assets	<u>\$ 718,579.05</u>

() Indicates negative figure



...ates part of ship and
of floating museum.



Historic document circa 1858 is from famous American clipper *Great Republic*. She reigned during the Age of Sail.



Dressed in typical 19th century seaman's outfit, "Seafarer Sam" proudly takes the wheel aboard Lundeberg Museum ship.

...serves Maritime Heritage

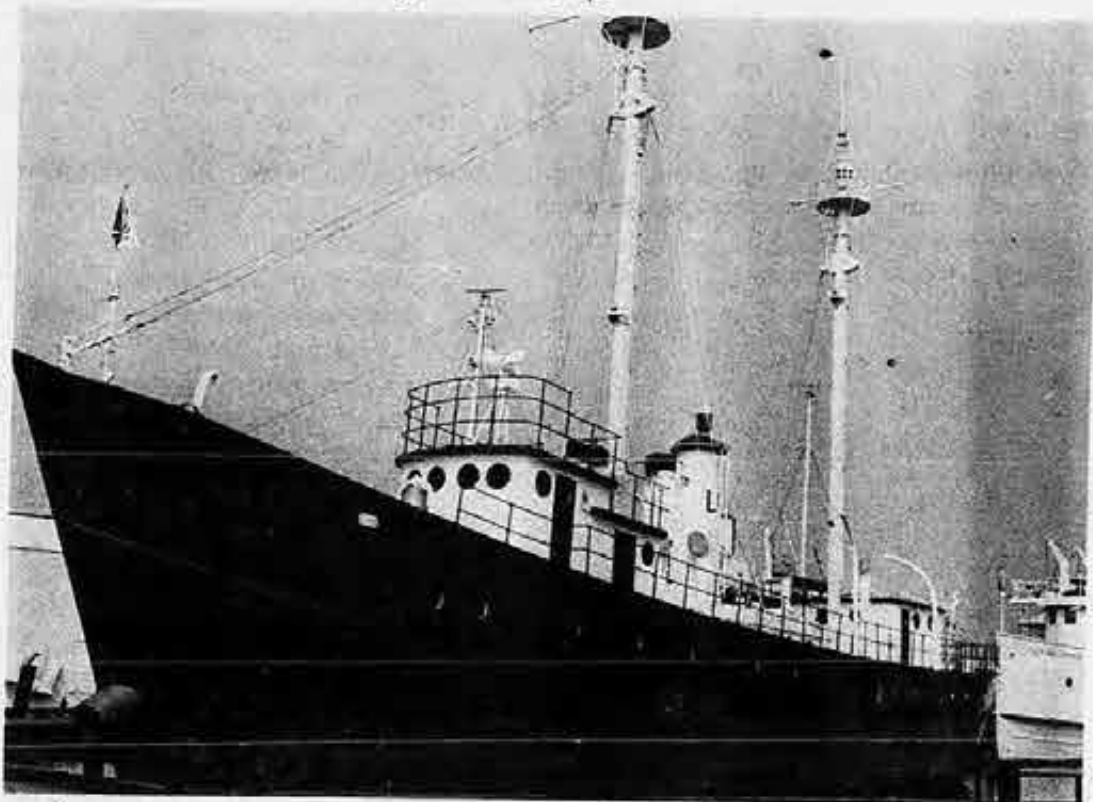
acted shipping com-
east Guard and the
t News. Among the
us Victory Ships of
; passenger ships of
ervice era, and the
were the workhorses

school's maritime
cht of John F. Ken-
tored and sailing to-
sapeake Bay. There
ks schooner *Richard*
y the *Captain James*
traditional boats of
ipjack, log canoe,
bugeye.
haw and figureheads

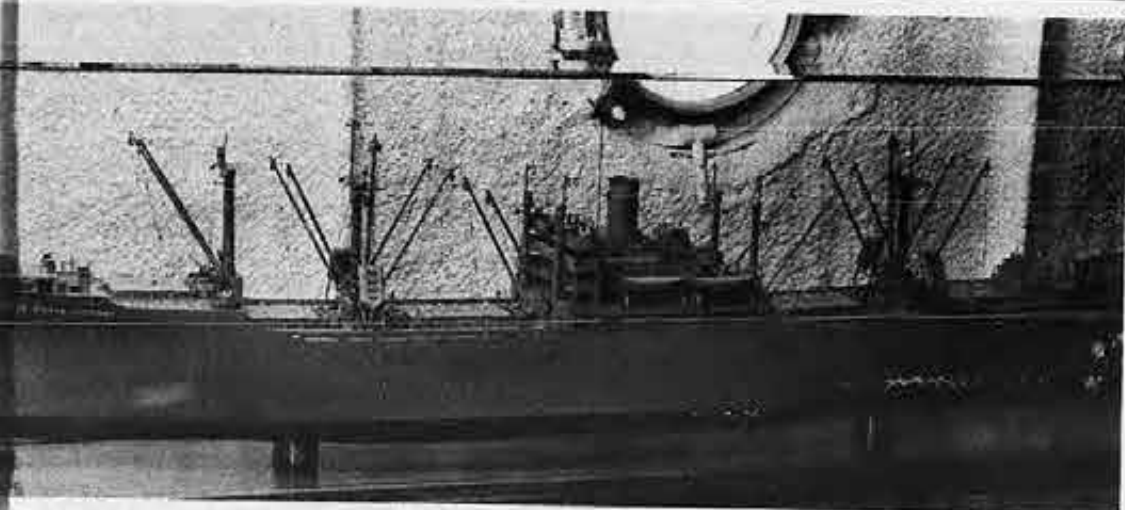
are another part of the Lundeberg School's ex-
panding maritime museum and are on display
throughout the school area.

The school's museum also includes an invalu-
able collection of material in its library which
serves as a rich source of research for maritime
historians. Among the many collections in the
library are the original hand-written minutes of
Andrew Furuseh, the founder of the seamen's
labor movement, a complete set of the West Coast
Seamen's Journal dating back to the 1880's, and
a fully-documented history of some the SIU's most
bitter and famous beefs.

The Harry Lundeberg School Museum belongs
to the Seafarer. It is a living memorial to his
struggles and growth throughout the years, and it
is a testimonial to his determination to better him-
self and his brother Seafarers.



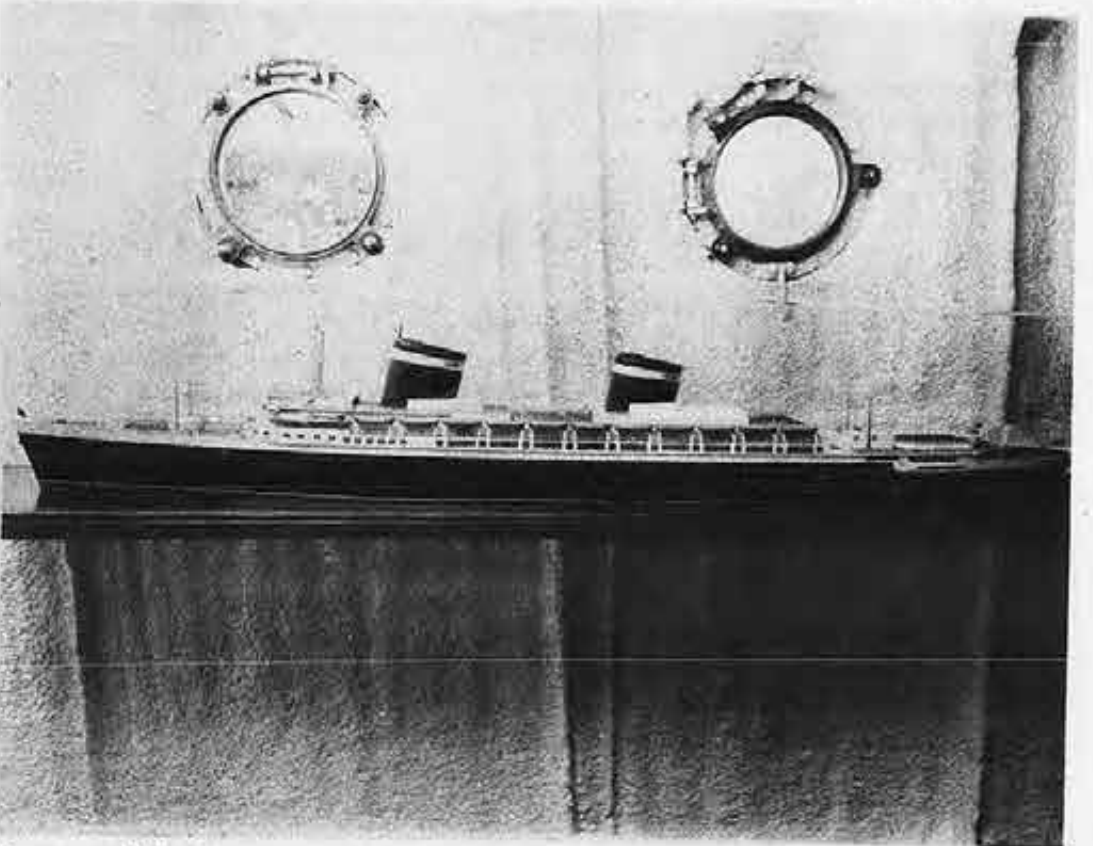
This floating former lightship houses the Harry Lundeberg Maritime Museum at Piney Point, Md. Built in 1905, she was last stationed off New York Harbor.



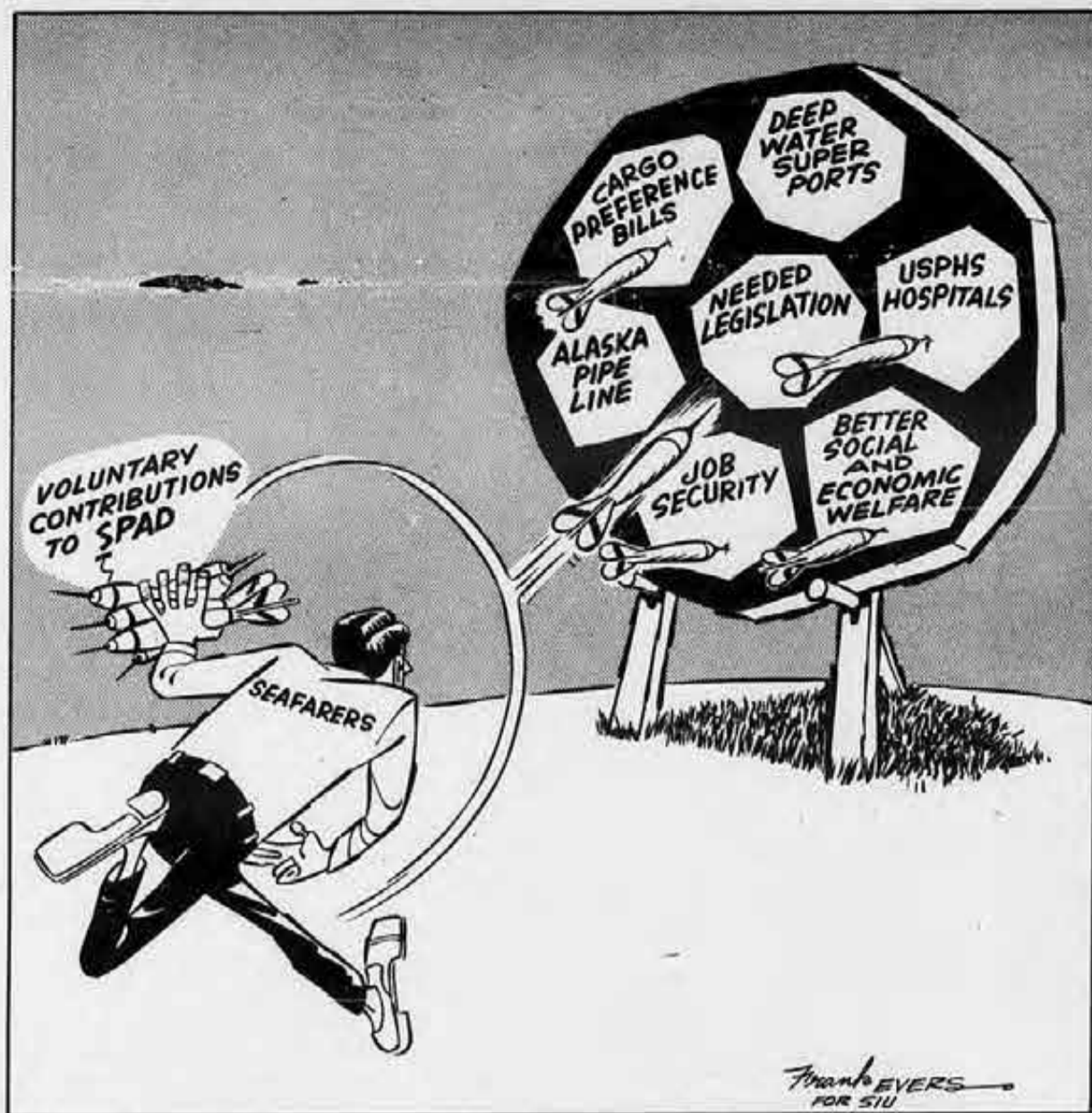
United States Victory was launched in 1944. She was one of 1,000 Victory ships.



ed by this
powered a
man. Intricate celestial navigation
globe dominates section of float-
ing Lundeberg Museum. Engine telegraph and wheeling
are from a World War II heavy
cruiser.



Once world's largest and fastest passenger ship, model of the *United States* shows how she looked when she was "Queen" of the Atlantic service.



The Importance of SPAD

November is the month in which Americans most directly participate in the democratic political processes of our government—by exercising their right to vote for the candidates of their choice on Election Day.

This annual ballot-casting is the only form of political activity for many Americans.

Seafarers, however, realized long ago that politics is not just a once-a-year activity; it is an ongoing process which affects our livelihood and our industry every day of the year.

For Seafarers, politics is pork chops.

The days of hitting the bricks for seamen's rights seem to be largely behind us now. Our major struggles today center around the legislative front. The major issues facing Seafarers today—the trans-Alaska pipeline, the status of the USPHS hospitals, the cargo preference bills, and the construction of deepwater superports—are all being fought for in the halls of Congress. These vital issues mean greater job security and better social and economic welfare for all of our membership.

The voluntary contributions of our members to SPAD—the Seafarers Political

Activities Donation—is our most meaningful means of participation in the campaigns of legislators who favor our position on these issues vital to us.

The success of SPAD is a matter of record. The Merchant Marine Act of 1970, the good possibility of victory in the USPHS battle, and many other legislative accomplishments vital to the SIU could not have been achieved without SPAD donations.

On the back page of this issue of the **LOG**, we pay tribute to SIU members who have donated \$100 or more to SPAD.

As Seafarers, as Union members, and as citizens of the United States, we should all take an active role in the political processes of our government. We can do this at the ballot box, but we should also be involved financially—by contributing as much as we can afford to SPAD.

Every dollar contributed by Seafarers to SPAD strengthens every Seafarer's job security and insures that the collective voice of all Seafarers will be heard in the legislative arena when issues of importance to our welfare are being considered by legislators.

Overseas Juneau

The christening of the 120,000 dead-weight ton tanker *Overseas Juneau* Nov. 1, gives us the opportunity to proudly welcome not only another modern, high capacity ship, but also to welcome all the other sleek, up-to-date vessels that are joining the growing SIU-contracted fleet. (See story on p. 5).

This 883-foot long tanker—American built and American manned—is among a number of new vessels that have come off the ways in the last few years to sail under the U.S. flag. A large percentage of these ships have the added advantage of being manned by the competent and well-trained members of our Union.

One of the largest vessels ever built in

this country, *Overseas Juneau* is owned by Overseas Shipholding Group.

All these ships not only mean more jobs for American seamen, but they also indicate that a turn for the better has begun for U.S. shipping. More American-flag ships being launched means that investors have new confidence in U.S. vessels—ships that are manned by knowledgeable SIU crews; vessels that can deliver their cargoes economically and safely.

That is why we are both proud and happy to welcome the *Overseas Juneau*—she is a fitting example of the revival in American-flag shipping.

We wish her smooth sailing ahead!

Letters to the Editor



HISTORIC PRESERVATION

Thanks for the Aid

On behalf of myself and my wife, I am writing to thank the SIU for the kind attention, fast service, and most of all, the enormous sum of money you had provided us for my wife's surgery.

Without the Seafarers' Welfare Plan, we don't know how we could have managed, and for which again we could never thank you enough.

Sincerely,
 Umberto F. Bignardi,
 E-484

Praises SIU's Work

I wish to say thanks for sending me the **LOG**, as I still like to keep up with the Union and its fine work in helping the seamen of the world progress.

The announcement of retirement at Pines Point is the world's best. I got real interested in the program at Pines Point when I went there in Aug. 1971 for the Educational Conference and saw for myself the nice things there for seamen and their families. I also saw how the School is preparing new men for the sea.

So, thanks again

W. T. Langford, Retired
 1393

A Lifesaving Checkup

Recently I had to go for our yearly checkup and although I felt fairly well the doctor found I had a few blood counts and recommended I go to the hospital for further examination.

I went and after a great many X-rays and blood tests, etc., I found I had cancerous tumors in my large intestine. I was operated on—that was Aug. 20th of this year—and on Oct. 3rd I received a bill for fifty.

If it hadn't been for the latest yearly checkup I wouldn't have gone to the clinic and would be among the departed brothers pretty soon or even if I had homesteaded a ship, as I used to do, it would have been "final" for me.

Really I owe my life to the SIU clinic and the Pines Health Center and I used to think it was a lot of baloney.

So I think even if a person stays on a ship, he should have a yearly checkup.

Sincerely,
 H. McAtee, M477

November 1972 Volume XXIV, No. 11

SEAFARERS LOG

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

Executive Board
 Paul D. McArthur, President

Carl Tamm, Executive Vice President Earl Siebert, Vice President
 Joe DiGirolamo, Secretary/Treasurer Lindsey Williams, Vice President
 Frank D'Amico, Vice President Paul D'Amico, Vice President

Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11252. Tel. 499-6600. Second class postage paid at Brooklyn, N.Y.

280



Elbert Hogge

Seafarer Elbert Hogge joined the SIU in 1938 and began his sailing career as an ordinary seaman aboard the *Frances* (Bull Lines) in the port of New York.

"I have been in the Union for 35 years and for the first two or three years it seemed like I spent more time on the picket lines than I did at sea. But, after learning what I have through the Bosuns Recertification Program, and seeing for myself how much progress we have made, I know what I did to help was well worth it.

"The training programs at Piney Point make me proud to be a member of the SIU. We are not only preparing young men to go to sea but we are also preparing Seafarers for the new ships that are the future of our Union. These training programs mean that SIU crews will be manning these new ships and that means job security for all of us."



William Kleimola

Seafarer William Kleimola, who joined the SIU in 1951, first sailed aboard the *Chillore* (Ore Steamship Co.), running out of Baltimore. He is now sailing as bosun aboard the *Vantage Defender* (Vantage Shipping).

"Going through the Bosuns Recertification Program has been a great experience because it gave me a fuller understanding of our Union and all of the many functions needed to keep up with our changing industry.

"In Piney Point I participated in the quartermaster course, and I saw the high school program and all of the upgrading programs going on. I saw the efforts made to train the new men and as bosun I have seen improvement in the quality of these young men.

"For our older members, there are upgrading programs in all departments, including the operation of the new types of ships—and I would encourage every member to take advantage of these good programs.

"During my stay at our headquarters in New York I learned about the many complicated things that have to be done to keep our Union strong and our jobs secure. The program will help all of us to better help our members aboard ship to properly respond to beefs and to properly apply for all benefits they are entitled to."

Bosuns Recertification Program:

SIU Increases Class Size

The fourth class of SIU bosuns has completed the 60-day Bosuns Recertification Program at the Harry Lundeberg School in Piney Point and at Union headquarters in New York, and graduated at ceremonies held at the General Membership Meeting Nov. 5.

The success of the program, based on evaluations from the bosuns themselves and from reports coming from the ships, has prompted the SIU to step-up this important program.

This month 12 bosuns are now participating in the class instead of six.

Nearly all of the 29 recertified bosuns are now at sea, many of them aboard new ships—where they can put into use their knowledge of technological innovations built into the advanced ships.

All of these bosuns are now better equipped with the knowledge and understanding of both the problems and the promises which face the future of the U.S. maritime industry. This knowledge and understanding will enable our bosuns to keep their shipmates better informed on the programs and policies of the Union, as well as on developments in the maritime industry.

The SIU's Bosuns Recertification Program—which offers every bosun the opportunity to learn more about the maritime industry—is proving to be a positive force in helping to re-build the U.S. flag merchant fleet by providing them with knowledge of advances in ship design and operation.

It is also proving to be a positive factor in enabling the bosun to better represent the members at sea and preserve their rights under the SIU contract and constitution.

Comments from the recently-graduated bosuns are on this page.



Richard A. Christenberry

Bosun Richard "Chris" Christenberry has been going to sea for 34 years and sails out of the port of San Francisco. He took part in the SIU's Cities Service organizing campaign and joined the SIU in 1948.

"After my stay at Piney Point and at our headquarters in New York, I am a believer in this program. It will make me a more effective SIU member, both at sea and ashore.

"While we were in New York, we were given every opportunity to work with our various officials, to ask questions—and to get answers! We had the opportunity to visit every single department that makes up our Union headquarters operation, and we had the chance to talk with and ask questions of the employees who actually do the work. In every single instance, I found these people to be sincere and helpful.

"I learned that more than ever before the Seafarer has the opportunity as well as the facilities to better his life. Whatever your choice may be, professional advancement, educational advancement, whatever, Piney Point offers you the opportunity for a better way of life.

"Our Union has put together the finest informational program it has ever been my pleasure to attend, and I am proud to have been a part of it. I feel I will be a better and more effective member because now I know what our Union and our officials are doing for the membership."



David Atkinson

At 36, David Atkinson is one of the SIU's younger bosuns and is excited about his future and the future of the maritime industry. Seafarer Atkinson joined the SIU in Seattle in 1960 when he made his first ship, the *Losmar*—sailing as ordinary seaman.

"This program really opened my eyes and made me realize and understand just how much we have going for us. During our stay at SIU headquarters, we had an opportunity to see the whole operation, and we were denied access to nothing.

"I saw for myself the problems our officials face every day settling beefs aboard ship and at the counter in headquarters. I also saw how all of these and other problems are discussed every morning when all of the officials meet to communicate with each other and discuss the best way to solve these problems.

"At Piney Point I saw the unique program our Union has for training entry ratings for all departments, plus offering a high school education for those who want it.

"I was impressed with the upgrading programs.

"I will always remember what I heard at one of our meetings in New York. It was that 'an informed membership is a strong and united membership.'

"I think this is what the Bosuns Recertification Program is all about."



Alfonso Rivera

Bosun Alfonso Rivera joined the SIU in 1945 in the port of New York and sails out of San Juan, Puerto Rico.

"There is a future for everyone, both for oldtimers like myself and young men just starting out. I learned this at Piney Point when I saw for myself the training classes for both the young men and the older guys who were upgrading themselves and who are learning about the new automated vessels of the future.

"Before I got into this program I used to say that I have been sailing for 34 years and I know all about it, but I was only fooling myself. I learned about the new Falcon tankers, the SL-7's, the LASH barge carriers, the roll-on-roll-off types and the new LNG's.

"And my 30 days at Union headquarters, where I got a chance to see every operation of our Union, has taught me more than I ever knew in all my years at sea.

"One thing I know for sure—SPAD is the only way we are going to get the ships and the cargoes that mean job security and a decent life for all of us."



Eugene Flowers

Seafarer Eugene Flowers has been going to sea with the SIU since he first went aboard the *Marjory* (Bull Lines) as an ordinary seaman in 1942. Today, Bosun Flowers holds a third mate's license which he achieved through the SIU-MEBA District 2 School in New York, and has sailed as both third and acting chief mate.

"Although I have been a seaman and member of the SIU for 31 years, this Recertification Program has demonstrated to me that there was a lot I didn't know and I appreciate the opportunity I got both in Piney Point and at Union headquarters to learn some things that will be helpful to me both as a seaman and member of the SIU.

"The discussions we had in Piney Point about our constitution, contract, work rules, and shipboard life make me more secure in my understanding of these important matters, and I know I will be able to work more closely with my fellow Seafarers.

"The materials and instruction on the new types of ships being built, and the operation of these ships will be very helpful to all of us.

"At Union headquarters we had an opportunity to learn every operation of our Union, including the welfare department, claims, records, the data control center, registration and shipping, and the waterfront where we went with the patrolmen on payoffs."



SIU-A and G

Deck Department Upgrading

Quartermaster

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

Engine Upgrading

FOWT—(who has only a wiper endorsement)

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

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

1. No requirements.

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

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

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

1. No requirements.

QMED—any rating

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

Welding

1. Must hold endorsement as QMED—any rating.

Steward Upgrading

1. Assistant Cook Training Program Requirements:

- A. 12 months seetime, in any Steward Department Entry Rating.
- B. Entry Ratings who have been accepted into the Harry 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 be as Third Cook and Assistant Cook or;
- C. 6 months as Assistant or Third Cook and are holders of a "Certificate" of satisfactory completion from the Assistant Cooks Training Course.

3. Chief Cook's Training Program Requirements:

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

4. Chief Steward Training Program Requirements:

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

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

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

IBU Upgrading

Tankerman

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

Master/Mate

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

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

Mate—Must have 3 years at sea on deck.

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

1st Class Pilot on vessel not over 300 gross tons

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

Towboat Operator

Original License

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

2nd Class Operator

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

Original License/2nd Class Operator

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

Radar Observer

1. All candidates must hold a valid deck license.

SIU and IBU Upgrading

Able-Seaman

Able-Seaman—12 months—any waters

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

Able Seaman—unlimited—any waters

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

Lifeboatman

1. Must have 90 days seetime in any department.

QMED Ratings Graduate



Full QMED ratings are increasingly necessary as more semi-automated ships with totally new design concepts are put into service. Training is the key that qualifies Seafarers to man new ships safely and efficiently. The SIU-IBU Upgrading Center has helped more than 100 Seafarers to achieve QMED—Any Rating and has helped others secure over 1000 engine room endorsements. Recently graduated with QMED—Any Rating were, from left, Allen Hornish, James Tims, Barney Sanford, James Levette, Joseph Pazos, Harold Unglert, John Cade, Ralph Johnson, William Zielowski and Marcus Del Prado. SIU Instructor Charlie Nalen (fourth from left) congratulated graduates.

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

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Frank Drozak Paul Drozak

HEADQUARTERS
675 4 Ave., Bklyn. 11232
(212) HY 9-6600
ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616
BALTIMORE, Md.
1216 E. Baltimore St. 21202
(301) EA 7-4900
BOSTON, Mass. 215 Essex St. 02111
(617) 482-4716
BUFFALO, N.Y. 290 Franklin St. 14202
SIU (716) TL 3-9259
IBU (716) TL 3-9259
CHICAGO, Ill. 9383 S. Ewing Ave. 60617
SIU (312) SA 1-0733
IBU (312) ES 5-9570
CLEVELAND, Ohio 1420 W. 25 St. 44113
(216) MA 1-5450

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

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

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

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

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

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

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

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

NORFOLK, Va. 115 3 St. 23510
(804) 622-1892

PADUCAH, Ky. 225 S. 7 St. 42001
(502) 443-2493

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

PORT ARTHUR, Tex. 534 9 Ave. 77640
(713) 983-1679

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

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

SEATTLE, Wash. 2505 1 Ave. 98121
(206) MA 3-4334

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

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

TOLEDO, Ohio 935 Summit St. 43604
(419) 248-3691

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

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

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

Sept. 27 — Oct. 24, 1973

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	8	174	\$ 22,500.00	\$ 465,297.46
In Hospital Daily @ \$1.00	363	5,895	363.00	5,895.00
In Hospital Daily @ \$3.00	229	3,310	687.00	9,930.00
Hospital & Hospital Extras	9	179	1,079.95	31,549.85
Surgical	4	50	530.00	3,415.00
Sickness & Accident @ \$8.00	5,490	79,175	43,920.00	633,456.00
Special Equipment	1	19	250.00	4,868.61
Optical	176	2,464	4,212.15	54,352.52
Supplemental Medicare Premiums	7	688	163.40	11,938.40
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	323	4,757	68,592.56	902,528.22
Doctors' Visits In Hospital	51	677	1,369.65	18,407.17
Surgical	105	1,452	13,983.43	178,948.06
Maternity	22	246	5,195.30	60,885.19
Blood Transfusions	4	52	275.00	2,856.25
Optical	179	1,974	3,916.46	41,979.69
Special Equipment	—	1	—	144.00
PENSIONERS & DEPENDENTS				
Death	1	81	3,000.00	243,000.00
Hospital & Hospital Extras	108	1,472	22,883.11	274,042.40
Doctors' Visits & Other Medical Exp.	107	1,360	3,343.01	47,061.03
Surgical	10	168	1,504.50	24,919.91
Optical	65	790	1,243.28	14,560.50
Blood Transfusions	—	10	—	639.00
Special Equipment	3	33	524.00	5,301.66
Meal Books	—	2,259	—	22,590.00
Dental	2	5	600.00	1,650.00
Supplemental Medicare Premiums	1,730	16,813	11,174.40	104,830.60
SCHOLARSHIP PROGRAM				
	5	86	2,670.00	32,300.67
TOTALS				
Total Seafarers Welfare Plan	9,002	124,190	213,980.20	3,197,347.19
Total Seafarers Pension Plan	2,138	22,736	509,800.00	5,452,291.51
Total Seafarers Vacation Plan	817	12,958	409,146.90	6,641,157.69
Total Welfare, Pension & Vacation	11,957	159,884	\$1,132,927.10	\$15,290,796.39

Security
In
Unity

New SIU Pensioners



Harvey C. Patterson, 57, joined the SIU-affiliated Inland Boatmen's Union in the port of Galveston in 1957 and has sailed as cook for G&H Towing Co. since 1955. Brother Patterson, who is a four-year veteran of World War II, now resides with his wife Nellie in Galveston.



Arthur O'Connell, 66, joined the Great Lakes Tug and Dredge Region of the SIU in 1961 in Conneaut, Ohio and sailed as deckhand and oiler for the Great Lakes Towing Co. Brother O'Connell had previously been a member of the SIU-affiliated Sailors Union of the Pacific. He now resides with his wife Nellie in Conneaut.



Sidney C. Segree, 65, joined the SIU in New York in 1955 and sailed as a member of the steward department. His last ship was the *Steel Advocate* on which he sailed as chief steward. Seafarer Segree was born in Jamaica and now resides with his wife Enid in New York.



John R. Dixon, 62, is a native of North Carolina who retired this month to his home town of Highpoint with his wife Hazel after sailing 20 years with the SIU. Brother Dixon joined the Union in New York and sailed as chief cook and baker. He served four years with the U.S. Army during World War II and also took an active part in the 1961 A&G strike.



Clesmae F. Hanks, 65, joined the Inland Boatmen's Union in Port Arthur in 1964. Beginning as a deckhand with Slade Towing in 1942, Brother Hanks rose to become a towboat captain with the same company. He now lives with his wife Ella Louise in Jennings, La.



Walter Connor, 63, joined the SIU in 1939 in the port of Norfolk and has more than 20 years seetime with the Union. Brother Connor sailed all of his career as a member of the engine department and now makes his home in his native city of Norfolk.



Walter J. Burdick, 60, joined the Inland Boatmen's Union in 1961 in Buffalo, N.Y., and sailed as deckhand for Great Lakes Dredge & Dock Co. and later for the A. M. Diamond Co. Brother Burdick now lives with his wife Marion in Oswego, N.Y.



Jasper C. Storms, 64, joined the Inland Boatmen's Union in 1961 in Port Arthur, Tex. and sailed as engineer for D. M. Picton Towing Co. Brother Storms now makes his home with his wife Etta in Port Arthur.



Josef Kejdrowski, 63, joined the SIU in the port of New York in 1955 and sailed as a member of the engine department. Brother Kejdrowski was born in Poland and is now residing in San Francisco.



Eugeniusz Sieradzki, 60, joined the SIU in Philadelphia in 1957 and sailed as a member of the engine department. In 1972 he earned his QMED rating after attending the SIU Upgrading Center in Piney Point. A native of Poland, Seafarer Sieradzki now resides in Philadelphia.



Francis H. Brown, 57, joined the SIU in Cleveland in 1961 and sailed as fireman for Great Lakes Towing Co. Seafarer Brown now resides with his wife Gertrude in Conneaut, Ohio.



Charles M. Umphlett, 62, joined the Inland Boatmen's Union in 1968 in the port of Norfolk and sailed as cook. Brother Umphlett was instrumental in helping to organize IBC Towing Co. in Norfolk. He now resides with his wife Luna in Manteo, N.C.



Quintilio A. Iezzi, 65, worked as cook for Gulf-Atlantic Towing and joined the Inland Boatmen's Union in Norfolk in 1961. Brother Iezzi served with the U.S. Army during World War II. Born in Philadelphia, he now resides with his wife Daisy Lee in Leland, N.C.



Eugene J. Kirkland, 56, sailed as AB and bosun for more than 30 years, and joined the SIU in the port of Baltimore in 1942. He now resides with his sister Mary in his native Savannah, Ga.



Per H. Karman, 65, sailed for eight years in his native Sweden before coming to the United States where he joined the SIU in 1945 in the port of San Francisco. Seafarer Karman sailed as AB and now resides in New York.



Carl W. Hanson, 58, joined the SIU in 1951 in the port of Detroit and sailed as fireman on the Great Lakes. Seafarer Hanson now resides with his wife Iva in Arcadia, Mich.



Romaldo Garcia, 65, joined the SIU in 1939 in the port of New York and has recorded more than 23 years sailing as AB and bosun. A native of Puerto Rico, Seafarer Garcia now makes his home with his wife Ana in New York.



James A. Mitchell, 56, joined the SIU in the port of New York in 1947 and sailed in the steward department. A native of Newfoundland, Seafarer Mitchell now lives with his wife in New York.



Dawson C. Lynam, 58, joined the SIU in the port of New York in 1947 after serving six years with the U.S. Coast Guard. Seafarer Lynam sailed as chief cook and took part in the SIU Education Conference in Piney Point in 1971. He now resides in his native Frisco City, Ala.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea	IBU	UIW
New York	Dec. 3	2:30 p.m.	—	7:00 p.m.
Philadelphia	Dec. 4	2:30 p.m.	5:00 p.m.	7:00 p.m.
Baltimore	Dec. 5	2:30 p.m.	5:00 p.m.	7:00 p.m.
Detroit	Dec. 7	2:30 p.m.	7:30 p.m.	—
Houston	Dec. 10	2:30 p.m.	5:00 p.m.	7:00 p.m.
New Orleans	Dec. 11	2:30 p.m.	5:00 p.m.	7:00 p.m.
Mobile	Dec. 12	2:30 p.m.	5:00 p.m.	7:00 p.m.
San Francisco	Dec. 13	2:30 p.m.	—	—

Great Lakes Tug and Dredge Section

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

Railway Marine Region

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

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

Joins Pension Roster



Brother Josef Kejdrowski (left) receives his first pension check from Port Agent Steve Troy at the October membership meeting in the port of San Francisco. Seafarer Kejdrowski, who sailed in the engine department, joined the Union in 1955 in the port of New York.



FRANSONEIDA (Hudson Waterways), September 2—Chairman J. Boland; Secretary T. Ulisse; Educational Director A. Beck; Deck Delegate W. Stone; Engine Delegate K. Harder; Steward Delegate H. Long. \$8.80 in ship's fund. Some disputed OT in deck department. Picked up two Coast Guard crewmembers from the Coast Guard weather ship *Rush* who had to get home on emergency leave. The Coast Guard presented a plaque to the Captain for the courtesy extended. Vote of thanks to the steward department for superb food and excellent service.

TRANSOREGON (Hudson Waterways), September 2—Chairman F. Rodriguez; Secretary J. DeLise; Educational Director D. Able. \$1.56 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Everything running smoothly.

OGDEN WILLAMETTE (Ogden Marine), September 2—Chairman R. D. Schwarz; Secretary E. Kelly; Engine Delegate Thomas Walker; Steward Delegate H. Wilkerson. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

TRANSUPERIOR (Hudson Waterways), September 2—Chairman W. Leskun; Secretary L. Melanson; Deck Delegate J. Canard; Engine Delegate H. Reed; Steward Delegate G. Cayton. Some disputed OT in deck and steward departments. Posted all communications received. Observed one minute of silence in memory of our departed brothers.

SEA-LAND McLEAN (Sea-Land), September 9—Chairman J. Hunter; Secretary R. Sadowski; Educational Director S. Divane. Some disputed OT in deck department. Everything running smoothly. Next port Bremerhaven.

ELIZABETHPORT (Sea-Land), September 2—Chairman Chester Iannoli; Secretary George W. Gibbons; Educational Director John P. Ryan; Steward Delegate Franklin C. Snow. The Captain had a safety meeting with the delegates. \$20 in ship's fund. Some disputed OT in engine and steward departments. Everything running smoothly.

CHARLESTON (Sea-Land), September 2—Chairman J. McCollom; Secretary R. Ramos. \$21 in ship's fund. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port San Juan, Puerto Rico.

THOMAS JEFFERSON (Waterman Steamship), September 2—Chairman A. J. Doty; Secretary John E. Adams; Educational Director Lyle L. Hipp; Steward Delegate R. J. Thomas. No disputed OT. Everything running smoothly. Vote of thanks to the steward department for a job well done. Next port Keelung.

PENN LEADER (Penn Shipping), September 9—Chairman C. E. Hill; Secretary John H. C. Ratliff; Steward Delegate Alvin Tutson. Some disputed OT in deck and engine departments. Everything running smoothly. Next port Port Arthur.

PHILADELPHIA (Sea-Land), September 9—Chairman C. Dammeyar; Secretary L. Pepper. No disputed OT. A vote of thanks to the third cook for cooking pop corn for the movies. Next port Seattle.

TRANSINDIANA (Seatrains), September 2—Chairman A. Hanstvedt; Secretary Caudill. Purchased amplifier for TV and it works much better. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

NEW ORLEANS (Sea-Land), September 2—Chairman M. Landron; Secretary D. Sacher; Educational Director H. Rapp; Deck Delegate H. Meacham; Engine Delegate A. Felicano; Steward Delegate S. Kemp. \$21.82 in ship's fund. No beefs. Vote of thanks to the steward department for a job well done.

AZALEA CITY (Sea-Land), September 9—Chairman L. Raymond; Secretary J. Nash. No beefs. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Baltimore.

BOSTON (Sea-Land), September 9—Chairman D. LaFrance; Secretary S. Piaták; Educational Director N. Reitti. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

SEA-LAND McLEAN (Sea-Land), September 19—Chairman J. Hunter; Secretary R. Sadowski; Educational Director S. Divane. No disputed OT. A vote of thanks to the steward department for a job well done. Next port Bremerhaven.

SEA-LAND EXCHANGE (Sea-Land), September 13—Chairman Frank Teti; Secretary T. R. Goodman; Educational Director W. J. Dunnigan. No beefs. Everything running smoothly. Vote of thanks to the steward department for a job well done.

MAYAGUEZ (Gulf Puerto Rico Lines), September 9—Chairman E. Freeman; Secretary J. E. Hannon; Educational Director A. D. Devalle. \$32.40 in ship's fund. Everything running smoothly. No disputed OT.

SEA-LAND COMMERCE (Sea-Land), September 2—Chairman Gene Dakin; Secretary W. J. Moore; Educational Director William Heater; Deck Delegate N. Tukey; Engine Delegate C. E. Prevatt; Steward Delegate C. Zubovich. \$27 in ship's fund. No disputed OT. Letter addressed to Captain from the American Merchant Marine Library Association for donations; letter was posted and will be acted on. Everything running smoothly.

DELTA ARGENTINA (Delta), September 6—Chairman Ewing A. Rihn; Secretary Dario P. Martinez; Educational Director Tomas Tobias; Deck Delegate Gordon L. Davis; Engine Delegate Oscar R. Bird; Steward Delegate Jose F. Santiago. No beefs. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

SAN JUAN (Sea-Land), September 9—Chairman C. Mise; Secretary H. Fielder; Educational Director R. Matthews. \$321 in movie fund. Will see about a catalog for films on arrival. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

JACKSONVILLE (Sea-Land), September 2—Chairman J. Beyes; Secretary A. Seda; Deck Delegate L. B. Rodrigues; Engine Delegate Curtis Dueote; Steward Delegate Juan Hernandez. No beefs. Vote of thanks to the steward department for a job well done. Everything running smoothly. Next port Charleston.

GALVESTON (Sea-Land), September 5—Chairman Dempsey Nicholson; Secretary Gus Skendelas; Educational Director Kasmir Abrans. \$29.65 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done and to Gary Mitchel for running the movies. Next port Seattle.

LONGVIEW VICTORY (Victory Carriers), September 3—Chairman Lewis Fitton; Secretary Frank Naklicki; Educational Director Fawzi Hambouz. Captain requests that everyone chip in \$1 and get a new antenna for TV. Some disputed OT in deck, engine and steward departments. Observed one minute of silence in memory of our departed brothers. Next port San Diego.

DELTA BRASIL (Delta), September 10—Chairman Paul R. Turner; Secretary Thomas Liles, Jr.; Educational Director James G. Juvental; Deck Delegate William A. Pittman; Engine Delegate John Hrolenok; Steward Delegate Louis Gracia. No disputed OT. Crew asked to keep messhall and pantry clean. Observed one minute of silence in memory of our departed brothers. Next port Kingston, Jamaica.

BROOKLYN (Sea-Land), September 9—Chairman R. F. Mackert; Secretary J. Mojica; Educational Director O. Stornes; Engine Delegate Joseph Windham; Steward Delegate Fred Allen. New washing machine was installed. No beefs. Held a discussion on upgrading in all departments. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

MOUNT WASHINGTON (Victory Carriers), September 2—Chairman F. R. Charneco; Secretary J. Sumpter; Educational Director H. Granger; Deck Delegate Joseph Gavin; Engine Delegate Joseph Burkette. Chairman congratulated entire crew for prompt action in putting out fire in starboard wing tank in typical SIU fashion. Some disputed OT in deck department. Next port Ras Tanura.

BETHEX (Bethlehem Steel), September 4—Chairman W. T. Baker; Secretary T. A. Jackson; Educational Director Roberto Hinojose. No disputed OT. Everything running smoothly. Next port Baltimore.

MISSOURI (Ogden Marine), September 9—Chairman Tadeuse Chilinski; Secretary George W. Luke; Educational Director John Griffith; Engine Delegate R. L. Sullivan; Steward Delegate Albert B. Brown. Some disputed OT in deck and engine departments. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

YELLOWSTONE (Ogden Marine), September 16—Chairman James B. Dixon; Secretary C. L. Turner; Educational Director L. W. Morin; Deck Delegate Q. A. Taylor; Engine Delegate L. Pickhart; Steward Delegate W. E. Carpenter. Suggest that crew contribute money to ship's fund. No disputed OT. Read and posted communications received. Chairman gave a talk on the constitution and what it means to all members. It is the back bone of our organization and everyone should read it, learn it and stand behind it. Also, made reference to the benefits of going to Piney Point. Vote of thanks to the steward department for a job well done. Next port Trinidad.

EAGLE TRAVELER (United Maritime), September 2—Chairman Henry E. Jones; Secretary S. W. McDonald; Educational Director Gregory Dioses; Deck Delegate James V. McClanton; Engine Delegate Frederick G. Anderson; Steward Delegate Louie E. Hudson. No disputed OT. Everything running smoothly. Next port Gibraltar.

National Defender Committee



The *National Defender* (Vantage Shipping) ship's committee gathers on deck during payoff in Paulsboro, N.J. On the steps from left are: D. Cameron, engine delegate; W. Matsoukas, steward delegate; H. Green, educational director, and H. Sikes, deck delegate. On bottom are C. D'Amico, chairman (left) and J. D. Pennell, secretary-reporter. The *National Defender* had just returned from Russia and Libya.

SEATRAN LOUISIANA (Seatrains), September 16—Chairman G. Coker; Secretary F. Fletcher. \$37 in ship's fund. Some disputed OT in steward department. Everything running smoothly. Next Port Oakland.

TAMARA GULDEN (Transport Comm.), September 2—Chairman H. O. Leake; Secretary S. Hawkins; Educational Director Poulakis; Engine Delegate Conrad Taylor; Steward Delegate Edwin Ritchie. \$22 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

SEATRAN OHIO (Hudson Waterways), September 16—Chairman R. Theiss; Secretary P. Franco; Educational Director Bailey; Deck Delegate V. M. Omary; Engine Delegate M. Kimmel; Steward Delegate F. Lindsey. Some disputed OT in deck, engine and steward departments. Radio officer will see if he can repair TV; if not we will send it ashore. A vote of thanks to the steward department for a job well done.

LOS ANGELES (Sea-Land), September 23—Chairman Earl Brannan; Secretary P. P. Lopez; Educational Director Walter Stevens; Deck Delegate J. W. Fultz; Engine Delegate Lindmore Kubecka; Steward Delegate A. G. Soto. \$60 in ship's fund. Some disputed OT in steward department. Everything running smoothly.

SEA-LAND FINANCE (Sea-Land), September 22—Chairman Walter Nash; Secretary Stanley Schuyler; Educational Director Sadak Waka; Steward Delegate Stonewall Jackson. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

INGER (Reynolds Metal), September 17—Chairman L. Lasoya; Secretary H. K. Pierce; Educational Director Speagman; Steward Delegate Walter Cutter. \$21.57 in ship's fund. Some disputed OT in deck and engine departments. Everything running smoothly.

PONCE (Sea-Land), September 23—Chairman Hubert Crain; Secretary William J. Anderson. \$108 in ship's fund. No disputed OT. All communications were posted on crew messhall board. Everything running smoothly.

WARRIOR (Sea-Land), September 2—Chairman J. Gomez; Secretary E. B. Tart; Educational Director J. Pantoja. No disputed OT. Everything running smoothly. Observed one minute of silence in memory of our departed brothers.

TRANSOREGON (Hudson Waterways), September 16—Chairman F. Rodrigues; Secretary J. Delise; Educational Director D. Able. \$5.54 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done.

WILLIAM T. STEELE (Texas City Tankers), September 16—Chairman Norman F. Beaver; Secretary J. G. Lakwyk; Educational Director Walter L. Pritchett; Deck Delegate Theodore Weems; Engine Delegate Andrew F. Kamedra; Steward Delegate Malcolm Stevens. \$10 in ship's fund. Some disputed OT in deck department. Everything running smoothly. Observed one minute of silence in memory of our departed brothers. Next port Texas City.

MOBILE (Sea-Land), September 19—Chairman A. Ahin; Secretary W. Sink; Educational Director Bert Reamy. \$39 in ship's fund. Some disputed OT in steward department. Everything running smoothly. Next port Seattle.

SEA-LAND ECONOMY (Sea-Land), September 9—Chairman J. Davies; Secretary D. P. Marion; Educational Director Leon Acosta; Deck Delegate L. Bugajewski; Engine Delegate C. Grab; Steward Delegate M. Seigel. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Rotterdam.

Transpanama Committee



The furry, little fellow is not one of the crew even though he is called "Sailor". He's the ship's mascot on board the *Transpanama* (Hudson Waterways) and he joined the ship's committee on deck recently for this group shot. From left are: E. K. Bryan, chairman; B. Hand, secretary-reporter; S. Krystosik, steward delegate, and J. Balland, deck delegate.

Transidaho Ship's Committee



Getting together below deck during payoff in Weehawken, N.J. of the *Transidaho* (Hudson Waterways) are, from left: E. Armstrong, educational director; P. Konis, chairman; A. Aragones, secretary-reporter; J. Reyes, engine delegate; G. Wile, deck delegate, and W. Hernandez, steward delegate.

Afoundria Committee



At a recent payoff of the *Afoundria* (Sea-Land) in Port Elizabeth, N.J., the ship's committee gets together in the messhall. From left are: Joe Chiaramonte, deck delegate; Kenneth Hart, educational director; C. A. Morrison, engine delegate; Frank Vega, secretary-reporter; E. Cruz, steward delegate, and E. J. Clark, chairman.

MONTICELLO VICTORY (Victory Carriers), September 1—Chairman E. W. Rushing; Secretary E. Bradley; Educational Director T. G. Clark; Deck Delegate David Gilmore; Steward Delegate Joseph Roberts. \$40.75 in ship's fund. No disputed OT. Will trade old books in library and buy new ones with money from ship's fund. Also, purchase popcorn popper for TV watching. Everything running smoothly.

MILLICOMA (Hudson Waterways), September 16—Chairman W. D. Crowford; Secretary Virgil L. Swanson; Educational Director G. Beryer; Steward Delegate Walter Richmond. \$11.17 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans, La.

IBERVILLE (Waterman Steamship), September 9—Chairman Donald Chestnut; Secretary Harvey M. Lee; Educational Director Robert E. Tyler; Engine Delegate Chester Miller; Steward Delegate James Thomas. No disputed OT. Everything running smoothly.

RAPHAEL SEMMES (Sea-Land), September 14—Chairman Ben Mignano; Secretary R. Hernandez; Educational Director Placido Gallegos. No disputed OT. Everything running smoothly. Vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

DELTA MAR (Delta), September 9—Chairman Joseph Collins; Secretary B. Huszar; Deck Delegate Leon Kleinman. \$15.25 in ship's fund. Some disputed OT in deck and engine departments. Everything running smoothly.

NOTRE DAME VICTORY (Ecological), September 9—Chairman S. Bergeria; Secretary J. G. Guilles. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. The crew thanks the company for supplying us with five rolls of film for the movies.

PLATTE (Ogden Marine), September 2—Chairman Blanton McGowen; Secretary A. Salem; Educational Director Pringi; Engine Delegate Leroy Williams; Deck Delegate Glenn Wells. A collection of \$158 was made from officers and crew and sent to the widow of Brother Albert Jones through the company, wired by the Captain. Some disputed OT in deck and engine departments. A vote of thanks to the steward department for a job well done and also, to the deckhand on watch for keeping the messhall and pantry clean at night and in the morning.

TRENTON (Sea-Land), September 9—Chairman James C. Northcutt; Secretary Jack P. Mar; Engine Delegate B. E. Stearman. \$9.50 in ship's fund. No disputed OT. Everything running smoothly. Next port Balboa.

OVERSEAS ROSE (Maritime Overseas), September 15—Chairman Luis Guandamu; Secretary Thomas Bolton; Educational Director James Willard. Some disputed OT in steward department. Requested that movies be put aboard ship for long trips. Vote of thanks to the steward department for a job well done and to the deck and engine departments.

CITRUS PACKER (Waterman Steamship), September 16—Chairman W. Wallace; Secretary John Reed. No disputed OT. Vote of thanks to the steward department for a job well done. Next port Mombasa.

PENN CHAMPION (Penn Shipping), September 2—Chairman R. Birmingham; Secretary L. Nicholas; Educational Director L. Peppett; Deck Delegate A. A. Hauke; Engine Delegate A. Bullard; Steward Delegate J. B. Juzang. \$20 in ship's fund. No beefs. Everything running smoothly. Next port Beaumont, Tex.



Final Departures



Billy Wayne Carpenter, 37, passed away June 16. A native of Temple, Tex., he was a resident of Hitchcock, Tex. at the time of his death. Brother Carpenter joined the SIU-affiliated IBU in the port of Houston in 1958 and sailed in the steward department for the G&H Towing Co. He was a U.S. Navy veteran. Surviving are his widow, Marilyn of Succasunna, N.J., and his daughter, Amber.



GLTD pensioner **Verl G. Munson**, 72, died Aug. 3. Born in Milan, Mich., he lived in Chicago at the time of his death. Brother Munson joined the SIU-affiliated Great Lakes Tug and Dredge Region in the port of Chicago in 1961 and sailed in the deck department. He started with the Great Lakes Towing Co. of Cleveland in 1940 and also worked for the Great Lakes Dredge and Dock Co. from 1951 to 1961. He was a U.S. Army veteran of World War II.



Edwin Paulsen, 59, passed away in Sault Ste. Marie, Mich. on Mar. 26. A native of Manistique, Mich., he was a resident of Brimley, Mich. Brother Paulsen joined the SIU-affiliated GLTD in the port of Sault Ste. Marie in 1961 and sailed as a dredge-man in the deck department. He started his seafaring career on the Great Lakes in 1943. Surviving are his widow, Arbutus, and three sons, Donnie, Terry and Larry.



Albert Jones, 59, passed away on July 29. Born in South Africa, he resided in Long Island, N.Y. at the time of his death. Brother Jones joined the SIU in the port of Boston in 1943 and sailed as an electrician. He is survived by his widow, May.



Earl H. Gates, 53, died on Oct. 2 in Norfolk, Va. A native of Manteo, N.C., he was a resident of Norfolk when he passed away. Brother Gates joined the SIU in the port of Baltimore in 1958 and sailed in the steward department. He had sailed to Vietnam during the late conflict and was a U.S. Army veteran of World War II. Surviving is his mother, Betta.



Eugene R. Jackson, Jr., 38, passed away from injuries sustained in an auto accident in Syosett, L.I., N.Y. on July 12, 1972. A native of Glen Cove, L.I., he was a resident of Huntington, L.I. when he died. Brother Jackson joined the SIU in the port of New York in 1961 and sailed in the engine department. He attended the Andrew Furuseth Training School and was a veteran of the U.S. Armed Forces. Surviving is his mother, Mary of Sea Cliff, L.I.



Joseph D. Lacaze, 19, succumbed in St. Elizabeth Hospital, Beaumont, Tex. on July 26 to injuries sustained in an auto accident on July 22. A native of Alexandria, La., he was a resident of Vidor, Tex. when he passed away. Brother Lacaze joined the SIU in the port of New York in 1970 and sailed in the deck department. He was a graduate of the Harry Lundberg School of Seamanship in Piney Point, Md. that year. Burial was in Mt. Olive Cemetery, Pitkin, La. Surviving are his mother, Mrs. Emily D. Jones, and his stepfather, George W. Jones of Starks, La.



Awin D. Johnston, 52, died of cancer in the PHS hospital in Galveston, Tex. on May 30. Born in Mississippi, he was a resident of Houston, Tex. at the time of his death. Brother Johnston joined the Union there in 1958 and sailed in the deck department. Interment was in San Jacinto Memorial Park, Galveston. Surviving is his mother, Una of Houston.



SIU pensioner **Wallace I. Hyde**, 72, died of arteriosclerosis in Baltimore, Md. Aug. 7. Born in Batavia, N.Y., he was a resident of Baltimore at the time of his death. Brother Hyde joined the Union in 1946 in the port of New York and sailed in the deck department. Burial was in Loudon Park Cemetery, Baltimore. Surviving is his brother, Fred of Peoria, Ariz.



SIU pensioner **Honorato Castelino**, 77, died of a heart attack Apr. 28 in Brooklyn, N.Y. Born in Portugal he was a resident of New York City when he died. Brother Castelino joined the Union in the port of New York in 1946 and sailed in the steward department. Burial was in Rose-dale Cemetery, Linden, N.J. Surviving are a brother, Jaime J. Castelino, and a niece, Linda Rodricks, both of India.



Arthur F. Hiers, 52, passed away from a heart condition in Jacksonville, Fla. Aug. 22. A native of Chiefland, Fla., he was a resident of Tampa, Fla. when he died. Brother Hiers joined the SIU in 1942 in the port of Baltimore and sailed in the deck department. He was a veteran of the U.S. Armed Forces. Interment was in Ebenezer Cemetery, Chiefland, Fla. Surviving are his mother, Rena of Trenton, Fla.; a sister, Mrs. Beulah M. Sunde, and a brother, James, both of Tampa.



Allen A. Cooper, 59, died of arteriosclerosis in the New Orleans USPHS hospital Aug. 10. Born in French Harbour Roatan, Honduras, he was a resident of Tampa, Fla. at the time of his death. Brother Cooper joined the SIU in 1956 in the port of Baltimore and sailed in the engine department. Interment was in St. Bernard Memorial Cemetery, Chalmette, La. Surviving are his widow, Annie Mae; two sons, Allen and Robert, and two daughters, Mrs. Judy Van A. Powery of Westwego, La. and Yolanda of Tampa.



SIU pensioner **Ebor Duxbury**, 64, died of cardiac arrest in the PHS hospital in Galveston, Tex. on Aug. 19. Born in England, he was a resident of Galveston at the time of his death. Brother Duxbury joined the Union in 1943 in the port of New York and sailed in the deck department. Burial was in Galveston Memorial Park, Hitchcock, Tex. Surviving are his widow, Margaret, and a sister, Mrs. Mary Welch of Lawrence, Mass.



Robert B. Swanner, 68, died on May 2. Born in North Carolina, he was a resident of Norfolk. Brother Swanner joined the SIU there in 1957 and sailed in the deck department. Surviving are a sister, Sue Bell, and a niece, Mrs. G. P. Douglas.



William H. (Red) Simmons, 60, passed away at home on June 25. Born in Florida, he was a resident of New Orleans at the time of his death. Brother Simmons joined the Union in 1939 in the port of Mobile and sailed in the steward department. Surviving are his widow, Eula; his mother, Carrie; a son, James, and a sister, Thelma. Burial was in Lake Lawn Park Cemetery, New Orleans.



SIU pensioner **Felimon S. Barlizo**, 67, died of heart disease Sept. 9 at his home in New Orleans. A native of the Philippines, Brother Barlizo joined the Union in 1959 in the port of New Orleans and sailed in the deck department. Burial was in St. Vincent de Paul Cemetery, New Orleans. Surviving are a brother, Dominador of the Philippines; two sisters, Mrs. Teopila Nonanto, also of the Philippines and Mrs. Angelina Garumba of New Orleans, and a godchild, Marlene A. Alba of Marrero, La.



Mohamed Bin Ali, 54, died in Yemen on Apr. 20. Born in Aden, he was a resident of New Orleans at the time of his death. Brother Bin Ali joined the SIU in the port of New York in 1964 and sailed in the engine department as a fireman-water-tender. He was a graduate of the Union's "A" Seniority Upgrading Program in 1964. Among his survivors are his widow; a son, Ebda Mohamed of Aden, and a cousin, O. H. Mohammed of Brooklyn, N.Y.



Leo O. Benison, 66, died of a heart condition in the PHS hospital in San Francisco on Sept. 7. Born in Leavenworth, Kan., he lived in Anaheim, Calif. at the time of his death. Brother Benison joined the SIU in the port of San Francisco in 1962 and sailed in the engine department as a pumpman. He had been a member of the SUP from 1948 to 1961. He also was a U.S. Navy veteran from 1925 to 1945. Surviving is his widow, Mary of Orange, Calif.



John J. Dimitriadis, 50, passed away on July 16. A native of Derry, N.H., he was a resident of Concord, N.H. Brother Dimitriadis joined the Union in 1944 in the port of New York and sailed in the deck department until 1955. Surviving are his mother, Yvonne of Concord; a brother, Thomas of Penacook, N.H., and a daughter.



George W. Rohring, 69, died of pneumonia in the PHS hospital, Baltimore on June 8. Born in Germany, he was a resident of Baltimore when he passed away. Brother Rohring joined the SIU in 1938 in the port of New York and sailed in the deck department. Burial was in Green Mountain Cemetery, Baltimore.



SIU pensioner **Alfredo M. Duarte**, 73, passed away on Sept. 18. Born in Portugal, he was a resident of New Orleans at the time of his death. Brother Duarte joined the Union in 1941 in the port of New Orleans and sailed in the steward department. Surviving is his widow, Guiomar.

Shanghaiing Sailors—Once a Flourishing Trade

NOT a drop of rain fell over the dense forests of northwest Washington in the summer of 1886. The result was a series of lightning-sparked forest fires which shut down a number of logging camps—sending hundreds of lumberjacks and loggers homeward bound with a full season's pay in their pockets.

John Sutton, a 23-year old logger, never made it home.

He stopped off in the tough seafaring town of Port Townsend on Puget Sound—one of the major ports of entry for American shipping during the glory years of the West Coast windjammers.

The naive young man made his way toward the waterfront, ending up on Water Street, which was lined with bars, brothels and sailors' boarding houses.

He stopped at the Blue Light Saloon, downed a few whiskeys, and entered a card game in a back room of the bar.

As soon as the crooked card dealer had Sutton's last gold coin in his pot, the bartender sympathetically offered the youth a drink on the house—from a very special bottle.

Seconds later, young Sutton slumped forward, knocked unconscious by the potently drugged whiskey—apparently drunk to the other gamblers—he was carted away by the bartender.

After everything of value was stripped from the youth's person, he was dumped into a longboat laden with similarly unconscious young men, and delivered to the China-bound bark, *Reaper*.

When he awakened, he found himself sprawled out on the deck of a cramped, vomit reeking foc'sle, being savagely kicked in the back, stomach and ribs by the *Reaper's* bucko first mate, Bully Hansen.

Hansen made life miserable for young Sutton during the voyage, but Sutton was strong and stubborn—and the first mate could not break his spirit. On one occasion, the tough logger, not able to restrain himself any longer, fought back against the sadistic mate, and Hansen hit Sutton with an iron belaying pin, killing him instantly. He then dumped the poor youth's lifeless body overboard, as a meal for the sharks off the Solomon Islands.

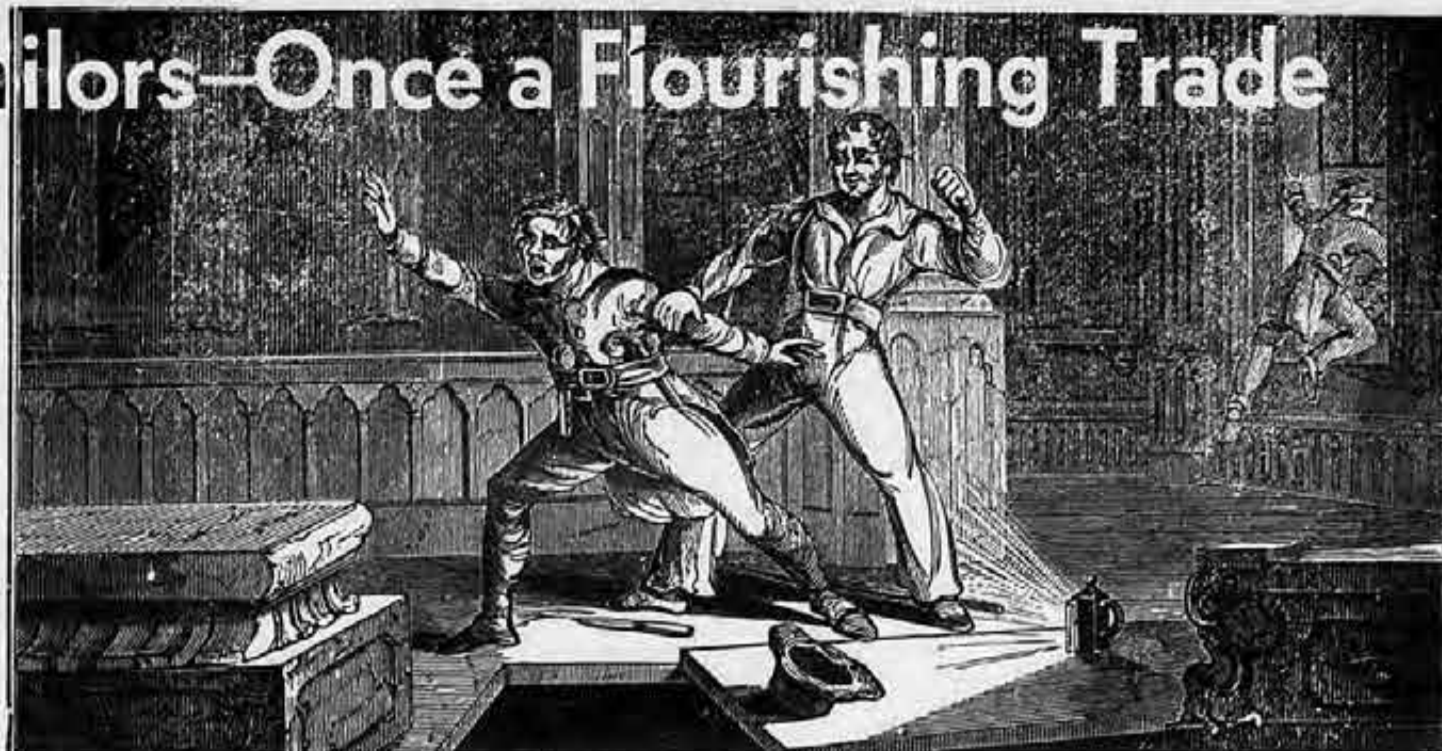
The events which led up to the death of John Sutton were not uncommon in the mid to late 1800's—for these were the days of shanghaiing—that vicious, yet profitable, business of supplying men for sea duty against their will.

The practice originated in the days of the Saxon kings of England, and continued unchecked until men like Andrew Furuseth struck back, pioneering the fight for seamen's rights.

Shanghaiing, though, was practiced most profitably on the Pacific West Coast of the United States for 40 years from 1850 to 1890. Indeed, the practice got its name from the San Francisco Barbary Coast.

"Sent to Shanghai," said the sailors, of unlucky men knocked on the head and hauled away to complete the crews of China-bound windjammers, barks and square-riggers.

It was the rotten shipboard conditions suffered by the American merchant seaman, plus the actions of sadistic captains and mates, like Bully Hansen, which encouraged the parasitic growth of



shanghaiing to fill the foc'sles of the U.S. merchant fleet.

In those dark days, average pay for an able bodied seaman was a fixed \$30 per month, and his working hours were totally dictated by the ship's officers, whether it be 15 or 20 hours a day.

His diet consisted of foul salt pork, larvae infested hardtack and water turned bad in filthy casks.

He slept in intolerably small, dank foc'sles, the bunks piled one on top of another—like so many caskets awaiting burial.

It was no wonder then, that as soon as a ship hit port, the majority of sailors paid off and searched for just about any other shoreside work they could find—thus leaving a vast manpower void in the American merchant marine—and shanghaiing flourished to fill the void.

The favorite hunting grounds for shanghaiers, or crimps as they were called, were the bars and sailors' boarding houses which were commonly found on the waterfronts of ports of call.

For each unconscious body delivered for sea duty, a crimp was paid anywhere from \$15 to \$50, depending on the manpower need in the port or the ship to be supplied. A hell ship, like the *Reaper*, always drew a \$50 fee per man.

A crimp's weapons were billy clubs and knock-out drops slipped into an unsuspecting victim's drink, which rendered him unconscious and caused violent sickness for days afterward.

Some of the more notorious haunts, built directly over the water, had back room trap doors which opened only for the vicious purpose of dumping drugged or beaten men into waiting longboats.

Crimps were as crafty as they were cruel.

Depending on a certain captain's need for sailors, a crimp delivering a shanghai crew would demand double or even triple the blood money before he allowed his human cargo to be unloaded like so many cattle to the slaughter.

Crimps also had the shifty habit of delivering a crew to an outbound ship, then in the middle of the night, kidnapping the still unconscious seamen to sell them again to another ship.

Some of the more well-known crimps were properly tagged with such nicknames as Scabhouse Johnny, Hell-Cat Haggerty, Three Finger Curtain and Shanghai Brown.

One of the most notorious of all crimps was a tall, brutal Scandinavian named Gunderson who worked out of Port Townsend. He was personally responsible for the delivery of literally hundreds of shanghai sailors for sea duty—and countless deaths.

On one occasion, Gunderson, short one man for a crew, went to the town's high school, asked that his son be excused from that day's classes and sold him to the outbound ship's master.

Justice finally caught up with Gunderson.

One night, a prospective victim was not getting properly drunk, and almost knowingly refused to drink from the drugged bottle. Gunderson became violently angry and attacked the stubborn seaman. The tough sailor put up a terrific fight but was finally overcome by a smash to the head with a

billy club, and was delivered to a ship bound for Australia.

Upon his arrival in Australia the determined seaman shipped out on the very next ship headed for return to Port Townsend. His first act after arriving at the Puget Sound port was to seek out Gunderson. He found him in the same place from which he had been shanghai several months before—calmly walked over to him and stabbed him seven times with a sheath knife. Gunderson miraculously survived, but his career of crimping was over.

Even though intolerable shipboard conditions existed then in the American merchant marine, mutiny was rare indeed, for the ship's officers carried firearms and the penalty for mutiny was death.

However, even these deterrents could not stop mutiny aboard the windjammer *Hesper*.

The *Hesper* was commanded by Captain Sodergren, a strict disciplinarian, a tough first mate named Lucas, and a particularly sadistic second mate named Fitzgerald who kept the sailors in line by systematically beating them into submission.

However, Fitzgerald made the mistake of beating an equally tough seaman named St. Clair who retaliated by killing the second mate.

Finally, in 1895 the U.S. government passed a law requiring that the crews of deepwater vessels be signed on before a United States shipping commissioner.

Shanghaiing continued however and as late as 1905 a front page news story appeared in the *Seattle Times* which described how two young men escaped shanghaiing aboard the square rigger *Scottish Moors* by leaping overboard and swimming ashore.

It was not until the advent of unionism that this vicious tradition was finally put to rest.



Crimp and his Confederate stand over beaten seaman.



Gang of "Billy Boys" drags young sailor away.

SPAD HONOR ROLL

The following Seafarers have demonstrated active interest in participation in the political and legislative activities—which are vital to both our job security, and our social and economic welfare—by voluntarily donating \$100 or more to Seafarers Political Activities Donation (SPAD), during the year 1973. SPAD is proud of these Seafarers and has added their names to its Honor Roll.

SPAD HONOR ROLL

R. Andersen
Union Town, Ala.

D. Anderson
Seattle, Wash.

B. Ayala
Brooklyn, New York

R. Balog
Youngstown, Ohio

W. Barron
Detroit, Mich.

W. S. Borchardt
Sans Souci, Fla.

G. Boughman
Detroit, Mich.

L. Bugo
Fort Wayne, Indiana

T. Burke
Belmont, Mass.

R. B. Butch
Warminster, Pa.

B. Dahlan
Brooklyn, N. Y.

C. DeJesus
New York, N. Y.

R. Desmond
Eden, N. Y.

S. H. Doherty
Barrington, R. I.

R. Fowlkes
Crewe, Va.

P. M. Genaw
Tampa, Fla.

J. Hamel
Sulphur, La.

D. Hernandez
Detroit, Michigan

D. Howell
Little Park, Minn.

J. Jaime
Bayamón, P. R.

S. C. Klano
Hamilton, Oregon

J. M. Kulberg
Hampton, N. H.

W. Kull
Forest Hill, Ill.

B. M. Mahan
Bronx, N. Y.

R. Mainaiza
Boston, Mass.

L. R. Mansfield
San Diego, Calif.

L. Marrero
Brooklyn, N. Y.

J. F. Marth
Northhampton, Pa.

C. Mossero
Brooklyn, N. Y.

E. Moyer
Brooklyn, N. Y.

C. Murphy
Houston, Texas

D. Olsen
Detroit, Michigan

J. J. Orsini
Hershey, Pa.

N. Rivera
Brooklyn, N. Y.

L. Rodden
Detroit, Mich.

N. G. Sakellarides
Silver Spring, Md.

T. P. Shannon
Ognensburg, N. Y.

S. Simpson
St. Louis, Mo.

R. F. Sims
Brooklyn, N. Y.

W. S. Stark
Brooklyn, N. Y.

F. Vullo
Hamburg, N. Y.

J. Wright
Seattle, Wash.

J. Zuniga
Houston, Texas

