

Hall Testifies for SIU

Congress Moves Ahead to Enact President's New Maritime Program

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Keith Terpe, president of the SIU of Puerto Rico, tells delegates to the MTD Convention how the problem of non-contiguous areas affect Puerto Rico.



Morris Weisberger, SIU vice president, discussed the problems of the non-contiguous areas at the recent meeting of the Maritime Trades Department.

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Edward J. Carlough, director of organization for the Sheet Metal Workers International Association, spoke at the MTD Convention and condemned the use of lie detectors in hiring.

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Congress Moves Swiftly on Maritime Program

WASHINGTON—The 91st Congress is moving swiftly to implement President Nixon's broad-ranging new maritime program that would sharply increase the level of new ship construction in U.S. yards, and that would extend the benefits of merchant marine assistance to the tramp, as well as the liner, segment of the fleet.

The sense of urgency was apparent in the House Merchant Marine and Fisheries Committee, chaired by Rep. Edward A. Garmatz (D-Md.), which wound up its public hearings by taking testimony on the Administration's plans to extend operating subsidy to the rapidly growing bulk-carrier segment of the fleet, and on proposals to insure increasing cargoes for all American vessels.

The same concern for prompt action on the pending legislation was demonstrated on the other side of Capitol Hill, where the Merchant Marine Subcommittee of the Senate Commerce Committee, under the chairmanship of Sen. Russell Long (D-La.), held a three-day whirlwind public hearing on all facets of the Administration proposal.

It appeared obvious that Congress felt that an ample record had been made in recent years for the need to rebuild and enlarge the U.S.-flag fleet, and that what was necessary now was legislative action to put such a program on the statute books.

As SIU President Paul Hall said in appearances before both the House and Senate Committees:

"The time is long past for talking about the plight of the maritime industry; the need is to move forward on a program designed to revitalize the American merchant marine."

Commenting on the ship operation aspects of the Merchant Marine Act of 1970, Hall, who is also president of the AFL-CIO Maritime Trades Department, expressed concern for "the development of a program for ship operation that will generate expansion of all sections of the U.S. fleet and will be fair and equitable to all classes of operators."

"We would have preferred," he added, "that the benefits of this legislation could have been extended to the Great Lakes and fishing fleets."

"They are in urgent need of assistance," he told the Committee, and, "It is hoped that when this Committee has completed its

action on the pending legislation, it will immediately turn its attention to the problems of these fleets."

Hall said that the new bill recognizes the need for increasing our bulk carrier capacity in light of the fact that eighty-five percent of our commerce today is in the bulk cargo trade.

"The extension of the operating subsidies to the bulk-carrier segment of the industry simply brings the 1936 Act up to date. It takes cognizance of the changed trade patterns. It puts the money where the trade is in 1970—not where it was in 1936," Hall said.

However, he suggested that the bill should make clear the intent expressed by Maritime Administrator Gibson in response to a question asked during his appearance before the Committee; that intent being, in extending ODS to the bulk trades, to give priority to the operator who has been and is presently engaged in this trade.

The MTD President said that once this intent is made clear, "This would prevent those companies presently receiving tax deferment, construction differential subsidies and operating differential subsidies from using these benefits to enjoy a substantial advantage over those who have up to this point been operating without this assistance. In other words, the presently unsubsidized operators can catch up, can modernize their ships, and can become competitive: But they must be protected."

The present provision in the pending legislation which denies a subsidy to operators who are involved in the ownership of foreign-flag ships is another important area which calls for amendment, Hall said.

He continued:

"I think we can all agree that, first and foremost, we want to encourage all operators to build ships in American yards and man them with American seamen under the U.S. flag.

"However, we cannot increase the American-flag share of the bulk trade if we foreclose the benefits of the new legislation to those operators who presently have both U.S. and foreign-flag ships. Some method must be found to enable these operators to qualify under the new Act, short of requiring them to divest themselves of their foreign holdings.

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Curbing the Runaway Fleet

THE PRESIDENT'S REPORT

by PAUL HALL



On its face, the new maritime legislation proposed by the Nixon Administration appears to extend the benefits of merchant marine subsidies to a major portion of the American-merchant marine—to the two-thirds of this industry which operates in the increasingly important bulk-cargo field.

For the first time since passage of the Merchant Marine Act of 1936, there is public recognition by the government that the bulk-cargo carriers are just as much a part of the U.S. merchant marine as are the berth-line carriers—and that if we're sincere about wanting to develop this country's full maritime potential, then some consideration is going to have to be shown these operators.

Frankly, it's about time. For 34 years, we've operated under a law that extended all of the merchant marine benefits exclusively to the berth-line trades. Fourteen select companies, which together account for less than one-third of the U.S.-flag fleet, have reaped all of the benefits. The result is that the tramp operator has been forced to subsist on government cargo almost exclusively; he has been priced out of the commercial trade by the denial of any of the subsidies extended to the berth-line operator.

Now the legislative proposals from the Administration seek to remedy this situation, offering to the bulk-cargo trade the same sort of opportunity to compete for commercial cargo that the break-bulk, berth-line trade has had for years.

Unfortunately, it's not as simple as that. And the

reason why it's not simple is that the new subsidy system would be tied to an old concept in the maritime law—a provision that says that no operator of American-flag vessels can qualify for government assistance if he also operates foreign-flag vessels.

And it's a fact of life that most of the American-flag tramp operators also have foreign-flag holdings. The government encouraged many of them to do this when it sold them surplus World War II ships in 1946; the government further encouraged many of these operators to go foreign when it gave them a special tax break on their foreign-flag earnings; and it forced a lot more into foreign-flag operations when it systematically denied them assistance similar to that enjoyed by the berth-line operators.

In the SIU, we have been consistently opposed to the "runaway-flag" fleet that has built up over the past 25 years. We have opposed it because it has robbed our members of seafaring jobs, robbed our country of tax dollars, and robbed our nation of the necessary vessels to maintain a strong and adequate merchant marine.

Now our members face even further job losses, unless the requirements against simultaneous American-flag and foreign-flag operations are eased. If the present requirement is allowed to stand, few—if any—of the tramp operators will be able to qualify for the new subsidies, because it's just not reasonable to expect that these operators will get rid of their foreign-flag holdings in one fell swoop.

During the course of the House hearings on the maritime program, Rep. Thomas N. Downing (D-Va.) proposed that the law be amended by writing in a "grandfather clause"—one that would freeze foreign holdings at their present levels, and that would then permit these operators to expand their American-flag operations by building new ships with government assistance and operating them with government subsidies.

It's the kind of compromise that makes sense. It lets an operator know that he can take advantage of the new program, but only if he agrees to go no further in terms of undercutting American maritime strength by operating foreign-flag vessels. He can keep those ships which he now has operating foreign, but he can no longer enlarge that foreign-flag fleet.

What this will mean is that the tramp operators, in the years ahead, will have to give their primary attention to strengthening their American-flag fleet—and from the point of view of the Seafarer, that means that the growth of these companies will, from this time forward, be concentrated on American-flag shipping.

For years we have looked for some way to bring these ships back under the American flag, so that we would be bringing jobs back to the American seafaring trade. This proposal won't accomplish that—but at least it could halt any further flight of our ships to foreign flags, and ultimately could lead to the expansion of American-flag shipping, and with it the creation of new jobs for American seafarers.

Sea-Land Begins Service On Three New Trade Runs

The recent addition of three new routes served by SIU-contracted Sea-Land Service Inc. could offer new jobs for seafarers. The company recently announced expansion of its operations to include ports-of-call in Jamaica, Korea and the Mediterranean.

Sea-Land, based in Elizabeth, New Jersey, specializes in containerships. The line's 47 vessels call at 34 ports worldwide. In addition to Gulf and coastal ports, the container ships carry cargo to North Atlantic, British and Continental

ports, Canada, The Mediterranean and the Far East.

The new Mediterranean service will include stops in Cadiz and Genoa with freight feeder connections to Leghorn, Naples, Marseilles and Barcelona.

The Korean operation will visit Pusan, Kobe, and Yokohama, on the way to coastal ports and via the Panama Canal to the East Coast.

The Jamaica runs will service Kingston, San Juan, Santa Domingo and the Virgin Islands.

Conference Seeks to Resolve Many Problems of Non-Contiguous Areas

BAL HARBOUR, Fla.—Top officials of labor, industry and government from Alaska, Puerto Rico and Hawaii will seek to resolve problems affecting ocean borne transportation to the three non-contiguous areas at a conference, co-sponsored by the AFL-CIO Maritime Trades Department and the Transportation Institute, in Washington, D.C. next month.

The MTD Executive Board took action here to improve and preserve American-flag shipping to the non-contiguous areas without tampering with the Jones Act. This law provides that only American-flag ships

can move cargo in the domestic trades, which includes the non-contiguous areas.

The MTD Executive Board adopted a resolution here calling upon the federal government to:

- Grant federal construction differential subsidies for the building of vessels by operators who carry cargo to the non-contiguous areas.

- Grant the same operators the right to establish construction reserve funds, on which federal taxes would be deferred, to encourage the maximum investment of private capital in the expansion and moderniza-

tion of the fleet serving the non-contiguous areas.

Both rights, the resolution noted, are now provided exclusively to 14 companies engaged in foreign trade. The Nixon Administration's proposed new maritime program would extend the grants to all shipping firms serving foreign trade.

"This right is needed equally by that portion of the fleet serving the non-contiguous trade, since it, too, is threatened by foreign commerce," the resolution asserted.

Keith Terpe, president of the SIU of Puerto Rico, explained to the MTD Executive Board that island's problems as they affect American shipping.

Terpe said Puerto Rico is dependent upon merchant marine trade from the mainland "to meet essential needs of life, health and economic development. Foodstuffs, medicines, fuel, raw materials and other essentials of modern life come to us principally by way of the sea."

He said that the potential savings that would be made available through construction subsidies and tax deferrals for shippers plying the non-contiguous routes would be passed on to the consumer.

He said that many American citizens of Puerto Rico work in the American maritime industry, and that growth in the industry would better their lives.

Morris Weisberger, an SIU vice-president, and secretary-treasurer of the Sailors Union of the Pacific, also spoke for the resolution.

He said that while both Hawaii and Alaska are heavily dependent on ocean transportation, both are "excluded from the government's programs for promoting a modern, efficient, competitive American merchant marine."

"The people of Hawaii," he said, "believe they have a legitimate complaint in the fact that their taxes go to pay the cost of construction subsidies for the American shipping industry, in order to make it competitive in foreign trade—yet the provisions of the present program bars them from getting any return on their taxes, because construction subsidies go only to ships in the foreign trade, and not in the regular mainland-Hawaii trade."

He said Alaska's citizens face the same dilemma.

Weisberger noted that the development of Alaska's oil reserves, considered by some to be the greatest in the world, "may hinge on low-cost means for transporting oil to the mainland." He said that by aiding shippers through construction subsidies and construction reserve funds, "we're going to increase our chances for full development of the Alaska oil

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Compulsory Arbitration, 'Nat'l Emergency' Laws Labeled Infringement of Workers Basic Rights

BAL HARBOUR, FLA.—Elimination of all "national emergency" legislation and the rejection of compulsory arbitration and any other form of "forced labor" laws were demanded by the Executive Board of the Conference of Transportation Trades here.

"National emergency" strikes were termed a "myth" by the CTT leadership. This myth, they said in a resolution, has fostered attacks upon the doctrine of free collective bargaining "through manipulating the federal government and the Presidency itself."

The resolution predicted an attempt would be made by the Administration to broaden "national emergency" sections of the Taft-Hartley and National Railway Acts, as well as to institute some form of compulsory arbitration in labor-management disputes involving the transportation industry.

Would Infringe Unrest

"Both propositions are wrong-headed," the resolution asserted. "Both would inflame unrest in labor-management relations, particularly in the transportation industry."

"It is particularly appalling that these proposals spring from a Department of Labor whose Secretary, George P. Shultz, has long contended that strikes seldom create 'national emergencies'; that collective bargaining works best when government interferes least," the Conference declared.

CTTs' Executive Board called upon the AFL-CIO to work for elimination of all the "national emergency" sections of the Taft-Hartley and Railway Labor Acts and to oppose all proposals to impose compulsory arbitration upon free collective bargaining. Compulsory arbitration and "national emergency" clauses were blasted by the Executive Board as being "infringements upon the fundamental rights of American

workers and managements to reach just and equitable agreements through free collective bargaining."

Soon after the Conference sessions closed, the Administration announced it would seek Congressional approval of laws to lengthen "cooling off" periods and provide a form of compulsory arbitration. The measure, if adopted, would permit a Presidential panel to force workers to accept what the panel felt was the best last offer of either management or a union.

Meany Assails Plan

The Administration program is aimed exclusively at five transportation industries and their workers' unions—maritime, longshore, railroad, airline and trucking.

AFL-CIO President George Meany immediately called for Congress to reject the proposal.

"The AFL-CIO does not believe nor has it ever believed that the government should be permitted to set the terms of collective bargaining agreements in private industry," Meany asserted. "We do not think it is compatible with the principles of democracy to compel employees to work on terms which are imposed on them by the government."

Meany stressed that the Federation has "always opposed and will continue to oppose any scheme of compulsory arbitration, no matter what Administration proposes it and regardless of whether it is openly labeled as compulsory arbitration."

Conglomerates Hit

In another major piece of action, the Conference, which consists of 27 unions in the transportation industry, including the SIU, rapped the "tidal wave" of corporate mergers into conglomerates.

The merger activity, now eliminating companies at a record pace, is suffocating the free enterprise system and seriously threatening the welfare of the

American worker and consumer, the Conference reported.

The warning against the threat involved in accelerated merger activity was issued in a report, "Conglomerates: Concentration, Collusion, Control." The 157-page document is the first in a series being developed by the CTT on the changing patterns of corporate America, according to C. L. Dennis, Conference chairman and president of the Brotherhood of Railway and Airline Clerks.

"The threat of conglomerates is real for all Americans," the study found. "It is particularly real, and particularly menacing, when it touches the transportation industry—a vital nerve center in modern America."

Merger mania, the report said, reached a peak in 1968, and was running 6 percent above that record rate during the first nine months of 1969. This has resulted in fewer and fewer corporations controlling an increasingly larger share of the nation's economy, the report said.

Impact of Mergers

Of America's nearly 300,000 corporations, 2,593—or less than 1 percent—control 86 percent of the assets and receive 88 percent of the net profits, the report revealed.

Of the nation's 194,000 manufacturing corporations, 87 held from 40 to 45 percent of all the country's corporate manufacturing assets in 1969. Profits of these same 87 industrial giants equaled the total profits of all other manufacturing companies.

Mergers are having a strong impact on the transportation industry, the CTT report showed. Nine conglomerates acquired 95 companies directly involved in transportation between 1961 and 1968, the study noted.

The Conference report gave several detailed examples of the ruthlessness of a conglomerate toward a new acquisition. It showed the history of the acqui-

sition by Walter Kidde & Co., makers of fire alarms and fire extinguishers, of United States Lines. Through a complicated series of financial deals, Kidde completed the take over of United States Lines in 1969.

"Events since then make it clear that the conglomerate did not swallow up United States Lines in order to provide the public with ocean transport," the study said. It showed that in October, 1969, United States Lines—now owned by Kidde—announced it would lease 16 of its vessels to Sea-Land, a containerization firm.

Big 'U' Layup

Just a month later, three more United States Lines vessels were sold to Farrell Lines. This was followed by the cancellation of all recent scheduled voyages of the 1,000-passenger S.S. United States, flagship of the American liner fleet.

Kidde & Co. is now threatening to permanently lay up the S.S. United States unless the federal government pays \$4 million to \$5 million a year in subsidies beyond the current subsidy rate.

"It is obvious that the conglomerate's acquisition of U.S. Lines has severely undermined that line's service to the public," CTT's Executive Board asserted.

Increasing Dangers

The Conference warned of increasing dangers to the economy through mergers in the future, particularly in the transportation field.

"For the transportation industry," the report said, "the merger movement has probably just begun."

Future reports to be issued by the CTT will tell of the specific impact of merger activity on the trade union movement, the transportation industry and the general public.

Three More Seafarers Make It

Upgraded Engineer Total Hits 372

Three more Seafarers have been graduated from the School of Marine Engineering sponsored jointly by the SIU and MEBA-District 2.

Following successful completion of the comprehensive training program offered by the school, and having passed their coast guard examinations, the three men became licensed engineers.

The total number of Seafarers who have been graduated from the School now stands at 372.

Drury Clyde Kendrick, 34, joined the SIU in 1959 and sailed in the engine department as an FOWT before entering the School in October. He graduated on March 2 with a Third Assistant Engineer's License. A native of Mobile, Alabama, Brother Kendrick served in the Marine Corps from 1953 until 1956.

David Vernon Merriken, 21, received his Temporary Third Assistant Engineer's License on February 10. He joined the Union in the Port of New York in 1967 and in that same year graduated from the Harry Lundberg School of Seamanship. He sailed as a wiper and FWT before entering the engineering school in October.

James William Edson, 23, is a native of Virginia and now makes his home in Norfolk. He joined the SIU in 1965 in the Port of Norfolk and sailed in the engine department as a wiper. A graduate of the Andrew Furueth Training School, Brother Edson entered the engineering school the end of last year and received his Temporary Third Assistant Engineer's License on February 27. He served in the Marine Reserves from 1964 until 1967.



Kendrick



Merriken



Edson

Leniency on Temporary Visas Opposed by Labor Federation

WASHINGTON—The AFL-CIO has voiced its opposition to proposals in Congress that would "weaken" the Immigration and Nationality Act's provisions dealing with admittance of aliens on temporary visas.

Legislative Director Andrew J. Biemiller testified against sections of two House bills that would remove a requirement that such aliens, defined as having "no intention of abandoning" their homelands, be admitted only for temporary jobs.

In testimony presented by Legislative Representative Kenneth Meiklejohn to a House Judiciary subcommittee, Biemiller made it clear that his views were limited only to sections dealing with temporary visas in the bills being considered.

These are the only sections on which the subcommittee is currently holding hearings. Should hearings be held on other provisions in the bills, Biemiller noted, the AFL-CIO would also like to present further views.

Biemiller cited previous testimony in opposition to expanding temporary visas given by Assistant Secretary of Labor Arnold Weber on behalf of the Administration.

Weber opposed the sections

of the bills on grounds they would "adversely affect the wages and working conditions of U.S. workers" and "deny, often on a long-term basis, protection of the temporary alien both as a worker and potential citizen."

Call on Congress to Act Now

Bold Improvement of Social Security Held Essential for Nation's Elderly

BAL HARBOUR, Fla.—Congress must enact "bold reform and not patchwork" legislation to provide the nation's elderly "with the dignified secure retirement they deserve," the AFL-CIO declared.

The federation's Executive Council urged quick action on "major improvements" in Social Security and Medicare proposed in bills introduced by Representative Jacob H. Gilbert (D-N.Y.) and Senator Harrison A. Williams, Jr. (D-N.J.).

On Social Security, a council statement called for an immediate 20 percent across-the-board increase in benefits (including the 15 percent enacted in late 1969) to be followed by an additional 20 percent increase in two years.

Thereafter, the council said, benefits should be adjusted in accordance with an appropriate measure of increases in wage levels "so beneficiaries can participate in the increased standard of living they made possible."

"A cost of living mechanism would be a good first step only if it is clear public policy that benefits will be adjusted upward periodically in addition to cost of living adjustments," the council said.

Its program also called for:

- Increasing the minimum benefit to \$90 for a single person and \$135 for a couple with a further increase in 1972 to \$120 and \$180 respectively. The present minimums are \$64 for a single person and \$96 for a couple.

- Improvements in widows' benefits; higher benefits for those who retire before age 65; permitting a retiree's benefits to be based upon his highest 10 years' earnings out of any 15 consecutive years after 1950.

- Raising the amount of income a person can earn and still get full Social Security benefits; increasing the lump-sum death payment from \$225 to \$500; and improvements in disability benefits.

- Elimination of the require-

ment that men who retire at 62 must compute their average earnings by including years up to 65—a requirement that lowers retirement benefits excessively.

- Ending deductions from assistance payments for recipients whose incomes are so low that their social security benefits must be supplemented by public assistance, as well as ending deductions for injured workers receiving workmen's compensation.

- Financing the medical insurance part of Medicare, now paid for partly by the retiree, through contributions paid during the beneficiary's working years, in the same way hospital insurance is now financed.

- Expansion of the present insurance coverage under Medicare to include the cost of prescription drugs, and expansion of the entire program to include persons under 65 who are receiving disability benefits through Social Security.

- Increasing the earnings base on which Social Security taxes are paid from its present \$7,800 level to \$9,000 immediately and \$15,000 in 1972.

Increasing the general revenue contribution to Social Security gradually until the federal government is paying one-third of the costs of the present employer-employee paid program.

The council expressed gratification that Congress enacted a 15 percent across-the-board increase in Social Security benefits last year, but emphasized that lawmakers recognized that much greater improvements were needed.

"Enactment of the 15 percent increase," the statement concluded, "must not be an end but only the beginning."

Aboard the Merrimac



Bernard Gabor, a 2nd Assistant Engineer aboard the Merrimac, takes a break on deck while the ship is in New York. Brother Gabor earned his license after training at the SIU-MEBA sponsored School of Marine Engineering. He passed Coast Guard exam with flying colors.

SIU WELFARE, PENSION & VACATION PLANS

Cash Benefits Paid

Report Period January 1, 1970 - January 31, 1970

	Number of Benefits	Amount Paid
SEAFARERS' WELFARE PLAN		
Scholarship	13	\$ 2,960.75
Hospital Benefits	2,035	49,069.76
Death Benefits	25	68,005.00
Medicare Benefits	145	578.00
Maternity Benefits	21	4,100.00
Medical Examination Program	1,186	35,592.64
Dependent Benefits (Average \$472.12)	1,595	75,303.64
Optical Benefits	645	9,444.36
Meal Book Benefits	682	6,823.35
Out-Patients Benefits	4,017	31,664.00
SUMMARY OF WELFARE BENEFITS PAID	10,364	283,541.50
SEAFARERS' PENSION PLAN-BENEFITS PAID	27	15,670.00
SEAFARERS' VACATION PLAN-BENEFITS PAID (Average \$598.17)	2,194	1,312,394.43
TOTAL WELFARE, PENSION & VACATION BENEFITS PAID THIS PERIOD	12,585	1,611,605.93

Cheering Them Up



Keiko Nakategawa, secretary at the SIU hall in Yokohama, brightens up the day for Seafarers W. H. Rogers, A. H. Duggan, and I. Bouzin who are presently laid up at the new Bluff Hospital in Yokohama.

MTD Report Urges Halt In Use of Lie Detectors

BAL HARBOUR, Fla.—The AFL-CIO Maritime Trades Department is seeking federal legislation to ban the use of all "lie-detecting" devices, based on a comprehensive MTD study which revealed that growing numbers of American workers are being coerced into submitting to polygraph tests.

The MTD report, "The 'Lie Detector'—Guilty Until 'Proven' Innocent," showed that hundreds of thousands of people are forced to take such tests by employers, prospective employers or law enforcement agencies.

If they refuse to take the test, it is frequently interpreted as a sign of guilt. If the worker agrees to take the test, the results will be determined by many factors that have no relationship to "truthfulness" or "lying."

Use of the polygraph is increasing despite a massive array of evidence that show it to be totally lacking in credibility. For example:

- Polygraph results have always been excluded as evidence by criminal or civil courts throughout the land.

- The National Labor Relations Board has consistently ruled against companies that have used "lie detector" coercion against workers seeking to organize a union.

- In known cases where an employee was disciplined or discharged on the basis of polygraph results or refusal to submit to the test, arbitration has always resulted in a decision against the company.

- Legislative opinions against the inherent invasion of privacy involved in such tests have brought laws prohibiting employers from using them in a dozen states and several cities.

The use of the polygraph, the MTD study declared, "runs counter to Constitutional guarantees against illegal search and seizure, and is contrary to the Constitution's safeguard against self-incrimination."

"The use of the 'lie detector' the report asserted, "flaunts America's historic concept that the accused is innocent until proven guilty—in point of fact, the 'lie detector' presumes guilt unless and until the subject can 'clear' himself."

The MTD board called for several interim steps pending federal prohibition of the polygraph. The board urged:

- An all-out campaign in the 1970's for enactment of state laws prohibiting the use of "lie detecting" devices. Seven of the dozen states that have outlawed use of the polygraph have acted within the past five years, all with vigorous trade union support. Yet, 38 states and the District of Columbia, the seat of national government, still permit their use.

- A campaign to institute anti-polygraph clauses in collective bargaining agreements.

"Many times," their report continued, "collective bargaining rights for workers represented by unions have paved the way for legislative rights for all Americans."

- Vigorous prosecution, through grievance and arbitration procedures, of any cases involving the use of polygraphs or an employee's right to refuse to take such a test.

"Courts, arbitrators and unemployment compensation boards have used strong language in denunciation of polygraphs and in defense of workers who exercise their rights not to be compelled to the indignity of their use. If every such case is prosecuted to the maximum extent, management might eventually—if reluctantly—abandon the practice on the ground that it cannot win."

In calling for all-inclusive legislation by the Congress, the MTD leadership noted that such a statute would achieve substantially more than a multiplicity of state laws by guaranteeing protection to all Americans.

"Federal legislation would offer safeguards to those untouched by state laws—particularly public employees," the study noted.

The executive board took harsh exception to the justification of polygraph testing in the name of "national security," calling it, "a loophole through which the unscrupulous investigator can squirm to enlarge the area of this activity."

"Since the 'lie detector' is so clearly violative of Constitutional rights—and since it is so clearly an unreliable device for the measuring of truth or deception—it has no place in America, not even in government," the board report said. "It simply does not make sense to say that the polygraph is unconstitutional and unreliable, but that 'national security' justifies its use, for it is just as unconstitutional and unreliable in those circumstances as in any others."

They Came to Meet Daddy



These two charming young ladies were waiting on the dock when the *Transindiana* tied up at the Seatrain dock in Weehauken, New Jersey. Their daddy, Luciano Ortiz, sails on the vessel as wiper. Enjoying ice cream in the galley are Lorraine Ortiz, 10, and sister Annie, 5.

High Seas Incidents Continue

House Committee Will Open Hearings On Illegal Seizure of U.S. Tunaboats

WASHINGTON, D. C.—The Chairman of the House Merchant Marine and Fisheries Committee has announced his intention to hold hearings on the recent illegal seizures of United States fishing vessels on the high seas by Latin American governments who claim a 200-mile offshore territorial jurisdiction.

Congressman Edward A. Garmatz (D-Md) also said that he would introduce a bill demanding the return of all United States vessels on loan to nations that illegally seize American vessels. Garmatz made the announcements following the seizure of the tuna-boat Day Island on February 25 by the Ecuadorian gunboat 25 De Julio in waters 25 miles off the coast of Ecuador.

"This is the third American tunaboat illegally seized since February 14 of this year," Garmatz said, "and the Latin American nations responsible for these piratical acts have fined American owners a total of \$64,722 in less than two weeks. We still don't know how much Ecuador will fine the Day Island owners."

The Day Island was previously seized by Ecuador on December 10, 1968 and the owners were required to pay \$81,975 for release of the vessel.

"In addition to defying the rights of United States citizens on the high seas, this insulting and dangerous situation is compounded by the fact that the 25 De Julio is a former United States naval vessel now on loan to Ecuador," Garmatz said. The chairman said the gunboat is the former U.S.S. Enright, a high speed personnel carrier on a destroyer hull. "Ironically enough," he added, "the 25 De Julio visited San Diego on a good will tour the week before the latest seizure."

hearings, but the Committee chairman said that—in addition to considering the bill proposing recall of American vessels—the hearings would consider other forms of retaliatory action, such as economic sanctions, embargoes against fishery imports of offending nations, and possible other actions.

The bill, introduced by Garmatz and co-sponsored by other Republican and Democratic members of his committee, would require the President to recall those United States vessels being operated under expired loans by any nation that illegally seizes an American fishing vessel. It also proposes to require the Secretary of the Navy to recall other United States naval vessels now being operated under valid loans by any offending nation. If the legislation became law, the Secretary of the Navy would be required to terminate the ship loans by giving a 30-day notice to the country involved.

Although existing law provides the Secretary of the Navy discretionary authority to recall such vessels, the Defense Department has not used that authority—despite persistent requests from members of Congress. The Garmatz bill would force recall action.

The United States claims a 3-mile offshore territorial jurisdiction and a 12-mile exclusive fishing zone. Peru, Chile and Ecuador claim a 200-mile exclusive fishing zone, not recognized by the United States or

most other maritime powers. The three countries are all operating former United States vessels on a loan or lease basis. During 1969, 14 American-owned tunaboats were seized by Latin American nations and fined a total of \$96,000.

"We have been trying for fifteen years," Garmatz said, "to bring these Latin nations to the conference table, so that this entire problem of fishing rights can be resolved. But these efforts have been futile. It is essential for the United States to bear down and get tough, in order to protect American fishermen and to assert our nation's sovereign rights in international waters."

When the Garmatz Committee threatened economic sanctions last year, Peru, Ecuador and Chile did meet with the United States last August at Buenos Aires, Argentina. The preliminary talks brought no results and, Garmatz said, the three new seizures in February indicate a lack of sincerity.

The three latest seizures were:

- February 14, 1969—Ecuador seized the American tuna vessel, City of Panama, 17 miles off the Ecuadorian coast. The owners paid \$49,650 for release of the vessel.

- February 23, 1969—Peru seized an American tuna vessel, Western King, 30 miles off the Peruvian coast. The owners paid \$15,072.

- February 25, 1969—Ecuador seized the Day Island.

Panama Says Control Over Ocean Extends 200-Miles from Shores

ROME—Panama, a favorite nation of runaway-flag ship operators, claims territorial jurisdiction over an area of ocean more than nine times larger than its land area, according to figures released by the United Nations Food and Agriculture Organization.

Panama's land area measures only 29,201 square miles but the country claims that it has sovereign rights over an area of open sea in the Caribbean and Pacific that measures 274,390 square miles.

The figures compiled by the United Nations were part of a new survey of territorial sea limits and fishery zone claims made by 106 countries.

Panama is one of eight South and Central American nations that claim sovereign territorial rights over sea zones stretching 200 nautical miles out from their shores.

Claims Cause Friction

The claims of these countries have been the cause of constant friction for more than 20 years between the U.S. Pacific Coast tuna fleet, which fishes in the area as part of the high seas

recognized by the United States, and the Latin countries, who do not adhere to accepted international law covering territorial seas.

Recently, U.S. tunaboats fishing in the area have been attacked by the navies of these nations, and on several occasions, American fishermen have been shot at and severely injured.

Other South and Central American states claiming a 200-mile limit are Argentina, Chile, Ecuador, El Salvador, Nicaragua, Uruguay and Peru.

The United Nations survey shows that Communist China, along with the Soviet Union and 38 other countries, claims a 12-mile territorial sea zone.

The United States, along with Great Britain, France, Japan, Canada and 24 other countries, claims a three-mile limit.

Tradition says that the United States, as did many other countries, arrived at the use of a three-mile limit because this was the effective range of shore-based cannon used during the 17th Century.

Aboard the Robin Goodfellow

As Unemployment Mounts:

AFL-CIO Executive Council Urges Boost in Nation's Sagging Economy

BAL HARBOUR, Fla.—“A decisive change in national economic policy” is needed to slow the rise in prices “without a growing army of unemployed,” the AFL-CIO Executive Council said.

The council charged that the Administration's policy of “severe economic restraint” isn't working.

Tight money and high interest rates have had a “devastating impact on homebuilding” but haven't halted the inflationary expansion of business investment in new plants and machines, the council noted.

“Skyrocketing interest rates . . . in the guise of fighting inflation” have themselves been a major cause of higher prices.

And after more than a year of the Administration's economic medicine, “America is now confronted by both an economic slump and rapidly rising prices.”

The council cited the mounting evidence of an economic downturn—higher unemployment, cuts in working hours and weekly earnings, a lack of sufficient job opportunities for a growing labor force.

Warning Sounded

It warned that the impact of rising unemployment falls hardest on the least skilled, the most recently hired and young people.

“The government's programs to encourage employment of the hard-core jobless, especially minority-group workers, are being undermined and threatened with destruction,” the council stressed.

Seafarer Hannibal Cited for Service Among the Young

An SIU member of 27 years standing, Seafarer Roberto Hannibal has been awarded a special citation for outstanding service rendered to the community in which he lives.

Brother Hannibal, who makes his home in the Borough of the Bronx, has been putting in a great deal of time and effort—in between sailings—working for the Morrisania Youth and Community Service Center and the Morris Avenue Community Association, both of which are part of the Youth Program of the City of New York. The efforts of public-minded citizens like Hannibal are responsible for providing wholesome outlets for youngsters and keeping them out of mischief.

His work and dedication were recognized last month when he received a Citation of Honor, signed by Mayor John V. Lindsay. The citation, dated December 14, 1969, was presented on behalf of the Volunteer Co-ordinating Council of New York.

A change in policy is needed “without delay,” it declared. “Selective measures, aimed at restraining the specific causes of inflationary pressures, should be adopted. Homebuilding—particularly low- and middle-income housing—should be provided with immediate federal assistance.”

Among specific measures, the Executive Council urged:

- Direct restraints by the Federal Reserve System on inflationary business loans for new plant and equipment.

- Federal curbs on business mergers which are concentrating economic power in “a narrowing group of giant companies and banks.”

- A congressional review of monetary machinery and policies “to achieve much-needed reform.”

- Practical, selective steps to hold down sharply rising costs of physician fees, hospital charges, auto and property insurance and housing costs.”

The council stressed the need for “immediate assistance” to homebuilding, warning that high interest and mortgage rates have put decent housing “out of the reach of even middle-in-

come working people” as well as intensifying the serious shortage of low-income housing.

To meet this crisis, the council said:

“The federal government should provide direct loans for the creation of low- and moderate-income housing.

“Congress should direct the Federal Reserve to buy up to \$5 billion of government-guaranteed housing obligations.

“A portion of the GI Life Insurance Fund should be earmarked for veterans' mortgage loans at reasonable interest rates.

“Congress should require that a portion of bank trust accounts, including pension funds, should be invested in government-guaranteed mortgages to qualify for tax exemption.”

The council reiterated the AFL-CIO's position that, if the President determines that controls are necessary, labor will cooperate “so long as such restraints are equitably placed on all costs and incomes—including all prices, profits, dividends, rents and executive compensation, as well as employes' wages and salaries.”



These two graduates of the Harry Lundeberg School of Seamanship at Piney Point pose for a photo aboard the Robin Goodfellow after the vessel tied up in Bayonne, N.J., following a four-month trip to the Far East. Left to right are Anthony Kaelen and Mike Ziobro. Both are wipers who plan to attend the SIU upgrading school for FOWT.

Rep. Carey Urges:

U.S. Maritime Commitment Should Equal Space Dollars

WASHINGTON—A New York Congressman urged that the United States spend more money to develop maritime industries needed to cope with rising population.

Rep. Hugh L. Carey (D-

N.Y.) called for an investment in maritime affairs “at least equal to our commitment in outer space.” He said that such a program—to develop American potential in shipping, shipbuilding, fishing and oceanography—is vital to our future.

Speaking at a luncheon sponsored by the 7.5-million-member AFL-CIO Maritime Trades Department, Carey noted that the federal government will spend \$3.4 billion on the space program and only \$333 million on the maritime program in fiscal 1971.

“I wonder how many more manned space flights to the moon will be necessary,” Carey asked, “before the American people wake up to the fact that these feats . . . add little to our national wealth.”

By comparison, he said, maritime has a potential for bringing raw materials to American industries, carrying finished products to consumers around the globe, strengthening U. S. defenses, improving the balance of payments and “sustaining life on this planet.”

The Congressman continued:

“By the year 2000, just 30 years from now, the world's population will have doubled. To serve that huge army of people will require a doubling of our industrial effort and the doubling of our output of food and fiber—at least doubling and possibly more, because we do not yet provide adequate food or clothing or shelter for the world's population.

“This growth will be beyond anything our land resources, alone, can support. We will have to turn to the oceans—for food, for medicines, for mineral wealth to replace the land-based resources which are already inadequate to meet today's needs, and which are being depleted at an alarming rate.”

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

February 1, 1970 to February 28, 1970

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	0	2	1	1	6
New York	103	87	71	41	3	199	138
Philadelphia	12	16	8	7	0	135	71
Baltimore	37	21	23	12	7	135	72
Norfolk	23	17	14	13	4	32	26
Jacksonville	22	24	18	14	3	45	43
Tampa	13	21	14	17	4	18	35
Mobile	35	36	29	13	1	74	42
New Orleans	73	64	55	28	8	6	69
Houston	65	54	52	74	39	98	102
Wilmington	36	74	50	69	22	34	12
San Francisco	89	100	55	82	17	90	101
Seattle	54	55	43	32	20	1	16
Totals	562	570	432	404	129	868	733

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	0	0	4	3	0	6
New York	106	113	62	72	13	152	169
Philadelphia	13	9	4	5	2	19	29
Baltimore	49	37	21	21	4	70	56
Norfolk	11	23	7	17	2	25	37
Jacksonville	13	39	8	19	1	18	48
Tampa	6	16	11	17	4	10	16
Mobile	33	33	14	21	1	58	60
New Orleans	46	103	35	48	2	4	122
Houston	46	72	28	51	26	108	96
Wilmington	20	46	25	37	17	22	11
San Francisco	63	96	42	85	41	62	96
Seattle	33	39	26	37	19	0	18
Totals	439	626	283	434	135	548	764

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	0	1	1	5	0	2
New York	74	64	34	39	9	153	95
Philadelphia	10	9	8	5	0	17	12
Baltimore	44	14	14	9	6	118	70
Norfolk	20	35	5	14	6	24	43
Jacksonville	8	16	5	16	8	24	30
Tampa	6	10	8	11	4	13	7
Mobile	29	16	17	10	1	76	39
New Orleans	22	52	39	19	5	40	64
Houston	63	34	37	35	31	116	37
Wilmington	24	32	18	25	19	10	12
San Francisco	66	73	55	59	34	66	73
Seattle	42	13	32	11	25	16	12
Totals	408	368	273	254	153	673	496

Nixon Plan Eases Assistance To Import-Injured Employees

WASHINGTON—President Nixon has asked Congress to make it easier for workers and companies hurt by rising imports to qualify for government assistance.

Under the restrictive standards of the 1962 trade law, and the rigid interpretation of the U.S. Tariff Commission, it was only this month that the first groups of workers were declared eligible for benefits to compensate them for loss of jobs.

The Administration proposed that the standards be relaxed somewhat by requiring only a showing that increased imports were a "substantial cause"—rather than the "primary cause"—of the hardship. And the increase in imports would no longer have to be related to a prior tariff reduction.

It also asked Congress to put the decision on whether to grant relief to workers or companies in the hands of the President rather than the Tariff Commission. The commission's role would be limited to furnishing "factual information" to the White House.

At the same time, the President urged a continuation of the nation's policy of "freer world trade." He warned that greater

curbs on imports would result in retaliation against American exports "and both sides would lose."

In the area of easing requirements for relief from hardships resulting from freer trade, Nixon proposed a change in the "escape clause" of the 1962 law, which is supposed to bring about temporary tariff increases when an industry is adversely affected.

The President acknowledged the growth in protectionist sentiment in the United States and expressed the hope that the proposals for easing requirements for government help to workers and industries would overcome some objections to liberal trade.

He termed the problem of textile imports "a special circumstance that requires special measures," adding:

"We are now trying to persuade other countries to limit their textile shipments to the United States. In doing so, however, we are trying to work out with our trading partners a reasonable solution which will allow both domestic and foreign producers to share equitably in the development of the U.S. market."

Poor Mired in Poverty:

Nixon Welfare Plan Criticized; New Approach Sought for Needy

BAL HARBOUR, Fla.—The AFL-CIO called for a "bold new approach" to public welfare so that needy families "can live in decency."

The federation's Executive Council took a critical look at the Nixon Administration's welfare reform proposal, crediting it for good intentions but faulting it for proposing "grossly inadequate" benefits and "unacceptable" features that would subject the poor to exploitation and leave them mired in poverty.

Under the Administration's proposals, now being considered by the House Ways and Means Committee, a family of four with no wage earner would receive a federal payment of \$1,600 a year and be eligible for food stamps. States would have the option of supplementing the federal payment.

Families with very low earnings would be able to keep the first \$720 a year of earned income without reduction of benefits. Thereafter, the federal payment would be reduced 50 cents for each dollar earned. Able bodied adults, including mothers

of school-age children, would be required to take jobs or job training as determined by the Labor Department.

This would replace the present AFDC program — Aid to Families with Dependent Children.

Persons without minor children would be eligible for assistance only if they were old, blind or disabled. In those cases, the federal benefit would be \$90 a month.

The Executive Council state-

ment stressed the need for a fully federal welfare program, "with adequate payments" based solely on need.

It said the proposed payment level of the Administration plan would provide higher payments to less than 20 percent of families now receiving AFDC benefits. "Moreover," the council noted, "since it fails to provide for periodic updating, payments might be held at present sub-poverty levels indefinitely while living costs continued to climb."

Urge Medical Fee Controls To Curb Overcharging Abuses

BAL HARBOUR, Fla.—The AFL-CIO has called for "immediate, effective controls" on fees charged by doctors and nursing homes under Medicare and Medicaid programs in light of a recent government report.

The report, prepared by the Senate Finance Committee's staff, showed that Blue Cross, Blue Shield and other medical insurance carriers have let doctors charge the programs more for specific services than the companies pay doctors on behalf of their own clients.

The report listed thousands of doctors and doctors' groups who received more than \$25,000 in payments from Medicare and Medicaid in 1968, including scores who received more than \$100,000.

The committee's staff, which also exposed other abuses of and defects in Medicare and Medicaid, said that reforms are urgently needed to reduce costs because the "programs are in serious financial trouble."

An AFL-CIO Executive Council statement said the report shows "how many doctors and other health providers and insurance companies have exploited weaknesses in the Medicare and Medicaid law for exorbitant financial gain."

The council noted that Medicare and Medicaid were enacted

with the strong support of labor "to provide urgently needed medical care for the elderly and the poor who could not afford to pay for it out of their meager incomes."

The programs have enabled millions of Americans to obtain needed medical care and they have been "conscientiously administered" by responsible government agencies.

Seafarers



ACTION LINE



In addition to the grievances and contract questions which are settled by patrolmen at sign-offs and sign-ons, and by the SIU Contract Enforcement Department, Headquarters in New York receives communications from Seafarers seeking contract interpretations.

These communications cover the range of working conditions, pension and welfare questions and other related subjects affecting Seafarers.

Because many of these questions would be of general interest to the membership, Headquarters has arranged to have the questions and answers published regularly in the LOG.

The following question was received relating to the availability of heat and hot water aboard ship.

Question:

What does the union contract provide in the event that heat and/or hot water are not available aboard ship?

Answer:

The answer to this question is contained in Section 43, Articles 1 and 2 of the NEW STANDARD FREIGHTSHIP AGREEMENT.

This Section provides that room allowance, at the rate of \$10.50 per day, shall be allowed when heat is not furnished in cold weather and when the outside temperature is 65° or lower for 8 consecutive hours.

This same room allowance, \$10.50 per day, will also be allowed when hot water is not available in the crew's quarters for twelve or more consecutive hours.

In order to qualify for this allowance the following must be done on an individual basis by Seafarers claiming the allowance:

- An immediate report must be made to the Department Delegate and the Chief Engineer.
- Each Seafarer must maintain a written record of the beef which includes the date, time of day and the temperature.
- All heat and hot water beefs should be submitted on an individual basis.

SEAFARERS LOG

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POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.

IT'S THE LAW!

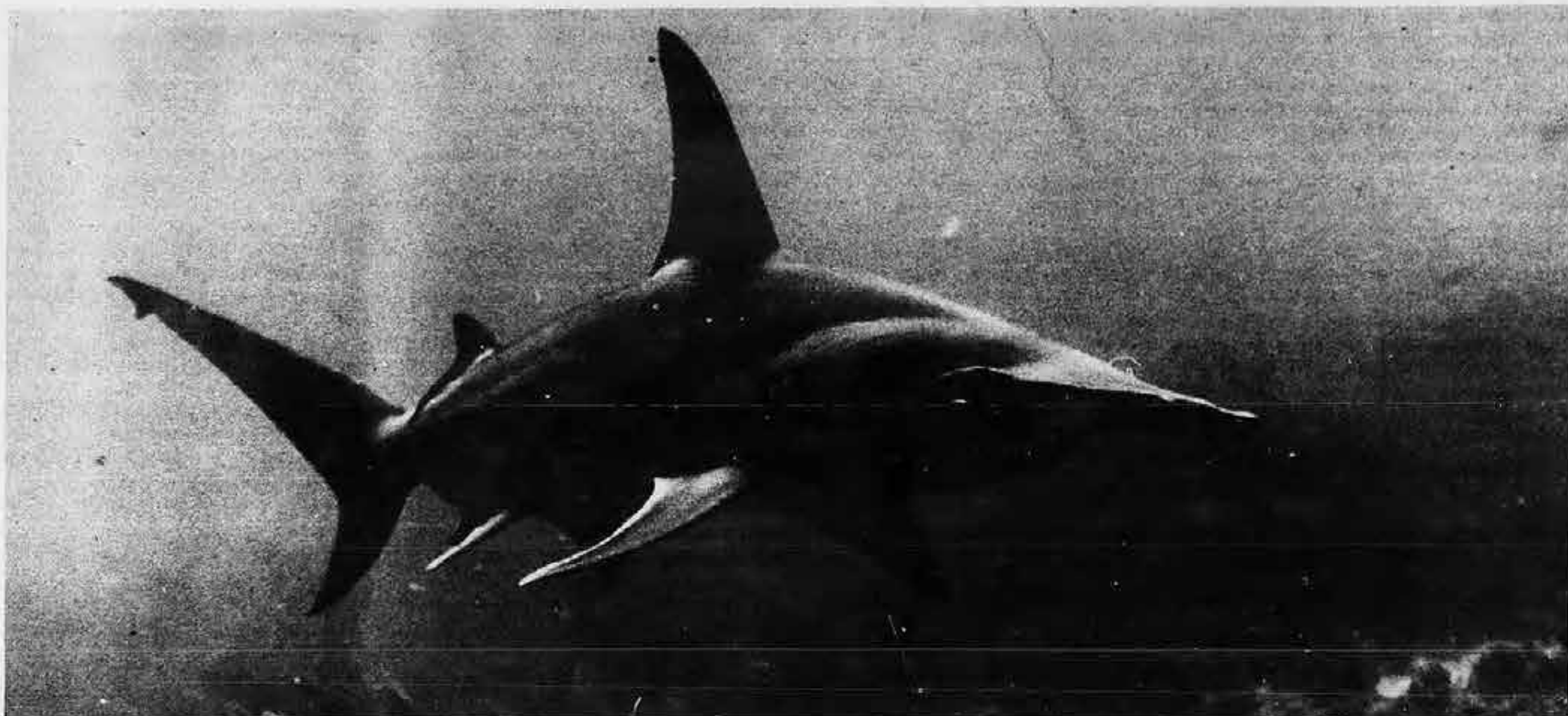
NARCOTICS

ANYTIME-ANYWHERE
MEANS

NO MORE SHIPS
- EVER!

SEAMAN'S PAPERS REVOKED

SHARK!



Great hammerhead sharks like this one have been known to attack human beings. Though not so noticeable here, the shark's head is shaped like a two-sided hammer.

THE DECK was slippery from the storm and in a sudden lurch of the ship, the deckhand fell into the sea.

He called for help but no one heard him.

Some days later, after a long struggle, fishermen caught a white shark.

They slit him open and among the many objects in the shark's stomach was a human arm and leg. They were the only remains of the seaman who fell overboard.

It's a gory tale but although this particular one is fictional, it is far from a fantastic tale.

Sharks are ferocious creatures, perhaps the most fearsome alive, and they are from birth, fully equipped to be killers.

Seafarers daily come into contact with elements presenting a potential tragedy such as the one described above.

With this possibility in mind, they should know the enemy they may encounter—his structure, habits, patterns of attack, and most of all, what will drive him off.

An article in the National Observer reports,

"experts say that more shark attacks occurred during World War II, when vessels were torpedoed and their crews tossed into the ocean, than all the seashore incidents in history."

Unfortunately, the shark is an unpredictable killer and much of the data on attack and protection must be taken with this unpredictable nature in mind.

Historically, sharks are among the oldest creatures alive today. They are prehistoric animals. Thomas Helm in his book "Shark," published in 1961, reports that some of the species date back as far as three hundred million years. At that time there were sharks so gigantic that the smallest of their teeth was as big as a man's hand. These creatures were over one hundred feet long.

The shark is not a bony fish but rather his skeleton is merely a cartilaginous structure which disintegrates soon after his death.

Also, the shark, unlike most fishes, has no swimbladder. This means he cannot stay suspended in water if he stops swimming. He must keep moving all the time if he does not want to

sink to the bottom of the ocean. It seems then, that from the moment they enter the sea world until the day they die, many species of shark get no sleep and little rest.

Often, sharks have been known to circle their victims. This may be due to the shark's fins which allow him to turn but do not let him stop short. In other words, he has no brakes.

The skins of most sharks are very rough and can cause severe injuries if brushed against. Large pieces of flesh can be ripped right off by the sharp skin of the shark.

It is interesting to note that, like mammals, most sharks give birth to live young. But unlike mammals, they have no motherly instincts.

As soon as the young shark is born he must immediately go out on his own, something he is able to do since he is born with a full set of teeth. In fact, he should get away from Mamma fast, since she may make a meal of him if she is hungry.

Some sharks lay eggs within their bodies which then hatch. One such species is the sand tiger shark and this creature presents the "only known case of intrauterine cannibalism in the animal world," according to a 1968 article in the National Geographic.

The first baby to hatch inside the uterus proceeds to feed upon all the weaker sharks as they come out of their shells.

The belief that a shark will eat anything when hungry seems all too true. This is especially borne out when sharks are in a so-called "feeding frenzy."

This happens when a number of sharks are together and their appetites have been stimulated, perhaps by food or the smell of blood. The sharks become extremely savage in their eating and may even gobble up shark repellent thrown among the food.

But whether alone or in groups, a shark's stomach seems to be a vast open space that can take in anything.

Helm reports the capture of a blue shark and the consequent opening of his stomach to view its contents. He says:

"Along with an assorted mass of partly digested



As the balance of nature in the ocean goes on, a smaller fish becomes the meal of a bull shark. Most sharks prefer a diet of fish to a man, but to a killer shark, humans at times become fair play. Even the slightest scent of blood seems to present a special attraction to these carnivorous fish.

garbage and small fish, a total of twenty-seven different and completely indigestible articles spilled out on deck. In the collection we found two soft-drink bottles, an aluminum soup kettle with a broken handle, a carpenter's square, a plastic cigar box, a screw-top jar partly filled with nails, a two-celled flashlight, several yards of one-quarter-inch nylon line, a rubber raincoat, and a worn-out tennis shoe. The largest and most improbable object was a three-foot wide roll of tar paper with about twenty-seven feet of the heavy black paper still wound on a spool."

In other incidents—less laughable—parts of human bodies have been found inside the stomach of a shark. In fact, in one instance, a shark was found by fishermen as he was choking to death trying to swallow the body of a man who was dead.

There are some 300 species of sharks, and their size, killing power and will to kill vary a good deal. Some are only a foot in length while the largest shark—the whale shark—can grow as long as 60 feet and weigh over 17 tons.

Yet the whale shark, which is the largest fish in the ocean, has only a few very small teeth and no will to harm man or for that matter any other animal. He feeds on small marine organisms.

A number of other sharks are either harmless or exist in places where man seldom goes. Other sharks have the potential for being dangerous but have been rarely known to attack a man unless provoked.

There are 12 species of shark, however, that are known to be man-killers, according to J. R. Norman in his book "History of Fishes."

These species "belong to four families and include the White Shark, the Mako, the Tiger Shark, the Lake Nicaragua Shark, the Sand Shark and species of Hammerhead sharks."

Of all these species, the white shark, also called the man-eater, is the most fearsome and perilous. This shark is known to reach forty feet in length and is the largest of the dangerous sharks.

The white shark also has more of an appetite for mammals than most sharks. He eats seals, sea lions, sea otters, whales, turtles, porpoises.

The teeth of a white shark are triangular in shape and are also serrated. They are quite powerful as are the teeth of most sharks.

Tests on the power of the shark's jaws have been measured, not in thousands of pounds, but in tons. The dusky shark's biting pressure is 18 tons per square inch.

A very interesting, but seemingly bazaar aspect of the shark, is his ability to continue eating no matter what physical state he is in.

This is especially true of blue sharks who can be practically split in two, can be cut from tail to head, or completely disemboweled and yet will continue eating, seemingly oblivious to the fact that they are dying. In fact, they have been seen eating their own hanging entrails.

During World War II the U.S. government became very interested in sharks because of the reports of downed pilots and shipwrecked sailors who had been bothered or injured by sharks or had seen their buddies killed by the animals.

Probably the most horrifying incident occurred in 1945 when the USS Indianapolis was sunk by a



This mean looking animal does justice to his features. He is called the tiger shark and his large jaw will open to just about any object.

torpedo in the Pacific. It was estimated that about 900 of the 1,200 crewmen were floating alive in the water after the sinking.

Less than an hour after the calamity, sharks appeared, Helm recounts in his story of the tragedy.

By sundown, many sharks had gathered in the area. Some injured men had died while others were bleeding.

The men stayed in close groups and when a shark neared, they pounded the water. This worked somewhat, but then a shark would finally decide on his victim and one by one, men were dragged beneath the water.

Various factors caused over 100 men to die each day until rescue came, a little less than five days after the sinking.

Of the 900 men, only 300 were left.

What were the factors that attracted these sharks? It is not easy to say but in this disaster as in others, including downed planes, scientists feel the sharks were lured by the noises or vibrations set off.

The creatures have come to associate such sounds with food. Also, the blood of the injured, even if only a trickle, attracts the killers.

It should be noted here that there have been sea disasters where sharks never made an appearance. And it seems they are more likely to come when such a disaster involves loud noises, such as a torpedo hitting a ship, or a plane crashing into the water. But it is still important for Seafarers to be aware of the ways thought to be the best in handling the killers.

The first thing to remember is not to attract a shark by acting like a wounded fish. In other words, if you have to swim, then do so with regular strokes, "either strong or lazy, but keep them rhythmic," reads the recommendations of the Shark Research Panel of the American Institute of Biological Sciences in their advice to survivors of air and sea disasters. A shark can hear or feel irregular swimming vibrations from a good distance away.

Do not remove your clothing, since this is your only protection against a shark's rough skin. If there is a life raft available, all injured should be the first to be placed inside since an injured person's blood readily draws sharks.

Legs and arms should not be left dangling from

the raft and if any sharks are around, no fishing for food should be done.

The saying that in unity there is strength is very true when a shark approaches a group of people swimming in the ocean.

"Form a tight circle and face outward," warns the Panel, and "if approached, hit the shark on the snout with any instrument at hand, preferably a heavy one; hit a shark with your bare hand only as a last resort."

Most of all, keep calm and quiet so that your energy will not be wasted.

These recommendations come with a warning from the Chairman of the Panel, Dr. Perry Gilbert who said that the rules give too simplified a view of what the unpredictable shark might do.

The U.S. government has also developed certain mechanical devices to fight off sharks. They are all either not totally foolproof or are still in the experimental stage.

One is called Shark Chaser, a chemical dye cloud, which contains properties repellent to sharks. One of these properties is a chemical resembling decaying shark meat, just about the only thing that sharks seem to find repulsive.

Unfortunately, if a shark is hungry enough, the repellent may not work. Shark Chaser "lasts at effective concentration only three hours after it starts to dissolve in seawater," notes Jean Campbell Butler in her book "Danger—Sharks," published in 1964.

Our astronauts are supplied with the repellent for protection when space capsules ditch in the sea. At least one such splashdown attracted sharks to the area.

Recounting the incident, Nathaniel T. Kenney in a National Geographic article said, "A National Aeronautic and Space Administration spokesman reported 'nothing happened except maybe the frogmen who helped in the recovery worked faster than usual. The sharks only circled and watched.'"

A newer deterrent that is still in the experimental stage is a survival sack. It is a long bag, about six feet, whose color is innocuous to sharks. At its top are three bright air-filled rings whose visibility is good for rescue purposes. These rings are also the mechanism holding up the sack.

J. R. Norman points out a fact that it might be well to keep in mind. "Shark attacks are most frequent in tropical and subtropical seas; most take place when the water temperature is above 70° F. (but attacks have taken place when the temperature was around 60° F.). . . ."

Though concern and knowledge of sharks and protection from sharks is important for each Seafarer, he must also avoid unnecessary fear and panic when in the water. After all, the shark is not nearly as much of a threat to the life of a man as in the automobile.

Keep in mind Kenney's words in his article "Sharks, Wolves of the Sea." He said, "in the overwhelming majority of meetings between these fearsome carnivores and humans who enter the sharks' domain, the sinister predators cruise on past."

Also remember, however, his next sentence, "Equally important: one must not count on it."



Two whitetip sharks cross tails here while on top, some pilot fish swim by. This type of shark has white fins on his pectoral fins, his dorsal fin and his tail. Men would do well to stay away from this animal since he is considered dangerous. The creature grows to roughly 13 feet long. Approximately 300 species of shark exist.

THE GALVESTON (Sea-Land) had just returned from Northern Europe and was preparing for another run to Germany, the Netherlands, Scotland and England. Four recent graduates of the Harry Lundeberg School of Seamanship were aboard, and Engine Delegate C. Hemby expressed the feelings of the rest of the crew when he said: "Those young men were all good workers and good shipmates—the best!"

FAST TURN-AROUND ON THE NORTH EUROPE RUN



The deck gang makes the stern line fast as the Galveston ties up at the dock in Port Elizabeth, N.J. The crew included two recent HISS graduates, Wayne Ard, right, and Paul Whitely.

George Weddell, right, who has been going to sea for some 44 years, chats with Fred Legg, who just recently earned his full book through the Advanced Seamanship Training program. Brother Weddell sails as oiler, and Brother Legg sails as able seaman.



William Morris, FWT, is a veteran Seafarer who has been sailing for 19 years with the SIU, and he is the kind of crewmember who is willing to share his knowledge and experience with the new men coming into the profession, like Joseph Heinrich, wiper, who attended the Harry Lundeberg School of Seamanship at Piney Pt.



Artemi Kenits, who has been sailing as FOWT for many years, gets assistance in filling out his vacation application from SIU Rep. "Red" Campbell.

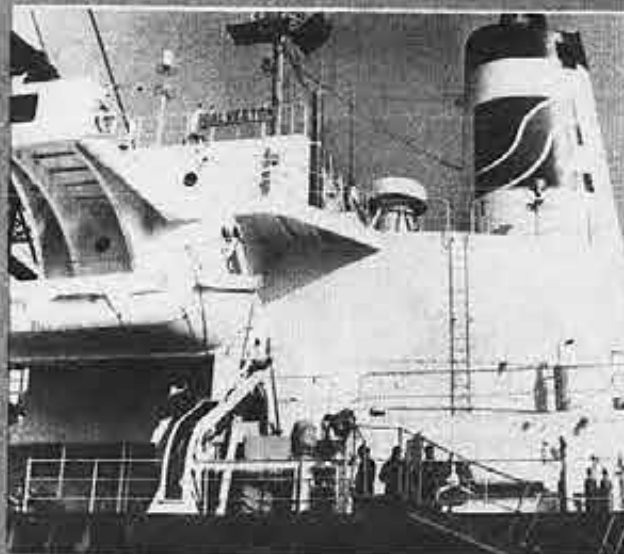


HISS graduate David McGarrity signs on for his first trip. Waiting to sign on are Colmerio Fernandez, FWT, and Brian Burns, wiper. McGarrity graduated from the SIU training school in Piney Point in January, 1970.



How sweet it is! That's what first-tripper Wayne Ard seems to be thinking as he gets the "long green" from the paymaster at the end of a voyage to North Europe.

Engine Delegate C. Hemby (in the photo at right) signs on for another trip as FWT Juan Diaz waits his turn. Shipping Commissioner is James Taylor.



It was the first trip for David McGarrity, who is sailing as saloon mess, and he is happy to get some expert advice from veteran Cecil Rush.

Paul Whitely, who just completed his first trip to sea talks with SIU Representatives Leon Hall and "Red" Campbell. Whitely shipped out as O.S.



18 More Seafarers Added to Growing SIU Pension Roster

Retiring last month were 18 Seafarers who have worked many years at sea and can now enjoy some relaxation on their SIU pensions.

Joseph A. Shea, 65, is a native of Pennsylvania and now makes his home in Baltimore, Maryland with his wife, Helen. He joined the Union in the Port of Philadelphia and sailed in the steward department as a chief steward. His last ship was the Bethlor.

Alberto Atilio Arancibia, 61, is a native of Chile and now makes his home in the Bronx, New York with his daughter, Mary. He joined the SIU in the Port of New York in 1942 and sailed in the steward department as a utility messman. In 1961 and 1962 he served picket duty.

Arthur George Boyd, 65, joined the SIU in the Port of New Orleans and sailed in the steward department as a messman. He last worked on board the Del Oro. A native of New Orleans, Brother Boyd now lives in Dallas, Texas with his wife, Beulah. He was given a personal safety award for his part in helping make the Del Valle an accident-free ship from May to December 1960.

Jesse Lee Barton, 65, is a native of Missouri and is now spending his retirement in Hitchcock, Texas with his wife, Mary Alice. He joined the Union in the Port of Galveston and sailed in the deck department as a bos'n.

Antoni Bilyk, 62, joined the SIU in 1943 in the Port of New York and sailed in the deck department as a bos'n. A native of Poland, Brother Bilyk now makes his home in Brooklyn. His retirement ends a sailing



Shea



Arancibia



Boyd



Barton



Bilyk



Rana



Morrison



Bodden



Meguissoglou



Doupe



Borjer



Gardner



Smigielski



Harden



Nickerson



Murphy



Sercu



McNamar

career of 40 years.

Karl Jensen Rana, 65, joined the Union in the Port of New Orleans and sailed in the steward department as a messman. A native of Norway, Brother Rana now makes his home in New Orleans.

James Lionel Morrison, 75, is a native of the British West Indies and now makes his home

in New Orleans. He is an old-timer in the Union having joined in 1938 in the Port of Boston. Brother Morrison sailed in the steward department. He is an Army veteran of World War I and he is retiring after spending 55 years at sea.

Michel Meguissoglou, 59, joined the SIU in the Port of New York and sailed in the steward department. A native of Greece, Brother Meguissoglou now makes his home in New York City.

Beirly Ashby Bodden, 70, is a native of Grand Cayman Island in Jamaica and now makes his home in Tamapa, Florida. He joined the SIU in the Port of Tampa and sailed in the deck department.

Richard Benjamin Doupe, 65, is a native of New York and now makes his home in the Bronx. He joined the SIU in the Port of New York in 1944 and served in the deck department.

Alfred Borjer, 62, joined the Union in the Port of Norfolk in 1943 and served in the deck department as a bos'n. A native of Estonia, he is now spending his retirement in Manhattan. In 1961 and 1962 he was issued picket duty cards.

William T. Gardner, 64, is a native of Georgia and now lives in Pascagoula, Mississippi, with

his wife, Mary Catherine. He joined the SIU in the Port of Mobile in 1939 and sailed in the deck department as a bos'n. His last vessel was the Mobile. From 1924 until 1928, Brother Gardner served in the Navy and from 1928 until 1934 he served in the Coast Guard.

Teofil Smigielski, 65, joined the Union in the Port of New York in 1943 and served in the deck department as a bos'n. His last ship was the Avenger. A native of Massachusetts, Brother Smigielski now makes his home in Korona, Florida. Seafarer Smigielski had been sailing for 37 years when he retired.

Otis Harden, Jr., 55, is a native of Florida and is spending his retirement in Tampa. He joined the SIU in the Port of New York and sailed in the engine department as an FWT. Brother Harden is a Naval veteran of World War II.

Clifford L. Nickerson, 65, joined the Union in the Port of New Orleans and sailed in the steward department. His last ship was the Steel Artisan. A native of Louisiana, Brother Nickerson makes his home in New Orleans.

Teodoro Murphy, 56, is a native of Fajardo, Puerto Rico and now lives in Rio Piedras, Puerto Rico. He joined the Union in 1939 in Puerto Rico and sailed

in the engine department as an FOWT. In 1961 he served an eight hour watch in the Greater New York harbor strike.

John Ray Sercu, 61, joined the SIU in the Port of New York in 1944 and sailed in the engine department. A native of Brighton, New York he now makes his home in LaCombe, Louisiana.

Edward Warren McNamar, 61, is a native of Baltimore and is spending his retirement there. He joined the Union in Philadelphia in 1939 and sailed in the deck department as a bos'n. Brother McNamar had been sailing 42 years when he retired.

Pension Credit

Inasmuch as the Board of Trustees have approved periods of Sickness and Accident Benefits, and periods of Maintenance and Cure, as qualifying time for benefits under the Welfare and Pension Plans, Seafarers are urged to file proof of all such periods with the Plan incident to receipt of payment while such is immediately available to protect their interest.

Although the plan has a record of all S&A Benefits paid, with the exception of a report from the individual, it has no way of knowing or crediting periods of M&C received for future welfare or pension purposes.

Russians to Build Atomic Icebreakers Opening Arctic Shipping Year-Round

MOSCOW—The Soviet Union is planning to construct two more atomic-powered icebreakers for use in clearing the ice blocked sea lanes off the north coast of Siberia, to ultimately make possible year-round shipping in the area.

The two new icebreakers, which will be twice as powerful as the first atomic icebreaker built by the Russians, the Lenin, will be completed by 1975.

Soviet maritime officials hope that the icebreakers, to be built in the port city of Leningrad, will help extend the shipping

season off the coast of Siberia by nearly two months.

The heavily ice blocked Arctic sea lane, known as the Northern Sea Route, is used by Russian ships to supply northern military outposts and mining centers and, if ice conditions permit, to carry cargoes from northern European Russia to the Pacific.

The only other links between these two distant points of the Soviet Union are the overland Trans-Siberian Railroad and the southern sea route around Africa and Asia, which makes for an extremely long and costly voyage.

If the sea lanes off the north coast of Siberia can be kept open by the atomic icebreakers, convoys of Russian freighters will be able to travel through Arctic waters on a year-round basis.

According to Izvestia, the Soviet Government newspaper, the atomic reactors designed for the new icebreakers will enable the vessels to remain at sea for 5 years without a re-charge of uranium. The atomic-powered icebreaker Lenin must have its reactor refueled every two years.

Four More Happy Pensioners



Four more veteran Seafarers have closed out long sailing careers, and were presented with their first pension checks at the March membership meeting at the New York hall. Left to right are Tony Bilyk, Charles Grell, Frank Prezalar and Alfred Borjer. Vice President Earl Shepard makes presentation.

Gear Being Held

The Seafarers named below are asked to contact C. S. Ashdown or R. P. Tasker at the Alcoa Steamship Company, Inc., 17 Battery Place, New York 10004, for the return of gear left aboard ship.

- Matt M. Sizelove
- Lee Smith Jr.
- Antonio L. Colin
- James R. Curran
- John M. Griffin

'To Tell The Truth—This Thing Don't Work'



A report by a special committee of the AFL-CIO Maritime Trades Department has described the alarming abuses by companies and government in the use of "lie detectors."

Appropriately titled, "The 'Lie Detector'—Guilty Until 'Proven' Innocent," the report points out that polygraph testing is designed to intimidate workers by raising a doubt of their honesty.

More importantly, the study maintains that the use of polygraph testing is an inherent denial of the American principle that any individual is innocent until proven guilty, a principle that is the keystone to our entire concept of freedom.

The MTD calls for federal legislation to prohibit the use of "lie detectors" in the United States. A dozen states and several cities have, to their credit, outlawed the use of the mechanical intimidator.

And for good reason.

The MTD report showed that "lie detector" results are inadmissible in both

civil and criminal courts; that arbitrators have invariably ruled against companies in disputes involving the use of the polygraph, and that the National Labor Relations Board has consistently found against companies that have inflicted workers with the coercion tactics inherent in the polygraph. The judgment of our most respected impartial bodies is—universally—that validity and credibility in polygraph testing is non-existent.

The MTD Board advocated a three-fold program to blockade the use of the "lie detector" against workers until federal legislation can be achieved:

- Enactment of more state laws to end polygraph testing.
- Negotiation of anti-polygraph clauses in collective bargaining agreements.
- Diligence in resisting "lie detector" testing through grievance proceedings.

To guarantee protection for all Americans to be free of this illegitimate monster, the Congress of the United States must provide a total ban on its use—forever.

It's Time To Regain the Lead

It is an appropriate time for Congress to be holding hearings on a comprehensive program to revitalize the U.S. maritime industry, in light of recently released figures attesting to the decline of American shipping and fishing fleets and the upsurge of the maritime industry in the Soviet Union.

The figures show that the United States has dropped from first to sixth-place—behind the Soviet Union—during the past 20 years. Russia moved from 21st in world maritime standings to No. 5 during this same period—spending four-times more on shipbuilding each year than we have spent. This year the U.S.S.R. has nine-times as many ships on order or under construction

than are planned for construction in American shipyards.

Other figures show that American-flag ships now carry only five percent of our imports and exports, compared to nearly 50 percent in 1945, and that 20 American shipyards, once a thriving industry, have closed down for lack of work.

At the same time, national defense commitments of the U.S. required over-aged vessels to be pulled out of "moth balls" to meet the demands of the Vietnam conflict.

In light of this it seems the time is long overdue to reverse the trend and start our maritime industry back on the road to the top.

BOOK Reviews

LABOR AND AMERICAN POLITICS edited by Charles Rhemus & Doris McLaughlin (Univ. Michigan Press—450 pages, \$5.25)

In 1878, Uriah Stephens, founder of the Noble Order of the Knights of Labor, had this to say about labor and politics:

"All the evils that labor rests under are matters of law and (are) to be removed by legislation. . . . Is the 8 hour law, or prison labor, or universal education, or child and female labor, or the machinery question, or land and the landless . . . political questions (?)"

Stephens and the Knights of Labor have long passed into history, but his words, with few changes, are just as timely today. This book is a collection of readings devoted entirely to labor's participation in politics. In a sense, this is a history of labor, for such a history cannot be written without the inclusion of politics.

Much of this will be old hat to the average union member. Reprinted are articles and editorials from labor publications, speeches by union officials, political education pamphlets, etc. The reader will find much criticism and objectivity as well as pro-union material.

The opponents of labor often distort its political power. A classic example is the now famous, "Clear it with Sidney," statement made by Franklin D. Roosevelt in 1944. A simple statement of political fact concerning a single issue was purposely distorted until finally, the image of a Roosevelt puppet in the hands of labor bosses was projected into the minds of many voters.

Labor's participation in public affairs is often viewed with alarm by the community. This point is brought out by the authors of one article. In discussing labor representation on public boards and committees, they find businessmen are regarded as "symbols of civic legitimacy," while labor leaders must always carry the stigma of representing a special interest group.

In the final article, Jack Barbash sums up the role of labor in politics: "The wholesale effect of the labor movement in politics has been to strengthen democracy in two ways: (1) by diffusing political power but not polarizing it, and (2) by challenging our economic system to share its favors broadly."

LEARNING THRU DISCUSSION by Wm. Fawcett Hill (Sage—\$1.95)

Unionism is a continuing process of learning. Of finding new and better ways of attaining the essential goals of the worker. Of new job techniques, better buying power, and of the desire for knowledge itself.

Union educational programs run the field, from simple bull sessions to elaborate and expensive jobs. Regardless of the program, however, effective group discussion is an essential part of the program.

This little 64-page book should be helpful in guiding such talks along the most fruitful lines of discussion. It offers step-by-step methods on how to lead individuals into the discussion, to keep them on the right track and to avoid boring pitfalls.

The book will prove helpful to the student as well as instructor. It offers outlines to help him better prepare for the discussion and to effectively take part in it.

THE NEW CITY edited by Donald Canty (Praeger—\$12.50)

The premise of this book is that America faces two crises, not one. The first, we are familiar with via television camera and newspaper headline—the crisis of desperation rising from the ghetto.

The second crisis is less likely to attract attention and, perhaps in the long run, is the more dangerous. It is the crisis of urbanization, the possibility of impending population growth that will breed further division, further waste of resources and further pollution of the environment.

In the excellent collection of photographs that lend so much to this book, one finds beauty in the patterns of urban growth that sprawl across our lands. It is when we view the close-ups that we see the ugliness of poverty, racism, crime and decay.

The central theme of the book is that new cities must be built, planned to meet the needs of the people and to withstand the elements of decay which now destroy our inner cities.

What of the new city? In the words of one writer:

"Beyond the edge of the city . . . there is another city larger than any that has been built before. You cannot see it even if you drive off into the cornfields. But it is there, breathing in the silence all around you.

"It is there in the forces that are already loosed, in the rules you have established, in the adjustments you will make. Some cherish a hope that it will be exclusive, that it will separate the rich and prosperous would-be beautiful people of suburban America from the teeming masses of the old city's outworn shell.

"Some build the dream of a provincial America that would separate 'them' from 'us'. that would trade the American Dream for a posh party away from the city riot."

Which is the new city? Perhaps in the answer, lies the future of America itself.

For Seafarers and Their Families



SIU Welfare Benefits SURGICAL SCHEDULE

(Effective December 1, 1969)

Keep This Supplement for Future Reference

Seafarers Welfare Plan Surgical Schedule

EFFECTIVE DECEMBER 1, 1969

MAXIMUM PAYMENT

ABDOMEN

Two or more surgical procedures performed through the same abdominal incision will be considered as one operation.

Abscess, subdiaphragmatic, incision and drainage	\$200.00
Adrenalectomy, partial or total (removal of part or all of adrenal glands)	375.00
Appendectomy (removal of appendix)	200.00
Appendical abscess—incision and drainage of	200.00
Bile ducts, plastic repair or reconstruction	300.00
Bowel, resection of	400.00
Cholecystectomy (removal of gall bladder)	300.00
Cholecystectomy and exploration of common duct (removal of gall bladder)	300.00
Cholecystoduodenostomy (joining of gall bladder to intestine)	300.00
Cholecystoenterostomy (joining of gall bladder to intestine)	300.00
Cholecystotomy (cutting into gall bladder, including removal of gall stones)	300.00
Choledochoplasty (operation on the bile duct)	300.00
Choledochostomy (operation on the bile ducts)	300.00
Choledochotomy (operation on bile ducts)	300.00
Cholelithotomy (cutting into gall bladder, including removal of gall stones)	300.00
Colectomy (partial removal of colon—large intestine)	400.00
Colon, resection of (partial removal of colon—large intestine)	400.00
Colostomy (formation of artificial anus)	250.00
Colostomy, revision	200.00
Colostomy, closure of	200.00
Common bile duct, opening of with exploration, drainage or removal of calculus with or without removal of gall bladder	300.00
Common bile duct, opening of, secondary, in absence of gall bladder	300.00
Common bile duct, resection or reconstruction of	300.00
Diverticulum, Meckel's or intestinal (removal of pocket in the intestine)	275.00
Duodenal ulcer, perforation, closure of	200.00
Enterectomy, with or without anastomosis (cutting away of intestines, with or without rejoining)	400.00
Enterorrhaphy (suture of intestine)	200.00
Enterotomy, including removal of foreign body (cutting into intestine)	200.00
Gall bladder, removal of (cholecystectomy)	300.00
Gall bladder, operation other than removal	300.00
Gastrectomy, partial or total (removal of stomach)	400.00
Gastric or duodenal ulcer, perforation, closure of	200.00
Gastroduodenostomy (joining of stomach to intestine)	300.00
Gastroenterostomy (joining of stomach to intestine)	300.00
Gastrojejunostomy, with or without vagotomy (joining of stomach to intestine)	300.00
Gastroscopy—diagnostic (examination of stomach by gastroscope)	75.00
operative (operation thru gastroscope)	100.00
Gastrostomy or gastrotomy (forming opening in stomach)	200.00
Gastrostomy, closure of	200.00
Gastrotomy with exploration or foreign body removal (cutting into stomach)	200.00
Hepatectomy, partial (resection of part of liver)	450.00
Hepatorrhaphy (suture of liver)	200.00
Hepatotomy (incision of liver for drainage of abscess or cyst, one or two stages)	200.00
Herniotomy—herniorrhaphy—hernioplasty (repair of hernia—rupture)	
single—inguinal, femoral, umbilical, ventral or incisional	200.00
bilateral—inguinal, or femoral	250.00
Hiatal or diaphragmatic	400.00

Intestinal obstruction—operation for, not requiring resection	200.00
Intestine—reduction of volvulus or intussusception by cutting (repair of folding or twisting of intestines)	200.00
Intestine, large, resection of	400.00
Intestine, small, resection of	400.00
Laporotomy—exploratory (cutting into abdomen)	200.00
Liver, aspiration (tapping) or punch biopsy	30.00
Liver, biopsy by laporotomy	200.00
Liver, marsupialization of cyst or abscess of	300.00
Liver, suture of wound or injury (hepatorrhaphy)	200.00
Pancreas, drainage of, or marsupialization of cyst	200.00
Pancreas, excision of, partial or total except marsupialization of cyst	400.00
Pancreas, radical excision of Ampulla of Vater, with resection of duodenum and portion of pancreas, gastrojejunostomy and anastomosis of biliary tract to alimentary tract, one or more stages	400.00
Pancreaticogastrostomy (joining pancreas to stomach)	300.00
Pancreaticenterostomy (joining pancreas to intestine)	300.00
Pancreatotomy (cutting into the pancreas)	200.00
Pancreolithotomy (removal of stone from pancreas)	300.00
Paracentesis, abdominal cavity (tapping)	30.00
Peritoneoscopy—diagnostic (examination of lining of the abdomen by peritoneoscopy)	75.00
Operative (biopsy)	100.00
Pneumoperitoneum—induction of (injection of gas into abdominal cavity)	50.00
Each refill—(not more than 17)	20.00
Pyloric stenosis, operation for (repair of constriction of lower opening of stomach)	200.00
Ramstedt's operation for pyloric stenosis (repair of constriction of lower opening of stomach)	200.00
Rectum, resection of	375.00
Splenectomy (removal of spleen)	300.00
Splenorrhaphy (suture of spleen)	200.00
Stomach, resection	375.00
Umbilectomy (removal of navel)	200.00
Vagotomy (cutting of vagus nerve in stomach)	200.00

ABSCESSSES

Incision and drainage—	
requiring hospital residence	50.00
not requiring hospital residence	20.00
Peritonsillar abscess, incision of—	
requiring hospital residence	50.00
not requiring hospital residence	30.00
Suprlevator (above levator muscle of anus), incision and drainage	67.50

AMPUTATIONS

Coccyx (removal of bone at lower end of spine)	100.00
Ear—unilateral	100.00
bilateral	200.00
Fingers, each (one or more phalanges)	37.50
Foot (thru metatarsal bones or above)—	
unilateral	200.00
bilateral	400.00
Forearm—unilateral	200.00
bilateral	400.00
Hand, entire (thru metacarpal bones or above)—unilateral	200.00
bilateral	400.00
Leg—unilateral	250.00
bilateral	400.00
Nose	100.00
Thigh—unilateral	275.00
bilateral	450.00
Thumbs, each (one or more phalanges)	37.50
Toes, each (one or more phalanges)	37.50
Upper arm—unilateral	200.00
bilateral	400.00

ARTERIES AND VEINS (Vascular Surgery)

Aneurysm (dilatation of blood vessel) arterial or arteriovenous, operation for (excision of or wiring)	
Extremities	100.00
Intra-abdominal	200.00
Intracranial	450.00
Intrathoracic	450.00
Angiogram, cutting operation for exposure of vessel where necessary for	50.00
Aorta, excision of coarctation of	450.00
Artery, anastomosis (joining or forming a connection between arteries)	
in extremities	each 100.00
intra-abdominal	200.00
intracranial	450.00
intrathoracic	450.00
Artery, excision of temporal	50.00
Artery, excision or ligation of major artery of extremity	100.00
Artery, excision of coarctation (contraction) of aorta	450.00
Artery, ligation (tying) of result of accidental wound each	20.00
Carotid artery, ligation (tying) of	150.00
Catheterization of heart (independent procedure)	100.00
Embolectomy—arteriotomy or venotomy with exploration or removal of embolus or thrombus (clot) in abdomen	200.00
in chest	400.00
in extremities	100.00
in neck	200.00
in skull (intracranial)	450.00
Femoral vein, ligation (tying) of, of other than varicose veins—unilateral	50.00
bilateral	100.00
Hemangioma (blood vessel tumor) simple, not requiring hospital residence	20.00
requiring hospital residence	50.00
Hemangioma (blood vessel tumor) cavernous	100.00
Saphenous vein, ligation (tying) of, for other than varicose veins—unilateral	50.00
bilateral	100.00
Temporal artery, excision of	50.00
Varicose veins—injection treatment, complete procedure (one or both legs)	75.00
cutting operation, complete procedure—	
one leg	100.00
both legs	165.00
Vein, ligation (tying) of, result of accidental wound each	20.00
Venogram, cutting operation for exposure of vessel where necessary for	50.00
Venous Anastomosis (forming connection between veins) porto—caval anastomosis	450.00
superior mesenteric caval anastomosis	450.00
Spleno—renal anastomosis	450.00

BIOPSY

Removal of fluid or tissue by cutting or aspiration for examination. Not payable when done immediately preceding or as part of operation listed in informative schedule.	
Bone, excision of portion for biopsy	75.00
Bone marrow, aspiration of, including sternal puncture	30.00
Breast	30.00
Bronchoscopy	100.00
Chest, open operation	100.00
Chest, needle	30.00
Cystoscopy	67.50
Esophagoscopy	100.00
Gastroscopy	100.00
Gland, or glands superficial	30.00
Kidney, by needle	30.00
Laryngoscopy	50.00
Liver, by needle or punch	30.00
Lung, aspiration of, by needle	30.00
Lung, cutting open operation of chest	100.00
Muscle	50.00
Needle (paracentesis)	30.00
Peritoneoscopy	100.00
Proctoscopy	50.00
Sigmoidoscopy	50.00
Skin	20.00

Spleen, by needle	30.00
Sternum, by needle	30.00
BLOOD TRANSFUSION (OR PLASMA)	
Each	50.00
BREAST	
Breast, abscess, incision and drainage of requiring hospital residence	50.00
not requiring hospital residence	20.00
Biopsy	30.00
Plastic operation, complete separate procedure—unilateral	100.00
bilateral	200.00
Radical amputation	300.00
Removal of benign tumor or cyst—requiring hospital residence—unilateral ..	100.00
bilateral	200.00
not requiring hospital residence	20.00
Simple amputation—unilateral	200.00
bilateral	400.00
BURSAE	
Bursae, aspiration, injection, irrigation, or needling (or any combination) ..each	30.00
excision of (bursotomy) prepatellar and olecranon	67.50
shoulder, Hip	150.00
incision and drainage (bursotomy) requiring hospital residence	50.00
not requiring hospital residence	20.00
CHEST	
Arytenoidopexy (fixation of arytenoid cartilages)	300.00
Bronchoscopy (examination of windpipe by bronchoscope)—diagnostic	75.00
operative	100.00
Commissurotomy (operation — valves of heart)	450.00
Costo-sternoplasty (repair of funnel chest)	250.00
Decortication of lung (removal of membrane lining the lung)	300.00
Diaphragm, transthoracic approach to ..	375.00
Epiglottidectomy (removal of epiglottis) ..	150.00
Esophageal diverticulum, one or more stages —transthoracic approach	375.00
other approach	300.00
Esophagoduodenostomy (joining of esophagus to duodenum)	375.00
Esophagogastrectomy, combined, thoracoabdominal (removal of part or all of stomach and esophagus)	375.00
Esophagostomy (joining of esophagus to stomach)	375.00
Esophagojejunostomy (joining of esophagus to jejunum)	375.00
Esophagoplasty (plastic repair or reconstruction of esophagus)	375.00
Esophagoscopy (examination of gullet by esophagoscope) diagnostic	75.00
operative	100.00
Esophagus, transthoracic approach to	375.00
Funnel chest, plastic repair of	250.00
Heart Operations—See section on HEART OR CARDIAC	
Hemilaryngectomy (removal of half of larynx)	300.00
Hernia, diaphragmatic or hiatal, repair of	375.00
Laryngectomy (removal of larynx)	375.00
Laryngofissure (cutting into larynx) with removal of tumor	200.00
Laryngoplasty (plastic repair of larynx) ..	300.00
Laryngoscopy (examination of larynx by laryngoscope) diagnostic	30.00
operative	50.00
Lobectomy, total or subtotal, wedge or segmental resection (removal of all or part of lobe of lung)	450.00
Lung, removal of all or part of	450.00
Mediastinal cyst or tumor, excision of ..	300.00
Mediastinal wound or injury, suture of ..	300.00
Mediastinotomy	300.00
Oleothorax, intrapleural, injection of oil—initial	50.00
(not more than 17) subsequent	20.00
Phrenic nerve, crushing or resection	50.00
Pleurectomy or decortication (removal of membrane lining the lung)	300.00
Pneumonectomy (removal of entire Lung) ..	450.00
Pneumonocentesis, puncture of lung for aspiration biopsy	30.00
Pneumothorax, induction of artificial —initial	50.00
(not more than 17) subsequent	20.00

Pneumonotomy, exploratory (cutting into lung)	200.00
Pneumonotomy, with open drainage of pulmonary abscess or cyst (cutting into lung)	200.00
Stomach, transthoracic approach to	350.00
Sympathectomy, with transthoracic approach	350.00
Thoracentesis (surgical puncture of the chest cavity)	30.00
Thoracoscopy (examination of chest by thoracoscope) operative	100.00
diagnostic	75.00
Thoracotomy (cutting into chest cavity, including drainage) exploratory including control of hemorrhage	200.00
Thoracotomy, inter-rib (cutting into chest cavity without cutting rib)	100.00
Thoracotomy, with rib resection	200.00
Thoracotomy, with removal of intrapleural foreign body	200.00
Thoracotomy, with pneumolysis	200.00
Thoracoplasty, complete (removal of ribs and collapse of chest)	375.00
Tracheoesophageal fistula, closure of	200.00
Tracheoplast (plastic operation on trachea) ..	300.00
Tracheorrhaphy (suturing of trachea)	67.50
Tracheostomy for tracheal fistula	50.00
Tracheotomy (cutting into windpipe)	100.00
Valvectomy (operation on valves of heart)	450.00

CYSTS	
Cutting operation for removal of Baker's cyst, (back of Knee)	100.00
Branchial cyst (removal of deep cyst of the neck)	100.00
Breast-requiring hospital residence	100.00
not requiring hospital residence	20.00
Dermoid cyst (superficial)	67.50
Pilonidal cyst or sinus (at base of spine) ..	100.00
Thyroglossal cyst, duct or sinus (removal of deep cyst of the neck)	200.00
Cysts, all others, unless otherwise set out in schedule requiring hospital residence	50.00
not requiring hospital residence	20.00
NOTE: If multiple cysts are removed through more than one incision, pay for each incision up to maximum limit of \$450 for all.	

DISLOCATION	
Closed reduction of, including application of cast	
Ankle joint	100.00
Bones of hand	37.50
Bones of foot	37.50
Coccyx	10.00
Collar Bone (sterno-clavicular or acromioclavicular)	30.00
Elbow	67.50
Hip (femur)	67.50
Knee joint (Patella excepted)	67.50
Lower jaw (temporomandibular)	30.00
Patella	30.00
Shoulder (humerus)	60.00
Wrist	30.00
Vertebra (except coccyx) manipulation under general anesthesia with hospitalization and immobilization	67.50
NOTE: For dislocation requiring open operation, the maximum payment will be twice the amount shown above; except:	
Wrist joint (arthrotomy)	100.00
Hand	50.00
Foot	50.00

EAR, NOSE OR THROAT	
EAR	
Abscess, external auditory canal, incision and drainage	30.00
Abscess, external ear, incision and drainage ..	30.00
Amputation—unilateral	100.00
bilateral	200.00
Excision of polyp or polyps of auditory canal—not requiring hospital residence	30.00
requiring hospital residence	50.00
Electrocauterization—unilateral	30.00
bilateral	60.00
Exostosis (bony outgrowth) excision from external auditory canal	100.00

Fenestration, one or both sides (window operation for deafness)	400.00
Labyrinthectomy (cutting away of inner ear)	375.00
Labyrinthotomy (cutting into inner ear)	300.00
Malignant lesion, resection from external auditory canal	100.00
Mastoidectomy, one or both sides —simple	200.00
radical	300.00
Myringotomy (cutting into ear drum) ..	30.00
Ossiculectomy (cutting out of bones of inner ear)	100.00
Otoplasty (plastic operation for protruding ears) each ear	100.00
Plicotomy (cutting of posterior fold of ear drum)	30.00
Stapes, mobilization of—unilateral	200.00
bilateral	400.00
Tympanotomy (cutting into ear drum) ..	30.00

NOSE	
Abscess, nasal, incision and drainage—not requiring hospital residence ..	30.00
requiring hospital residence	50.00
Antrum (nasal sinus) puncture of	30.00
Electrocauterization—unilateral	30.00
bilateral	60.00
Epistaxis (nose bleed) electro-cauterization only	30.00
Nasal polyps, removal of—not requiring hospital residence—unilateral	30.00
bilateral	60.00
requiring hospital residence — unilateral	50.00
bilateral	100.00
Amputation for malignant tumor	200.00
Amputation, other than for malignancy ..	100.00
Rhinophyma, excision of skin of nose for, including plastic repair	200.00
Rhinoplasty (plastic operation on nose) ..	100.00
Sinus operation by cutting, any approach (puncture of antrum excepted) frontal, ethmoid, phenoid and maxillary, each—unilateral	100.00
bilateral	200.00
Submucous resection of nasal septum ..	100.00
Turbinectomy, excision, electrocoagulation or electrodesiccation (removal of small bones of the nose) unilateral	30.00
bilateral	60.00

THROAT	
Adenoidectomy, tonsillectomy, or both ..	65.00
Arytenoidopexy (fixation of arytenoid cartilages)	300.00
Branchial cyst, excision (removal of deep cyst of the neck)	100.00
Electrocauterization—unilateral	30.00
bilateral	60.00
Epiglottidectomy (removal of epiglottis) ..	150.00
Esophageal diverticulum, excision of, one or more stages—transthoracic approach	375.00
other approach	300.00
Esophagoduodenostomy (joining of esophagus to duodenum)	375.00
Esophagogastrectomy, combined, thoracoabdominal (removal of part or all of stomach and esophagus)	375.00
Esophagostomy (joining of esophagus to stomach)	375.00
Esophagojejunostomy (joining of esophagus to jejunum)	375.00
Esophagoplasty (plastic repair or reconstruction of esophagus)	375.00
Esophagoscopy (examination of gullet by esophagoscope—diagnostic	75.00
operative	100.00
Esophagus, transthoracic approach to ..	375.00
Frenum linguae, clipping of	20.00
Glossectomy, complete or total (removal of tongue)	375.00
Hemilaryngectomy (removal of half of larynx)	300.00
Laryngectomy (removal of larynx)	375.00
Laryngofissure (cutting into larynx) with removal of tumor	200.00
Laryngoplasty (plastic repair of larynx) ..	300.00
Laryngoscopy (examination of larynx by laryngoscope)—diagnostic	30.00
for biopsy	50.00
operative	100.00

Larynx, cauterization, without use of laryngoscope	30.00
Larynx, cauterization, done through laryngoscope	50.00
Peritonsillar abscess, incision of (operation for abscess of throat) — quinsy) requiring hospital residence	50.00
not requiring hospital residence	30.00
Thyroglossal cyst, duct or sinus, excision of	200.00
Tongue, total excision of (for malignancy)	375.00
Tongue, partial excision of (for malignancy)	375.00
Tonsillar tags, excision, electrocoagulation or electrodesiccation — unilateral	30.00
bilateral	60.00
Tonsillectomy, adenoidectomy, or both	65.00
Torus palatinas, excision of	100.00
Tracheotomy (cutting into windpipe)	150.00
Tumor, benign, vocal cord, excision of	100.00
Tumor, malignant, of vocal cord, excision of	200.00
Tumor, malignant, vocal cord, excision of with laryngectomy	375.00

ENDOSCOPIC PRECEDURES

Bronchoscopy (examination of windpipe by bronchoscope)—diagnostic	75.00
(operation on windpipe by bronchoscope)—operative	100.00
Culdoscopy (examination of uterus by culdoscope)—diagnostic	50.00
operation on uterus by culdoscope)—operative	67.50
Cystoscopy (examination of bladder or ureter by cystoscope) diagnostic	50.00
With ureteral catheterization	50.00
Operative — operation not otherwise classified—(operation on bladder or by cystoscope)	67.50
Esophagoscopy (examination of gullet by esophagoscope) diagnostic	75.00
(operation on gullet by esophagoscope) operative	100.00
Gastrosocopy (examination of stomach by gastroscope) diagnostic	75.00
biopsy of stomach by gastroscope) operative	100.00
Laryngoscopy (examination of larynx by laryngoscope) diagnostic	30.00
(operation on larynx by laryngoscope) operative	100.00
for biopsy	50.00
Otoscopy, for removal of foreign body, except wax from ear	20.00
Peritoneoscopy (examination of lining of the abdomen by peritoneoscope) diagnostic	75.00
(operation on lining of the abdomen by peritoneoscope) operative	100.00
Prostatectomy, transurethral (removal of prostate thru cystoscope)	200.00
Proctoscopy (examination of rectum by proctoscope) diagnostic	20.00
(operation on rectum by proctoscope) operative	50.00
Rhinocopy, for removal of foreign body of nose	20.00
Sigmoidoscopy (examination of lower colon by sigmoidoscope) diagnostic	20.00
(operation on lower colon by sigmoidoscope) operative	50.00
Thoracoscopy (examination of chest by thoracoscope) diagnostic	75.00
(operation on chest by thoracoscope) operative	100.00

EXCISION (ARTHRECTOMY) OR FIXATION (ARTHRODESIS) BY CUTTING

NOTE: Excision of a joint is the removal of the articulating end of one or more of the bones forming the joint.

Fixation of a joint is the permanent immobilization of the part by some type of fusion operation.

In event of bilateral or multilateral excision or fixations pay for each up to the limit of \$450.00 for all.

Ankle Joint	250.00
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Coccyx (removal of bone at lower end of spine)	100.00
Elbow joint	250.00
Hip joint	300.00
Knee joint	250.00
Patella (knee cap)	200.00
Semi-lunar cartilage (cartilage of knee joint)	200.00
Sesamoid (superfluous bones usually in tendons) excision of, each	50.00
Shoulder joint	250.00
Spine, including sacro-iliac (except coccyx)	300.00
Temporo-mandibular (hinge of jaw bone) meniscus	200.00
Wrist Joint	250.00
Removal of diseased portion of bone, curettage (alveolar processes excepted) pay exostosis under this heading, including bunions (hallux-valgus) or corns when bone is removed.	100.00

EYE

Abscess, intra-orbital, drainage of	50.00
Abscess, lacrimal gland, incision of	40.00
Blepharectomy, excision of benign lesion of eyelid	40.00
Blepharectomy, excision of malignant lesion of eyelid	100.00
Blepharoplasty, plastic restoration of eyelid, skin only	40.00
Blepharoplasty, plastic restoration of eyelid, deep structures	200.00
Blepharorrhaphy (suturing of accidental wound of eyelid)	67.50
Canaliculi (small canals leading from lacrimal sac) plastic operation on	100.00
Canthotomy, division of canthus, with suture	40.00
Capsulectomy (removal of the lens capsule)	300.00
Capsulectomy (cutting into lens capsule)	200.00
Cataract, removal of	300.00
needling-complete procedure	150.00
Chalazion (cutting out or scraping of retention tumor or glands in the eyelid)	40.00
Conjunctiva, cutting operation for biopsy	40.00
Conjunctiva, free graft of	100.00
Conjunctiva, suturing of injury	40.00
Conjunctivokeratoplasty for perforating wounds of eyeball	200.00
Cornea, paracentesis (tapping) of	40.00
Cornea, suturing of accidental wounds	150.00
Corneal, tattooing	40.00
Corneal transplant (transplant of front surface of eyeball)	275.00
Corneal ulcer, electrocauterization or curettage (scraping)	40.00
Corelysis (freeing of adhesions between lens and cornea)	200.00
Cyclodiathermy: diathermy of ciliary body	100.00
Cyclodialysis (detaching ciliary body from sclera)	200.00
Cyst, conjunctival, excision of	40.00
Dacryoadenectomy (cutting away of tear gland)	100.00
Dacryocystectomy (cutting away of tear gland)	100.00
Dacryocystorhinostomy (forming communication between tear gland and nose)	150.00
Dacryocystostomy (cutting into tear sac)	40.00
Dacryocystotomy (cutting into tear sac)	40.00
Discission: Needling of lens, complete procedure	150.00
Ectropion, operation for (repair of eyelid folded out)	137.50
Entropion, operation for (repair of eyelid folded in)	137.50
Epilation (removal of lashes by electrolysis only)—each eyelid	40.00
Epithelioma, excision of conjunctival	150.00
Eyeball, removal of, enucleation or evisceration	150.00
Eyeball socket, revision of, subsequent to original enucleation and not during enucleation	150.00
Eyelid, ptosis (drooping) of, operating for each eyelid	100.00
Foreign body, removal of, from cornea, sclera, or conjunctiva, (by surgical incision or magnet)	10.00
Foreign body, removal of intra-ocular (from interior of eye)	200.00
Glaucoma, operative procedures (except paracentesis or tapping)	200.00

Glaucoma or inflammatory exudate, paracentesis (tapping) for	40.00
Glaucoma, air injection or irrigation for	100.00
Hordeolum (stye) operation for	20.00
Iridectomy (removal of iris)	200.00
Iridotomy (incision into iris)	200.00
Iridencleisis: stretching of iris (independent procedure)	200.00
Irdiolialvis (separation of iris from its attachments)	100.00
Iris, excision of lesion of	200.00
Iris, repair of prolapsed (dropped) with suture of perforated sclera	200.00
Iris, transfixion of; iris bombe (repair of bulging iris)	200.00
Keratotomy, complete or partial (removal of cornea)	200.00
Keratoplasty, corneal transplant (plastic operation on cornea)	200.00
Keratotomy (cutting of cornea)	40.00
Lacrimal duct, dilatation of (enlarging of tear duct)	65.00
Lens, extraction of, intracapsular or extracapsular	300.00
Muscle, ocular, any cutting operation on, each	200.00
Nevus, excision of eyelid	40.00
Orbit, reconstruction of, subsequent to original enucleation and not during enucleation (plastic repair of eye-socket)	150.00
Orbitotomy with exploration (cutting into orbit)	150.00
Pannus, excision of	40.00
Peritomy (removal of ring of conjunctiva)	40.00
Peritomy (removal of strip of conjunctiva around cornea)	40.00
Pterygium, excision of (treatment of thickened membrane over eye)	50.00
Ptsosis operation, complete—each eyelid (correction of drooping eyelid)	100.00
Retina, operation for detachment, including diathermy	450.00
Sclerectomy (removal of part of sclera) for glaucoma (lagrange, Elliott) (cutting of surface of eyeball)	200.00
Strabismus (cross eye) cutting operation for (complete procedure) each eye	200.00
Stye, incision of	20.00
Symblepharon (adhesion of eyelid to eyeball) release by simple incision	40.00
Tarsectomy (removal of tarsus of eyelid)	100.00
Tarsorrhaphy (stitching of tarsus of eyelid)	67.50
Tear duct (lacrimal duct) dilatation	40.00
Tumor, excision of intra-orbital, simple	100.00
Tumor, excision of intra-orbital, malignant	200.00
Wounds, accidental, of conjunctiva, suturing of	40.00
Xanthoma, excision of—requiring hospital residence	50.00
not requiring hospital residence	40.00

FRACTURES

Simple fractures, closed reduction or treatment, unless otherwise specified.

The amounts shown below are for simple fractures. For a compound fracture, the maximum payment will be one and one half times the amount shown below for the corresponding simple fracture.

For a fracture requiring an open operation, the maximum payment will be twice the amount shown below for the corresponding simple fracture. (Bone grafting, bone splicing and skeletaltraction pins are considered open operations.)

Removal of bone plates or pins except removal of traction pins or other traction appliances (as this is always a separate and distinct procedure)

SKULL

Non-operative	100.00
Operative, with cutting into cranial cavity (drill taps excepted)	450.00

FACIAL BONES

Hyoid (at base of tongue)	closed	50.00
Malar (cheekbone)	closed	50.00
Mandible (lower jaw) alveolar process excepted	closed	100.00
with or without inter-dental wiring ..		100.00
Maxilla (upper jaw) alveolar process excepted	closed	100.00
with or without inter-dental wiring ..		100.00

Nasal closed	37.50	Culdoscopy (examination of uterus by cul-		Oophorectomy (removal of ovary) or sal-	
Zygoma (cheek bone) closed	50.00	doscope) diagnostic	50.00	pingo-oophorectomy (removal of ovary	
SPINE AND TRUNK					
Clavicle (collar bone) closed	100.00	(operation on uterus by culdoscope)		and fallopian tubes)	200.00
Coccyx (lower end of spine)	20.00	operative	67.50	Oophoropexy (fixation or suspension of	
Rib or ribs-three or more	50.00	Cyst, ovarian, drainage or excision of	200.00	ovary)	200.00
less than three	37.50	Cyst, vaginal, excision of	50.00	Oophoroplasty (plastic repair of ovary)	200.00
Sacrum, alone or with pelvic bones closed	150.00	Cystectomy (removal of urinary bladder)		Orchidectomy (excision of testicle)-single	100.00
Scapula (shoulder blade) closed	100.00	with transplantation of ureter-partial	300.00	bilateral	150.00
Sternum (breast bone) closed	30.00	complete	400.00	Orchidectomy (excision of testicle) for ma-	
Vertebra, one or more (bones of spinal		Cystocele, repair of (hernia of bladder)	150.00	lignant tumor	200.00
column) closed	150.00	Cystocele (hernia of bladder) and rectocele		Orchidopexy (fixation of undescended tes-	
Body or Lamia	100.00	(hernia of rectum) or other multiple		ticle)-single	100.00
Articular, lateral or spinous processes		gynecological repair procedures with-		bilateral	150.00
only	30.00	out abdominal approach (except peri-		Ovarian cysts or abscesses, drainage or	
PELVIS					
One or more of following bones including		neorrhaphy or pjerineoplasty	200.00	excision of	200.00
acetabulum (ilium, ischium, pubis,		with or without rectocele with perine-		Pan-Hysterectomy (complete removal of	
or sacrum) closed	150.00	orrhaphy or perineoplasty	250.00	uterus)	300.00
UPPER EXTREMITY					
Carpal bone, one or more (each		Cystorrhaphy (suture of bladder wound, in-		Penis, amputation of, partial	100.00
hand) closed	37.50	jury or rupture.	200.00	Penis, amputation of, complete	200.00
Colles (wrist) closed	100.00	Cystoscopy, diagnostic, including retrograde		Penis, amputation of, complete, including	
Humerus (upper arm) closed	100.00	pyelography or flushing of kidney		regional lymph nodes	300.00
Metacarpal bone, one or more (each		pelvis	50.00	Penis, excision or fulguration of warts each	20.00
hand) closed	37.50	Cystoscopy, operative, unless otherwise		Penis, epispadias complete procedure (re-	
Phalanx, each finger closed	37.50	specified in schedule	67.50	pair of defect of urethra)	150.00
Radius, or radius and ulna (forearm)		Cystolithotomy (cutting into bladder, in-		Penis, hypospadias complete procedure	
. closed	100.00	cluding removal of stone	200.00	(repair of defect of urethra)	150.00
Ulna or ulna and radius (forearm closed	100.00	Cystostomy (cutting into bladder)	200.00	Perineoplasty (plastic repair of perineum)	100.00
Elbow closed	100.00	Cystotomy (cutting into bladder)	200.00	Perineoplasty (plastic repair of perineum)	
LOWER EXTREMITY					
Astragalus (foot) closed	100.00	Dilatation and curettage, non-puerperal		including repair of laceration of rectum	200.00
Femur (thigh) closed	150.00	(not associated with pregnancy)	50.00	Perineorrhaphy (suturing of perineum) in-	
Tibula or fibula and tibia (leg)	100.00	Enterocoele, repair of vaginal approach,		dependent procedure	100.00
Metatarsal bone, one or more (foot)		without cystocele or rectocele	150.00	Perineorrhaphy (suturing of perineum) with	
. closed	37.50	abdominal approach	200.00	other gynecological repair procedures	250.00
Oscalsis (foot) closed	100.00	vaginal approach, with cystocele or rec-		Perirenal (adjacent to kidney) abscess,	
Patella (Kneecap) closed	100.00	tocele	200.00	drainage of, independent procedure	200.00
Phalanx, each toe closed	37.50	vaginal approach with or without cyst-		Polypectomy (removal of polyps) one or	
Potts, (ankle) closed	100.00	tocele or rectocele with perineoplasty		more	50.00
Tarsal bone, one or more (foot)	37.50	or perinorrhaphy	250.00	Pregnancy, ectopic (outside of uterus) op-	
Tibia or tibia and fibula (leg)	100.00	Epididymectomy (removal of epididymis ap-		eration for	200.00
GENITO-URINARY TRACT					
Abscess, periurethral, drainage of	50.00	pendage of testicle)-single	100.00	Prepuce (foreskin) dorsal or lateral "slit"	
Bartholin gland, incision of not requiring		bilateral	150.00	of	20.00
hospital residence	20.00	Epididymis (appendage of testicle) abscess,		Prostate, removal of, by open operation	
requiring hospital residence	65.00	drainage of	50.00	(complete procedure)	300.00
excision of, one or more	65.00	Epididymovasostomy (connecting of epi-		Prostate, removal of, by endoscopic means	
Biopsy, through cystoscope	67.50	didymis to vas deferens, unilateral or		transurethral resection	200.00
Bladder, diverticulum (pouch) excision of	200.00	bilateral	150.00	Prostatolithotomy, removal of prostatic	
Bladder, punch operation on neck of	200.00	Episiorrhaphy (suture of recent in-		calculus (stones)	150.00
Bladder, tumor or stones, removal of		jury of vulva and perineum	50.00	Prostatotomy (external drainage of prostatic	
By open cutting operation	200.00	Episiorrhaphy (suture of recent injury to		abscess	100.00
By endoscopic means	67.50	vulva)	30.00	Pyelolithotomy (cutting into kidney) with	
Bulbourethral gland, excision of (removal		Fallopian tube transection (dividing) of	200.00	removal of calculus (stones)	350.00
of gland in urethra)	67.50	Fallopian tube, ligation (tying off) of	200.00	Pyeloplasty (plastic repair of kidney) with	
Cauterization of cervix, when done sepa-		Fistula, closure of vaginal	100.00	or without operation on ureter	350.00
rately and not in conjunction with		Fistula, vesicovaginal (bladder-vaginal) or		Pyelostomy (cutting into kidney) with drain-	
other procedures	50.00	vesicourterine (bladder-uterus) closure		age	350.00
Cervicectomy (amputation of cervix)	100.00	of	300.00	Pyelotomy (cutting into kidney) with ex-	
Cervix (neck of uterus) amputation	100.00	Hydrocele (collection of fluid in outer sac		ploration	350.00
Cervix, Biopsy of (independent procedure)	20.00	of testicle) excision of-single	100.00	Rectocele (hernia of rectum into vagina)	
Cervix, conization (roaming) of	50.00	bilateral	150.00	repair of	150.00
Cervix, insertion of radioactive substance,		Hydrocele (collection of fluid in outer sac		Rectocele (hernia of rectum) and cystocele	
or treatment by X-Ray with or without		of testicle) tapping of (aparcentesis)	30.00	(hernia of bladder) or other multiple	
biopsy (for malignancy)	100.00	Hymenectomy (cutting away of hymen)	20.00	gynecological repair procedures with-	
Circumcision (removal of foreskin of penis)	30.00	Hymenotomy (insision of hymen)	20.00	out abdominal approach (except peri-	
Clitoris, amputation of all or part	30.00	Hysterectomy (removal of uterus) total or		neorrhaphy or perineoplasty	200.00
Colpectomy (excision of vagina)	200.00	sub-total irrespective of approach	300.00	with or without cystocele with peri-	
Colpocleisis (complete obliteration of		Hysteropexy (fixation of uterus)	200.00	neorrhaphy or perineoplasty	250.00
vagina)	200.00	Hysterotomy (cutting into uterus)	200.00	Renal capsulectomy (decapsulation of kid-	
Colpoperineoplasty: (repair of vagina and		Hysterorrhaphy (suture of ruptured uterus)	200.00	ney) unilateral	200.00
perineum; pelvic floor repair, inde-		Hysterosalpingostomy (connecting of fal-		bilateral	300.00
pendent procedure)	250.00	lopian tubes to uterus)	200.00	Renal (kidney) vessels, division or tran-	
Colpopexy (plastic repair of vagina)	150.00	Kidney abscess, drainage of, independent		section of aberrant	300.00
Colpoplasty, repair of cystocele (hernia of		procedure	200.00	Salpingectomy (removal of fallopian tubes)	
bladder) or rectocele (hernia of rec-		Kidney, fixation of	300.00	or salpingo-oophorectomy (removal of	
tum), independent procedures	150.00	Kidney, removal of or cutting into	400.00	tubes and ovary)	200.00
Colpoplasty, repair of cystocele (hernia of		Manchester or Pothergills Operation (fixa-		Salpingo-oophorectomy (removal of oviduct	
bladder) and rectocele (hernia of		tion of uterus-hysterepexy	200.00	and ovary, one or both sides)	200.00
rectum)	200.00	Meatotomy (cutting of external opening of		Salpingoplasty (plastic repair of a fallop-	
Colpotomy (incision into vagina) with ex-		urinary passage)	20.00	ian tubes	200.00
ploration or drainage	50.00	Myomectomy (removal of fibroid or mus-		Scrotum (pouch containing testes) abscess,	
Cryptorchidectomy (undescended testicle)		cular tumor of uterus) independent		incision and drainage of requiring hos-	
single	100.00	procedure	200.00	pital residence	50.00
bilateral	150.00	Nephrectomy or heminephrectomy (removal		not requiring hospital residence	20.00
		of all or part of kidney) with or with-		Scrotum (pouch containing testes) resec-	
		out ureterectomy	400.00	tion of	50.00
		Nephrolithotomy with removal of calculus		Skene's gland, incision of-requiring hos-	
		removal of kidney stone)	400.00	pital residence	50.00
		Nephropexy (fixation or suspension of		not requiring hospital residence	20.00
		kidney)	300.00	Skene's gland, excision or fulguration of	50.00
		Nephrorrhaphy (suture of kidney wound		Sympathectomy, pre-sacral	200.00
		or injury)	300.00	Testis, reduction of torsion (twisting of	
		Nephrostomy (cutting into kidney)	375.00	cord) of	100.00
		Nephrotomy (cutting into kidney) with ex-	375.00		

Trachelectomy (excision of cervix) independent procedure	100.00
Tracheloplasty (plastic repair of uterine cervix)	100.00
Ureter (tube from kidney to bladder) opening of strictures of (endoscopic procedures)	67.50
Ureter (tube from kidney to bladder) transplantation to skin (ureterostomy)-unilateral	200.00
bilateral	400.00
Ureter (tube from kidney to bladder) tumors or stones, removal of-by open cutting operation	200.00
by endoscopic means	67.50
Ureterectomy (excision of ureter) complete or partial	200.00
Ureterocystostomy (anastomosis of ureter to bladder) unilateral	200.00
bilateral	400.00
Ureteroenterostomy (anastomosis of ureter to bowel) unilateral	200.00
bilateral	400.00
Ureterolithotomy (removal of stone from ureter) with removal of calculus, open operation	200.00
Ureteroplasty, plastic on ureter (stricture) without plastic operation on renal pelvis	200.00
with plastic operation on renal pelvis	400.00
Ureterotomy (cutting into ureter) with exploration or drainage	200.00
Ureterostomy (transplantation of ureter to skin)—unilateral	200.00
bilateral	400.00
Ureteropyelostomy (anastomosis of ureter and renal pelvis)	400.00
Urethra, excision of carcinoma of	200.00
Urethra, prolapse of mucosa, female, repair of	100.00
Urethra, stricture of, open operation	100.00
Urethra, stricture of, intra-urethral cutting operation through endoscope	67.50
Urethral caruncle, excision of or electrocauterization	50.00
Urethral sphincter, female, plastic operation	150.00
Urethrocele, repair of (female) independent procedure	150.00
Urethroplasty, plastic operation on urethra, including hypospadias or epispadias, complete procedure	150.00
Urethrorrhaphy (suture of urethral wound or injury)	100.00
Urethrostomy (cutting into urethra) independent procedure	100.00
Urethrotomy (cutting into urethra) open operation, independent procedure	100.00
Urethrovaginal fistula (abnormal opening between urethra and vagina) closure of	200.00
Uterus, cutting operation on this organ and its appendages, with abdominal approach (unless otherwise specified in schedule)	200.00
Vagina, reconstruction of congenital deformity	150.00
Vaginal septum, excision of	50.00
Varicocele, excision of (removal of varicose swelling of spermatic cord)—unilateral	100.00
bilateral	150.00
Vasectomy (removal of vas deferens)—unilateral	40.00
bilateral	60.00
Vasotomy (cutting of vas deferens) or ligation (one or both sides— independent procedure)—unilateral	30.00
bilateral	50.00
Ventrofixation (fixation of uterus-hysteropexy)	200.00
Ventrosuspension (suspension of uterus)	200.00
Vesiculectomy (removal of seminal vesicle)—unilateral	200.00
bilateral	300.00
Vulvectomy (removal of vulva)—partial	100.00
complete	150.00
radical, including regional lymph nodes	250.00

GLANDS

LYMPH GLANDS

Excision of lymph node for diagnosis or biopsy	30.00
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Lymphadenectomy, radical, upper neck or axilla—unilateral	200.00
bilateral	250.00
Lymphadenectomy, radical, cervical or groin—unilateral	250.00
bilateral	300.00
Simple excision of complete lymph node for tuberculosis, etc.	100.00
Mammary Glands—See Breast	

SALIVARY GLANDS

Parotid abscess, drainage of	50.00
Parotid gland, removal of	150.00
Parotid tumor, removal of, benign	150.00
Parotid tumor, removal of, mixed or malignant	200.00
Ranula (retention cyst of mouth) excision of	67.50
Salivary fistula (abnormal opening or tract) closure of	100.00
Sialolithotomy (removal of salivary calculus)	50.00
Submaxillary gland, excision of	100.00

THYROID AND OTHER ENDOCRINE GLANDS

GOITRE

Hemithyroidectomy (removal of part of thyroid)	200.00
Isthmectomy (removal of isthmus of thyroid)	200.00
Ligation (tying off) of thyroid arteries not followed by thyroidectomy— one or more at one operation	100.00
two or more stage operation	150.00
Removal of adenoma or benign tumor of thyroid (no payment for X-ray treatment of thyroid)	200.00
Thyroid, remnant, excision of	200.00
Thyroid, removal of, complete or subtotal (complete procedure) including ligation of thyroid arteries, to be treated as one operation	300.00
Adrenalectomy, partial or total (removal of part or all of adrenal gland)	375.00
Carotid body tumor, excision of	200.00
Hypophysectomy (removal of hypophysis)	375.00
Parathyroidectomy (removal of parathyroids)	300.00
Pinealectomy (removal of pineal body)	375.00
Thymectomy (removal of thymus gland)	300.00

HEART OR CARDIAC

Angiogram, cutting operation for exposure of vessel	50.00
Aorta, coarctation of, correction of	450.00
Arteriogram, cutting operation for exposure of vessel	50.00
Cardiorrhaphy (suture of heart wound or injury)	450.00
Cardiotomy (cutting into heart) with exploration or removal of foreign body	450.00
Catheterization of heart (independent complete procedure)	100.00
Commissurotomy (operation on valve of heart)	450.00
Congenital defects, correction of, such as patent ductus arteriosus, coarctation of aorta pulmonary stenosis	450.00
Patent ductus arteriosus, correction of	450.00
Pericardiectomy (operation on pericardium of heart)	450.00
Pericardiocentesis (puncture of pericardial space for aspiration)	30.00
Pericardiotomy (cutting into pericardium of heart) with exploration, drainage or removal of foreign body	450.00
Pulmonary stenosis, correction of	450.00
Valvulectomy (operation on valve of heart)	450.00
Valvulotomy (incision of valve of heart)	450.00

HERNIA

Herniotomy-herniorrhaphy-hernioplasty single-inguinal, femoral, umbilical, ventral or incision	200.00
bilateral-inguinal, or femoral	250.00
hiatal or diaphragmatic	400.00
Injection method, entire course of treatment single	100.00
more than one hernia	150.00

INCISION AND DRAINAGE

Incision and Drainage, Debridement or Removal of foreign bodies requiring hospital residence	50.00
not requiring hospital residence	20.00

NOTE:

1. Where debridement and suturing both subscribed to, pay both fees.
2. Removal of bone plates or pins except removal of traction pins or other traction appliances (as this is always a separate and distinct procedure) 50.00

JOINTS

Arthrorectomy—pay arthrodesis fee.	
Arthrodesis (fusing of joint, operative ankylosis with or without tendon transplant)	
Ankle or ankle and foot	250.00
Elbow	250.00
Finger, one or more joints	150.00
Foot or ankle and foot	250.00
Hip	300.00
Knee	250.00
Shoulder	250.00
Spine, including sacroiliac, except coccyx	300.00
Wrist	250.00
Anthroplasty (reconstruction, functional restoration of joint with or without bone or fascial graft)	
Ankle, or foot and ankle	300.00
Elbow	300.00
Finger, including metacarpal-phalangeal joint	150.00 each
Foot, or ankle and foot	300.00
Hip	350.00
Knee (except semi-lunar cartilage)	300.00
Shoulder	300.00
Spine (including intervertebral disc operations)	300.00
Temporo-mandibular	250.00
Toes, including metatarso-phalangeal joint	150.00 each
Wrist	300.00
Arthrotomy (incision into joint-independent procedure—with exploration and drainage or removal of loose or foreign body)	
Ankle	150.00
Elbow	150.00
Finger	50.00 each
Foot (including bunionectomy)	100.00
Hand	100.00
Hip	150.00
Knee (except semi-lunar cartilage)	150.00
Semi-lunar cartilage excision	200.00
Shoulder	150.00
Temporo-mandibular	150.00
Toes	50.00 each
Wrist	150.00
Manipulation of joint under general anesthesia dislocations excluded, including application of cast or traction	
Elbow	50.00
Ankle	50.00
Hip	50.00
Knee	50.00
Shoulder	50.00
Wrist	50.00
Spine (with hospitalization and immobilization)	67.50
Club foot (with application of cast)	initial 20.00
subsequent	20.00
maximum either foot	200.00
Paracentesis	30.00
Capsuloplasty—Pay arthroplasty fee	
Capsulotomy—Pay arthrotomy fee	
LIGAMENTS AND TENDONS	
Achilles tendon, lengthening or shortening	100.00
Bakers cyst, excision of	100.00
Ganglion (cyst of tendon sheath) excision of	50.00
Ligaments and tendons, cutting or transplant—single	100.00
multiple	150.00
Suture of avulsed (torn away) tendon to skeletal attachment—single	100.00
Synovitis, stenosing (release of contracted tendon sheath)	100.00
Tendon, suturing of—single	67.50
multiple	100.00
Tenotomy (cutting of tendon)—single	100.00
multiple	150.00

Trigger finger, or stenosing synovitis (release of contracted tendon sheath) . . . 100.00
 NOTE: Club foot open operations are payable under "Cutting into Joint"—\$50.00 plus cutting operation on tendon—\$100 (each foot)

MUSCLES AND FASCIA

Biopsy 50.00
 Diaphragm rupture, suture of (transthoracic approach) 375.00
 (abdominal approach) 250.00
 Dupuytren's Contracture (hand) each hand 100.00
 Fasciotomy (cutting of fascia) 100.00
 Myorrhaphy (suture of muscle) of quadriceps or biceps 100.00
 Scalenotomy (cutting of scalenus muscle in neck with or without resection of cervical rib)—unilateral 150.00
 Bilateral 200.00
 Sternocleidomastoid muscle, cutting of . . . 150.00
 Torticollis (wry neck)—operation for 150.00
 Wry neck (torticollis)—operation for 150.00

NERVES

Brachial plexus, exploration of (independent procedure) 300.00
 Ganglion injections when done for other than surgical anesthesia (limit of 3) each 50.00
 Glossopharyngeal nerve, resection of 400.00
 Infraorbital or supraorbital nerve, evulsion (separating) 50.00
 Nerve, crushing of any 50.00
 Nerve, suturing of accidental severance of each 50.00
 Nerve injections when done for other than surgical anesthesia (limit of 3 injections), except no payment will be made when done for dental procedures, sprained ankles or pruritus ani each 50.00
 Neurolysis (freeing of nerve, or transposition) of 150.00
 Occipital nerve, evulsion (separating) of . . 75.00
 Phrenic nerve, transection (dividing in two) of 50.00
 Retrogasserian neurectomy (cutting of nerve) for trigeminal neuralgia (tic douloureux) 400.00
 Spinal nerve roots, transection (dividing in two) of 450.00
 Sympathectomies (cutting of sympathetic nerve) of cervical areas—unilateral . . . 200.00
 bilateral 375.00
 Sympathectomies (cutting of sympathetic nerve) of dorsal, lumbar, sacral areas—unilateral 300.00

NERVES

Bilateral \$450.00
 Trigeminal nerve, transection (dividing in two) of 400.00
 Vagotomy (cutting of vagus nerve in stomach) 200.00
 Vestibular nerve, transection (dividing in two) of 400.00

OBSTETRICAL PROCEDURES

Caesarean section, including delivery 200.00
 Abdominal operation for extra-uterine or ectopic pregnancy 50.00
 Miscarriage 50.00

NOTE: This fee payable where there is a surgically induced or spontaneous miscarriage or abortion. If there is a spontaneous abortion or miscarriage, surgical manipulation may be presumed. When there is a premature birth whether alive or not, pay delivery fee.

PARACENTESIS

Tapping (of abdomen, chest, bladder other than catheterization ear drum, hydrocele, joint, or bone) 30.00
 Eye (anterior chamber for inflammatory exudate or glaucoma) 40.00
 Spine
 Simple spinal puncture 30.00
 Myelography, spinal puncture for (exclusive of X-rays) 60.00

Pneumoencephalography, spinal puncture for (exclusive of X-rays) 60.00
 Ventricle
 Ventriculography, including drill tap or taps (exclusive of X-rays) 100.00

PILONIDAL CYST OR SINUS

Excision (removal) of 100.00

PLASTIC OPERATIONS

Where the operation is described as being done in multiple stages only one fee will be allowed for the complete procedure.
 Anoplasty (plastic operation for imperforate anus or stricture) 200.00
 Cleft Palate—Palatoplasty—(plastic operation for cleft palate)
 one stage operation 200.00
 two stage operation 250.00
 with harelip operation 350.00

PLASTIC OPERATIONS

Ear—Otoplasty (plastic repair—for protruding ears) each ear 100.00
 Otoplasty (plastic reconstruction of ear with graft of skin or cartilage) each ear 200.00
 Epispadias (plastic operation on urethra) complete procedure 150.00
 Eyelid Operation for ectropion (repair of eyelid folded out) 137.50
 Operation for entropion (repair of eyelid folded in)
 Ptsosis (correction of drooping eyelid) operation complete, each eyelid 100.00
 Fatty tissue, removal of excess 100.00
 Feet, webbing of (syndactylism) . each foot with skin grafting 150.00
 Grafts (complete procedure)
 Arterial (see ARTERIES & VEINS)
 Bone (obtaining bone graft material from another part of body) 50.00
 Skin—not more than 2 square inches 50.00
 2 to 25 square inches 100.00
 26 to 50 square inches 200.00
 51 to 100 square inches 300.00
 Over 100 square inches 400.00
 Tube graft 300.00

NOTE: Where scar tissue, ulcerations, tumors etc. are removed and skin grafting necessary after these procedures two fees are payable.

Hands, webbing of (syndactylism) each hand with skin grafting 150.00
 Harelip—unilateral 150.00
 bilateral 200.00
 combined with palatoplasty 350.00
 Hypospadias (plastic operation on urethra) complete procedure 150.00
 Nose—Rhinoplasty—all reconstruction operations 100.00
 Otoplasty (plastic repair—for protruding ears) each ear 100.00
 Otoplasty (plastic reconstruction of ear with graft of skin or cartilage) . each ear 200.00
 Palatoplasty—(plastic operation for cleft palate) one stage operation 200.00
 two stage operation 250.00
 with harelip operation 350.00
 Rhinoplasty (plastic operation on nose) complete procedure 100.00
 Scar tissue, excision of 67.50
 Skin, correction of contracture, without grafting 67.50
 Skin planing—by wire brush or sandpapering 200.00
 Skin, removal of excess 100.00
 Syndactylism (webbing of hand or foot) each with skin grafting 150.00
 Z-plasty 67.50

NOTE: For undercutting, no fee payable.

RECTUM

NOTE: Where any of below procedures are accomplished by electro-coagulation or electro-dessication fee is payable.
 Abscess, incision and drainage of ischio-rectal, perianal, submucous—requiring hospital residence 50.00
 not requiring hospital residence 20.00
 incision and drainage of supralevator area 67.50

Anoplasty (plastic operation) for imperforate anus or stricture 200.00
 Cryptectomy (removal of pockets in rectum) single or multiple 30.00
 Fissure, cutting operation for correction of 50.00
 Fistula in ano, cutting operation for—single multiple 150.00
 Hemorrhoidectomy (removal of hemorrhoids or piles)
 External 50.00
 Internal or internal and external 100.00
 Injection treatment (complete procedure) 50.00
 Hemorrhoids, thrombosed, incision of 30.00
 Papillae, hypertrophied (enlarged) excision of 30.00
 Proctectomy (resection of rectum) 375.00
 Proctopexy (fixation of rectum) abdominal, for prolapse 200.00
 Proctoplasty (plastic repair of rectum) for prolapse 150.00
 Proctorrhaphy (suture of rectum) closure of rectourethral fistula 150.00
 closure of rectovesical fistula 150.00
 Proctoscopy (examination of rectum by proctoscope) diagnostic 20.00
 (operation on rectum by proctoscope) operative 50.00
 Proctotomy (cutting into rectum) 100.00
 Prolapse of rectum, cutting operation for Pruritus ani, undercutting for or neurotomy treatment of itching skin of anus 100.00
 Sigmoidoscopy (examination of lower colon by sigmoidoscope) diagnostic 20.00
 (operation on lower colon by sigmoidoscope) operative 50.00
 Sphincteroplasty, and (plastic operation for fecal incontinence) 200.00
 Sphincterotomy, division of anal sphincter 100.00
 Tabs, external hemorrhoidal, excision of (single or multiple) 30.00

SKULL

Cutting into cranial cavity (drill taps excepted) 450.00
 Drill taps—single 50.00
 multiple 100.00
 Ventriculography, including drill tap or taps (exclusive of X-ray) 100.00

SPINE OR SPINAL CORD

Coccyx (bone at lower end of spine) removal of all or part of \$100.00
 Cordotomy (cutting into spinal cord) or any other operation on the spinal cord 450.00
 Intervertebral discs, operation with removal of 300.00
 with fusion 450.00
 Myelography, spinal puncture for (exclusive of X-rays) 60.00
 Pneumoencephalography, spinal puncture for (exclusive of X-rays) 60.00
 Sacroiliac or other spinal fusions 300.00
 Spinal cord tumor, operation for 450.00
 Spinal puncture (simple) each 30.00
 (up to a maximum of \$125)
 Vertebra (bone of spinal column) or Vertebrae (coccyx excepted), operation with removal of portion of 300.00

SUTURING, ACCIDENTAL WOUNDS

Fees set out below for skin sutures or clips, and muscle sutures, are doubled when laceration of face below hairline, forward of ears and above chin is sutured.
 Skin structures, per suture or clip—first . . 10.00
 each additional 3.00
 Muscle structures, per suture—first 10.00
 each additional 4.00
 Nerves, end to end (each) 50.00

SYMPATHECTOMIES

Cervical (cutting away of sympathetic nerves of the neck)—unilateral 200.00
 bilateral 300.00
 Cervicothoracic (cutting away of sympathetic nerves of neck and chest)—unilateral 300.00
 bilateral 450.00
 Lumbar (cutting away of base of spine)—unilateral 300.00
 bilateral 450.00
 Presacral neurectomy (cutting away of nerve network in front of the sacrum) 200.00
 Splanchnicectomy (cutting away of visceral nerves) 425.00

Thoracic (Dorsal) (cutting away of sympathetic nerves of chest)—unilateral . . .	300.00
bilateral	450.00
Vagotomy (cutting of vagus nerve in stomach)	200.00

TEETH—DENTAL SURGERY

Alveolectomy or Alveoplasty (surgical removal or plastic repair of alveolar process) requiring hospital residence . .	50.00
not requiring hospital residence	20.00
If the surgeon removes two or more adjoining teeth and subscribes to an alveolectomy or alveoplasty, we will allow fees as set out below:	

TEETH—DENTAL SURGERY

1. If Alveolectomies are done on both the mandible (lower jaw bone) and maxilla (upper jaw bone) irrespective of whether done at the same time or not, allow two fees.
2. If alveolectomies involving multiple extractions from different locations in the same jaw (mandible or maxilla) at the same sitting, allow one fee.
3. Alveolectomies done at different sitting qualify for additional fee or fees.
4. If impaction removed at same sitting as alveolectomy (involving two or more additional teeth) allow two fees.
5. Alveolectomy an independent procedure, no coincident to tooth extraction—fee payable for each jaw (mandible or maxilla).

Apicoectomy—root amputation (odontotomy) each	50.00
Gingivectomy (cutting away of gum) requiring hospital residence	50.00
not requiring hospital residence	20.00

NOTE:

1. In hospital—pay two fees if both jaws involved.
2. Not requiring hospital residence—pay fee for cutting procedure performed at each sitting.

Impacted tooth, removal of irrespective of hospital residence	50.00
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Each additional impaction at same sitting . .	30.00
Odontotomy—root amputation—apicoectomy each	50.00
Odontectomy—removal of unerupted tooth requiring hospital residence	50.00
not requiring hospital residence	20.00
Retained or residual root, an independent procedure, not coincident to alveolectomy or alveoplasty or attempted extraction of tooth and when gum is cut requiring hospital residence each	50.00
not requiring hospital residence each	20.00
Unerupted tooth (odontectomy) removal of—	
requiring hospital residence	50.00
not requiring hospital residence	20.00

TOENAILS—INGROWN

Toenails, Ingrown—cutting operation into tissue—	
requiring hospital residence—unilateral	50.00
bilateral	100.00
not requiring hospital residence—unilateral	20.00
bilateral	40.00

TUMORS

Benign or superficial tumors and cysts or abscesses—	
requiring hospital residence	\$ 50.00
not requiring hospital residence	20.00
Exception. Cervical Polyps (see Genito-Urinary Tract)	

NOTE:

1. Fee payable when doctor excises, incises or employs electro-dessication or electro-coagulation.
2. Fee payable when doctor certifies to removal by X-ray, radium, freezing or injection directly into tumor.
3. Fee not payable when removed by acid, ointments or caustics.
4. If multiple tumors are removed by more than one incision pay for each incision up to maximum limit of \$450.

Exception:

- a. Cervical, renal polyps — pay single fee.
- b. Nasal polyps—see Ear, Nose or Throat.

5. See Breast.

Malignant tumors of face, lip or skin	100.00
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NOTE: Regardless of means employed—this means by X-ray, radium, electro-dessication or electro-coagulation. Consider the treatment of tumor of body orifices as falling in this category, e.g. mouth (including pharynx, tongue, nasal cavity, anterior urethra, vagina and cervix when X-ray, radium, electro-dessication or electro-coagulation are employed. (Do not include body of uterus). Malignant tumors other than of face, lip or skin or exceptions listed above. Fee will depend on location of tumor and type of surgery done. Refer to section of schedule involved. Minimum fee \$275. Only cutting operations will qualify for fee.

VARICOSE VEINS

Injection treatment, complete procedure (one or both legs)	75.00
Cutting operation, complete procedure:	
One leg	100.00
Both legs	165.00
Saphenous or Femoral—vein ligation—	
unilateral	50.00
bilateral	100.00

Note on ligations: Where done separately and not with operation or injection for varicose veins. If diagnosis is varicose veins pay for Varicose Veins.

Except for operations expressly excepted in the Schedule, the Trustees shall, subject to the terms and conditions of the Regulations, determine a payment for any cutting operation not listed in the Schedule consistent with the payment for any listed operation of comparable difficulty and complexity, but in no event shall such payment exceed the applicable Maximum Surgical Benefit.



Congress Moves Swiftly on Maritime Program

(Continued from Page 2)

"As Mr. Gibson said to this Committee, some of these companies are excellent operators and the kinds of people you would want in the program. He found merit in a suggestion that some form of 'grandfather clause' be provided which would require operators with both U.S. and foreign-flag ships to freeze their foreign fleets at the present level and then allow them to qualify for subsidies."

Hall reminded the Committee of the fact that the unsubsidized operators depend to a large measure on the carriage of government-generated cargoes.

"We know the hope is that with enactment of this bill, all segments of our merchant fleet will be able to compete in the world market for the carriage of world trade. We agree with the goal and we share in the hope that it comes about. But in the meantime—and for many years to come—government-generated cargo will be essential to the survival of a significant portion of our fleet.

"We know that in spite of the fact that H.R. 15424 is silent on the subject of government cargo, both the President and the Maritime Administrator have stated that they felt the present system of preferential rates would be replaced by the proposed direct subsidy program. This shift—especially during the early stages of the new program—could cause chaos in the industry as presently subsidized operators, with some of their newer, higher productivity vessels, built with government assistance, would have an unfair advantage over the operators who have been 'frozen out' of many of the benefits of the 1936 Act.

"We were gravely concerned with this situation, as it easily

could have driven a substantial portion of the present fleet out of business at the very time when we are all working toward its rejuvenation," Hall said.

Referring to Maritime Administrator Gibson's response to several questions asked by Rep. Thomas Pelly (R-Wash.), Hall commented:

"As we understand it, Mr. Gibson envisions a transition period of at least five years. In the first few years of this period, while the newly subsidized bulk carriers are being built, no essential changes in the cargo preference program are intended and Mr. Gibson has said a great deal of care must be exercised to prevent undue harm to presently unsubsidized operators.

"During the latter part of the transition period, while presently subsidized operators might be allowed into the government-cargo field, they would not be allowed to use their subsidies to enable them to carry cargo at rates below those of the unsubsidized operator.

"Only when presently unsubsidized bulk vessels are obsolete—and only after new subsidized vessels are available—would all operators be put on a par by providing ODS.

"There is no question, as to the need for this transition period to protect those operators who have been plying the bulk trade for many years, without CDS, ODS, tax deferments and other benefits of the 1936 Act."

In discussing government cargo, the MTD President pointed to several other matters that he urged the Committee to direct its attention to.

He noted that in view of the fact that the Maritime Administrator has expressed his determination to convince American

porters to increase their use of American-flag ships, it would be paradoxical if on the one hand the Maritime Administration is promoting a "ship American" program while on the other hand the government itself is ignoring its responsibilities in this direction.

"If the program is to succeed," he said, "the U.S. government must set the example."

"Our government is the world's largest shipper. The government cannot expect to convince private shippers to use American-flag ships when it does not do so itself. If our government is to achieve increased use of American shipping, then the individual departments of government must meet their responsibilities in this regard.

"In spite of the requirements of the 1936 Act that a minimum of 50 percent of government-generated cargoes be shipped in U.S. bottoms, the Department of Agriculture and the Agency for International Development have consistently frustrated the will of the Congress by setting up administrative procedures that make it impossible for U.S. ships to carry even the minimum of 50 percent of their cargoes.

"It would be desirable if the responsibility for the transportation of government cargoes be placed in the Maritime Administration, the only agency sensitive to the needs of and concerned with the problems of the maritime industry. In addition, the Maritime Administrator ought to report periodically to the Congress on MSTs shipments to make certain that these also comply with the will of Congress.

"In any case, this Committee should make it clear to all government agencies that the intent

of the current cargo preference language is that a minimum of 50 percent of government cargo must be carried on U.S. flag vessels, and that every effort should be made to maximize this carriage so that the result is closer to 100 percent than 50 percent.

"With regard to the proposal for a new wage index system to determine operating differential subsidy payments, we wish to emphasize that we believe strongly in the principle of free collective bargaining for the determination of wages and working conditions.

"The proposal is based upon a very technical formula for which we have not accumulated any experience. We cannot, of course, say what its practical effects will be. Because it is untried, we think it proper to withhold judgment. In any event, the most important consideration is to move this program forward and enable the Committee to achieve its enactment in this session of Congress. We believe the Maritime Administrator will be sensitive to the need for constant review and evaluation of this procedure."

Referring to the pending legislation as "in the main, a good program," Hall added, however, that to be successfully implemented, "it will need the best efforts of government, management and labor."

"We submit that the American seaman, over the period of the industry's continuing decline, has made a contribution insofar as the efficiency of the American merchant marine is concerned. For example, the productivity of American seamen over the last 20 years has

increased by more than 400 percent. Obviously the sophisticated technological advances implicit in the program under consideration will bring continued increases in seamen's productivity.

"Many of the problems faced by the industry—those of a labor-management nature—could disappear in a healthy, expanding industry. Manning problems, for example, lose much of their impact in an expanding job market. But job security is paramount when job opportunities are shrinking. Accommodation is relatively simple in an expanding industry; it is impossible in a declining industry," Hall said.

Summing up the Maritime Trades Department's position on the new program, Hall concluded:

"We urge the enactment of this legislation with the amendments and clarifications which we have suggested. We think the program which has been presented by the Administration and which will be perfected by this Committee will bring us to a point to which all of us have looked forward for a long time. It is obvious from the course of these hearings that both the Committee and the Administration are committed to the development of a program that will deal with the needs of all segments of the American maritime industry.

"Certainly the bill cannot be all things for all men, and understandably there will be areas where experience will call for re-evaluation. This is to be expected, but as we have said, the matter of primary importance is to get on with the program."

14 Seafarers Earn Lifeboat Ticket



Fourteen more Seafarers were certified as lifeboatmen by the Coast Guard after passing examinations at the SIU lifeboat school in New York February 13. Front row (l-r): Herbert Muchmore, Alfred Vaughn, Francis Papez. Second row: Edward Goforth, Larry Broadwater, Marcus Weikle, Ken Jenda, Robert Davis. Top row: Lenny Derrick, instructor, John Linton, Patrick Faketty, Gregory Boyle, Dean Yannuzzi, Thomas Strother, Thomas Egan, BM-1 Lee Harvell, Coast Guard examiner. All passed with scores of 90-plus.

NO HEAT? HOT WATER?

SECTION 43. ROOM AND MEAL ALLOWANCE.
When board is not furnished unlicensed members of the crew, they shall receive a meal allowance of \$2.00 for breakfast, \$3.00 for dinner and \$5.50 for supper. When men are required to sleep ashore, they shall be allowed \$10.50 per night.

Room allowance, as provided in this Section, shall be allowed when:

1. Heat is not furnished in cold weather. When the outside temperature is sixty-five degrees (65°) or lower for 8 consecutive hours, this provision shall apply.
2. Hot water is not available in crew's washrooms for a period of twelve (12) or more consecutive hours.



Heat beefs must be reported immediately to the Department Delegate and Chief Engineer.

You must keep a written record of the beef including:

- Date
- Time of Day
- Temperature

All heat beefs should be recorded and submitted on an individual basis.

Problems of Non-Contiguous Areas

(Continued from Page 3) reserve and the participation of the American tanker fleet in its carriage."

Many officials indicated their enthusiasm for the two-day conference in replying to invitations to attend.

U.S. Sen. Mike Gravel of Alaska said "your plans for a conference recognize that the problem is serious for Alaska, Hawaii and Puerto Rico and must be solved." He added that he "wholeheartedly" support the conference.

U.S. Sen. Theodore F. Stevens of Alaska said he would participate in the conference in the hope that "one of the most pressing problems affecting Alaska can be resolved."

The governor of Puerto Rico, Luis A. Ferre, said he will be "delighted to join" in the sessions, adding that:

"We in Puerto Rico think of a solution within the framework of the present law—that is, without affecting the provisions of the law which requires the use of American merchant vessels and crews in this trade."

Expressing "gratitude to the AFL-CIO Maritime Trades Department for its sensitivity to the problems of our area and its concern for finding equitable solutions," Jorge L. Cordova, resident commissioner of Puerto Rico said he welcomed the chance to participate in the conference.

Shipping industry leaders

were equally enthusiastic about the conference.

"Be assured of our full cooperation with the AFL-CIO Maritime Trades Department and government officials from Alaska, Hawaii and Puerto Rico to attack mutual problems in non-contiguous trades," wired M. R. McEvoy, president of Sea-Land Service, Inc.

Saying he was "most impressed" with the conference concept, Howard M. Pack, president of Seatrain Lines,

Inc., said "your proposal concerning government assistance that would reduce these rates is worthy of full and frank exploration."

And Michael Klebanoff, president of Ogden Marine, Inc. and chairman of the American Tramp Shipowners Association, Inc., said "you have our full support for your effort to bring about an alliance between this industry and the non-contiguous areas that will be advantageous both to us and to them."

Seafarers to be Reimbursed For Medicare Part B

Health, Education and Welfare Secretary Robert T. Finch recently announced an increase in the monthly Medicare Part "B" premium from the present \$4.00 rate to \$5.30 effective next July 1.

Approximately one-half of the 32% increase, or 64¢, is necessary to finance the current level of benefits. A projected 6% increase in physicians' fees under Medicare in 1971 will account for 26¢ of the remaining 66¢ allocated for anticipated cost increases.

Inasmuch as enrollment under Medicare Part "B" is mandatory for all eligible (retired and active) Seafarers and their qualified dependents, the Trustees of the SIU Welfare Plan have authorized reimbursement of the cost of Medicare Part "B," including the coming increase, as well as any future hike that may be imposed.

Eligible and qualified Seafarers will be reimbursed for that expense on a quarterly basis upon receipt by the SIU Plan Office of a copy of the card issued by the Social Security Department reflecting enrollment under Medicare Part "B," or the original card for Plan copy and return.

Relaxing on the Transchamplain



AB Robert Vinson relaxes with a cup of coffee on the fantail of the Transchamplain after the ship tied up at Port Newark. Vinson, who has been sailing for four years, earned his AB endorsement through the upgrading program conducted by the Harry Lundeberg School of Seamanship, and attended the school at Piney Point, Md.

YOU CAN QUIT SMOKING!

There is a good chance that you want to give up smoking cigarettes. You are convinced by the mounting evidence that tells you, as an intelligent person, that smoking causes lung cancer, heart trouble and a host of other ailments. In other words, that smoking can have drastic effects which lessen your chances of living as long and as healthy a life as you otherwise might.

So... what to do? Where do you start? Or, having tried before—unsuccessfully—are there ways that can make a new attempt easier and have a greater chance of success?

The American Cancer Society—deeply involved in this matter has compiled some sound recommendations that may help.

These recommendations come from experts in cigarette-withdrawal. It should encourage you to know that there are 19 million ex-cigarette smokers in the United States.

There is no one sure way. The only assurance lies in your own determination to quit—and in your efforts to reinforce that determination.

Some ex-smokers stress will-power. For them, the sense that they can manage their own lives—that they are their own masters—gives them the power to act.

Others find that will-power must be developed, and that the important thing is not to be discouraged by unsuccessful attempts, many have failed—time after time—but finally succeeded.

The key to success, to them, is to recognize that cigarette smoking is a habit—a strong habit acquired over a period of years—and lots of patience must be applied to relearning new behavior patterns.

Approached from this angle, smoking can be given up by degrees.

Set a date for quitting. As it approaches, gradually cut down, substituting new habits as you go.

With each cigarette you reach for—and don't smoke—tell yourself that you are not giving up something of value, but learning to live a better and cleaner life.

Little tricks can be tried to

make the "reach" for the cigarette harder. Like carrying the pack in an unaccustomed place so you have to fumble for it and have time to think it over.

If you generally use your right hand to bring the cigarette to your mouth, use the left. If you usually place the cigarette in the right corner of the mouth—try the left side.

Try a brand you don't like. Try leaving the cigarette in your mouth, unlighted.

Before lighting up, stop. Think of all the reasons you know why you shouldn't. The risk of disease, the blurring of the taste of food, the cough, the bad breath, the mess and smell of morning-after ashtrays. Think of the cost, and what you could save over a year if you didn't buy any cigarettes.



Remember, smoking is an addiction, like pot. Feel good about your ability to sluff it off. It isn't easy—but there's satisfaction in doing it—a sense of achievement.

The week before you quit, think over your list of reasons for not smoking. Each evening,

before you fall asleep, concentrate on one dreadful result of cigarette smoking. Repeat that single fact over and over again. The next night concentrate on another fact. Do this again the next night, and the next.



Think over why it is that 100,000 doctors have quit smoking. Remind yourself that, if you continue smoking, your chances of dying between the ages of 25 and 65 are twice as great as those of the non-smoker. Would you fly in an airplane if the chances of crashing and death were even close to the risks of cigarette smoking?

All right—you've finally quit smoking. But you find yourself tempted—generally by a wiff of smoke from someone near. How do you counteract this?

The best way is to lose yourself in some activity, mental or physical. Also you can substitute another act for the act of smoking. Try these:

- Drink water.
- Nibble fruit, celery, carrots.
- Suck candy or chew gum.
- Chew bits of fresh ginger, a clove.
- After a meal—try a mouth

wash instead of a cigarette. Concentrate on the flavor.

- Inhalers—helpful for sinuses—may be used as a replacement device.

On quitting day, celebrate. Have a ball. Eat your favorite foods. Involve your family or your friends in the project.

For a few days, spend as much time as possible in places where smoking is forbidden—libraries, movies, theaters. Try to keep away from friends who are heavy smokers for a while. Try physical activity—golf, swimming, bowling, billiards—or even extra work.

Change some of your living patterns. Read more books, sit in another comfortable chair, try crossword puzzles, do some task you have been putting off.



During all the time, tell yourself how fortunate you are in escaping a terrible habit. Keep plugging away at all the reasons why you gave up smoking. If you have withdrawal symptoms, say to yourself, "This will pass. Time is a great healer." It is! And your sense of accomplishment and well-being will be well worth the effort.

RICE VICTORY

THE RICE VICTORY came home to Norfolk, Virginia, after a voyage to the Far East that lasted four and one-half months. The ship left Sunny Point, N. C., September 30 with a full load of military supplies for Vietnam. During the trip she touched at ports in Thailand and Japan. The crew reported that it was a good voyage with only a few minor beefs. The Rice Victory is a C-2 built in 1945. She had been in mothballs until she was re-activated for Vietnam sea-lift three years ago.



Seafarer G. G. Weaver, who ships as FWT, poses at the control board in the engine room of the Rice Victory. Weaver is engine delegate.



Dave Driscoll (left), who sails as saloon mess, and Rodney Wade, O.S., check in with SIU Representative Steve Papuchis after the long voyage to the Far East.



Gilliam Ellis, who sails as wiper, is all dressed and ready to go ashore after the four and one-half month trip after he talks with SIU Rep. Steve Papuchis.



James Porter signs at payoff as Shipping Commissioner James Daniels observes. Porter made two trips as O.S. and he now plans to upgrade to AB at the HLSS school.



AB Claude Brown catches up on the latest news in the Log as AB Richard Markley (left) and 2nd Electrician Awat Sulaimon look on in the crew's messroom.



Steward Delegate James Mitchell signs the patrolman's report at payoff. At right is Earl Di Angelo, ship's chairman, who has been in the SIU 31 years.



SIU Representative E. B. McAuley holds up his membership book as he discusses the changes in the SIU constitution relating to membership rights. Also discussed during the meeting held aboard ship was a report on the pension committee. All crewmembers attended the meeting.



This is the galley crew that made the Rice Victory a good feeder. Left to right are George Cayton, steward; Henry Milton, chief cook; Jack Rankin, baker; Tom Taylor, messman; and BR's J. Meyers, G. Cruz.

Ship's Committee



THE SHIP'S COMMITTEE is the vital link between the SIU at sea around the world and the SIU ashore. This committee on every SIU ship consists of a ship's chairman, ship's secretary, and one elected delegate from each department. It is the responsibility of the chairman to call a meeting each Sunday while the ship is at sea to discuss any and all matters relating to the Union. The ship's secretary is responsible for keeping the minutes of the meeting, and sending these minutes and other Union correspondence to Headquarters. The department delegates are responsible for handling beefs reported to them by members of their department. Union democracy means active participation by all of the members of the Union. The concept of the ship's committee, and the purpose of the weekly meetings at sea, is to provide the means for all members to take a meaningful part in the affairs of their Union.



STEEL MAKER—Just returned from a long voyage to India, this ship's committee takes time to pose for their photo. Left to right are Pablo Barriol, chairman; M. Degallado, steward delegate; Eddie Lyle, engine delegate; R. Macarreg, ship secretary; N. Oppedisano, deck delegate.



BROOKLYN—Left to right, seated, are Sid Bercer, ship secretary; James Barclay, steward delegate; Peter McAneny, engine delegate. Standing are Steve Lenert, deck delegate, Tony Hanna, chairman. The committee reported good attendance at shipboard meetings and only a few beefs.



ARIZPA—Ship's committee on the Arizpa are (l-r) Dave Wilson, engine delegate; Estevan Cruz, ship's secretary; Zenon Rivero, ship chairman; John Bokus, deck department delegate; Frank Gomez, steward delegate. They reported good meetings.



ROBIN GOODFELLOW—Left to right are F. M. Jones, ship's delegate; D. J. Hill, deck delegate; W. H. Price, engine; Ben Buck, chairman, Vincent Sanchez, secretary; Young McMillan, steward delegate. Disputed overtime was settled at the payoff.



TRANSPACIFIC—Left to right are Juan Patino, ship delegate; Harry Downey, steward delegate; Hank Roberts, deck delegate; Earl Brannon, chairman; Ed Edinger, ship's secretary; Jack Powell, engine delegate. Vessel had just returned from India.



TRANSINDIANA—Just returned from a month-long voyage to North Europe, the ship committee lines up for a photo. Left to right: Nick Korygas, ship's secretary; Abdulla Ben Ahmed, steward delegate; K. B. Samet, deck delegate; R. Burton, chairman.

PINEY POINT



LIFEBOAT TRAINING at the Harry Lundeberg School of Seamanship at Piney Point, Md., continues to turn out thoroughly trained young men who are looking toward a career as merchant seamen. During the past month, 74 trainees successfully passed the Coast Guard written and practical examination, and earned their endorsement as qualified lifeboatmen.

Each of the trainees spent a minimum of 30 hours in the boats on the oars and commanding at the sweep oar, in addition to ten hours of classroom instruction, before they were permitted to take their examination. A total of 3,562 Seafarers have earned lifeboat endorsements through the training facilities of the HLSS.

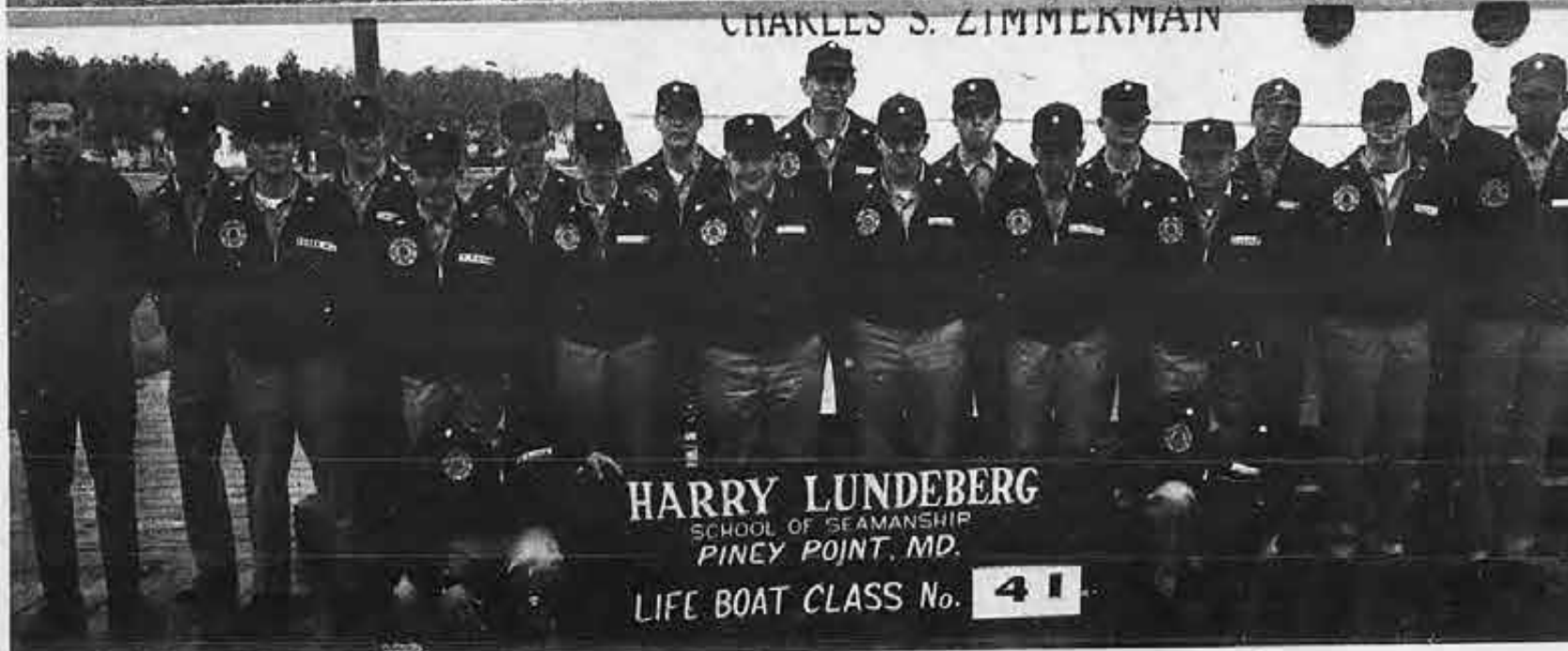


SIU Lifeboat Instructor Paul McGaharn (left) presents a wristwatch to trainee Daniel Dale, who was selected by the staff of the Harry Lundeberg School of Seamanship as the Outstanding Trainee of Class 41. Dale was selected on the basis of his performance in the lifeboat training school, as well as for his attitude and overall academic achievements at Piney Point.

CLASS 39—(Kneeling l-r) Gregory Williams, Phillip Cunningham. (Front row) Instructor Paul McGaharn, Terry Laminack, Andrew Germond, Joseph Mone, Shelton Dufrene, Harry Seckman, Roger Weeden, Daniel Simmons, George Gardner, Robert Wade, William Day, Bernard Vescovi, James Klajderman, Craig Copeland, John Hollen. (Back row l-r) Michael Homes, Bruce Stokes, Dennis Dillingham, John Kelly, Willie Stirewalt, James Parsons, Ricky Bean, Clarence Major, Eddie Adkins, Keith Williams, Jerry Lovejoy, Gerald P. Beckerman, and George Hill.



CLASS 40—(Kneeling l-r) Gregory Baptiste, Dominic Zappala. (Front row) Charles Evans, Roger Evans, Paul Aikey, John Cappucci, Larry Aldridge, Robert Moore, William Crum, Robert Armstrong, Gregory Brown, Gary Boland, Gary Mills, Instructor Paul McGaharn. (Back row) David Bailey, Andrew Flowers, Alan Rice, Donald Andrews, Terry Miller, Michael Brady, James Cotter, Edward Carter, William Robinson, Jerry Hart, Bruce McMullen, and Carl White. All passed their tests with good scores.



CLASS 41—(Kneeling l-r) Ricardo Ancira, Whipper Scott. (Front row l-r) Instructor Paul McGaharn, Carl Jurek, O'Neal Robinson, Walter Roberts, C. K. Minter, Boyde Collins, Martin Calpin, Ernest Zepeda, Richard Thiel, Joseph Holland. (Back row) Michael R. Moon, James Graves, John Frederick, Daniel Dale, James B. Warren, David Basile, Kenneth Floyd, Council A. Fleming, and HLSS Lifeboat Instructor Daniel Griffith.

From the Ships at Sea

"Saigon is beginning to feel like a new home port to us,"



Nicholson

says **Eugene Nicholson**, ship's chairman on the **Steel Worker** (Isthmian). The vessel has been making shuttle trips between Saigon and Korea, and the crew spent Thanksgiving, Christmas and New Year's Day in the South Vietnam capital. Ship's Secretary **W. M. Hand** has recorded a number of repairs needed, and will turn the list over to the patrolman at payoff. The ship is now on its way back to the East Coast, after stopping at Honolulu, and will pay off at Port Newark. There was one big complaint during this trip: no mail or Logs were received during the entire voyage.

Brother **Delos Boyd** is sailing as crew mess on the **Delta Argentine** (Delta Steamship) and,



Boyd

at 67 years of age, he still gives service on the bounce and always with a smile, reports Ship's Secretary, **Dario Martinez**. Boyd, who has been sailing for many years, is competing for the title of "top homesteader" on the ship, says Martinez. Boyd, who was born and raised in Mississippi, stays with his son, Robert, in Brockhaven when he is not at sea. The **Delta Argentine** is presently on a voyage Rio De Janeiro, Buenos Aires and Curacao, and expects to pay off in New Orleans this month.

Interest Hike On Savings Bonds Signed by Nixon

WASHINGTON — Labor-backed legislation increasing the interest on U.S. Savings Bonds sold to individuals from 4.25 to five percent has been signed into law by President Nixon.

Under the law, the Treasury Department would pay the five percent interest rate on bonds issued after June 1, 1969, and for interest periods after that date on bonds issued before then.

Sales of Freedom Shares which already pay 5-percent interest will be discontinued after June 30, 1970. The delay will give workers who buy shares through payroll saving plans an opportunity to change deduction programs to Savings Bonds.

In calling for the five-percent interest rate on bonds, the recent AFL-CIO convention pledged labor's continued support for the bond program under payroll deductions "if we can assure workers that their patriotic purchase of these bonds will bring them a fair return on their investment."

The Safety Committee on the **Transerie** (Hudson Waterways)



Yarbrough

met with the captain and ironed out a number of problems, reports **Wilson Yarbrough**, ship's secretary. Aside from some disputed overtime in the deck department and disputed port time in the engine department, all is running smoothly. The **Transerie** is on a shuttle run out of Bahrain. Ship's Chairman **Hendrey Ruckie** made a motion that the present one-year articles be replaced by six-month articles. The motion was seconded by **Floyd Perkins**, and passed. The 20 crewmembers present at the meeting gave a unanimous vote of thanks to the entire steward department for "a job well done."

Ship's Chairman **Henry Lovelace** reports that the **Rose City** (Sea-Land) met up with the **Beaugard** (Sea-Land) in Cam Ranh Bay, recently.



Lovelace

"We were able to exchange books and movies," Lovelace said, "and if you can believe all the conversation, they have quite a few lovers on that ship." Ship's Secretary **Ken Hayes** reports that meetings aboard ship are well-attended. He said that there seems to be some problems with allotments getting out on time, and the crew will bring this to the attention of the patrolman at payoff. The crew is also requesting a recreation room on the ship. "There's plenty of wasted space on here that could be utilized," says Hayes.

Labor Asks Senate to Extend '65 Voting Rights Five Years

BAL HARBOUR, Fla.—Extension of the 1965 Voting Rights Act is "vital" to protection of the civil rights of southern Negroes, the AFL-CIO Executive Council said.

The council urged the Senate to adopt a bipartisan proposal to extend the law an additional five years and called for defeat of a House-passed Administration bill that would dilute the law and cripple its enforcement.

Voting rights legislation is scheduled to reach the Senate floor this month and the Executive Council announced its support of an amendment drawn up by Senator Philip A. Hart (D-Mich.) and Senator Hugh Scott (R-Pa.). The Hart-Scott proposal would:

- Extend the Voting Rights Act unchanged an additional five years. The law, which paved the way for more than 800,000 black Americans in the South to become registered voters, otherwise will expire in August.

- Include two relatively non-controversial provisions of the Administration bill—a nationwide ban on literacy tests as a requirement for voting and easing of residency requirements for voting in presidential elections.

The 1965 law has been described as "the most successful civil rights law ever enacted," the council noted, and its continuation should be non-controversial.

"Unfortunately," the council said, "the Administration deliberately sought to use this important law as another weapon in its 'southern strategy.'"

The council statement termed Attorney General John N. Mitchell the leader in the drive to "sabotage" the law, "with the full cooperation of the White House and House Minority Leader Gerald R. Ford."

It said a coalition of Republicans and Southern Democrats won a narrow 208-203 victory in the House for the Administration bill. One of its key provisions eliminates the present requirement that states which have discriminated in the past must obtain federal approval before changing their election laws.

"Passage of the Administration substitute by the Senate would be a disaster to the cause of civil rights," the AFL-CIO charged. "In the name of political expediency, millions of Americans—once again—would find their voting rights denied."

Calling on the Administration to get behind the Hart-Scott proposal, the council said that to do otherwise "would be to prove without question that the Executive Branch of the government is more interested in pursuing the 'southern strategy' votes than in the right to vote for all its citizens."

Aboard the Steel Apprentice



These two crewmembers of the **Steel Apprentice**—both graduates of the Harry Lundeberg School of Seamanship—pose on deck for a picture after the vessel returned to the East Coast after a voyage to the Far East. Tyrone Jackson, left, is FOWT, and a 1967 graduate from Piney Point. Joseph Lebeau, O.S., graduated in January, 1968.

Coast Guard Mounting Drive Against Marine Aid Vandals

NEW YORK — The Coast Guard is stepping up its drive against persons who vandalize signal lights, buoys and other marine aids to navigation in the New York City area.

Those convicted will be liable for fines, paying for the damages, or imprisonment.

The Coast Guard is also offering a reward of one-half the sum collected from the violator

to persons who furnish information leading to the conviction of the offender.

Coast Guard officials here point out that any interference with these vital aids endangers the safety of mariners who navigate by them. Vandalizing aids is also a crime against government property and is handled by the Federal Bureau of Investigation.

Under Federal regulations persons who knowingly "aid, violation" against marine aids can be punished by a "fine not exceeding \$2,500, or by imprisonment for not more than one year, or both."

Coast Guard Group New York is responsible for maintaining the aids to navigation in the New York shipping area. In one recent case, a spokesman from Group New York reports that an 80-foot tower at New Dorp Beach on Staten Island was stripped of its equipment.

Another case involved a sniper shooting out lights on marker buoys around John F. Kennedy International Airport where barges unload aircraft fuel.

Since July 1969, the Coast Guard has spent more than \$1,600 repairing lights, beacons, light towers and buoys in the New York shipping area.

Taking It Easy in Yokohama



Bos'n **George Finkles**, right, takes it easy along with some of the deck gang aboard the **Topa Topa** in Yokohama. Relaxing left to right are **AB Donald Willis**, Deck Delegate **Milton Brown**, **AB Jack Sandoz**, Deck Engineer **Tom McRary**, and **Finkles**. The ship hit heavy weather during its last trip, and boarding seas damaged the No. 1 lifeboat.

PERSONALS

Richard D. Tapman

Please contact your wife, Margaret, immediately at 2000 Ramblewood Road, Baltimore, Maryland 21214. She is ill and is very anxious to hear from you.

— ⚓ —
**Claude Pickle
Art Gardner**

D. E. Risen would like you to contact him as soon as possible at 6735 Curtis Avenue, Long Beach, California 90805.

— ⚓ —
Estil T. (Tim) Egnor

Your sister, Edith Egnor, asks that you get in touch with her at 4923 North Sheridan, Chicago, Illinois 60640. It is important.

— ⚓ —
Reginald P. Sirois

Please contact your sister, Mrs. Lucille Delorme, as soon as possible at 2111 "O" Avenue, National City, California 92050.

— ⚓ —
William Avery Lassitter

H. R. White asks that you please contact David Walker at once at 2949 Fitzgerald Street, Jacksonville, Florida.

— ⚓ —
Robert W. Smith

Your mother is quite anxious to hear from you. Please contact her as soon as possible at Route 1, Box 72, Kilgore Creek Road, Milton, West Virginia 25541.

— ⚓ —
Edward G. Keagy

Please contact your sister, Mrs. Jeanette L. Atkinson, as soon as possible at 815 J Avenue, Coronado, California 92118.

**Member's Wife Thank
Union Welfare Plan**

To the Editor:

My husband and I were delighted and proud to have received the \$100.00 increase in benefits from the Seafarers Welfare Plan, which brought our total benefits to \$300.00.

It sure helped half of our worries, and we send our hearty thanks to the Seafarers Welfare Plan.

Sincerely yours,
Juanita Rogamos

LETTERS To The Editor

**Seafarer's Thanks
To Tunis Lawyer**

To the Editor:

I would like to express my thanks to Mr. Dott Guiseppe Palma, a lawyer in Tunis.

Mr. Palma offered his services free of charge to one of our brothers in need. When asked "What his fee was" he said "Americans are my friends. I am glad to help them out!"

J. Schlem S-1379
S.S. Steel Chemist

James Brack

Please contact Paul B. Adams, Jr. at 7605 LaRoche Avenue, Savannah, Georgia 31406 as soon as possible or call collect 912-355-1353. It is important.

— ⚓ —
Richard A. Pye

Your mother, Mrs. P. H. Hagerty, asks that you get in touch with her as soon as possible at 313 S. Howard Avenue, Tampa, Florida 33606.

— ⚓ —
Clyde T. Clark

It is very important that you get in touch with your landlord, William A. Lang, immediately at 3326 Spaulding Avenue, Baltimore, Maryland 21215. He is selling his house and your belongings will be sold by the first of May if you do not claim them. Please contact him in person or by phone.

— ⚓ —
Theodore Jack Bruce

Please contact your wife, Veronica, as soon as possible at P. O. Box 853, Hialeah, Florida 33011.

Luciano Garcia

Bill Schouweiler asks that you write him as soon as possible at P. O. Box 13142, Station E., Oakland, California.

— ⚓ —
Don Woods

Henry O. Muttig asks that you please return his typewriter at your earliest convenience to either the SIU Hall in Houston or to 6816 Westview, Houston, Texas 77055.

— ⚓ —
Alvin McCutcheon

Your wife asks that you contact her immediately about a very serious matter in your home. The address is 1608 East Buffalo Avenue, Tampa, Florida.

— ⚓ —
Robert Allen Ruffreer

Please contact your mother, Marion Locke, immediately. Her address is 371 Kern Street, Winchester, Virginia 22601.

— ⚓ —
Henry Crew

Dawn Parker asks that you contact her as soon as possible at 429 Mountain View, Santa Rosa, California.

Free To Disagree with Administration

Labor Urges Independence For Federal Consumer Agency

The consumers' voice in government will best be heard through the establishment of a strong, independent consumers' agency, the AFL-CIO told a Senate subcommittee on government operations.

Testimony submitted by AFL-CIO Legislative Director Andrew J. Biemiller said such an agency would be free "to agree and disagree" with other government agencies in their handling of consumer matters.

The federation, as it had in earlier testimony before a House subcommittee, emphasized that the independent agency structure is "greatly preferable" to the Administration proposal.

That "split-level" plan calling for an Office of Consumer Affairs in tandem with a Consumer Protection Division in the Department of Justice "deserves an 'E' for effort but falls short of a satisfactory solution," Biemiller stated.

A "serious drawback" to the Administration plan, he pointed out, is that it would give the Justice Department "the sole right to intervene as a party on behalf of the consumer in regulatory agency proceedings and in the federal courts."

"We believe that such an arrangement would be a great disappointment to consumers, who naturally expect the consumer spokesmen also to be the consumer advocate," he added.

The AFL-CIO conceded that placing a consumer agency outside the White House might give

it "less visibility and a less advantageous vantage point for coordinating the various government consumer programs."

"But," Biemiller said, "there are distinct and overbalancing gains in setting up the agency on a completely independent basis."

It would be subject to fewer White House pressures and would be less immediately dependent on any President, he explained. It would be freer to criticize other government agencies and it would be under less pressure.

Biemiller noted that the Senate subcommittee has before it in addition to the Administration measure proposals to establish an Office of Consumer Affairs in the White House and a bill to set up an independent Bureau of Consumer Protection.

All of these proposals, he said, "embody the principle of a unified agency operating in behalf of the consumer" but are "in a number of ways" inferior to the house proposal of Representative Benjamin S. Rosenthal (D-N.Y.) to set up an independent consumer agency.

Urging the subcommittee to draft legislation containing its features, Biemiller added, "it represents in our opinion the most advanced and well-rounded set of provisions thus far evolved in the continuing effort . . . to produce a strong, workable consumer representation agency."

A Relic from Pakistan



What's an old horse-drawn taxi from Pakistan doing on the deck of the Rachel? It's being brought back to the States by a lover of old horse-drawn taxis. The buggy was picked up during a recent stop at Karachi. Seen here are ABs Oren Dowd (l) and Joe McCabe.

SIU ARRIVALS

Richard Widstrand, born November 2, 1969, to Seafarer and Mrs. Warren H. Widstrand, Bronx, N. Y.

Valerie May, born January 8, 1970, to Seafarer and Mrs. George E. May, Brentwood, N. Y.

Dawn Hunt, born January 28, 1970, to Seafarer and Mrs. Michael R. Hunt, Philadelphia, Pa.

Richard Rakas, born January 10, 1970, to Seafarer and Mrs. Frank Rakas, Jr., Allison, Pa.

Joseph Wheeler, born October 23, 1969, to Seafarer and Mrs. Charles K. Wheeler, Wrightsville Beach, N.C.

Jeronimo and Luis Martinez, born November 25, 1969, to Seafarer and Mrs. Santos E. Martinez, Metairie, La.

Arthur Vigne, born November 16, 1969, to Seafarer and Mrs. Arthur Vigne, New Orleans, La.

Kara White, born January 11, 1970, to Seafarer and Mrs. William J. White, Houston, Texas.

Alfred Allen, Jr., born January 3, 1970, to Seafarer and Mrs. Alfred D. Allen, Seattle, Wash.

Patti Dyas, born February 6, 1970, to Seafarer and Mrs. Arnold D. Dyas, Mobile, Ala.

Melissa Hernandez, born January 26, 1970, to Seafarer and Mrs. Hugo Hernandez, Brooklyn, N.Y.

Anastasia Roberts, born December 16, 1969, to Seafarer and Mrs. Wilbur J. Roberts, New Orleans, La.

Lydia Dugas, born December 24, 1969, to Seafarer and Mrs. Lawrence J. Dugas, Houma, La.

Vanya Poulsen, born December 4, 1969, to Seafarer and Mrs. Verner Poulsen, Tacoma, Wash.

Robert Simpson, born October 5, 1969, to Seafarer and Mrs. Robert A. Simpson, Daphne, Ala.

John Otilio, IV, born December 5, 1969, to Seafarer and Mrs. John G. Otilio, III, New Orleans, La.

Dawn Cravey, born October 23, 1969, to Seafarer and Mrs. Wayne M. Cravey, Tampa, Fla.

Darwin Lesh, born November 5, 1968, to Seafarer and Mrs. Arthur F. Lesh, Concord, Calif.

Janet Rogamos, born January 12, 1970, to Seafarer and Mrs. Sammy R. Rogamos, Daly City, Calif.

Kevin Kahriger, born January 26, 1970, to Seafarer and Mrs. John B. Kahriger, Philadelphia, Pa.

Maria Luna, born December 8, 1969, to Seafarer and Mrs. Carlos M. Luna, Kenner, La.

Robert Lupton, born January 26, 1970, to Seafarer and Mrs. Christopher Lupton, Jr., New Bern, No. Carolina.

Lisa Rockwell, born December 17, 1969, to Seafarer and Mrs. Loyde W. Rockwell, Frankfort, Mich.

Barry Guy Fisher, born April 17, 1969, to Seafarer and Mrs. Harold G. Fisher, Houston, Tex.

Donald McCray, born January 7, 1970, to Seafarer and Mrs. Gerald L. McCray, Metairie, La.

Ronnie Stevison, born October 10, 1969, to Seafarer and Mrs. Joe L. Stevison, Bridge City, Texas.

Seafarers Support Teachers Beef



More than 100 Seafarers were on deck for a massive labor rally to support the striking members of the Newark (New Jersey) Teachers Union. The teachers walked out in a demand for union security rights, and wage adjustments. But the beef was quickly settled the day after the display of union solidarity.

STEEL WORKER (Isthmian), February 1—Chairman, E. Nicholson; Secretary, W. M. Hand; Ship's Delegate, William D. Norris; Deck Delegate, Vincent M. Mackelis. \$124.35 in ship's fund. Some disputed OT in deck department.

TRANSEASTERN (Transeastern), February 7—Chairman, Wm. H. Butts, Jr.; Secretary, M. B. Elliott; Deck Delegate, R. L. Waters. Motion was made to have patrolman check stores aboard ship. Motion was made to have TV, movie projector and movies put aboard ship.

OVERSEAS JOYCE (Maritime Overseas), February 15—Chairman, P. Adkins; Secretary, E. W. Lambe; Ship's Delegate, Ted Jones; Deck Delegate, J. K. Wilson; Engine Delegate, G. Doryn; Stewards Delegate, G. Pena. Large amount of disputed OT in deck and engine departments.

FAIRISLE (Pan Oceanic), February 17—Chairman, A. H. Anderson; Secretary, Johnny W. Givens; Ship's Delegate, A. H. Anderson; Deck Delegate, Robert D. McCormick; Engine Delegate, Jack D. Wells; Steward Delegate, M. C. Jensen. \$9.50 in ship's fund. All beefs were settled satisfactorily by patrolman.

ROBIN HOOD (Moore-McCormack), January 7—Chairman, D. Berger; Secretary, A. Shrimpton; Ship's Delegate, L. R. Smith; Deck Delegate, L. R. Smith. \$13.00 in ship's fund. Everything is running smoothly with no beefs.

THE CABINS (Texas City Refining), February 16—Chairman, Manuel DeBarros; Secretary, Jimmie Jordan; Ship's Delegate, Manuel DeBarros; Deck Delegates, Charles H. Fox; Engine Delegate, Kelley R. Graham; Steward Delegate, Simon Caban. Vote of thanks was extended to the ship's delegate for a job well done. Vote of thanks to the steward department for a job well done. Thanks to the deck and engine department for their cooperation. Very good crew on board.

PENNMAR (Calmar), January 18—Chairman, Irwin S. Moen; Secretary, Claude Garnett, Jr. Brother Walcy A. Thomas was elected to serve as ship's delegate. Deck Delegate, Ralph E. Stahl; Engine Delegate, Willis B. Addison; Steward Delegate, Oliver Lewis. No beefs and no disputed OT.

OVERSEAS ULLA (Maritime Overseas), February 8—Chairman, L. Olbrantz; Secretary, H. P. DuCloux; Ship's Delegate, Anderson Johnes; Deck Delegate, James Thompson; Engine Delegate, Frank A. Cueller; Steward Delegate, James Hassel. \$12.45 in ship's fund. No beefs were reported by department delegates.

SEATRAN LOUISIANA (Hudson Waterways), February 15—Chairman, J. Kennedy; Secretary, F. Hall; Ship's Delegate, J. Kennedy; Deck Delegate, A. L. Dawson; Engine Delegate, Edward F. Boyce; Steward Delegate, Juan V. Rivera. No beefs and no disputed OT. Motion was made that the Union establish a correspondence school, or something similar, for the men who cannot get off the ships to go to an upgrading school.

SAGAMORE HILL (Victory Carriers), January 25—Chairman, R. Granberg; Secretary, J. Craft; Deck Delegate, W. Dodd; Engine Delegate, B. McNally; Steward Delegate, D. Turner. No beefs were reported by department delegates.

PENNMAR (Calmar), February 15—Chairman, Irwin S. Moen; Secretary, Claude Garnett, Jr.; Ship's Delegate, W. A. Thomas; Deck Delegate, Ralph E. Stahl; Engine Delegate, Willis B. Addison; Steward Delegate, A. Lewis. Everything is running smoothly with no beefs.

STEEL FABRICATOR (Isthmian), January 6—Chairman, J. C. Harling; Secretary, Eddie Hernandez. Some disputed OT in each department. General discussion held regarding needed repairs.

TRANSMALAYA (Hudson Waterways), February 7—Chairman, John Sanders; Secretary, Judson P. Lamb; Deck Delegate, Grover A. Peterson; Engine Delegate, Jerry Hanners; Steward Delegate, H. W. Roberts. Disputed OT in each department.

OVERSEAS EVELYN (Maritime Overseas), January 27—Chairman, C. James; Secretary, W. E. Oliver. \$24.60 in ship's fund. Discussion held regarding repairs. Everything is running smoothly with no beefs.

LA SALLE (Waterman), February 2—Chairman, Joseph S. Filippo; Secretary, Edwin L. Brown; Ship's Delegate, Joseph S. Filippo; Steward Delegate, N. Franco. Vote of thanks was extended to the steward department for a job well done. No beefs were reported by department delegates.

ROSE CITY (Sea-Land Service), February 11—Chairman, Henry Lovelace; Secretary, Ken Hayes; Ship's Delegate, Henry Lovelace; Deck Delegate, Thomas F. Lyons; Engine Delegate, Adam E. Slouch. Ship's

CHATHAM (Waterman), February 1—Chairman, Sam Manning; Secretary, G. Trosclair; Ship's Delegate, Sam Manning; Engine Delegate, James Cockran; Steward Delegate, Arthur J. Nelson. Everything is running smoothly with no beefs and no disputed OT.

YAKA (Waterman), February 1—Chairman, A. Lanansky; Secretary, T. A. Robinson; Deck Delegate, Seymour Wolfson; Engine Delegate, Paul A. Switch; Steward Delegate, John G. Katsos. \$51.25 in ship's fund. No beefs were reported by department delegates.

JEFFERSON CITY VICTORY (Victory Carriers), February 8—Chairman, F. J. McGarry; Secretary, R. H. Pitcher; Ship's Delegate, N. Headham; Deck Delegate, A. J. Lacourse; Steward Delegate, E. W. Anderson. Some disputed OT to be settled by patrolman.

COLUMBIA EAGLE (Columbia), January 25—Chairman, Kenneth Roberts; Secretary, Thomas Ulisse; Ship's Delegate, Kenneth Roberts; Deck Delegate, S. McCloskey; Steward Delegate, Philip Livingston. \$12.10 in ship's fund. No beefs and no disputed OT.

COLUMBIA EAGLE (Columbia), February 1—Chairman, Kenneth Roberts; Secretary, Thomas Ulisse; Ship's Delegate, Kenneth Roberts; Deck Delegate, J. McCloskey; Steward Delegate, Philip Livingston. \$12.10 in ship's fund. No beefs and no disputed OT.

TAMPA (Sea-Land), February 9—Chairman, G. Castro; Secretary, E. B. Tart; Steward Delegate, Arturo Mariani, Jr. No beefs were reported by department delegates. Some disputed OT in engine department.

delegate thanked the crew for their cooperation. \$163.00 in movie fund. Captain has requested the Company to send all mail to Kobe, Japan.

TRANSEASTERN (Transeastern), February 7—Chairman, Wm. H. Butts, Jr.; Secretary, M. B. Elliott; Ship's Delegate, Wm. H. Butts, Jr.; Deck Delegate, R. L. Waters. Discussion held regarding various matters. Motion was made to have TV and movie projector and movies put aboard. Motion was made to have patrolman check food stores.

CITIES SERVICE NORFOLK (Cities Service Tanker Corp.), February 1—Chairman, Salvatore Candela; Secretary, Joseph J. Moll, Jr.; Ship's Delegate, Salvatore Candela; Deck Delegate, Joseph J. Moll, Jr.; Engine Delegate, Paul C. Gullion; Steward Delegate, Perley Willis. \$3.61 in ship's fund. Some disputed OT in deck department to be taken up with boarding patrolman.

STEEL FABRICATOR (Isthmian), February 1—Chairman, J. Harling; Secretary, Eddie Hernandez; Deck Delegate, Paul Anthony; Engine Delegate, Willie Craker; Steward Delegate, William Armstead. Disputed OT in deck and engine departments.

STEEL VENDOR (Isthmian), February 8—Chairman, Alfred Hanstvedt; Secretary, Michel J. Dunn; Deck Delegate, R. E. Charroin. Everything is running smoothly. Vote of thanks to the steward department for a job well done. Few hours disputed OT in deck and engine departments.

MAIDEN CREEK (Sea-Land), February 10—Chairman, George Annis; Secretary, Joseph E. Hannon; Ship's Delegate, George E. Annis; Deck Delegate, Roy A. Watford; Engine

Delegate, James L. McLanon; Steward Delegate, F. R. Stchel. No beefs were reported by department delegates.

PRINCETON VICTORY (Columbia), February 22—Chairman, Walter Sibley; Secretary, Howard Flynn; Ship's Delegate, Walter Sibley; Deck Delegate, Thomas S. Kline; Engine Delegate, H. Crean; Steward Delegate, John F. Silva. Ship's delegates reported that there was some disputed OT in the deck department to be settled by patrolman. He thanked all departments for their cooperation. Vote of thanks was extended to the steward department for a job well done.

MOHAWK (Ogden Marine), February 22—Chairman, C. V. Majette; Secretary, P. C. White; Ship's Delegate, Charles V. Mojette. Motion was made that any crewmember on the Persian Gulf run be allowed to pay off after six months with needed replacements to be flown out to the ship at Company expense. Motion was also made regarding OY and wages for cleaning cargo. Some disputed OT in engine department. Everything else is running smoothly.

MORNING LIGHT (Waterman), January 31—Chairman, Ted A. Tolentino; Secretary, Diocoro B. Militar; Ship's Delegate, M. L. Bergawan; Deck Delegate, C. R. Loveland; Engine Delegate, I. J. Fegan; Steward Delegate, Rene Pelleccia. No beefs were reported by department delegates.

OAKLAND (Sea-Land Service), January 31—Chairman, J. R. Miller; Secretary, J. Doyle; Ship's Delegate, Joaquin R. Miller; Deck Delegate, N. Miller; Engine Delegate, J. Rogers; Steward Delegate, Bernard P. Burke. \$4.30 in ship's fund and \$30.00 in movie fund. No beefs and no disputed OT.

DELTA ARGENTINA (Delta), February 7—Chairman, Nollie A. Towns; Secretary, Dario P. Martinez; Ship's Delegate, W. Patterson; Deck Delegate, Nathan J. Marton; Engine Delegate, Gordon L. Davis; Steward Delegate, George Loflem. No beefs were reported by department delegates. Everything is running smoothly. Vote of thanks was extended to Brother Roy R. Lee for a job well done. Vote of thanks was also ex-

British Build Vessel Of Plastic, Glass

LONDON—The British Navy will soon commission a unique \$4.8 million minesweeper made of glass-reinforced plastic, the Ministry of Defense has announced.

The 153-foot vessel will be the largest ship ever constructed of this material, which some experts claim may be a widely used vessel construction component in the future.

In the case of the minesweeper, glass reinforced plastic offers a particular advantage since it exerts no magnetic influence that could set off a mine.

Results Cited In Efforts to Aid Minorities

BAL HARBOUR, Fla. — AFL-CIO civil rights programs "have shown significant results," the federation's Executive Council was told.

The review of policies by newly named Civil Rights Committee Chairman Frederick O'Neal shows the development of affirmative action programs to end discrimination.

The elimination of segregated locals, opening of apprenticeship opportunities to minority group youths, involving minority group trade unionists in the policy-making process, providing equal benefits of union membership to all workers regardless of race or national origin—all of these have received greater effort and attention from affiliates, the report said.

There is no slowdown in organizing minority group workers or in expanding the opportunities for those already in unions, and "the American labor movement has had no second thoughts on the value of integration and the elimination of segregation."

Implementation of present civil rights laws, the state of the national economy and confusion among some liberal and civil rights groups on the goal of integration are all present causes for concern, the report pointed out.



tended to the entire steward department for the good feeding.

OVERSEAS ROSE (Maritime Overseas), February 4—Chairman, John Hunter; Secretary, Jack E. Long. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

DELTA ARGENTINA (Delta), January 19—Chairman, Nollie A. Towns; Secretary, Dario P. Martinez; Ship's Delegate, Roy R. Lee; Deck Delegate, Gordon L. Davis; Engine Delegate, John Federovich; Steward Delegate, Willie Patterson. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks was extended to the steward department for a job well done.

Checks Held for Asbury Victory Crew

Checks are being held at SIU headquarters, 675 Fourth Ave., Brooklyn, N.Y., for the following crewmembers of the *Asbury Victory* (Bulk Carriers):

- | | |
|---------------------|------------------|
| Joseph Chiaramonte | Aaron Sassar |
| Edward J. Gontha | Leon H. Kermarec |
| Ralph T. Moore | John J. Mitchell |
| William King | Jose S. Cruz |
| William J. Jones | Antonio Martes |
| Christopher J. King | Victor L. Ortiz |
| Michael J. Delaney | Rex J. O'Connor |
| Jimmie Dale | Alonzo Bryant |
| Vincent F. Bermudez | Willie Edwards |
| Robert R. Brown | Regino Vazquez |
| Nillo Reitti | |

FINAL DEPARTURES

Francisco Escobal Baltazar, 69: Brother Baltazar passed away on January 20 in New Orleans from heart disease. He was a native of the Philippine Islands and was making his home in New Orleans with his wife, Flora, when he died. Seafarer Baltazar joined the SIU in the Port of Galveston in 1953 and sailed in the steward department as a chief cook. He was an Army veteran of World War I. His death brought an end to a sailing career of 34 years. Entombment was in St. Vincent de Paul Mausoleum in New Orleans.



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William Rayburn Lacy, 63: Seafarer Lacy died on January 22, 1970 of heart trouble while en route to a hospital in Oakland, California. He joined the Union in the Port of San Francisco and sailed in the steward department. A native of Missouri, Brother Lacy was making his home in Concord, California with his wife, Clara when he died. Burial was in Memory Gardens in Concord.



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Thomas Edward Maynes, 59: Brother Maynes passed away on January 20, 1970 in Methodist Hospital in Brooklyn from natural causes. A native of New York City, Seafarer Maynes was living in Brooklyn when he died. He was an SIU pensioner who had joined the Union in the Port of New York in 1942 and sailed in the steward department. Among his survivors are his



wife, Florence. Burial was in Evergreen Cemetery in Union, New Jersey.

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Clement Earl Myers, Jr., 26: Seafarer Myers died on January 20 from natural causes in New Orleans. A native of New Orleans, Brother Myers was living in LaCombe, Louisiana when he died. He joined the SIU in the Port of New York in 1962 and sailed in the deck department as an OS. His last ship was the Trans-eastern. Among his survivors are his wife and father. Burial was in Lake Lawn Park, New Orleans.



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Irwin Music, 44: Brother Music died on February 3 from a concussion of the brain as the result of an accident in his San Francisco home. He joined the Union in the Port of Boston in 1946 and sailed in the engine department. He was a native of Kentucky and served in the Army from 1951 until 1953.



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Malrie William Ellis, 57: Seafarer Ellis died on January 21 of heart trouble in Pascagoula, Mississippi. He joined the Union in 1963 in the Port of Mobile and sailed in the engine department. A native of Pensacola, Florida, Brother Ellis was making his home in Moss Point, Mississippi when he passed away. Among his survivors are his wife, Lillie. Burial was in Orange Grove, Jackson County, Mississippi.



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Henry Phillip Myers, 72: Seafarer Myers was an SIU pensioner who passed away on February 12 from natural causes in Pasadena Bayshore Hospital, Pasadena, Texas. Brother Myers joined the Union in the Port of New York and sailed in the deck department. A native of Indiana, he was living in Pasadena, Texas when he died. He is a Navy veteran of World War I. When he retired in 1964 he end-

ed a sailing career of 47 years. Burial was in South Park Cemetery, Houston, Texas. Among his survivors are his wife, Helen.



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Charles E. Mason, 68: Seafarer Mason died on February 3 in Mercy Hospital, Buffalo from natural causes. He joined the Union in Buffalo in 1961. A native of Michigan, Brother Mason was making his home in West Seneca, New York when he passed away. Among his survivors are his wife, Frances. Burial was in Nativity Cemetery Orchard Park, New York.



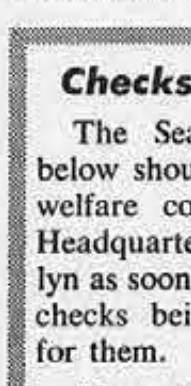
— ⚓ —

William Henry Rogers, 45: Brother Rogers died on February 6 of heart trouble in his San Francisco home. A native of Colorado, Brother Rogers joined the Union in the Port of Galveston in 1944. He sailed in the engine department as an FOWT and his last vessel was the Summit. Among his survivors are his wife, Helen. Burial was in Crown Hill Memorial Park, Denver, Colorado.



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Joseph Morris Purpuard, 59: Brother Purpuard died on January 27 from natural causes in St. Vincent's Hospital, Toledo, Ohio. A native of Detroit, Michigan, Brother Purpuard was living in Toledo when he passed away. He joined the SIU in 1961 in Toledo as a dredgeman. Among his survivors are his wife, Leona. Burial was in Toledo Memorial Park, Sylvania, Ohio.



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Thomas M. Barracliff, 73: Brother Barracliff died on August 1, 1969 in his home in Houston, Texas. A native of New Jersey, Brother Barracliff joined the SIU in the Port of Norfolk in 1941. He sailed in the engine department as an FOWT. Brother Barracliff was a Naval veteran of World War I. He had been sailing the seas for 41 years when he died. Burial was in Riverside Cemetery, Toms River, New Jersey.



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John Bilinski, 59: Brother Bilinski died of natural causes on January 15 at USPHS Hospital in Baltimore. He was an SIU pensioner who joined the Union in 1939 in Philadelphia and sailed in the deck department as an AB and bos'n. His last ship was the Portmar. A native of Connecticut, Seafarer Bilinski was making his home in Baltimore when he died. Survivors include his wife, Stella Mae. Burial was in Holy Redeemer Cemetery in Baltimore.



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Richard Calvin Baumgartner, 20: Seafarer Baumgartner died on January 26 in Baltimore. A native of Baltimore, he was living there when he died. Brother Baumgartner joined the SIU in 1968 and sailed in the engine department as a wiper. Among his survivors are his father, Calvin, of Baltimore. Burial was in Immanuel Cemetery, Baltimore City.



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John William Wagner, 45: Brother Wagner died of heart disease on December 23, 1969 in the 12th USAF Hospital, San Francisco. A native of Maryland, Seafarer Wagner was making his home in Baltimore when he died. He joined the Union in the Port of Baltimore in 1956 and sailed in the engine department as a wiper. He served in the Navy for eight years.



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Joseph Kissel, 73: Seafarer Kissel passed away from heart disease on April 8, 1969 while aboard ship near Seattle, Washington. A native of Pennsylvania, he was making his home in Seattle when he died. Brother Kissel joined the Union in the Port of New York in 1951 and sailed in the steward department as a cook and baker. He had been sailing 49



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Joseph Morris Purpuard, 59: Brother Purpuard died on January 27 from natural causes in St. Vincent's Hospital, Toledo, Ohio. A native of Detroit, Michigan, Brother Purpuard was living in Toledo when he passed away. He joined the SIU in 1961 in Toledo as a dredgeman. Among his survivors are his wife, Leona. Burial was in Toledo Memorial Park, Sylvania, Ohio.



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Thomas M. Barracliff, 73: Brother Barracliff died on August 1, 1969 in his home in Houston, Texas. A native of New Jersey, Brother Barracliff joined the SIU in the Port of Norfolk in 1941. He sailed in the engine department as an FOWT. Brother Barracliff was a Naval veteran of World War I. He had been sailing the seas for 41 years when he died. Burial was in Riverside Cemetery, Toms River, New Jersey.



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Richard Calvin Baumgartner, 20: Seafarer Baumgartner died on January 26 in Baltimore. A native of Baltimore, he was living there when he died. Brother Baumgartner joined the SIU in 1968 and sailed in the engine department as a wiper. Among his survivors are his father, Calvin, of Baltimore. Burial was in Immanuel Cemetery, Baltimore City.



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John William Wagner, 45: Brother Wagner died of heart disease on December 23, 1969 in the 12th USAF Hospital, San Francisco. A native of Maryland, Seafarer Wagner was making his home in Baltimore when he died. He joined the Union in the Port of Baltimore in 1956 and sailed in the engine department as a wiper. He served in the Navy for eight years.



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Expanded Federal Aid Urged For Community Mental Health

WASHINGTON—Community mental health centers are helping to keep workers on the job and families from being broken up, the AFL-CIO said in testimony urging expanded federal aid in building and staffing the centers.

Legislative Representative Clinton Fair, accompanied by Lawrence Spedley of the federation's Department of Social Security, urged a House subcommittee to take the best provisions of several bills extending the program—and add to them.

Fair termed mental illness "a major national problem," hitting hardest at those who can't afford expensive private treatment and who too often are shunted off to state mental institutions.

He said the nearly 500 community mental health centers built and staffed with federal aid have "significantly reduced the need for more expensive long-term hospitalization and custodial care."

The AFL-CIO asked the House Commerce Subcommittee on Public Health to extend the period that the federal government pays a major part of staff salaries from the first 51 months that a community center is in operation to a full 10 years. Otherwise, he warned, centers may have to cut back on services or close entirely.

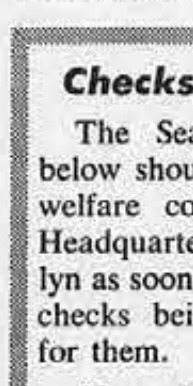
Fair also urged that payments be broadened to include subsidy of salaries of sub-professionals and administrative personnel.



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Checks Waiting

The Seafarers named below should contact the welfare counter at SIU Headquarters in Brooklyn as soon as possible for checks being held there for them.



Alexander Gluck
Anthony Amoriello
Jarrett C. Harris
Sherman L. Brinkley

On the DeSoto in New Orleans



Experience and youth are represented in this photo taken aboard the DeSoto in the Port of New Orleans. Standing (l-r) are veteran AB's Bobby Garn and C. Jordan. In front are Ordinary Seamen E. Gaudet and Stanley Meyers, from the Harry Lundeberg School of Seamanship.

States Fail to Give Needed Boosts In Jobless Benefits and Injury Pay

Changes made by 1969 state legislatures in unemployment insurance and workmen's compensation laws have made little progress toward achieving benefit standards urged by every President since Dwight D. Eisenhower.

Failure of the states to advance significantly in either area is revealed in articles in last

month's issue of the Monthly Labor Review, the publication of the Labor Dept.'s Bureau of Labor Statistics.

The articles are based on surveys conducted by Joseph A. Hickey, an unemployment insurance specialist in the Manpower Administration, and Florence C. Johnson, a labor standards adviser with the Of-

fice of Employment Standards.

The standards, most recently urged by the Nixon Administration, call for states to pay benefits for both unemployment and on-the-job injuries that are equal to at least two-thirds of the average gross weekly wages of all covered employes in the state.

The AFL-CIO has long maintained that these and other standards for unemployment insurance and workmen's compensation must be established under federal law if workers are to be adequately protected.

Hickey's survey revealed that despite changes enacted by 41 state legislatures in 1969 there are now only three states that pay maximum jobless benefits meeting the two-thirds standard: Connecticut, Hawaii and Rhode Island.

The survey shows, in fact, that only 21 states pay maximum benefits that meet a standard of one-half the average gross weekly wages of covered employes. Only two additional states came into that category as the result of 1969 legislation.

In other areas, Hickey reported that 17 states increased maximum jobless benefits; nine states made changes in disqualification sections of their laws; and many states made amendments related to qualifying, financing and administration.

He noted that there was "little significant activity" by the states to bring additional workers under unemployment insurance. About 17 million workers are not covered by jobless benefits.

In her article, Mrs. Johnson pointed out that "In addition to providing adequate cash benefits, an effective workmen's compensation law should limit the waiting period between the time of injury and the payment of benefits to three days or less, with retroactive payment to date of injury if disability continues for two weeks."

UNFAIR TO LABOR

DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)



Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)



Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)



Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Stafier
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Shoemaker and Shoe Workers' Union)



Boren Clay Products Co.
(United Brick and Clay Workers)



"HIS" brand men's clothes
Kaynee Boywear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves

Richman Bros. and Sewell Suits,
Wing Shirts

(Amalgamated Clothing Workers
of America)
Atlantic Products
Sports Goods
(Amalgamated Clothing Workers
of America)



Jamestown Sterling Corp.
(United Furniture Workers)



White Furniture Co.
(United Furniture Workers of
America)



Gypsum Wallboard,
American Gypsum Co.
(United Cement Lime and
Gypsum Workers International)

R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)



Comet Rice Mills Co. products
(International Union of United
Brewery, Flour, Cereal, Soft
Drink and Distillery Workers)



Pioneer Flour Mill
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
Local 110, San Antonio, Texas)



**All California
Table Grapes**
(United Farm Workers)



Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)



Fisher Price Toys
(Doll and Toy Workers)



Economy Furniture Co.
Smithtown Maple
Western Provincial
Bilt-Rite
(Upholsterers)

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 CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Bettery Place, Suite 1980, New York 4, N. Y.
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, 1969, 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.

Schedule of Membership Meetings

DIRECTORIAL UNION HALLS

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

PRESIDENT	
Paul Hall	
EXECUTIVE VICE PRESIDENT	
Cal Tanner	
VICE PRESIDENTS	
Earl Shepard	Lindsay Williams
Al Tanner	Robert Matthews
SECRETARY-TREASURER	
Al Kerr	
HEADQUARTERS	475 4th Ave., Bklyn. (212) HY 9-6400
ALPENA, MICH.	800 N. Second Ave. (517) EL 4-3616
BALTIMORE, Md.	1214 E. Baltimore St. (301) EA 7-4900
BOSTON, Mass.	443 Atlantic Avenue (617) 482-4716
BUFFALO, N.Y.	735 Washington St. SIU (716) TL 3-9257 IBU (716) TL 3-9257
CHICAGO, Ill.	9383 Ewing Ave. SIU (312) SA 1-0733 IBU (312) ES 5-9570
CLEVELAND, Ohio	1420 W. 25th St. (216) MA 1-5450
DETROIT, Mich.	18225 W. Jefferson Ave. (313) VI 3-4741
DULUTH, Minn.	2014 W. 3rd St. (218) RA 2-4110
FRANKFORT, Mich.	P.O. Box 287 415 Main St. (414) EL 7-2441
HOUSTON, Tex.	5804 Canal St. (713) WA 8-3207
JACKSONVILLE, Fla.	2408 Pearl St. (904) EL 3-0987
JERSEY CITY, N.J.	79 Montgomery St. (201) HE 5-9424
MOBILE, Ala.	1 South Lawrence St. (205) HE 2-1754
NEW ORLEANS, La.	430 Jackson Ave. (504) 529-7544
NORFOLK, Va.	115 3rd St. (703) 422-1872
PHILADELPHIA, Pa.	2604 S. 4th St. (215) DE 6-3818
PORT ARTHUR, Tex.	1340 Seventh St.
SAN FRANCISCO, Calif.	1531 Mission St. (415) 624-4793
SANTURCE, P.R.	1313 Fernandez Juncos Stop 20 724-2848
SEATTLE, Wash.	2505 First Avenue (206) MA 3-4334
ST. LOUIS, Mo.	4577 Gravois Avenue (314) 752-6500
TAMPA, Fla.	312 Harrison St. (813) 229-2788
TOLEDO, Ohio	925 Summit St. (419) 248-3491
WILMINGTON, Calif.	450 Seaside Ave. Terminal Island, Calif. (213) 832-7285
YOKOHAMA, Japan	Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

SIU-AGLIWD Meetings

New Orleans	April 14—2:30 p.m.
Mobile	April 15—2:30 p.m.
Wilmington	April 20—2:00 p.m.
San Fran.	April 22—2:00 p.m.
Seattle	April 24—2:00 p.m.
New York	April 6—2:30 p.m.
Philadelphia	April 7—2:30 p.m.
Baltimore	April 8—2:30 p.m.
Detroit	April 6—2:30 p.m.
Houston	April 13—2:30 p.m.

United Industrial Workers

New Orleans	April 14—7:00 p.m.
Mobile	April 15—7:00 p.m.
New York	April 6—7:00 p.m.
Philadelphia	April 7—7:00 p.m.
Baltimore	April 8—7:00 p.m.
Houston	April 13—7:00 p.m.

Great Lakes SIU Meetings

Detroit	April 6—2:00 p.m.
Alpena	April 6—7:00 p.m.
Buffalo	April 6—7:00 p.m.
Chicago	April 6—7:30 p.m.
Duluth	April 6—7:00 p.m.
Frankfort	April 6—7:00 p.m.

Great Lakes Tug and Dredge Section

Chicago	April 14—7:30 p.m.
Sault	
St. Marie	April 16—7:30 p.m.
Buffalo	April 15—7:30 p.m.
Duluth	April 17—7:30 p.m.
Cleveland	April 17—7:30 p.m.
Toledo	April 17—7:30 p.m.
Detroit	April 13—7:30 p.m.
Milwaukee	April 13—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans	April 14—5:00 p.m.
Mobile	April 15—5:00 p.m.
Philadelphia	April 7—5:00 p.m.
Baltimore (licensed and un-	
licensed)	April 8—5:00 p.m.
Norfolk	April 9—5:00 p.m.
Houston	April 13—5:00 p.m.

Railway Marine Region

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

† Meeting held at Galveston wharves.
‡ Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport News.

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

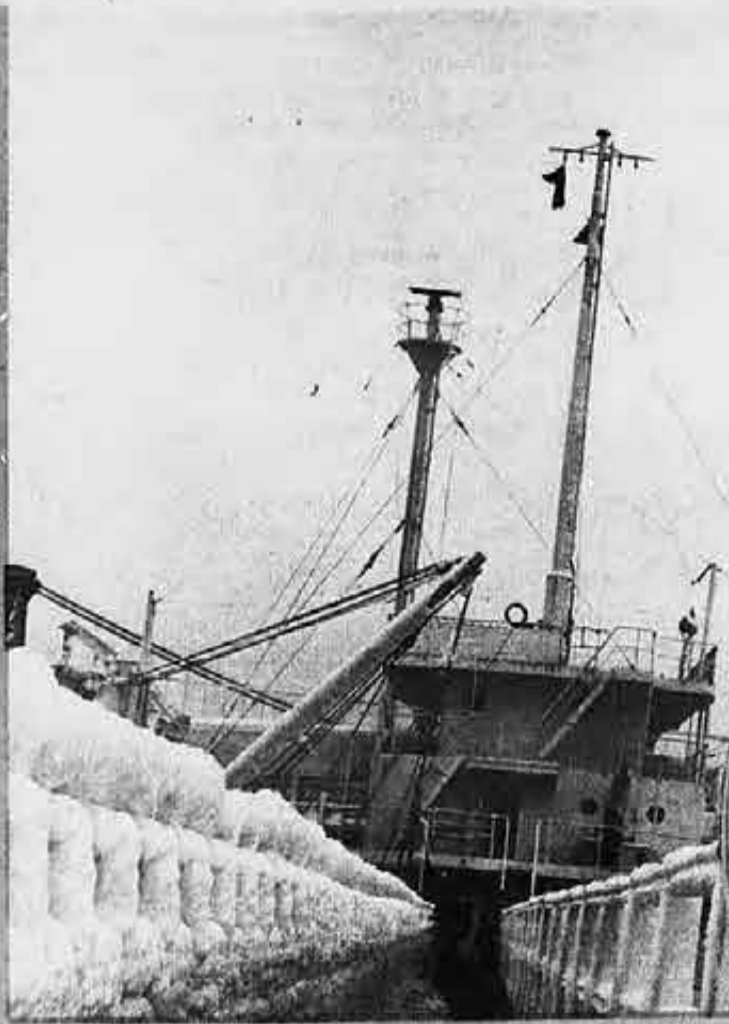
RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

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 DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

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.

6 Months Voyage To The Persian Gulf



Ice caked on the catwalk railings and coated on the boom lifts graphically describes typical conditions on the North Atlantic in the winter. Vessel was tied up in the East River.



SAFELY TIED UP in the East River in the Port of New York was the tanker **Midlake** (American Bulk Tankers) after a long six-month voyage to the Persian Gulf. The tanker carried grain from Houston to India, and then went on a shuttle run from Bombay to the Persian Gulf. She returned to the States after stopping at Grangemouth and Rotterdam. The vessel lost her rudder while rounding the Cape of Good Hope. She was towed into Durbin, South Africa, and continued on her way after a rudder was flown over from the States.



SIU Representative Leon Hall discusses beef with Engine Delegate Tom Hopkins. Hopkins, who sailed as pumpman, reported only a few minor beefs.



Deck Delegate Lance Bailey, right, discusses a problem with SIU Representative Luigi Iovino as Mauro Delacerida looks on.



Vessel was a good feeder during the long voyage thanks to these members of the steward department: Frank Kustura, steward; Edward Webb, cook; Nick Andreadis, chief cook.



Larry Busby, saloon mess, fills out his vacation application. Busby, a recent HLSS graduate, was finishing his second trip.



SIU Representative Red Campbell talks with Tom Hopkins, pumpman, and Charles Allen, deck maintenance, during the payoff.



Samuel Edwards, FWT, has been going to sea for 30 years, so it was natural that he share his experience with first-tripper Robert Wallace, who was sailing wiper. Wallace shipped on the **Midlake** after graduating from Piney Point last July.

Seniority and Membership

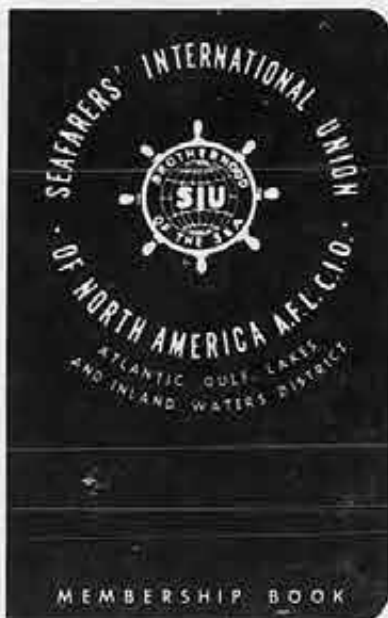
New rules adopted by the membership of the Atlantic, Gulf, Lakes and Inland Waters District of the SIU to further protect their seniority rights have been implemented by the union. Two new membership books and a new membership application form have been produced to carry out the SIU-AGLIWD Constitutional change.

There are now three membership books—one brown, one green and one red. These books will be the *only* evidence of union membership issued to Seafarers. They will, by their color, show the type of seniority an SIU member has.

S.I.U.N.A. — A.G.L.I.W.D. CONSTITUTION
ARTICLE III — SECTION 1 — MEMBERSHIP

(As Amended January 1, 1970)

"There shall be two classes of membership, to wit full book members and probationary members. Candidates for membership shall be admitted to membership in accordance with such rules as may be adopted from time to time, by a majority vote of the membership and which rules shall not be inconsistent with the provisions of this Constitution. All candidates with 360 days or more seetime in a consecutive 24 calendar month period commencing from January 1, 1968, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, shall be eligible for full membership. All persons with less than the foregoing seetime but at least thirty (30) days of such seetime, shall be eligible for probationary membership. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All probationary members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts."



"A" SENIORITY

This book will be recognized by all Seafarers. With its brown cover, it carries with it automatically the identity of Class "A" seniority under union shipping rules. It has not been changed in any way.



"B" SENIORITY

This is one of the two new books. Bound with green leather, the words "B" Seniority are stamped into it on the bottom of the front cover.



"C" SENIORITY

With the red leather cover, this book identifies a Seafarer as having Class "C" seniority. It has the words "C" Seniority imprinted on the lower part of the front cover.

If a Seafarer is a probationary member, regardless of which class of seniority he holds, the words "Probationary Member" will be stamped at each end of the line where the member's name appears on the Certificate of Membership page. If the member is a full book Seafarer, regardless of which class of seniority he holds, the stamped words "Probationary Member" will not appear on the Certificate of Membership page of his book.

NEW APPLICATION FORM

What must be done to get the right book? If a member has Class "B" or Class "C" seniority, he is required to apply immediately for a new book. If he carries Class "A" seniority, he must make out the new application form when the dues pages on his present "A" book are completely filled. Shown here are important sections of one of the two sides of the new application form. These sections call for the member to identify the type of membership book he is applying for, and to verify his shipping time. The front side of the form calls for biographical information. Union halls in all ports have been supplied with the new forms in sufficient quantity to take care of the membership's needs.

I AM SUBMITTING THIS APPLICATION FOR:

FULL BOOK MEMBERSHIP SENIORITY CLASS A B C

PROBATIONARY MEMBERSHIP SENIORITY CLASS A B C

I AM FURTHER CLAIMING THAT THE 24 CONSECUTIVE CALENDAR MONTH PERIOD, AS PER CONSTITUTION, FOR FULL BOOK MEMBERSHIP APPLICATION IS FROM _____ TO _____

I solemnly swear that the statements on both sides of this application are true.

APPLICANT MUST LIST BELOW ALL SEATIME WITH SIU-AGLIWD COMPANIES

VESSEL	COMPANY	RATING	DATE SIGNED ON	DATE SIGNED OFF	NO. OF DAYS

IMPORTANT: No book will be issued unless the form is completed in full. All questions must be answered. All seetime with SIU-AGLIWD companies must be reported for the 24-month period you are claiming. In this way, the membership status of all SIU Seafarers will be given the added protection called for in the Constitutional amendment.